Agenda

Planning Decisions Committee

6.30pm, Wednesday 18 November 2020

MS Teams

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The Planning Decisions Committee

The Planning Decisions Committee is a delegated committee of Council with full authority to make decisions in relation to planning applications and certain heritage referrals. The committee is made up of three Councillors who are rostered on a quarterly basis.

Participating in the Meeting

Planning Decisions Committee meetings are decision-making forums and only Councillors have a formal role. However, Council is committed to ensuring that any person whose rights will be directly affected by a decision of Council is entitled to communicate their views and have their interests considered before the decision is made.

There is an opportunity for both applicants and objectors to make a submission to Council in relation to each matter presented for consideration at the meeting.

Before each item is considered, the meeting chair will ask people in attendance if they wish to make submission. Simply raise your hand and the Mayor will invite you to come forward, take a seat at the microphone, state your name clearly for the record and:

- Speak for a maximum of five minutes;
- direct your submission to the chair;
- confine your submission to the planning permit under consideration;
- If possible, explain your 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 you are able to speak on their behalf.

Once you have made your submission, please remain silent unless called upon by the chair to make further comment or to clarify any aspects.

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.

Arrangements to ensure our meetings are accessible to the public

Planning Decisions Committee meetings are held at the Richmond Town Hall. The following arrangements are in place to ensure they are accessible to the public:

- Entrance ramps and lifts (via the entry foyer).
- Interpreting assistance is available by arrangement (tel. 9205 5110).
- Auslan interpreting is available by arrangement (tel. 9205 5110).
- A hearing loop and receiver accessory is available by arrangement (tel. 9205 5110).
- An electronic sound system amplifies Councillors' debate.
- Disability accessible toilet facilities are available.

1. Appointment of Chair

Councillors are required to appoint a meeting chair in accordance with the City of Yarra Governance Rules 2020.

2. Statement of recognition of Wurundjeri Woi-wurrung Land

"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."

3. Attendance, apologies and requests for leave of absence

Councillor attendees

- Councillor Stephen Jolly
- Councillor Amanda Stone
- Councillor Edward Crossland

Council officers

- Sarah Griffiths (Senior Co-Ordinator Continuous Improvement Statutory Planning)
- Danielle Connell (Senior Co-Ordinator Statutory Planning)
- Michelle King (Principal Planner)
- Rhys Thomas (Senior Governance Advisor)
- Cindi Johnson (Governance Officer)

4. Declarations of conflict of interest

Any Councillor who has a conflict of interest in a matter being considered at this meeting is required to disclose that interest either by explaining the nature of the conflict of interest to those present or advising that they have disclosed the nature of the interest in writing to the Chief Executive Officer before the meeting commenced.

5. Confirmation of Minutes

Any Councillor who has a conflict of interest in a matter being considered at this meeting is required to disclose that interest either by explaining the nature of the conflict of interest to those present or advising that they have disclosed the nature of the interest in writing to the Chief Executive Officer before the meeting commenced.

6. Committee business reports

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6.1	PLN19/0441: 3 Hilton Street, Clifton Hill	5	29
6.2	PLN19/0807 - 176 Johnston Street & 300 Napier Street Fitzroy	140	175
6.3	PLN20/0173 - 27 Russell Street, Abbotsford	283	330
6.4	PLN20/0168 - 40-50 Rokeby Street, Collingwood	494	544
6.5	PLN20/0184 - 1027 Drummond Street Carlton North	754	777
6.6	PL05/1061.04 - 538 - 540 Heidelberg Road Alphington	865	895
6.7	PLN17/0448.01 - 484-486 Swan Street, Richmond	1021	1093

6.1 PLN19/0441: 3 Hilton Street, Clifton Hill

Executive Summary

Purpose

1. This report provides the Planning Decisions Committee with an assessment of a planning application submitted for 3 Hilton Street, Clifton Hill. 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, 17.01, 21.04 and 34.01)
   (b) Built form (Clauses 15.01, 21.05, 21.07, 22.10, 22.16 and 22.17)
   (c) Off-site amenity impacts (Clause 15.01 and 22.05)
   (d) 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) Built form and design
   (c) Off-site amenity impacts
   (d) Internal Amenity
   (e) Sustainable design
   (f) Car parking and bicycle facilities
   (g) Traffic and access
   (h) Objector concerns

Submissions Received

4. 23 objections were received to the application, these can be summarised as:

   (a) Design (height, scale, bulk, overdevelopment of small site, character);
   (b) The 7 storey proposal is inconsistent with the low-scale area and contrary to provisions including the Commercial 2 Zone and Clauses 21.05 (built form) and 22.05 (Interface Uses Policy) of the Yarra Planning Scheme.
   (c) Off-site amenity impacts – overshadowing, loss of light, overlooking / loss of privacy (in particular from north facing windows), visual bulk and reducing neighbours' development potential.
   (d) Scale is an abrupt transition to the residential area.
   (e) The approval of this height will result in other comparably sized developments.
   (f) The proposed uses are in conflict with the residential area.
   (g) The car parking reduction will increase on-street parking demand in the area.
   (h) Traffic impacts, the proposal will result in increased traffic to the narrow street.
   (i) Bicycle parking insufficient and inconveniently located with no showers / lockers, which will discourage bicycle use.
   (j) No bicycle parking for café staff / customers.
   (k) Site map and applicant report describes scale and zoning of nearby buildings incorrectly.
   (l) Report indicates kitchen in all offices but not shown on plan.
   (m) Noise impacts, related to increased traffic as well as concerns about the café and roof terrace.
   (n) Extent of advertising insufficient.
   (o) Loss of city views.
   (p) Loss of property value.

(q) Impacts during construction including noise, loss of parking, security and damage to adjoining property.
(r) Damage to vehicles as a result of increased traffic / narrowness of street.

Submission of without prejudice 'sketch plans'

5. On 26 June 2020, the applicant submitted sketch plans (dated 24 June 2020, prepared by Wellard Architects) and a response to objections. The key changes shown in the plans are:

   (a) A reduction in the rooftop elements (allowing for a reduction in overall height);

   (b) Revised front and rear elevations with increased articulation and, on average increased setbacks;

   (c) Revised treatment of the northern façade;

   (d) Revised internal layout, including deletion of ground floor café; and

   (e) Other incidental design improvements.

   These plans will be referenced in the assessment section of this report. It is noted that referral comments provided were in relation to the decision plans.

Conclusion

6. 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 salient conditions:

   (a) Reduction of the overall building height by two levels.

   (b) Improvements to the design including through greater articulation and visual interest to the northern and front façades.

   (c) The roof terrace to be more recessive ensuring it does not present as an additional level.

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

6.1 PLN19/0441: 3 Hilton Street, Clifton Hill

Reference	D20/157745
Author	Julian Larkins - Coordinator Statutory Planning
Authoriser	Manager Statutory Planning

Ward:	Nicholls
Proposal:	Construction of a multi-storey commercial building plus roof terrace and a reduction in the statutory car parking requirements associated with office and food and drink premises (no permit required uses)
Existing use:	Warehouse
Applicant:	Hilton Street Holdings Pty Ltd c/o Human Habitats
Zoning / Overlays:	Commercial 2 Zone and Design and Development Overlay Schedule 2
Date of Application:	8 July 2019
Application Number:	PLN19/0441

Planning History

1. Planning Permit PLN11/0882 was issued on 10 September 2012 to use the land for the purpose of an Industry (panel beating), including buildings and works associated with the installation of an inlet and exhaust ducts and a waiver in the car parking requirement.

Background

2. The following are matters of process that are relevant to this application:

Lodgment of sketch plans

3. On 26 June 2020, the applicant submitted sketch plans (dated 24 June 2020, prepared by Wellard Architects) and a response to the objections received by the application. The key changes shown in the plans are:

   (a) A reduction in the rooftop elements (allowing for a reduction in overall height);

   (b) Revised front and rear elevations with increased articulation and, on average increased setbacks;

   (c) Revised treatment of the northern façade;

   (d) Revised internal layout, including deletion of ground floor café; and

   (e) Other incidental design improvements.

   These plans will be referenced in the assessment section of this report. It is noted that referral comments provided were in relation to the decision plans.

Figure 1 – 3D renders of without prejudice sketch plans (Wellard).

Application process

4. The application was lodged on 8 July 2019, and further information subsequently requested on 22 July 2019. The information was received on 11 December 2019 with supplementary floor plans showing bicycle parking submitted on 17 December 2019. The application was then advertised with 89 letters being sent. A total of 23 objections have been received.

5. Council has 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.

6. The permit applicant was given significant time to respond to the concerns raised by objectors and Council. Following the receipt of the sketch plans the applicant was encouraged to reduce the overall height further but eventually indicated they would not be issuing any further informal or formally amended plans. Wanting to act in good faith with Council given the generous amount of time afforded the applicant to prepare revised plans, the applicant indicated that they would not choose to lodge a failure appeal.

The Proposal

7. The application is for construction of a seven storey commercial building plus roof terrace and a reduction in the statutory car parking requirements associated with office and food and drink premises (no permit required uses).

8. The plans submitted on 11 December 2019 and 17 December 2019 form the decision plans (PL00 to PL05, dated 10/12/2019, PL06 to PL11, dated 17/12/2019 and PL12 to PL40 dated 10/12/2019 prepared by Wellard Architects).

9. Further details of the proposal are as follows:

<u>Use</u>

(a) 1215sqm of office to the upper levels above the ground level.
(b) A 17.5sqm food and drinks premises (café) (no permit required).
(c) A total of 9 car parking spaces provided within a stacker system.
(d) End of trip facilities including 6 bike parking spaces and shower and change facilities for future tenants / occupants.

<u>Development</u>

(e) Full demolition of all structures on-site (no planning permit required).

(f) Construction of a seven storey commercial development with ground floor café fronting Hilton Street.

(g) The ground floor is built to all boundaries and includes a small entry lobby to the middle of the street frontage with an accessible toilet and stairs and single lift to the northern boundary. On the southern boundary is a driveway utilising a new crossover in lieu of the existing crossover on Hilton Street which provides access to a stacker system and car spaces to the rear of the site. Abutting the northern edge of the driveway are some services and a bin storage area. There is a small food and drinks (café) tenancy to the northern boundary fronting Hilton Street.

(h) The first floor is predominantly office space with associated outdoor courtyards to the north-west corner and to the street frontage. To the northern boundary are the stairs, lift, toilets and a bicycle space which replicates for all upper levels.

(i) The second floor is predominantly office space with void spaces to the courtyards below. There is a balcony along the western boundary and a small balcony on the northern boundary.

(j) The third floor is predominantly office space with a void space above the second floor balcony on the rear / western boundary. A larger 3.785m wide terrace with planter fronts the entire Hilton Street frontage.

(k) The fourth, fifth and sixth floors are all very similar with predominantly office space and void or balcony spaces to the rear western boundary and voids and a 1.985m front setback to Hilton Street.

(l) The top level contains a rooftop terrace area set back 1.985m from Hilton Street and 3.5m at the rear (west) as well plant equipment, planter areas and a BBQ.

Elevations

(m) The front (east) elevation shows a seven storey building plus a roof terrace and lift and stair overrun. The lift and stair overrun will present as eight storeys to the northern boundary. The elevation shows the lower level with perforated garage door, the doorway to the lobby and a glazing above a plinth to the cafe.

(n) A further east elevation is provided showing front façade with perforated screens. The screens would cover the podium and top three levels of the building as well as enclose the roof terrace meaning the building would present as eight storeys.

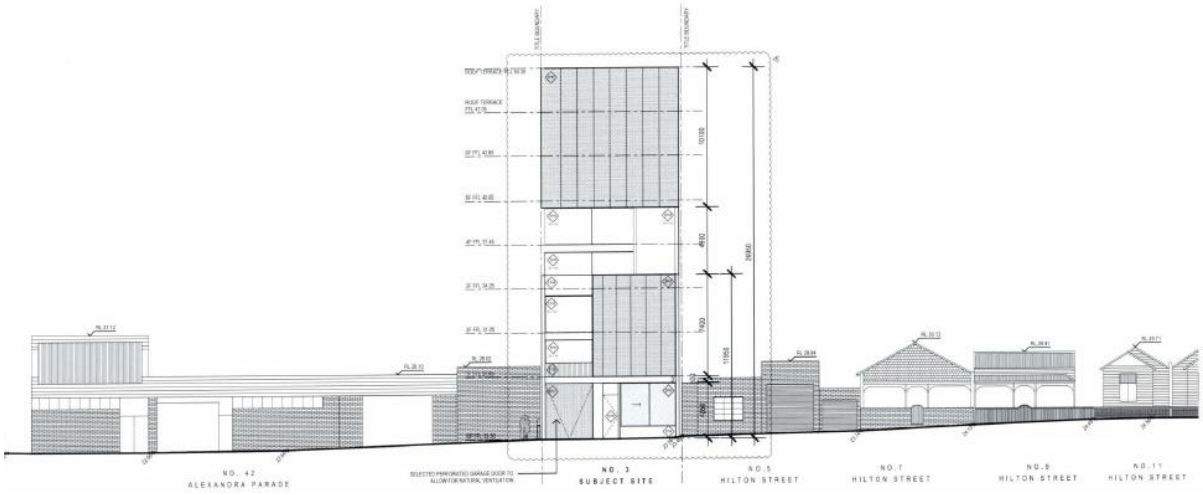


Figure 2 – Street elevation including the perforated screens (Wellard)

(o) The south elevation presents as a boundary wall with the podium treated in a lighter concrete colour and the upper levels darker. There is 1.985m front setback above podium and 3.5m setback to the rear at the upper levels. The overall height is shown at 26.95m to the top of the lift overrun.

Figure 3 – South elevation (Wellard)

(p) The west elevation (rear) shows the lighter coloured concrete podium but also includes the void space to the northern boundary from the first floor all the way up the building with windows beyond. The upper levels include the darker shade boundary wall concrete finish which is also carried through to the roof top terrace and lift overrun.

Figure 4 – West elevation (Wellard)

(q) The north elevation shows the light concrete finish to the podium and darker finish to the boundary wall upper levels. There is a 1.985m front setback above the podium and 3.5m wide balconies and voids to the rear above the ground floor.

Figure 5 – North elevation (Wellard)

(r) The sectional drawings show the car parking pit for the stacker system to the rear of the site below ground.

General

(s) The natural ground level is shown sloping modestly upwards to the north along Hilton Street. The overall height is 26.95m to the top of the lift overrun while the podium height is 11.95m.

(t) The form of the building is rectilinear with a flat roof form.

(u) The ground level has a 4.050m floor to ceiling while all the upper levels are 3.2m floor to ceiling.

(v) The façade design to the Hilton Street frontage consists of a high level of glazing with dark exposed concrete slabs separating the levels. The balconies have lightweight balustrades.

Existing Conditions

Subject Site

10. The subject site is located on the western side of Hilton Street, just over 40 metres north of Alexandra Parade. The site is generally rectangle in shape with a Hilton Street and rear frontage of 10.06 metres and depth of 22.86 metres, yielding an overall area of 232sqm.

11. The subject site contains no restrictive covenants or agreements registered on the titles provided.

12. The site is developed with a double storey warehouse building, built to all boundaries with the exception of the paved area at the south-east corner that is accessed via an existing crossover and allows for two on-site car spaces.

13. The site is located in a commercial pocket just south of an established residential area consisting predominantly of single storey Victorian dwellings.

14. The subject site is in close proximity to a range of key sites / services including the Smith Street Activity centre (225 metres west), various tram services and both Clifton Hill and Victoria Park railway stations.

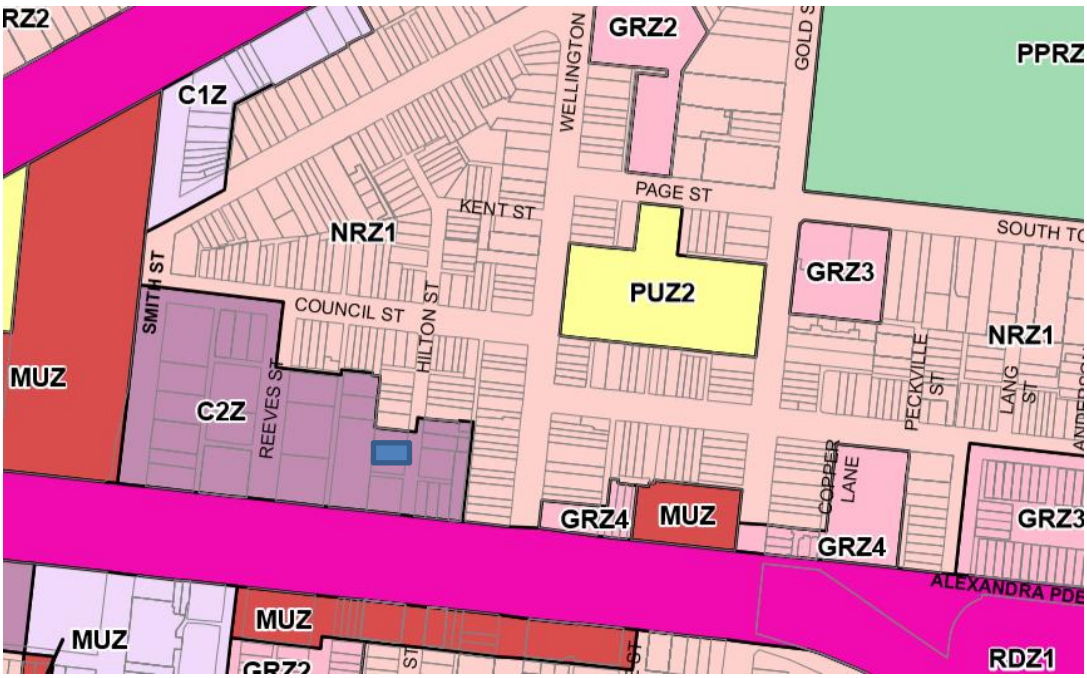


Figure 6 – zoning map (subject site in blue)

Figure 7 – Existing conditions

Figure 8 – Subject site as viewed from Hilton Street

Surrounding Land

15. Adjoining the land to the north is a single-storey warehouse building of brick construction. This site, like the subject site is zoned Commercial 2 Zone and provides car spaces at the south-eastern corner. Further north are single-storey dwellings of brick and weatherboard construction located in a Neighbourhood Residential Zone 1 and Heritage Overlay Schedule 317 Clifton Hill Western Precinct (HO317).

16. To the south and partly to the west, the site is immediately abutted by a large double storey (26 Alexandra Parade), orange brick building setback from Hilton Street with car parking located within the frontage. This site interfaces Alexandra Parade to the south, Hilton Street to the east and a laneway to the west with two storey on boundary walls. The building is currently used as offices.

17. To the west is the continuation of the double storey building discussed above. Further west are more commercial buildings including the Fitzroy North Gasworks Site.

18. To the east is Hilton Street and on the opposite side are further low-scale warehouse and industrial buildings, including offices, zoned Commercial 2 Zone. Further north-east, are dwellings located in a Neighbourhood Residential Zone 1 and within the HO317.

Planning Scheme Provisions

Zoning

Clause 34.01 – Commercial 2 Zone

19. Pursuant to Clause 34.02-1 of the Yarra Planning Scheme (the Scheme), a planning permit is not required to use land for a Food and Drink premises (café) (where the floor area is less than 100sqm) or for an Office.

20. Pursuant to Clause 34.02-4 of the Scheme, a planning permit is required to construct a building or construct or carry out works.

Overlays

Clause 43.02 – Design and Development Overlay Schedule 2

21. Pursuant to Clause 43.02-2 of the Scheme, a planning permit is required to construct a building or construct or carry out works unless a schedule specifically states that a permit is not required. Schedule 2 does not exempt the proposal from requiring a permit and therefore a permit is required under this provision.

Particular Provisions

22. 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	Area	Statutory Parking Rate	No. of Spaces Required
Office	900.2sqm	3 spaces per 100sqm of LFA	27
Food and Drink Premises	17.5sqm	3.5 spaces per 100sqm of LFA	0
		Total Required	**27**
		Allocated	**9**
		Reduction required under Clause 52.06	**18**

23. Pursuant to Clause 52.06-3, a permit is therefore required to reduce the number of car spaces required under Clause 52.06-5.

24. 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
Office	900.2sqm	1 to each 300sqm of net floor area for employees 1 to each 1000sqm for visitors	3
Food and Drink premises (convenience restaurant)	17.5sqm	1 to each 25sqm for employees 2 for visitors	2
		Total:	**5 spaces**

25. The proposal provides 6 bicycle spaces, with one on each office level. The application therefore meets the requirements of this provision.

26. The application planning report also indicates there is sufficient shower and change facilities to complement the six bicycle spaces. However, it is unclear what this is referring to as each office level only includes standard toilet. There is an accessible toilet at ground level as well but again it is unclear what shower facilities there are. This can be resolved via condition if a permit were to issue.

General Provisions

27. 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)

28. Clause 11 – Settlement
    (a) Clause 11.01-1R – Settlement – Metropolitan Melbourne
    (b) Clause 11.02-1S – Supply of urban land

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

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

31. 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

32. Clause 17 – Economic development
    (a) Clause 17.01-1S – Diversified economy
    (b) Clause 17.02-1R – Diversified economy – Metropolitan Melbourne
    (c) Clause 17.02 – Commercial
    (d) Clause 17.02-1S - Business

33. 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)

34. Clause 21 – Municipal Strategic Statement (MSS)

35. Clause 21.03 Vision includes Strategic Framework Plan for Yarra, which indicates the subject site is not within a Neighbourhood Activity Centre but is close to the Smith Street Major Activity Centre, with Smith Street about 100 metres west of the subject site. The nearest Neighbourhood Activity Centre is Queens Parade which is approximately 300 metres north of the subject site. 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.

36. Clause 21.04 – Land use
This provision states that '*Due to the historic mixed land use pattern of Yarra the interface of residential land use and commercial and industrial activities must be managed to provide reasonable amenity for residents. It is also important that new development provides high levels of amenity for existing and future residents*.'

37. Clause 21.04-3 – Industry, office and commercial
The objective of this clause is 'to increase the number and diversity of local employment opportunities'.

38. 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.

(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.
(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

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

40. Clause 21.07– Environmental Sustainability

41. Clause 21.08 – Neighbourhoods
(a) *Clause 21.08-4* – Clifton Hill
Clause 21.08-4 identifies that Clifton Hill is a largely residential neighbourhood with good public open space. It states that there are two neighbourhood activity centres within Clifton Hill in Spensely Street and Queens Parade. In addition this policy recognises that there is a small industrial / business precinct on the north side of Alexandra Parade between Smith and Wellington Street that needs to retain its business focus.

<u>Relevant Local Policies</u>

42. Clause 22.05 – Interface Uses Policy
The relevant objective of this clause is:
(a) To ensure that residential uses located within or near commercial centres or near industrial uses enjoy a reasonable level of amenity.

Clause 22.05-3 states that it is policy that:
'New non-residential use and development within Business and Mixed Use and Industrial Zones are designed to minimise noise and visual amenity impacts upon nearby, existing residential properties.'

43. 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.

44. 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.

45. 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

46. The application was advertised on 20 December 2019 in accordance with Section 52 of the Planning and Environment Act (1987) by way of 89 letters sent to the surrounding property owners/occupiers and by six signs on the site. A total of 23 objections have been received at the time of writing this report. The concerns can be summarised as:

    (a) Design (height, scale, bulk, overdevelopment of small site, character);
    (b) The 7 storey proposal is inconsistent with the low-scale area and contrary to provisions including the Commercial 2 Zone and Clauses 21.05 (built form) and 22.05 (Interface Uses Policy) of the Yarra Planning Scheme.
    (c) Off-site amenity impacts – overshadowing, loss of light, overlooking / loss of privacy (in particular from north facing windows), visual bulk and reducing neighbours' development potential.
    (d) Scale is an abrupt transition to the residential area.
    (e) The approval of this height will result in other comparably sized developments.
    (f) The proposed uses are in conflict with the residential area.
    (g) The car parking reduction (27 spaces) will increase on-street parking demand in the area.
    (h) Traffic impacts, in particular the proposal will result in increased traffic to the narrow street.
    (i) Bicycle parking insufficient and inconveniently located with no showers / lockers, which will discourage bicycle use.
    (j) No bicycle parking for café staff / customers.
    (k) Site map and applicant report describes scale and zoning of nearby buildings incorrectly.
    (l) Report indicates kitchen in all offices but not shown on plan.
    (m) Noise impacts, in particular related to increased traffic as well as concerns about the café and roof terrace.

(n) Extent of advertising insufficient.
(o) Loss of city views.
(p) Loss of property value.
(q) Impacts during construction including noise, loss of parking, security and damage to adjoining property.
(r) Damage to vehicles as a result of increased traffic / narrowness of street.

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

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

Referrals

External Referrals

49. The application was not required to be referred to any external authority.

Internal Referrals

50. 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) Council's Urban Designer
(f) Urban Design
(g) Wind Consultant – MEL Consultants

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

OFFICER ASSESSMENT

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

(a) Strategic justification
(b) Built form and design
(c) Off-site amenity impacts
(d) Sustainable Design
(e) Car parking, bicycle facilities and traffic generation
(f) Objectors' concerns

Strategic justification

53. The subject site is located in the Commercial 2 Zone which specifically encourages commercial areas for offices, appropriate manufacturing industries, bulky goods retailing, other retail uses, and associated business and commercial services all while seeking to ensure that uses do not affect the safety and amenity of adjacent, more sensitive uses.

54. Contextually, the subject site is located over 100 metres east of the Smith Street Major Activity Centre within the commercial / industrial pocket just north of Alexandra Parade and west of Wellington Street. The subject site is approximately 400 metres south of the Queens Parade Neighbourhood Activity Centre. To the north is an established low-scale residential area with predominantly Victorian heritage dwellings.

55. Although not within an activity centre, the subject site is still located with convenient access to jobs, infrastructure and public transport. The planning scheme recognises that development that meets the community's needs for retail, entertainment, office and other commercial services is sought as outlined within clause 17.02-1 (Business) of State planning policy and notably, Clause 17.01-1S (Diversified economy) seeks to '*Protect and strengthen existing and planned employment areas and plan for new employment areas' and 'Improve access to jobs closer to where people live'.*

56. The subject site is recognised as being within an existing commercial / industrial precinct on the north side of Alexandra Parade between Smith and Wellington Street that needs to retain its business focus as per Clause 21.08-4.

57. At a local level, there is an expectation stated at Clause 21.04-1 that the majority of new development will be accommodated on strategic redevelopment sites located either in or close to activity centres, with more moderate growth anticipated for sites such as the subject site within the Commercial 2 Zone.

58. Clause 21.04-3 (Industry, office and commercial) highlights the importance of commercial and industrial sections that underpin a sustainable economy. With the decline of manufacturing some of this land is anticipated to become office. Clause 22.05 highlights potential amenity conflicts between residential and other uses that needs to be managed.

59. 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.

60. 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.

61. 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.'*

62. 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.

63. Overall it is considered that the site could accommodate a highly responsive office development with accessibility to jobs, services and public transport. Having regard to the above discussion, a highly responsive development that strikes right balance between providing for new office space while also protecting the amenity of nearby residents has strong strategic support at this location.

Built form and Design

64. 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* (UDGV) prepared by the Department of Environment, Land, Water and Planning (DELWP).

65. 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.

66. 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

67. It is considered that the proposal is not consistent with the objectives of this provision for the following reasons:

(a) Although the overall rectilinear tower/podium form is generally consistent with surrounding development and the built form typology to the south of the subject site, the sheer scale of the development so close to an established low-scale residential area within the heritage overlay is not considered consistent with the objectives of this provision, in particular the following objectives to:
   (i) *Ensure that new development positively responds to the context of the development and respects the scale and form of surrounding development where this is valued feature of the neighbourhood character*.
   (ii) *Limit the impact of new development on the amenity of surrounding land, particularly residential land*.

68. At a scale of seven storeys, plus a roof terrace which presents as eight storeys, the proposal is too tall and does not respond to its context which includes the single-storey heritage streetscape of residential properties. The subject site being effectively at the end of the commercial precinct is required to balance both the low-scale residential and the more robust commercial land to the south, which can reasonably be expected to intensify.

69. This view is reinforced by Council's Urban Design Unit who stated in comments provided on 4 February 2020 that '*The site sits near the edge between the commercial and residential zones therefore it is important for any development to provide suitable transition between the low scale residential buildings, and the commercial properties leading to Alexandra Parade*.'

70. At this point it is worth noting again that the Urban Design Unit only commented on the decision plans and not the 'without prejudice' sketch plans submitted in response to, among other things, their comments.

71. The proposal shows a street wall of 3-storeys presenting to Hilton Street which provides a reasonable response to existing surrounding building context which tends to be 1 and half storey built form.

72. However, the overall scale of the building shows no scaling down of the development to the sensitive residential interface which is separated by only one modest sized commercial property to the north and relies on this property to provide this transition in scale between the commercial buildings and the established residential dwellings Given this proximity to such a clearly established character the subject site must act as a conduit between the two vastly different characters to the north and south and temper its expectation of supporting the significant scale as currently proposed.

73. It is considered that the building scale requires a reduction and refinement to the façade design (as will be discussed to follow) to be generally consistent with objectives at clauses 21.05-2 and 22.10-3.2.

Setbacks & Building Height

74. 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.

75. The proposal is not considered to fulfil the above criteria, being a modest sized site compared to the adjoining commercial allotment to the south. Further it is considered that the proposal at this scale would also result in unreasonable off-site amenity impacts, in particular by way of visual bulk impacts to the nearby residential area.

76. 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 this area, general guidance at clause 21.05-2 objective 17 seeks to retain Yarra's identity as a low-rise urban form with pockets of higher development. Development such as the subject application that sits outside of activity centres and not on Strategic Redevelopment Sites is expected to reflect the prevailing low-rise urban form. Equally, it is acknowledged that the subject location is unique in that it is a small industrial / business pocket on the north side of Alexandra Parade as recognised in Clause 21.08-4 (Clifton Hill).

Given this context, it is considered that the maximum height of seven storeys, which is perceived as eight storeys with the screening to the roof terrace, must reduce significantly to provide an acceptable transition of scale between the low rise residential and the larger site to the south. A reduction in height and a light weight and a more recessive rooftop terrace will help to strike an appropriate balance between the two differing contexts to the north and south. In the absence of a specific height control provision on the land it is considered that a reduction of two levels is required in combination with the removal of the perception of the upper level roof terrace as another storey as well as other conditions to break up the bulk of the building to ensure the site appropriately responds to its context.

77. It is considered that the reduction in height could be achieved via a condition if a permit is to issue.

78. In terms of setbacks, the development builds to the side (north and south) boundaries for the entire height of the building, with only limited relief. There is to be a front setback above the street wall to Hilton Street of a uniform 1.985 metres, while the rear of the site contains balconies and void area alternating to the boundary before stepping back for the roof top level. Further analysis of each of setback and interface features of the decision plans is discussed below:

    (a) On the south boundary the only setback is the 3.5m rear setback for the top level of the building as well as the further increased rear setback to the roof terrace. The building presents a blank wall between five and eight storeys for the majority of the south elevation. Given the more robust nature of the commercial land to the south this does not present significant issues.
    (b) The north façade is different as it faces the sensitive low-scale residential area. The northern façade benefits from a ground level boundary courtyard to the north-western corner of the site with a void that extends the entire height of the building offsetting the rear of the subject site to provide more relief and variable materials as the building presents to the residential properties. The rear balconies to the south of the void provide a lightweight point of difference. Additionally the Urban Design Unit provided the following comments which are required to be addressed:

        The proposed development provides no side setbacks, with shear walls on the boundary. This is particularly an issue on the northern side considering that the NRZ land will not develop to a similar scale, and therefore this wall will most likely remain visible from the street and from the north.

        It is recommended a setback is provided from the north (particularly for the upper levels above the street wall), combined with increased articulation and treatment of this elevation so that it reads as a visible part of the building and not a blank side wall.

        This is considered a valid issue and will be addressed by conditions that enhance the appearance of the northern façade and significantly reduce the scale by two levels. Subject to these measures which are discussed in more detail later in this assessment a setback to the northern boundary is not deemed necessary.

(c) The eastern (front) façade has some encouraging elements though it is considered that at the proposed scale with only a modest front setback the building will dominate the narrow street. The operability of the façade screening offers potential variation and visual interest but also makes the façade present as eight storeys.

(d) Lastly, concerns raised by Council's Urban Design Unit in regard to development potential to the rear are not seen as valid given that the subject site is a commercial floor space. Given the commercial nature of the development the rear balconies and voids provide sufficient light into the subject site ensuring any future development of adjoining land would not unreasonably impact the internal amenity of the office. It is also not considered that the adjoining land to the west or north is unreasonably affected in terms of development potential, but it is noted that at a reduced scale the development as a whole would be more site responsive to each interface.

79. As highlighted earlier in the report the applicant was given opportunity to respond to the above concerns and did so by providing sketch plans and an accompanying response.

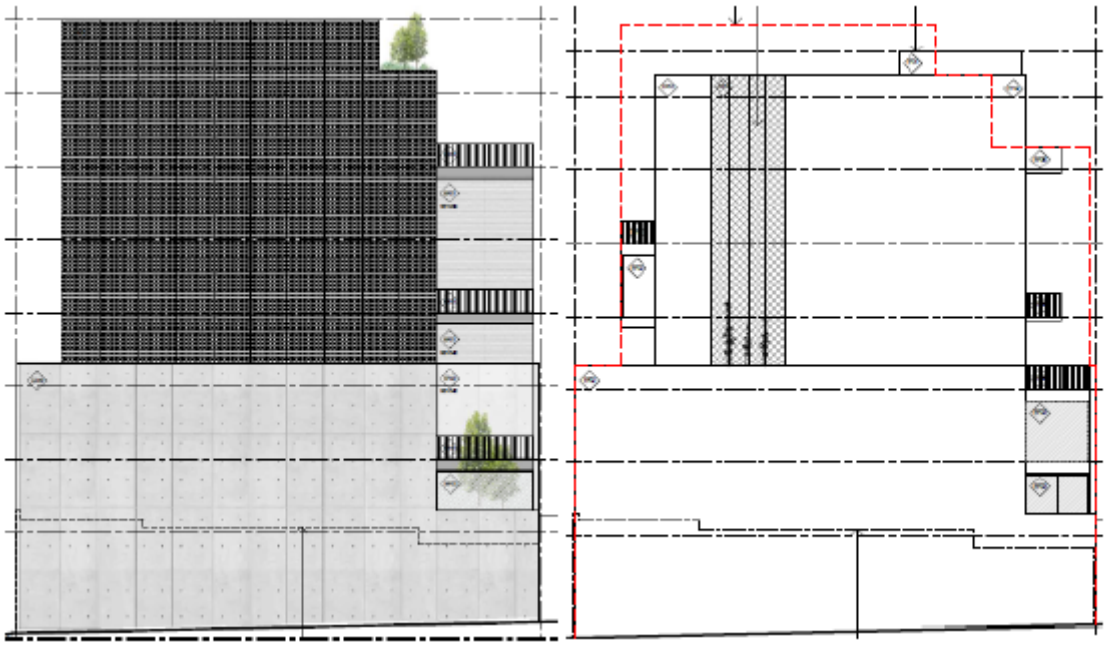


Figure 9 – 3D of the revised northern façade (decision plan on the left and sketch plan on right)

80. Figure 9 and 10 demonstrate the key differences between the decision plans and sketch plans with the overall height of the building reduced as well as the articulation and quality of the design being improved on the sketch plans with the lightweight balconies being introduced in lieu of the sheer walls (screens) shown on the decision plans. The front setback is also increased through removal of the screens (refer to Figure 9) and with the introduction of more void spaces and balcony spaces (Refer to Figures 10 and 11 below) which shows the increased setbacks at the upper levels. Due to these changes the upper levels contain more variance and visual interest. It is acknowledged that the north-western void / setback is reduced by 500mm in width but overall this modest change is offset by the other improvements. Finally, the roof terrace is more recessive with significantly increased setbacks to all sides and the reduction in rooftop screens ensures a lightweight and recessive communal space that removes the perception of an additional storey.

Figure 10 – 3D of the revised front setback and materials including exposure of the balconies.

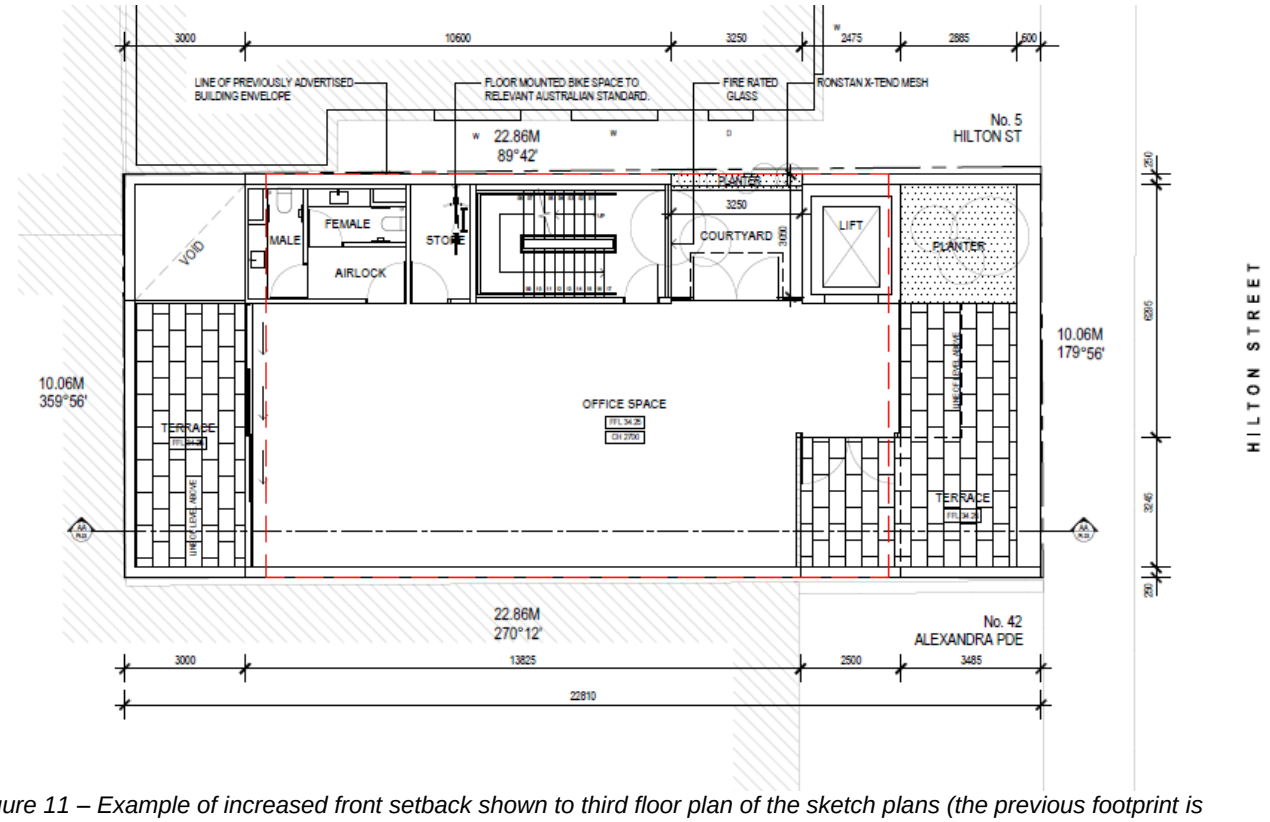


Figure 11 – Example of increased front setback shown to third floor plan of the sketch plans (the previous footprint is shown in red)

81. It is considered that the sketch plans do provide improvements to the design but the changes are considered modest and well short of the reduction in scale necessary to appropriately respond to the sensitive streetscape to the north. Nonetheless, the changes to the materials, northern boundary presentation and roof top terrace can be addressed via condition that references these sketch plans.

82. However, as highlighted above to adequately reduce the substantial visual dominance of the development a two level reduction is required so that the building is a maximum of five storeys plus a recessive roof terrace. If the sketch plans had been able to incorporate further changes highlighted by Council's Urban Design Unit such as moving the core to the southern boundary this may have allowed Council to consider a less significant reduction, but in the absence of this, the removal of two levels to further reduce the bulk and achieve an acceptable transition remains necessary. The removal of two of the upper levels will protect against visual dominance of the development and allow it to appropriately step down in response to the context of the area.

83. As such, despite the sketch plans improving the presentation of the building, including the sensitive northern façade and the presentation to the narrow Hilton Street, the changes shown are not sufficient and do not achieve the reduction in bulk that is required.

84. As has been established above, at the height and bulk shown on both the decision plans and sketch plans the building will create an unreasonable visual impact and will overwhelm the narrow streetscape. But by reducing the height by a further two levels as well incorporating the other changes shown in the sketch plans such as ensuring the roof terrace is more recessive and enhancing the break-up of the northern façade, the proposal will significantly reduce its visual intrusiveness and ensure a transition down to the sensitive single storey heritage streetscape. The removal of two levels in combination with further break-up of the mass of the proposal that is shown on the sketch plans, in particular the front façade and northern boundary façade, ensures the design works hard to articulate these key façades to limit its visual dominance. As stated above, if a permit is to issue, the reduction in height can be addressed via condition as can the other improvements through referencing the sketch plans.

85. Subject to these conditions, in particular the height appropriately scaling down to respect the sensitive residential streetscape, it is considered that the three level podium would be an appropriate response to context that adequately balances the unique context.

Off-site amenity impacts

86. 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 2 Zone.

Wind

87. A Wind Effect Assessment prepared by Vipac (dated 3 December 2019) was submitted with the application and has been peer reviewed by MEL Consultants. MEL Consultants accepted that the assessment of wind conditions and the likely environmental wind conditions predicted and description of the development are all acceptable. However, MEL Consultants were concerned that the assessment did not consider the exposure to the prevailing and strong north sector wind directions on the wind conditions along Hilton Street. The wind conditions along Hilton Street, due to this exposure, would be expected to be on the walking criterion around the corner and on the east side of Hilton Street, and increase compared to the existing conditions.

However, the peer review does not recommend any further wind analysis is necessary and it is also noted that with the above recommended built form reductions the wind conditions would only improve and as such the wind conditions are deemed acceptable. As such, if a permit were to issue it is therefore considered reasonable to only require a revised report to ensure it addresses this modest requirement.

Visual bulk

88. As discussed earlier within the report, it is considered that the proposal will not successfully transition between the sensitive residential area to the north and the more robust commercial pocket to the south. It is considered that the proposal does not adequately respond to the most sensitive interface to the north by substantially scaling down. However, subject to various conditions discussed above the development will be appropriate in terms of visual bulk.

89. The design detail shown on the sketch plans 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 north. The balconies and lightweight balustrades in combination with the varied front setback, introduction of some landscaping and fenestration means that subject to conditions the façade has a high degree of visual interest and fine grain expression that successfully creates variable form that limits bulk and break ups the mass. A condition requiring a façade strategy could ensure that the design is the best possible outcome.

90. While the building will still be clearly visible from the residential properties to the north, the substantial reductions in height and enhancements to the design will ensure a highly responsive development that does not unreasonably impact this well-established residential area.

91. Having regard to the significant conditions recommended and the high quality nature of the sketch plan design it is considered that subject to conditions the proposed development would not result in an unreasonable level of visual bulk to the residential properties to the north.

Overshadowing

92. The shadow impacts are not considered a primary issue as they fall to the south of the subject site which is commercial land. Nonetheless, the substantial reductions recommended via condition will further ensure that the overshadow impacts are not unreasonable.

Daylight/solar access to existing windows

93. As demonstrated in the shadow diagrams, the shadow cast by the development generally on to commercial properties or the street. There is therefore no impact on any sensitive windows.

Overlooking

94. The closest dwelling at 7 Hilton Street to the north has secluded private open space that is well outside 9m from the subject site. Furthermore, the proposal does not have any windows that face north as it presents a sheer wall to the northern boundary. The rear balconies do have northern outlook but are set well within the northern boundary and as such will not overlook no.7 Hilton Street. Equally the roof top terrace is set well back from the northern boundary and cannot overlook any residential property. The front balconies will only be able to overlook front yards which are not required to be protected.

Environmentally Sustainable Design

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

96. The applicant submitted a Sustainable Management Plan (SMP) prepared by Compliance Energy Rating dated 10 December 2019. The SMP proposes to implement the following key initiatives into the development:
    (a) Heating and Cooling System efficiency to be 85% or greater than equivalent system.
    (b) Lighting to be 4W/m2
    (c) Energy efficient LED lighting and/or compact florescent lighting type.
    (d) Double-glazing to be used to all windows
    (e) Insulation to be in accordance with minimum requirements for external walls and ceilings.
    (f) Toilets, urinals, basins, kitchen / bathroom taps to be minimum 5 Star WELS rating
    (g) Shower flow rate should not exceed 6.0 l/min.
    (h) 2000L rainwater tank.

97. Council's ESD advisor has reviewed the SMP report, with a number of further amendments / recommendations needed to address the following:
    (a) Provide additional openings on eastern elevation to allow for cross ventilation
    (b) Recommend improvement of 10% over NCC Section J minimum requirements should be targeted.
    (c) Provide separate water metering for all tenants and major common areas.
    (d) Recommend source all timber from sustainability managed sources that hold third party verification.
    (e) Include bike parking spaces for offices, and bike parking spaces for visitors.
    (f) Include a requirement for a site-specific Waste Management Plan including a target recycling rate of at least 80% of construction and demolition waste.
    (g) Provide facilities in tenancies to separate general waste, recyclables and organic waste.
    (h) Outline organic waste collection facilities on ground floor plan.
    (i) Provide a tap for irrigation and drainage on balconies and roof terrace.
    (j) Develop a simple Building Users Guide explaining optimal usage of building services to minimise energy and water consumption.
    (k) More information required on how car park is ventilated.
    (l) Collection area to be shown on the roof plan and explanation of how water will be collected and pumped to tank.
    (m) Provide an assessment of re-used and recycled materials.
    (n) Provide an assessment of embodied energy of concrete and steel
    (o) A statement required to demonstrate how material choice has reduced urban heat island effect.

98. Council's ESD advisor also recommends a number of other opportunities for further improvement including using a heat pump or considering a boiler, 3 pipe variable refrigerant flow (VRF), water sensitive landscape design to reduce potable water used for irrigation etc

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

Car & Bicycle parking and Traffic Generation

Car Parking

100. 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.

101. As outlined in the Particular Provisions section earlier in this report, the proposal is seeking a statutory car parking reduction of 18 car spaces. The application was referred to Council's Traffic Engineers who raised no objection to the car parking reduction.

102. 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.

103. 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 Commercial 2 Zone where a concentration of activities and services promotes greater walkability and multi-purpose trips;
    (b) Parking associated with office type developments is generally long-stay parking for employees and short-stay for customers / clients.
    (c) The site is well serviced by public transport, including nearby bus services (e.g. The 546 Bus route has a stop at Smith Street), tram services along Smith Street and Queens Parade and Clifton Hill and Victoria Park train stations within 1km of the site.
    (d) Tenants 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.
    (e) The recommended reductions in built form will result in a lesser car parking reduction due to the significant loss of floor space.

Traffic Generation

104. The Traffic Engineering Unit did not raise any issues in relation to the post development traffic operation of Hilton Street. It is also noted that no objections were raised in regard to the potential queuing for the car spaces in the AM peak.

105. Finally, any other recommendations within the Traffic Engineering Unit comments can be included via condition if a permit is to issue.

Bicycle parking

106. As outlined in the planning controls section earlier in this report, pursuant to Clause 52.34-3, the proposed application requires a minimum of 5 bicycle spaces to be provided. The proposal provides 6 bicycle spaces, with a vertical rack shown on each floor. Council's Strategic Transport Unit reviewed the application and deemed the 6 employee bicycle parking inadequate, recommending that at least 9 spaces be provided to meet the best practice rate and that the spaces be provided in a secure bicycle locker or compound. A space within each level requires users to walk bikes through offices and does not provide a secure facility. The lack of any end of trip facilities was also deemed inadequate.

107. It is recommended by the Strategic Transport Unit that:

    (a) 9 employee bicycle spaces are provided within a secure facility at the ground level or basement level. Pursuant to AS2890.3 at least 20% of bicycle storage spaces should be provided s horizontal at ground level spaces.

(b) A minimum of 2 visitor bicycle spaces provided. The visitor spaces should be provided as a horizontal bicycle rail and must meet clearance and access-way requirements of AS2890.3 or be otherwise to the satisfaction of the responsible authority.
(c) A minimum of 9 employee bicycle spaces must be provided within a secure storage area. At minimum 20% of employee bicycle spaces must be provided as horizontal bicycle rails.
(d) Notations indicating the type of bicycle parking devices to be used should be shown on the plans, as well as dimensions of bicycle storage spaces and relevant access ways to demonstrate compliance with Australian Standard AS2890.3 or be otherwise to the satisfaction of the responsible authority.
(e) End of trip facilities, including a minimum of one shower / change room.

108. It is considered that all of the above recommendations could be addressed via condition if a permit is to issue. However, given the sketch plans removes the café tenancy the need for visitor spaces is extinguished.

Streetscape works

109. There appears to be no proposed streetscape works.

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

111. 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) The footpath along the property's Hilton Street road 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.
(b) The redundant vehicle crossing on the Hilton Street frontage must be demolished and reinstated with paving, kerb and channel to Council's satisfaction and at the Permit Holder's cost.
(c) 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.

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

Objector Concerns

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

114. 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) Property value and loss of city views

These are not considered planning issues.

(c) Issues such as noise impacts and suitability of the café tenancy

The sketch plans show a staff lobby in lieu of the café. This can be assured via condition if a permit is to issue.

Conclusion

115. The proposed development, subject to significant conditions, 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 objectives to not unreasonably impact established low-scale areas, while also achieving objectives such as retaining the subject site as a commercial pocket.

116. 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 a Notice of Decision to Grant a Planning Permit for construction of a five storey commercial building plus roof terrace and a reduction in the statutory car parking requirements associated with office (no permit required use) at 3 Hilton Street, Clifton Hill, 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 (PL05, Revision A, dated 10/12/2019, PL06 to PL11, Revision B, dated 17/12/2019, PL12 to PL22, Revision A, dated 10/12/2019 and PL39 to PL40 Revision A, dated 10/12/2019 prepared by Wellard) but modified to show:

<u>Built form</u>

(a) The changes to the development in accordance with the Sketch Plans (Revision D, dated 24 June 2020, prepared by Wellard) submitted on 26 June 2020, which show:

(i) A reduction in rooftop elements allowing for a reduction in overall height.
(ii) Revised front and rear elevations with changes to materials and overall increase to setbacks.
(iii) Changes to the northern façade including introduction of mesh exposure of a void space.
(iv) Revised internal layout, including the deletion of the ground-floor Food and Drink (café) tenancy; and
(v) Other supplementary changes such including but not limited to vertical landscaping to the podium.

But further modified to show:

(b) Deletion of Level Five and Level Six to achieve a maximum overall height of five storeys plus the roof terrace.

<u>Car park and services</u>

(c) The width of the garage doorway / car park entrance to be dimensioned.
(d) Notation indicating convex mirrors at the development's entrance.
(e) Clearance dimensions along the ramped accessway to be dimensioned.

(f) The floor to ceiling height above the car stacker system is to be dimensioned on the drawings.
(g) At least 9 employee bicycle spaces provided within a secure facility at the ground level or basement level. Pursuant to AS2890.3 at least 20% of bicycle storage spaces should be provided horizontal at ground level spaces.
(h) Notations indicating the type of bicycle parking devices to be used should be shown on the plans, as well as dimensions of bicycle storage spaces and relevant access ways to demonstrate compliance with Australian Standard AS2890.3 or be otherwise to the satisfaction of the responsible authority.
(i) End of trip facilities, including a minimum of one shower / change room.
(j) The bin storage area to be increased in size not to form an effective waste system.

Reports and Plans
(k) Any amendments as required by the Landscaping Plan pursuant to Condition 5.
(l) Any amendments as required by the Amended Sustainable Management Plan pursuant to Condition 7, including recommended changes to meet NCC.
(m) Any amendments as required by the Amended Waste Management Plan pursuant to Condition 8.
(n) Any requirements as required by Amended Wind Assessment Report pursuant to Condition 10.

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, Wellard or an architectural firm to the satisfaction of the Responsible Authority must be engaged to:
(a) oversee design and construction of the development; and
(b) ensure the design quality and appearance of the development is realised as shown in the endorsed plans or otherwise to the satisfaction of the Responsible Authority.

Landscaping Plan Required

5. Before the development commences, a Landscape Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Landscape Plan will be endorsed and will form part of this permit. The Landscape Plan must:
(a) show the type, location, quantity, height at maturity and botanical names of all proposed plants / vertical greening;
(b) provide a specification of works to be undertaken prior to planting,

to the satisfaction of the Responsible Authority.

Ongoing Landscaping Plan Requirement

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

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

   to the satisfaction of the Responsible Authority.

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 Compliance Energy Rating and dated 10 December 2019, but modified to include or show:
   (a) Provide additional openings on eastern elevation to allow for cross ventilation
   (b) Recommend improvement of 10% over NCC Section J minimum requirements should be targeted.
   (c) Provide separate water metering for all tenants and major common areas.
   (d) Recommend source all timber from sustainability managed sources that hold third party verification.
   (e) Include bike parking spaces for offices, and bike parking spaces for visitors.
   (f) Include a requirement for a site-specific Waste Management Plan including a target recycling rate of at least 80% of construction and demolition waste.
   (g) Provide facilities in tenancies to separate general waste, recyclables and organic waste.
   (h) Outline organic waste collection facilities on ground floor plan.
   (i) Provide a tap for irrigation and drainage on balconies and roof terrace.
   (j) Develop a simple Building Users Guide explaining optimal usage of building services to minimise energy and water consumption.
   (k) More information required on how car park is ventilated.
   (l) Collection area to be shown on the roof plan and explanation of how water will be collected and pumped to tank.
   (m) Provide an assessment of re-used and recycled materials.
   (n) Provide an assessment of embodied energy of concrete and steel
   (o) A statement required to demonstrate how material choice has reduced urban heat island effect.

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

Waste Management Plan

8. 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 OneMileGrid dated 15 November 2019, but modified to include:
   (a) A bin storage area large enough to form an effective waste system.

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

Wind Tunnel Study

10. Before the development commences, an amended Wind Assessment Report to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Wind Assessment Report will be endorsed and will form part of this permit. The amended Wind Assessment Report must be generally in accordance with the Wind Assessment Report prepared by Vipac and dated 3 December 2019, but modified to include (or show):

    (a) The assessment adequately consider the exposure to the prevailing and strong north sector wind directions on the wind conditions along Hilton Street.

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

Public realm and Infrastructure

12. 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 Hilton Street to accommodate the proposed vehicle crossover and turning circle movements.
    (b) Reconstruction of the kerb and channel along Hilton Street.
    (c) Resheeting of the pavement along Hilton Street immediately outside the property's frontage.

Timing of works

13. Before the building is occupied, all works required by condition 12 must be fully constructed and completed at the full cost of the owner to the satisfaction of the Responsible Authority.

Car parking

14. 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.

15. 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.

16. 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.

17. 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

18. 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.

19. 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.

20. 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.

General

21. 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.

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

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

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

25. 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.

26. 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

27. 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.

28. 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

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

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

Notes:

A building permit 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 employees within the development approved under this permit will not be permitted to obtain 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

Attachments

1 PLN19/0441 - 3 Hilton Street Clifton Hill - S52 Advertising Plans Part 1

2 PLN19/0441 - 3 Hilton Street Clifton Hill - S52 Advertising Plans Part 2

3 PLN19/0441: 3 Hilton Street, Clifton Hill - Sketch plans

4 PLN19/0441: 3 Hilton Street, Clifton Hill - Without prejudice submission

5 PLN19/0441 - 3 Hilton St, Clifton Hill - Urban Design comments

6 PLN19/0441: 3 Hilton Street Clifton Hill - Engineering comments

7 PLN19/0441: 3 Hilton Street, Clifton Hill - Waste comments

8 PLN19/0441: 3 Hilton Street, Clifton Hill - ESD comments

9 PLN19/0441 - 3 Hilton Street, Clifton Hill - Wind referral comments

10 PLN19/0441 - 3 Hilton Street, Clifton Hill - Strategic Transport Comments

Attachment 1 - PLN19/0441 - 3 Hilton Street Clifton Hill - S52 Advertising Plans Part 1

TOWN PLANNING ISSUE

3 HILTON STREET, CLIFTON HILL 3068

DRAWING		SCALE
PL01	EXISTING CONTEXT PLAN	1:1000
PL02	EXISTING SITE PLAN/SITE ANALYSIS	1:500
PL03	PROPOSED SITE PLAN/DESIGN RESPONSE	1:500
PL04	DEMOLITION PLAN	1:100
PL05	PROPOSED GROUND FLOOR PLAN	1:100
PL06	PROPOSED FIRST FLOOR PLAN	1:100
PL07	PROPOSED SECOND FLOOR PLAN	1:100
PL08	PROPOSED THIRD FLOOR PLAN	1:100
PL09	PROPOSED FOURTH FLOOR PLAN	1:100
PL10	PROPOSED FIFTH FLOOR PLAN	1:100
PL12	PROPOSED SIXTH FLOOR PLAN	1:100
PL12	PROPOSED ROOF TERRACE PLAN	1:100
PL13	PROPOSED ROOF PLAN	1:100
PL14	EXISTING EAST ELEVATION	1:250
PL15	EXISTING SOUTH ELEVATION	1:250
PL16	EXISTING WEST ELEVATION	1:250
PL17	EXISTING NORTH ELEVATION	1:250
PL18	PROPOSED EAST ELEVATION (WITHOUT SCREENS)	1:250
PL19	PROPOSED EAST ELEVATION (WITH SCREENS)	1:250
PL20	PROPOSED SOUTH ELEVATION	1:250
PL21	PROPOSED WEST ELEVATION	1:250
PL22	PROPOSED NORTH ELEVATION	1:250
PL23	PROPOSED SECTION AA	1:250
PL24	REMOVED	N/A
PL25	EXISTING SHADOWS 9AM	1:500
PL26	PROPOSED SHADOWS 9AM	1:500
PL27	EXISTING SHADOWS 10AM	1:500
PL28	PROPOSED SHADOWS 10AM	1:500
PL29	EXISTING SHADOWS 11AM	1:500
PL30	PROPOSED SHADOWS 11AM	1:500
PL31	EXISTING SHADOWS 12PM	1:500
PL32	PROPOSED SHADOWS 12PM	1:500
PL33	EXISTING SHADOWS 1PM	1:500
PL34	PROPOSED SHADOWS 1PM	1:500
PL35	EXISTING SHADOWS 2PM	1:500
PL36	PROPOSED SHADOWS 2PM	1:500
PL37	EXISTING SHADOWS 3PM	1:500
PL38	PROPOSED SHADOWS 3PM	1:500
PL39	MATERIAL SCHEDULE	N/A
PL40	BASEMENT PLAN	1:100
PL41	3D VIEWS	N/A
PL42	3D VIEWS	N/A

CITY OF YARRA
11 DEC 2019
RECEIVED

TOWN PLANNING

WELLARD.

REVISION	DATE	DESCRIPTION
A	10.12.19	RESPONSE TO COUNCIL RFI

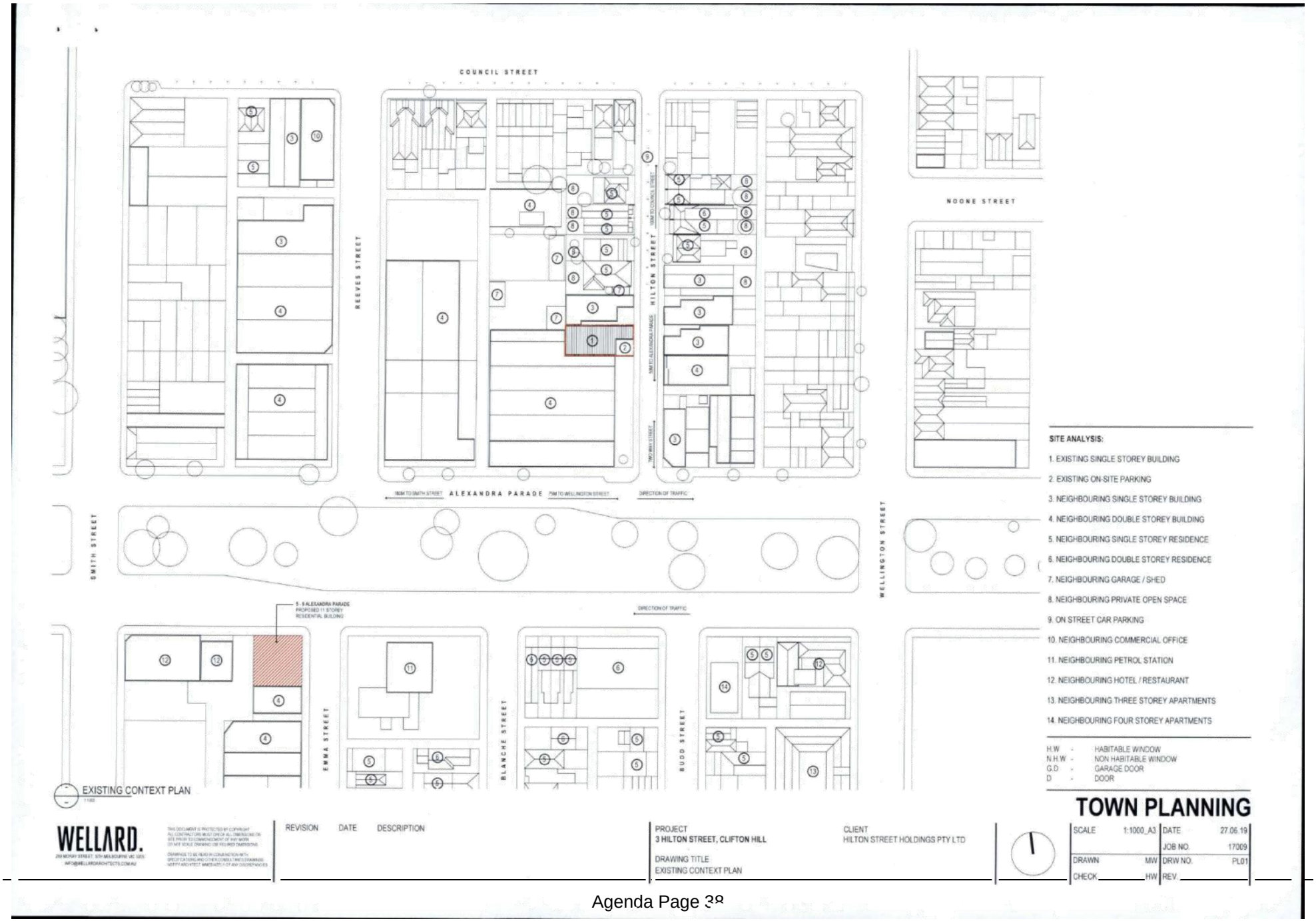
PROJECT
3 HILTON STREET, CLIFTON HILL

DRAWING TITLE
DRAWING INDEX

CLIENT
HILTON STREET HOLDINGS PTY LTD

SCALE	NA	DATE	27.06.19
		JOB NO.	17009
DRAWN	MW	DRW NO.	PL00
CHECK	HW	REV.	A

Attachment 1 - PLN19/0441 - 3 Hilton Street Clifton Hill - S52 Advertising Plans Part 1



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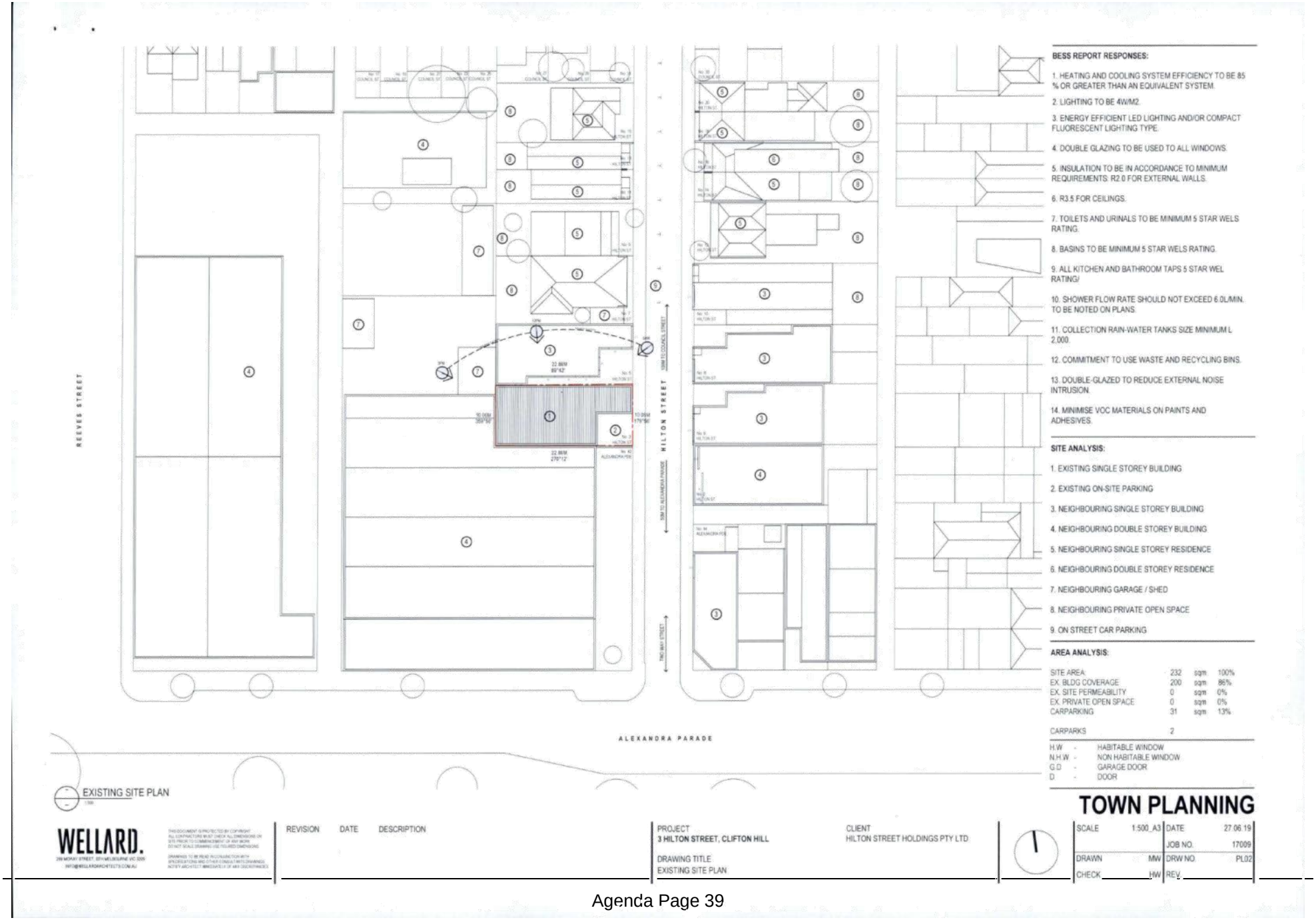

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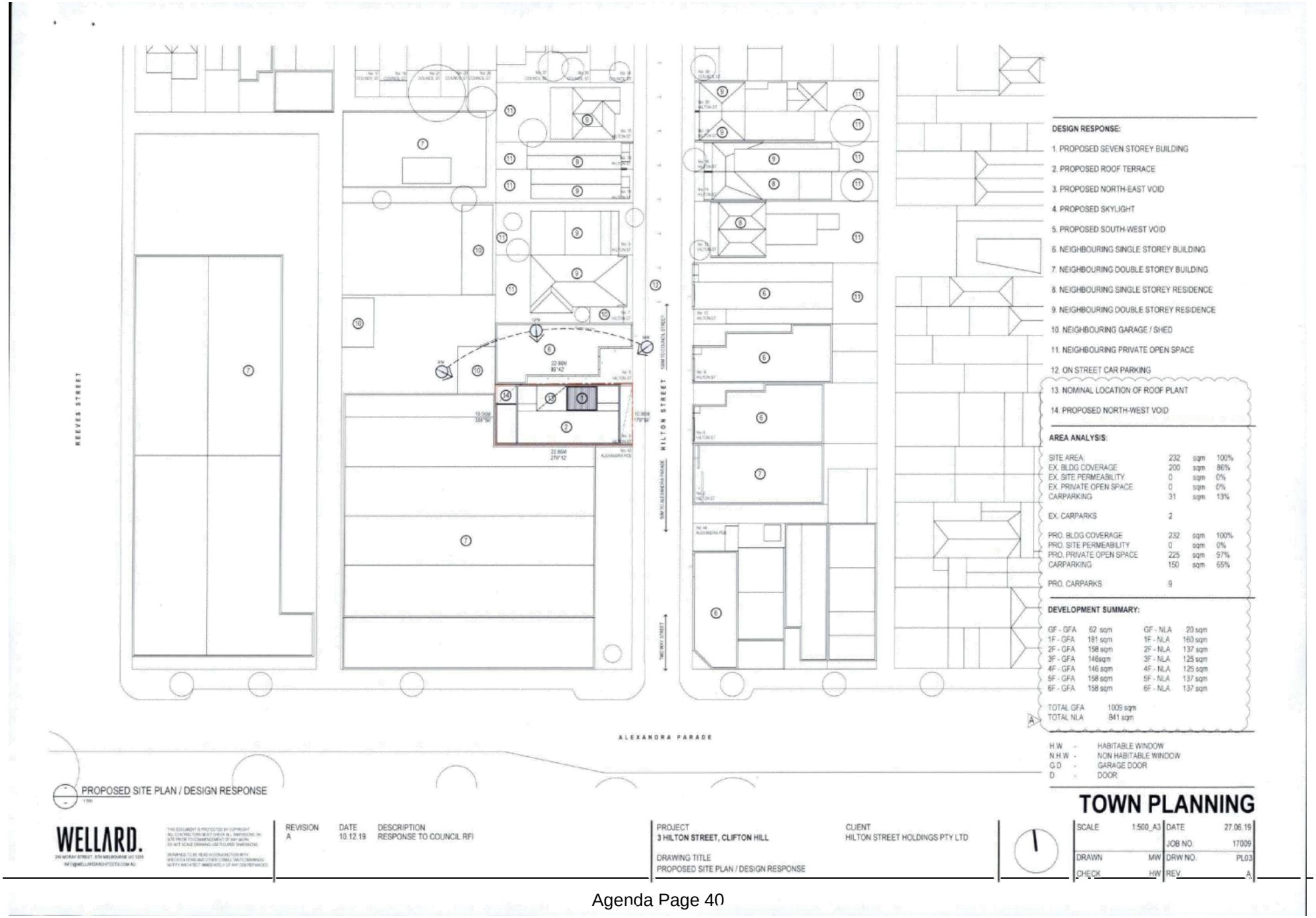

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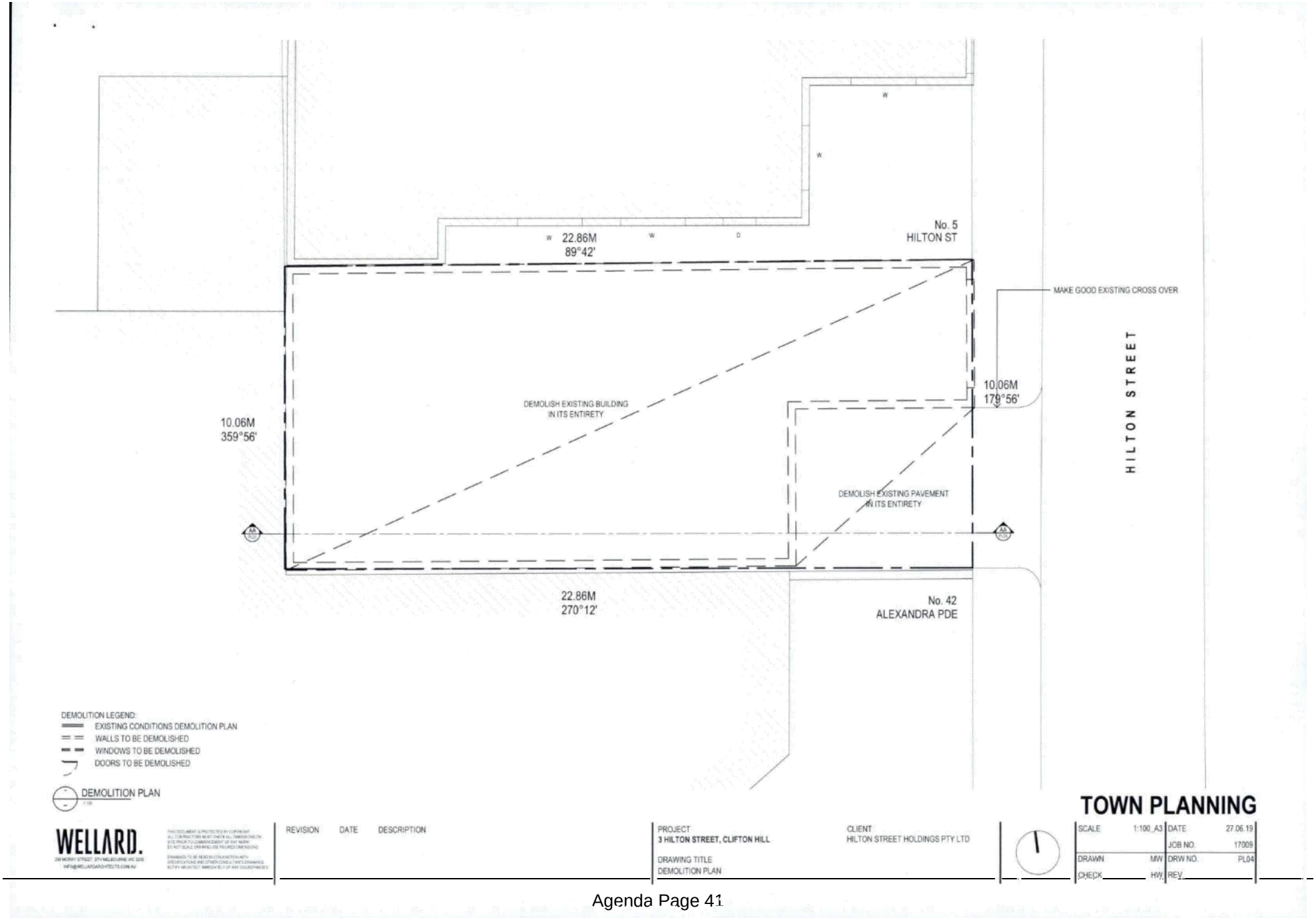

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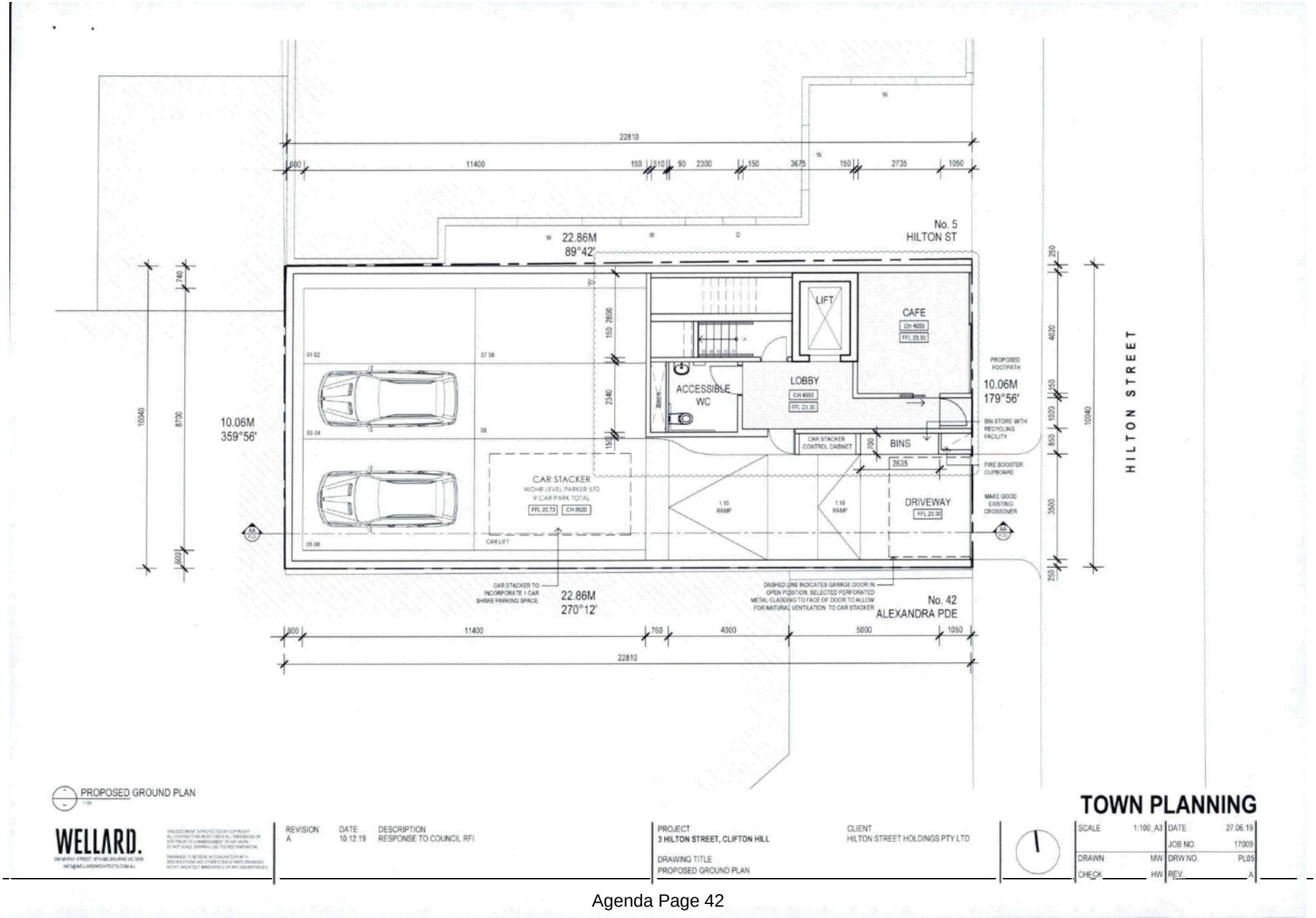

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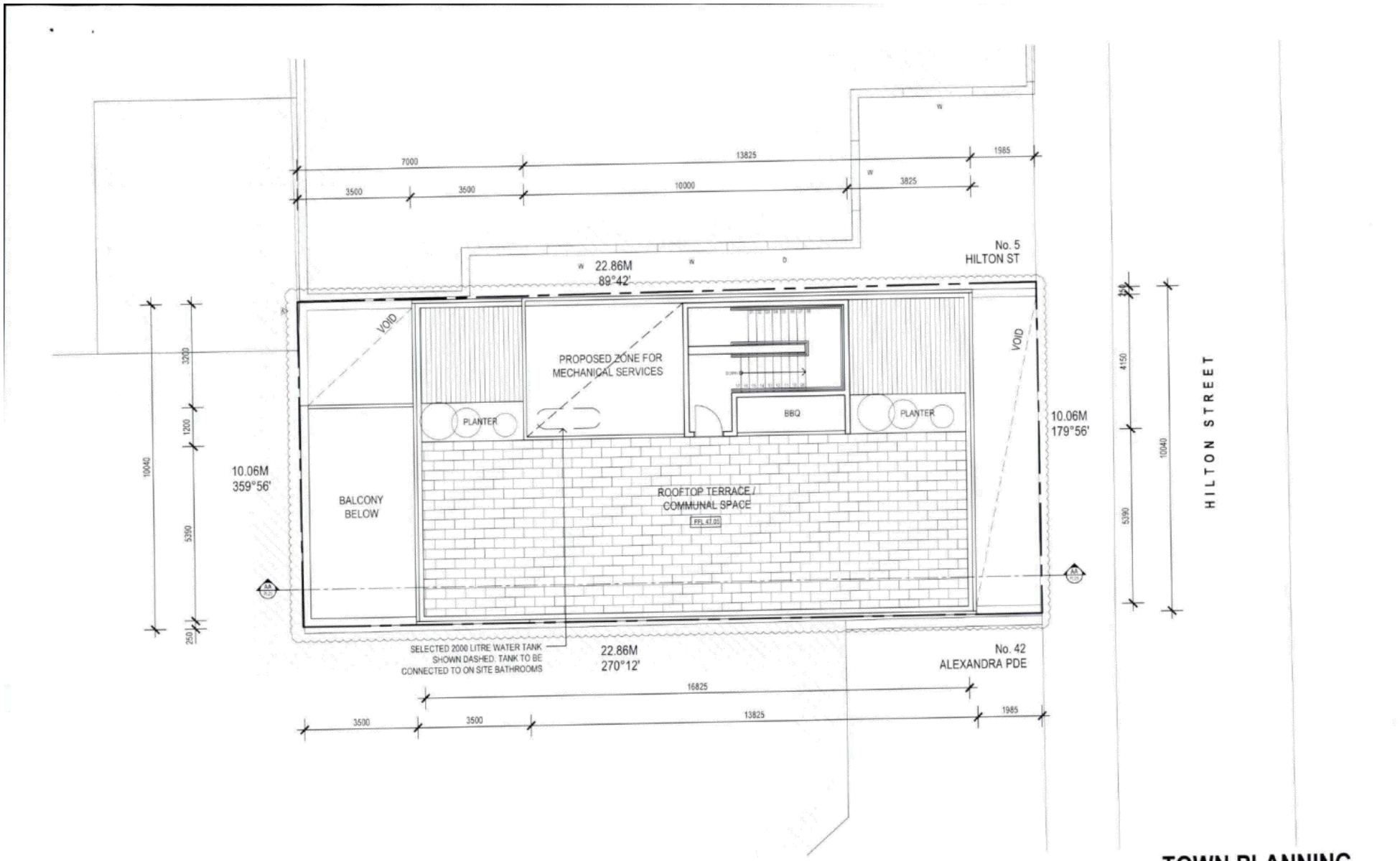


PROPOSED ROOF TERRACE PLAN

WELLARD.

REVISION	DATE	DESCRIPTION
A	10.12.19	RESPONSE TO COUNCIL RFI

PROJECT
3 HILTON STREET, CLIFTON HILL

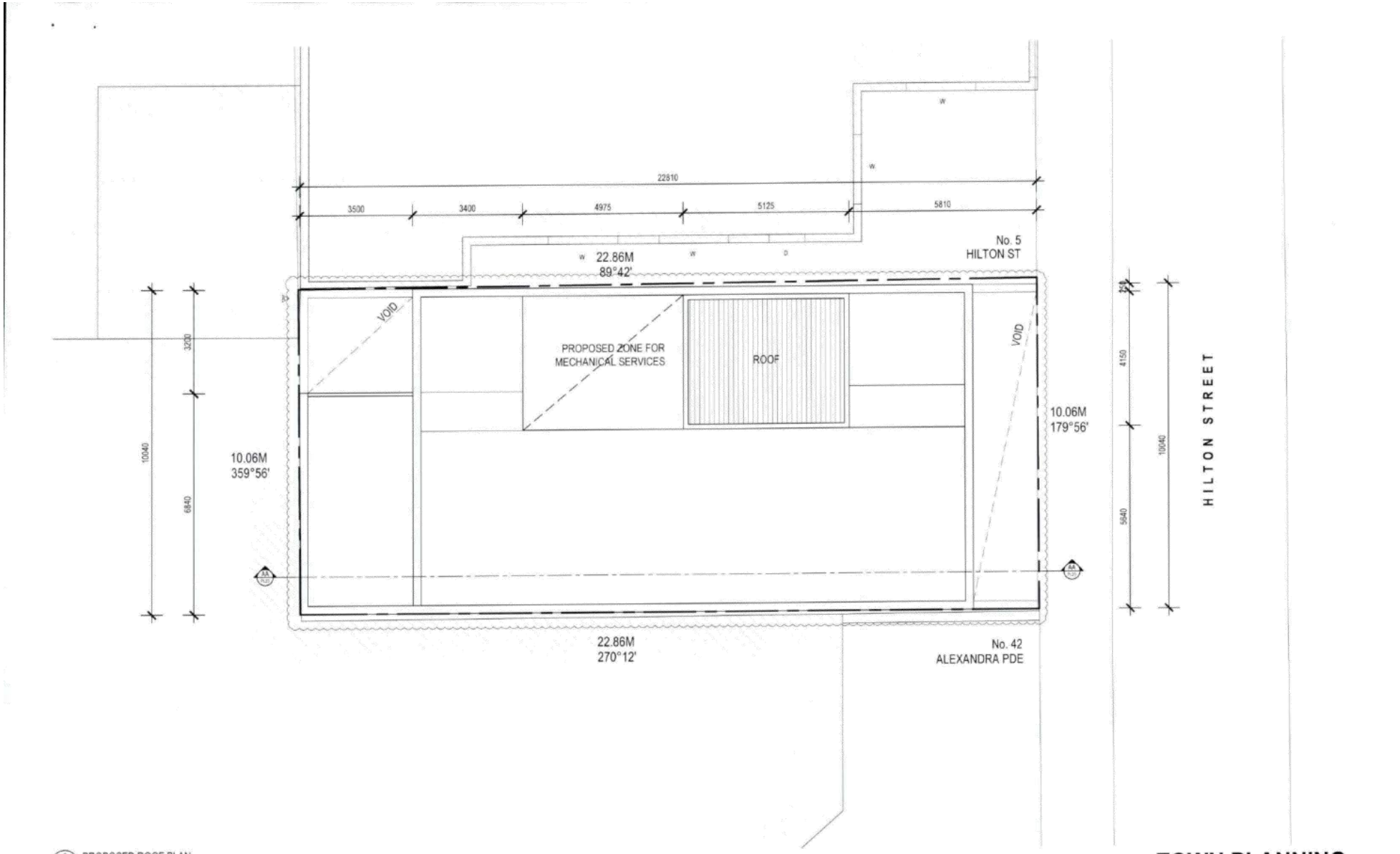
DRAWING TITLE
PROPOSED ROOF TERRACE PLAN

CLIENT
HILTON STREET HOLDINGS PTY LTD

TOWN PLANNING

SCALE	1:100_A3	DATE	27.06.19
		JOB NO.	17009
DRAWN	MW	DRW NO.	PL12
CHECK	HW	REV.	A

Attachment 1 - PLN19/0441 - 3 Hilton Street Clifton Hill - S52 Advertising Plans Part 1



PROPOSED ROOF PLAN

WELLARD.

REVISION	DATE	DESCRIPTION
A	10.12.19	RESPONSE TO COUNCIL RFI

PROJECT
3 HILTON STREET, CLIFTON HILL

DRAWING TITLE
PROPOSED ROOF PLAN

CLIENT
HILTON STREET HOLDINGS PTY LTD

TOWN PLANNING

SCALE	1:100_A3	DATE	27.06.19
		JOB NO.	17009
DRAWN	MW	DRW NO.	PL13
CHECK	HW	REV.	A

Attachment 1 - PLN19/0441 - 3 Hilton Street Clifton Hill - S52 Advertising Plans Part 1

EXISTING EAST ELEVATION / STREETSCAPE ELEVATION

FINISHES	
XF01	EXISTING RENDER FINISH
XF02	EXISTING CLEAR GLASS
EF01	SELECTED PERFORATED STEEL MESH
EF02	SELECTED CONCRETE
EF03	CLEAR GLASS
EF04	SELECTED DARK PAINT FINISH
EF05	STEEL BLADE BALUSTRADE
EF06	SELECTED MILD STEEL

TOWN PLANNING

WELLARD.

REVISION DATE DESCRIPTION

PROJECT
3 HILTON STREET, CLIFTON HILL

CLIENT
HILTON STREET HOLDINGS PTY LTD

DRAWING TITLE
EXISTING EAST ELEVATION / STREETSCAPE ELEVATION

SCALE	1:250_A3	DATE	27.05.19
		JOB NO.	17009
DRAWN	MW	DRW NO.	PL14
CHECK	HW	REV.	

Attachment 1 - PLN19/0441 - 3 Hilton Street Clifton Hill - S52 Advertising Plans Part 1

PROPOSED EAST ELEVATION / STREETSCAPE ELEVATION (WITHOUT SCREENS)

FINISHES	
XF01	EXISTING RENDER FINISH
XF02	EXISTING CLEAR GLASS
EF01	SELECTED PERFORATED STEEL MESH
EF02	SELECTED CONCRETE
EF03	CLEAR GLASS
EF04	SELECTED DARK PAINT FINISH
EF05	STEEL BLADE BALUSTRADE
EF06	SELECTED MILD STEEL

TOWN PLANNING

WELLARD.

REVISION	DATE	DESCRIPTION
A	10.12.19	RESPONSE TO COUNCIL RFI

PROJECT: 3 HILTON STREET, CLIFTON HILL
CLIENT: HILTON STREET HOLDINGS PTY LTD
DRAWING TITLE: PROPOSED EAST ELEVATION / STREETSCAPE ELEVATION

SCALE	1:250_A3	DATE	27.06.19
		JOB NO.	17009
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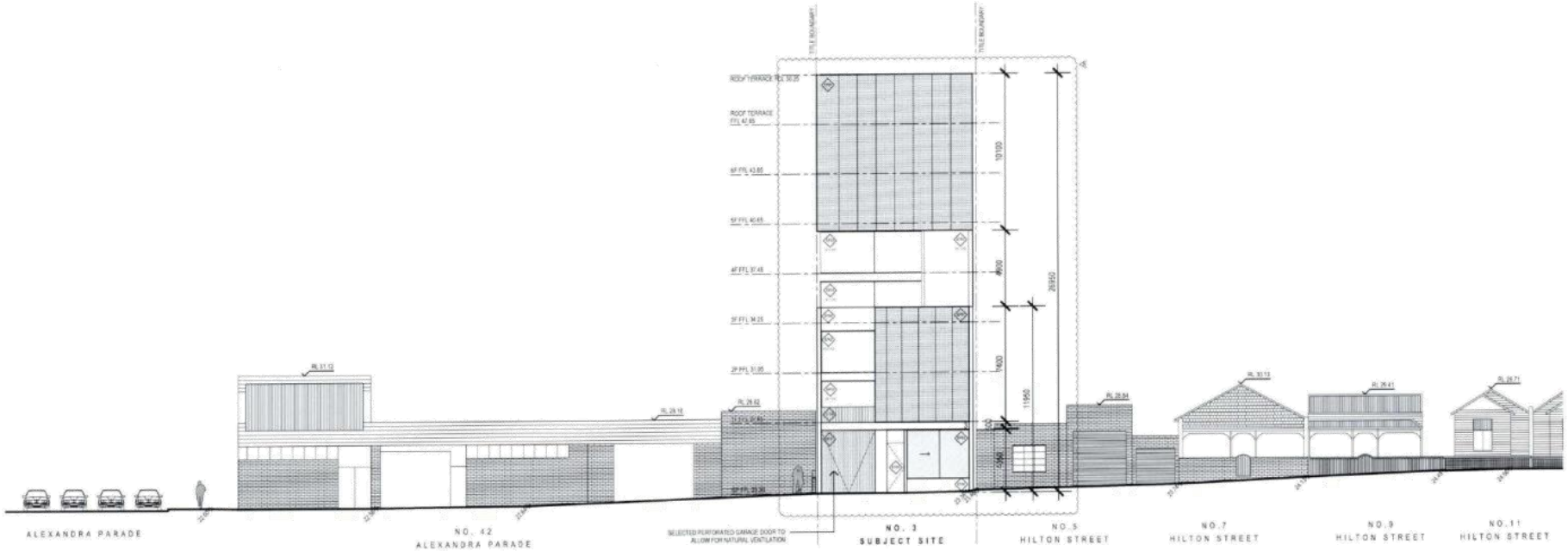
CHECK	HW	REV.	A

Attachment 1 - PLN19/0441 - 3 Hilton Street Clifton Hill - S52 Advertising Plans Part 1



PROPOSED EAST ELEVATION (WITH SCREENS)

FINISHES	
XF01	EXISTING RENDER FINISH
XF02	EXISTING CLEAR GLASS
EF01	SELECTED PERFORATED STEEL MESH
EF02	SELECTED CONCRETE
EF03	CLEAR GLASS
EF04	SELECTED DARK PAINT FINISH
EF05	STEEL BLADE BALUSTRADE
EF06	SELECTED MILD STEEL

TOWN PLANNING

WELLARD.

REVISION	DATE	DESCRIPTION
A	10.12.19	RESPONSE TO COUNCIL RFI

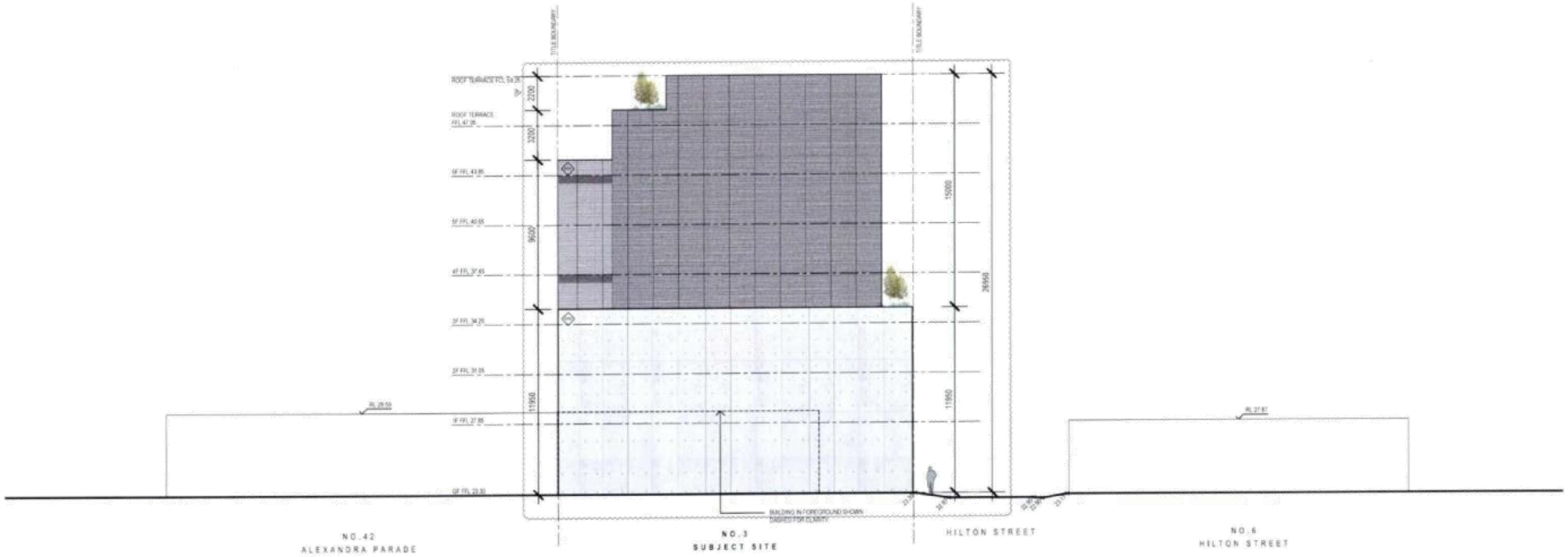
PROJECT
3 HILTON STREET, CLIFTON HILL

DRAWING TITLE
PROPOSED EAST ELEVATION WITH SCREENS

CLIENT
HILTON STREET HOLDINGS PTY LTD

SCALE	1:250_A3	DATE	27.06.19
		JOB NO.	17009
DRAWN	MW	DRW NO.	PL19
CHECK	HW	REV.	A

Attachment 1 - PLN19/0441 - 3 Hilton Street Clifton Hill - S52 Advertising Plans Part 1



PROPOSED SOUTH ELEVATION

FINISHES	
XF01	EXISTING RENDER FINISH
XF02	EXISTING CLEAR GLASS
EF01	SELECTED PERFORATED STEEL MESH
EF02	SELECTED CONCRETE
EF03	CLEAR GLASS
EF04	SELECTED DARK PAINT FINISH
EF05	STEEL BLADE BALUSTRADE
EF06	SELECTED MILD STEEL

TOWN PLANNING

WELLARD.

REVISION	DATE	DESCRIPTION
A	10.12.19	RESPONSE TO COUNCIL RFI

PROJECT
3 HILTON STREET, CLIFTON HILL

DRAWING TITLE
PROPOSED SOUTH ELEVATION

CLIENT
HILTON STREET HOLDINGS PTY LTD

SCALE	1:250_A3	DATE	27.06.19
		JOB NO.	17009
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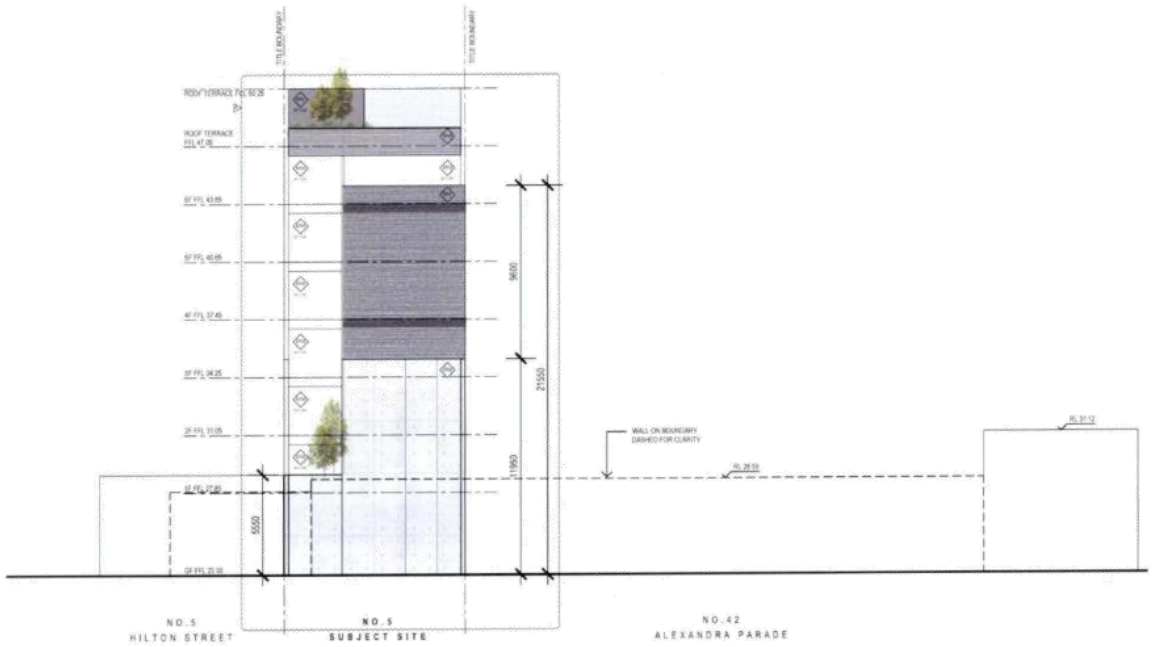
CHECK	HW	REV.	A

Attachment 1 - PLN19/0441 - 3 Hilton Street Clifton Hill - S52 Advertising Plans Part 1



PROPOSED WEST ELEVATION

FINISHES	
XF01	EXISTING RENDER FINISH
XF02	EXISTING CLEAR GLASS
EF01	SELECTED PERFORATED STEEL MESH
EF02	SELECTED CONCRETE
EF03	CLEAR GLASS
EF04	SELECTED DARK PAINT FINISH
EF05	STEEL BLADE BALUSTRADE
EF06	SELECTED MILD STEEL

TOWN PLANNING

WELLARD.

REVISION	DATE	DESCRIPTION
A	10.12.19	RESPONSE TO COUNCIL RFI

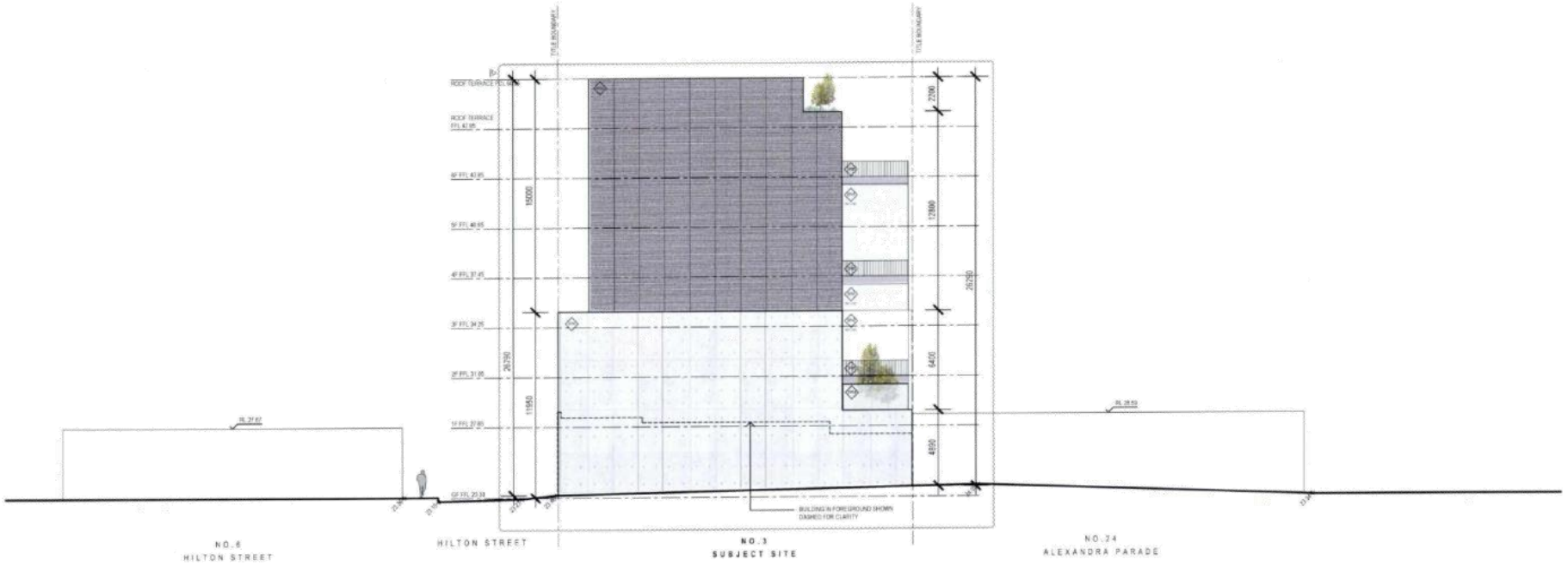
PROJECT
3 HILTON STREET, CLIFTON HILL

DRAWING TITLE
PROPOSED WEST ELEVATION

CLIENT
HILTON STREET HOLDINGS PTY LTD

SCALE	1:250_A3	DATE	27.06.19
		JOB NO.	17009
DRAWN	MW	DRW NO.	PL21
CHECK	HW	REV.	A

Attachment 1 - PLN19/0441 - 3 Hilton Street Clifton Hill - S52 Advertising Plans Part 1



PROPOSED NORTH ELEVATION

FINISHES	
XF01	EXISTING RENDER FINISH
XF02	EXISTING CLEAR GLASS
EF01	SELECTED PERFORATED STEEL MESH
EF02	SELECTED CONCRETE
EF03	CLEAR GLASS
EF04	SELECTED DARK PAINT FINISH
EF05	STEEL BLADE BALUSTRADE
EF06	SELECTED MILD STEEL

TOWN PLANNING

WELLARD.

REVISION	DATE	DESCRIPTION
A	10.12.19	RESPONSE TO COUNCIL RFI

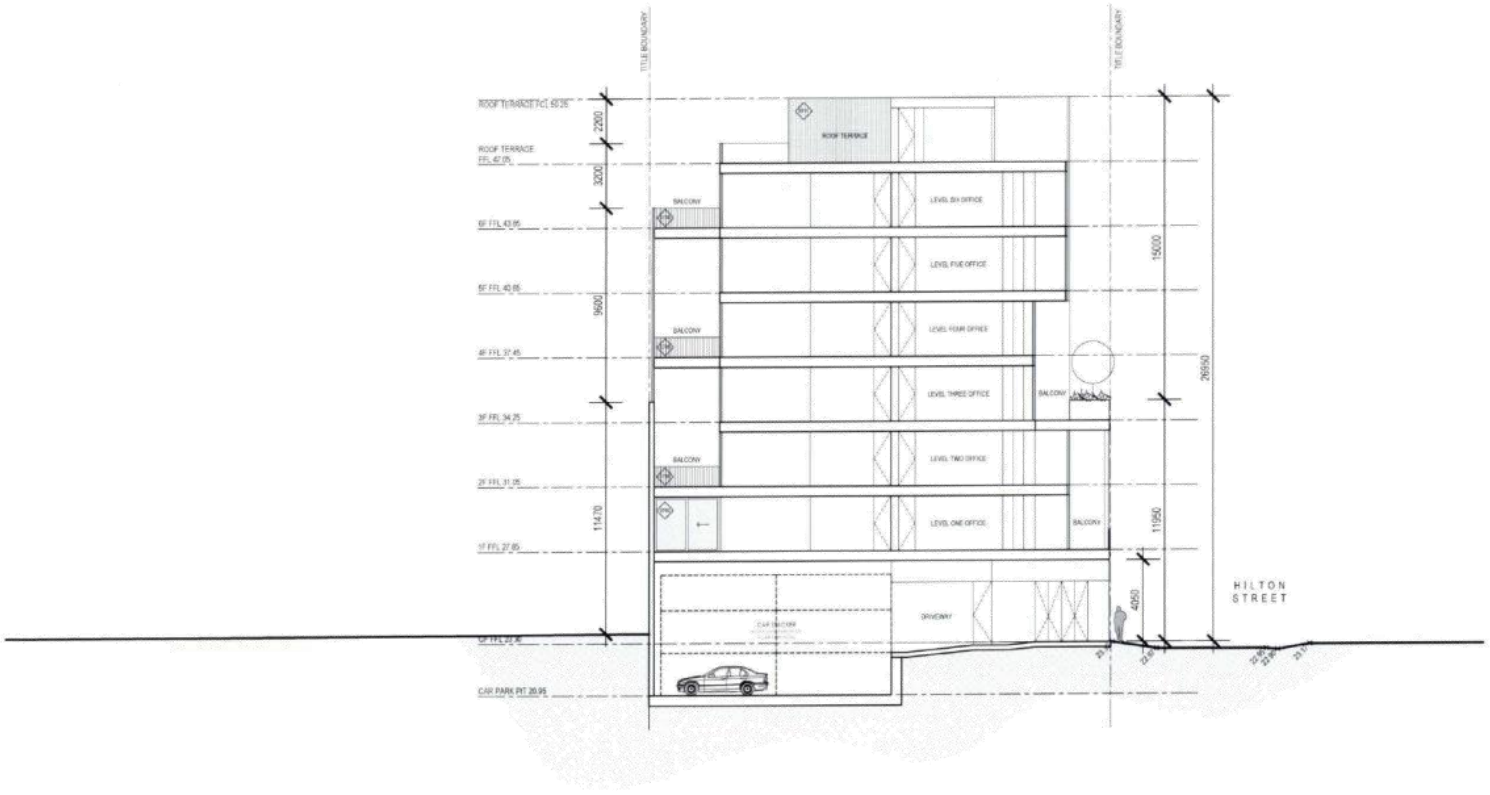
PROJECT
3 HILTON STREET, CLIFTON HILL

DRAWING TITLE
PROPOSED NORTH ELEVATION

CLIENT
HILTON STREET HOLDINGS PTY LTD

SCALE	1:250_A3	DATE	27.06.19
		JOB NO.	17009
DRAWN	MW	DRW NO.	PL22
CHECK	HW	REV.	A

Attachment 1 - PLN19/0441 - 3 Hilton Street Clifton Hill - S52 Advertising Plans Part 1



PROPOSED SECTION AA

FINISHES	
XF01	EXISTING RENDER FINISH
XF02	EXISTING CLEAR GLASS
EF01	SELECTED PERFORATED STEEL MESH
EF02	SELECTED CONCRETE
EF03	CLEAR GLASS
EF04	SELECTED DARK PAINT FINISH
EF05	STEEL BLADE BALUSTRADE
EF06	SELECTED MILD STEEL

TOWN PLANNING

WELLARD.

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REVISION	DATE	DESCRIPTION
A	10.12.19	RESPONSE TO COUNCIL RFI

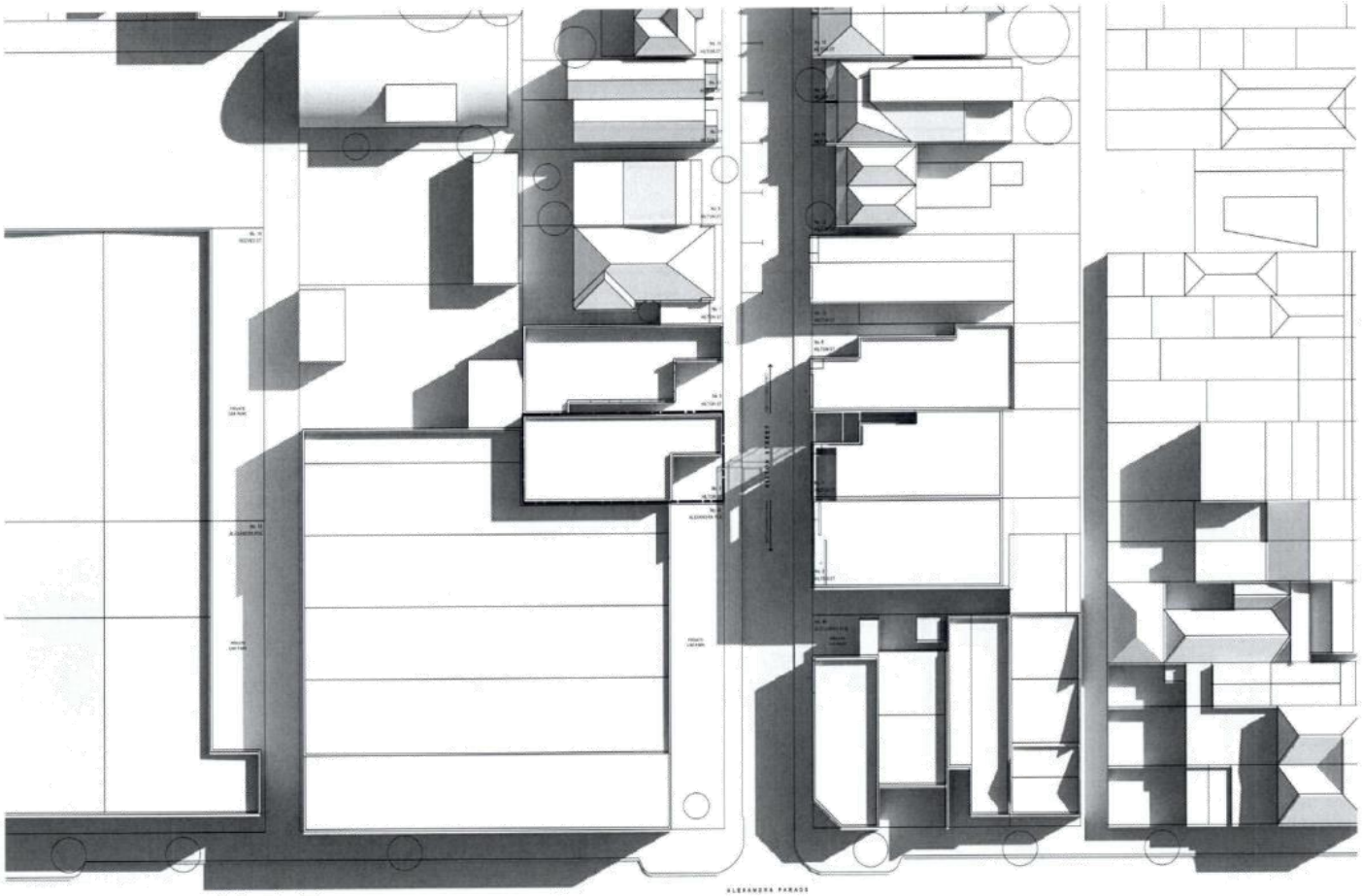
PROJECT
3 HILTON STREET, CLIFTON HILL

DRAWING TITLE
PROPOSED SECTION AA

CLIENT
HILTON STREET HOLDINGS PTY LTD

SCALE	1:250_A3	DATE	27.06.19
		JOB NO.	17009
DRAWN	MW	DRW NO.	PL23
CHECK	HW	REV.	A

Attachment 1 - PLN19/0441 - 3 Hilton Street Clifton Hill - S52 Advertising Plans Part 1



EXISTING SHADOWS - 9AM

N.H.W - NON HABITABLE WINDOW
H.W - HABITABLE WINDOW
D - DOOR

TOWN PLANNING

WELLARD.

REVISION DATE DESCRIPTION

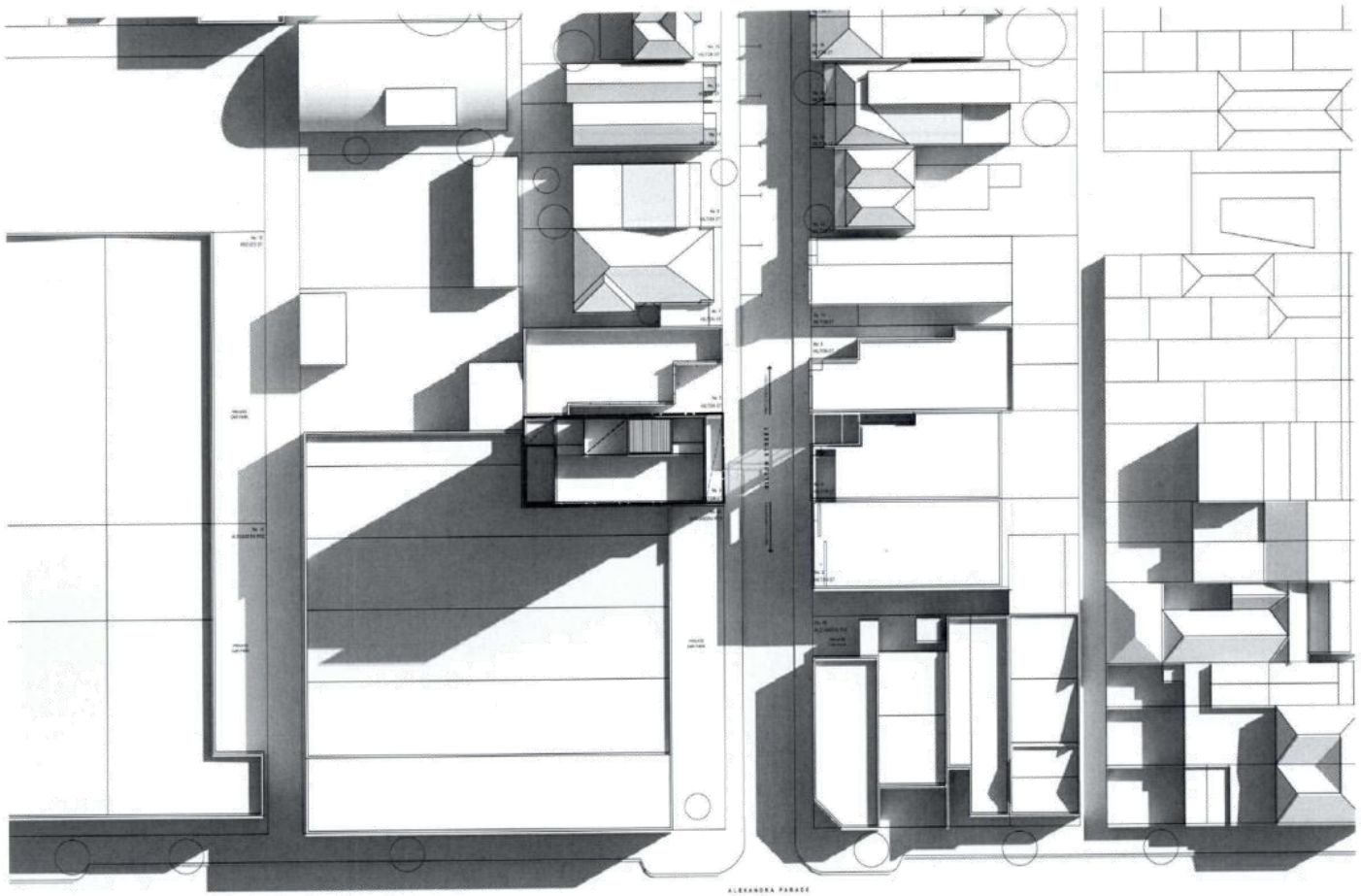
PROJECT
3 HILTON STREET, CLIFTON HILL

DRAWING TITLE
EXISTING SHADOWS - 9AM

CLIENT
HILTON STREET HOLDINGS PTY LTD

SCALE	1:500_A3	DATE	27.06.19
		JOB NO.	17009
DRAWN	MW	DRW NO.	PL25
CHECK	HW	REV.	

Attachment 1 - PLN19/0441 - 3 Hilton Street Clifton Hill - S52 Advertising Plans Part 1



PROPOSED SHADOWS - 9AM

N.H.W - NON HABITABLE WINDOW
H.W - HABITABLE WINDOW
D - DOOR

16 ALEXANDRA PARADE CARPARK: 155m2
ADDITIONAL SHADOW: 0m2 (0% ADDITIONAL)

TOWN PLANNING

WELLARD.

REVISION	DATE	DESCRIPTION
A	10.12.19	RESPONSE TO COUNCIL RFI

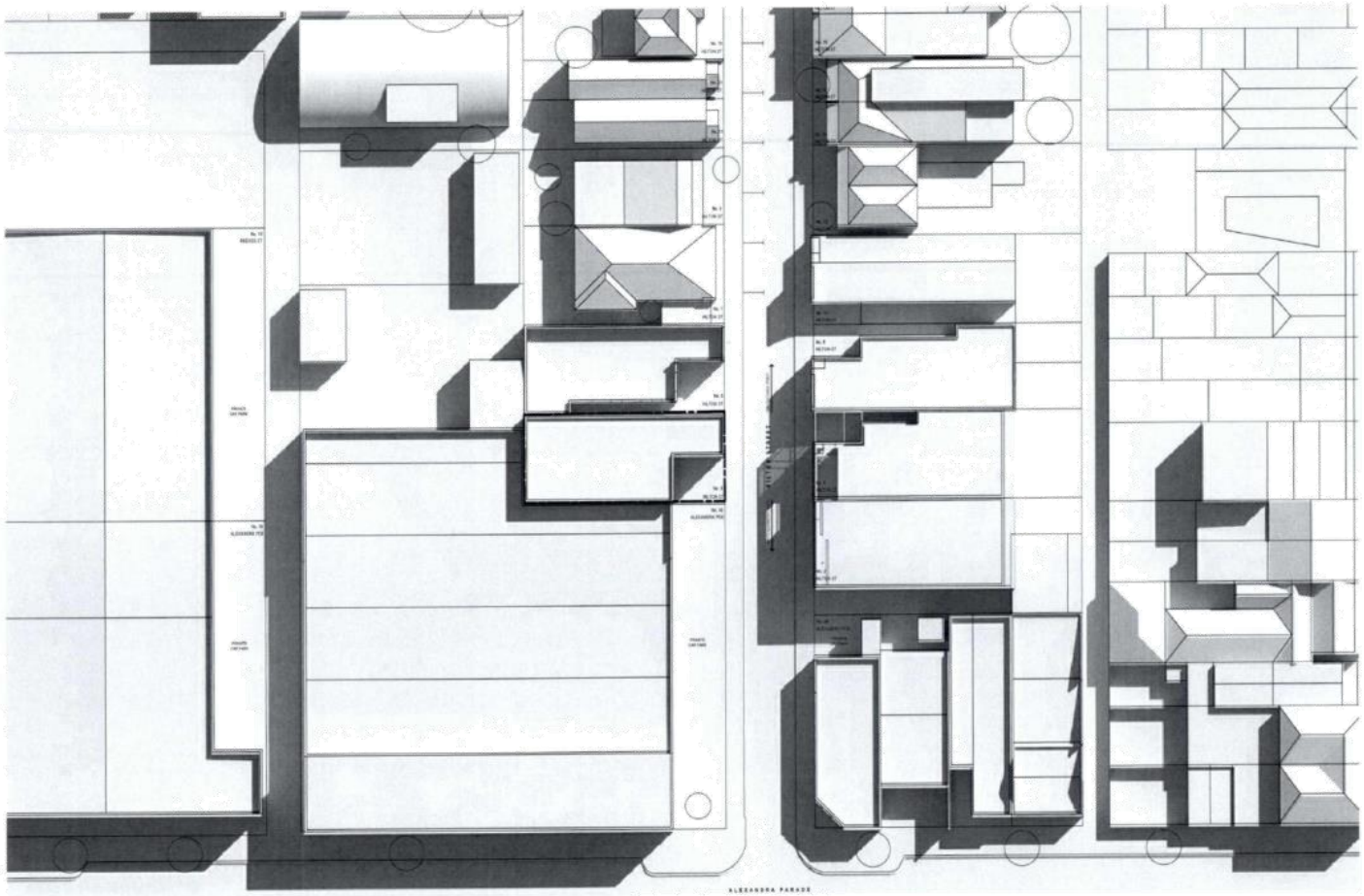
PROJECT
3 HILTON STREET, CLIFTON HILL

DRAWING TITLE
PROPOSED SHADOWS - 9AM

CLIENT
HILTON STREET HOLDINGS PTY LTD

SCALE	1:500_A3	DATE	27.06.19
		JOB NO.	17009
DRAWN	MW	DRW NO.	PL26
CHECK	HW	REV.	A

Attachment 1 - PLN19/0441 - 3 Hilton Street Clifton Hill - S52 Advertising Plans Part 1



EXISTING SHADOWS - 10AM
1:500

N.H.W - NON HABITABLE WINDOW
H.W - HABITABLE WINDOW
D - DOOR

TOWN PLANNING

WELLARD.

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REVISION	DATE	DESCRIPTION

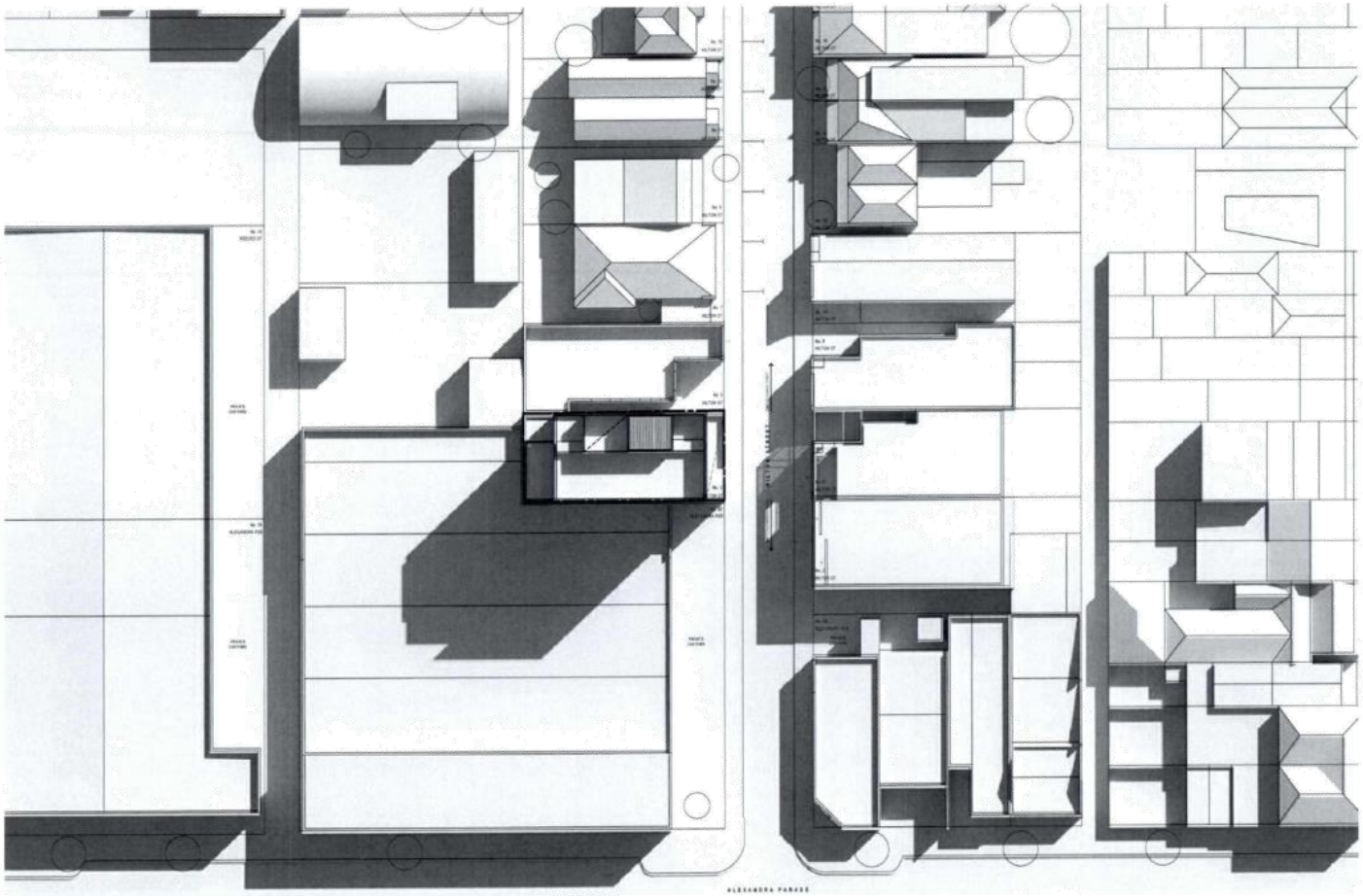
PROJECT
3 HILTON STREET, CLIFTON HILL

DRAWING TITLE
EXISTING SHADOWS - 10AM

CLIENT
HILTON STREET HOLDINGS PTY LTD

SCALE	1:500_A3	DATE	27.06.19
		JOB NO.	17009
DRAWN	MW	DRW NO.	PL27
CHECK	HW	REV.	

Attachment 1 - PLN19/0441 - 3 Hilton Street Clifton Hill - S52 Advertising Plans Part 1



PROPOSED SHADOWS - 10AM

N.H.W - NON HABITABLE WINDOW
H.W - HABITABLE WINDOW
D - DOOR

TOWN PLANNING

WELLARD.

REVISION	DATE	DESCRIPTION
A	10.12.19	RESPONSE TO COUNCIL RFI

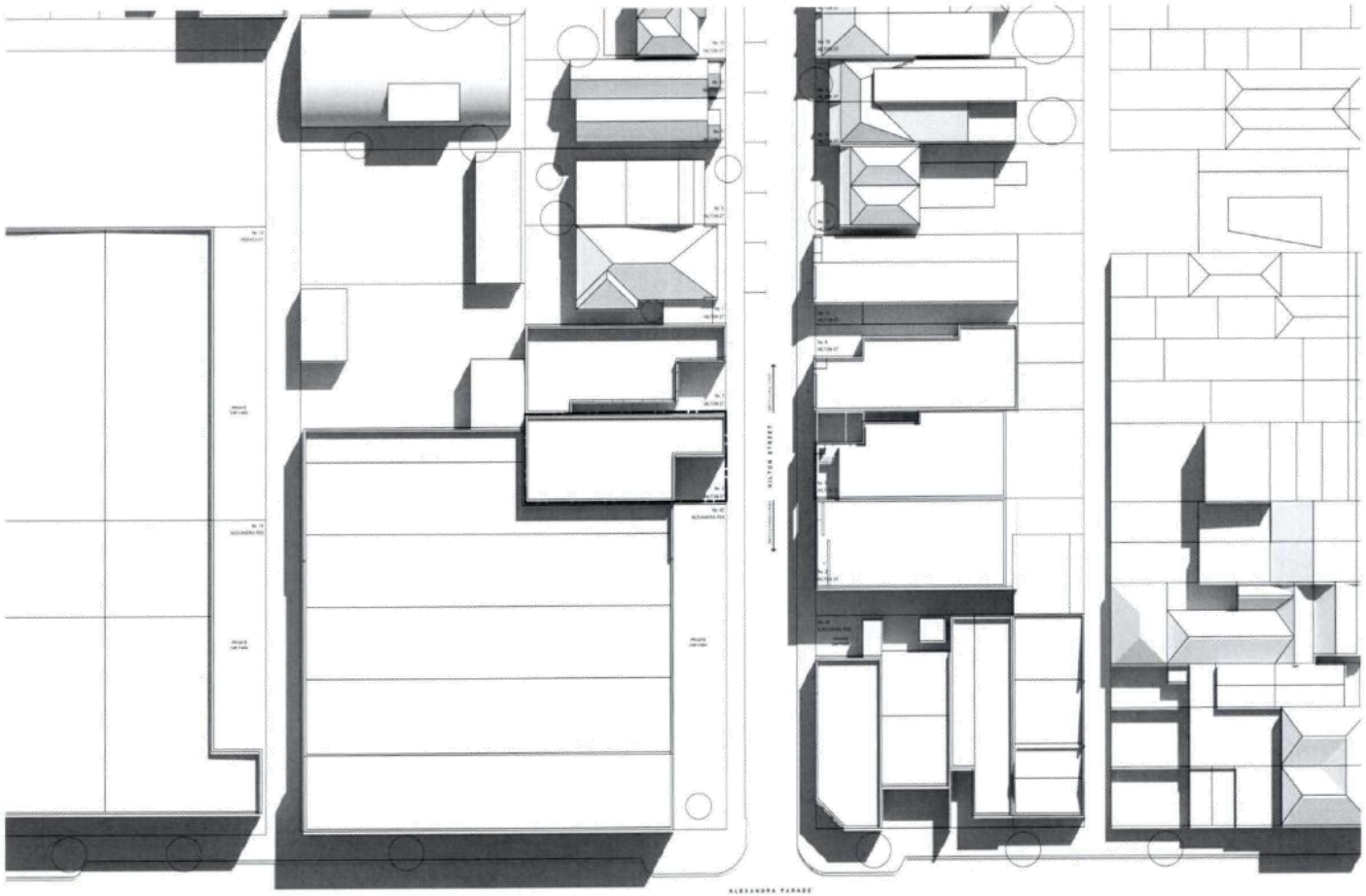
PROJECT
3 HILTON STREET, CLIFTON HILL

DRAWING TITLE
PROPOSED SHADOWS - 10AM

CLIENT
HILTON STREET HOLDINGS PTY LTD

SCALE	1:500_A3	DATE	27.06.19
		JOB NO.	17009
DRAWN	MW	DRW NO.	PL28
CHECK	HW	REV.	A

Attachment 1 - PLN19/0441 - 3 Hilton Street Clifton Hill - S52 Advertising Plans Part 1



EXISTING SHADOWS - 11AM
1:500

N.H.W - NON HABITABLE WINDOW
H.W - HABITABLE WINDOW
D - DOOR

TOWN PLANNING

WELLARD.

REVISION DATE DESCRIPTION

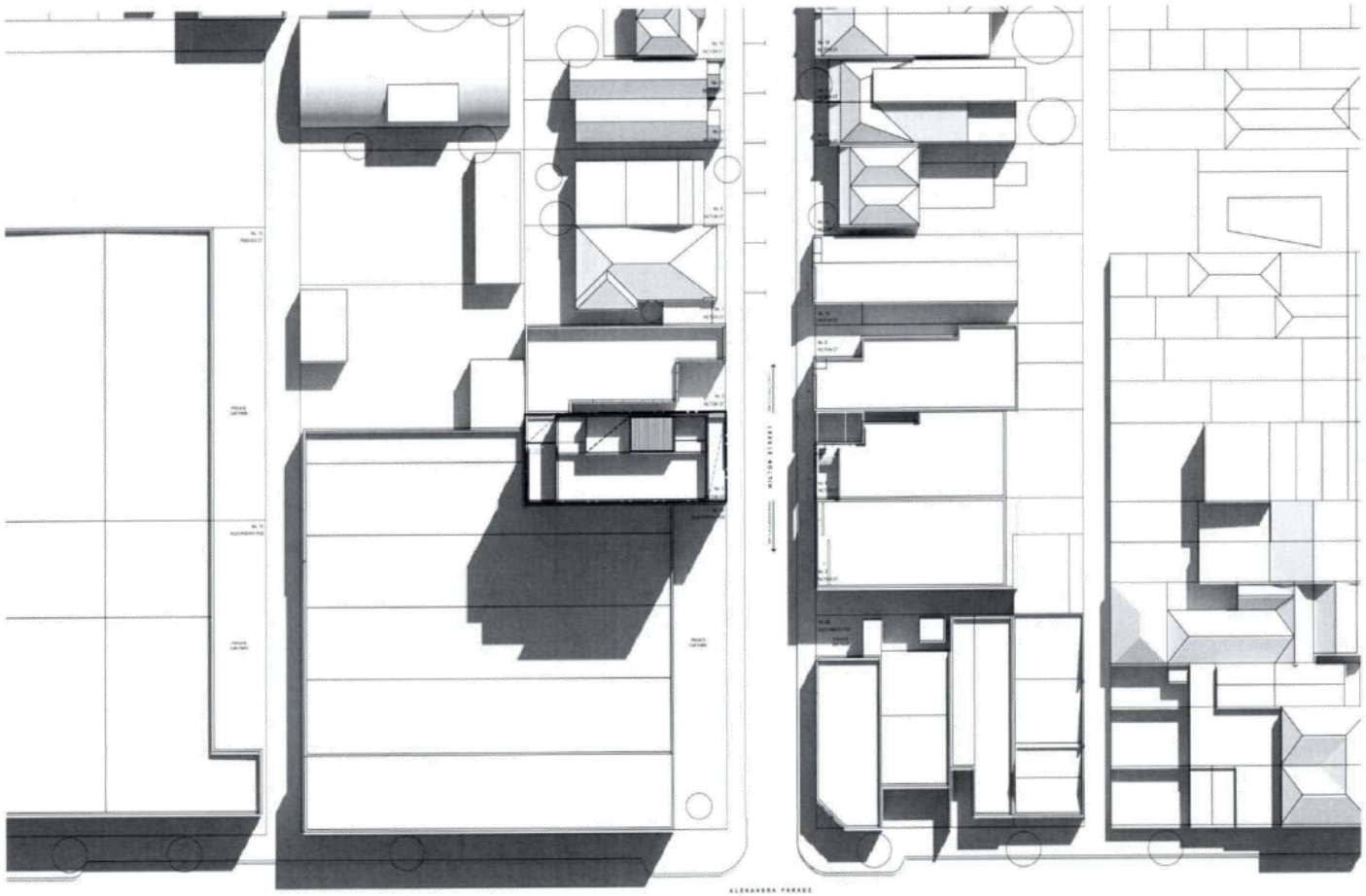
PROJECT
3 HILTON STREET, CLIFTON HILL

DRAWING TITLE
EXISTING SHADOWS - 11AM

CLIENT
HILTON STREET HOLDINGS PTY LTD

SCALE	1:500 _A3	DATE	27.06.19
		JOB NO.	17009
DRAWN	MW	DRW NO.	PL29
CHECK	HW	REV.	

Attachment 1 - PLN19/0441 - 3 Hilton Street Clifton Hill - S52 Advertising Plans Part 1



PROPOSED SHADOWS - 11AM
1:500

N.H.W - NON HABITABLE WINDOW
H.W - HABITABLE WINDOW
D - DOOR

TOWN PLANNING

WELLARD.

REVISION	DATE	DESCRIPTION
A	10.12.19	RESPONSE TO COUNCIL RFI

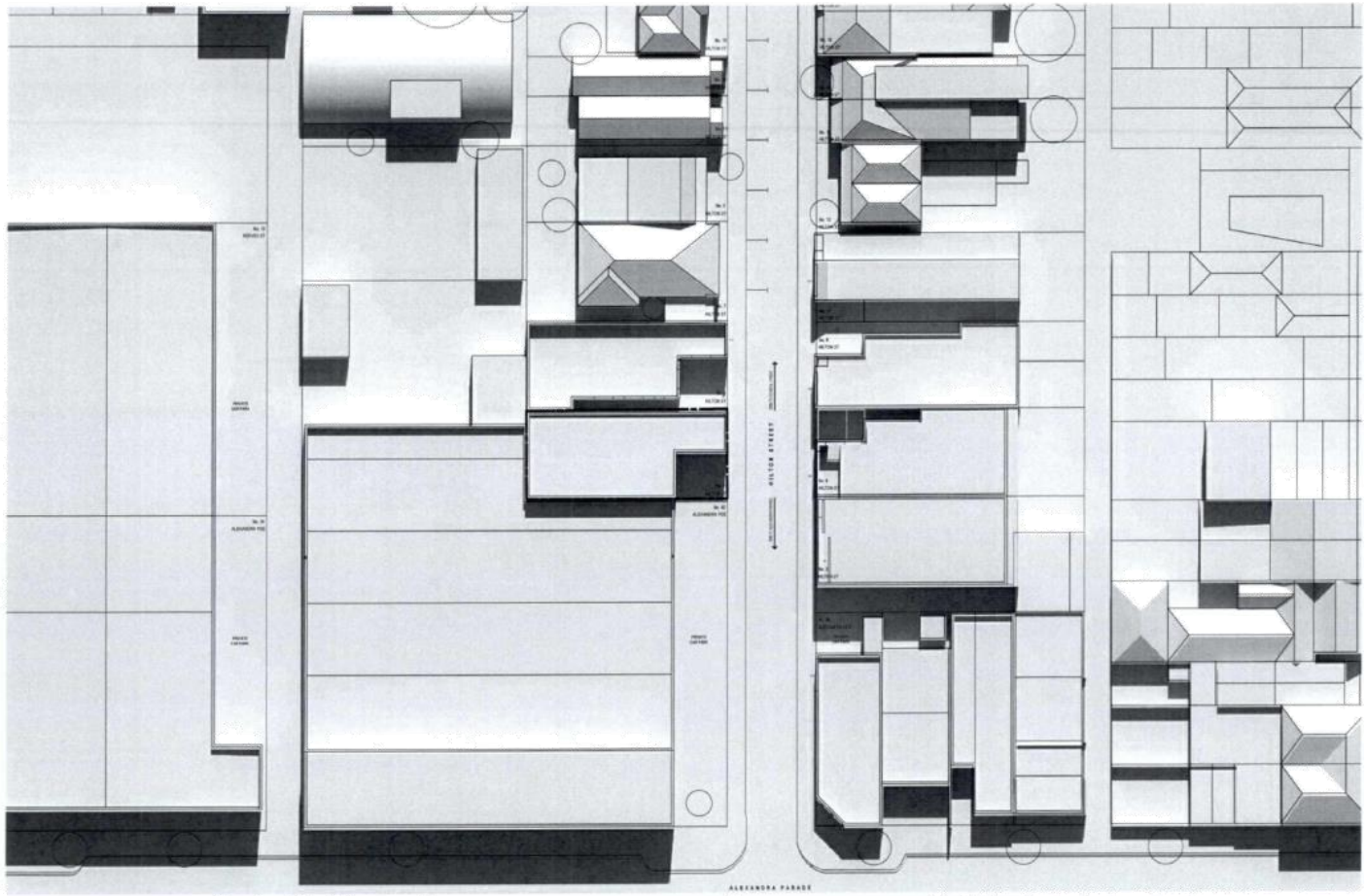
PROJECT
3 HILTON STREET, CLIFTON HILL

DRAWING TITLE
PROPOSED SHADOWS - 11AM

CLIENT
HILTON STREET HOLDINGS PTY LTD

SCALE	1:500_A3	DATE	27.05.19
		JOB NO.	17009
DRAWN	MW	DRW NO.	PL30
CHECK	HW	REV.	A

Attachment 2 - PLN19/0441 - 3 Hilton Street Clifton Hill - S52 Advertising Plans Part 2



EXISTING SHADOWS - 12PM
1:500

N.H.W - NON HABITABLE WINDOW
H.W - HABITABLE WINDOW
D - DOOR

TOWN PLANNING

WELLARD.

REVISION DATE DESCRIPTION

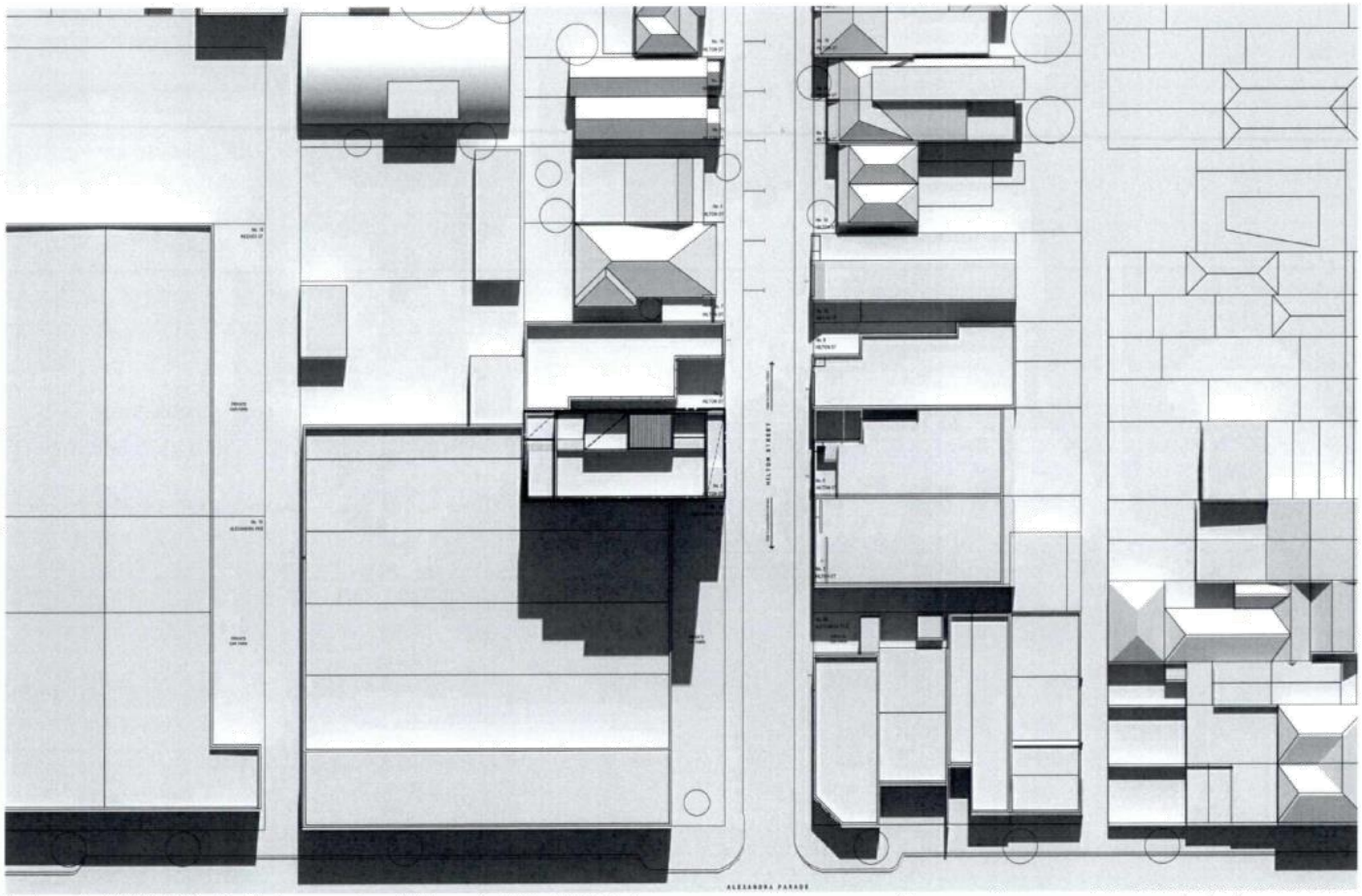
PROJECT
3 HILTON STREET, CLIFTON HILL

DRAWING TITLE
EXISTING SHADOWS - 12PM

CLIENT
HILTON STREET HOLDINGS PTY LTD

SCALE	1:500_A3	DATE	27.06.19
		JOB NO.	17009
DRAWN	MW	DRW NO.	PL31
CHECK	HW	REV.	

Attachment 2 - PLN19/0441 - 3 Hilton Street Clifton Hill - S52 Advertising Plans Part 2



PROPOSED SHADOWS - 12PM
1:500

N.H.W - NON HABITABLE WINDOW
H.W - HABITABLE WINDOW
D - DOOR

TOWN PLANNING

WELLARD.
205 MORAH STREET, STH MELBOURNE VIC 3205
INFO@WELLARDARCHITECTS.COM.AU

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NOTIFY ARCHITECT IMMEDIATELY OF ANY DISCREPANCIES

REVISION	DATE	DESCRIPTION
A	10.12.19	RESPONSE TO COUNCIL RFI

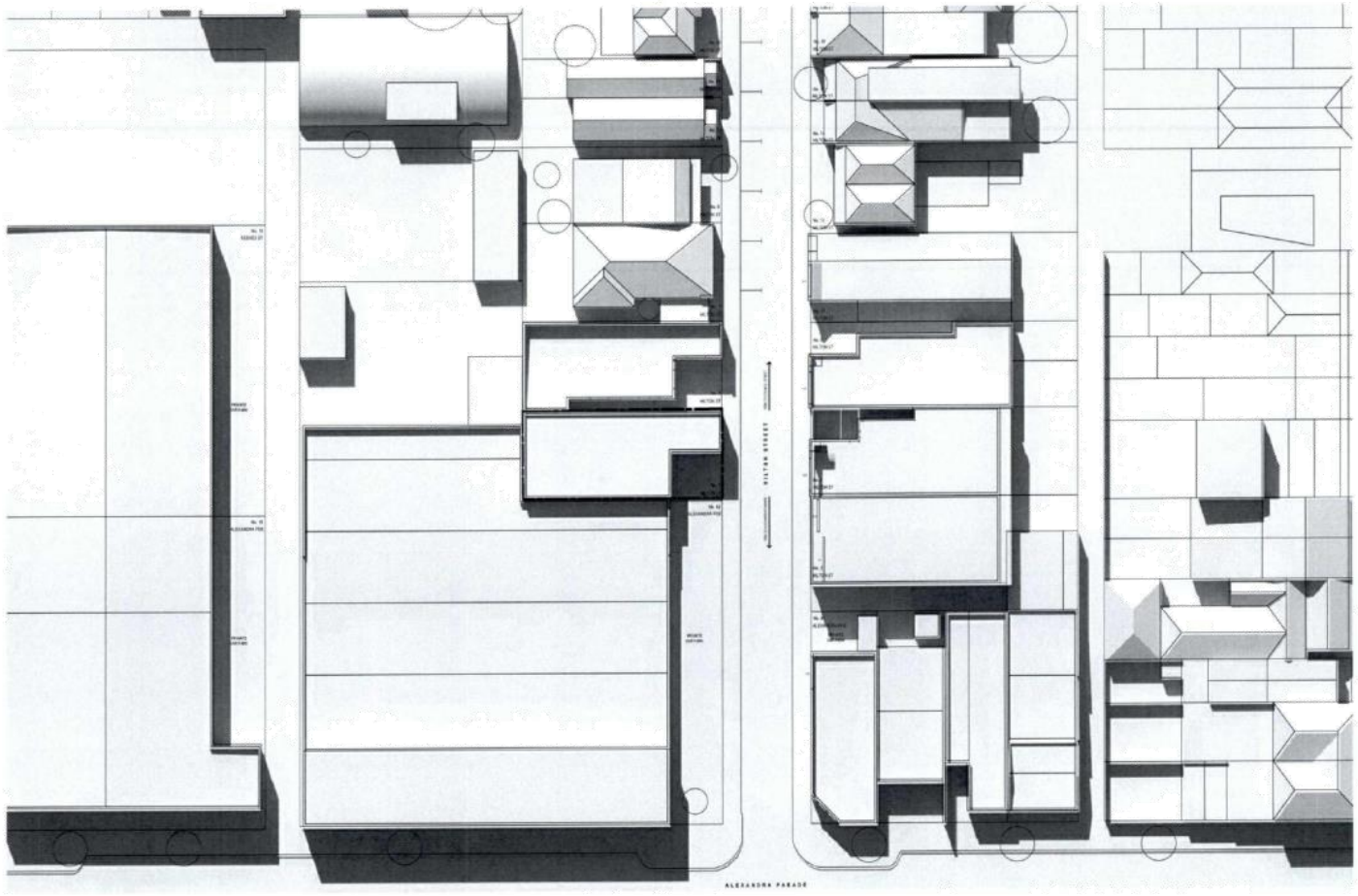
PROJECT
3 HILTON STREET, CLIFTON HILL

DRAWING TITLE
PROPOSED SHADOWS - 12PM

CLIENT
HILTON STREET HOLDINGS PTY LTD

SCALE	1:500_A3	DATE	27.06.19
		JOB NO.	17009
DRAWN	MW	DRW NO.	PL32
CHECK	HW	REV.	A

Attachment 2 - PLN19/0441 - 3 Hilton Street Clifton Hill - S52 Advertising Plans Part 2



EXISTING SHADOWS - 1PM
1:500

N.H.W - NON HABITABLE WINDOW
H.W - HABITABLE WINDOW
D - DOOR

TOWN PLANNING

WELLARD.

REVISION DATE DESCRIPTION

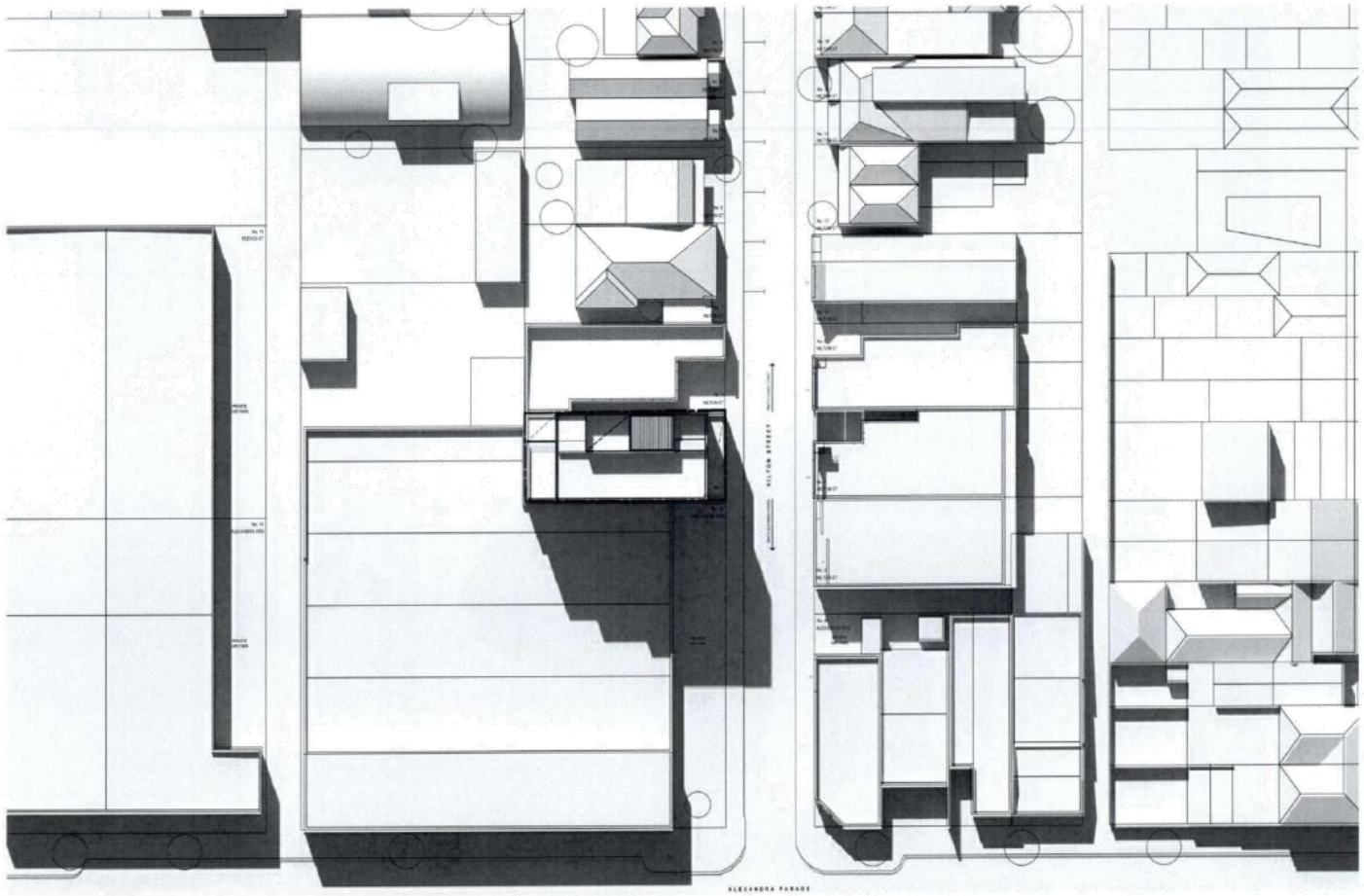
PROJECT
3 HILTON STREET, CLIFTON HILL

DRAWING TITLE
EXISTING SHADOWS - 1PM

CLIENT
HILTON STREET HOLDINGS PTY LTD

SCALE	1:500_A3	DATE	27.06.19
		JOB NO.	17009
DRAWN	MW	DRW NO.	PL33
CHECK	HW	REV.	

Attachment 2 - PLN19/0441 - 3 Hilton Street Clifton Hill - S52 Advertising Plans Part 2



PROPOSED SHADOWS - 1PM

N.H.W - NON HABITABLE WINDOW
H.W - HABITABLE WINDOW
D - DOOR

TOWN PLANNING

WELLARD.

REVISION	DATE	DESCRIPTION
A	10.12.19	RESPONSE TO COUNCIL RFI

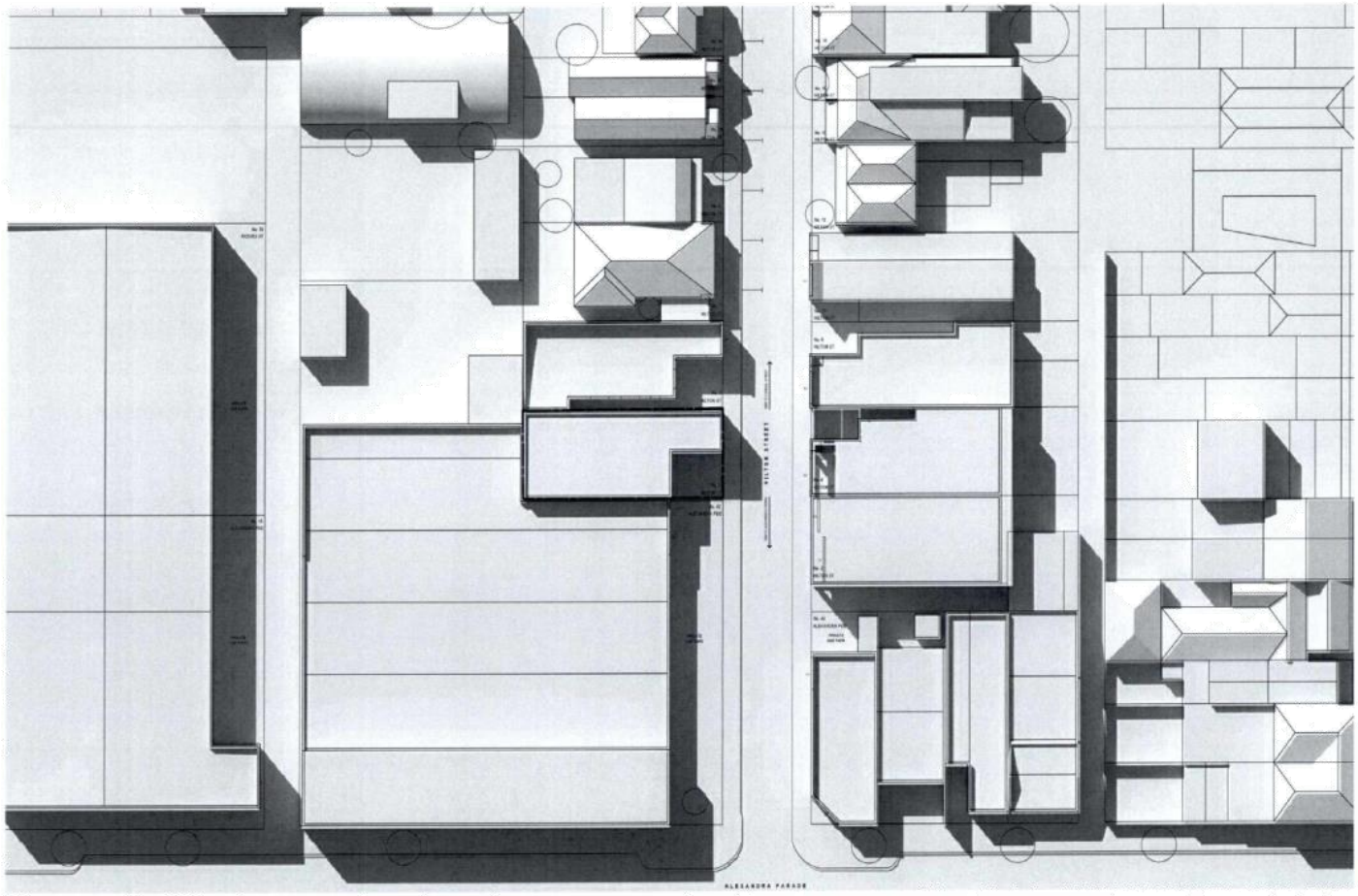
PROJECT
3 HILTON STREET, CLIFTON HILL

DRAWING TITLE
PROPOSED SHADOWS - 1PM

CLIENT
HILTON STREET HOLDINGS PTY LTD

SCALE	1:500_A3	DATE	27.06.19
		JOB NO.	17009
DRAWN	MW	DRW NO.	PL34
CHECK	HW	REV.	A

Attachment 2 - PLN19/0441 - 3 Hilton Street Clifton Hill - S52 Advertising Plans Part 2



EXISTING SHADOWS - 2PM
1:500

N.H.W - NON HABITABLE WINDOW
H.W - HABITABLE WINDOW
D - DOOR

TOWN PLANNING

WELLARD.

REVISION DATE DESCRIPTION

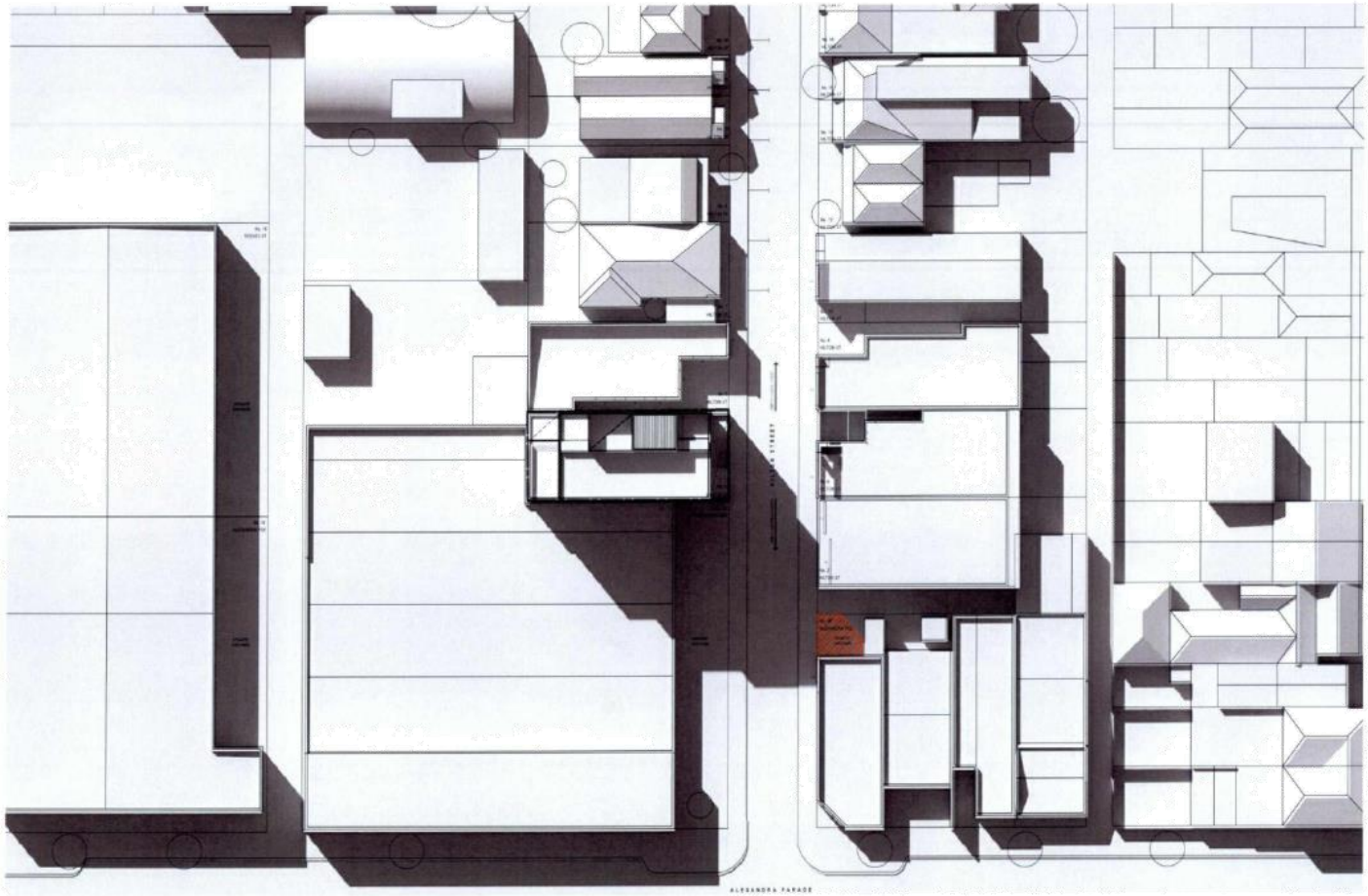
PROJECT
3 HILTON STREET, CLIFTON HILL

DRAWING TITLE
EXISTING SHADOWS - 2PM

CLIENT
HILTON STREET HOLDINGS PTY LTD

SCALE	1:500_A3	DATE	27.06.19
		JOB NO.	17009
DRAWN	MW	DRW NO.	PL35
CHECK	HW	REV.	

Attachment 2 - PLN19/0441 - 3 Hilton Street Clifton Hill - S52 Advertising Plans Part 2



PROPOSED SHADOWS - 2PM

N.H.W - NON HABITABLE WINDOW
H.W - HABITABLE WINDOW
D - DOOR

44 ALEXANDRA PARADE CARPARK: 26m2
ADDITIONAL SHADOW: 19m2 (73% ADDITIONAL)

TOWN PLANNING

WELLARD.

REVISION	DATE	DESCRIPTION
A	10.12.19	RESPONSE TO COUNCIL RFI

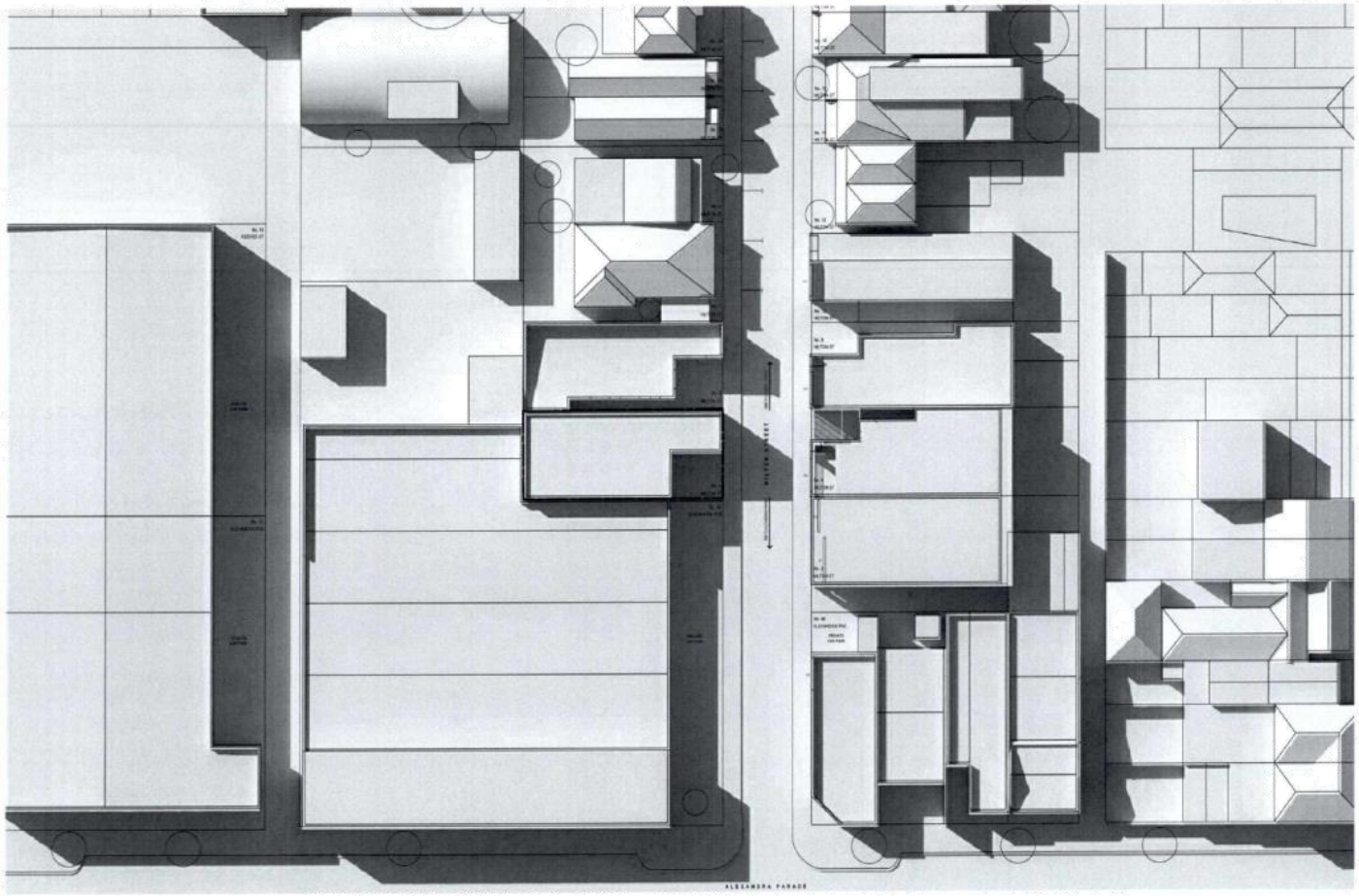
PROJECT
3 HILTON STREET, CLIFTON HILL

DRAWING TITLE
PROPOSED SHADOWS - 2PM

CLIENT
HILTON STREET HOLDINGS PTY LTD

SCALE	1:500_A3	DATE	27.06.19
		JOB NO.	17009
DRAWN	MW	DRW NO.	PL36
CHECK	HW	REV.	A

Attachment 2 - PLN19/0441 - 3 Hilton Street Clifton Hill - S52 Advertising Plans Part 2



EXISTING SHADOWS - 3PM

N.H.W - NON HABITABLE WINDOW
H.W - HABITABLE WINDOW
D - DOOR

TOWN PLANNING

WELLARD.

REVISION	DATE	DESCRIPTION

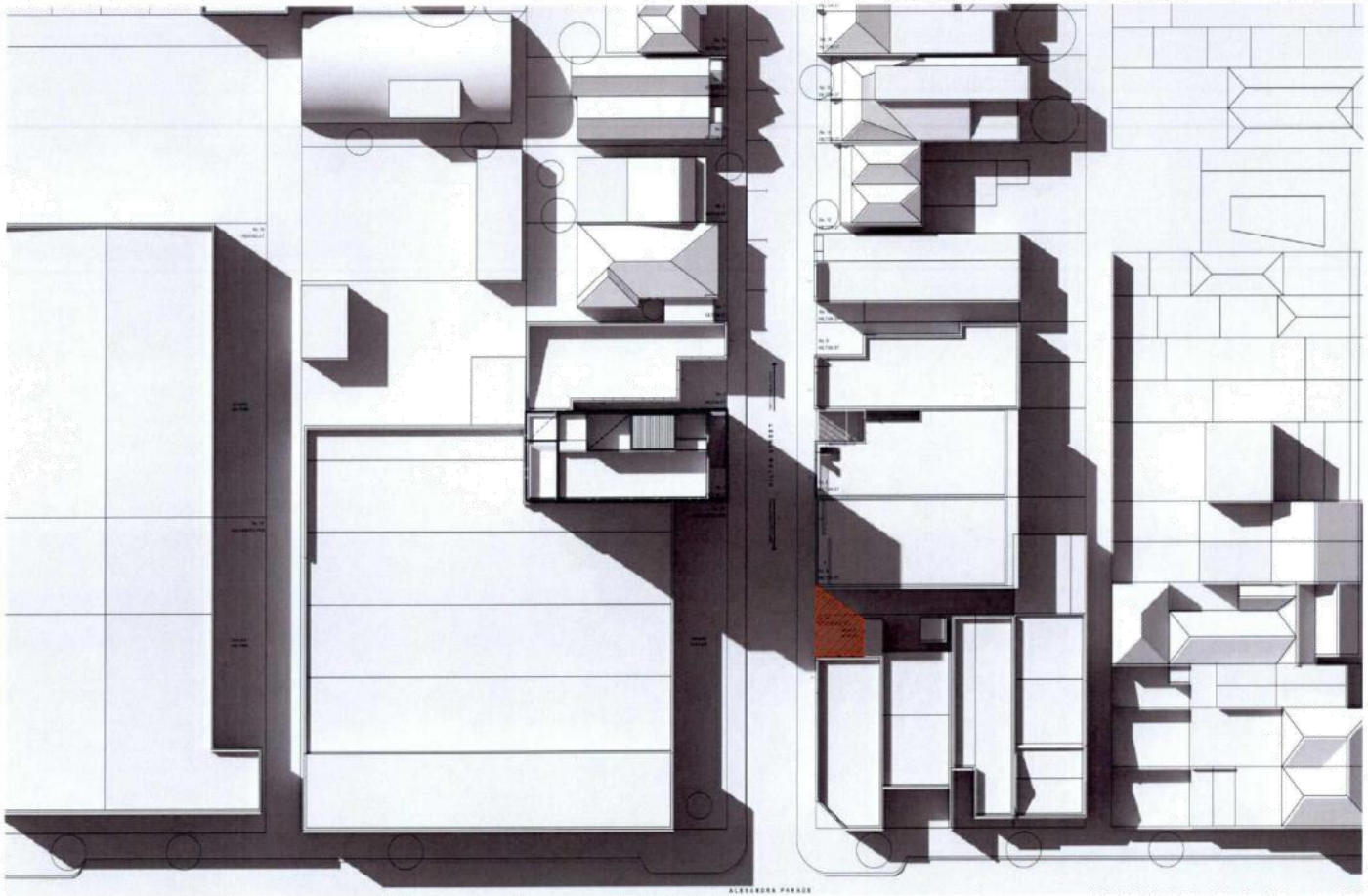
PROJECT
3 HILTON STREET, CLIFTON HILL

DRAWING TITLE
EXISTING SHADOWS - 3PM

CLIENT
HILTON STREET HOLDINGS PTY LTD

SCALE	1:500 ,A3	DATE	27.06.19
		JOB NO.	17009
DRAWN	MW	DRW NO.	PL37
CHECK	HW	REV	

Attachment 2 - PLN19/0441 - 3 Hilton Street Clifton Hill - S52 Advertising Plans Part 2



PROPOSED SHADOWS - 3PM

N.H.W - NON HABITABLE WINDOW
H.W - HABITABLE WINDOW
D - DOOR

44 ALEXANDRA PARADE CARPARK: 26m2
ADDITIONAL SHADOW: 25m2 (96% ADDITIONAL)

TOWN PLANNING

WELLARD.

REVISION	DATE	DESCRIPTION
A	10.12.19	RESPONSE TO COUNCIL RFI

PROJECT
3 HILTON STREET, CLIFTON HILL

DRAWING TITLE
PROPOSED SHADOWS - 3PM

CLIENT
HILTON STREET HOLDINGS PTY LTD

SCALE	1:500 ,A3	DATE	27.06.19
		JOB NO.	17009
DRAWN	MW	DRW NO.	PL38
CHECK	HW	REV.	A

Attachment 2 - PLN19/0441 - 3 Hilton Street Clifton Hill - S52 Advertising Plans Part 2

EF01
SELECTED PERFORATED MESH
- LOCKER GROUP "EXPANDED" PROFILE
IN SELECTED BLACK POWDERCOAT FINISH

EF02
SELECTED PRECAST CONCRETE

EF03
CLEAR GLASS

EF04
SELECTED DARK PAINT FINISH

EF05
STEEL BLADE BALUSTRADE
WITH SELECTED PAINT FINISH TO MATCH EF04

EF06
SELECTED STEEL PLATE
WITH SELECTED PAINT FINISH TO MATCH EF04

MATERIAL SCHEDULE

FINISHES	
XF01	EXISTING RENDER FINISH
XF02	EXISTING CLEAR GLASS
EF01	SELECTED PERFORATED STEEL MESH
EF02	SELECTED CONCRETE
EF03	CLEAR GLASS
EF04	SELECTED DARK PAINT FINISH
EF05	STEEL BLADE BALUSTRADE
EF06	SELECTED MILD STEEL

TOWN PLANNING

WELLARD.

REVISION	DATE	DESCRIPTION
A	10.12.19	REVISED MATERIAL SCHEDULE

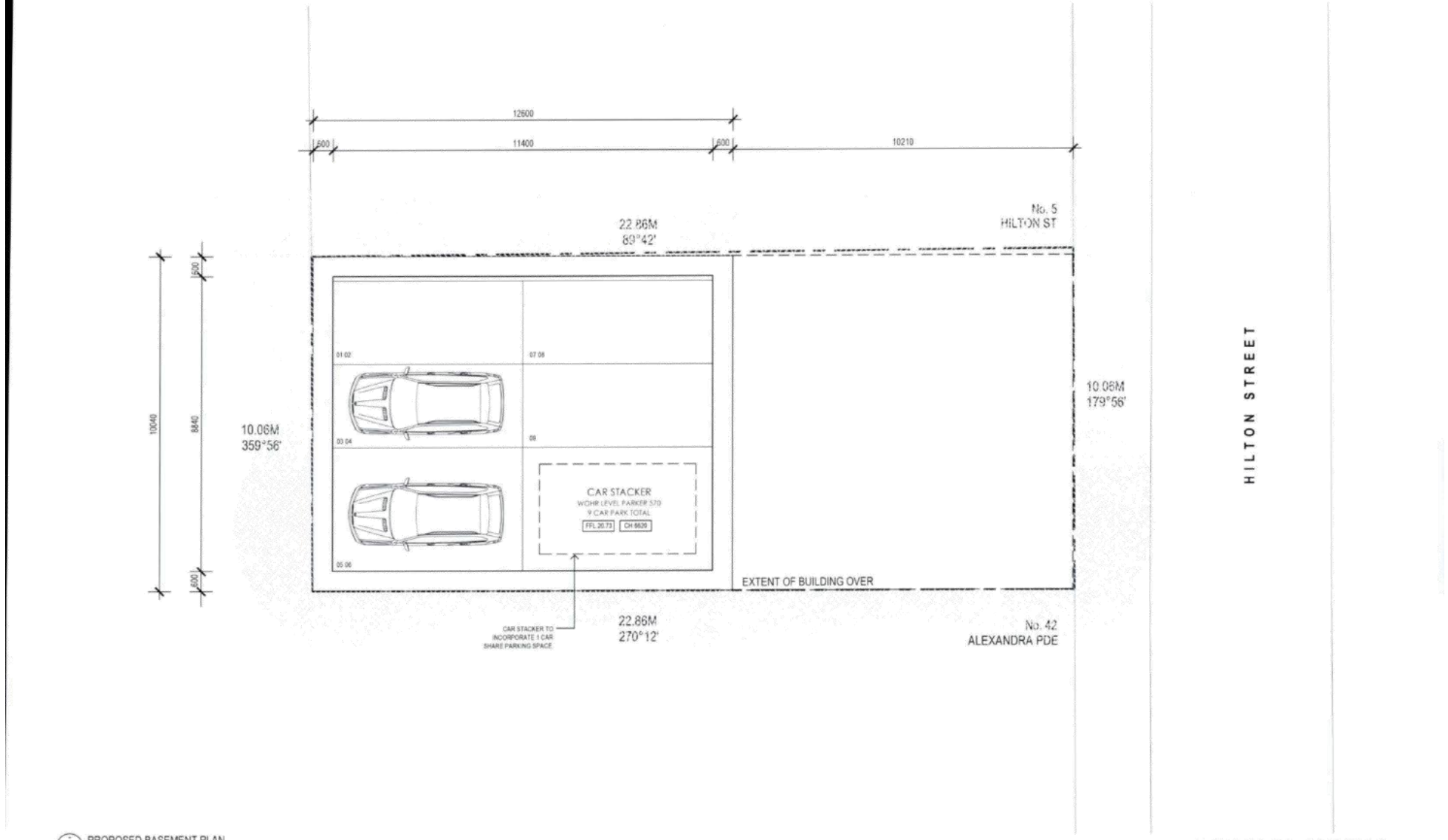
PROJECT
3 HILTON STREET, CLIFTON HILL

DRAWING TITLE
MATERIAL SCHEDULE

CLIENT
HILTON STREET HOLDINGS PTY LTD

SCALE	NA	DATE	27.06.19
		JOB NO.	17009
DRAWN	MW	DRW NO.	PL39
CHECK	HW	REV.	A

Attachment 2 - PLN19/0441 - 3 Hilton Street Clifton Hill - S52 Advertising Plans Part 2



PROPOSED BASEMENT PLAN
1:100

WELLARD.

REVISION	DATE	DESCRIPTION
A	10.12.19	RESPONSE TO COUNCIL RFI

PROJECT
3 HILTON STREET, CLIFTON HILL

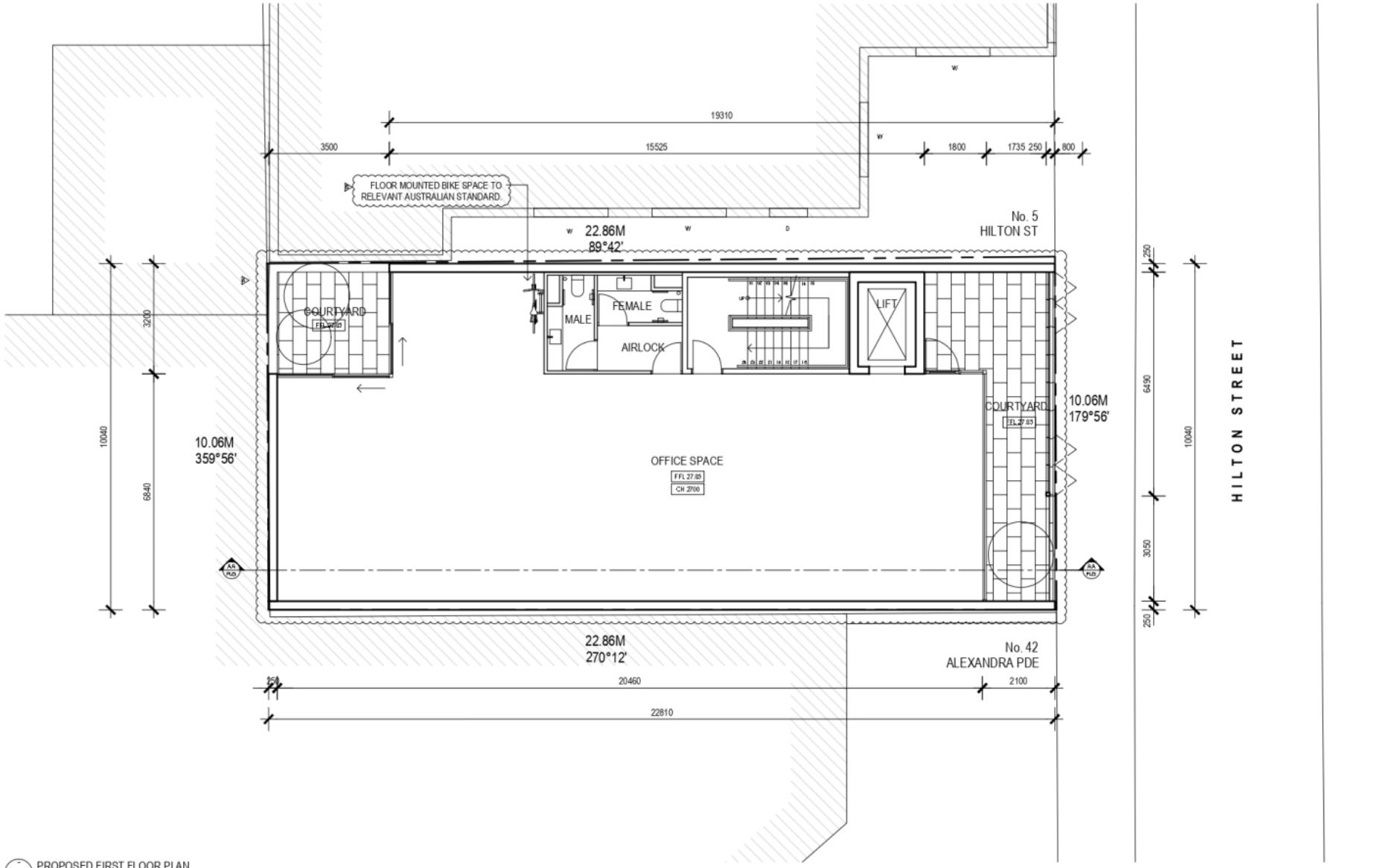
DRAWING TITLE
PROPOSED BASEMENT PLAN

CLIENT
HILTON STREET HOLDINGS PTY LTD

TOWN PLANNING

SCALE	1:100_A3	DATE	27.06.19
		JOB NO.	17009
DRAWN	MW	DRW NO.	PL40
CHECK	HW	REV.	A

Attachment 2 - PLN19/0441 - 3 Hilton Street Clifton Hill - S52 Advertising Plans Part 2



PROPOSED FIRST FLOOR PLAN

WELLARD.

REVISION	DATE	DESCRIPTION
A	10.12.19	RESPONSE TO COUNCIL RFI
B	17.12.19	BIKE PARKING SHOWN

PROJECT
3 HILTON STREET, CLIFTON HILL

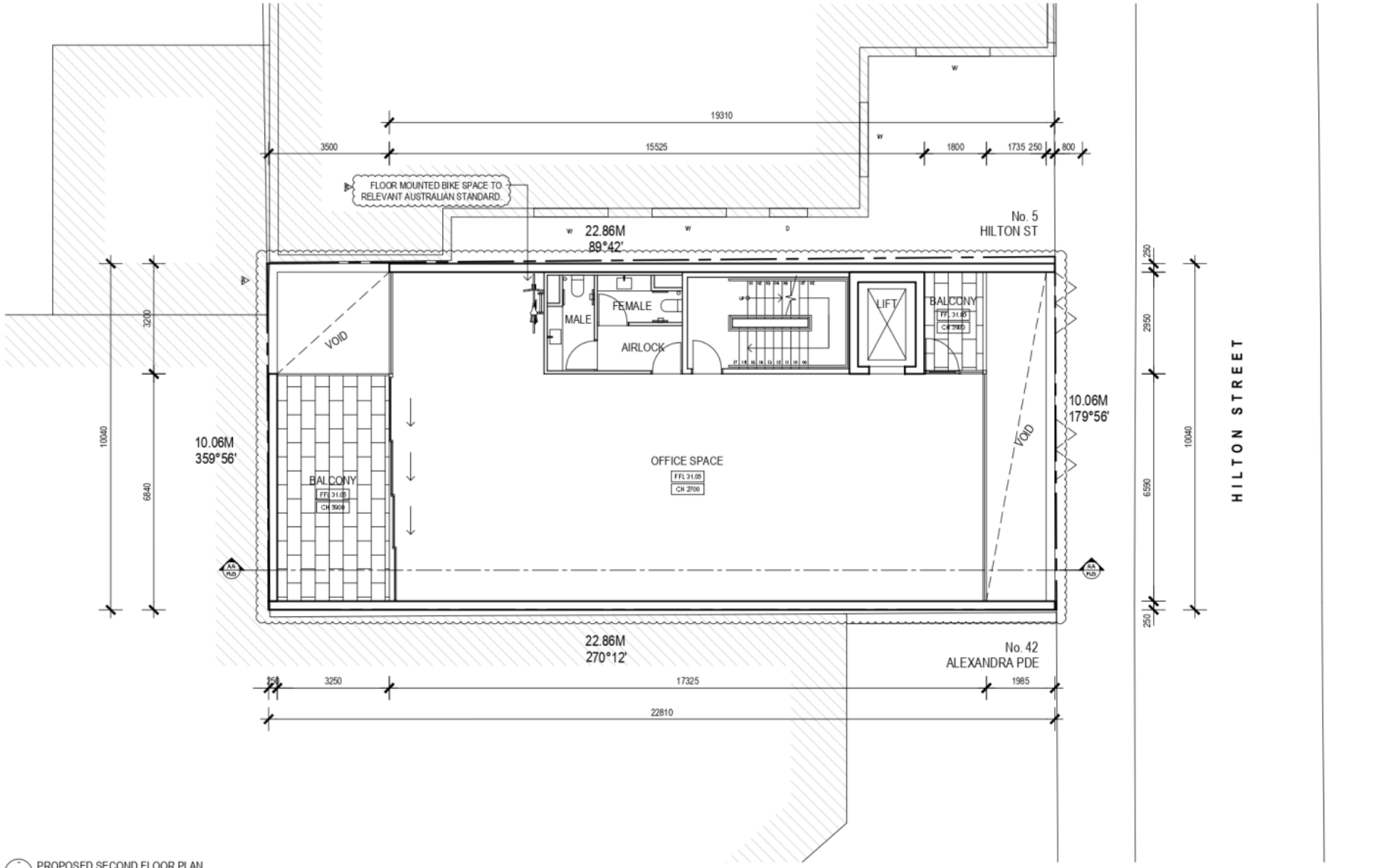
CLIENT
HILTON STREET HOLDINGS PTY LTD

DRAWING TITLE
PROPOSED FIRST FLOOR PLAN

TOWN PLANNING

SCALE	1:100_A3	DATE	27.06.19
		JOB NO.	17009
DRAWN	MW	DRW NO.	PL06
CHECK	HW	REV.	B

Attachment 2 - PLN19/0441 - 3 Hilton Street Clifton Hill - S52 Advertising Plans Part 2



PROPOSED SECOND FLOOR PLAN

WELLARD.

REVISION	DATE	DESCRIPTION
A	10.12.19	RESPONSE TO COUNCIL RFI
B	17.12.19	BIKE PARKING SHOWN

PROJECT
3 HILTON STREET, CLIFTON HILL

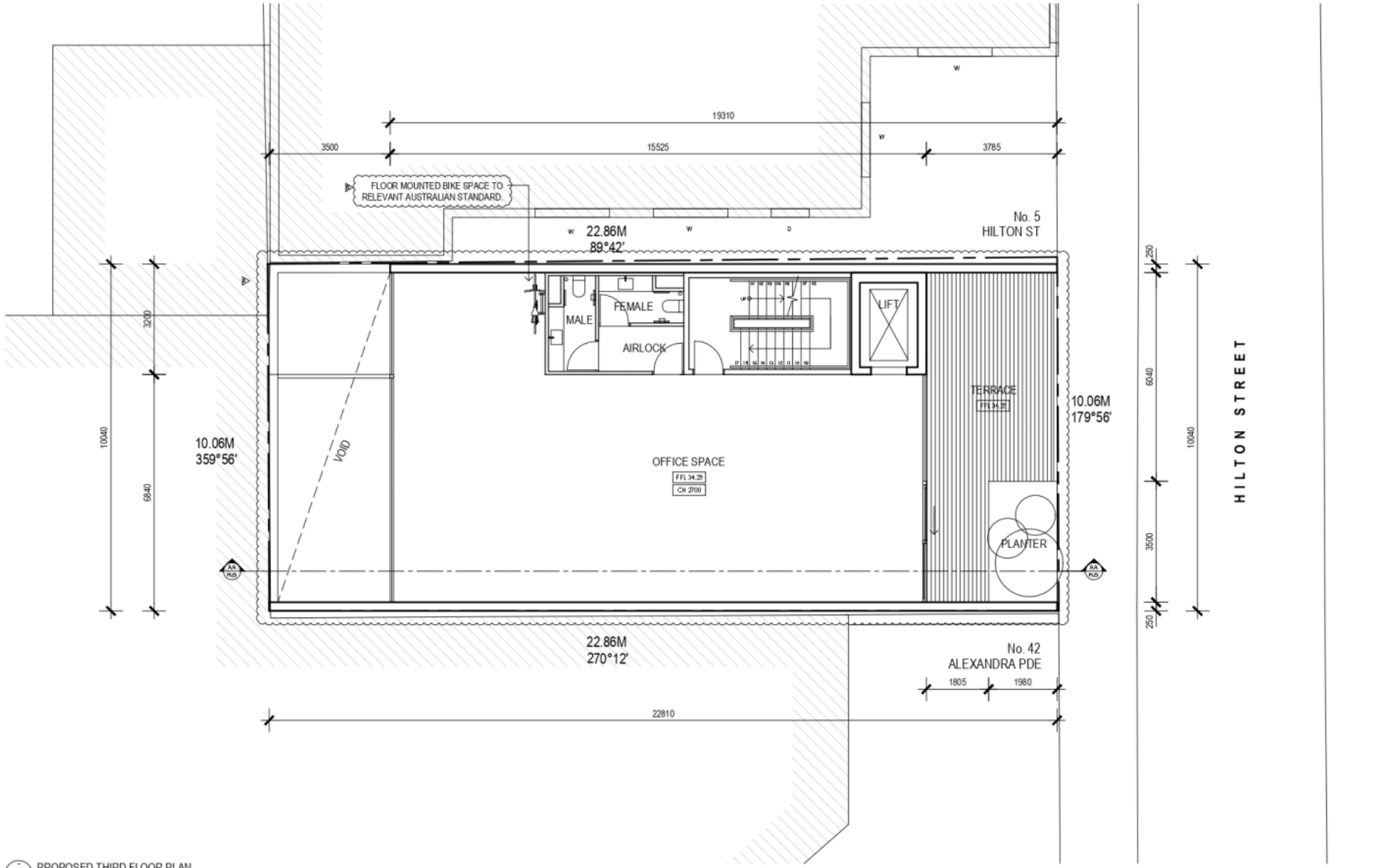
DRAWING TITLE
PROPOSED SECOND FLOOR PLAN

CLIENT
HILTON STREET HOLDINGS PTY LTD

TOWN PLANNING

SCALE	1:100_A3	DATE	27.06.19
		JOB NO.	17009
DRAWN	MW	DRW NO.	PL07
CHECK	HW	REV.	B

Attachment 2 - PLN19/0441 - 3 Hilton Street Clifton Hill - S52 Advertising Plans Part 2



PROPOSED THIRD FLOOR PLAN

WELLARD.

REVISION	DATE	DESCRIPTION
A	10.12.19	RESPONSE TO COUNCIL RFI
B	17.12.19	BIKE PARKING SHOWN

PROJECT
3 HILTON STREET, CLIFTON HILL

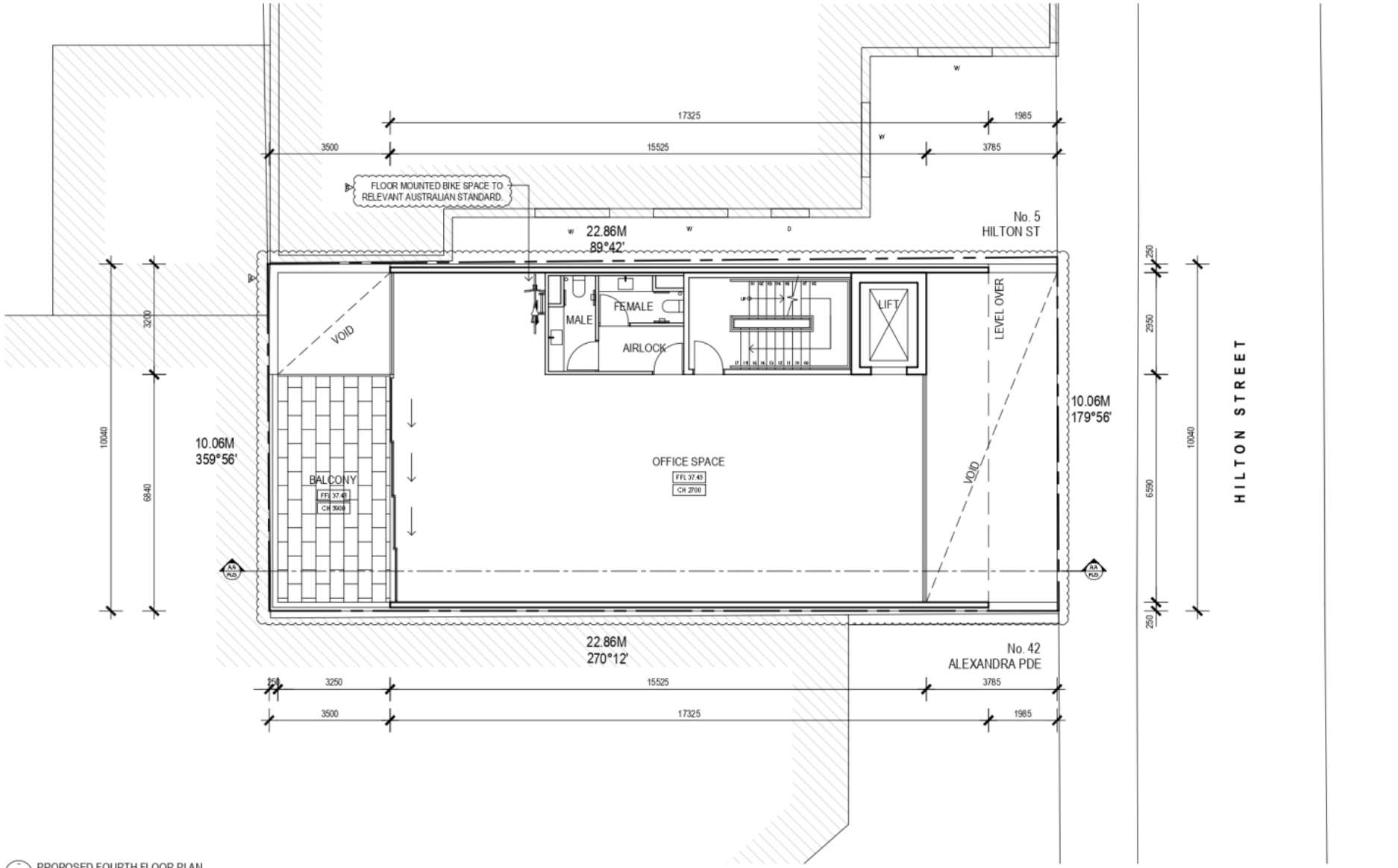
DRAWING TITLE
PROPOSED THIRD FLOOR PLAN

CLIENT
HILTON STREET HOLDINGS PTY LTD

TOWN PLANNING

SCALE	1:100_A3	DATE	27.06.19
		JOB NO.	17009
DRAWN	MW	DRW NO.	PL08
CHECK	HW	REV.	B

Attachment 2 - PLN19/0441 - 3 Hilton Street Clifton Hill - S52 Advertising Plans Part 2



PROPOSED FOURTH FLOOR PLAN

WELLARD.

REVISION	DATE	DESCRIPTION
A	10.12.19	RESPONSE TO COUNCIL RFI
B	17.12.19	BIKE PARKING SHOWN

PROJECT
3 HILTON STREET, CLIFTON HILL

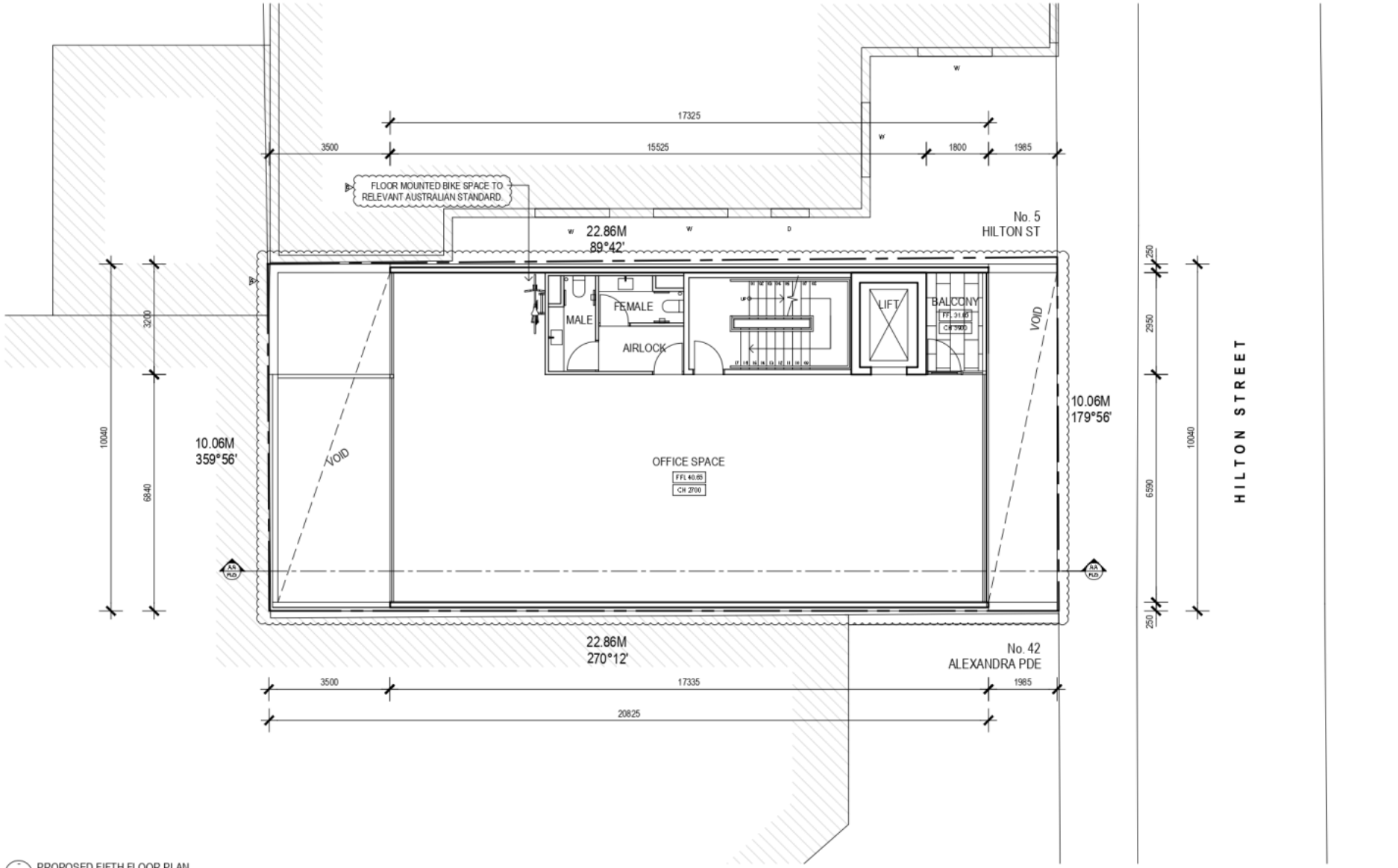
DRAWING TITLE
PROPOSED FOURTH FLOOR PLAN

CLIENT
HILTON STREET HOLDINGS PTY LTD

TOWN PLANNING

SCALE	1:100_A3	DATE	27.06.19
		JOB NO.	17009
DRAWN	MW	DRW NO.	PL09
CHECK	HW	REV.	B

Attachment 2 - PLN19/0441 - 3 Hilton Street Clifton Hill - S52 Advertising Plans Part 2



PROPOSED FIFTH FLOOR PLAN

WELLARD.

REVISION	DATE	DESCRIPTION
A	10.12.19	RESPONSE TO COUNCIL RFI
B	17.12.19	BIKE PARKING SHOWN

PROJECT
3 HILTON STREET, CLIFTON HILL

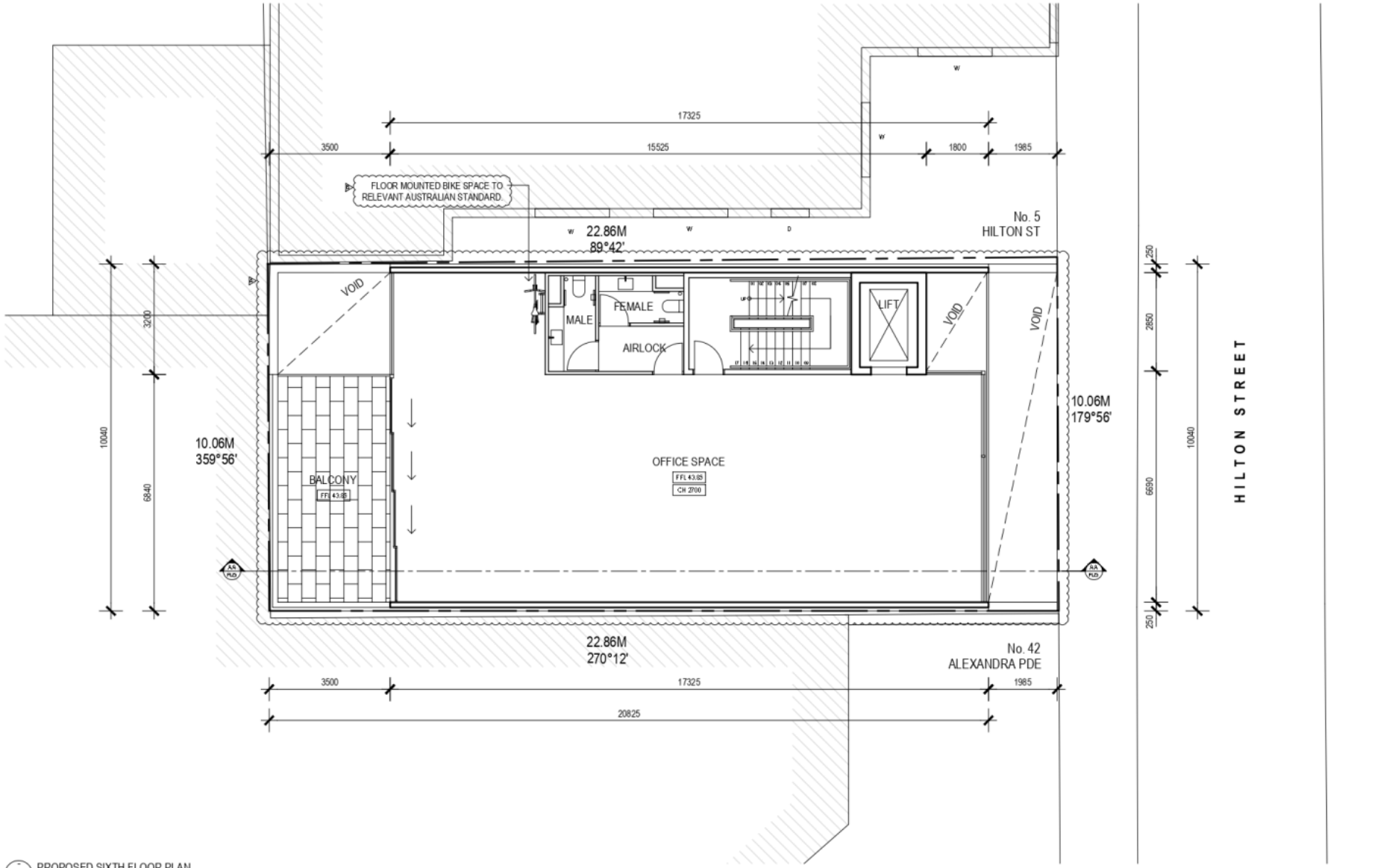
CLIENT
HILTON STREET HOLDINGS PTY LTD

DRAWING TITLE
PROPOSED FIFTH FLOOR PLAN

TOWN PLANNING

SCALE	1:100_A3	DATE	27.06.19
		JOB NO.	17009
DRAWN	MW	DRW NO.	PL10
CHECK	HW	REV.	B

Attachment 2 - PLN19/0441 - 3 Hilton Street Clifton Hill - S52 Advertising Plans Part 2



PROPOSED SIXTH FLOOR PLAN

WELLARD.

REVISION	DATE	DESCRIPTION
A	10.12.19	RESPONSE TO COUNCIL RFI
B	17.12.19	BIKE PARKING SHOWN

PROJECT
3 HILTON STREET, CLIFTON HILL

CLIENT
HILTON STREET HOLDINGS PTY LTD

DRAWING TITLE
PROPOSED SIXTH FLOOR PLAN

TOWN PLANNING

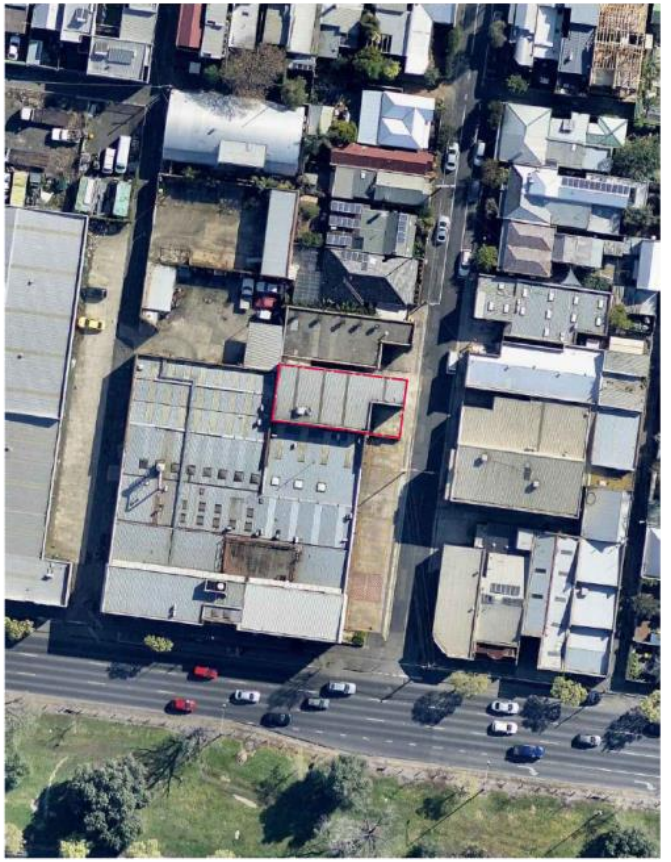
SCALE	1:100_A3	DATE	27.06.19
		JOB NO.	17009
DRAWN	MW	DRW NO.	PL11
CHECK	HW	REV.	B

Attachment 3 - PLN19/0441: 3 Hilton Street, Clifton Hill - Sketch plans

TOWN PLANNING ISSUE

3 HILTON STREET, CLIFTON HILL 3068

DRAWING		SCALE
PL01	EXISTING CONTEXT PLAN	1:1000
PL02	EXISTING SITE PLAN/SITE ANALYSIS	1:500
PL03	PROPOSED SITE PLAN/DESIGN RESPONSE	1:500
PL04	DEMOLITION PLAN	1:100
PL05	PROPOSED GROUND FLOOR PLAN	1:100
PL06	PROPOSED FIRST FLOOR PLAN	1:100
PL07	PROPOSED SECOND FLOOR PLAN	1:100
PL08	PROPOSED THIRD FLOOR PLAN	1:100
PL09	PROPOSED FOURTH FLOOR PLAN	1:100
PL10	PROPOSED FIFTH FLOOR PLAN	1:100
PL12	PROPOSED SIXTH FLOOR PLAN	1:100
PL12	PROPOSED ROOF TERRACE PLAN	1:100
~~PL13~~	~~PROPOSED ROOF PLAN~~	~~1:100~~
PL14	EXISTING EAST ELEVATION	1:250
~~PL15~~	~~EXISTING SOUTH ELEVATION~~	~~1:250~~
~~PL16~~	~~EXISTING WEST ELEVATION~~	~~1:250~~
~~PL17~~	~~EXISTING NORTH ELEVATION~~	~~1:250~~
~~PL18~~	~~PROPOSED EAST ELEVATION (WITHOUT SCREENS)~~	~~1:250~~
PL19	PROPOSED EAST ELEVATION (WITH SCREENS)	1:250
PL20	PROPOSED SOUTH ELEVATION	1:250
PL21	PROPOSED WEST ELEVATION	1:250
PL22	PROPOSED NORTH ELEVATION	1:250
PL23	PROPOSED SECTION AA	1:250
~~PL24~~	~~REMOVED~~	~~N/A~~
~~PL25~~	~~EXISTING SHADOWS 9AM~~	~~1:500~~
~~PL26~~	~~PROPOSED SHADOWS 9AM~~	~~1:500~~
~~PL27~~	~~EXISTING SHADOWS 10AM~~	~~1:500~~
~~PL28~~	~~PROPOSED SHADOWS 10AM~~	~~1:500~~
~~PL29~~	~~EXISTING SHADOWS 11AM~~	~~1:500~~
~~PL30~~	~~PROPOSED SHADOWS 11AM~~	~~1:500~~
~~PL31~~	~~EXISTING SHADOWS 12PM~~	~~1:500~~
~~PL32~~	~~PROPOSED SHADOWS 12PM~~	~~1:500~~
~~PL33~~	~~EXISTING SHADOWS 1PM~~	~~1:500~~
~~PL34~~	~~PROPOSED SHADOWS 1PM~~	~~1:500~~
~~PL35~~	~~EXISTING SHADOWS 2PM~~	~~1:500~~
~~PL36~~	~~PROPOSED SHADOWS 2PM~~	~~1:500~~
~~PL37~~	~~EXISTING SHADOWS 3PM~~	~~1:500~~
~~PL38~~	~~PROPOSED SHADOWS 3PM~~	~~1:500~~
PL39	MATERIAL SCHEDULE	N/A
PL40	BASEMENT PLAN	1:100
PL41	3D VIEWS	N/A
PL42	3D VIEWS	N/A
PL43	3D VIEWS	N/A
PL44	3D VIEWS	N/A



TOWN PLANNING

WELLARD.

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DRAWING TO BE READ IN CONJUNCTION WITH SPECIFICATIONS AND OTHER CONSULTANTS DRAWINGS
ALL ERRORS AND OMISSIONS TO BE REPORTED TO THE ARCHITECT IMMEDIATELY

REVISION	DATE	DESCRIPTION
A	10.12.19	RESPONSE TO COUNCIL RFI
B	26.03.20	RESPONSE TO COUNCIL
C	24.06.20	RESPONSE TO COUNCIL

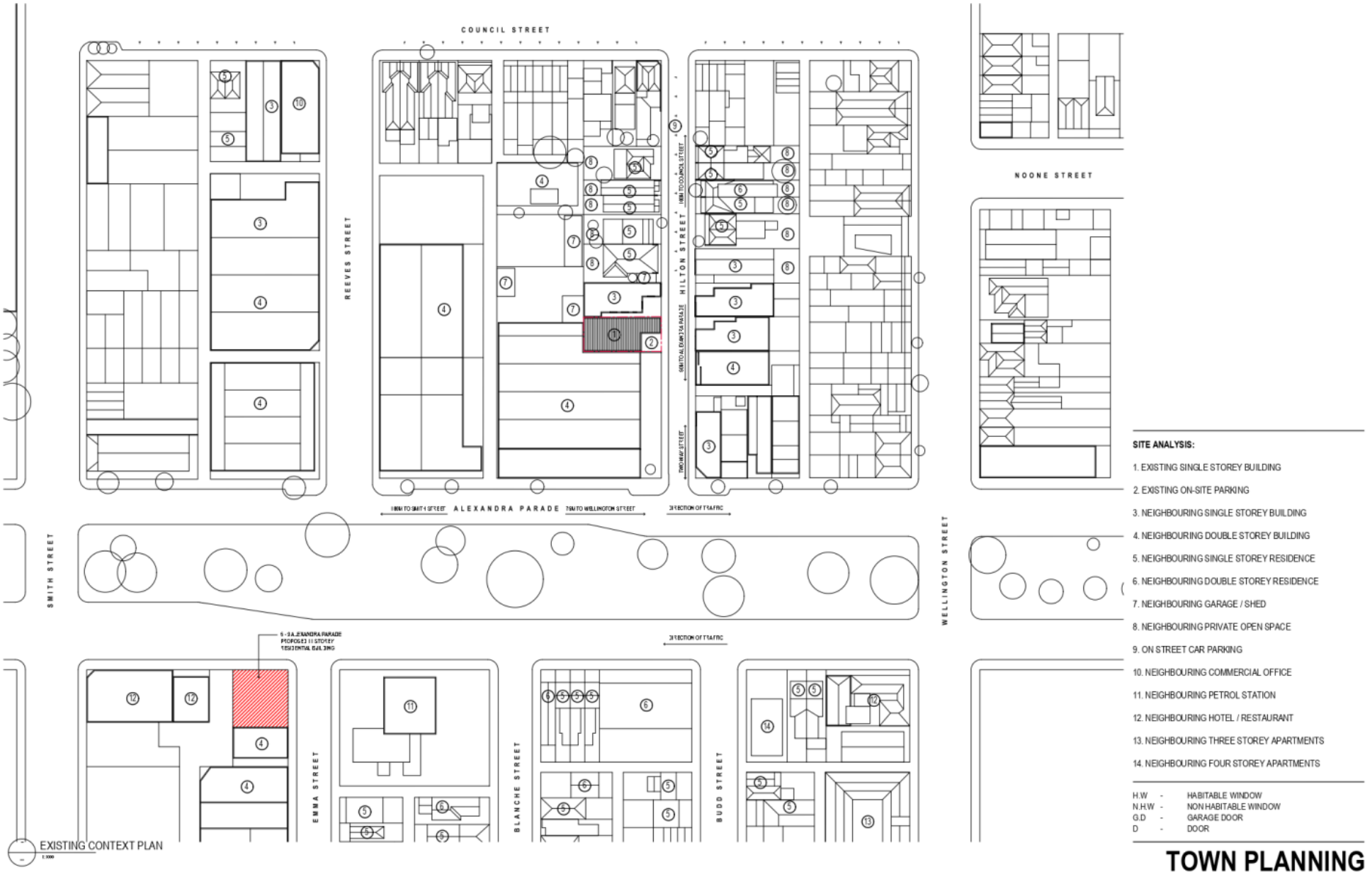
PROJECT
3 HILTON STREET, CLIFTON HILL

CLIENT
HILTON STREET HOLDINGS PTY LTD

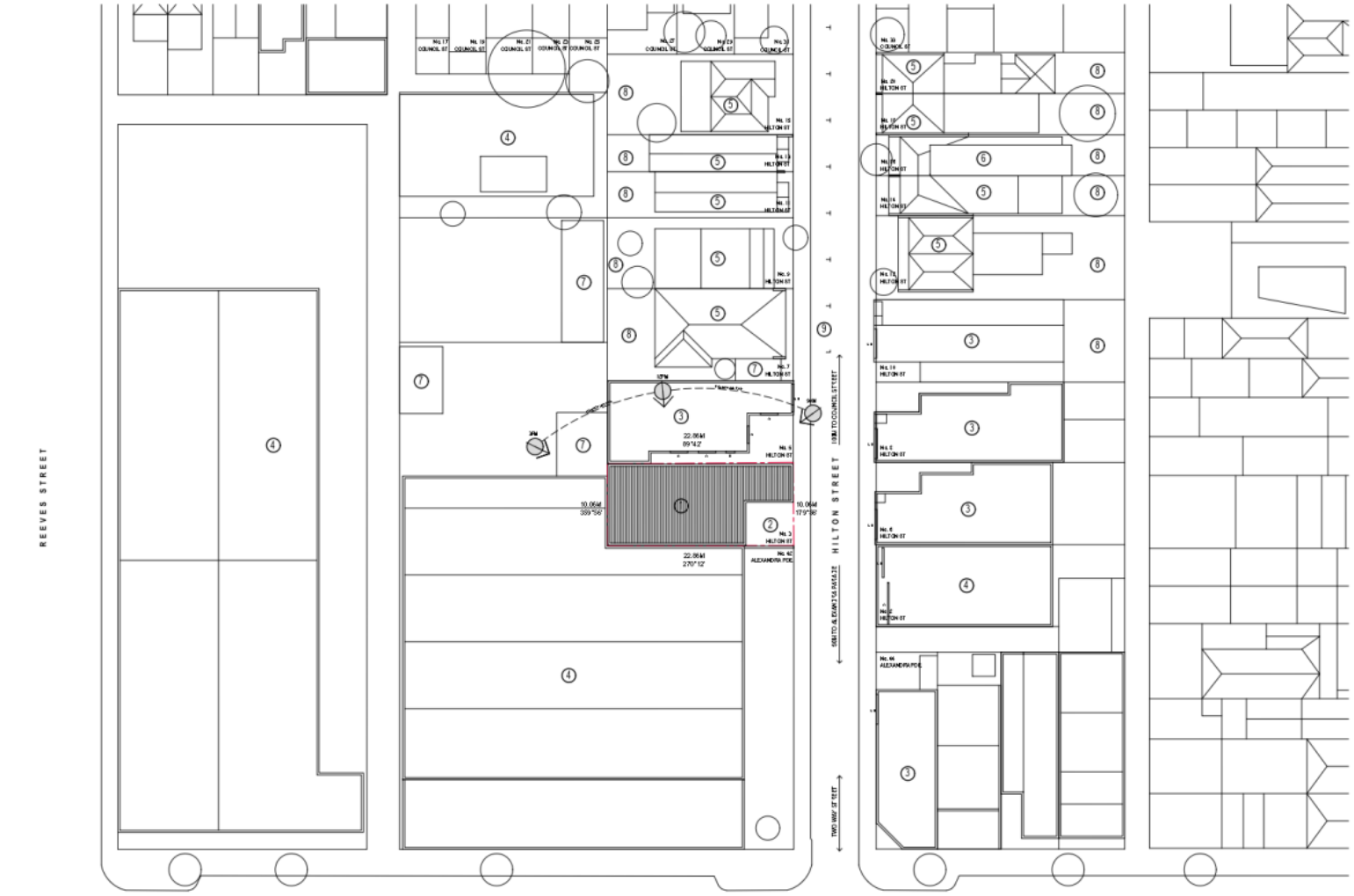
DRAWING TITLE
DRAWING INDEX

SCALE	NA	DATE	27.06.19
		JOB NO.	17009
DRAWN	MW	DRW NO.	PL00
CHECK	HW	REV.	C

Attachment 3 - PLN19/0441: 3 Hilton Street, Clifton Hill - Sketch plans



Attachment 3 - PLN19/0441: 3 Hilton Street, Clifton Hill - Sketch plans



BESS REPORT RESPONSES:

1. HEATING AND COOLING SYSTEM EFFICIENCY TO BE 85 % OR GREATER THAN AN EQUIVALENT SYSTEM.
2. LIGHTING TO BE 4W/M2.
3. ENERGY EFFICIENT LED LIGHTING AND/OR COMPACT FLUORESCENT LIGHTING TYPE.
4. DOUBLE GLAZING TO BE USED TO ALL WINDOWS.
5. INSULATION TO BE IN ACCORDANCE TO MINIMUM REQUIREMENTS: R2.0 FOR EXTERNAL WALLS.
6. R3.5 FOR CEILINGS.
7. TOILETS AND URINALS TO BE MINIMUM 5 STAR WELS RATING.
8. BASINS TO BE MINIMUM 5 STAR WELS RATING.
9. ALL KITCHEN AND BATHROOM TAPS 5 STAR WEL RATING/
10. SHOWER FLOW RATE SHOULD NOT EXCEED 6.0L/MIN. TO BE NOTED ON PLANS.
11. COLLECTION RAIN-WATER TANKS SIZE MINIMUM L 2,000.
12. COMMITMENT TO USE WASTE AND RECYCLING BINS.
13. DOUBLE-GLAZED TO REDUCE EXTERNAL NOISE INTRUSION.
14. MINIMISE VOC MATERIALS ON PAINTS AND ADHESIVES.

SITE ANALYSIS:

1. EXISTING SINGLE STOREY BUILDING
2. EXISTING ON-SITE PARKING
3. NEIGHBOURING SINGLE STOREY BUILDING
4. NEIGHBOURING DOUBLE STOREY BUILDING
5. NEIGHBOURING SINGLE STOREY RESIDENCE
6. NEIGHBOURING DOUBLE STOREY RESIDENCE
7. NEIGHBOURING GARAGE / SHED
8. NEIGHBOURING PRIVATE OPEN SPACE
9. ON STREET CAR PARKING

AREA ANALYSIS:

SITE AREA:	232	sqm	100%
EX. BLDG COVERAGE	200	sqm	86%
EX. SITE PERMEABILITY	0	sqm	0%
EX. PRIVATE OPEN SPACE	0	sqm	0%
CARPARKING	31	sqm	13%
CARPARKS	2		

H.W - HABITABLE WINDOW
N.H.W - NON HABITABLE WINDOW
G.D - GARAGE DOOR
D - DOOR

TOWN PLANNING

WELLARD.

REVISION DATE DESCRIPTION

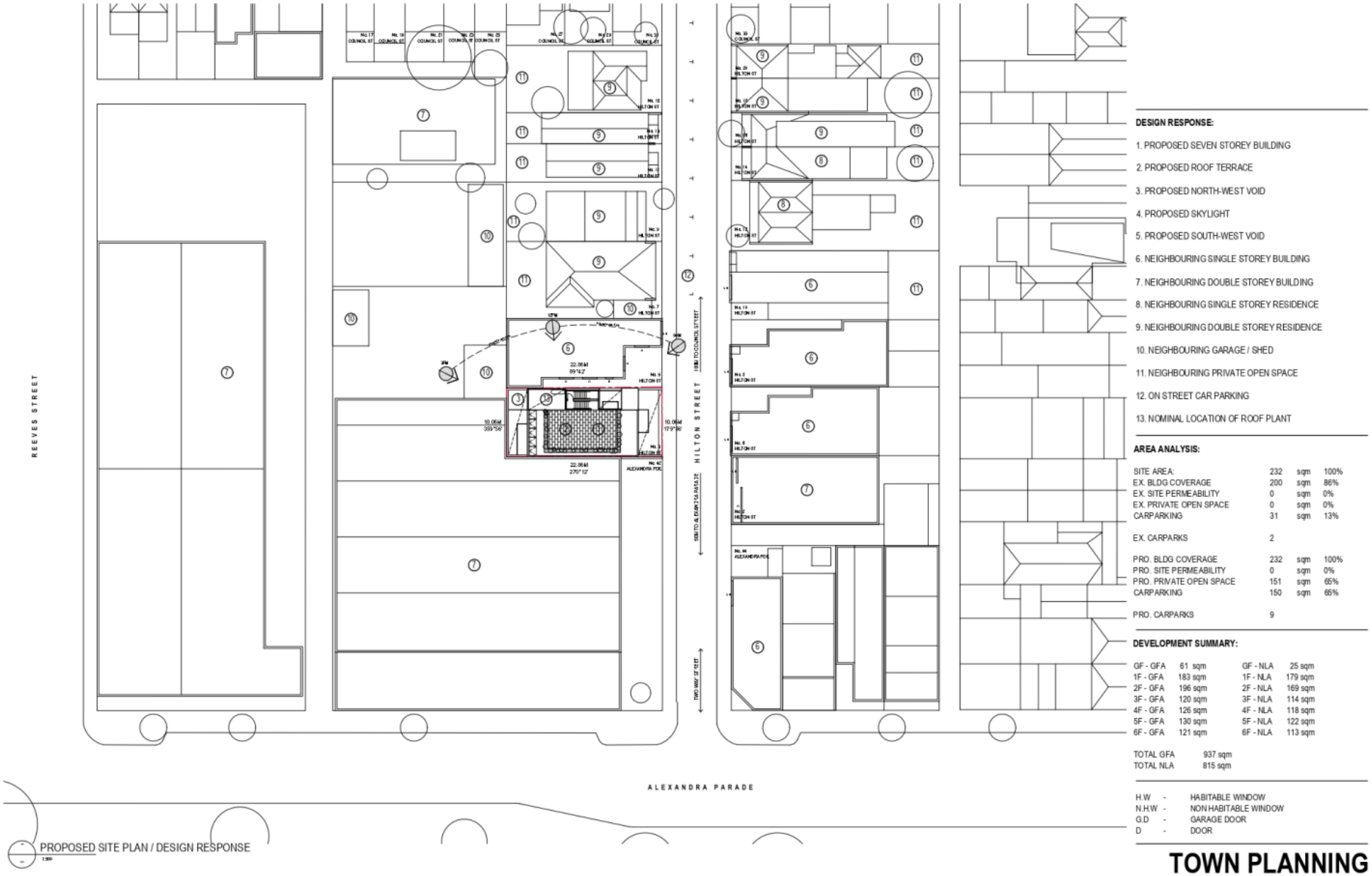
PROJECT
3 HILTON STREET, CLIFTON HILL

DRAWING TITLE
EXISTING SITE PLAN

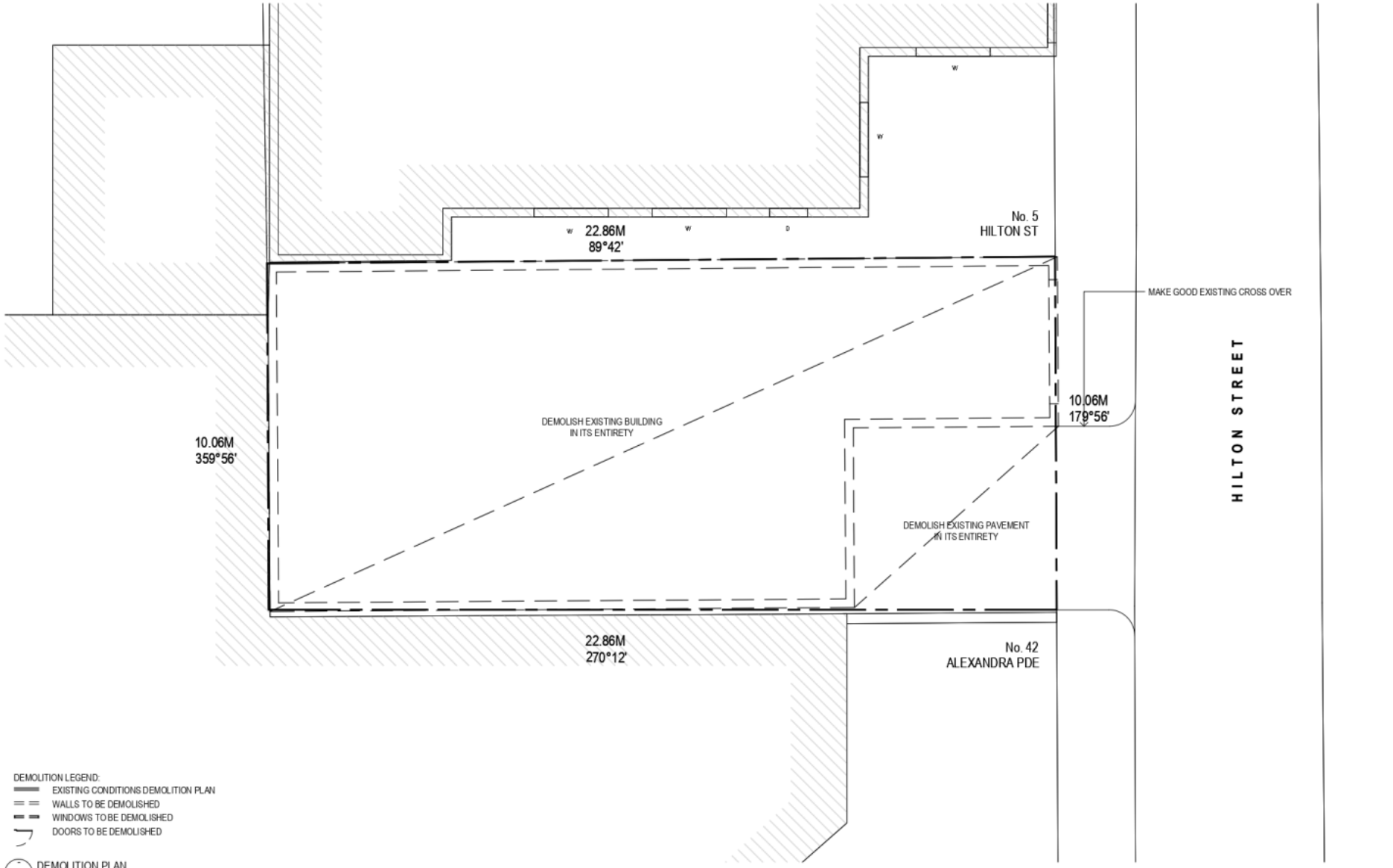
CLIENT
HILTON STREET HOLDINGS PTY LTD

SCALE	1:500_A3	DATE	27.06.19
		JOB NO.	17009
DRAWN	MW	DRW NO.	PL02
CHECK	HW	REV.	

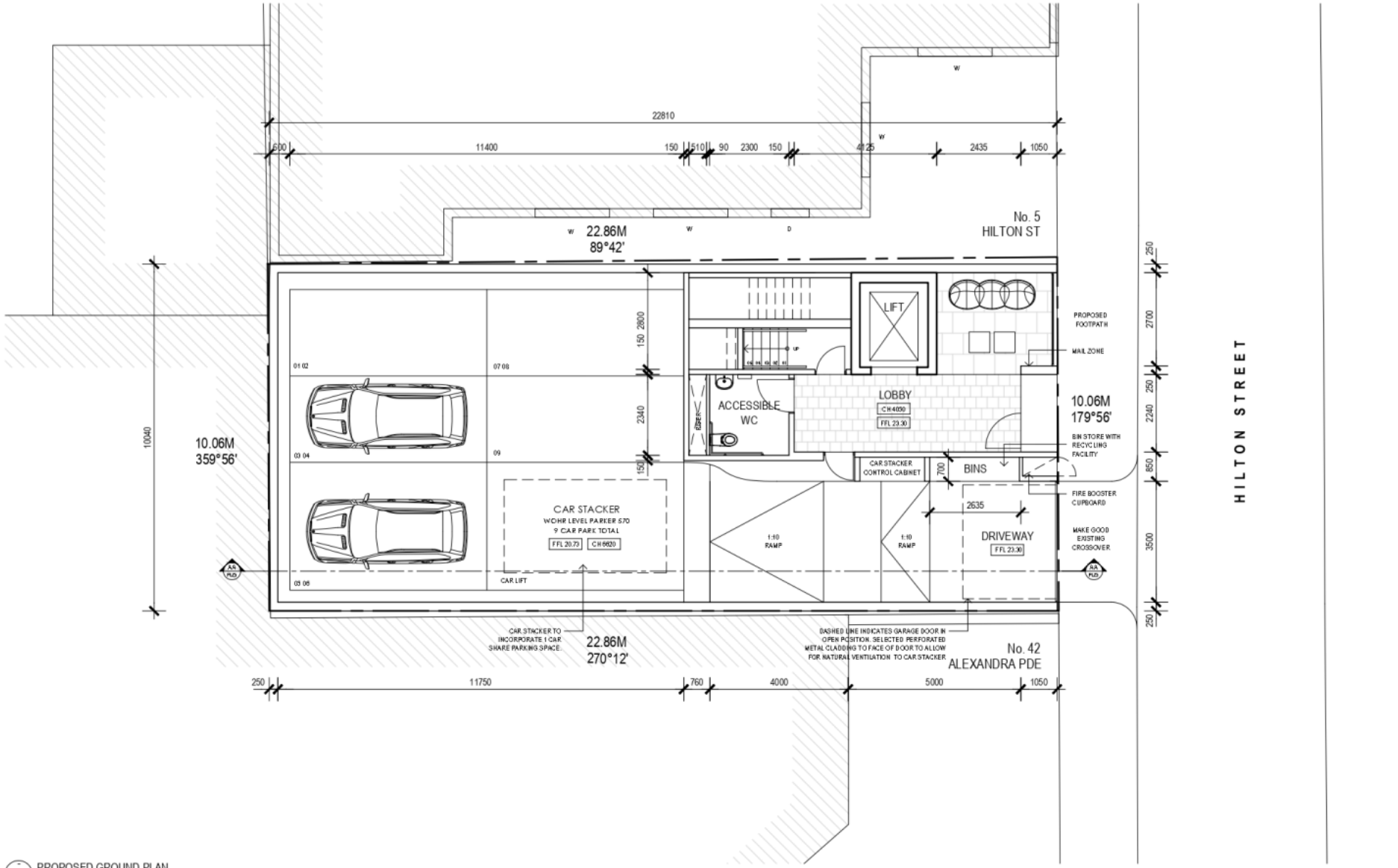
Attachment 3 - PLN19/0441: 3 Hilton Street, Clifton Hill - Sketch plans



Attachment 3 - PLN19/0441: 3 Hilton Street, Clifton Hill - Sketch plans



Attachment 3 - PLN19/0441: 3 Hilton Street, Clifton Hill - Sketch plans



PROPOSED GROUND PLAN
1:100

WELLARD.

REVISION	DATE	DESCRIPTION
A	10.12.19	RESPONSE TO COUNCIL RFI
B	26.03.20	RESPONSE TO COUNCIL
C	24.06.20	RESPONSE TO COUNCIL

PROJECT
3 HILTON STREET, CLIFTON HILL

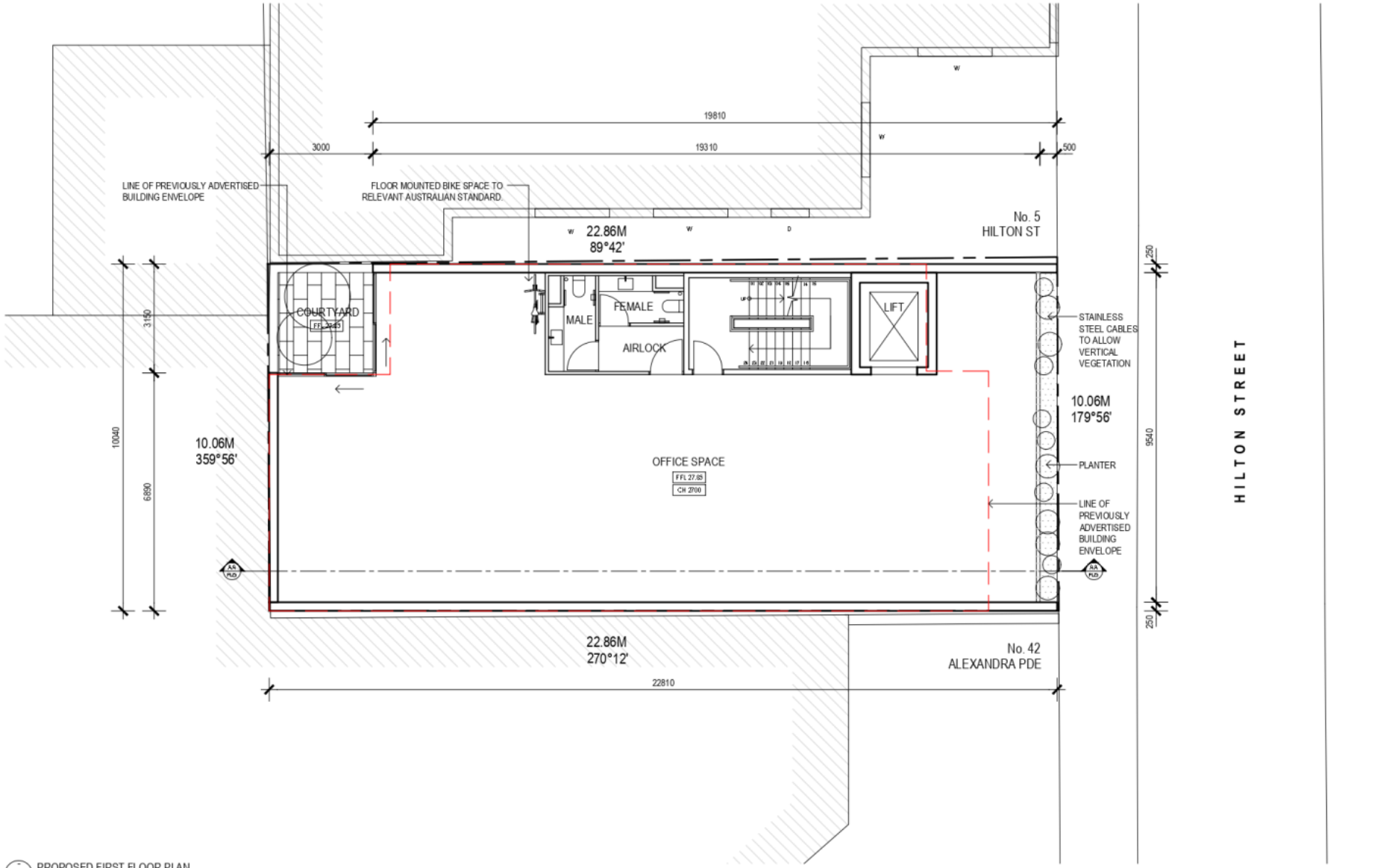
CLIENT
HILTON STREET HOLDINGS PTY LTD

DRAWING TITLE
PROPOSED GROUND PLAN

TOWN PLANNING

SCALE	1:100_A3	DATE	27.06.19
		JOB NO.	17009
DRAWN	MW	DRW NO.	PL05
CHECK	HW	REV.	C

Attachment 3 - PLN19/0441: 3 Hilton Street, Clifton Hill - Sketch plans



PROPOSED FIRST FLOOR PLAN

WELLARD.

REVISION	DATE	DESCRIPTION
A	10.12.19	RESPONSE TO COUNCIL RFI
B	17.12.19	BIKE PARKING SHOWN
C	26.03.20	RESPONSE TO COUNCIL
D	24-06-20	RESPONSE TO COUNCIL

PROJECT
3 HILTON STREET, CLIFTON HILL

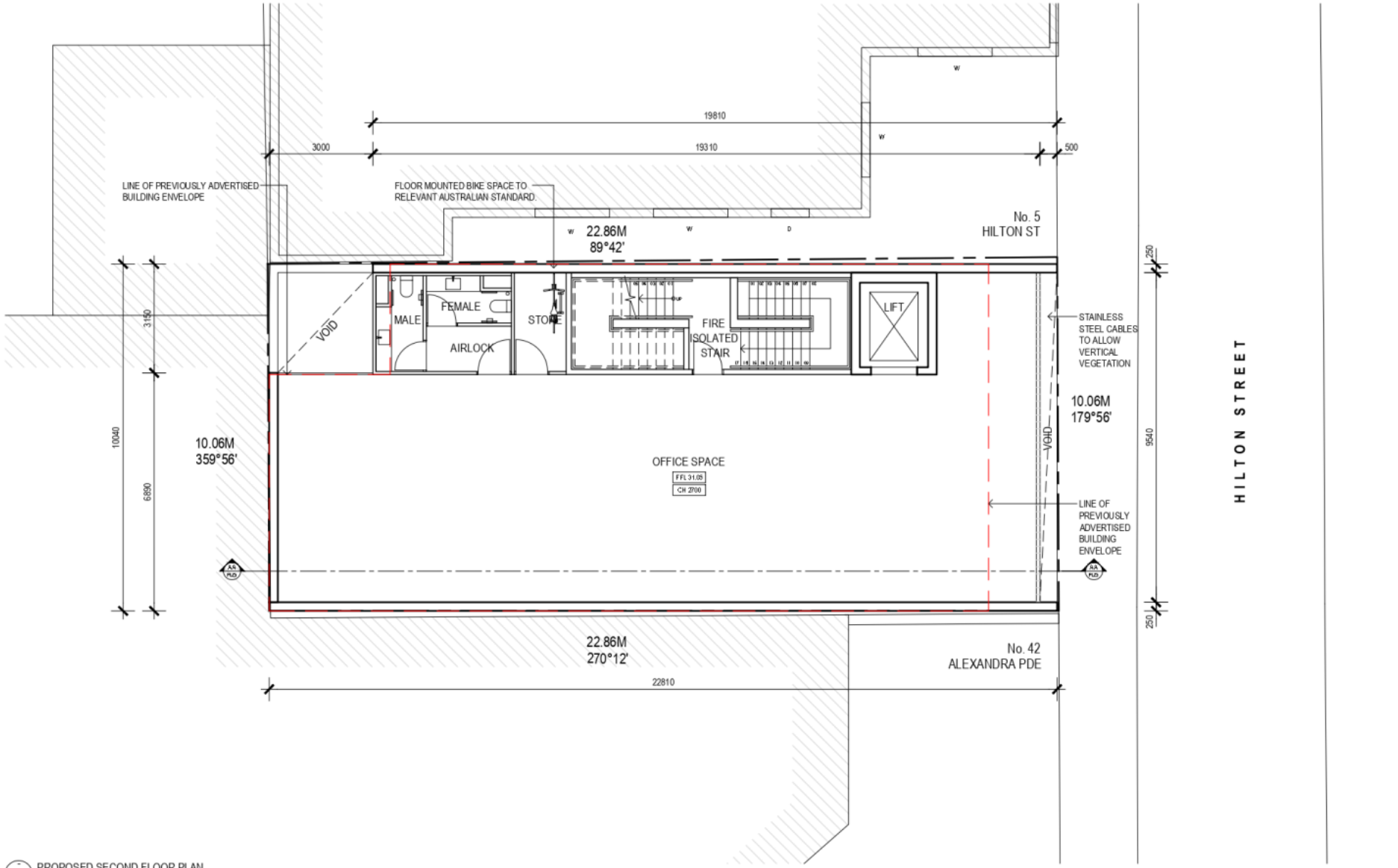
CLIENT
HILTON STREET HOLDINGS PTY LTD

DRAWING TITLE
PROPOSED FIRST FLOOR PLAN

TOWN PLANNING

SCALE	1:100_A3	DATE	27.06.19
		JOB NO.	17009
DRAWN	MW	DRW NO.	PL06
CHECK	HW	REV.	D

Attachment 3 - PLN19/0441: 3 Hilton Street, Clifton Hill - Sketch plans



PROPOSED SECOND FLOOR PLAN

WELLARD.

REVISION	DATE	DESCRIPTION
A	10.12.19	RESPONSE TO COUNCIL RFI
B	17.12.19	BIKE PARKING SHOWN
C	26.03.20	RESPONSE TO COUNCIL
D	24.06.20	RESPONSE TO COUNCIL

PROJECT
3 HILTON STREET, CLIFTON HILL

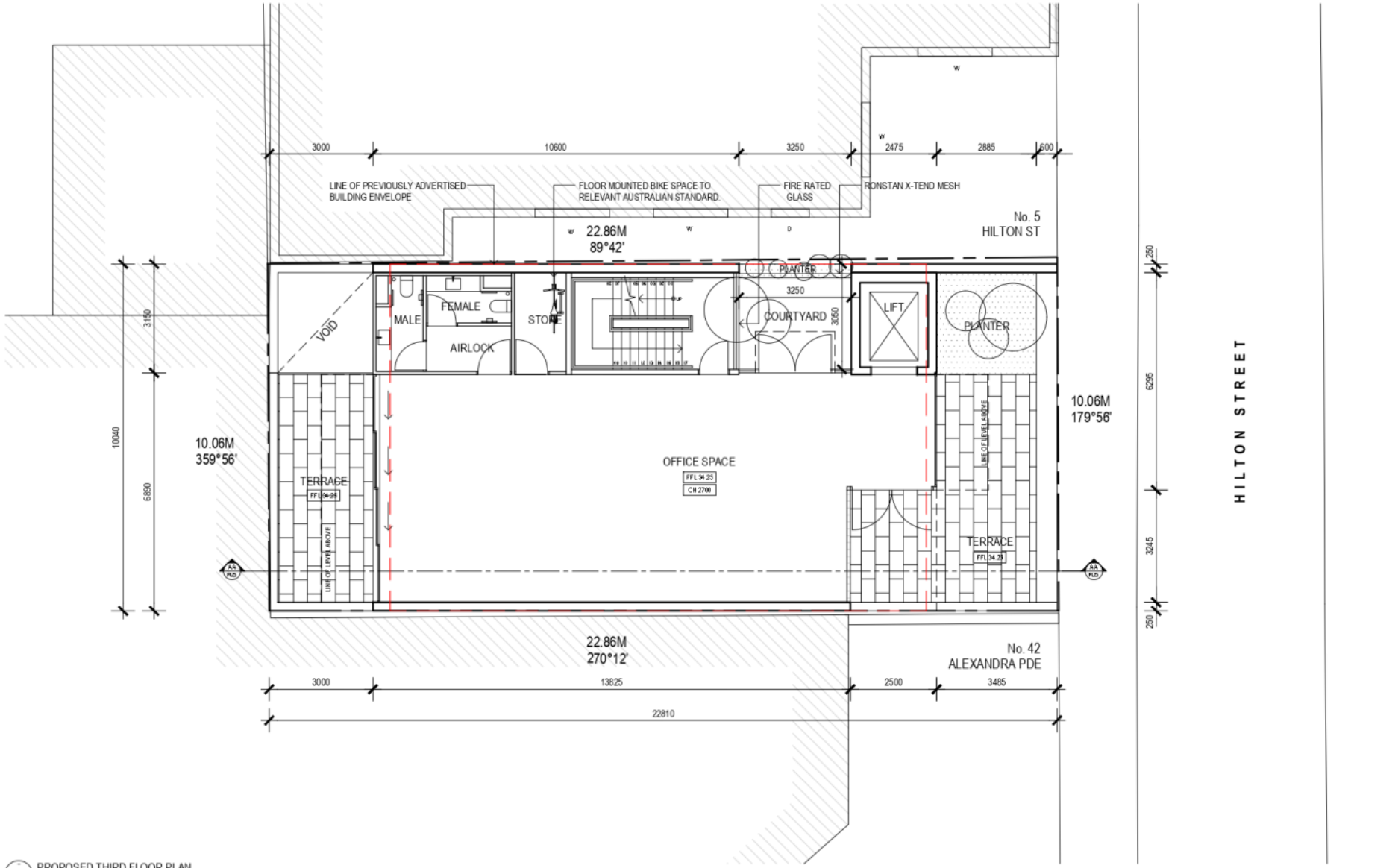
DRAWING TITLE
PROPOSED SECOND FLOOR PLAN

CLIENT
HILTON STREET HOLDINGS PTY LTD

TOWN PLANNING

SCALE	1:100_A3	DATE	27.06.19
		JOB NO.	17009
DRAWN	MW	DRW NO.	PL07
CHECK	HW	REV.	D

Attachment 3 - PLN19/0441: 3 Hilton Street, Clifton Hill - Sketch plans



PROPOSED THIRD FLOOR PLAN

WELLARD.

REVISION	DATE	DESCRIPTION
A	10.12.19	RESPONSE TO COUNCIL RFI
B	17.12.19	BIKE PARKING SHOWN
C	26.03.20	RESPONSE TO COUNCIL
D	24-06-20	RESPONSE TO COUNCIL

PROJECT
3 HILTON STREET, CLIFTON HILL

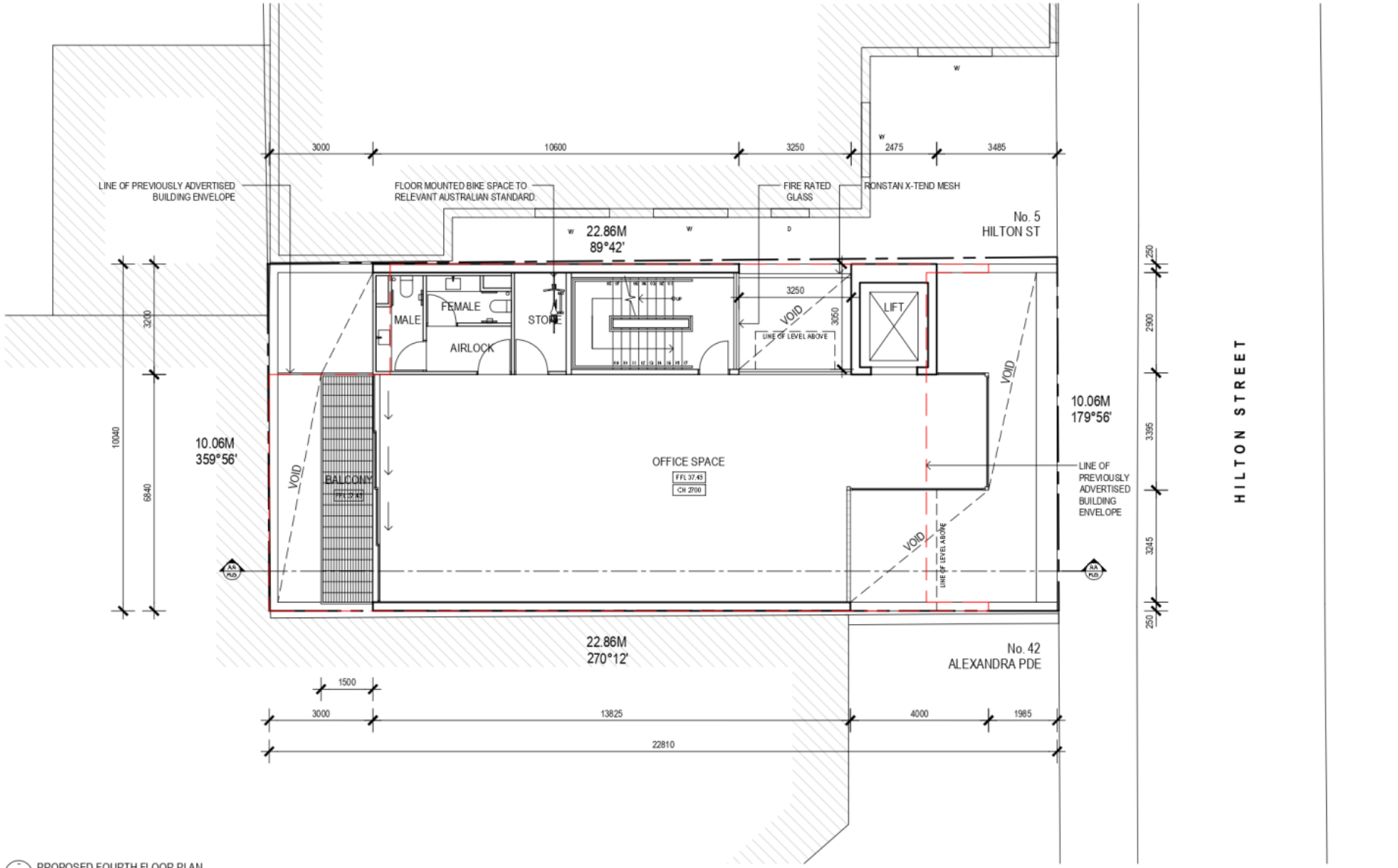
CLIENT
HILTON STREET HOLDINGS PTY LTD

DRAWING TITLE
PROPOSED THIRD FLOOR PLAN

TOWN PLANNING

SCALE	1:100_A3	DATE	27.06.19
		JOB NO.	17009
DRAWN	MW	DRW NO.	PL08
CHECK	HW	REV.	D

Attachment 3 - PLN19/0441: 3 Hilton Street, Clifton Hill - Sketch plans



PROPOSED FOURTH FLOOR PLAN

WELLARD.

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PROJECT
3 HILTON STREET, CLIFTON HILL

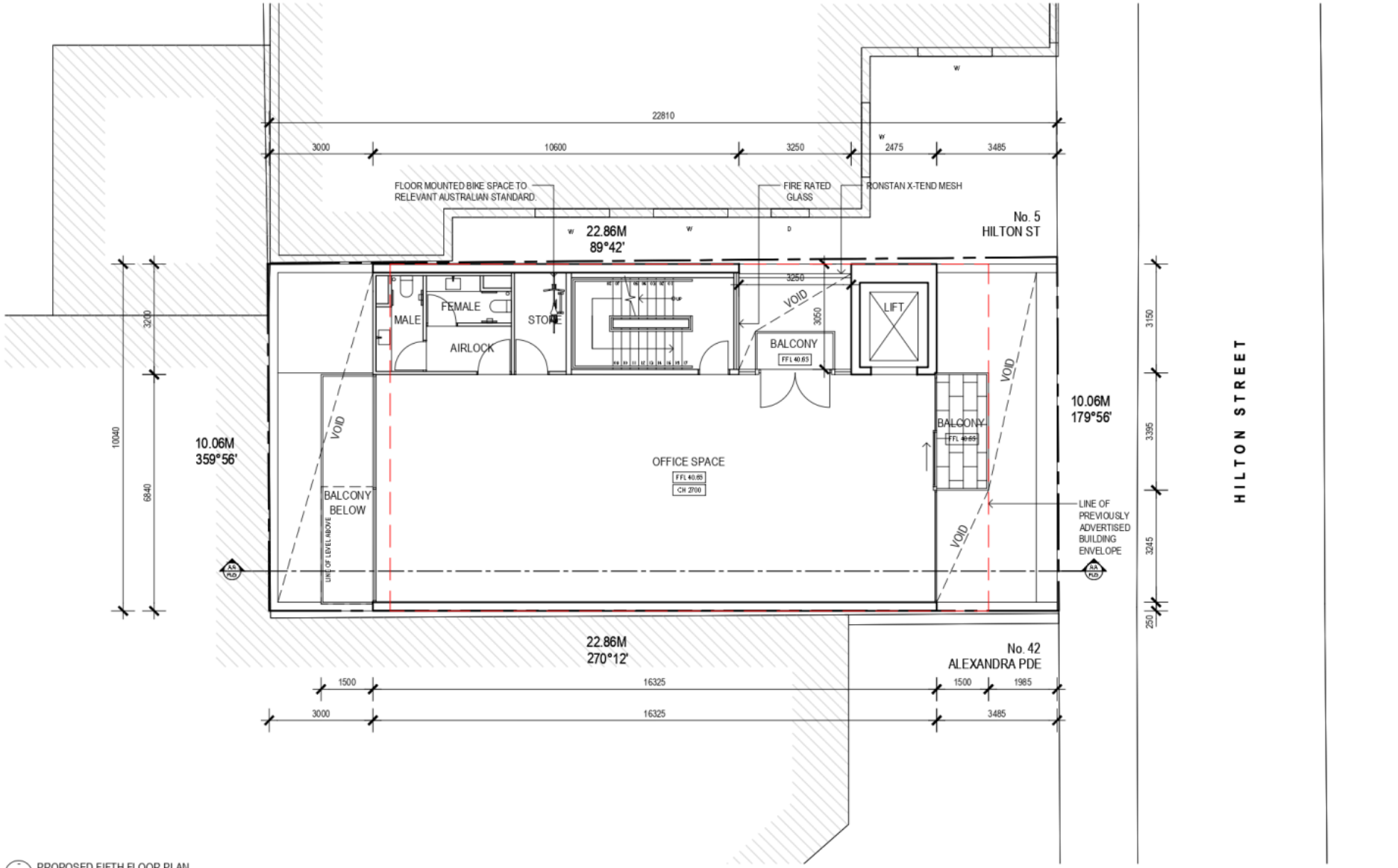
CLIENT
HILTON STREET HOLDINGS PTY LTD

DRAWING TITLE
PROPOSED FOURTH FLOOR PLAN

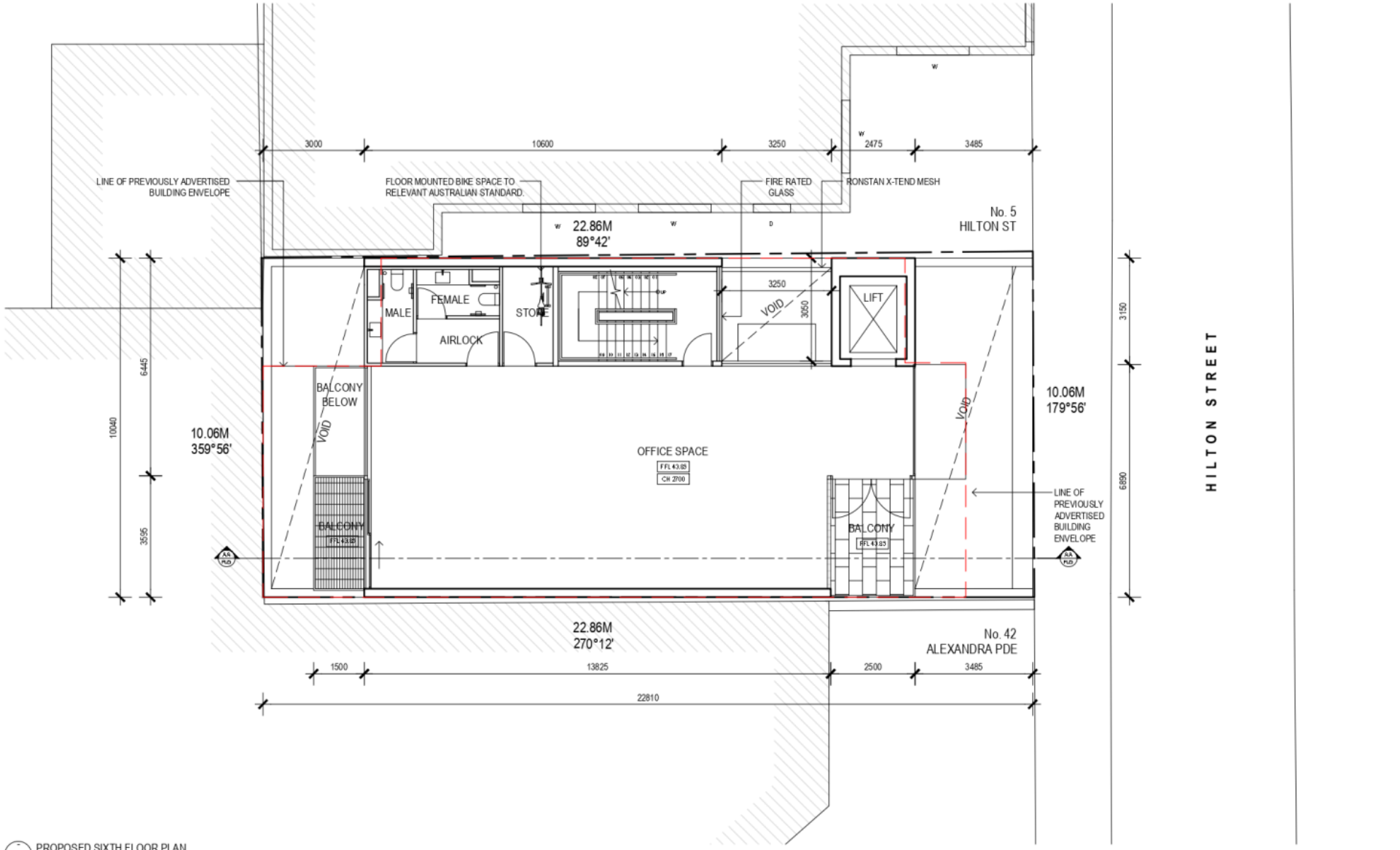
TOWN PLANNING

SCALE	1:100_A3	DATE	27.06.19
		JOB NO.	17009
DRAWN	MW	DRW NO.	PL09
CHECK	HW	REV.	D

Attachment 3 - PLN19/0441: 3 Hilton Street, Clifton Hill - Sketch plans



Attachment 3 - PLN19/0441: 3 Hilton Street, Clifton Hill - Sketch plans



PROPOSED SIXTH FLOOR PLAN

WELLARD.

REVISION	DATE	DESCRIPTION
A	10.12.19	RESPONSE TO COUNCIL RFI
B	17.12.19	BIKE PARKING SHOWN
C	26.03.20	RESPONSE TO COUNCIL
D	24-06-20	RESPONSE TO COUNCIL

PROJECT
3 HILTON STREET, CLIFTON HILL

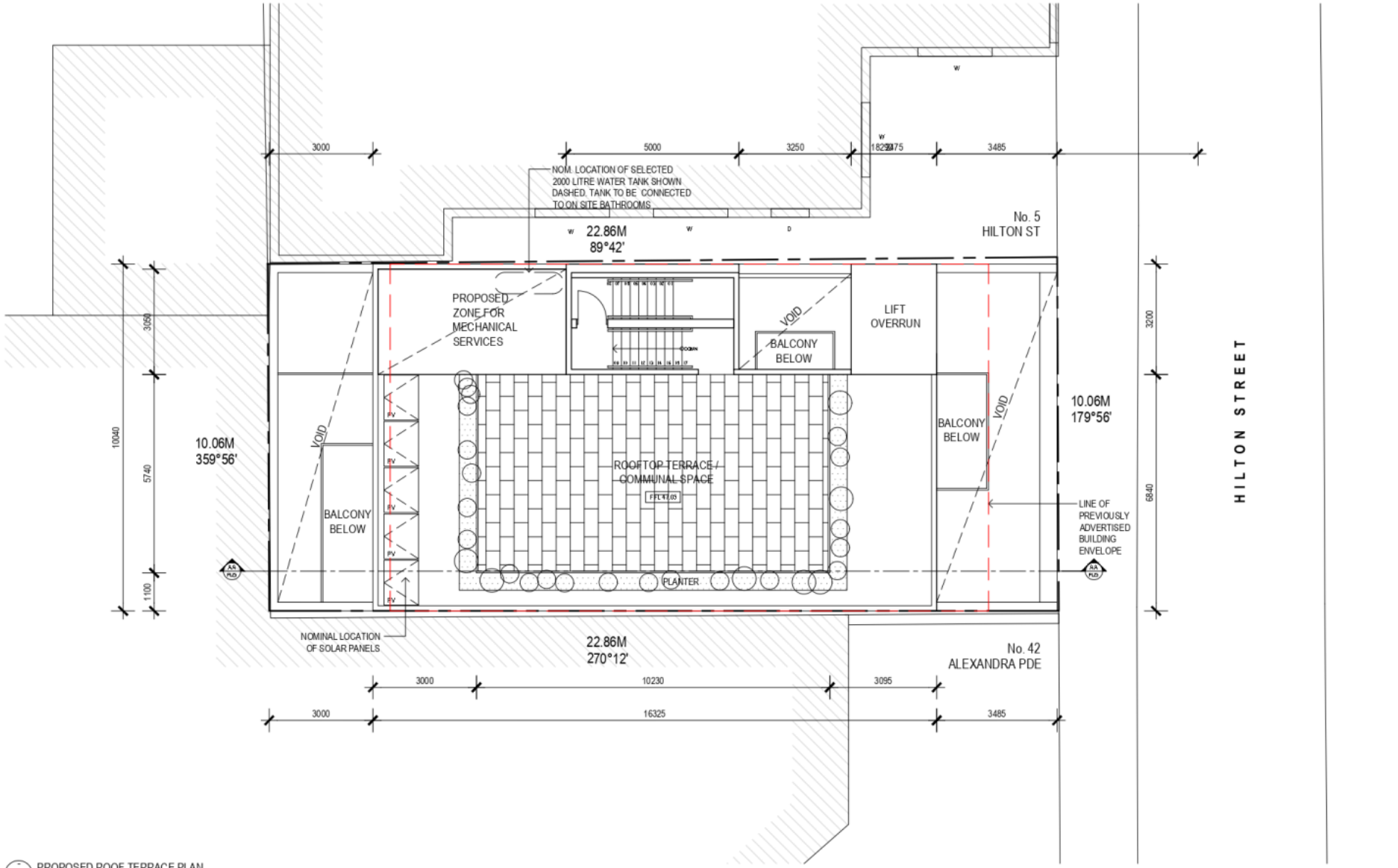
CLIENT
HILTON STREET HOLDINGS PTY LTD

DRAWING TITLE
PROPOSED SIXTH FLOOR PLAN

TOWN PLANNING

SCALE	1:100_A3	DATE	27.06.19
		JOB NO.	17009
DRAWN	MW	DRW NO.	PL11
CHECK	HW	REV.	D

Attachment 3 - PLN19/0441: 3 Hilton Street, Clifton Hill - Sketch plans



PROPOSED ROOF TERRACE PLAN

WELLARD.

REVISION	DATE	DESCRIPTION
A	10.12.19	RESPONSE TO COUNCIL RFI
B	26.03.20	RESPONSE TO COUNCIL
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PROJECT
3 HILTON STREET, CLIFTON HILL

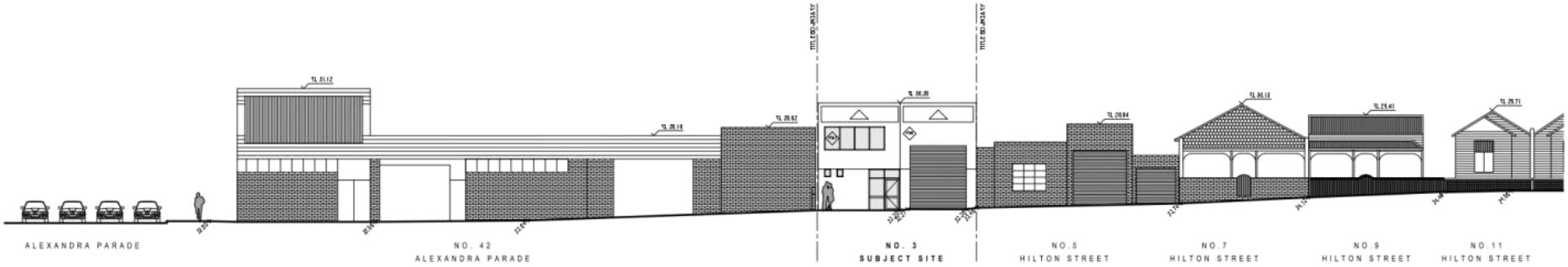
CLIENT
HILTON STREET HOLDINGS PTY LTD

DRAWING TITLE
PROPOSED ROOF TERRACE PLAN

TOWN PLANNING

SCALE	1:100_A3	DATE	27.06.19
		JOB NO.	17009
DRAWN	MW	DRW NO.	PL12
CHECK	HW	REV.	C

Attachment 3 - PLN19/0441: 3 Hilton Street, Clifton Hill - Sketch plans



EXISTING EAST ELEVATION / STREETSCAPE ELEVATION

FINISHES	
XF01	EXISTING RENDER FINISH
XF02	EXISTING CLEAR GLASS
EF01	SELECTED PERFORATED GALVANISED STEEL MESH
EF02	SELECTED CONCRETE
EF03	CLEAR GLASS
EF04	SELECTED GLASS BLOCK
EF05	SEL. STEEL ROD BALUSTRADE
EF06	SEL. GALVANISED STEEL FINISH

TOWN PLANNING

WELLARD.

REVISION DATE DESCRIPTION

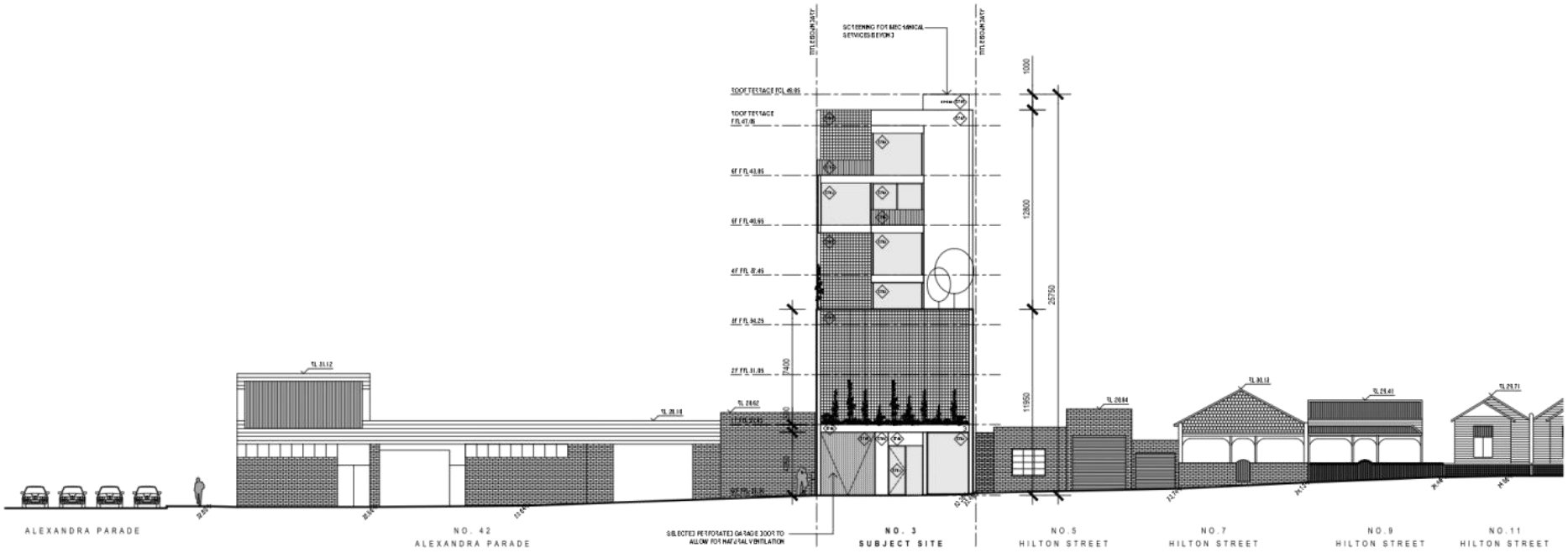
PROJECT
3 HILTON STREET, CLIFTON HILL

CLIENT
HILTON STREET HOLDINGS PTY LTD

DRAWING TITLE
EXISTING EAST ELEVATION / STREETSCAPE ELEVATION

SCALE	1:250_A3	DATE	27.06.19
		JOB NO.	17009
DRAWN	MW	DRW NO.	PL14
CHECK	HW	REV.	

Attachment 3 - PLN19/0441: 3 Hilton Street, Clifton Hill - Sketch plans



PROPOSED EAST ELEVATION / STREETSCAPE ELEVATION
1:250

FINISHES	
XF01	EXISTING RENDER FINISH
XF02	EXISTING CLEAR GLASS
EF01	SELECTED PERFORATED GALVANISED STEEL MESH
EF02	SELECTED CONCRETE
EF03	CLEAR GLASS
EF04	SELECTED GLASS BLOCK
EF05	SEL. STEEL ROD BALUSTRADE
EF06	SEL. GALVANISED STEEL FINISH
EF07	RONSTAN X-TEND MESH

TOWN PLANNING

WELLARD.

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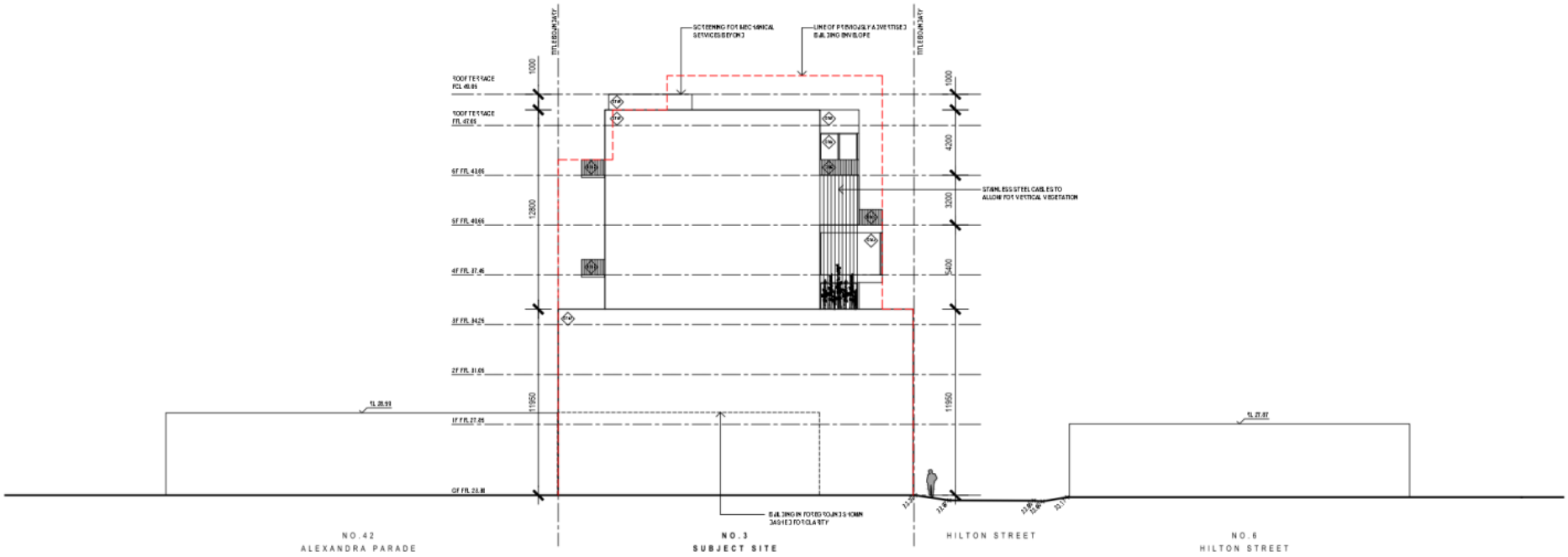
PROJECT
3 HILTON STREET, CLIFTON HILL

CLIENT
HILTON STREET HOLDINGS PTY LTD

DRAWING TITLE
PROPOSED EAST ELEVATION / STREETSCAPE ELEVATION

SCALE	1:250_A3	DATE	27.06.19
		JOB NO.	17009
DRAWN	MW	DRW NO.	PL18
CHECK	HW	REV.	C

Attachment 3 - PLN19/0441: 3 Hilton Street, Clifton Hill - Sketch plans



PROPOSED SOUTH ELEVATION

FINISHES	
XF01	EXISTING RENDER FINISH
XF02	EXISTING CLEAR GLASS
EF01	SELECTED PERFORATED GALVANISED STEEL MESH
EF02	SELECTED CONCRETE
EF03	CLEAR GLASS
EF04	SELECTED GLASS BLOCK
EF05	SEL. STEEL ROD BALUSTRADE
EF06	SEL. GALVANISED STEEL FINISH
EF07	RONSTAN X-TEND MESH

TOWN PLANNING

WELLARD.

REVISION	DATE	DESCRIPTION
A	10.12.19	RESPONSE TO COUNCIL RFI
B	26.03.20	RESPONSE TO COUNCIL
C	24.06.20	RESPONSE TO COUNCIL

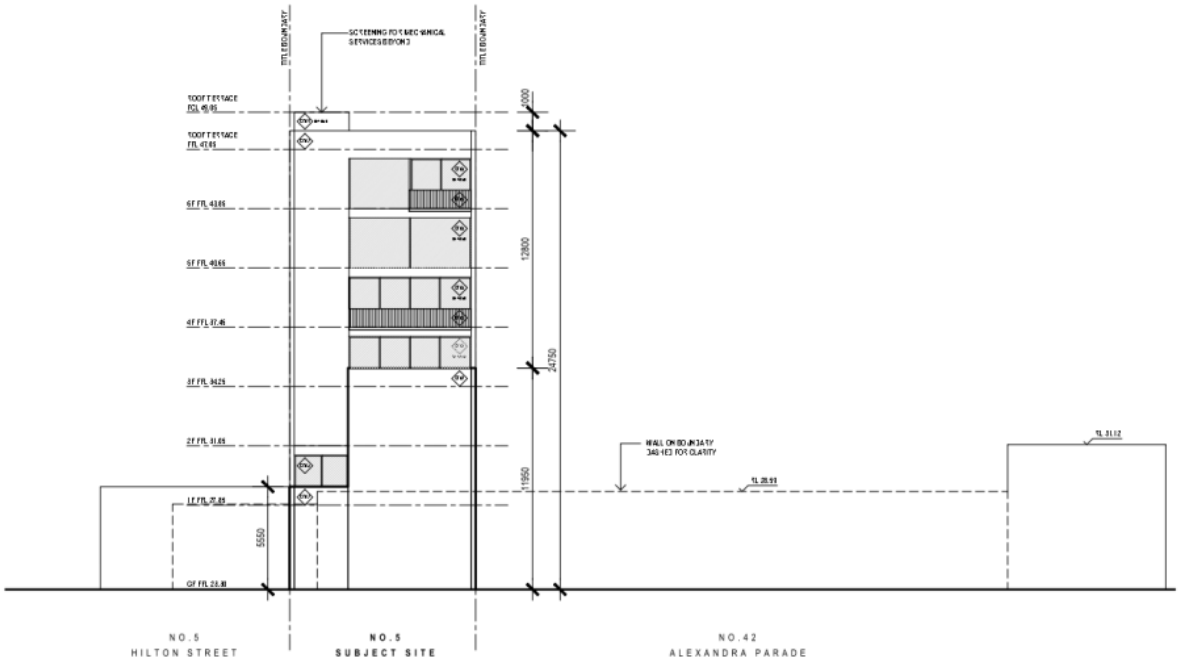
PROJECT
3 HILTON STREET, CLIFTON HILL

CLIENT
HILTON STREET HOLDINGS PTY LTD

DRAWING TITLE
PROPOSED SOUTH ELEVATION

SCALE	1:250_A3	DATE	27.06.19
		JOB NO.	17009
DRAWN	MW	DRW NO.	PL20
CHECK	HW	REV.	C

Attachment 3 - PLN19/0441: 3 Hilton Street, Clifton Hill - Sketch plans



PROPOSED WEST ELEVATION

FINISHES	
XF01	EXISTING RENDER FINISH
XF02	EXISTING CLEAR GLASS
EF01	SELECTED PERFORATED GALVANISED STEEL MESH
EF02	SELECTED CONCRETE
EF03	CLEAR GLASS
EF04	SELECTED GLASS BLOCK
EF05	SEL. STEEL ROD BALUSTRADE
EF06	SEL. GALVANISED STEEL FINISH
EF07	RONSTAN X-TEND MESH

TOWN PLANNING

WELLARD.

REVISION	DATE	DESCRIPTION
A	10.12.19	RESPONSE TO COUNCIL RFI
B	26.03.20	RESPONSE TO COUNCIL
C	24.06.20	RESPONSE TO COUNCIL

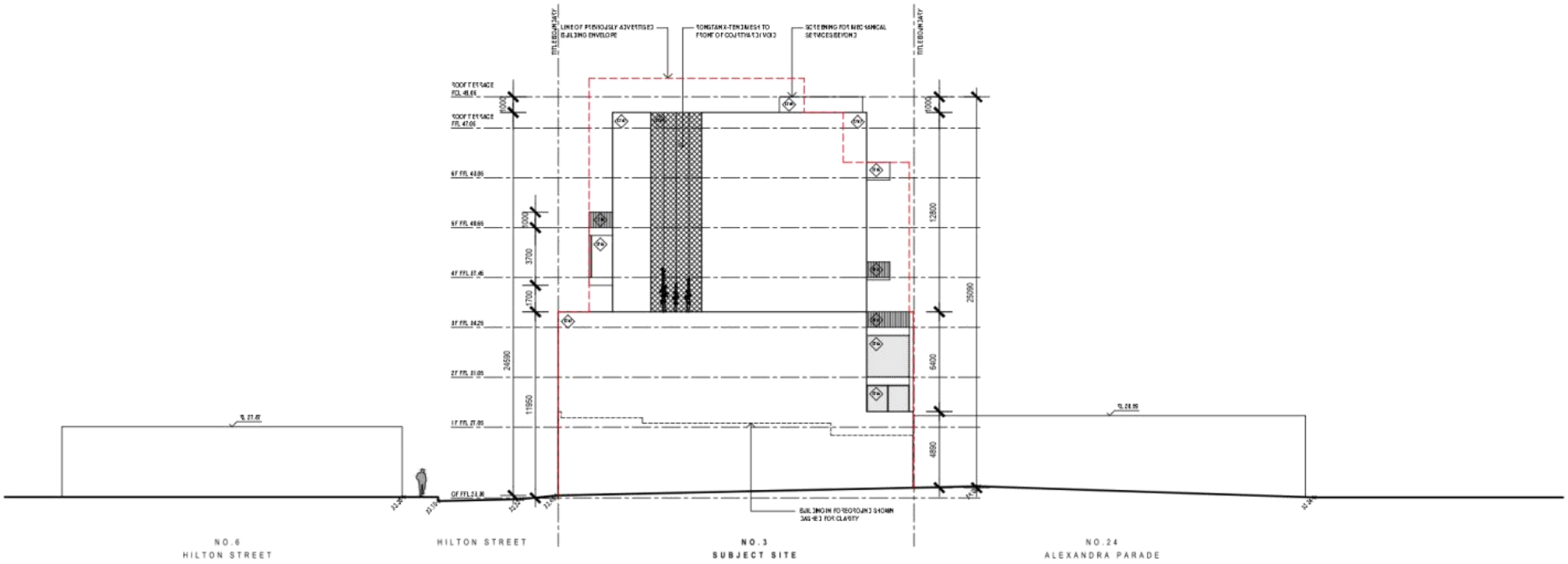
PROJECT
3 HILTON STREET, CLIFTON HILL

CLIENT
HILTON STREET HOLDINGS PTY LTD

DRAWING TITLE
PROPOSED WEST ELEVATION

SCALE	1:250_A3	DATE	27.06.19
		JOB NO.	17009
DRAWN	MW	DRW NO.	PL21
CHECK	HW	REV.	C

Attachment 3 - PLN19/0441: 3 Hilton Street, Clifton Hill - Sketch plans



PROPOSED NORTH ELEVATION

FINISHES	
XF01	EXISTING RENDER FINISH
XF02	EXISTING CLEAR GLASS
EF01	SELECTED PERFORATED GALVANISED STEEL MESH
EF02	SELECTED CONCRETE
EF03	CLEAR GLASS
EF04	SELECTED GLASS BLOCK
EF05	SEL. STEEL ROD BALUSTRADE
EF06	SEL. GALVANISED STEEL FINISH
EF07	RONSTAN X-TEND MESH

TOWN PLANNING

WELLARD.

REVISION	DATE	DESCRIPTION
A	10.12.19	RESPONSE TO COUNCIL RFI
B	26.03.20	RESPONSE TO COUNCIL
C	24.06.20	RESPONSE TO COUNCIL

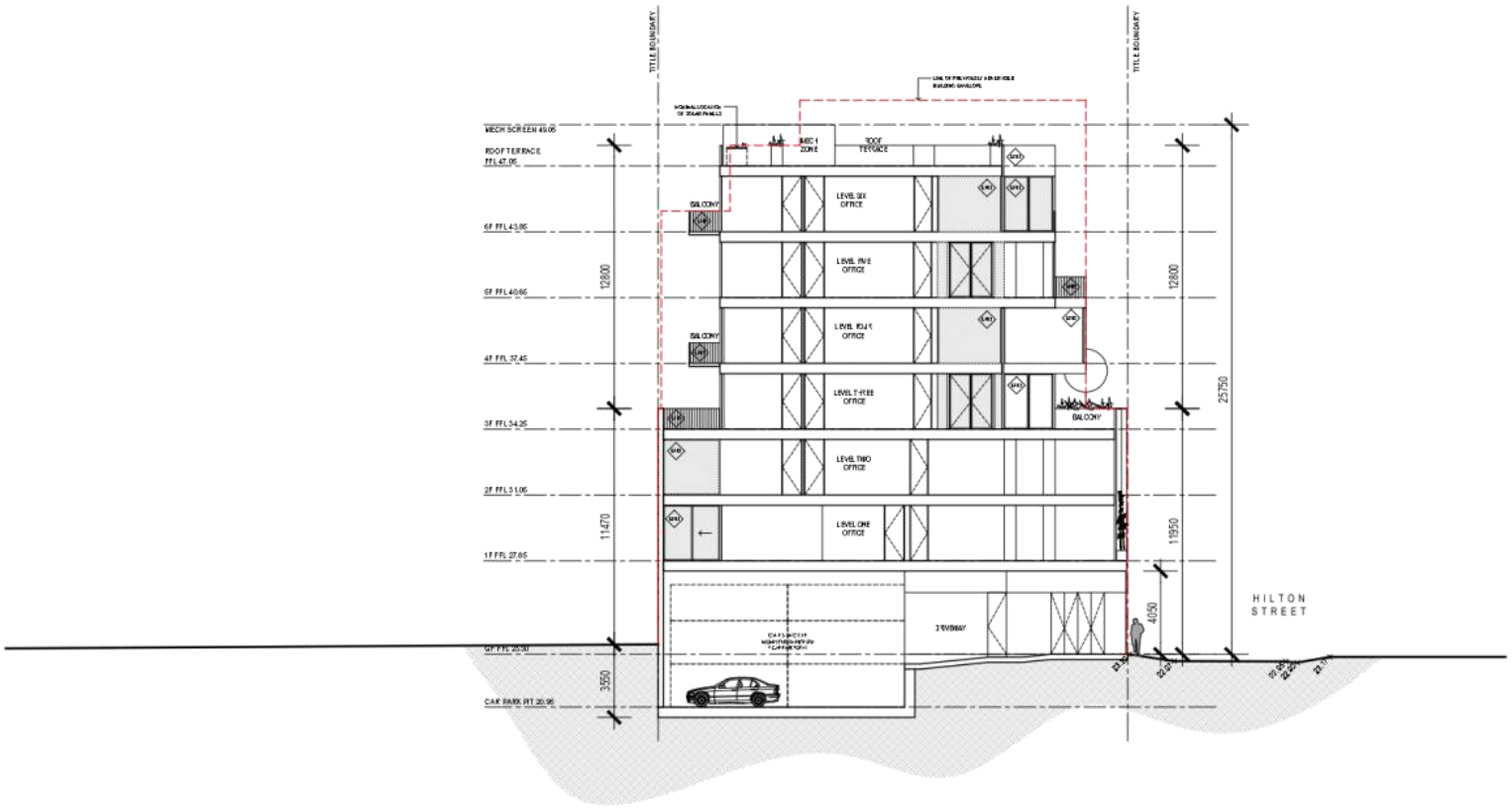
PROJECT
3 HILTON STREET, CLIFTON HILL

CLIENT
HILTON STREET HOLDINGS PTY LTD

DRAWING TITLE
PROPOSED NORTH ELEVATION

SCALE	1:250_A3	DATE	27.06.19
		JOB NO.	17009
DRAWN	MW	DRW NO.	PL22
CHECK	HW	REV.	C

Attachment 3 - PLN19/0441: 3 Hilton Street, Clifton Hill - Sketch plans



PROPOSED SECTION AA

FINISHES	
XF01	EXISTING RENDER FINISH
XF02	EXISTING CLEAR GLASS
EF01	SELECTED PERFORATED GALVANISED STEEL MESH
EF02	SELECTED CONCRETE
EF03	CLEAR GLASS
EF04	SELECTED GLASS BLOCK
EF05	SEL. STEEL ROD BALUSTRADE
EF06	SEL. GALVANISED STEEL FINISH
EF07	RONSTAN X-TEND MESH

TOWN PLANNING

WELLARD.

REVISION	DATE	DESCRIPTION
A	10.12.19	RESPONSE TO COUNCIL RFI
B	26.03.20	RESPONSE TO COUNCIL
C	24.06.20	RESPONSE TO COUNCIL

PROJECT
3 HILTON STREET, CLIFTON HILL

CLIENT
HILTON STREET HOLDINGS PTY LTD

DRAWING TITLE
PROPOSED SECTION AA

SCALE	1:250_A3	DATE	27.06.19
		JOB NO.	17009
DRAWN	MW	DRW NO.	PL23
CHECK	HW	REV.	C

Attachment 3 - PLN19/0441: 3 Hilton Street, Clifton Hill - Sketch plans

EF01
SELECTED GALVANISED STEEL PERFORATED MESH
- LOCKER GROUP "EXPANDED" PROFILE

EF02
SELECTED PRECAST CONCRETE

EF03
CLEAR GLASS

EF04
SELECTED GLASS BLOCK

EF05
GALVANISED STEEL ROD BALUSTRADE

EF06
SELECTED GALVANISED STEEL FINISH

EF07
RONSTAN X-TEND MESH

MATERIAL SCHEDULE

FINISHES	
XF01	EXISTING RENDER FINISH
XF02	EXISTING CLEAR GLASS
EF01	SELECTED PERFORATED GALVANISED STEEL MESH
EF02	SELECTED CONCRETE
EF03	CLEAR GLASS
EF04	SELECTED GLASS BLOCK
EF05	SEL. STEEL ROD BALUSTRADE
EF06	SEL. GALVANISED STEEL FINISH
EF07	RONSTAN X-TEND MESH

TOWN PLANNING

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NOTIFY ARCHITECT IMMEDIATELY OF ANY DISCREPANCIES

REVISION	DATE	DESCRIPTION
A	10.12.19	REVISED MATERIAL SCHEDULE
B	26.03.20	REVISED MATERIAL SCHEDULE
C	24.06.20	RESPONSE TO COUNCIL

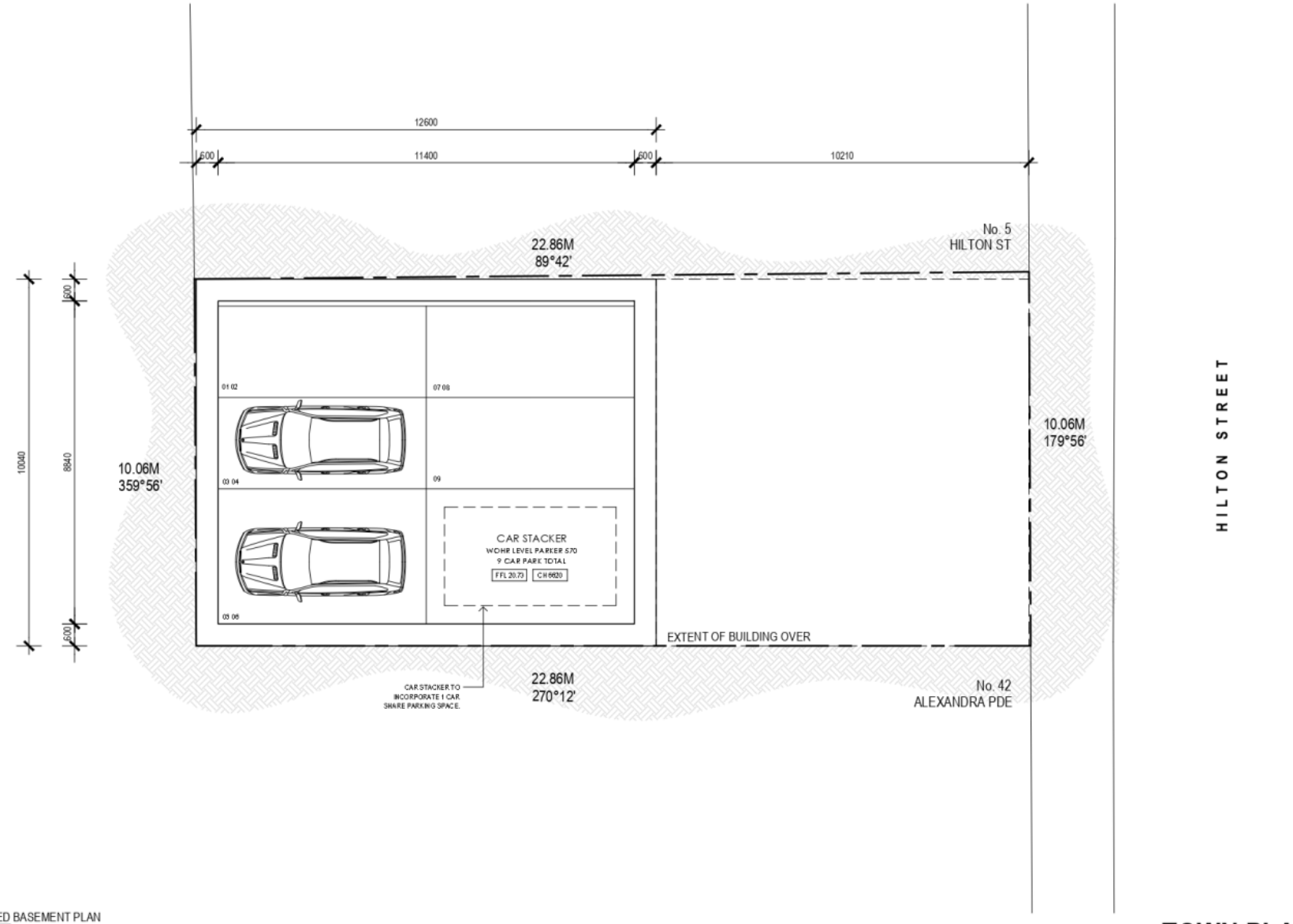
PROJECT
3 HILTON STREET, CLIFTON HILL

CLIENT
HILTON STREET HOLDINGS PTY LTD

DRAWING TITLE
MATERIAL SCHEDULE

SCALE	NA	DATE	27.06.19
		JOB NO.	17009
DRAWN	MW	DRW NO.	PL39
CHECK	HW	REV.	C

Attachment 3 - PLN19/0441: 3 Hilton Street, Clifton Hill - Sketch plans



PROPOSED BASEMENT PLAN
1:100

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REVISION	DATE	DESCRIPTION
A	10.12.19	RESPONSE TO COUNCIL RFI

PROJECT
3 HILTON STREET, CLIFTON HILL

CLIENT
HILTON STREET HOLDINGS PTY LTD

DRAWING TITLE
PROPOSED BASEMENT PLAN

TOWN PLANNING

SCALE	1:100_A3	DATE	27.06.19
		JOB NO.	17009
DRAWN	MW	DRW NO.	PL40
CHECK	HW	REV.	A

Attachment 3 - PLN19/0441: 3 Hilton Street, Clifton Hill - Sketch plans

1. STREET VIEW - HILTON STREET LOOKING WEST

2. STREET VIEW - HILTON STREET LOOKING SOUTH

3D VIEWS

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REVISION	DATE	DESCRIPTION
A	24.06.20	RESPONSE TO COUNCIL

PROJECT
3 HILTON STREET, CLIFTON HILL

CLIENT
HILTON STREET HOLDINGS PTY LTD

DRAWING TITLE
3D VIEWS

TOWN PLANNING

SCALE	NA	DATE	27.06.19
		JOB NO.	17009
DRAWN	MW	DRW NO.	PL41
CHECK	HW	REV.	A

Attachment 3 - PLN19/0441: 3 Hilton Street, Clifton Hill - Sketch plans

3. STREET VIEW - HILTON STREET LOOKING NORTH

4. STREET VIEW - HILTON STREET 'STREET WALL'

3D VIEWS

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REVISION	DATE	DESCRIPTION
A	24.06.20	RESPONSE TO COUNCIL

PROJECT
3 HILTON STREET, CLIFTON HILL

CLIENT
HILTON STREET HOLDINGS PTY LTD

DRAWING TITLE
3D VIEWS

TOWN PLANNING

SCALE	NA	DATE	27.06.19
		JOB NO.	17009
DRAWN	MW	DRW NO.	PL42
CHECK	HW	REV.	A

Attachment 3 - PLN19/0441: 3 Hilton Street, Clifton Hill - Sketch plans

5. BALCONY - LOOKING NORTH

3D VIEWS

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REVISION	DATE	DESCRIPTION
A	24.06.20	RESPONSE TO COUNCIL

PROJECT
3 HILTON STREET, CLIFTON HILL

CLIENT
HILTON STREET HOLDINGS PTY LTD

DRAWING TITLE
3D VIEWS

TOWN PLANNING

SCALE	NA	DATE	27.06.19
		JOB NO.	17009
DRAWN	MW	DRW NO.	PL43
CHECK	HW	REV.	A

Attachment 3 - PLN19/0441: 3 Hilton Street, Clifton Hill - Sketch plans

INTERIOR VIEW - LOBBY

3D VIEWS

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REVISION	DATE	DESCRIPTION
A	24.06.20	RESPONSE TO COUNCIL

PROJECT
3 HILTON STREET, CLIFTON HILL

CLIENT
HILTON STREET HOLDINGS PTY LTD

DRAWING TITLE
3D VIEWS

TOWN PLANNING

SCALE	NA	DATE	27.06.19
		JOB NO.	17009
DRAWN	MW	DRW NO.	PL44
CHECK	HW	REV.	A

Human Habitats
424 / 838 Collins Street
Docklands VIC 3008
www.humanhabitats.com.au
ABN 48 115 201 356
03 9909 2202

26 June 2020

Julian Larkins
Co-Ordinator Statutory Planning
Yarra City Council
PO Box 168
Richmond VIC 3121

Dear Julian

PURPOSE: RESPONSE TO OBJECTIONS AND WITHOUT PREJUDICE OFFER
APPLICATION NO. PLN19/0441
ADDRESS: 3 HILTON STREET, CLIFTON HILL

Human Habitats continue to act on behalf of the permit applicant, *Hilton Street Holdings Pty Ltd*, in relation to the abovementioned planning application.

We refer to the Objections received, and Council's Urban Design comments, in respect of this Application.

The purpose of this correspondence is to provide a further response to these matters to assist Council's assessment of the Application. This follows extensive discussions with the owner of the site and architect, which have developed a thoughtful response to the items raised.

Figure 1 -3D Render of Without Prejudice Concept

Attachment 4 - PLN19/0441: 3 Hilton Street, Clifton Hill - Without prejudice submission

To enable Council to resolve the application positively, we hereby submit the following items:

- **Sketch Plans** prepared by Wellard Architects dated 24 June 2020

The sketch plans incorporate the follow variations from the previously-submitted proposal:

- A reduction in the rooftop elements (allowing for a reduction in overall building height);
- Revised front and rear elevations with increased articulation and, on average increased setbacks;
- Enhanced treatment of the northern façade;
- Revised internal layout, including deletion of the ground-floor café tenancy; and
- Other incidental design improvements.

Should these measures be deemed acceptable to the Council, these are capable of being secured via appropriately worded conditions of any permit issued, provided that this matter does not proceed to VCAT.

1 Without prejudice offer

We can confirm that the Applicant is willing to make a without prejudice offer to the Objectors and Council. Specifically, the offer includes Sketch Plans detailing design changes that can be facilitated through permit conditions in exchange for Council support. These are:

- **Reduction in Rooftop Elements** – The extent of rooftop screens has been significantly reduced, while the rooftop mechanical plant zone has been relocated to the rear.

  The lift access has been deleted and stairwell access made to be unenclosed, significantly reducing the impact of these elements upon the rooftop. These revisions have allowed the maximum height of the building, including services, to be reduced from 26.95 metres to 25.75 metres. The footprint of the building at the maximum height has also been significantly reduced, to just the mechanical plant zone.

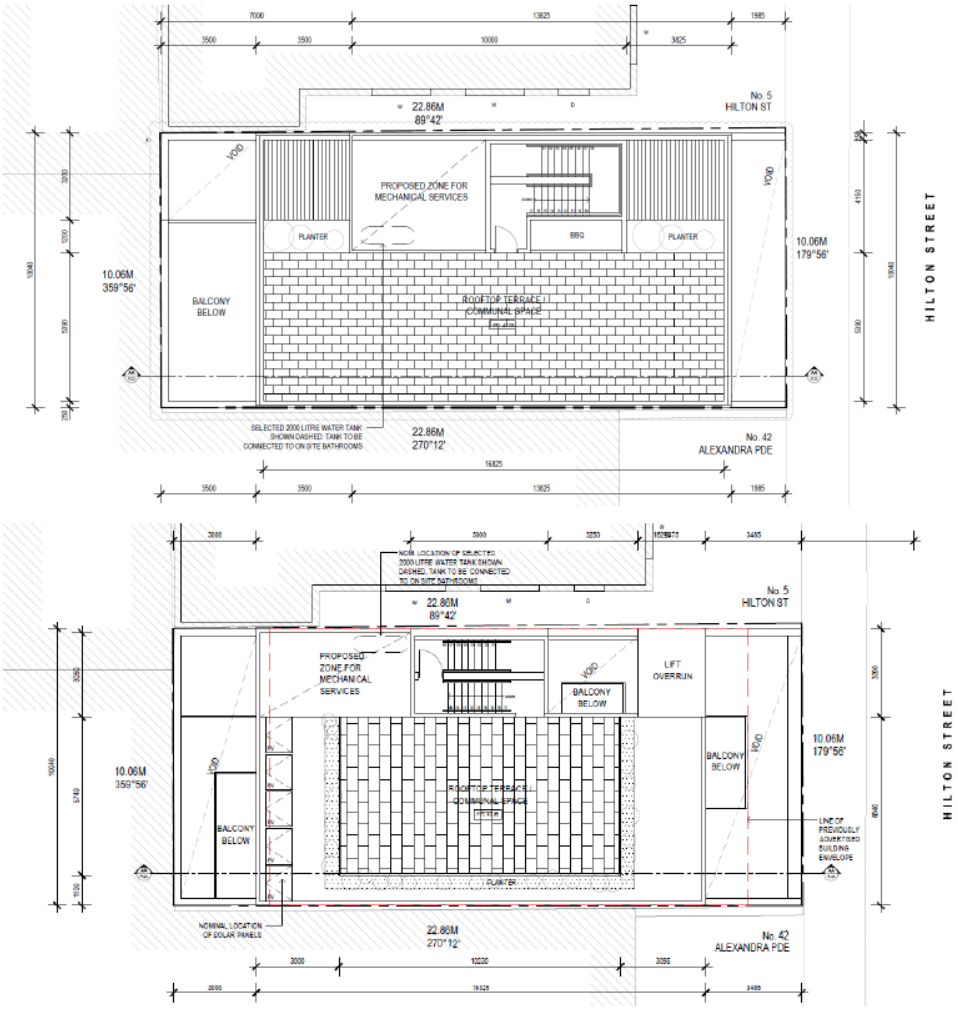


Figure 2 – Roof Terrace Plan of RFI Plans (top) and Sketch Plans (bottom)

These revisions considerably reduce the bulk of the rooftop elements, especially when viewed from the North (i.e. the neighbouring residential area). The rooftop has been further softened by inclusion of additional landscaping, and an increase of the roof terraces setbacks from the building edge.

- **Increased front and rear setbacks** – In response to Council's Urban Design concerns regarding upper level street setbacks, the predominant street setback of levels above street-wall height has been increased to 3.785 metres. The third, fourth, and sixth levels include sections with an even greater setback, of almost 6 metres.

  The only encroachment forward of the predominant setback is the fourth floor enclosed space beneath the fifth floor balcony, which is setback 1.985 metres from the street, for approximately a third of the width of the frontage.

Figure 3 Render of Sketch Plans

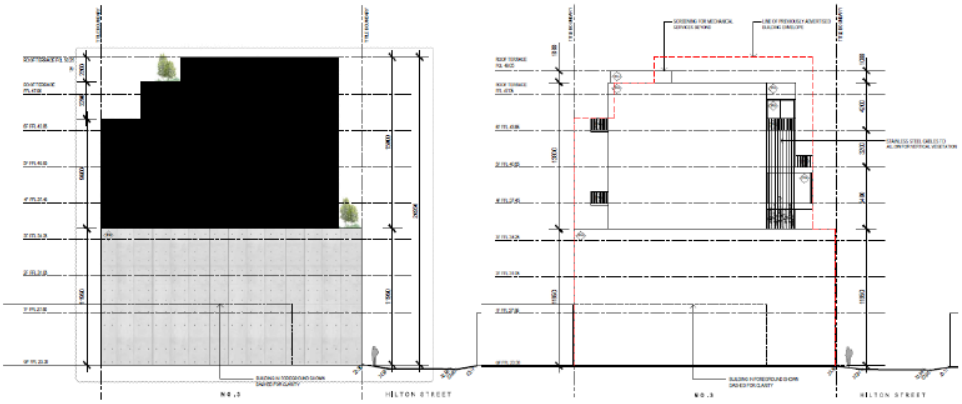


Figure 4 - Southern Facade of RFI Plans (left) and Sketch Plans (right)

The screening from the previous version of plans has been removed, ensuring that the increased setback is not obscured from the street. This includes the fifth floor balcony, which is proposed to be unenclosed.

These revisions significantly increase the modulation and articulation of the façade, with greater visibility of glazing and balconies, and greater opportunities for plantings. This also provides increased passive surveillance opportunities and improves the overall activation of the street.

In addition, there has been a net-increase in rear setbacks, with the minimum setbacks of levels four and five increasing by 1.5 metres, albeit with the minimum rear set backs of level five and roof terrace reduced by 0.5 metres. This includes a reduction of rear-facing balconies to and an increase in light-courts, increasing daylight access into the proposed building and providing equitable development opportunities for the neighbouring property to the rear.

- **Enhanced Northern Façade –** In addition to the increased front and rear setbacks, and the reduction in rooftop mass, the northern façade has been further refined by incorporating a void and removing screening to create a visual contrast across the northern façade, providing increased articulation. Combined with the reduction of mass, this offers a significant enhancement of this interface with the residential areas located further to the north.

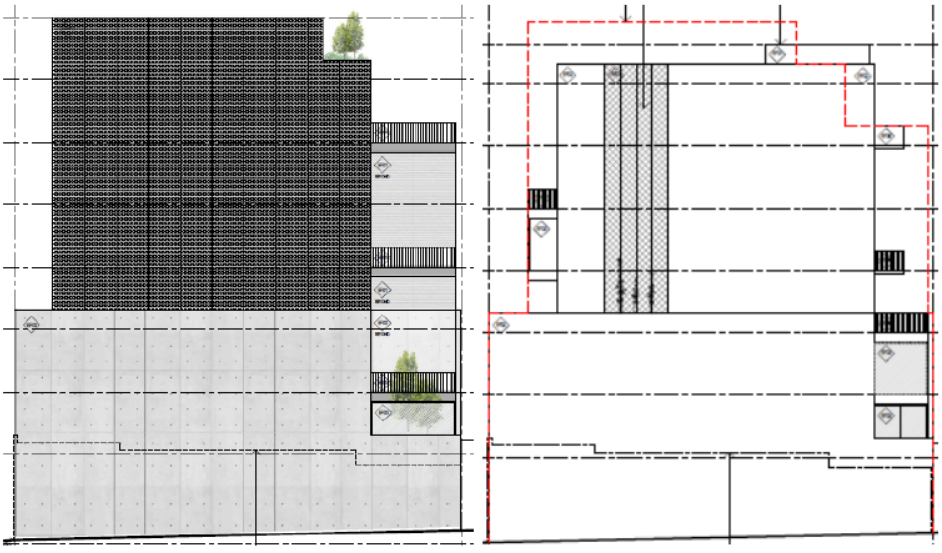


Figure 5 – Northern Facade of RFI Plans (left) and Sketch Plans (right)

- **Revised Internal Layout** – In response to Urban Design and Objector concerns regarding the functionality of the ground-floor café tenancy, this element has been deleted from the submitted sketch plans. In order to maintain the activated frontage previously afforded by the café tenancy, this area has been opened up to provide communal meeting spaces.

Figure 6 - Ground Floor Render of Without Prejudice Concept

The layouts of other levels have also been revisited, with a general reduction in forward-facing balcony provision undertaken in preference of additional office space.

2 Response to submitters

The submissions received cover a number of points. While we cannot respond to all points raised, generally we note:

- The City of Yarra is in a state of transition having embraced the strategic directions of Plan Melbourne and devised its own targets for increases in commercial floor space. At the same time, it is actively seeking to preserve key commercial streetscapes such as Smith and Brunswick Streets, redirecting development to other areas.
- We submit that the scale of the proposal is appropriate because the subject site is within an area of Commercial 2 Zone that features highly developable commercial sites, the form and character of which the City of Yarra has not indicated a strategic intent to preserve. This area is accordingly highly suited to further development in line with Council's commercial growth targets.
- Overall, we believe the height and scale of the proposal is appropriate. As it has been designed based upon modelling of adjacent site's likely development potential, and will provide an appropriate transition in height and scale when these adjacent sites are eventually developed as expected.

- However, we have made revisions in the sketch plans to actively seek to address the height and scale concerns raised by some submitters, by reducing the rooftop component (so that it cannot be perceived as an 8th floor), generally increasing the front and rear setbacks, and enhancing the presentation of the northern façade.
- The revised proposal outlined in the enclosed sketch plans continues to exceed all relevant overlooking and overshadowing standards of the Yarra Planning Scheme, even those under Clauses 54 and 55 that are not technically applicable to commercial developments.
- We submit that the proposed car parking dispensation of 13 spaces is appropriate. As detailed in the submitted Traffic Impact Assessment, there a strategic benefit to reducing the provision of car parking in inner city areas, where the unavailability of off-site parking combined with the availability of alternative transport modes discourage driving and incentivise alternatives.
- Considering the limited parking provision, the impact on traffic within the surrounding local street network will be minimal. This will especially be the case considering the deletion of the previously-proposed café.
- On-Street parking restriction and the issue of parking permits is at the discretion of Council
- Construction impacts will be managed by a Construction Management Plan to be prepared by the Building upon grant of a permit.

3 Conclusion

For the reasons set out in this letter, we hope that the Council agrees that the measures proposed would result in an acceptable outcome for all parties.

While it remains our Client's position that the height and scale of the previously-submitted proposal is appropriate, the enclosed sketch plans measures are provided on a without prejudice basis, in the hope that these sketch plans with resolve Council's Urban Design concerns, and the matter raised by the submissions received.

The proposal outlined in the sketch plans significantly reduces the mass of the building and offers enhanced articulation. It does so while improving the amenity and functionality of the building, and improving development opportunities for adjacent properties.

We look forward to discussing how these measures could be incorporated into a planning permit.

Should there be any further matters which need addressing, please do not hesitate to contact me on 9909 2202 or jfisher@humanhabitats.com.au

Yours sincerely

Joe Fisher
Senior Planner

Attachment 5 - PLN19/0441 - 3 Hilton St, Clifton Hill - Urban Design comments

CITY OF YaRRA

MeMO

TO:	Lara Fiscalini (Statutory Planning)
FROM	Hayley McNicol (Urban Design)
DATE:	14 February 2020
SUBJECT:	3 Hilton Street, Clifton Hill
APPLICATION NO:	PLN19/0441
DESCRIPTION:	Construction of a 7 storey office building

Urban Design comments have been sought on this application, in particular on whether the height/massing of the proposed development is acceptable and any other relevant matters.

Comments are provided below and are based on the plans accompanying the RFI response dated 11 December 2019 (generally Revision A) and the Revision B plans dated 17 December 2019.

COMMENTS SUMMARY

The proposal is not supported in its current form. In summary, the following changes are recommended to make the proposal more acceptable from an urban design perspective:

- Reduce the height to provide an improved built form transition to the nearby residential properties.
- Reconfigure the roof terrace (increasing the front setback, repositioning the stairwell and mechanical services, and removing the high screening/walls) so that it is more recessive.
- Increase all of the upper floor setbacks at the front to at least 3 metres above the street wall.
- Set back the upper levels from the northern boundary, and provide increased articulation to improve the appearance of the northern elevation.
- Remove the high walls/screening around the balconies, voids and terraces to reduce the bulk of the building.
- Review the rear setbacks to consider equitable development and access to daylight.
- Enlarge the café space to create a more flexible and active use at ground floor.
- Revise the screening on the east elevation. This includes changing the type of screening at second and third floor levels so that it does not interfere with the power lines, and removing the screening at the roof terrace so that it does not read as another level. The screening to the upper levels should be marked clearly on the plans.
- Show further detail of the footpath works on the drawings.

There are no capital works planned by the Urban Design team in proximity to the site.

Attachment 5 - PLN19/0441 - 3 Hilton St, Clifton Hill - Urban Design comments

URBAN DESIGN FEEDBACK

Height and Massing

The Built Form and Design Policy (Clause 22.10) seeks under Clause 22.10-3.2 *"to ensure that developments contribute positively to the urban fabric and public realm"*. It also seeks under Clause 22.10-3.3 to ensure that:

- *"The setbacks of new development complement the desired neighbourhood character of the area.*
- *The height of new development is appropriate to the context of the area (as identified in the Site Analysis Plan and Design Response) and respects the prevailing pattern of heights of the area where this is a positive contribution to neighbourhood character."*

Hilton Street comprises a mix of Commercial 2 and Neighbourhood Residential zoned land. The residential land on the northern half is characterised by predominately one storey dwellings in the Heritage Overlay. The southern part of the street in the commercial zone is made up of one and two storey warehouse buildings. The site sits near the edge between the commercial and residential zones therefore it is important for any development to provide a suitable transition between the low scale residential buildings, and the commercial properties leading to Alexandra Parade.

The proposed development would be seven storeys in height, plus a roof terrace. It is considered that the height of the development in conjunction with the setbacks and overuse of high screens/walls to the balconies and other open spaces results in a dominant and bulky building which does not provide an adequate transition to the residential land to the north or a positive contribution to the surrounding neighbourhood context/character. The key concerns with regards to height and massing are explained below along with recommended changes.

- **Height**

  The proposed seven storey building is located in close proximity to the properties in the Neighbourhood Residential Zone (NRZ1), which are unlikely to change much due to the two storey (9m) height limit in the NRZ1, as well as being in the Heritage Overlay. It is considered that the height of the development does not provide an adequate transition to the residential dwellings to the north and would result in a dominating building in the street.

  It is recommended that the height of the development is reduced, to provide a more gradual built form transition to the NRZ land and along the Hilton Street streetscape.

- **Roof terrace**

  The proposed roof terrace extends over most of the building footprint and the stairwell and mechanical services are positioned on the north side of the site. The terrace is set back 1.985 metres from the front of the site. Full height screens/walls (about 3.2 metres in height) extend around all sides of the terrace. The position of the stairwell/mechanical structures at the north side of the site, limited front setback and the full height screens/walls make the terrace appear more prominent and as an additional storey to the building.

  It is recommended to reposition the stairwell and mechanical services to the southern portion of the site so that this assists in providing a better built form transition. The front setback to the terrace should be increased so that it lines up with the stairwell/BBQ, and the full height screens/walls should be removed and be replaced with lower balustrades to ensure that the terrace reads as a recessive element and not another storey of the building.

- **Front setbacks**

  The proposed development has a three storey street wall, which is supported. The upper level setbacks from the front are varied: 3.75 metres for the fourth-fifth storeys and 1.985 metres for the sixth-seventh storeys. This variation is setbacks is not supported as it reduces the prominence of the street wall and makes the upper floors more dominant.

  It is recommended that all of the upper floors have a setback of at least 3 metres to provide a more distinct three storey street wall and recessed upper form.

- **Side setbacks**

  The proposed development provides no side setbacks, with shear walls on the boundary. This is particularly an issue on the northern side considering that the NRZ land will not develop to a similar scale, and therefore this wall will most likely remain visible from the street and from the north.

  It is recommended a setback is provided from the north (particularly for the upper levels above the street wall), combined with increased articulation and treatment of this elevation so that it reads as a visible part of the building and not a blank side wall.

- **Rear setbacks**

  The development provides rear balconies directly abutting the boundary, which may create issues relating to equitable development of the adjoining site and daylight to the proposed office and balconies.

  It is recommended that the rear setbacks are reconsidered and the application referred to Council's ESD officer regarding access to daylight.

- **Side screens/walls**

  The front setbacks above the street wall (fourth storey and above) and the rear setbacks above the second storey include full height walls that extend along the balconies and void spaces. Furthermore, high walls and screens are provided around the roof terrace. These increase the overall massing of the building and decrease the effectiveness of the upper level setbacks.

  It is recommended that these are removed and regular balustrades are provided instead.

Streetscape Character and Façade Design

The development includes a series of screens that extend across the street wall (second and third storey), as well as the upper floors (sixth and seventh storeys and roof terrace), which raises a few queries/concerns:

- In general we question the need to have screens along this elevation given that it faces east – how likely are the screens going to be used given its orientation?
- The screens at the second and third storeys help to define the street wall, however the screens will overhang the footpath when retracted, which may interfere with the power lines running along the street. This could be resolved by providing sliding screens instead of folding screens.
- Further detail is required on the plans to show the alignment of the screens at the upper levels (this has been shown for the screen at the second and third storeys but not upper levels).
- As mentioned above, the screen to the roof terrace should be removed, so that the terrace does not read as another storey.

Attachment 5 - PLN19/0441 - 3 Hilton St, Clifton Hill - Urban Design comments

Building layout and public realm interface

Clause 22.10-3.4 of the Built Form and Design Policy seeks *"to ensure ground level façade and boundary treatments interface positively with the street and public domain treatments interface positively with the street and public domain"*.

The development provides a clearly defined entrance and active ground floor use which is supported. However the layout of the ground floor and extent of car parking compromises the size of the café unit. It is recommended that the café space is enlarged to provide a more generous and flexible active use at ground floor level.

The area in front of the site is marked as footpath on the ground floor plans. Further details are required to show the width of the footpath (this appears to be drawn as wider than existing conditions), and to show what material is proposed for the footpath, kerb and channel and crossover. This should be approved by Civil Engineering.

Capital works

There are no capital works planned by the Urban Design team in proximity to the site.

Attachment 6 - PLN19/0441: 3 Hilton Street Clifton Hill - Engineering comments

CITY OF YARRA

MEMO

To:	**Lara Fiscalini**	
From:	**Artemis Bacani**	
Date:	**16 January 2020**	
Subject:	**Application No:**	**PLN19/0441**
	Description:	**Mixed Use Development**
	Site Address:	**3 Hilton Street, Clifton Hill**

I refer to the above Planning Application received on 17 December 2019 and the accompanying Transport Impact Assessment report prepared by One Mile Grid traffic engineering consultants dated 29 November 2019 in relation to the proposed development at 3 Hilton Street, Clifton Hill. Council's Civil Engineering unit provides the following information:

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

Proposed Use	Quantity/ Size	Statutory Parking Rate*	No. of Spaces Required	No. of Spaces Allocated
Office	765 m²	3.0 spaces per 100 m² of net floor area	22	9
Food and drink (Café)	15 m²	3.5 spaces per 100 m² of leasable floor area	0	0
		Total	**22**	**9**

* 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.

A reduction of 13 car spaces is sought for the office component of the development.

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

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

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

The site would be providing nine on-site parking spaces, which equates to a rate of 1.18 spaces per 100 square metres of floor area. Throughout the municipality, a number of developments have been approved with reduced office rates, as shown in the following table:

Development Site	Approved Office Parking Rate
Cremorne	
9-11 Cremorne Street PLN16/0171 (Amended) issued 13 June 2017	0.85 spaces per 100 m^2 (20 on-site spaces; 2,329 m^2)
33 Balmain Street PLN15/0309 issued 21 October 2015	0.78 spaces per 100 m^2 (14 on-site spaces; 1788.1 m^2)
Collingwood	
2-16 Northumberland Street PLN16/1150 issued 14 June 2017	0.89 spaces per 100 m^2 (135 on-site spaces; 15,300 m^2)

The proposed on-site office parking rate of 1.18 spaces per 100 square metres is considered appropriate, having regarding to the site's good accessibility to public transport services and proximity to Melbourne.

- *Availability of Public Transport in the Locality of the Land*.
  The site is within walking distance of tram services operating along Smith Street.

- *Multi-Purpose Trips within the Area*.
  Visitors and clients visiting the office might combine their visits by engaging in other activities or business whilst in the area.

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

- *Availability of Car Parking*.
  To assess the car parking demand in the surrounding area, the car parking occupancy survey undertaken by One Mile Grid for site at 2-6 Hilton Street, Clifton Hill (Application Number PLN18/0364), has been referenced. An on-street parking occupancy survey of the surrounding area was undertaken on Thursday 18 July 2018 between 8:00am and 5:00pm. The survey area encompassed the north side of Alexandra Parade, Smith Street, Reeves Street, Hilton Street and Council Street. An inventory ranging from 80 to 113 publicly available parking spaces was identified. The results of the survey indicate that the peak parking occupancy had occurred at 1:00pm, with 83 spaces occupied. At 4:00pm, the survey recorded a minimum of 28 spaces available. The streets near the site would be able to accommodate any short-stay parking demands from the office.

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

Adequacy of Car Parking
From a traffic engineering perspective, the waiver of 13 office spaces is considered appropriate in the context of the development and the surrounding area. The short-stay parking demand associated with the office could be accommodated on-street. Employees who have not been allocated an on-site car parking space would make other travel arrangements, such as taking public transport or riding a bicycle.

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

DEVELOPMENT LAYOUT DESIGN
Wellard Drawing Nos. PL05, PL18, PL19, PL23, and PL40 Revision A dated 10 December 2019

Layout Design Assessment

Item	Assessment
Access Arrangements	
Development Entrance	The width of the garage doorway is not dimensioned on the drawings.
Visibility	In-lieu of sight triangles, Council's Engineering unit supports the recommendation in the traffic report to provide convex mirrors at the development's entrance.
Headroom Clearance	The headroom clearances along the critical points of the ramped accessway have not been dimensioned.
Internal Ramped Accessways	The internal ramped accessway has a kerb-to-kerb width of 3.5 metres to satisfy *AS/NZS 2890.1:2004*.
	Section 4.4 of the traffic report is incorrect and not consistent with the submitted drawings.
Car Stacker	
Car Stacker Model	All on-site car parking would be accommodated within an automated car stacker system the Wohr Level Parker 570. This car stacker model is available with a platform dimension that would accommodate a B99 design vehicle.
Vehicle Clearance Heights	The car stacker model would provide at least two-thirds of the car parking with a clearance height of 1.8 metres to satisfy Design standard 4 – Mechanical parking.
Floor to Ceiling Height	The floor to ceiling height above the car stacker system is to be dimensioned on the drawings.
Car Lift	
Car Lift Model	The car lift is integrated with the Wohr Level Parker 570 car stacker system and would accommodate a B99 design vehicle.

Layout Design Assessment

Item	Assessment
Queuing Analysis	The AM peak hour would be the critical time for the operation of the car lift. In this case, the car lift would be servicing the parking for the office use (9 spaces), with a peak inbound volume of 8 trips. The proposed car lift is capable of servicing 26 vehicles per hour, based on a total service time of 137 seconds, derived our own calculation*. By conservatively assuming a total inbound volume of 8 vehicles per AM peak hour wishing to access the car stacker system, the utilisation ratio for the car lift (usage/capacity) would be 0.31 (8 vehicle trips per hour/26 vehicles per hour). To determine the storage queue of the car lift, guidance is sought from the Australian/New Zealand Standard AS/NZS 2890.1:2004. The mechanical device such as this car lift should have sufficient vehicle storage to accommodate the 98th percentile queue (the queue that will be exceeded on 2% of occasions). By knowing the utilisation ratio of the car lift (in this case, 0.31), the 98th percentile queue length can be calculated. Queue Length, $N = (\text{Log}_n \Pr(n>N) / \text{Log}_n \rho) - 1$ $\Pr(n>N) = \rho^{N+1}$ where ρ = r / s (utilisation factor) ρ = average arrival rate / average service rate = 8 / 26 = 0.31 $N = (\text{Log}_n 0.02 / \text{Log}_n 0.31) - 1$ = 2.3 car lengths, say 2 cars The 98th percentile queue length for the car lift during the AM peak hour would be two car lengths. The queue length also includes a car inside the car lift.

* Calculation of car lift service time:

- Time to arrive at lift – 5 seconds
- Time for door to open – 5 seconds
- Time for car to drive into lift – 10 seconds
- Activate lift – 5 seconds
- Time for lift descent – 40 seconds (6.0 m/0.15 m/s)
- Time for storage of car – 5 seconds
- Time for lift ascent – 67 seconds (6.0 m/0.090 m/s)
- **Total time taken –137 seconds**

Design Items to be Addressed

Item	Details
Development Entrance	The width of the car park entrance is to be dimensioned on the drawings.
Headroom Clearance	The headroom clearance along the critical points of the ramped accessway is to be dimensioned on the drawings.
Floor to Ceiling Height	The floor to ceiling height above the car stacker system is to be dimensioned on the drawings.

IMPACT ON COUNCIL ROAD ASSETS

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

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

ENGINEERING CONDITIONS

Civil Works

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

- The footpath along the property's Hilton Street road frontage must be stripped and re-sheeted to Council's satisfaction and at the Permit Holder's cost. The footpath must have a cross-fall of 1 in 40 or unless otherwise specified by Council.
- The redundant vehicle crossing on the Hilton Street frontage must be demolished and reinstated with paving, kerb and channel to Council's satisfaction and at the Permit Holder's cost.

Vehicle Crossing

Before the development commences, 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;
- Be DDA compliant;
- 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, 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.

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.

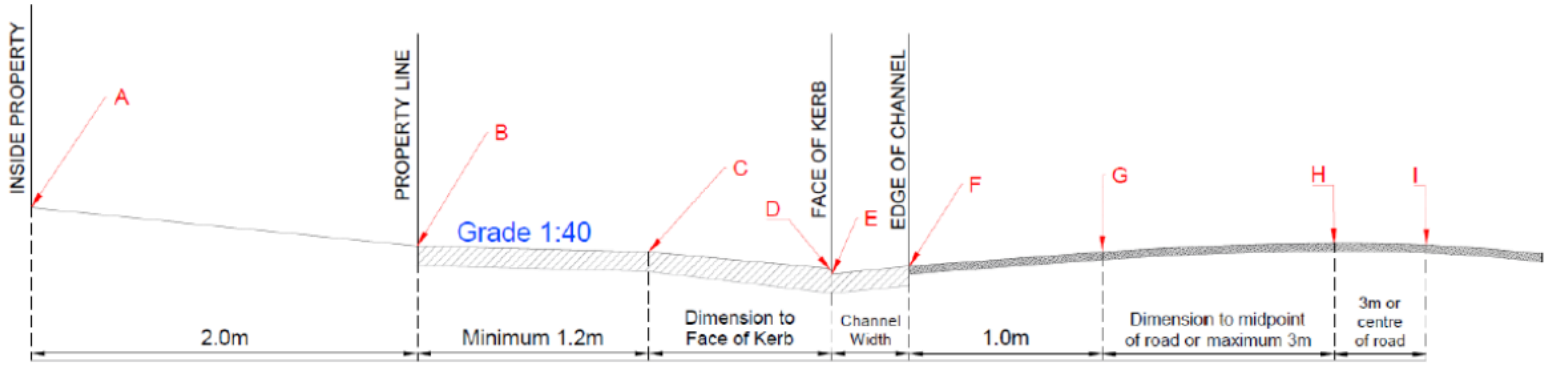
Attachment 6 - PLN19/0441: 3 Hilton Street Clifton Hill - Engineering comments

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 7 - PLN19/0441: 3 Hilton Street, Clifton Hill - Waste comments

CITY OF YaRRA **File Note**

Property Address: 3 Hilton Street, Clifton Hill

Application No: PLN19/0441

CITY WORKS BRANCH – COMMENTS ON WMP

COMMENTS:

The waste management plan for 3 Hilton Street, Clifton Hill authored by One Mile Grid and dated 15/11/19 is not satisfactory from a City Works branch's perspective. Issues to be rectified include, but may not be limited to the following:

1. The bin storage area is not large enough to form an effective waste system.

Regards,

Atha Athanasi
Contract Management Officer

Attachment 8 - PLN19/0441: 3 Hilton Street, Clifton Hill - ESD 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.

Attachment 8 - PLN19/0441: 3 Hilton Street, Clifton Hill - ESD comments

Sustainable Management Plan (SMP)

Referral Response by Yarra City Council

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Attachment 8 - PLN19/0441: 3 Hilton Street, Clifton Hill - ESD comments

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

Assessment Summary:

Responsible Planner:	Lara Fiscalini
ESD Advisor:	Gavin Ashley
Date:	29.01.2020
Subject Site:	3 Hilton St Clifton Hill, VIC. - PLN 19 0441
Site Area:	Approx. 232m^2
Project Description:	7 storey building comprising 6 levels of offices and mixed use on GF
Pre-application meeting(s):	Unknown.
Documents Reviewed:	Architectural Plans, prepared by Wellard Architects Sustainable Management Plan (including BESS), prepared by Compliance Energy Rating, 10/12/2019 Daylight Assessment prepared by Makao Group;

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:

- BESS assessment showing a score of 59% which exceeds "Best Practice" (50% +)
- Energy rating assessment to be in compliance with the Section J Energy Report
- Heating & Cooling System efficiency to be 85% or greater than an equivalent system
- Energy efficient LED lighting and/or compact fluorescent lighting type.
- Provide a simple Building Users Guide explaining optimal usage of building services

(2) Application ESD Deficiencies:

- Provide additional openings on eastern elevation to allow for cross flow ventilation.
- Recommend improvement of 10% over NCC Section J minimum requirements should be targeted.
- Provide separate water metering for all tenants and major common area uses.
- Recommend source all timber from sustainably managed sources that hold third party verification.
- Include bike parking spaces for offices, and bike parking spaces for visitors
- Include a requirement for a site-specific Waste Management Plan including a target recycling rate of at least 80% of construction and demolition waste
- Provide facilities in tenancies to separate general waste, recyclables and organic waste
- Outline organic waste collection facilities on ground floor plan
- Provide a tap for irrigation and drainage on balconies and roof terrace
- Develop a simple Building Users Guide explaining optimal usage of building services to minimise energy and water consumption.

(3) Outstanding Information:

- Report describes screens as "retracted". Confirmation is required that the screens are operable?
- Provide preliminary Section J report including Glazing Calculators.
- Provide preliminary energy modelling report to demonstrate evidence for BESS Man 2.3 claim.
- Confirm operability of metal screens.
- More information is required on how the car park is to be ventilated.

Attachment 8 - PLN19/0441: 3 Hilton Street, Clifton Hill - ESD comments

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

- The lighting specification looks more akin to a residential project. Please confirm that the 4 W/m2 target is not an error.
- BESS shows 129m2
- Please show collection area on the roof plan and explain how the water will be collected and pumped to tank.
- Provide an assessment of reused and recycled materials
- Provide an assessment of the embodied energy of concrete and steel
- A statement is required which demonstrates how material choice has reduced the urban heat island effect.

(4) ESD Improvement Opportunities

- Consider using a heat pump or condensing boiler.
- Consider 3 pipe variable refrigerant flow (VRF)
- Consider water sensitive landscape design to reduce potable water used for irrigation.
- Consider a small pallet of materials and construction techniques that can assist in disassembly.
- Consider pipes, cabling, flooring to do not contain PVC or that meet best practice guidelines for PVC.
- Provide end of trip facilities (showers and lockers).
- Consider providing some charging stations or wiring for future.
- Provide information to tenants about travel options.
- Consider indigenous and/or productive gardens into the design
- Consider a green roof or wall to improve the ecological value of this site.
- Consider head contractor to be ISO 14001 accredited.
- Recommend that an Environmental Management Plan be developed by the building contractor to monitor and control activities undertaken during construction.

Further Recommendations:

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

Attachment 8 - PLN19/0441: 3 Hilton Street, Clifton Hill - ESD comments

1. Indoor Environment Quality (IEQ)

Objectives:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
Natural Ventilation and Night Purging	Openable windows to all office spaces.	Provide additional openings on eastern elevation to allow for cross flow ventilation.	2
Daylight & Solar Access	Modelling provided. 76% of area achieving DF>2.0.	Report describes screens as "retracted". Confirmation is required that the screens are operable?	3
External Views	**N/a for Class 5**	Satisfactory	1
Hazardous Materials and VOC	Minimise VOC materials on paints and adhesives	Good. Limits provided.	1
Thermal Comfort	Natural ventilation, double glazing and external shade screens.	Satisfactory	1
Acoustic	Double-glazed to reduce external noise intrusion.		1

*** Council Assessment Ratings:**

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

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

2. Energy Efficiency

Objectives:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
NCC Energy Efficiency Requirements Exceeded	Each office to be in compliance with the Section J.	Recommend improvement of 10% over NCC Section J minimum requirements should be targeted.	2
Thermal Performance	Glazed to be used in accordance to energy report meeting minimum NCC Section J & Glazing Calculator. Double-glazing to be used to all windows. Insulation to be in accordance to minimum requirements: R2.0 for external walls.	Provide preliminary Section J report including Glazing Calculators.	3
Greenhouse Gas Emissions	BESS Man 2.3 claimed.	Provide preliminary energy modelling report to demonstrate evidence for BESS Man 2.3 claim.	3
Hot Water System	System efficiency to be 85% or greater than the best system	Consider using a heat pump or condensing boiler.	4
Peak Energy Demand	N/A		
Effective Shading	Perforated metal screen to West and East.	Confirm operability of metal screens.	3
Efficient HVAC system	Heating system type: System efficiency to be 85% or greater than the best system	Consider 3 pipe variable refrigerant flow (VRF)	4
Car Park Ventilation	Car stacker on GF. Plan shows perforated cladding to door to allow natural ventilation.	More information is required on how the car park is to be ventilated.	3
Efficient Lighting	Energy efficient LED lighting and/or compact fluorescent lighting type. Lighting to be 4 W/m²	The lighting specification looks more akin to a residential project. Please confirm that the 4 W/m2 target is not an error.	3
Electricity Generation	None.	Satisfactory as little room for solar PV.	1
Other		-	

*** Council Assessment Ratings:**

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

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

Attachment 8 - PLN19/0441: 3 Hilton Street, Clifton Hill - ESD comments

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: 5 star • Showers: 3 star (<6L/min)	Satisfactory	1
Water for Toilet Flushing	2,000 litre rainwater tank shown on Roof Terrace. 190m² of roof area captured. Used for flushing toilets on all levels.	Satisfactory, however concern over practicality of the approach.	1
Water Meter	None	Provide separate water metering for all tenants and major common area uses.	2
Landscape Irrigation	Planters shown on L3 and roof.	Consider water sensitive landscape design to reduce potable water used for irrigation.	4
Other	-	-	

*** Council Assessment Ratings:**

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

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

4. Stormwater Management

Objectives:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
STORM Rating	2000 L tank shown on roof plan. A STORM report with a 107% STORM score has been submitted that demonstrates best practice and relies on 190m² of roof connected to a 2,000 litre rainwater tank connected to toilet flushing.	BESS shows 129m² Please show collection area on the roof plan and explain how the water will be collected and pumped to tank.	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 commitment.	Provide an assessment of reused and recycled materials	3
Embodied Energy of Concrete and Steel	No commitment.	Provide an assessment of the embodied energy of concrete and steel	3
Sustainable Timber	No commitment.	Recommend source all timber from sustainably managed sources that hold third party verification.	2
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 that meet best practice guidelines for PVC.	4
SMP:	Materials that will be used are concrete slab, brick work, timber frames, light weight cladding and metal 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: 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 stacker shown	Satisfactory	1
Bike Parking Spaces	Credit claimed in BESS but not evident on plans.	Include bike parking spaces for offices, and bike parking spaces for visitors	2
End of Trip Facilities	Not claimed.	Provide end of trip facilities (showers and lockers).	4
Car Share Facilities	Credit claimed in BESS but not discussed in SMP		
Electric vehicle charging	No information has been provided.	Consider providing some charging stations or wiring for future.	4
Green Travel Plan	A Green Travel plan has not been provided.	Provide information to tenants about travel options.	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	Contractor or builder to have a valid Environmental Management System	Include a requirement for a site-specific Waste Management Plan including a target recycling rate of at least 80% of construction and demolition waste	2
Operational Waste Management	Commitment to use waste & recycling bins	Provide facilities in tenancies to separate general waste, recyclables and organic waste	2
Storage Spaces for Recycling and Green Waste	Recycling facilities shown on GF.	Outline organic waste collection facilities on ground floor plan	2
Others		-	-

*** Council Assessment Ratings:**

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

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

Attachment 8 - PLN19/0441: 3 Hilton Street, Clifton Hill - ESD comments

8. Urban Ecology

Objectives:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
On Site Topsoil Retention	There is no productive topsoil on this site.	-	N/A
Maintaining / Enhancing Ecological Value	Planter boxes have been integrated into the proposed design on L3 and rooftop.	Consider indigenous and/or productive gardens into the design	4
Heat Island Effect	No information has been provided.	A statement is required which demonstrates how material choice has reduced the urban heat island effect.	3
Other	63m² common area on Roof Terrace	Provide a tap for irrigation and drainage on balconies and roof terrace	2
Green wall, roofs, facades	No information has been provided.	Consider a green roof or wall to improve the ecological value of this site.	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: 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	Commitment for a thorough commissioning program to be undertaken to ensure that systems are effectively and efficiently operating	Good	1
Building Users Guide	BESS Man 4.1 claimed	Develop a simple Building Users Guide explaining optimal usage of building services to minimise energy and water consumption.	2
Contractor has Valid ISO14001 Accreditation	No information has been provided.	Consider head contractor to be ISO 14001 accredited.	4
Construction Management Plan	No information has been provided.	Recommend that an Environmental Management Plan be developed by the building contractor to monitor and control activities undertaken during construction.	4
Others	Contractor or builder to have a valid Environmental Management System	Good	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: 10. Construction and Building Management
ASHRAE and CIBSE Commissioning handbooks
International Organization for standardization – ISO14001 – Environmental Management Systems
Keeping Our Stormwater Clean – A Builder's Guide www.melbournewater.com.au

Attachment 8 - PLN19/0441: 3 Hilton Street, Clifton Hill - ESD comments

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

Applicant Response Guidelines

Project Information:

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

Environmental Categories:

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

Objectives:

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

Issues:

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

Assessment Method Description:

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

Benchmarks Description:

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

How does the proposal comply with the benchmarks?

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

ESD Matters on Architectural Drawings:

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

Attachment 9 - PLN19/0441 - 3 Hilton Street, Clifton Hill - Wind referral comments

M E L
CONSULTANTS

(ACN 004 230 013)

22 CLEELAND ROAD
SOUTH OAKLEIGH VIC 3167
AUSTRALIA

Ref: 20-20-DE-REV-00

5 February 2020

City of Yarra
PO Box 168
Richmond VIC 3121

Attn: Lara Fiscalini

Dear Lara,

3 Hilton Street, Clifton Hill
Review of Vipac Wind Impact Statement
Vipac Document Numbers: 30N-19-0192-TRP-6765402-2 (3 December 2019)

The review of the Vipac Wind Impact Statement is based on MEL Consultants' experience of wind flow around buildings and structures. This experience has been developed from a company experience of more than 40 years of desktop, wind tunnel, and full scale studies of environmental wind conditions in urban and sub-urban areas. No wind tunnel studies have been undertaken to support the review. Our comments are as follows:

- The Vipac Wind Impact Statement has been prepared based on the experience of the consultancy and no wind tunnel testing by Vipac has been carried out to support the report. MEL Consultants have no issue with this approach for a desktop study as this is a common approach to provide architects, developers, and responsible authorities advice on the wind effects of the design.

- MEL Consultants have no issue with the Analysis Approach, Site Exposure, and Regional Wind Climate that have been used as the basis for the assessment. Vipac has clearly identified the process for the desktop assessment and this is consistent with the approach that MEL Consultants would take to prepare a desktop wind impact assessment. A clear description of the 3 Hilton Street

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development has been provided along with reference drawings in the Appendix of the report.

- MEL Consultants have no issue with the assessment criteria that Vipac have used for the desktop assessment. The recommended criteria for the immediate surroundings streetscapes would be walking comfort and the standing criteria for the entrances to the building. The assessment clearly discusses the rationale for recommending the walking criterion for the terraces and there is no issue with this recommendation.

- The desktop assessment has identified the heights of the surrounding existing buildings. It is agreed that the 3 Hilton Street development would be much taller than the surrounding buildings and have exposure to direct wind flow for all wind directions.

- Vipac have assessed the wind conditions along Hilton Street based on the exposure of the east face to the relatively light and infrequent east sector wind directions. However, the wind conditions along Hilton Street would also be expected to be impacted by the exposure of the north face to the strong and prevailing north sector wind directions and this has not been considered by Vipac. The exposure would be expected to cause downwash and deflect wind flow around the northeast corner of the building and across Hilton Street towards the east side footpath and properties. The existing building to the north of the 3 Hilton Street site has a small laneway and parking area that would allow the downwash from the north face to reach ground level and flow around the northeast corner. The downwash wind flow that would accelerate around the northeast corner and across the street would be expected to increase wind conditions to be on the walking criterion for the north sector wind directions. The wind conditions would be increased compared to the existing conditions.

- MEL Consultants agree that the setback entry would achieve the standing criterion in the setback area.

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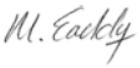
- MEL Consultants have no issues with the Vipac comments regarding the use of terraces and balconies and education of the users.

In conclusion, the Vipac Wind Impact Assessment has been prepared based on the consultant's experience of wind flow around buildings and structures. We have no issues with the Analysis Approach, Site Exposure, Regional Wind Climate, and description of the development used in the preparation of the assessment. This is consistent with the approach MEL Consultants would take to prepare a similar desktop environmental wind assessment. MEL Consultants agree with the Vipac Wind Impact Statement for the assessment of the wind conditions and the likely environmental wind conditions predicted by Vipac along Hilton Street and on the terraces. However, MEL Consultants are concerned that the assessment did not consider the exposure to the prevailing and strong north sector wind directions on the wind conditions along Hilton Street. This exposure would be expected to cause downwash from into the adjacent laneway and parking area that would accelerate around the northeast corner of proposed development and across Hilton Street. The wind conditions along Hilton Street, due to this exposure, would be expected to be on the walking criterion around the corner and on the east side of Hilton Street. These wind conditions would be increased compared to the existing conditions.

Yours sincerely,



M. Eaddy
MEL Consultants Pty Ltd

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Attachment 10 - PLN19/0441 - 3 Hilton Street, Clifton Hill - Strategic Transport Comments

Planning Referral

To:	Lara Fiscalini
From:	Chloe Wright
Date:	26/02/2020
Subject:	Strategic Transport Comments
Application No:	PLN19/0441
Description:	7 storey office building in Clifton Hill
Site Address	3 Hilton Street, Clifton Hill

I refer to the above Planning Application referred on 17/12/2020, and the accompanying traffic report prepared by One Mile Grid in relation to the proposed development at 3 Hilton Street, Clifton Hill. Council's Strategic Transport unit provides the following information:

Access and Safety

No 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
Office (other than specified in the table)	765 sqm	1 employee space to each 300 sqm of net floor area if the net floor area exceeds 1000 sqm	0 employee spaces	6 employee spaces
		1 visitor space to each 1000 sqm of net floor area if the net floor area exceeds 1000 sqm	0 visitor spaces	0 visitor spaces
Retail premises (other than specified in this table)	15 sqm	1 employee space to each 300 sqm of leasable floor area	0 employee spaces	
		1 visitor space to each 500 sqm of leasable floor area	0 visitor spaces.	
Bicycle Parking Spaces Total			**0 employee spaces**	**6 employee spaces**
			0 visitor spaces	**0 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**

Adequacy of visitor spaces

The following comments are provided in relation to the provision of visitor spaces:

- Council's best practice rate[1] generates a recommended provision of 2 visitor spaces.
- No visitor bicycle spaces are proposed. The traffic report refers to street sign posts on Hilton and Council Street as providing an appropriate alternative for visitor bike parking. This response is not supported as this would not provide adequate visitor parking as per AS2890.3 and is likely to obstruct access on footpaths.
- The Hilton Street footpath appears to be less than 2 meters wide, and is therefore too narrow to accommodate a bicycle hoop.
- On this basis, visitor spaces may be located with the employee bicycle spaces and should be provided as 1 horizontal bicycle rail and installed in accordance with clearance requirements of AS2890.3.

Adequacy of employee spaces

The following comments are provided in relation to the proposed employee spaces and facilities:

- 6 employee spaces are proposed, which does not meet Council's best-practice rate[2] of 9 employee spaces.
- Employee spaces are located within office tenancies, including 1 bicycle rack per level. Pursuant to Clause 52.34-3 & Australian Standard AS2890.3 bicycle spaces for employees must be provided in a bicycle locker, or in a lockable compound. Providing bike parking within each level of the building would require people to walk a bike through the office space and does not provide a secure facility i.e. access is limited to permit persons with controlled security access devices such as keys, codes or swipe cards.
- No end of trip facilities, including lockers or showers / changes rooms are proposed. Council's best practice standards recommend at least one shower per 10 bicycle spaces and one secure locker for each bicycle space provided.
- The subject site is located in an inner-urban area with already high cycling-to-work demand, and trends indicate demand will continue to increase.
- The subject site has access to Wellington Street, which is a major north-south cycling corridor.
- Both local and state planning policies include objectives to promote sustainable transport modes, including cycling.
- Given the above, it is recommended that 9 employee bicycle spaces are provided within a secure facility at the ground level or basement level. Pursuant with AS2890.3, at least 20% of bicycle storage spaces should be provided as horizontal at ground-level spaces.
- It would be acceptable if a further reduction in car parking spaces was sought to provide a secure area for the employee bike spaces.
- Employee bicycle spaces and access ways must be in accordance with the clearance requirements of AS2890.3.

Electric vehicles

Council's BESS guidelines encourage the use of fuel efficient and electric vehicles (EV). Whilst it is acceptable no EV charging points are installed during construction, to allow for easy future provision for electric vehicle charging, all car parking areas should be electrically wired to be 'EV ready'. A minimum 40A single phase electrical sub circuit should be installed to these areas for this purpose.

Recommendations

The following should be shown on the plans before endorsement:

---

[1] *Category 6 of the Built Environment Sustainability Scorecard (BESS) recommends 1 visitor space to each 500sqm of office floor space.*

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

1. A minimum of 2 visitor bicycle spaces provided. The visitor spaces should be provided as a horizontal bicycle rail and must meet clearance and access-way requirements of AS2890.3 or be otherwise to the satisfaction of the responsible authority.
2. A minimum of 9 employee bicycle spaces must be provided within a secure storage area.
3. At minimum 20% of employee bicycle spaces must be provided as horizontal bicycle rails.
4. Notations indicating the type of bicycle parking devices to be used should be shown on the plans, as well as dimensions of bicycle storage spaces and relevant access ways to demonstrate compliance with Australian Standard AS2890.3 or be otherwise to the satisfaction of the responsible authority.
5. End of trip facilities, including a minimum of one shower / change room.

Regards

Chloe Wright

Sustainable Transport Officer
Strategic Transport Unit

6.2 PLN19/0807 - 176 Johnston Street & 300 Napier Street Fitzroy

Executive Summary

Purpose

1. This report provides Council with an assessment of planning permit application PLN19/0807 submitted for Nos. 176 Johnston Street & 300 Napier Street Fitzroy VIC 3065. The application seeks approval for the full demolition and construction of a part three and part four-storey building, with a reduction in the car parking requirements associated with the use of the land for retail (shop) and offices (no permit required uses), including the construction and display of internally-illuminated signage. The report recommends approval of the application, subject to conditions.

Key Planning Considerations

2. Key planning considerations include:
   (a) Built form and heritage (Clauses 22.02 and 43.01);
   (b) Car and bicycle parking provision (Clauses 52.06 and 52.34); and
   (c) Signage (Clauses 22.04 and 52.05)

Key Issues

3. The key issues for Council in considering the proposal relate to:
   (a) Strategic and policy support;
   (b) Built form and Heritage;
   (c) On and off-site amenity impacts;
   (d) Car parking, traffic and bicycle provision;
   (e) Waste management; and
   (f) Objector concerns.

Submissions Received

4. Eleven (11) objections were received to the application and can be summarised as:
   (a) Inappropriate design and overdevelopment of the site (height, scale, bulk);
   (b) Heritage impacts;
   (c) Off-site amenity (daylight and cross-ventilation to adjacent light-wells, overshadowing, overlooking);
   (d) Car parking, traffic impacts and pedestrian safety; and
   (e) Reduced property values.

Conclusion

5. Based on the following report, the proposal is considered to comply with the relevant planning policy and key considerations, and should therefore be supported, subject to conditions generally requiring limited design changes.

CONTACT OFFICER: **Nish Goonetilleke**
TITLE: **Senior Statutory Planner**
TEL: **9205 5005**

6.2 PLN19/0807 - 176 Johnston Street & 300 Napier Street Fitzroy

Reference: D20/153732

Authoriser: Senior Coordinator Statutory Planning

Ward:	Nicholls Ward
Proposal:	Full demolition and construction of a part four and part three-storey building, with a reduction in the car parking requirements associated with the use of the land for retail (shop) and offices (no permit required uses), including the construction and display of internally-illuminated signage.
Existing use:	No. 176 Johnston Street – Shop No. 300 Napier Street – Warehouse
Applicant:	David De Giovanni Town Planning
Zoning / Overlays:	Commercial 1 Zone Road Zone (Category 1) Design and Development Overlay (Schedule 10) Environmental Audit Overlay Heritage Overlay (Schedule 334)
Date of Application:	15 November 2019
Application Number:	PLN19/0807

Planning History

1. Council records show the following planning history for No. 176 Johnston Street Fitzroy:

   (a) Planning Permit No. 2553 was refused by the Administrative Appeals Tribunal of Victoria (Planning Division) on the 16 June 1994 for a restaurant.
   (b) Planning Permit No. 1376 was issued by Council on the 24 April 1991 for a two lot subdivision; creating No. 176 Napier Street and No. 300 Napier Street.
   (c) Planning Permit No. 2439 was issued by Council on the 26 August 1993 for the alteration to the building for the purpose of ice-cream manufacturing.
   (d) Planning Permit PL09/0614 issued by Council on 18 December 2009 to use the site for the purpose of restricted retail (furniture showroom) and the development of the land for the installation of business identification signage.

2. Council records indicate that there is no planning permit history for No. 300 Napier Street Fitzroy.

Background

3. The application was received by Council on 15 November 2019 and additional information was received on 2 July 2020. The application was advertised on 8 July 2020 and eleven (11) objections were received.

4. Whilst the advertising process was occurring, Council sought and received formal referral advice from internal departments within Council, including the Traffic Engineering Unit, Heritage, Urban Design Unit, ESD Advisor, Strategic Transport Unit and City Works Unit.

Section 57A Plans

5. The permit applicant submitted a set of amended plans to Council under Section 57(a) of the *Planning and Environment Act* (1987) (the "Act") on 8 October 2020. The Section 57(a) plans include the following changes:

   (a) Depth of the northern-most light-court increased from 2.22m to 2.5m;
   (b) Eastern setback of the rear pergolas increased by an additional 45mm;
   (c) Overall office leasable floor area (LFA) reduced from 1,158sqm to 1156sqm;
   (d) Both light-wells to be finished with Colorbond Surfmist reflective material;
   (e) Material schedule amended to specify the pedestrian door, garage door and light-court;
   (f) A total of 14 employee bicycle spaces provided (previously 10), 4 x bicycle hoops along the Napier Street frontage (total of 8 bicycles) and 'EV ready' charging points for the two car spaces; and
   (g) Addition of two street trees along the Napier Street frontage.

6. The amended plans were not advertised, with the application given a discretionary exemption at Council's internal Development Assessment Panel (DAP) meeting held on 30 October 2020, on the basis that the proposed amendments would not result in any material detriment. However, the S57A plans were circulated to objectors with the invitations to Planning Decisions Committee meeting.

7. The assessment in this report is based on the amended 57A plans submitted to Council on 8 October 2020.

Planning Scheme Amendments

Amendment C270

8. Council has prepared a Built Form Framework for activity centres in Fitzroy and parts of Collingwood and on 17 December 2019, Council requested the Minister for Planning (the Minister) to consider the approval of proposed interim built form controls (interim Design and Development Overlays/DDOs). These interim DDOs would apply while permanent controls are being prepared.

9. The subject site is included in the proposed DDO35, which outlines future built form in areas along the south side of Johnston Street (between Smith and Nicholson Streets). The DDO outlines mandatory and preferred built form requirements which would apply to the subject site.

10. Whilst the Built Form Framework can be considered in this assessment of this application (being an adopted document by Council) the Amendment has not yet been approved by the Minister and does not form part of the Yarra Planning Scheme (the Scheme).

    The request for interim controls has not undertaken elements of a formal Planning Scheme Amendment, including exhibition or an independent panel process, with the interim controls providing a 'placeholder' whist the permanent controls are being prepared. As such, these temporary controls carry limited statutory weight until the formal Amendment is approved by the Minister.

The Proposal

11. The application seeks approval for full demolition and construction of a part three, part four-storey building, with a reduction in the car parking requirements associated with the use of the land for retail (shop) and offices (no permit required uses), including the construction and display of internally-illuminated signage. The proposal is summarised as follows:

General:

(a) Construction of a 3-4 storey building, with a maximum overall height and street-wall height of 14.4m and 11.2m above natural ground level (NGL), respectively;

(b) The building design would encompass a contemporary, rectilinear form, with arched multi-paned window openings to the Johnston and Napier Street façades. The three-storey base to all title boundaries (with the exception of a rake from the southerly part of the eastern boundary) would transition down to two-storeys along Napier Street at the rear of the site, and a recessed fourth storey limited to No. 176 Johnston Street (see image below);

(c) The overall development is proposed to be finished in a mix of red brick, 'monument' metal cladding, 'grey' concrete, 'Colorbond Surfmist' reflective materials, metal perforated screening and external 'monument' sun blinds with glazing along the Johnston Street façade, Napier Street façade and the southern (rear) façade;

Proposed Napier Street Façade (Chamberlain Architects October 2020)

Use

(d) Commercial tenancies (no permit required uses) at all levels consisting of:
  (i) 120sqm of retail (shop) LFA; and
  (ii) 1156sqm of office net floor area (NFA). The offices are separated into 3 main 'office tenancies' and 5 'office shell tenancies';

(e) 2 on-site car parking spaces allocated to two office shell tenancies;

(f) 22 bicycle spaces, consisting of 14 bicycle spaces spread throughout all tenancies and 8 visitor bicycle spaces along the Napier Street frontage;

(g) 1 shower / change room provided within each office tenancy fronting Johnston Street between Levels 1 and 3;

Demolition

(h) Full demolition of all fabric on site;

Ground floor

(i) Constructed to all title boundaries, the ground level would accommodate a retail tenancy (shop) fronting Johnston Street, and 5 office shell tenancies fronting Napier Street. These two uses are separated by an internal lobby space, fronting Napier Street;

(j) The lobby provides shared access to the retail and office levels fronting Johnston Street and would consist of a shared waste storage area, service cabinets, lift and an underground 3,000Ltr rainwater tank. The entrance to the lobby will consist of a 1.4m wide x 3.22m high canopy above, and setback 0.98m from Napier Street;

(k) Main pedestrian access to the shop is via Johnston Street, with a secondary pedestrian entrance via the lobby. The shop would include a kitchenette and bathroom, as well as a bike rack. The main pedestrian entrance to consist of a 1.4m wide x 3.7m high canopy above, and setback 1.26m from Johnston Street;

(l) Each office shell to be provided with a pedestrian door and tilt-up (inwards) garage door fronting Napier Street. Each office shell tenancy would include a waste storage area, lift, 2 bike racks, and two tenancies with one car space each and EV charging points;

(m) Provision of 8 internally-illuminated sigs with diameters of 600mm along the Napier Street frontage with clearance heights between 2.63m to 3.95m above the footpath;

Level 1 to Level 2

(n) Levels 1 and 2 would be built to the majority of all title boundaries with the exception of two central light-courts (2.5m deep and 3.47m deep, respectively), and a raked design from the eastern boundary (for the three southern-most tenancies) increasing from 0.29m at Level 1 to 1.19m at Level 2;

(o) Level 2 has a similar envelope with regards to boundary walls and setbacks associated with the light-courts. The rake from the eastern boundary would be increased to a maximum of 1.19m. A 1.4m wide, west-facing balcony with a pergola above is proposed within the two southern-most, office shell tenancies;

(p) Each level fronting Johnston Street would consist of a main office tenancy, with a kitchenette, shower/change room and a bike rack. Each of the five office shell tenancies would consist of a roof terrace, lift, 1,000 litre water tank, and provision for a kitchenette and bathroom services;

Level 3

(q) Level 3 to be built to the majority of all title boundaries with the exception of the two light-courts from Level 1 and 2 extending to this level. This level would be setback 5.21m and 1.28m from the Johnston and Napier Street frontages, respectively to accommodate 61sqm of roof terrace associated with the main office tenancy at this level. The northern and western perimeters would consists of 1.01m and 1.28m wide planters, respectively;

(r) The remainder of this level would consist of roof terraces (ranging between 18sqm to 28sqm) with open-sided pergolas above and lifts associated with the 5 x office shell tenancies. The roof terraces would be setback 1.43m from the western boundary, raked away from the eastern boundary to a maximum of 3.1m (with the lift overruns encroaching into this setback) and built along a section of the southern boundary.

Existing Conditions

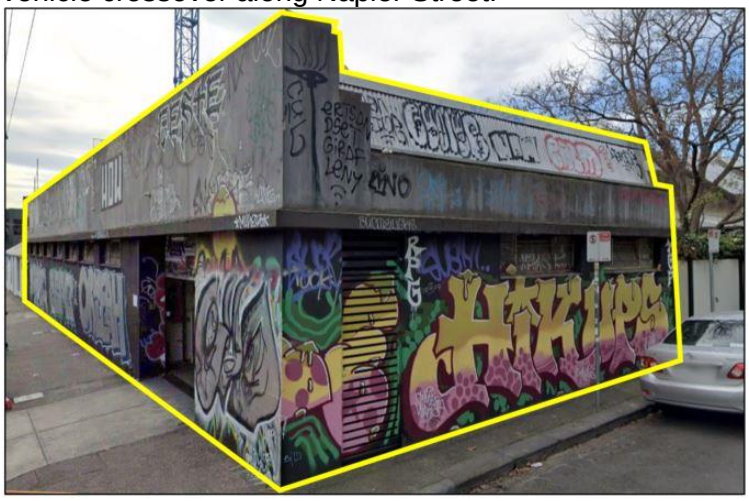
Subject Site

12. The subject site is located on the south-eastern corner of Johnston Street and Napier Street, approximately 200m east of Brunswick Street and 300m west of Smith Street. The site is generally rectangular in shape, with three frontages; 7.64m to Johnston Street, 52.48m to Napier Street and 9.19m to Chapel Street, totalling approximately 433sqm.

13. No. 176 Johnston Street is occupied by a single-storey, rendered brick building, with a gable roof and built to all title boundaries. Whilst not shown on the title plan, an aerial view of this site shows a corner splay on the north-western corner of the site. The building presents to both Johnston Street and Napier Street with on-boundary, single-storey walls and windows on both facades. The pedestrian door is located within the corner splay. This site has high site coverage and has no car parking. This site is currently used as a shop.

No. 176 Johnston Street Fitzroy (Council Heritage Advisor, August 2020)

14. No. 300 Napier Street is occupied by a single-storey, rendered brick warehouse building with a sawtooth roof and built to all title boundaries. Car parking on-site is accessed via a single vehicle crossover along Napier Street.



No. 300 Napier Street Fitzroy (Google Street View, July 2019)

Title and Plan of Subdivision

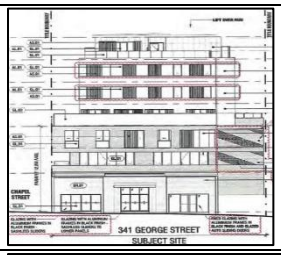
15. There are no restrictive covenants or easements listed against the certificate of titles provided for Nos. 176 Johnston Street and 300 Napier Street.

Surrounding Land

16. The surrounding area is a mixture of commercially zoned land along Johnston Street, and residentially zoned land further south (with land zoned Public Use – Education) directly south across Chapel Street. The built form is varied and contains a mixture of contemporary designs and heritage buildings.

The wider area of Fitzroy is currently going through a period of transition from lower scale buildings to higher density development. The older building stock typically has high site coverage with buildings presenting to the public realm with no setbacks and single to three-storey high boundary walls. The emerging building stock consists of contemporary architectural responses, with generally rectilinear forms, and typically consisting of materials ranging from red brick, concrete and metal cladding with high proportions of glazing. As shown below, the following medium to large scale developments within this section of Fitzroy have been approved, some of which are under construction or already completed:

Address and Distance to Subject Site	**Development**	**Image**
3 Hertford Street, 68m west	4-storey residential building, plus roof terrace (PLN15/0334)	
142 – 144 Johnston Street & 3 Chapel Street, 95m west	6-storey mixed-use building (PLN15/0632)	
178 – 182 Johnston Street, abutting to the east	7-storey mixed-use building (PLN16/0563)	
Nos. 160 – 164 Argyle Street, 60m north	6-storey mixed-use building (PLN11/1094)	
Nos. 377 – 379 George Street, 88m north-east	6-storey mixed-use building (PLN12/0192)	

Nos. 341 – 347 George Street, 39m south-east	6-storey mixed-use building (PLN16/1116)	
No. 239 - 243 Johnston Street, 200m north-east	10-storey mixed-use building (PLN13/0566)	

17. Immediately surrounding the subject site are the following properties:

North

18. On the northern side of Johnston Street, opposite the site, is a row of contemporary double-storey commercial buildings with glazed front and side facades and used as retail/ showrooms.

South

19. To the south of the subject site, across Chapel Street is the Fitzroy Primary School.

East

20. Abutting the subject site to the east are Nos. 178 – 182 Johnston Street and No. 23 Chapel Street:

    (a) As discussed earlier, Planning Permit PLN16/0563 was issued under the direction of the Victorian Civil and Administrative Tribunal (VCAT) on 8 June 2017 for a 7-storey mixed-use (shop and dwellings) building at Nos. 178 – 182 Johnston Street. The building is currently under construction. The development consists of two levels of basement car parking, the ground floor built to all title boundaries and consisting of two shops fronting Johnston Street, with vehicle access provided via Rochester Street to the east. Levels 1 to 6 are built abutting the majority of the shared boundary with the subject site, with the exception of two, west-facing light-courts (setback 5.3m and 3.6m, respectively) and terraces at various levels. There are no habitable room windows (HRW) directly facing the subject site.

    (b) The remainder of the eastern boundary abuts a single-storey, Victorian-era dwelling facing Chapel Street to the south. This dwelling has approximately 133sqm of private open space area to the west of the dwelling. Vehicle access to this property is provided via a crossover onto Chapel Street. Two, west-facing habitable room windows are setback over 9m from the subject site.

West

21. To the west of the site, across Napier Street is the 'Fitzroy Townhall Hotel', a double-storey, rendered brick building. The building presents to both Johnston and Napier Street with on-boundary, double-storey walls, vertical window fenestrations and pillars along the front façade at first floor. Further south-west along Napier Street are double-storey, red brick commercial buildings.

22. Johnston Street is identified as being a Neighbourhood Activity Centre (NAC) and is located between two designated Activity Centres (AC); Brunswick Street and Smith Street. Therefore, the surrounding area includes a mixture of commercial uses (taverns, restaurants, retail stores, furniture stores, restricted retail, art galleries, offices etc.), light industrial, warehouses and pockets of residential buildings. Johnston Street is covered by the Road Zone, Category 1 and carries two lanes of traffic in each direction. The outside lanes are also provided with parallel parking on both sides of the road, except in front of the site where no stopping restrictions apply. The subject site has good access to public transport, including:

    (a) Johnston Street bus routes immediately north of the subject site;
    (b) Brunswick Street tram lines approximately 200m to the west;
    (c) Smith Street tram lines approximately 300m east; and
    (d) Nicholson Street bus routes approximately 530m to the west.

The subject site and surrounding land (Council GIS, June 2020)

Planning Scheme Provisions

Zoning

23. The subject site is zoned Commercial 1 Zone (C1Z). The following provisions apply:

    (a) Pursuant to *Clause 34.01-1* of the Yarra Planning Scheme (the Scheme) commercial tenancies (shop and office) uses are identified as 'Section 1 - Permit not required' uses. There is no limit on LFA in the schedule to the C1Z, therefore a planning permit is not required for this use.

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

    (c) Pursuant to Clause *34.01-9* of the Scheme, *sign requirements are at Clause 52.05 of the Scheme. This zone is in Category 1*.

24. The subject site is zoned Road Zone (Category 1). The following provisions apply:

    (a) Pursuant to *Clause 36.04-2* of the Scheme, a permit is required to construct a building.

25. *Clause 36.04-3* (*Decision guidelines*) of the Scheme considers *the views of the relevant road* authority and therefore notice must be given to Vic Roads.

Overlays

26. The subject site is affected by the Heritage Overlay (Schedule 334 – South Fitzroy Precinct). The following provisions apply:

    (a) Pursuant to *Clause 43.01-1* of the Scheme, a planning permit is required for demolition, to construct a building and carry out works, including for the construction and display of signage.

27. The subject site is affected by the Design and Development Overlay (Schedule 10). The following provisions apply:

    (a) Pursuant to *Clause 43.02-2* of the Scheme, *a permit is required to:*
        (i) *construct a building or to construct or carry out works*. *This does not apply if a schedule to this overlay specifically states that a permit is not required.*

    (b) Schedule 10 does not specifically state that a permit is not required for buildings and works. Therefore, a permit is triggered for the proposed works under this overlay.

28. Pursuant to Clause *43.02-4* of the Scheme, *sign requirements are at Clause 52.05 unless otherwise specified in a schedule to this overlay*. Schedule 10 does not specifically make reference to signage. Therefore, a permit is triggered for the proposed signage under this overlay.

Particular Provisions

Clause 52.05 – Signs

29. The application (amongst other things) incorporates internally-illuminated signage along the Napier Street frontage. As outlined earlier the site is located in a C1Z, in which advertising signage falls within Category 1 – Commercial areas. Pursuant to *Clause 52.05-11* of the Scheme a permit is required for internally-illuminated signage where the following are not met:

    (a) *The total display area to each premises must not exceed 1.5sqm;*
    (b) *No part of the sign may be above a verandah or, if no verandah, more than 3.7 m above pavement level; and*
    (c) *The sign must be more than 30 m from a residential zone or pedestrian or traffic lights.*

30. The following table outlines the proposed signage on-site:

	Type	**Location**	**Total Area**
Signs	8 x internally-illuminated signs	Along Napier Street between ground and first floor; each sign is 0.6sqm in diameter, with clearance heights between 2.63m to 3.95m above the footpath	4.8sqm

31. Given the total area and the location of the proposed signage, a planning permit is required for the proposed signage.

Clause 52.06 (Car Parking)

32. The number of car parking spaces required under *Clause 52.06-5* of the Scheme must be provided to the satisfaction of the responsible authority. A planning permit is required for a reduction in the number of car parking spaces.

33. The following table identifies the car parking requirement under *Clause 52.06-5*, the provision on site, and the subsequent reduction:

Proposed Use	**Size**	**Statutory Parking Rate**	**No. of Spaces Required**	**No. of Spaces On-site**	**Reduction Required**
Shop (120sqm)	120sqm	3.5 spaces to each 100sqm of LFA	4	0	4
Office (Combined)	1156sqm	3 spaces to each 100sqm of NFA	34	2	32
Total			**38**	**2**	**36**

34. With 2 car parking spaces provided on-site, the proposal seeks a total reduction of 36 car spaces.

Clause 52.34 – Bicycle facilities

35. Pursuant to *Clause 52.34-3*, the following bicycle provision is required.

Use	**Area**	**Rate**	**No. required on-site**	**No. provided on-site**
Shop	120sqm	1 employee space to each 600sqm of LFA if the LFA exceeds 1000sqm 1 visitor space to each 500sqm of LFA if the LFA exceeds 1000sqm	0 0	1 0
Office	1156sqm	1 employee space to each 300sqm of NFA if the NFA exceeds 1000sqm 1 visitor space to each 1000sqm of NFA if the NFA exceeds 1000sqm	4 1	13 8
Totals			**5**	**22**

36. The proposal exceeds the bicycle parking rate for office employees/visitors.

General Provisions

Clause 65 General Provisions

37. 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, amongst other things, the relevant State Planning Policy Frameworks and Local Planning Policy Framework, as well as the purpose of the Zone, Overlay or any other Provision.

Planning Policy Framework (PPF)

38. Relevant clauses are as follows:

Clause 11.01-1R – Settlement – Metropolitan Melbourne

39. The relevant strategies of this clause is to "*focus investment and growth in places of state significance, including, Metropolitan Activity Centres".*

Clause 11.02-1S – Supply of Urban Land

40. The relevant objective of this clause is "*to ensure a sufficient supply of land is available for residential, commercial, retail, industrial, recreational, institutional and other community uses".*

Clause 11.03-1R – Activity Centres-Metropolitan Melbourne

41. The relevant strategies of this clause are:
    (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 with appropriate infrastructure;*
        (iii) *Are hubs for public transport services,*
        (iv) *Offer good connectivity for a regional catchment;* and
        (v) *Provide high levels of amenity.*

Clause 13.05-1S – Noise abatement

42. The relevant objective of this clause is *"to assist the control of noise effects on sensitive land uses".*

Clause 13.07-1S – Land use compatibility

43. The relevant objective of this clause is "*to protect community amenity, human health and safety while facilitating appropriate commercial, industrial, infrastructure or other uses with potential adverse off-site impacts".*

Clause 15.01-1S – Urban Design

44. The relevant 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

45. 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 15.01-5S – Neighbourhood Character

46. The relevant objective of this clause is "*to recognise, support and protect neighbourhood character, cultural identity, and sense of place".*

Clause 15.02 – Sustainable Development

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

Clause 15.03-1S – Heritage conservation

48. The objective of this clause is "*to ensure the conservation of places of heritage significance".*

49. The relevant strategies of this clause are:
    (a) *Provide for the protection of natural heritage sites and man-made resources.*

(b) *Encourage appropriate development that respects places with identified heritage values.*
(c) *Retain those elements that contribute to the importance of the heritage place.*
(d) *Ensure an appropriate setting and context for heritage places is maintained or enhanced.*
(e) *Support adaptive reuse of heritage buildings where their use has become redundant.*

Clause 17.02-1S – Business

50. 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

51. 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

52. The objective of this clause is *"to promote the use of sustainable personal transport".*

Clause 18.02-2R – Principal Public Transport Network

53. 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 21.04-1 – Accommodation and housing

54. Relevant objective and strategy for this clause is:
    (a) *Objective 3 To reduce potential amenity conflicts between residential and other uses.*
        (i) *Strategy 3.2 Apply the Interface Uses policy at clause 22.05.*

Clause 21.04-2 – Activity Centres
Clause 21.04-3 Industry, office and commercial

55. The relevant objective for this clause is "*to increase the number and diversity of local employment opportunities".*

Clause 21.05 – Built Form
Clause 21.05-1 – Heritage

56. Relevant objectives and strategies for this clause are:
    (a) *Objective 14 – To protect and enhance Yarra's heritage places.*
        (i) *Strategy 14.2 – Support the restoration of heritage places*
        (ii) *Strategy 14.3 – Protect the heritage skyline of heritage precincts*
        (iii) *Strategy 14.6 – Protect buildings, streetscapes and precincts of heritage significance from the visual intrusion of built form both within places and from adjoining areas.*
        (iv) *Strategy 14.8 – Apply the Development Guidelines for sites subject to a Heritage Overlay policy at clause 22.02*

Clause 21.05-2 – Urban design

57. The relevant objectives and strategy of this clause are;
    (a) *Objective 16 – To reinforce the existing urban framework of Yarra;*
    (b) *Objective 17 – To retain Yarra's identity as a low-rise urban form with pockets of higher development.*
        (i) *Strategy 17.2 Development on strategic redevelopment sites or within activity centres should generally be no more than 5-6 storeys unless it can be demonstrated that the proposal can achieve specific benefits such as:*
            - *Significant upper level setbacks.*
            - *Architectural design excellence.*
            - *Best practice environmental sustainability objectives in design and construction.*
            - *High quality restoration and adaptive re-use of heritage buildings.*
            - *Positive contribution to the enhancement of the public domain.*
            - *Provision of affordable housing.*
    (c) *Objective 18 – To retain, enhance and extend Yarra's fine grain street pattern;*
    (d) *Objective 20 – To ensure that new development contributes positively to Yarra's urban fabric;*
        (i) *Strategy 20.1 – Ensure development is designed having particular regard to its urban context and specifically designed following a thorough analysis of the site, the neighbouring properties and its environs.*
        (ii) *Strategy 20.2 – Require development of Strategic Redevelopment Sites to take into account the opportunities for development on adjoining land.*
        (iii) *Strategy 20.3 – Reflect the fine grain of the subdivision pattern in building design where this is part of the original character of the area.*

Clause 21.05-3 – Built form character

58. The general objective of this clause is:
    (a) *Objective 23 – To maintain and strengthen the identified character of each type of identified built form within Yarra.*

Clause 21.05-4 – Public environment

59. 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.*

Clause 21.06 – Transport
Clause 21.06-1 Walking and cycling

60. The relevant objective and strategies of this clause are;
    (a) *Objective 30 To provide safe and convenient pedestrian and bicycle environments.*
        (i) *Strategy 30.1 Improve pedestrian and cycling links in association with new development where possible.*
        (ii) *Strategy 30.2 Minimise vehicle crossovers on street frontages.*
        (iii) *Strategy 30.3 Use rear laneway access to reduce vehicle crossovers.*

Clause 21.07 – Environmental Sustainability
Clause 21.07-1 – Environmentally sustainable development

61. The relevant objective of this clause is to "promote environmentally sustainable development".

Clause 21.08-7 – Fitzroy

62. The area is described as follows:
    (a) *Fitzroy is a mixed commercial and residential neighbourhood notable for the consistency of its Victorian streetscapes. It comprises a dense combination of residential areas, shopping precincts and commercial/ industrial activities.*
    (b) *The part of Johnston Street between Brunswick Street and Smith Street is undergoing revitalisation as a focal point for furniture manufacture and showrooms. The Business 2 Zone is considered appropriate for this area as it will provide the opportunity to encourage restricted retail uses at ground level with residential or offices uses above.*

63. Figure 18 (Built form character map: Fitzroy) shows the subject site as being within the heritage overlay built form character area where the objective is to ensure that development does not adversely affect the significance of the heritage place.

Relevant Local Policies

Clause 22.02 – Development Guidelines for Sites Subject to the Heritage Overlay

64. 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 22.04 – Advertising signs policy

65. This policy applies to all permit applications for developments which incorporates advertising signs.

Clause 22.05 – Interface Uses Policy

66. This policy applies to applications for use or development within Business (now Commercial) Zones (amongst others). The relevant objective of this clause is "*to ensure that residential*

Clause 22.16 – Stormwater Management (Water Sensitive Urban Design)

67. This policy applies to applications for new buildings (amongst others). *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

68. This policy applies to non-residential development with a gross floor area of more than 1000sqm. 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.

Incorporated Documents

69. Appendix 8 to the City of Yarra Review of Heritage Areas, 2007 – Nos. 176 Johnston Street and 300 Napier Street are identified as being "Contributory" and "Not-contributory" respectively to the South Fitzroy Precinct (as identified by Schedule 334 to the Heritage Overlay).

Advertising

70. The originally submitted application was advertised under the provisions of Section 52 of the *Planning and Environment Act (1987)* by 461 letters sent to surrounding owners and occupiers and by three signs displayed on site (one at each street frontage).

71. As discussed earlier, the site adjoins Johnston Street, a Road Zone (Category 1), therefore, notice of the application was given to the relevant road authority, i.e. Vic Roads, pursuant to Section 52 of the Planning and Environment Act 1987.

72. Council received 11 objections, the grounds of which are summarised as follows:

    (a) Inappropriate design and overdevelopment of the site (height, scale, bulk);
    (b) Heritage impacts;
    (c) Off-site amenity (daylight and cross-ventilation to adjacent light-wells, overshadowing, overlooking);
    (d) Car parking, traffic impacts and pedestrian safety; and
    (e) Reduced property values.

73. On 8 October 2020, the applicant submitted revised plans under Section 57(A) of the Act. Following the submission of amended plans, the application was not re-advertised and was given a discretionary exemption at Council's internal Development Assessment Panel meeting held on 04 November 2020, on the basis that the proposed amendments would not result in material detriment. However, a copy of the plans were circulated to objectors with the invitations to the meeting.

Referrals

External Referral

74. The application was not required to be formally referred to any external authorities under the Scheme. However, as stated earlier, *Clause 36.04-3* (*Decision guidelines*) of the Scheme considers *the views of the relevant road* authority and therefore notice under a Section 52 of the Planning and Environment Act 1987 was given to Vic Roads who had no objection.

75. Comments from Vic Roads have been included as an attachment to this report.

Internal Referrals

76. The originally advertised application was referred to the following areas within Council:

    (a) Traffic Engineering Unit;
    (b) Heritage Advisor;
    (c) Urban Design Unit;
    (d) ESD Advisor;
    (e) Strategic Transport Unit;
    (f) City Works Unit; and
    (g) Arborist.

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

78. The amended (S57A) plans were referred to Council's Traffic Engineering Unit and Strategic Transport Unit as additional dimensions relating to car parking and revised bicycle parking spaces are proposed on and off-site.

OFFICER ASSESSMENT

79. The following key issues and policies will be used to frame the assessment of this planning permit application:

    (a) Strategic and policy support;
    (b) Built form and heritage;
    (c) On and off-site amenity impacts;
    (d) Car parking, traffic and bicycle provision;
    (e) Signage;
    (f) Waste management; and
    (g) Objector concerns.

Strategic and policy support

80. The subject site is located within a C1Z, which has a key purpose to create vibrant mixed use commercial centres for retail, office, business, entertainment and community uses. Consistent with the zone, the use of the land for office and a shop do not require a planning permit and only the buildings and works are triggered by this provision. This indicates strong strategic support for commercial use within the precinct.

81. Additionally, policies (such as Clauses 11.03-1R and 18.01-1S) encourage the concentration of development near activity centres and more intense development on sites well connected to public transport. The site is located within the Johnston Street NAC and within close proximity to the Brunswick Street and Smith Street ACs and the CBD, and is therefore well serviced by public transport and community services. This ensures efficient use of infrastructure and supports Council's preference that established areas experience residual increases in population growth. In addition, the provision of a shop and offices at ground level, addressing both Johnston and Napier Streets, continues to provide an active frontage within the commercial area, consistent with the purpose of the C1Z.

82. Whilst the proposed plans make reference to 'retail' use at ground floor, all accompanying reports make reference to this space as a 'shop'. Therefore, a condition will require the retail space be relabelled as 'shop'.

83. The proposed development of the site for a mid-rise office development is considered to have strong strategic support. However, such strategic direction must be balanced against site constraints, the local built form context, the proposed architectural response and the potential for off-site amenity impacts. These aspects of the development will be discussed in the following sections of this report.

Built form and heritage

84. In considering the design and built form of the proposed development, the most relevant aspects of the Scheme are provided at *Clause 15* (*Built Environment and Heritage*), *Clause 21.05* (*Built Form*) and *Clause 22.02* (*Development Guidelines for Sites Subject to the Heritage Overlay*).
    All of these provisions and guidelines support a development outcome that responds to the existing or preferred neighbourhood character and provides a contextual urban design response reflective of the aspirations for the area. Particular regard must be given to the acceptability of the design in terms of height and massing, street setbacks and relationship to the streetscape and adjoining buildings.

Context

85. As outlined in the 'site and surrounds' section of this report, built form within the area is mixed, with development along Johnston Street, Napier Street and Chapel Street displaying a range of building types, forms and designs. Site coverage in the immediate area is generally high. Strategically the subject site is appropriately located for a higher-density development, being within proximity to two ACs and within a C1Z with excellent access to cycling networks, public transport, services and facilities. Based on these attributes, it is a reasonable expectation that this site will experience intensification in use and development.

86. A number of developments ranging between 4 to 10 storeys have been approved, are under construction, or have been built on sites within proximity of the subject site. Given these approvals it is evident that the area is undergoing significant change and redevelopment. More specifically, the abutting site to the east at Nos. 178 – 182 Johnston Street is currently being developed into a 7 storey, mixed-use development with an overall height of 22.94m to Johnston Street. The approved development incorporates a 3-storey street wall and is setback a minimum 5.21m at the upper levels. Therefore, the proposed development sits comfortably within the existing site context.

87. As noted within the 'Planning Scheme Amendments' section of this report, Council has prepared a Built Form Framework for the southern side of Johnston Street (among other areas), and has also requested approval from the Minister to introduce an interim Design and Development Overlay (DDO) while permanent controls are prepared. The subject site is to be included in the proposed interim DDO35. A relevant built form objective of the proposed DDO35 is *to ensure development responds to the heritage character and varied streetscape by supporting a lower to mid-rise character (ranging from 3 to 6 storeys) behind a low street wall between Johnston and Chapel Streets*.

88. The draft interim DDO35 outlines mandatory maximum height and street wall requirements of 14.4m and 11.2m respectively that would apply to the subject site. While not required to meet these heights (as the DDO has not been approved by the Minister), the proposed development meets both of these requirements.

89. The draft DDO35 also specifies that upper levels above the Johnston Street street-wall must be setback a minimum of 6m. Whilst the proposed development seeks a departure from this upper level setback requirements to Johnston Street and Napier Street, Council's Urban Design Unit have confirmed that *the setbacks are sufficient in ensuring the single storey above the primary three storey form is recessive*.

90. While the Built Form Framework which informed the DDO35 provides some analysis as to the preferred future scale sought within this section of Johnston Street, this does not outweigh the emerging scale of recent development that has already occurred along Johnston Street (in the realm of 6 to 10 storeys). In addition, the proposed street wall height is in keeping with the design guidelines outlined in the current DDO10 which recommends *the street façade height should not exceed three storeys or 12 metres*.

91. Based on the context outlined, a mid-scale development on the subject site is expected and supported. The specific heights and setbacks that are considered appropriate for the site will be discussed in detail below.

Demolition

92. Prior to ascertaining if the proposed development of the land is acceptable, consideration of the extent of demolition is required. These considerations are outlined at *Clause 22.02* and *Clause 43.01* of the Scheme.

93. The building at No. 176 Johnston Street is classified as 'contributory' to the South Fitzroy Heritage Precinct (Fitzroy/Collingwood), with the building at No. 300 Napier Street identified as 'not-contributory' to this precinct.

94. *Clause 22.02-5.1* of the Scheme states: *generally encourage the retention of a building in a heritage place, unless the building is identified as being not contributory.* The proposal incorporates the full demolition of all structures at both No. 176 Johnston Street and No. 300 Napier Street. Therefore, the proposed extent of demolition associated with No. 300 Napier Street is consistent with this direction as this site is identified as a not-contributory building.

95. Whilst the full demolition of the 'contributory' building at No. 176 Johnston Street is contrary to the policy at *Clause 22.02* of the Scheme, both Council's Heritage Advisor and the applicant's heritage consultant Bryce Raworth, have confirmed that the demolition is acceptable for the following reasons:

    (a) In 2004, whilst the building was described as *having an early form with an original or early shopfront*, it was also described as being in a state of poor condition.

    (b) The existing building was heavily renovated between 2004 and 2005 which involved the introduction of a floor structure (previously earth), a number of large shopfront openings, and rendering of the remaining brick work. As a consequence, much of the existing external building fabric was removed, with only the scale and roof form of the existing building salvaged.

    (c) Based on its current appearance, the subject building is considered as being barely recognisable as the original heritage building, and therefore its contribution to the heritage character of the street is negligible. In addition the building does not form part of a group of buildings which together create an intact heritage streetscape.

96. As a result, the full demolition of all structures at No. 176 Johnston Street and No. 300 Napier Street are supported and will not adversely impact the heritage significance of the heritage precinct.

Height/Massing

97. The development proposes an overall height of 4 storeys to Johnston Street, with the building extending to a maximum height of 14.4m above NGL. The street-wall to Johnston Street would consist of a height of 11.2m above NGL, with the upper level setback 5.21m from this frontage. The Napier Street frontage would be presented with a part 4 and part 2 storey podium, with an overall height variation of 14.3m towards the northern end and 12.1m towards the southern end of Napier Street. The Chapel Street frontage will consist of a 3 storey podium with a height variation between 11.3m to 12.1m above NGL.

Proposed Johnston and Napier Street Façades (Chamberlain Architects October 2020)

98. Objectives at *Clause 22.02* of the Scheme aim to (amongst others) preserve the scale and pattern of streetscapes in heritage places, ensure that additions and new works to a heritage place respect the significance of the place and for new additions to be visually recessive and not dominate the heritage place.

99. Amongst other things, the narrow width and size of the subject site limits the opportunity for high-density development. The current development incorporates a 3 storey podium fronting Johnston Street, which subsequently reduces in height along Napier Street as well as a recessive top floor.

100. An analysis of the individual attributes of surrounding higher-density development can be found earlier in the report. This review included 7 sites located along both sides of Johnston Street, and between Brunswick Street and Smith Street. As outlined previously, heights proposed are between 4 to 10 storeys, with higher built form continuing to be located within the heritage overlay. The land area of these sites ranged from 233sqm (No. 3 Hertford Street – 4 storeys) to 631sqm (Nos. 178 – 182 Johnston Street – 7 storeys) to 2,118sqm (No. 239 - 243 Johnston Street – 10 storeys). By comparison, the subject site provides an overall site area of 433sqm and therefore, limiting the overall height to 4 storeys is considered appropriate. As will be discussed throughout this report, the current design is considered to be responsive in its design language and has regard to Council policy (both existing and proposed). Furthermore, as demonstrated above the overall proposed height is within the contextual range of heights of nearby development.

101. It is a well-established urban design principle that building height should relate to street width. Johnston, Napier and Chapel Streets with widths of 15m, 14m and 5m, respectively can adequately accommodate the proposed 2-3 storey podiums and an overall height of 4 storeys. Council's Urban Unit confirmed that the *overall massing of the proposal is in keeping with the emerging scale and character of Johnston Street while responding to the Napier Street context immediately south of the subject site*. Therefore, the proposed development is not considered to be excessive or overwhelm any of street frontages.

102. The abutting site to the east at Nos. 178 – 182 Johnston Street is provided with a 3 storey podium (intercepted with arched glazing and terraces); while the Fitzroy Townhall Hotel (across Napier Street) consists of a double-storey wall with zero front setbacks. *Clause 22.02-5.7.1* encourages *similar façade heights to the adjoining contributory elements in the street. Where there are differing façade heights, the design should adopt the lesser height.* Council's Heritage Advisor is supportive of the proposed façade heights as *the proposed street wall height of new building will be generally consistent with buildings that occupy other corners of the intersection of Johnston and Napier Street*.

    Nonetheless, as demonstrated in numerous images earlier in the report there is precedent for this scale within the immediate and surrounding area.

Proposed Johnston Street Façade adjacent to the Fitzroy Townhall Hotel (Chamberlain Architects October 2020)

103. In addition, as shown below, given the descending nature of the overall massing (from 4 to 3 storeys) and the street walls (3 to 2 storeys), the development will not be visible from longer-range views such as further south of Napier and Chapel Streets where there are residential uses within lower-scale buildings. In addition, Council's Heritage Advisor is also supportive of the decreasing podium heights along Napier Street, as *this will provide a visual transition to the domestic scale of Napier Street*. Similarly, Council's Urban Design Unit have commended this reduction in façade height, stating that the proposed design successfully breaks down the *perceived bulk and scale of the building's presence in the sensitive transitional streetscape context of Napier Street*.

Proposed Napier Street Façade (Chamberlain Architects October 2020)

104. Specific to corner sites, *Clause 22.02-5.7.2* of the Scheme encourages *new building and additions on a site with frontages to two streets, being either a corner site or a site with dual street frontages, to respect the built form and character of the heritage place and adjoining or adjacent contributory elements to the heritage place* and *new buildings on corner sites to reflect the setbacks of buildings that occupy other corners of the intersection.* Council's Heritage Advisor is supportive of the upper level setbacks and roof terraces as they are *setback equivalent to the upper levels of the adjoining development in a manner that is visually recessive*. The proposed Level 3 setbacks from both Johnston and Napier Streets helps to reinforce the three-storey scale of the street façade, allowing it to be prominent in the Johnston Street and part of the Napier Street streetscapes.

105. In conclusion, given the commercial zoning of the land, it is acknowledged that the area is undergoing change, with new development resulting in the emergence of higher built form within the immediate surrounds. Taking into consideration the relevant policy guidelines, the emerging built form character of the area and for all the reasons outlined above, subject to condition, the proposed development will not overwhelm the existing character along Johnston Street, Napier Street and Chapel Street.

The Public Realm & Pedestrian spaces

106. *Clause 21.05* (*Built form*) of the Scheme seeks new development to make a positive contribution to the enhancement of the public domain, whilst the decision guidelines of *Clause 34.01-8* (*Commercial 1 Zone*) and the objectives of the DDO10 aims to ensure that new development enhances public safety and the pedestrian experience by creating attractive and active interfaces.

107. The glazed façade and canopies to the ground floor offices addressing both Johnston and Napier Streets will provide an engaging frontage to this interface, creating passive surveillance opportunities. Council's Urban Design Unit supports the ground level interface highlighting the following elements of the proposal as being successful design outcomes which contribute to the streetscape and desired character:

    (a) Canopy provisions along Johnston and Napier Street frontages;
    (b) Primary 'shop' entrance from Johnston Street;
    (c) Dedicated commercial entrance lobby and individual entrances to tenancies from Napier Street;
    (d) Fine grain proportions to frontage design and inclusion of stall risers to retail component;
    (e) Individual signs enhance the legibility of tenancy entrances along Napier Street; and
    (f) Minimal car parking dedicated to the Napier Street frontage.

108. The simple and rectilinear façade, arched glazing intercepted with pillars, and metal canopies will clearly help to identify the entrances to the building and provide adequate activation. The zero setbacks to Johnston, Napier and Chapel Streets will create a safe environment, with no undercroft area. However, Council's Traffic Engineering Unit have recommended that the ground floor be reduced in order to reinstate the existing north-western corner splay in asphalt (consistent with the surrounding footpaths), at the ground floor. The engineers have advised that *regardless of whether the splay is in private ownership, it is deemed to be part of a Public Highway by virtue of its previous and existing use by the public (i.e. – pedestrians)*.

109. Whilst the applicant disputes this recommendation (stating that the splay offers little practical safety benefit, the existing footpath has a generous width and the splay significantly compromises the architectural integrity of the proposed building), a condition will require the splay to the building by way of condition as it would continue to maintain the existing pedestrian movement along Johnston and Napier Streets. Council's Traffic Engineering Unit have further stated that *the subject splay is a 'road' for the purposes of the Road Management Act 2004 and Local Government Act 1989. Council is the entity responsible for the care and management of such roads, pursuant to section 205 of the Local Government Act 1989. Under the Road Management Act 2004 and the Local Government Act 1989, Council has the powers to remove any encroachments or obstructions on a municipal road, including encroachments from building works from the subject site*. Furthermore, even with the reinstatement of the splay, the overall development will continue to provide a strong three-storey podium along the remainder of Johnston Street and Napier Street.
    The undercroft area that would be created as a result of accommodating this corner splay at ground floor (with the upper floors maintaining zero setbacks from this corner) is minimal and considered acceptable.

110. Vic Roads has provided further comments regarding the proposed development, including the canopy as follows:

    (a) *The canopy/awning located along the Johnston Street facade at the corner of Napier Street must provide a minimum setback of 0.5m from any part of the traffic signal at this location.*
    (b) *Prior to the commencement of the development, 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 Johnston Street and Napier Street boundary (i.e. the canopies, fixed shading devices, architectural features, awnings, balconies etc), to indemnify the Crown in relation to any claim or liability arising from the projections within the Johnston Street and Napier Street road reserve.*

A copy of the endorsed plan must be submitted and clearly detail the dimensions of all projections including the total area (sqm), length, width and height which extend beyond the title boundary. This condition does not apply where written confirmation is obtained from DELWP that the above agreement is not required or if no projections are proposed into the road reserve airspace.

111. The above would be required by way of condition.

112. Whilst landscaping is proposed within the overall development, a landscape plan has not been provided and as such, a condition will require the provision of a landscape plan. Furthermore, the existing street trees adjacent to the subject site on Napier Street are proposed to be retained. Council's Arborist has confirmed that the amenity value of each trees is $1844 and therefore, the tree protection bond is $5,000. In addition, it has been advised that for the protection of both trees, a Tree Management Plan (TMP) is required. This will be required by way of condition.

113. As a result of Council's Urban Design Unit comments, the applicant is proposing two additional street trees to the Napier Street frontage (one on the footpath, and the other on the street). Council's Arborists have stated that *2 years maintenance to be paid for by the developer* for these two new street trees*. These cost will be at Councils current schedule of rates and will be completed by Council contractors.* This too will be required by way of condition.

114. The upper levels will also consist of extensive glazing which would contribute to passive surveillance and activation. This outcome is encouraged within commercial areas, as outlined as a decision guideline of the zone at *Clause 34.01-8*.

Light and Shade

115. Due to the north-south orientation of the site the proposed development would result in a degree of additional overshadowing to the western footpath associated with Napier Street from 9.00am to 10.00am and the southern side of the footpath associated with Chapel Street, between 11.00am to 3.00pm.

116. The subject site is within a location where a degree of overshadowing is inevitable due to the mixed built form character which has been established in this area. Irrespective of this, it is considered that the shadowing from the development would not affect the usability of the public realm, being limited in scale and duration at both interfaces. The design principles outlined under DDO10 recommends that proposed buildings avoid increased overshadowing of street and public space between 10am and 2pm at the equinox (22 September).

117. Shadow diagrams provided by the applicant indicate that a limited section of the western footpath of Napier Street would be in shadow at 9am at the September equinox. These shadows on the western footpath will dissipate by 10am. This outcome is acceptable, ensuring that there would be no further loss of solar access to this footpath throughout the day. The eastern footpath of Napier Street, directly in front of the site, would be in shadow from 9am until 12pm; however given the existing built form on the land and the approved 7 storey development at Nos. 178 – 182 Johnston Street, this is consistent with current conditions.

118. The development would result in overshadowing of different sections of the southern footpath of Chapel Street at all times throughout the day. Whilst the draft interim DDO35 states that new development should not overshadow properties south of Chapel Street, including the primary school, this section of Chapel Street is not a main pedestrian thoroughfare as compared to the remainder of Chapel Street, west of Napier Street. Therefore, the extent of additional shadowing of the southern footpath of Chapel Street is considered acceptable.

Site Coverage

119. The proposal occupies 100% of the site area. This extent of site coverage is considered to be appropriate and consistent with the commercial character of the area, especially along Johnson Street, that accommodates predominantly hard-edged built form with limited open space or landscaping.

Architectural Quality

120. The development is of a contemporary design and incorporates a mix of traditional (brick) and modern materials (cement and metal cladding). The rectilinear design, with arched glazing creates a clearly modern form which will integrate well with existing and emerging contemporary development in the immediate surrounds.

121. The use of red brickwork creates a connection with the prevalence of brickwork and masonry in the area; with the mix of glazing, metal cladding, cement, pillars and planter-boxes to provide a degree of difference to these materials. Whilst not a characteristic found within the immediate South Fitzroy area, Council's Heritage Advisor is supportive of the arched multi-paned window openings stating that the American Romanesque style *appeared in the 1890s and emerged as the dominant commercial style of architecture until about the First World War*. Therefore, this glazing design is reflective of the industrial warehouses that are scattered throughout the South Fitzroy area and as such is supported.

122. In addition, Council's Heritage Advisor has advised that *the minimalist detailing of the top floor level, together with its setbacks, gives it a recessive appearance and allows the three-storey scale of the street wall to dominate the Johnston Street streetscape*. Level 3 and the light-weight pergolas associated with the roof terraces would be finished in metal cladding. On balance, with the red brickwork, the use of a mix of cement is supported, with the metal cladding finish providing a degree of articulation and visual interest to the uppermost level of the development. Therefore, roof terraces along Napier Street are also supported by Council's Heritage Advisor. Council's Urban Design Unit are also supportive of the material pallet proposed.

123. Overall it is considered that the proposed development would achieve a good level of architectural quality. The proposal would significantly contribute to and improve the streetscape through active frontages and use of high-quality materials which the existing building within the subject site currently lacks.

<u>On and off-site amenity impacts</u>

On-Site Amenity

124. The development is considered to achieve a good level of internal amenity through the following:

    (a) Inclusion of kitchens and bathrooms for future users at each office floor;
    (b) Provision of a suite of ESD features which include excellent daylight access with the majority of office space provided with daylight from the northern and eastern aspects. These spaces would be further protected by external, operable sun blinds;
    (c) Provision of balconies at Levels 3 and 4; and
    (d) Bicycle parking and end of trip facilities for employees.

125. With regards to the wider ESD features of the proposed development; the following have been identified by Council's ESD Advisor as part of the applicant's SMP, prepared by Sustainable Development Consultants, dated July 2020:

(a) A STORM report with a 108% score that relies on runoff from approximately 280sqm of roof connected to 8,000Ltrs of rainwater storage for flushing of all toilets onsite;
(b) A 10kWp solar PV array to contribute to onsite electricity consumption;
(c) Access to natural ventilation is good provided that the windows to offices on all levels are operable;
(d) Energy efficient heating/cooling and lighting;
(e) Water efficient fixtures and taps; and
(f) Secure bicycle parking spaces for staff, plus visitor spaces.

126. These features (amongst others) achieve a BESS score of 53%, with a score of 50% signifying 'best practice'.

127. Nonetheless, Council's ESD Advisor found that the SMP provided by the applicant did not provide all information. To further increase the development's energy efficiency (and to ensure that the development will achieve the stated BESS score), Council's ESD Advisor recommended the following modifications and additions to the SMP (as outlined in the referral section of the report):

(a) A commitment to exceed current NCC2019 standards;
(b) Energy efficient LED lighting 20% improvement on NCC minimum requirements. Remove any ambiguous terms such as "aim" to meet this standard and commit to a clear performance standard.
(c) Including organic/green waste and e-waste systems also.
(d) Operable windows included to all offices on each level and operability of windows clearly marked on plans.
(e) An 8,000Ltr rainwater tank connected to all toilets for flushing is proposed on the SMP. However, only a 3,000Ltr rainwater tank is identified on plans. This discrepancy is required to be addressed.

128. The applicant has agreed for the above items to be addressed via condition. Further, a condition will require the SMP to be amended to show all revisions on the S57A plans; i.e. changes to the overall building, including and bicycle spaces.

Off-site amenity

129. 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 of SPOS, 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. In this instance the site abuts land within the C1Z, with the closest residentially zoned land (NRZ1) located approximately 24m south-west of the subject site. Further, the site is located within a neighbourhood where commercial uses are encouraged.

130. Decision guidelines at *Clause 22.05-6* specify that Council should consider (as appropriate); *The extent to which the proposed buildings or uses may cause overlooking, overshadowing, noise, fumes and air emissions, light spillage, waste management and other operational disturbances that may cause unreasonable detriment to the residential amenity of nearby residential properties.*

131. In this instance, a 7 storey apartment building is currently being constructed at Nos. 178 – 182 Johnston Street, directly abutting the subject site to the east. Abutting the remainder of the eastern boundary of the subject site is No. 23 Chapel Street, a single-storey dwelling. However, both of these sites are located with a C1Z.

The interface between commercial buildings and residential properties in a commercial zone has been discussed in detail in previous VCAT cases, e.g. *RPC Architects v Glen Eira CC [2009] VCAT 108,* where Member Cimino noted that residents living in (or near) commercial zones cannot expect the same level of amenity as residents living in a wholly residential area. Irrespective of this position, an assessment regarding off-site amenity impacts are discussed below.

132. *Clause 22.05-4.1* of the Scheme recommends that non-residential development is to be designed to (relevantly):

    (a) *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.*
    (b) *The location, length and height of any wall built to a boundary not adversely impact on the amenity of any adjoining residential properties in terms of unreasonable overshadowing of private open space, visual bulk or loss of day light to habitable room windows.*
    (c) *Where private open space and/or windows to adjoining residential properties are unreasonably affected, appropriate setbacks from boundaries are to be provided to address loss of daylight, overshadowing and visual bulk impacts.*
    (d) *Provide for a high level of acoustic protection to adjoining residential properties*
    (e) *Minimise the opportunity for light spill due to fixed or vehicular lights, outside the perimeter of the site and on to habitable room windows of nearby residential properties.*

    Setbacks and visual bulk

133. The proposed development would be visible along Johnston Street, Napier Street and Chapel Street, however the proposed height of three-storeys reducing to two-storeys, with a recessed fourth-storey would not result in an overwhelming or visually dominant building. The introduction of reducing podium heights, various setbacks at the upper levels of the building, light-weight pergolas and balconies combined with the various materials proposed, reduce the overall scale of the building and allow it to sit comfortably in this context. As discussed earlier in report, the four-storey built form would not result in a stark height transition to the double-storey commercial building (Fitzroy Town Hall Hotel) across Napier Street to the west and the 7 storey apartment building to the east. The 2 storey podium, combined with the raked setbacks from the eastern boundary, will provide a level of transition and articulation when viewed from Chapel Street as well.

134. The abutting residential apartment building to the east does not have any HRWs directly facing the subject site; but only two light-courts from Level 1 to Level 6 and balconies at various levels. Therefore, there would be no visual bulk impacts from the subject site to any of the HRWs of this neighbouring development to the east. The proposed development on-site incorporates two light-courts, with depths of 2.5m and 3.47m from the shared boundary with Nos. 178 – 182 Johnston Street, between Levels 1 to 4. The following is an assessment relating to the apartments abutting the subject site and visual bulk impacts:

    (a) The ground floor of the multi-storey development to the east incorporates a small garden area, located between the commercial tenancies. This garden area is already impacted by high boundary walls associated with the development on-site. Therefore the proposal will not further impact this area as it would be expected (given the existing on-boundary wall, and the expectation of higher built form in a Commercial 1 zone). Furthermore, this garden area is not associated with any of the residential uses on this neighbouring site.

(b) Apartment 107 (Level 1) has two terraces abutting the subject site; one within the light-court. Nonetheless, the terrace within the light-court is associated with a bedroom and not a living-room. This terrace also has access to a light-court within the building and therefore, combined with the 2.5m wide light-court provided on site, this terrace will not appear closed-in. The second terrace is located off the living room which has an alternate outlook to Johnston Street. Therefore, the proposed setback of 2.5m from the common boundary is considered acceptable and will not cause visual bulk impacts to these terraces.

(c) Apartments 101 (Level 1) and 201 (Level 2) have a terrace each abutting the subject site, located off the living room and fronting the SPOS of No. 23 Chapel Street. Therefore whilst the proposed development on-site would be built along the common boundary with this site, there would be no visual bulk impacts as these terraces have views further south.

(d) Apartments 301 and 304 (Level 3) have a terrace each abutting the subject site, located off the living room, but fronting Chapel Street and Johnston Street, respectively. Therefore whilst the proposed development on-site would be built abutting the common boundary with these apartments, there would be no visual bulk impacts as these terraces have views further north and south.

135. The SPOS associated with the dwelling at No. 23 Chapel Street abuts the remainder of the eastern boundary of the subject site. Under this application, a raked setback of between 0.26m to 3.04m (with the exception of the lift core) is proposed along this shared boundary. As shown below, the proposed wall will not be visually intrusive when viewed from the SPOS of No. 23 Chapel Street. Furthermore, the use of a number of different materials (brick, concrete and metal cladding) would provide an appropriate level of articulation of the development when viewed from this neighbouring SPOS.

Proposed Chapel Street Façades (Chamberlain Architects October 2020)

Daylight to habitable room windows

136. As outlined earlier in the report, whilst there are no direct HRWs fronting the subject site, the apartment development at Nos. 178 – 182 has two, west-facing light-courts fronting the subject site. These light-courts incorporate north and south-facing HRWs at various levels. The proposed development on-site incorporates two separate east-facing light-courts (2.5m and 3.47m deep) directly adjacent to these neighbouring light-courts. The following apartments have bedroom windows fronting their west-facing light-courts:

(a) Level 1: Apartments 101 and 107;
(b) Level 2: Apartments 201 and 206;

137. Apartments 301 and 304 at Level 3 have living room windows fronting their west-facing light-courts. However, these living rooms have alternate daylight access via their south and north-facing windows, respectively.

138. The applicant provided a Daylight Modelling Report prepared by Sustainable Development Consultants, dated May 2020. This report concluded that the daylight access to Levels 1 and 2 bedrooms at Nos. 178 – 182 Johnston Street would be impacted as they solely rely on the approved light-courts on-site. Based on the advertised plans, Council's ESD Advisor found that the *offsite daylight impacts of the proposed development are unacceptable*, in particular for the one bedroom dwellings. The advisor further states that *the loss of daylight would be too significant to be supportable*. It was recommended that a full redesign of the building is undertaken to ensure that Council's best practice standard of daylight to adjoining bedrooms is secured. Council's ESD Advisor further stated that, *enlarging the light-courts is unlikely to be sufficient given the aspect and orientation of the light-courts and bedrooms in the existing building*. It was suggested that the proposed developed be separated into two buildings, *with a large central atrium that is open to the Napier street frontage – to enable existing bedrooms to meet Councils daylight factor standards*.

139. However Council must consider the application before it and a total redesign cannot be conditioned. As illustrated earlier, out of the approved 24 apartments at Nos. 178 – 182 Johnson Street, only 4 apartments with bedrooms fronting this light-court would be directly impacted as a result of the proposed development on the subject site. In addition, that proposal would have been cognisant of the likelihood of taller development to its west (given the C1Z) which has resulted in limited windows and lightcourts to this interface.

140. The Daylight Modelling Report endorsed for Nos. 178 – 182 Johnston Street (prepared by Connor Pincus Ground, dated February 2016), took into account daylight impacts to these bedroom windows in the event a mirrored development with similar light-courts and 7 storeys was approved on the abutting site to the west; i.e. the subject site. However, as the proposed development on-site has been limited to 4 storeys; and it is unreasonable to except that any development on the subject site (higher than a single-storey) is not acceptable. Essentially, the limited depths of the approved light-courts at Nos. 178 – 182 Johnston Street, adjacent to a narrow neighbouring lot (subject site), has a resulted in an unreasonable outcome whereby these bedrooms are relying on borrowed light from the subject site. In addition, given the location of the existing light-courts at Nos. 178 – 182 Johnston Street, combined with the site constrains (heritage and DDO requirements) it is unreasonable to expect a redesign in which would result in the proposed building being separated into two.

141. Nonetheless, as part of the S57A plans, the applicant increased the width of the northern-most light-court from 2.2m to 2.5m. Furthermore, both light-courts would be provided with reflective material, thereby limiting any further unreasonable loss of daylight to these HRWs. A condition will require the Daylight Modelling Report prepared by Sustainable Development Consultants, dated May 2020 to be amended to show the revisions on the S57A plans.

Overshadowing

142. Shadowing of footpaths were discussed earlier in the report (light and shade section). The immediately impacted SPOS is associated with No. 23 Chapel Street to the east. No. 23 Chapel Street has 133sqm of SPS.

143. The additional overshadowing impacts from the proposed development on-site to No. 23 Chapel Street are limited to the afternoon hours, between 1.00pm to 3.00pm. Given the north-south orientation of the subject site, between 9.00am to 12.00pm, this neighbouring SPOS will not be impacted by additional shadows. Furthermore, even with the additional shadows cast from the subject site and the development at Nos. 178 – 182 Johnston Street, this SPOS will continue to have 59sqm and 19sqm of unshadowed area at 1.00pm and 2.00pm, respectively.

This neighbouring site to the east is mostly impacted at 3.00pm, with the overall SPOS completely shadowed. As discussed earlier in the report, a dwelling in a C1Z cannot expect the same level of amenity as would be afforded within a purely residential zone. Nonetheless, given the limited timeframe (1 hour) during the afternoon in which the greatest impact would occur, the additional shadowing is considered reasonable.

144. The development would result in overshadowing of the primary school between 10am to 3pm. Whilst the draft interim DDO35 states that new development should not overshadow the primary school, the shadows would be limited to existing fences and trees. None of the shadows would reach the playground. Therefore, the extent of additional shadowing of the playground is considered acceptable.

145. Based on the above, it is considered that the proposed development will not adversely affect the use of the western SPOS areas for outdoor recreation and service needs, generally in accordance with *Clause 22.05* of the Scheme. Furthermore, in the context of the subject site in a C1Z where increased densities are encouraged under the purpose of the zone, the above outcome is not considered to be unreasonable.

Overlooking

146. Whilst not strictly applicable to non-residential developments within the C1Z, the overlooking sections (TP4.01: Section DD) clearly demonstrate the 9m overlooking radius as specified in *Clause 55* of the Scheme; with these diagrams confirming that there would be no direct overlooking at ground level provided from the roof terraces of the proposed development into the neighbouring SPOS. There are no windows proposed along the eastern façade, including the east-facing light-court and therefore, there would be no overlooking into the west-facing terraces and HRW of the development at Nos. 178 – 182 Johnston Street.

147. Views from all the north, south and west-facing windows and terraces between Ground Level to Level 3 will fall within the public realm; i.e. Johnston Street, Napier Street and Chapel Street, existing built form or the primary school, and therefore screening is not required to these windows and terraces.

Noise

148. Policy at *Clause 22.05* of the Scheme seeks to ensure new commercial development is adequately managed having regard to its proximity to residential uses. In this instance, the proposed office use does not require a planning permit, however this space would be located adjacent to residential developments, also located within a C1Z. Whilst the lack of planning permission required for this use prevents Council controlling hours of operation and employee numbers, a condition will be added ensuring that the development must comply at all times with the *State Environment Protection Policy – Control of Noise from Commerce, Industry and Trade (SEPP N-1).*

Wind

149. A wind assessment was not undertaken as the height of the overall building is limited to a maximum of 4 storeys, and wind impacts are of concern with taller built form.

Equitable development

150. The Scheme aims to facilitate equitable development opportunities for neighbouring properties within the context of the site's location and that of adjoining properties. In this instance the site has direct abuttal with two properties; the first being the 7 storey, mixed-use building to the east (Nos. 178 – 182 Johnston Street) and the second being the single-storey dwelling to the east (No. 23 Chapel Street).

151. The impacts to the approved light-courts at No. 178 – 182 Johnston Street has already been discussed earlier in the report. The direct abuttal of the proposed, single-storey eastern wall (with the upper levels raked and no windows) with the SPOS of the dwelling to the east would allow a degree of built form to be constructed directly along this boundary, without inhibiting the internal amenity of any offices within the proposed development.

152. Johnston, Napier and Chapel Streets provide a good degree of separation from any further higher development to the north, south and west.

153. As a result of the above, it is considered that the proposal does not unduly compromise or prejudice the future development potential of adjoining properties.

Car parking, traffic and bicycle provision

Car parking

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

Proposed Use	Size	Statutory Parking Rate	No. of Spaces Required	No. of Spaces On-site	Reduction Required
Shop (120sqm)	120sqm	3.5 spaces to each 100sqm of LFA	4	0	4
Office (Combined)	1156sqm	3 spaces to each 100sqm of NFA	34	2	32
Total			**38**	**2**	**36**

155. Based on the table above, as only 2 car spaces are provided for two separate office uses, the development results in a parking shortfall of 36 car parking spaces. Before a requirement for car parking is reduced, the applicant must satisfy the Responsible Authority that the provision of car parking is justified having regard to the assessment requirements of *Clause 52.06-6*.

Availability of Car Parking

156. The subject site is located within an area containing predominantly time-restricted car parking, with periods ranging from ¼ hour to 2 hours. A large proportion of parking is restricted to 1 and 2 hours, extending along both sides of Johnston Street and Napier Street, respectively. The northern side of Chapel Street, directly abutting the subject site, is 'permit zone' only, with no parking provided along the southern side.

157. There are currently no car parking spaces provided along the Johnston Street frontage of the subject site, however there are parking spaces along the Napier Street frontage. As a result of constructing a second vehicle crossover and relocating an existing crossover, one of these car spaces along Napier Street would be impacted by the development. Council's Traffic Engineering Unit have not raised concerns with the loss of one on-street car parking spaces along Napier Street.

Parking Demand for Office Use

158. The applicant provided a Traffic Report, dated 28 May 2020 and prepared by OneMileGrid. Parking associated with office type developments is generally long-stay parking for employees and short-term parking.

In practice, since the area has good access to public transport services, the parking demand generated by the office is expected to be lower than the statutory parking rate of 3 spaces per 100sqm of leasable floor space. The site itself will result in a rate of 0.17 spaces per 100sqm. Council's Traffic Engineering Unit highlighted that Council often approves small scale office developments with no on-site car parking or large scale developments with minimal on-site car parking spaces. This is based largely on the inner-city location of these offices and the proximity they have to public transport. The proposed office (0.17 spaces per 100sqm) is lower than most large scale office development (0.85 spaces per 100sqm) approved within Yarra and as such, the provision of two on-site parking for the proposed office use is considered appropriate.

Parking Demand for Shop Use.

159. Council's Engineering Unit have stated that generally a shop use would *generate a staff parking demand of 1 space per 100sqm*. Therefore, the reduction of 4 spaces for the shop component of the proposal would be readily accommodated off-site. Furthermore, given the location of the subject site; i.e. on a NAC and between two ACs with access to public transport, combined with the area's coverage of 1P and 2P restrictions this would provide regular turnover of parking throughout the day.

Appropriateness of Providing Fewer Spaces than the Likely Parking Demand

160. The additional reduction in car parking being sought by the proposal is supported by the following:

    (a) The site is within walking distance from the Brunswick Street and Smith Street ACs, which consists of a number of retail, entertainment and commercial premises. Visitors to the proposed shop use might combine their visit by engaging in other activities or business whilst in the area;
    (b) Tram services operating along Brunswick Street (200m west) and Smith Street (300m east). The site also has access to bus services operating along Johnston Street and Nicholson Street (530m west);
    (c) The site has good connectivity to the on-road bicycle network, with a generous amount of on and off-site bicycle parking spaces proposed;
    (d) The lack of opportunities to park on-street in the surrounding area would be a disincentive for employees of the office to commute to work by car, with the short-term parking restrictions allowing employees to park for limited periods if necessary;
    (e) 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; and
    (f) Flexicar car share pods are located approximately 200m north of the subject site at Napier/ Kerr Streets and Brunswick/ Victoria Streets.

161. The reduction in the car parking requirement associated with the office and shop uses are considered appropriate in the context of the development and the surrounding area.

Car park access and layout

162. The proposed at-grade car parking layout and access shown on the S57A plans was assessed by Council's Traffic Engineering Unit, who confirmed that the width of each garage entrance and the headroom clearances are satisfactory and met all relevant standards and guidelines. The dimensions of the garages and crossovers were also found to be suitable.

163. Swept path diagrams were submitted, which demonstrated that entering and exiting the garages from Napier Street is satisfactory for the B99 design vehicle. However, Council's Traffic Engineers have requested a vehicle crossing ground clearance check to be undertaken by the applicant's designer to confirm that a B99 design vehicle can enter and exit the property without scraping or bottoming out. This will be required by way of condition.

Bicycle parking

164. The proposal generates a demand of 5 statutory spaces (4 employee and 1 visitor). Based on the originally advertised plans, Council's Strategic Transport Unit recommended the following conditions:
    (a) *A minimum of 8 visitor bicycle spaces. All visitor spaces should be provided as horizontal bicycle rail and must meet clearance and access-way requirements of AS2890.3 or be otherwise to the satisfaction of the responsible authority.*
    (b) *A minimum of 12 employee bicycle spaces, including two spaces within each office tenancy. At minimum 20% of bicycle spaces must be provided as horizontal bicycle rails.*
    (c) *Notations indicating the dimensions of bicycle storage spaces and relevant access ways to demonstrate compliance with Australian Standard AS2890.3 or be otherwise to the satisfaction of the responsible authority.*

165. As a result, the applicant revised the overall proposal to provide a total of 22 spaces (14 employee and 8 visitor spaces), thereby exceeding the requirement outlined at *Clause 52.34* of the Scheme. A total of 13 employee bicycle parking spaces are proposed for the office use and 1 employee bicycle parking space for the shop use. Council's Strategic Transport Unit have confirmed that provision of at least 1 horizontal bicycle rack per tenancy, satisfies the requirements of *Clause 2.1(e)* of AS2890.3 which requires at least 20% of employee bicycle spaces to be horizontal at-grade bicycle racks.

166. The proposal also incorporate 4 bicycle hoops or a total of 8 bicycle spaces for visitors on the Napier Street frontage. Council's Strategic Transport Unit have provided the following recommendations regarding visitor parking:

    (a) *The layout of hoops is in accordance with Council's urban design standard bicycle hoop. However the dimensions noted on the plans show that the footpath width adjacent to the bike hoops is 1.27m which does not meet the minimum required width of 1.5m;*
    (b) *A possible option to address this is to relocate 3 of the hoops to be adjacent to the 3 street trees at Napier Street and shift the hoops 0.23m closer to the kerb to achieve an adjacent footpath width of 1.5m. Given the trees are setback from the kerb, there appears to be sufficient clearance for a bicycle to park on each side of a hoop at this position;*
    (c) *As noted in the original Strategic transport comments, the best practice rate recommends a total of 2 visitor spaces, therefore provision of 3 bike hoops (providing 6 visitor spaces) is considered acceptable given the constrained footpath space;*
    (d) *It is also noted that there is an existing bicycle corral with 6 bicycle spaces directly opposite the site; and*
    (e) *If the applicant wishes to maintain provision of 4 bicycle hoops, there appears to be sufficient space at the Johnston street footpath for 1 hoop (noting it would need to be positioned as per the Urban Design standard detail).*

167. Given the site constrains identified by Council's Strategic Transport Unit and also to meet best practice, a condition will require the number of off-site visitor bicycle spaces to be reduced from 4 hoops to 3 hoops and relocated with a maximum setback of 1.5m from the proposed building along Napier Street.

168. In addition, two shower / change rooms are provided within the office areas which exceeds Council's best practice standards.

169. Council's BESS guidelines encourage the use of fuel efficient and electric vehicles (EV). Based on the advertised plans, Council's Strategic Transport Unit have recommended that car parking areas should be electrically wired to be 'EV ready' to allow for easy future provision for electric vehicle charging. As a response, the S57A plans show that the two car parking spaces on-site would be installed with EV charging points.
170. Council's Strategic Transport Unit have also recommended the following changes to the Green Travel Plan (GTP):

    (a) *Description of the location in the context of alternative modes of transport;*
    (b) *Employee welcome packs (e.g. provision of Myki/transport ticketing);*
    (c) *Sustainable transport goals linked to measurable targets, performance indicators and monitoring timeframes;*
    (d) *A designated 'manager' or 'champion' responsible for co-ordination and implementation;*
    (e) *Details of bicycle parking and bicycle routes;*
    (f) *Details of Green Travel funding and management responsibilities;*
    (g) *The types of bicycle storage devices proposed to be used for employee and visitor spaces (i.e. hanging or floor mounted spaces);*
    (h) *Security arrangements to access the employee bicycle storage spaces;*
    (i) *Signage and wayfinding information for bicycle facilities and pedestrians pursuant to Australian Standard AS2890.3; and*
    (j) *Provisions for the GTP to be updated not less than every five years*

171. The above will be addressed by way of condition.

Traffic

172. Given the allocation of all on-site car parking spaces to two of the offices, any traffic generated by the site would be restricted to the remaining office and shop uses. With only 4 storeys of office and shop proposed, it is considered unlikely that the traffic associated with the development would have a discernible impact upon traffic levels along Johnston Street, Napier Street and Chapel Street.

173. The primary use of Napier Street is currently to provide a two-way lane for vehicle movement and also to access on-street car parking spaces. There is currently one on-site car space accessed via Napier Street. Increased use of Napier Street by vehicle traffic is therefore considered reasonable, with this outcome supported by Council's Traffic Engineers.

Signage

174. The relevant considerations are advertising signs and heritage (*Clause 52.05 – Advertising Signs* and *Clause 43.01 - Heritage Overlay*). Whilst *Clause 22.02* (*Development Guidelines for Sites Subject to the Heritage Overlay*) applies, *Clause 22.04* has specific controls for signs within heritage areas which will be used to assess the heritage implications of the application.

Design

175. The decision guidelines at *Clause 22.04* encourage signage in commercial areas to not form a dominant visual element within the streetscape and cause visual clutter.

176. The proposed illuminated signs are relatively small in scale and are proportionate to the part three and part-two storey façade of the proposed building. In addition, the majority of the proposed signs would be limited to the ground floor. As such, the scale and form of the signs are appropriate for the proposed building on which they are to be constructed and displayed on, and complies with *Clause 22.04-3.1* of the Scheme.

177. Overall, the signs are of an appropriate size for the context of the site and surrounds, and given that the signs are small and are spread out, there would be no 'cluttered' presentation when viewed from all three street frontages; Johnston Street, Napier Street and Chapel Street.

Streetscape

178. The signs will not obscure important views or vistas as they are between ground and first floor. All proposed signs would be located along Napier Street and are over 10m south of the traffic lights found along Johnston Street, and as such will not interfere with traffic signals, directional signs or street signs. Further, the signs form an integrated part of the building rather than requiring future tenancies to provide their own signs (with potentially disorganised /competing signs).

Construction and support

179. Pursuant to *Clause 22.04-3.4* the signs are acceptable given they wouls be mounted directly to the proposed building. Whilst the majority of the internally-illuminated signs will have a minimum clearance of 2.7m above the footpath, one sign is proposed to be constructed 2.63m above the footpath and therefore does not meet the 2.7m minimum clearance recommended by *Clause 22.04-3.4* of the Scheme. Council's Traffic Engineering Unit have recommended this clearance height to be increased to 2.7m above the footpath as the proposed height will impede the existing pedestrian/vehicular movement. This will be required by way of condition.

Illumination and animation

180. Whilst the signs are internally-illuminated they are over 10m from existing traffic lights on Johnston Street. The proposed signs are not animated, reflective or flashing and as such will avoid any safety hazards or cause a nuisance to vehicular traffic. Vic Roads have also recommended the following conditions:

    (a) *The lighting must be installed and maintained to ensure there is no disability glare and accordingly, the lighting output must be no greater than 0.25 cd/m2 throughout the approach from either direction.*
    (b) *All signs must not be reflective, flashing scrolling or intermittent light.*
    (c) *All signs are secured in a safe manner to ensure there is no public safety risk.*

181. These will be required by way of condition.

Commercial and industrial areas

182. The proposed signage is generally consistent with the policy for commercial areas, and as previously discussed, the scale and type of all signs are appropriate as it is reflective of other signage found along NACs and ACs.

Heritage areas

183. As the scale, type and location of all signs are proportionate to the size of the proposed building and will not dominate the building or site, or obscure any important heritage features, the proposed signage is acceptable.

Council's Heritage Advisor has also confirmed that the *extent of signage proposed for the building is conservative and allows the architectural character of the new building to dominate*.

184. Overall, it is considered that the proposed signage is generally consistent with policy at *Clause 22.04* and *Clause 22.02* of the Scheme.

Waste management

Waste

185. The Waste Management Plan (WMP) prepared by Leigh Design and dated 3 October 2019 indicates that waste collection would be undertaken by a private contractor from the Napier Street frontage, directly adjacent to the site. Bins would be manually transferred from the ground floor bin areas to the waste collection truck. Council's City Works Unit have reviewed the proposed WMP and have confirmed that this WMP is satisfactory. Council's ESD Advisor has recommended the inclusion of organic/green waste and e-waste and this will be included as a condition, as will the requirement for glass separation as Council has moved to a separate service for this aspect. A condition will also require the amended WMP to consider of how the 4 waste streams will be separated and ensure adequate space for extra bins that will be required (glass separation and food waste).

Loading

186. The Scheme does not provide any requirements for loading bays, rather Council must consider loading and unloading as relevant to the application. Loading bays for each of the two office shell tenancies have been provided internal to the building. A loading bay for the remaining offices and shop use have not been provided, however this is considered to be an acceptable outcome given that the majority of the development is associated with an office use. Whilst there would be a shop proposed at ground floor, this is not a largescale operation and deliveries are likely to be from small vehicles which can utilise the on-street parking along the Napier Street frontage. There is no objection to these loading arrangements for this site.

Objector concerns

187. The objector concerns are outlined and discussed below:

    (a) Inappropriate design and overdevelopment of the site (height, scale, bulk);

    Matters relating to height, scale and bulk have been discussed in paragraphs 85 to 91, 97 to 111 and 120 to 123.

    (b) *Heritage impacts.*

    Heritage concerns are discussed at paragraphs 92 to 96 and 97 to 105 under the 'Built form and Heritage' section of the report.

    (c) *Off-site amenity (daylight and cross-ventilation to adjacent light-wells, overshadowing, overlooking).*

    Matters relating to daylight and cross-ventilation to adjacent light-wells, overshadowing and overlooking are addressed in paragraphs 136 to 141, paragraphs 142 to 145 and paragraphs 146 to 147, respectively.

(d) *Car parking, traffic impacts and pedestrian safety.*

Car parking, traffic impacts and pedestrian safety have been discussed in paragraphs 154 to 163 and 172 to 173.

(e) *Reduced property value.*

VCAT has consistently found that property values are speculative and not a planning consideration. Fluctuations in property prices are not a relevant consideration when assessing an application under the provisions of the *Planning & Environment Act* (1987), nor the Yarra Planning Scheme.

Conclusion

Based on the report, the proposal is considered to comply with the relevant policies of the Yarra Planning Scheme and is recommended for approval, subject to conditions.

RECOMMENDATION

That having considered all relevant planning policies, the Committee resolves to issue a Notice of Decision to Grant a Planning Permit PLN19/0807 for full demolition and construction of a multi-level building, with a reduction in the car parking requirements associated with the use of the land for retail (shop) and offices (no permit required uses), including the construction and display of internally-illuminated signage at Nos. 176 Johnston Street & 300 Napier Street Fitzroy VIC 3065, subject to the following conditions:

1. Before the development starts, amended plans to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plans will be endorsed and will then form part of the permit. The plans must be drawn to scale with dimensions and three copies must be provided. The plans must be generally in accordance with the plans prepared by Chamberlain Architects, dated 8 October 2020 (Rev D: TP1.01, TP1.03, TP1.04, TP2.01, TP2.02, TP2.03, TP3.01, TP3.02 and TP4.01, but modified to show the following:

    (a) Ground floor retail space to be relabelled as ‘shop’;
    (b) The ground floor shop amended to reinstate the existing north-western corner splay in asphalt (consistent with the surrounding footpaths);
    (c) All internally illuminated signs to have a minimum clearance height of 2.7m above the footpath.
    (d) The number of off-site visitor bicycle spaces reduced from 4 hoops to 3 hoops and relocated with a maximum setback of 1.5m from the proposed building along Napier Street.
    (e) The canopy located along the Johnston Street facade (at the corner of Napier Street) provided with a minimum setback of 0.5m from any part of the traffic signal at this location;
    (f) Vehicle crossing ground clearance check confirming that a B99 design vehicle can enter and exit the property without scraping or bottoming out;
    (g) Design changes to implement recommendations of the Sustainable Management Plan Condition No. 3 of this permit;
    (h) Design changes to implement recommendations of the Waste Management Plan Condition No. 6 of this permit; and
    (i) Design changes to implement recommendations of the Green Travel Plan Condition No. 14 of this permit.

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

Sustainable Management Plan

3. Before the plans are endorsed, 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 Sustainable Management Plan will be endorsed and will form part of this permit. The Sustainable Management Plan must be generally in accordance with the Sustainable Management Plan prepared by Sustainable Development Consultants and dated July 2020, but modified to include the following:

    (a) All design changes made under the revised S57A plans dated 8.10.2020.
    (b) All design changes required under Condition 1 of this permit.
    (c) A commitment to exceed the current NCC2019 standards.
    (d) Deletion of the ambiguous terms such as “aim” from the energy efficient LED lighting standard and commit to a clear performance standard.
    (e) The size of the proposed rainwater tank to be correctly identified as 8,000Ltrs on all reports, including the plans.
    (f) Operable windows included to all offices on each level and operability of windows clearly marked on plans.

4. The provisions, recommendation and requirements of the plans and endorsed Sustainable Development Assessment must be implemented and complied with to the satisfaction of the Responsible Authority.

Daylight Modelling Report

5. Concurrently with the endorsement of condition 1 plans, an amended Daylight Modelling Report to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Daylight Modelling Report will be endorsed and will form part of this permit. The Daylight Modelling Report must be generally in accordance with the Daylight Modelling Report prepared by Sustainable Development Consultants and dated May 2020, but modified to include the following:

    (a) All design changes made under the revised S57A plans dated 8.10.2020.

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 3 October, but modified to include:

    (a) Organic/green waste and e-waste;
    (b) Demonstration of how the 4 waste streams will be separated and ensure adequate space for extra bins that will be required (glass separation and food waste).

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

Landscape Plan

8. Before the development commences, a Landscape Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Landscape Plan will be endorsed and will form part of this permit. The Landscape Plan must:

    (a) show the type, location, quantity, height at maturity and botanical names of all proposed plants;
    (b) indicate the location of all areas to be covered by lawn or other surface materials; and
    (c) provide a specification of works to be undertaken prior to planting,

    to the satisfaction of the Responsible Authority.

9. 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.

Tree Management Plan

10. Before the development commences, a Tree Management Plan to the satisfaction of the Responsible Authority must be prepared by a suitably qualified Arborist and must be submitted to and approved by the Responsible Authority. When approved the Tree Management Plan will be endorsed and will form part of this permit. The Tree Management Plan must make recommendations for the protection of two street trees opposite the site on the eastern side of Napier Street, including:

    (a) pre-construction;
    (b) during construction; and
    (c) post construction
    (d) the provision of any barriers;
    (e) any pruning necessary; and
    (f) watering and maintenance regimes,

    to the satisfaction of the Responsible Authority.

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

12. Before the development commences, or by such later date as approved in writing by the Responsible Authority, the permit holder must provide a bond to the Responsible Authority for the existing trees on the Napier Street footpath, in proximity of the site. The bond:

    (a) is to be to the total value of the $5,000 for both trees;
    (b) must be provided in a manner, and on terms, to the satisfaction of the Responsible Authority;

(c) may be held by the Responsible Authority until the buildings and works are completed to the satisfaction of the Responsible Authority; and
(d) may be applied by the Responsible Authority to allow for a large replacement planting(s) and costs associated with establishment and maintenance.

Once the buildings and works are completed to the satisfaction of the Responsible Authority, any portion of the bond which has not been applied by the Responsible Authority will be refunded to the permit holder.

13. Before the development starts, or by such later date as approved in writing by the Responsible Authority, the permit holder must provide 2 years maintenance fee for the two additional trees proposed on the Napier Street frontage. This fee:

(a) must be provided in a manner, and on terms, to the satisfaction of the Responsible Authority.

Green Travel Plan

14. Before the development commences, an amended Green Travel Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Green Travel Plan will be endorsed and will form part of this permit. The amended Green Travel Plan must be generally in accordance with the Green Travel Plan prepared by Sustainable Development Consultants and dated October 2019, but modified to include or show:

(a) All design changes required under Condition 1 of this permit.
(b) Description of the location in the context of alternative modes of transport;
(c) Employee welcome packs (e.g. provision of Myki/transport ticketing);
(d) Sustainable transport goals linked to measurable targets, performance indicators and monitoring timeframes;
(e) A designated 'manager' or 'champion' responsible for co-ordination and implementation;
(f) Details of bicycle parking and bicycle routes;
(g) Details of Green Travel funding and management responsibilities;
(h) The types of bicycle storage devices proposed to be used for employee and visitor spaces (i.e. hanging or floor mounted spaces);
(i) Security arrangements to access the employee bicycle storage spaces;
(j) Signage and wayfinding information for bicycle facilities and pedestrians pursuant to Australian Standard AS2890.3; and
(k) Provisions for the GTP to be updated not less than every five years.

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

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

17. Before the development 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.

18. 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.

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

20. 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.

21. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, all external lighting capable of illuminating access to the pedestrian entries and car parking area must be provided. Lighting must be:

    (a) located;
    (b) directed;
    (c) shielded; and
    (d) of limited intensity.

    to the satisfaction of the Responsible Authority.

22. The area set aside for the parking of vehicles, together with the associated access lanes as delineated on the endorsed plan must:

    (a) be designed, provided and completed to the satisfaction of the Responsible Authority;
    (b) thereafter be maintained to the satisfaction of the Responsible Authority;
    (c) be made available for such use at all times and not used for any other purpose;
    (d) be properly formed to such levels that it can be used in accordance with the endorsed plan; and
    (e) be drained and sealed with an all-weather seal coat;

    all to the satisfaction of the Responsible Authority.

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

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

24. Prior to the completion of the development, subject to the relevant authority's consent, the relocation of any service poles, street line markings, car parking sensors, service structures, fire hydrants or service pits necessary to facilitate the development must be undertaken:

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

25. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, any damage to Council infrastructure resulting from the development must be reinstated (including the full re-sheeting of the footpath at the front of the property if required by Council):

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

Signage

26. 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.

27. The signage component of this permit expires 15 years from the date of the permit.

28. This permit will expire if the signs are not erected within 2 years of the date of this permit. The Responsible Authority may extend the period referred to if a request is made in writing before the permit expires or within six months afterwards for commencement or twelve months afterwards for completion.

29. The signs must not include any flashing or intermittent light.

30. The signs must be constructed, displayed and maintained to the satisfaction of the Responsible Authority.

Vic Roads Conditions (31 to 35)

31. The canopy/awning located along the Johnston Street facade at the corner of Napier Street must provide a minimum setback of 0.5m from any part of the traffic signal at this location.

32. Prior to the commencement of the development, 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 Johnston Street and Napier Street boundary (i.e. the canopies, fixed shading devices, architectural features, awnings, balconies etc.), to indemnify the Crown in relation to any claim or liability arising from the projections within the Johnston Street and Napier Street road reserve. A copy of the endorsed plan must be submitted and clearly detail the dimensions of all projections including the total area (sqm), length, width and height which extend beyond the title boundary. This condition does not apply where written confirmation is obtained from DELWP that the above agreement is not required or if no projections are proposed into the road reserve airspace.

33. The lighting must be installed and maintained to ensure there is no disability glare and accordingly, the lighting output must be no greater than 0.25 cd/m2 throughout the approach from either direction.

34. All signs must not be reflective, flashing scrolling or intermittent light.

35. All signs are secured in a safe manner to ensure there is no public safety risk.

36. 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;

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.

37. 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.

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

39. The development, once commenced, must be completed to the satisfaction of the Responsible Authority.

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

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

41. This permit will expire if:

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

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

Notes:

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

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.

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

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

Vic Roads Note: Separate consent may be required from Head, Transport for Victoria (Department of Transport) under the Road Management Act 2004 for buildings and works undertaken outside the title boundary within a Road Zone Category 1. Please contact the Department prior to commencing any works

CONTACT OFFICER: **Nish Goonetilleke**
TITLE: **Senior Statutory Planner**
TEL: **9205 5005**

Attachments

1 PLN19/0807 - 176 Johnston Street & 300 Napier Street Fitzroy - Site Location Plan

2 PLN19/0807 - 176 Johnston & 300 Napier Street Fitzroy - Advertised Plans

3 PLN19/0807 - 176 Johnston & 300 Napier Street Fitzroy - Engineering Comments (Advertised Plans)

4 PLN19/0807 - 176 Johnston Street & 300 Napier Street Fitzroy - Strategic Transport Comments (Advertised Plans)

5 PLN19/0807 - 176 Johnston & 300 Napier Street Fitzroy - ESD Comments (Advertised Plans)

6 PLN19/0807 - 176 Johnston Street & 300 Napier Street Fitzroy - Heritage Referral Comments (Advertised Plans)

7 PLN19/0807 - 176 Johnston & 300 Napier Street Fitzroy - Urban Design Referral Comments (Advertised Plans)

8 PLN19/0807 - 176 Johnston & 300 Napier Street Fitzroy - S57A Plans

9 PLN19/0807 - 176 Johnston & 300 Napier Street Fitzroy - Engineering Comments (S57A Plans)

10 PLN19/0807 - 176 Johnston Street & 300 Napier Street Fitzroy - Strategic Transport Unit Comments (S57A Plans)

11 PLN19/0807 - 176 Johnston Street & 300 Napier Street Fitzroy - Arborist Comments (S57A Plans)

12 PLN19/0807 - 176 Johnston Street & 300 Napier Street Fitzroy - VicRoads Comments (S57A Plans)

Attachment 1 - PLN19/0807 - 176 Johnston Street & 300 Napier Street Fitzroy - Site Location Plan

SUBJECT LAND: 176 Johnston & 300 Napier Streets Fitzroy ⇧ North ▭ Subject Site

Attachment 2 - PLN19/0807 - 176 Johnston & 300 Napier Street Fitzroy - Advertised Plans

TOWN PLANNING SET - DRAWING LIST

	DRAWING NAME
TP0.01	Development Summary
TP1.01	Neighbourhood & Site Plan
TP1.02	Location Plan & Existing Site Photos
TP1.03	Design Response
TP1.04	External Materials & Finishes
TP1.05	Perspective
TP1.06	Perspective
TP1.07	Perspective
TP1.08	Perspective
TP1.09	Perspective
TP1.10	Context Inspiration
TP2.01	Ground
TP2.02	First & Second Floor
TP2.03	Third & Roof
TP3.01	Elevations
TP3.02	Elevations
TP4.01	Sections
TP5.01	Shadow Diagrams
TP5.02	Shadow Diagrams
TP5.03	Shadow Diagrams
TP5.04	Shadow Diagrams
TP5.05	Shadow Diagrams
TP5.06	Shadow Diagrams

DEVELOPMENT SUMMARY
1 x RETAIL SPACE ON GROUND
3 x OFFICES IN OFFICE BUILDING
4 x OFFICE SHELLS W/ ROOF TERRACE

SITE SUMMARY
SITE AREA
176 JOHNSTON ST = 169m²
300 NAPIER ST = 264m²
TOTAL = 433m²
SITE COVERAGE = 433m²

TENANCIES
T.01 = 3 STOREY OFFICE SHELL W/ BALCONY & ROOF TERRACE
T.02 = 3 STOREY OFFICE SHELL W/ BALCONY & ROOF TERRACE
T.03 = 3 STOREY OFFICE SHELL W/ ROOF TERRACE
T.04 = 3 STOREY OFFICE SHELL W/ ROOF TERRACE
T.05 = 3 STOREY OFFICE SHELL W/ ROOF TERRACE
T.06 = RETAIL
T.07 = OFFICE
T.08 = OFFICE
T.09 = OFFICE W/ TERRACE

BIKE SPACES
T.01 = 2 x CORA CRV3 WALL RACKS
T.02 = 2 x CORA CRV3 WALL RACKS
T.03 = 2 x CORA CRV3 WALL RACKS
T.04 = 2 x CORA CRV3 WALL RACKS
T.05 = 2 x CORA CRV3 WALL RACKS
T.06-T.09 & VISITORS = 8 x HOOPS ON NAPIER ST = 16 SPACES

CAR SPACES
T.01 = PROVISION FOR 1 x CAR
T.02 = PROVISION FOR 1 x CAR

AREA ANALYSIS

Unit	Zone	Level	Area
LIFT			
	CORE	Ground	4.52
	CORE	Ground	4.50
	CORE	Ground	4.06
	CORE	Ground	5.11
	CORE	Ground	4.06
	CORE	Ground	4.85
	CORE	First	5.07
	CORE	First	4.52
	CORE	First	4.49
	CORE	First	4.06
	CORE	First	4.85
	CORE	Second	5.55
	CORE	Second	4.52
	CORE	Second	4.49
	CORE	Second	4.06
	CORE	Second	4.06
	CORE	Second	4.86
	CORE	Third	5.55
			97.24 m²
SHARED			
	BIN	Ground	9.87
	CIRC	Ground	28.47
	CIRC	First	9.89
	CIRC	Second	11.26
	CIRC	Third	6.11
	SERVICES	Ground	3.26
	SERVICES	First	3.26
	SERVICES	First	7.85
	SERVICES	Second	3.26
	SERVICES	Second	7.85
	SERVICES	Third	1.91
	SERVICES	Third	7.85
			86.84 m²
T.01			
	BALCONY	Second	8.48
	OFFICE SHE...	Ground	55.59
	OFFICE SHE...	First	52.19
	OFFICE SHE...	Second	38.76
	ROOF TERR...	Third	20.69
			175.71 m²
T.02			
	BALCONY	Second	7.90
	OFFICE SHE...	Ground	50.04
	OFFICE SHE...	First	48.19
	OFFICE SHE...	Second	35.86
	ROOF TERR...	Third	19.35
			161.34 m²
T.03			
	OFFICE SHE...	Ground	44.81
	OFFICE SHE...	First	43.74
	OFFICE SHE...	Second	41.81
	ROOF TERR...	Third	18.02
			148.38 m²
T.04			
	OFFICE SHE...	Ground	45.17
	OFFICE SHE...	First	45.16
	OFFICE SHE...	Second	45.16
	ROOF TERR...	Third	27.49
			162.98 m²
T.05			
	OFFICE SHE...	Ground	45.22
	OFFICE SHE...	First	45.22
	OFFICE SHE...	Second	45.22
	ROOF TERR...	Third	26.97
			162.63 m²
T.06			
	RETAIL	Ground	120.22
			120.22 m²
T.07			
	OFFICE	First	113.22
			113.22 m²
T.08			
	OFFICE	Second	113.33
			113.33 m²
T.09			
	OFFICE	Third	59.63
	ROOF TERR...	Third	60.52
			120.15 m²

TOTAL LEASABLE FLOOR AREA (LFA) 1279.56m²

176 Johnston Street & 300 Napier Street , Fitzroy

TOWN PLANNING APPLICATION

CHAMBERLAIN ARCHITECTS

FOR TOWN PLANNING

REV.	DETAILS	BY	DATE
C	RESPONSE TO RFI AND COUNCIL MEETING FEEDBACK	SC	12.05.2020
B	MEETING WITH COUNCIL	SC	05.02.2020
A	ISSUED FOR TOWN PLANNING	SC	16.10.2019

All work shall conform to the specification and other relevant drawings. Figured dimensions are to be taken in preference to scale. Contractors must verify all dimensions on site before commencing any work or making shop drawings.

DD Planning 03 9699 4680 — Bryce Raworth 03 9529 4298 — Lovell Chen 03 9416 [illegible] — Leigh Design 03 9515 5399

CHAMBERLAIN ARCHITECTS
ARCHITECTS
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ABN:26 249 958 079

CLIENT: U2 Pty Ltd
PROJECT NO: 1880
PROJECT: Napier Street - Mixed Use
176 Johnston Street & 300 Napier Street , Fitzroy

DRAWING TITLE: Development Summary
DRAWING NUMBER: TP0.01
REVISION: C
DRAWN
CHECKED
SCALE @ A1: AS SHOWN
STATUS: TOWN PLANNING

Attachment 2 - PLN19/0807 - 176 Johnston & 300 Napier Street Fitzroy - Advertised Plans

FOR TOWN PLANNING

REV.	DETAILS	BY	DATE
C	RESPONSE TO RFI AND COUNCIL MEETING FEEDBACK	SC	12.05.2020
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CHAMBERLAIN ARCHITECTS

U2 Pty Ltd

Napier Street - Mixed Use
176 Johnston Street & 300 Napier Street , Fitzroy

Neighbourhood & Site Plan
TP1.01
C

AS SHOWN

STATUS: TOWN PLANNING

Attachment 2 - PLN19/0807 - 176 Johnston & 300 Napier Street Fitzroy - Advertised Plans

01 Subject Site - Cnr Napier & Johnson St

04 Subject Site - Cnr Napier & Chapel St

07 Great Dane - Napier St

02 Subject Site - 176 Johnson St

05 297 Napier St

09 Location Plan 1:500

03 Subject Site - 300 Napier St

06 Fitzroy Town Hall Hotel - Napier St

FOR TOWN PLANNING

REV.	DETAILS	BY	DATE
C	RESPONSE TO RFI AND COUNCIL MEETING FEEDBACK	SC	12.05.2020
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CHAMBERLAIN ARCHITECTS

U2 Pty Ltd

Napier Street - Mixed Use
176 Johnston Street & 300 Napier Street , Fitzroy

Location Plan & Existing Site Photos

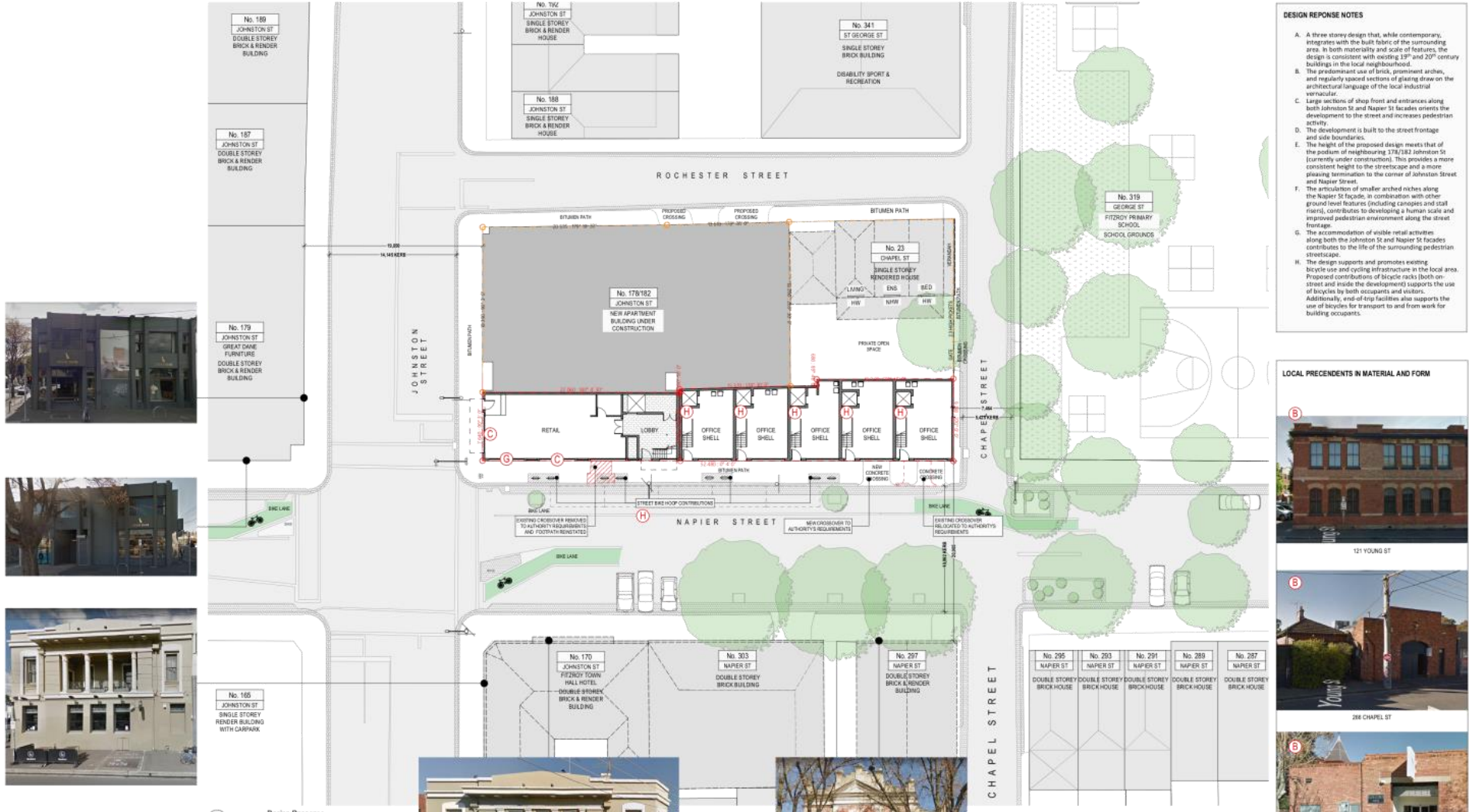
TP1.02

C

AS SHOWN

STATUS: TOWN PLANNING

Attachment 2 - PLN19/0807 - 176 Johnston & 300 Napier Street Fitzroy - Advertised Plans



DESIGN REPONSE NOTES

A. A three storey design that, while contemporary, integrates with the built fabric of the surrounding area. In both materiality and scale of features, the design is consistent with existing 19th and 20th century buildings in the local neighbourhood.
B. The predominant use of brick, prominent arches, and regularly spaced sections of glazing draw on the architectural language of the local industrial vernacular.
C. Large sections of shop front and entrances along both Johnston St and Napier St facades orients the development to the street and increases pedestrian activity.
D. The development is built to the street frontage and side boundaries.
E. The height of the proposed design meets that of the podium of neighbouring 178/182 Johnston St (currently under construction). This provides a more consistent height to the streetscape and a more pleasing termination to the corner of Johnston Street and Napier Street.
F. The articulation of smaller arched niches along the Napier St façade, in combination with other ground level features (including canopies and stall risers), contributes to developing a human scale and improved pedestrian environment along the street frontage.
G. The accommodation of visible retail activities along both the Johnston St and Napier St facades contributes to the life of the surrounding pedestrian streetscape.
H. The design supports and promotes existing bicycle use and cycling infrastructure in the local area. Proposed contributions of bicycle racks (both on-street and inside the development) supports the use of bicycles by both occupants and visitors. Additionally, end-of-trip facilities also supports the use of bicycles for transport to and from work for building occupants.

LOCAL PRECENDENTS IN MATERIAL AND FORM

121 YOUNG ST

288 CHAPEL ST

347 GEORGE ST

FOR TOWN PLANNING

REV.	DETAILS	BY	DATE
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CHAMBERLAIN ARCHITECTS

U2 Pty Ltd

1880

Napier Street - Mixed Use
176 Johnston Street & 300 Napier Street , Fitzroy

Design Response

TP1.03

C

AS SHOWN

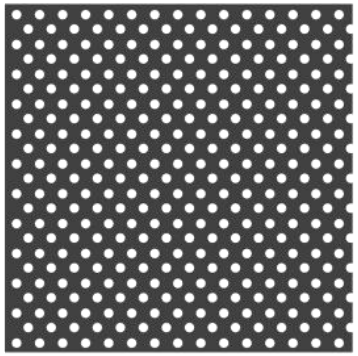
STATUS: TOWN PLANNING

Attachment 2 - PLN19/0807 - 176 Johnston & 300 Napier Street Fitzroy - Advertised Plans

CLD.01
METAL CLADDING
VERTICAL INTERLOCKING PANELS
COLORBOND 'MONUMENT' FINISH

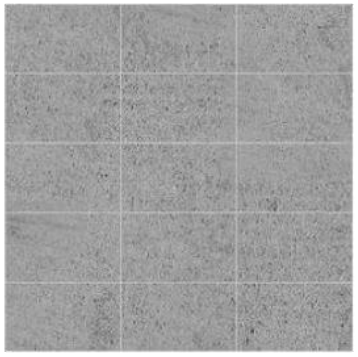
MAS.01
RED BRICK
STACK BOND (HORIZONTAL AND VERTICAL - REFER ELEVATIONS)

MLT.01
METAL WORK
(CANOPY CLADDING, TRANSOM PANEL, SHROUD, AND OTHER)
COLORBOND 'MONUMENT' FINISH

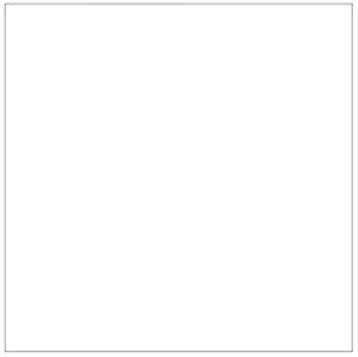


SCR.01
SCREEN
PERFORATED METAL PANEL WITH A MAXIMUM OF 25 PERCENT OPENINGS
COLORBOND 'MONUMENT' FINISH

CON.01
CONCRETE



STN.01
BLUESTONE TILES
300X600, STACK BOND



GLA.01
CLEAR GLASS FOR ALL WINDOW GLAZING

FOR TOWN PLANNING

REV.	DETAILS	BY	DATE
C	RESPONSE TO RFI AND COUNCIL MEETING FEEDBACK	SC	12.05.2020
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CHAMBERLAIN ARCHITECTS

U2 Pty Ltd

Napier Street - Mixed Use
176 Johnston Street & 300 Napier Street , Fitzroy

External Materials & Finishes — TP1.04 — C

AS SHOWN

STATUS: TOWN PLANNING

Attachment 2 - PLN19/0807 - 176 Johnston & 300 Napier Street Fitzroy - Advertised Plans

FOR TOWN PLANNING

REV.	DETAILS	BY	DATE
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All work shall conform to the specification and other relevant drawings. Figured dimensions take precedence over scaled dimensions. Contractors must verify all dimensions on site before commencing any work or making shop drawings.

DD Planning 03 9509 4990

Bryce Raworth 03 9529 4299

Leigh Design 03 8515 5399

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U2 Pty Ltd

18805

Napier Street - Mixed Use
176 Johnston Street & 300 Napier Street , Fitzroy

Perspective

TP1.05

C

AS SHOWN

STATUS: TOWN PLANNING

Attachment 2 - PLN19/0807 - 176 Johnston & 300 Napier Street Fitzroy - Advertised Plans

FOR TOWN PLANNING

REV.	DETAILS	BY	DATE
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DD Planning 03 9509 4990

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Leigh Design 03 8515 5399

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U2 Pty Ltd

18805

Napier Street - Mixed Use
176 Johnston Street & 300 Napier Street , Fitzroy

Perspective

TP1.06

C

AS SHOWN

STATUS: TOWN PLANNING

Attachment 2 - PLN19/0807 - 176 Johnston & 300 Napier Street Fitzroy - Advertised Plans

FOR TOWN PLANNING

REV.	DETAILS	BY	DATE
C	RESPONSE TO RFI AND COUNCIL MEETING FEEDBACK	SC	12.05.2020
B	MEETING WITH COUNCIL	SC	05.02.2020
A	ISSUED FOR TOWN PLANNING	SC	16.10.2019

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DD Planning 03 9509 4990

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ABN:26 149 858 079

CLIENT
U2 Pty Ltd

PROJECT NO.
18805

PROJECT
Napier Street - Mixed Use
176 Johnston Street & 300 Napier Street , Fitzroy

DRAWING TITLE
Perspective

DRAWING NUMBER
TP1.07

REVISION
C

SCALE @A1
AS SHOWN

CHECKED

STATUS: TOWN PLANNING

Attachment 2 - PLN19/0807 - 176 Johnston & 300 Napier Street Fitzroy - Advertised Plans

FOR TOWN PLANNING

REV.	DETAILS	BY	DATE
C	RESPONSE TO RFI AND COUNCIL MEETING FEEDBACK	SC	12.05.2020
B	MEETING WITH COUNCIL	SC	05.02.2020
A	ISSUED FOR TOWN PLANNING	SC	16.10.2019

All work shall conform to the specification and other relevant drawings. Figured dimensions take precedence over scale dimensions. Contractors must verify all dimensions on site before commencing any work or making shop drawings.

DD Planning 03 9509 4090

Bryce Raworth 03 9529 4299

Leigh Design 03 8515 5399

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ABN:26 149 858 079

U2 Pty Ltd

18805

Napier Street - Mixed Use
176 Johnston Street & 300 Napier Street , Fitzroy

Perspective

TP1.08

C

AS SHOWN

STATUS: TOWN PLANNING

Attachment 2 - PLN19/0807 - 176 Johnston & 300 Napier Street Fitzroy - Advertised Plans

FOR TOWN PLANNING

REV.	DETAILS	BY	DATE
C	RESPONSE TO RFI AND COUNCIL MEETING FEEDBACK	SC	12.05.2020

All work shall conform to the specification and other relevant drawings. Figured dimensions take precedence over scale dimensions. Contractors must verify all dimensions on site before commencing any work or making shop drawings.

DD Planning 03 9509 4990 | Bryce Raworth 03 9529 4299

Leigh Design 03 8515 5399

CHAMBERLAIN ARCHITECTS

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ABN:26 149 858 079

CLIENT: U2 Pty Ltd
PROJECT NO.: 18805
PROJECT: Napier Street - Mixed Use
176 Johnston Street & 300 Napier Street , Fitzroy

DRAWING TITLE: Perspective
DRAWING NUMBER: TP1.09
REVISION: C
SCALE: AS SHOWN
STATUS: TOWN PLANNING

Attachment 2 - PLN19/0807 - 176 Johnston & 300 Napier Street Fitzroy - Advertised Plans

FOR TOWN PLANNING

CHAMBERLAIN ARCHITECTS

U2 Pty Ltd

Napier Street - Mixed Use
176 Johnston Street & 300 Napier Street , Fitzroy

Context Inspiration — TP1.10 — C

AS SHOWN — STATUS: TOWN PLANNING

REV.	DETAILS	BY	DATE
C	RESPONSE TO RFI AND COUNCIL MEETING FEEDBACK	SC	12.05.2020

Attachment 2 - PLN19/0807 - 176 Johnston & 300 Napier Street Fitzroy - Advertised Plans

G Proposed Ground 1:100

FOR TOWN PLANNING

REV.	DETAILS	BY	DATE
C	RESPONSE TO RFI AND COUNCIL MEETING FEEDBACK	SC	12.05.2020
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A	ISSUED FOR TOWN PLANNING	SC	16.10.2019

CHAMBERLAIN ARCHITECTS

U2 Pty Ltd

Napier Street - Mixed Use
176 Johnston Street & 300 Napier Street , Fitzroy

Ground

TP2.01

C

AS SHOWN

STATUS: TOWN PLANNING

Attachment 2 - PLN19/0807 - 176 Johnston & 300 Napier Street Fitzroy - Advertised Plans

FOR TOWN PLANNING

CHAMBERLAIN ARCHITECTS

U2 Pty Ltd

Napier Street - Mixed Use
176 Johnston Street & 300 Napier Street , Fitzroy

First & Second Floor

TP2.02

C

AS SHOWN

STATUS: TOWN PLANNING

REV.	DETAILS	BY	DATE
C	RESPONSE TO RFI AND COUNCIL MEETING FEEDBACK	SC	12.05.2020
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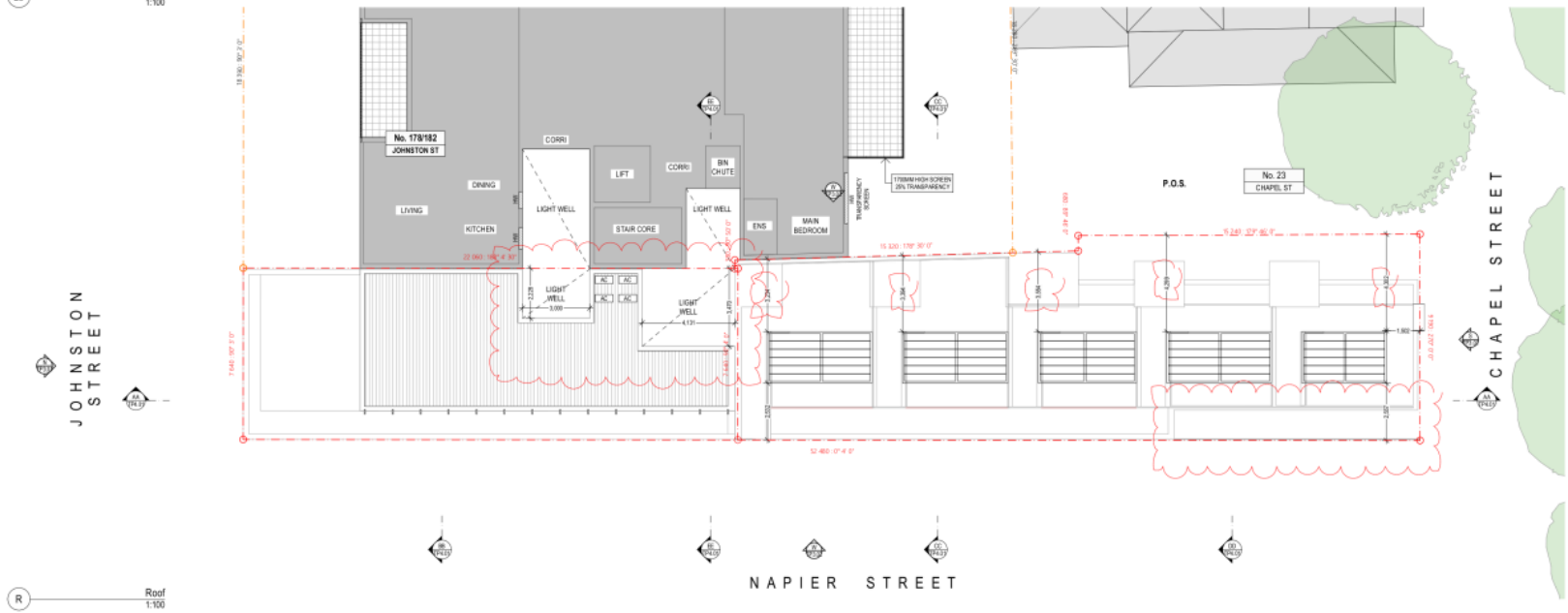
A	ISSUED FOR TOWN PLANNING	SC	16.10.2019

Attachment 2 - PLN19/0807 - 176 Johnston & 300 Napier Street Fitzroy - Advertised Plans

L3 Proposed Third & Roof Terrace
1:100



R Roof
1:100

FOR TOWN PLANNING

REV	DETAILS	BY	DATE
C	RESPONSE TO RFI AND COUNCIL MEETING FEEDBACK	SC	12.05.2020
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CHAMBERLAIN ARCHITECTS

U2 Pty Ltd

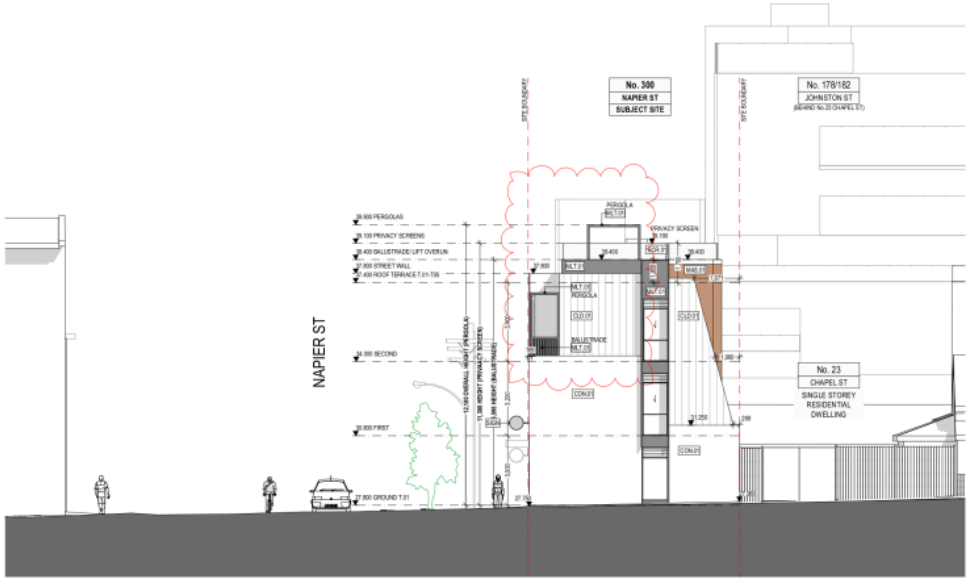
Napier Street - Mixed Use
176 Johnston Street & 300 Napier Street , Fitzroy

Third & Roof — TP2.03 — C

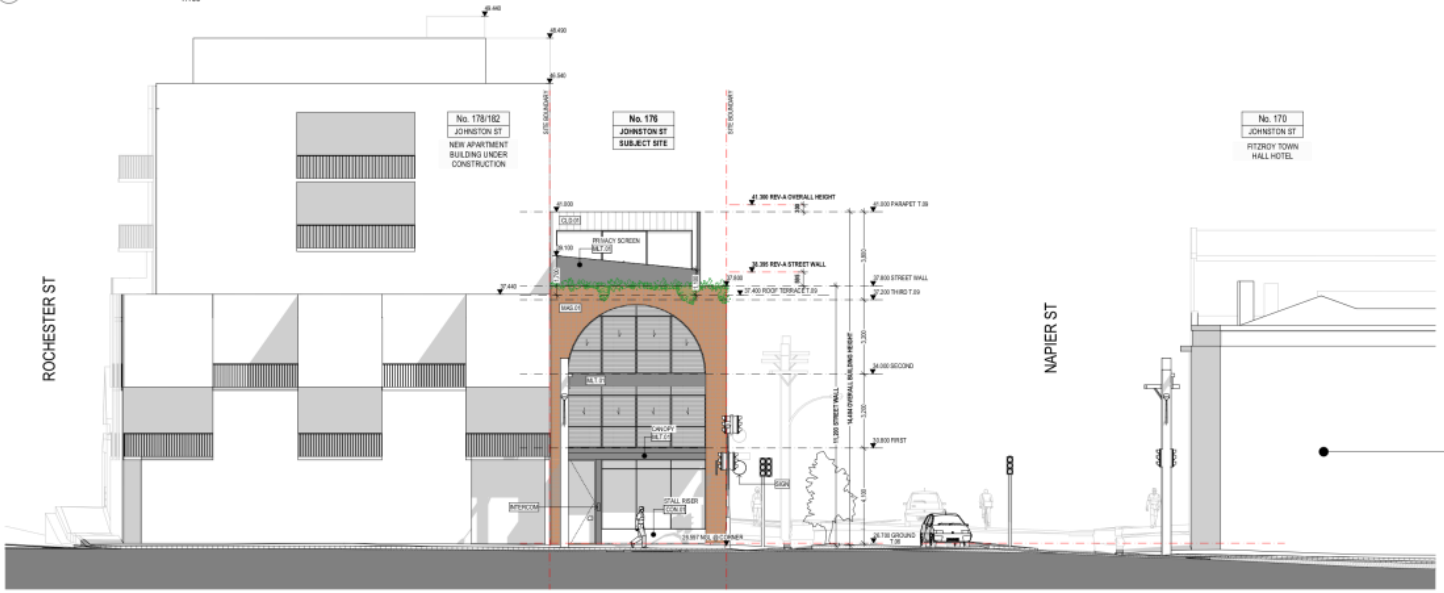
AS SHOWN

STATUS: TOWN PLANNING

Attachment 2 - PLN19/0807 - 176 Johnston & 300 Napier Street Fitzroy - Advertised Plans



South Elevation (Chapel St)
1:100



FITZROY TOWN HALL HOTEL

North Elevation (Johnston St)
1:100

FOR TOWN PLANNING

REV.	DETAILS	BY	DATE
C	RESPONSE TO RFI AND COUNCIL MEETING FEEDBACK	SC	12.05.2020
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CHAMBERLAIN ARCHITECTS

U2 Pty Ltd

Napier Street - Mixed Use
176 Johnston Street & 300 Napier Street , Fitzroy

Elevations

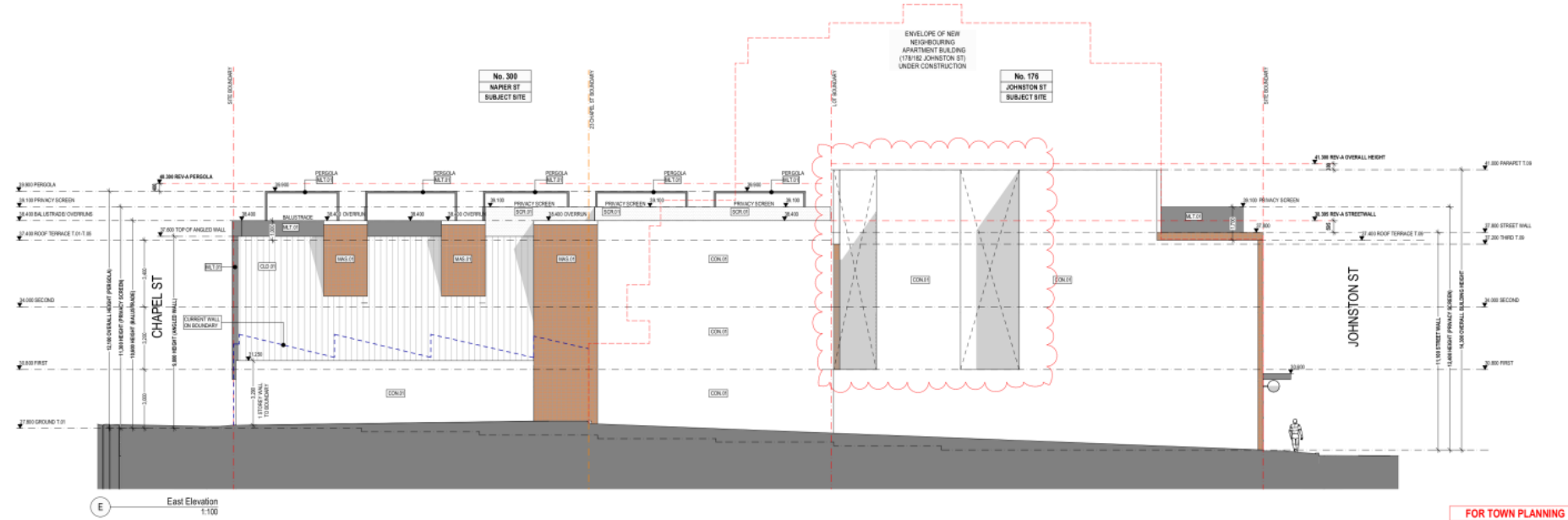
TP3.01

C

AS SHOWN

STATUS: TOWN PLANNING

Attachment 2 - PLN19/0807 - 176 Johnston & 300 Napier Street Fitzroy - Advertised Plans



FOR TOWN PLANNING

REV.	DETAILS	BY	DATE
C	RESPONSE TO RFI AND COUNCIL MEETING FEEDBACK	SC	12.05.2020
B	MEETING WITH COUNCIL	SC	05.02.2020
A	ISSUED FOR TOWN PLANNING	SC	18.10.2019

All work shall conform to the specification and other relevant drawings. Figured dimensions are to be taken in preference to scaled dimensions. Contractors must verify all dimensions on site before commencing any work or making shop drawings.

CHAMBERLAIN ARCHITECTS

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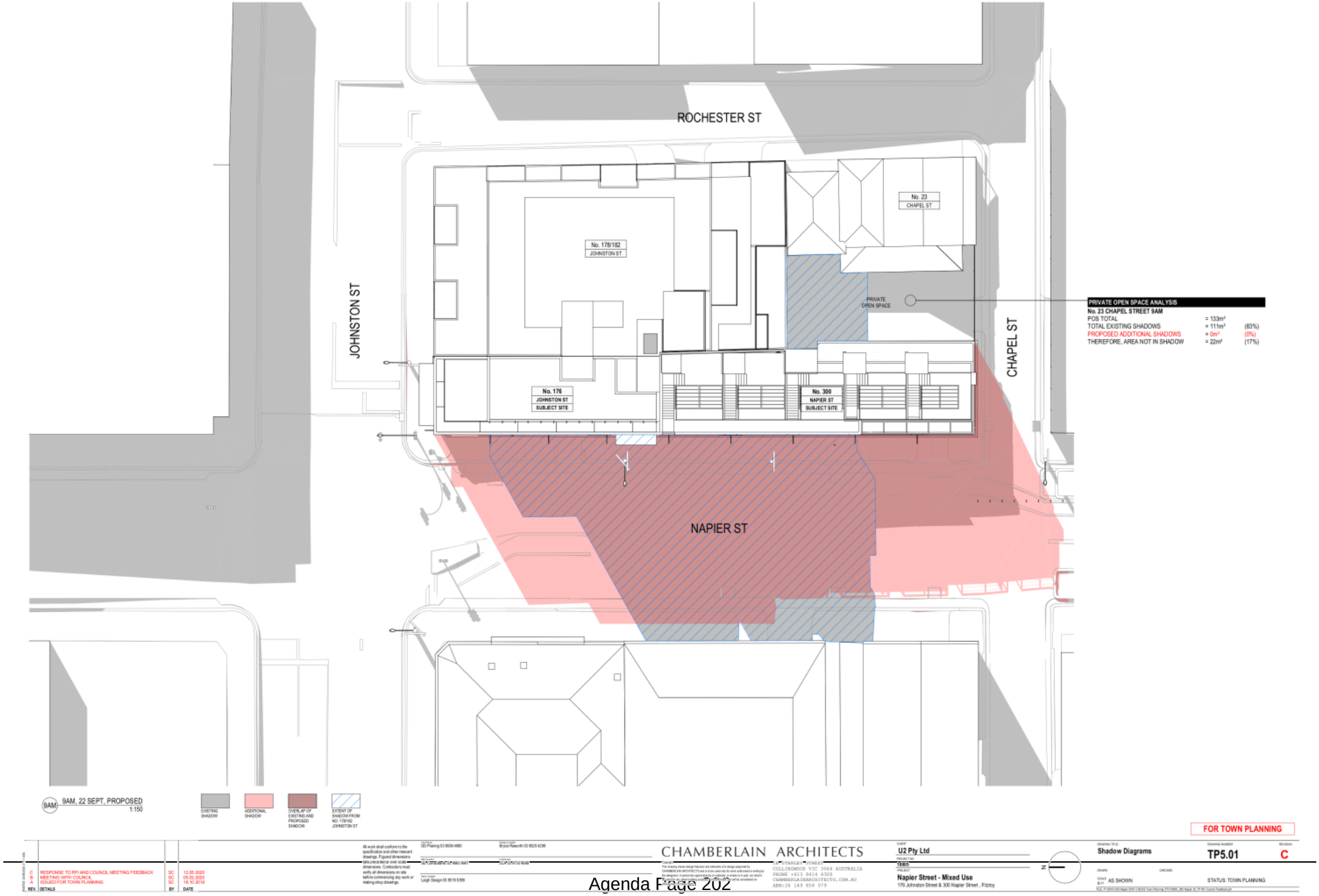
ABN:26 149 958 079

CLIENT: U2 Pty Ltd
PROJECT NO: 19005
PROJECT: Napier Street - Mixed Use
176 Johnston Street & 300 Napier Street , Fitzroy

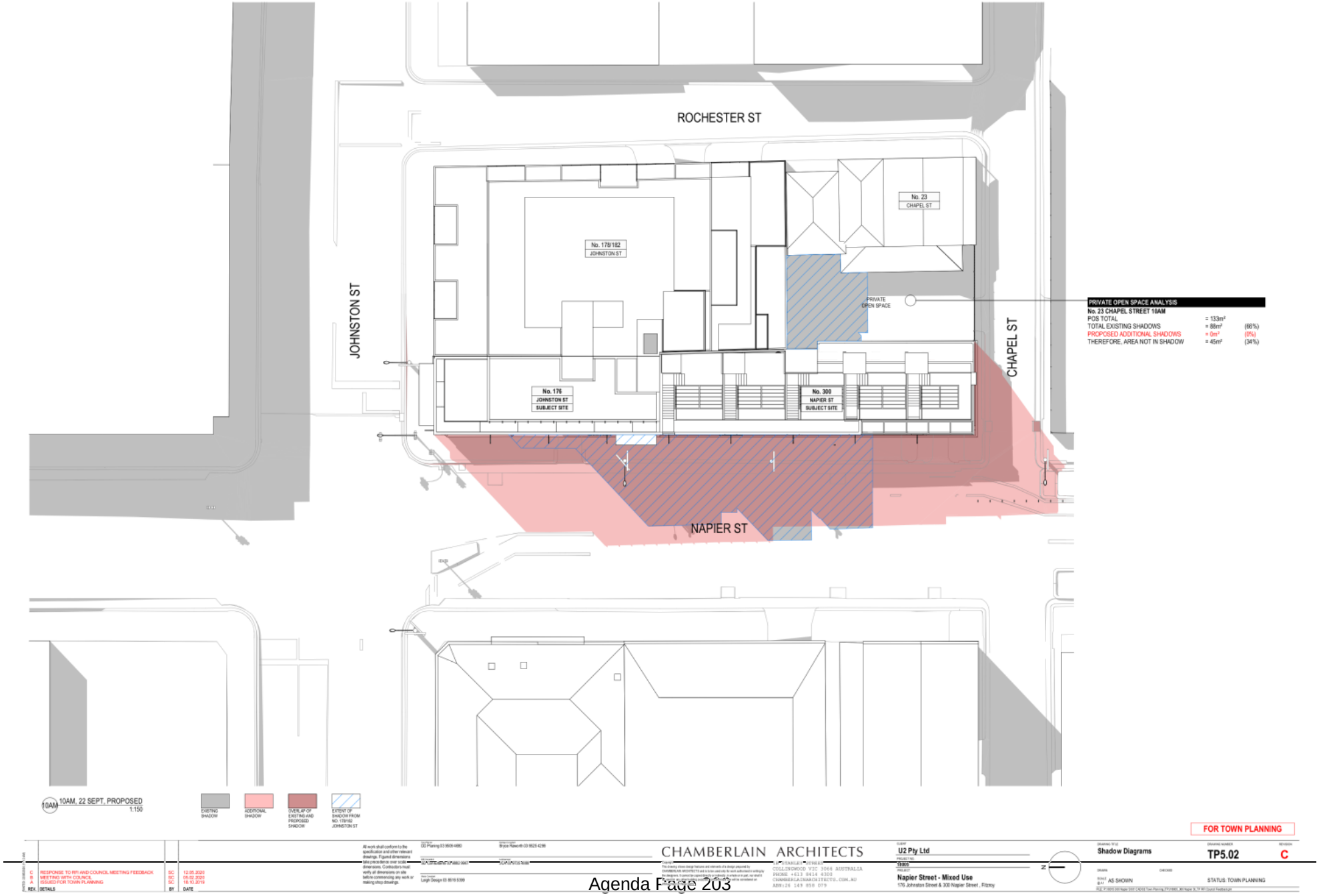
DRAWING TITLE: Elevations
DRAWING NUMBER: TP3.02
REVISION: C
SCALE @ A1: AS SHOWN
STATUS: TOWN PLANNING

Attachment 2 - PLN19/0807 - 176 Johnston & 300 Napier Street Fitzroy - Advertised Plans

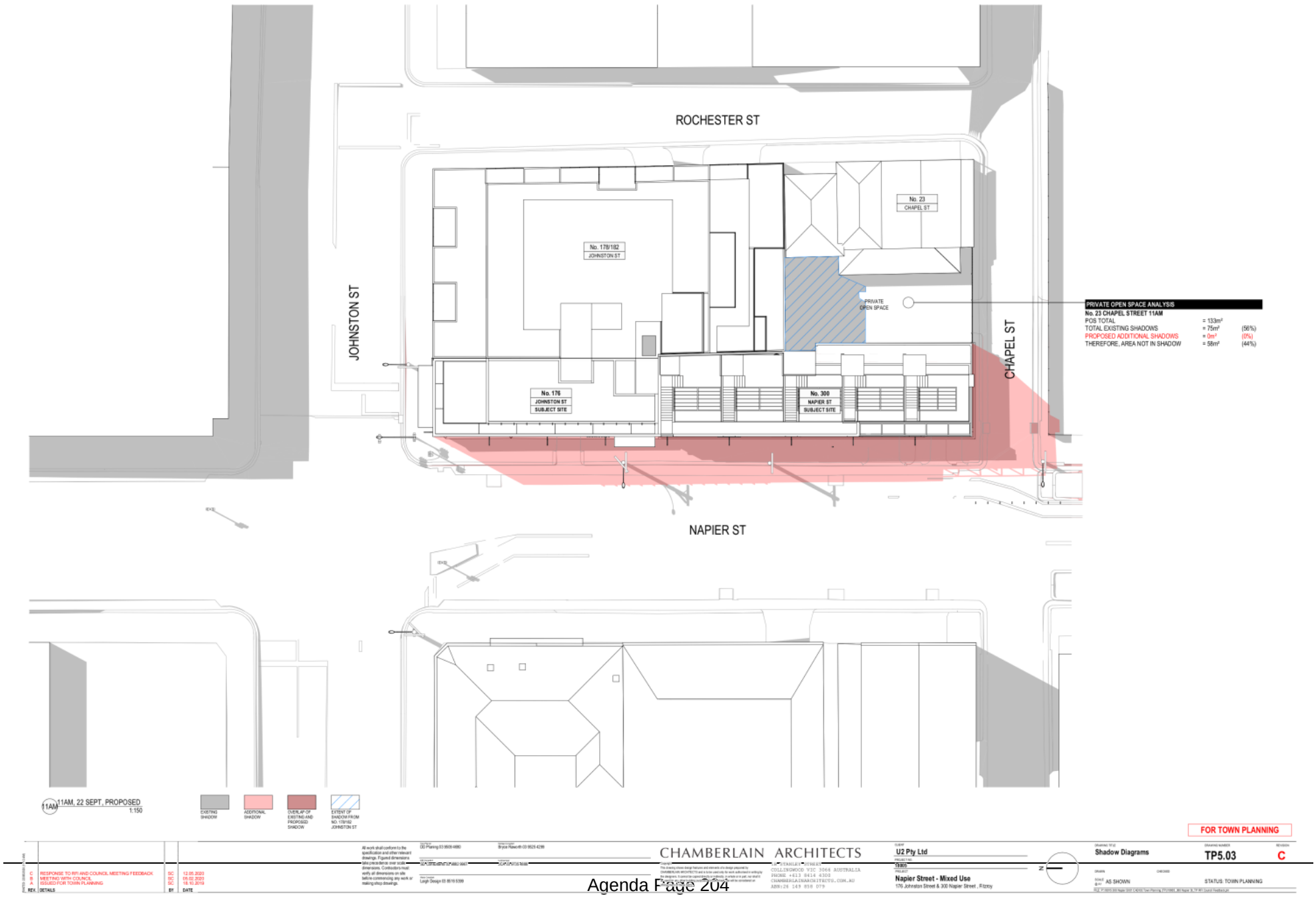
Attachment 2 - PLN19/0807 - 176 Johnston & 300 Napier Street Fitzroy - Advertised Plans



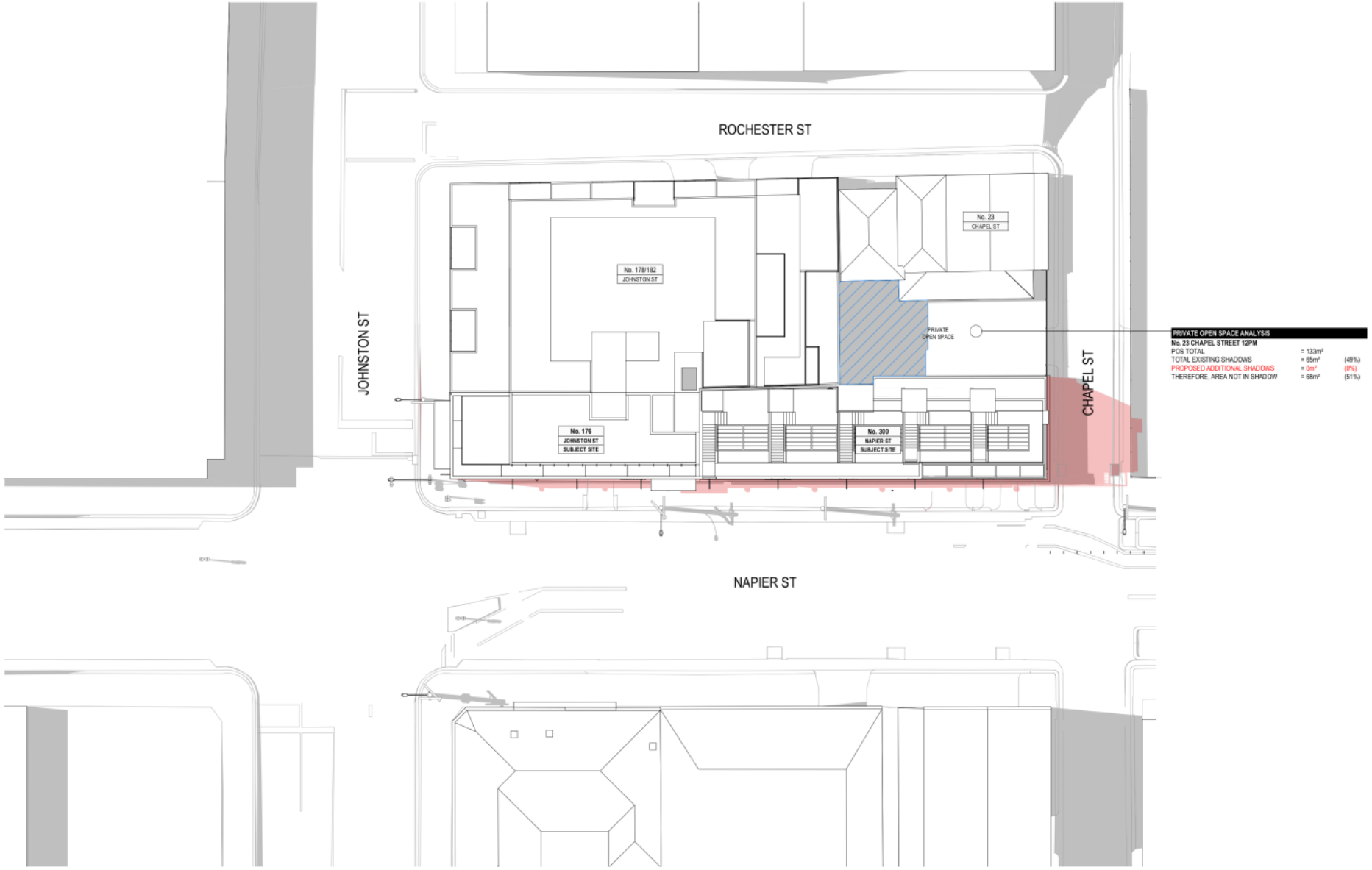
Attachment 2 - PLN19/0807 - 176 Johnston & 300 Napier Street Fitzroy - Advertised Plans



Attachment 2 - PLN19/0807 - 176 Johnston & 300 Napier Street Fitzroy - Advertised Plans



Attachment 2 - PLN19/0807 - 176 Johnston & 300 Napier Street Fitzroy - Advertised Plans



FOR TOWN PLANNING

REV.	DETAILS	BY	DATE
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B	MEETING WITH COUNCIL	SC	05.02.2020
A	ISSUED FOR TOWN PLANNING	SC	18.10.2019

CHAMBERLAIN ARCHITECTS

U2 Pty Ltd

Napier Street - Mixed Use
176 Johnston Street & 300 Napier Street , Fitzroy

Shadow Diagrams

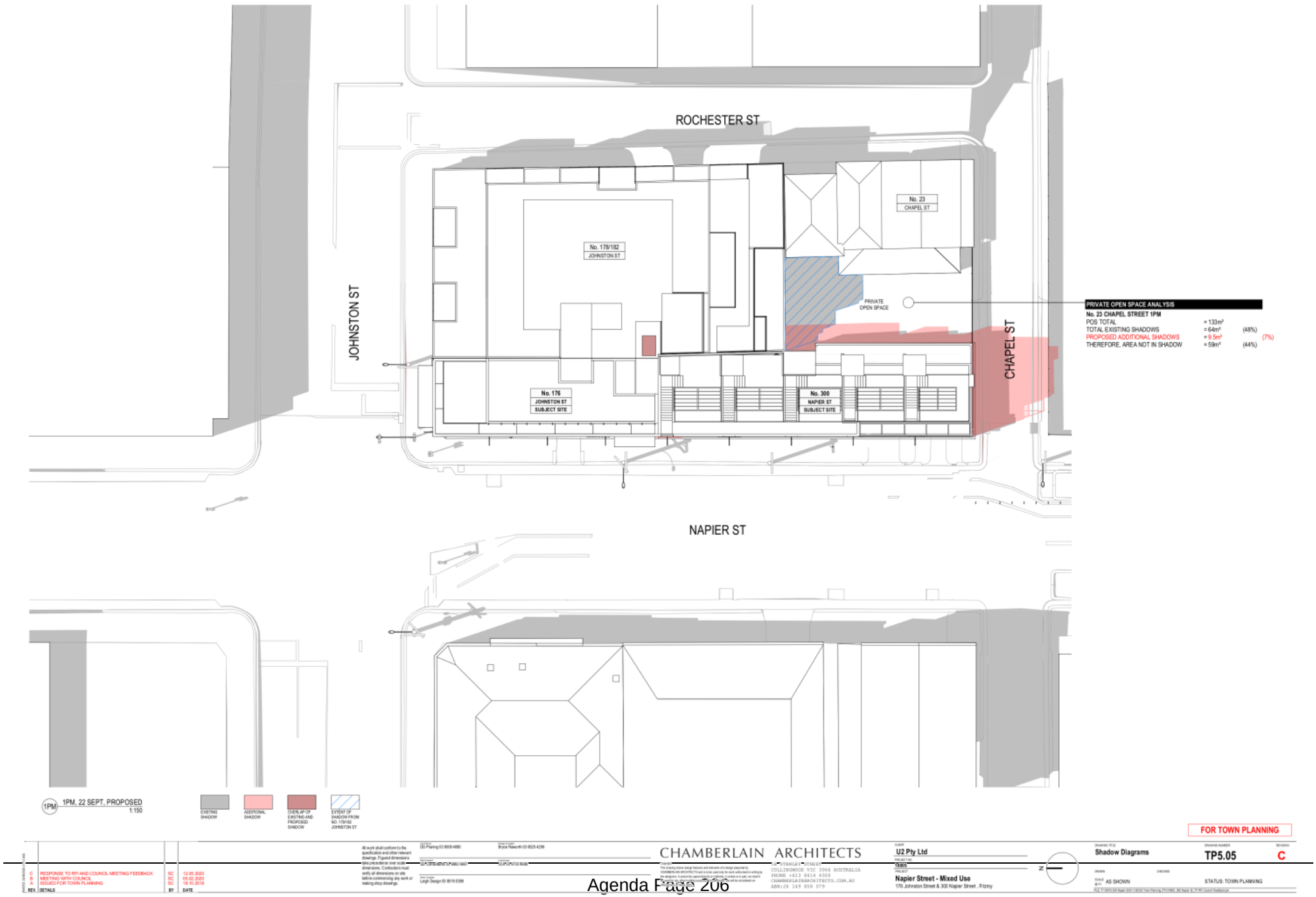
TP5.04

C

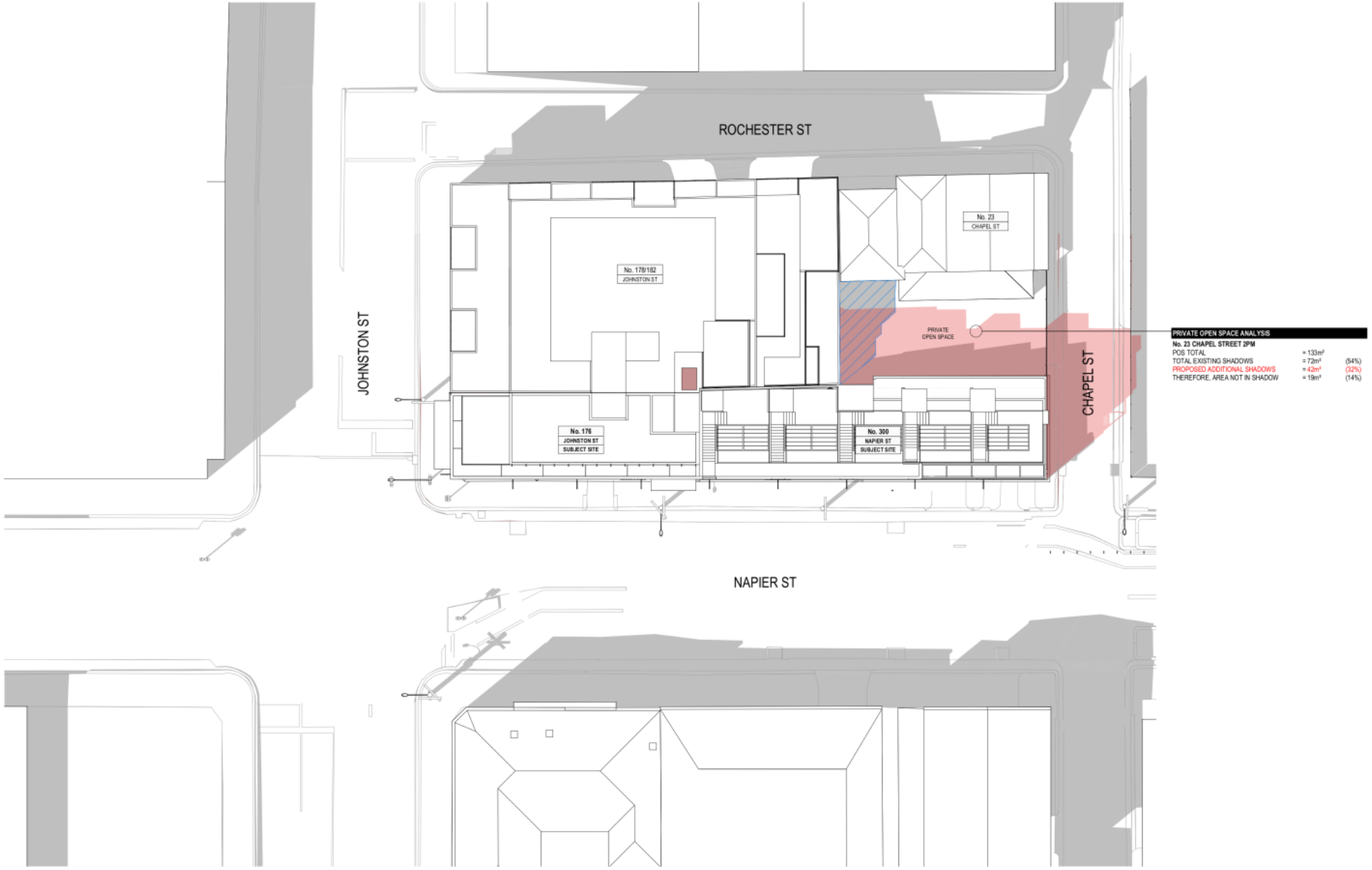
AS SHOWN

STATUS: TOWN PLANNING

Attachment 2 - PLN19/0807 - 176 Johnston & 300 Napier Street Fitzroy - Advertised Plans



Attachment 2 - PLN19/0807 - 176 Johnston & 300 Napier Street Fitzroy - Advertised Plans



FOR TOWN PLANNING

REV.	DETAILS	BY	DATE
C	RESPONSE TO RFI AND COUNCIL MEETING FEEDBACK	SC	XX.XX.2020
B	MEETING WITH COUNCIL	SC	05.02.2020
A	ISSUED FOR TOWN PLANNING	SC	18.10.2019

CHAMBERLAIN ARCHITECTS

U2 Pty Ltd

Napier Street - Mixed Use
176 Johnston Street & 300 Napier Street , Fitzroy

Shadow Diagrams

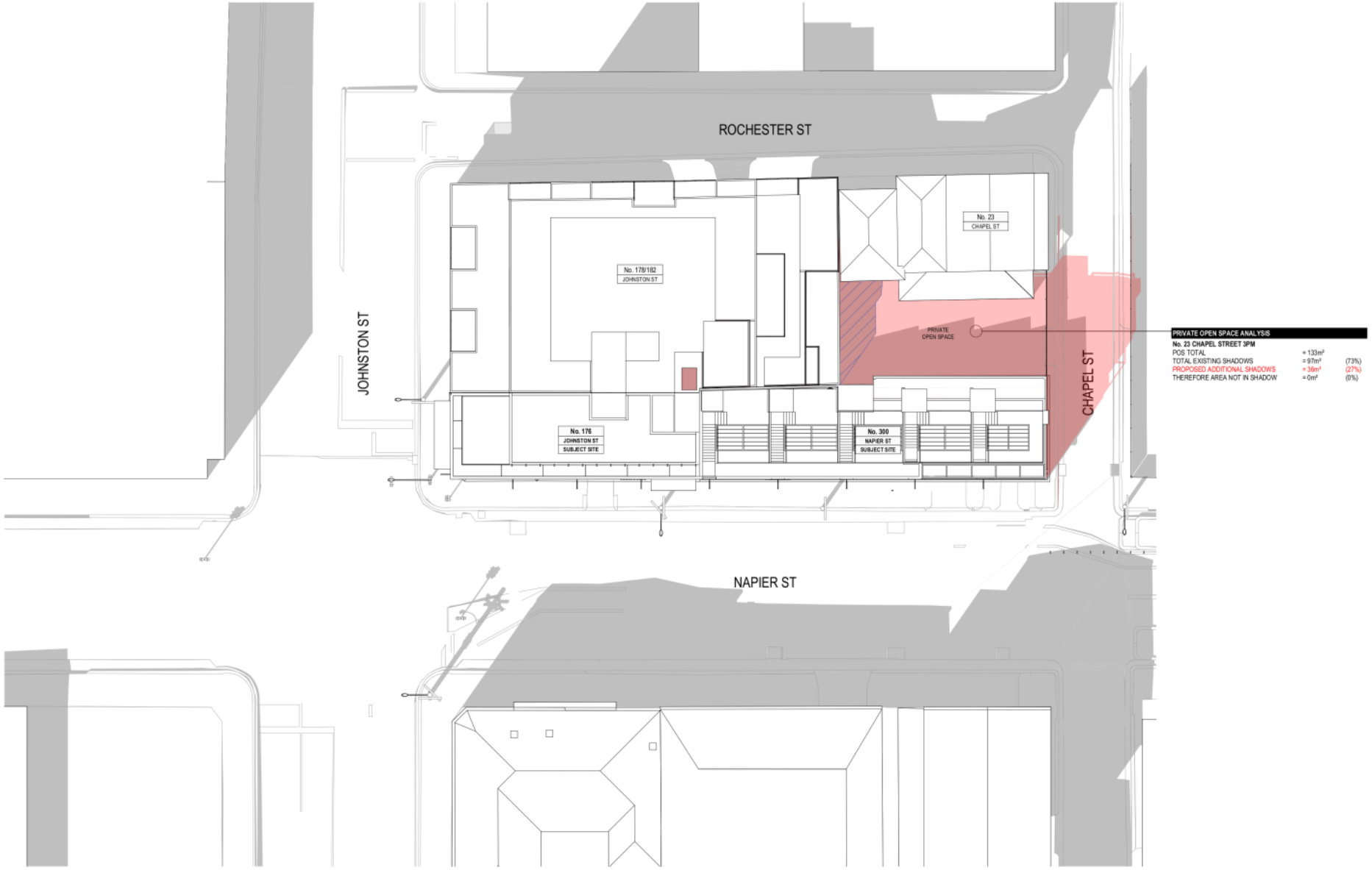
TP5.06

C

AS SHOWN

STATUS: TOWN PLANNING

Attachment 2 - PLN19/0807 - 176 Johnston & 300 Napier Street Fitzroy - Advertised Plans



FOR TOWN PLANNING

REV.	DETAILS	BY	DATE
C	RESPONSE TO RFI AND COUNCIL MEETING FEEDBACK	SC	12.05.2020
B	MEETING WITH COUNCIL	SC	05.02.2020
A	ISSUED FOR TOWN PLANNING	SC	18.10.2019

All work shall conform to the specification and other relevant drawings. Figured dimensions DO DIMENSIONS FROM SCALE DRAWINGS. Contractors must verify all dimensions on site before commencing any work or making shop drawings.

DD Planning 03 9909 4880 — Bryce Raworth 03 9929 4299 — Leigh Design 03 8516 5399

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CLIENT: U2 Pty Ltd
PROJECT NO: 1880
PROJECT: Napier Street - Mixed Use
176 Johnston Street & 300 Napier Street , Fitzroy

DRAWING TITLE: Shadow Diagrams
DRAWING NUMBER: TP5.07
REVISION: C
DRAWN:
CHECKED:
SCALE @ A1: AS SHOWN
STATUS: TOWN PLANNING

Attachment 3 - PLN19/0807 - 176 Johnston & 300 Napier Street Fitzroy - Engineering Comments (Advertised Plans)

CITY OF YARRA

MEMO

To: Nish Goonetilleke

From: Artemis Bacani

Date: 25 August 2020

Subject: Application No: PLN19/0807
Description: Mixed Use Development
Site Address: 176 Johnston Street and 300 Napier Street, Fitzroy

I refer to the above Planning Application received on 24 July 2020 in relation to the proposed development at 176 Johnston Street and 300 Napier Street, Fitzroy. Council's Civil Engineering unit provides the following information:

Drawings and Documents Reviewed

	Drawing No. or Document	Revision	Dated
One Mile Grid	*Traffic Impact Assessment* report		28 May 2020
Camberlain Architects	TP0.01 *Development Summary*	C	12 May 2020
	TP1.01 *Neighbourhood & Site Plan*	C	12 May 2020
	TP2.01 *Ground*	C	12 May 2020
	TP3.01 *Elevations*	C	12 May 2020
	TP3.02 *Elevations*	C	12 May 2020
Leigh Design	*Waste Management Plan*		3 October 2019

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

Proposed Use	Quantity/ Size	Statutory Parking Rate*	No. of Spaces Required	No. of Spaces Allocated
Office	1,158 m²	3 spaces per 100 m²	34	2
Shop	120 m²	3.5 spaces per 100 m² of leasable floor area	4	0
		Total	**38**	**2**

* 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.

A reduction of 36 car spaces is sought by the applicant.

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

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

- *Parking Demand for Office Use*.
  The office component would be provided with two on-site car spaces for the total 1,158 square metres of office floor area. This would equate to a rate of 0.17 spaces per 100 square metres. Throughout the municipality, a number of developments have been approved with reduced office rates, as shown in the following table:

Development Site	Approved Office Parking Rate
Cremorne	
60-88 Cremorne Street PLN17/0626 issued 21 June 2018	0.85 spaces per 100 m^2 (233 on-site spaces; 27,306 m^2)
9-11 Cremorne Street PLN16/0171 (Amended) issued 13 June 2017	0.85 spaces per 100 m^2 (20 on-site spaces; 2,329 m^2)
Collingwood	
2-16 Northumberland Street PLN16/1150 issued 14 June 2017	0.89 spaces per 100 m^2 (135 on-site spaces; 15,300 m^2)

  The proposed on-site office parking rate of 0.17 is lower compared to the rates shown in the above table; however, the site's good accessibility to public transport services and proximity to Melbourne would encourage visitors and clients to the site to utilise more sustainable forms of transportation such as catching public transport or riding a bicycle or car-pooling.

- *Parking Demand for Shop Use*.
  Typically, shop uses would generate a staff parking demand of 1.0 space per 100 square metres of floor area. All of the parking for the shop component 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:

  - Johnston Street buses – 20 metre walk
  - Brunswick Street trams – 220 metre walk
  - Smith Street trams – 290 metre walk
  - Nicholson Street trams – 530 metre walk
  - Alexandra Parade buses – 560 metre walk

- *Multi-Purpose Trips within the Area*.
  Clients and customers to the office and shop uses might combine their visit by engaging in other activities or business whilst in the area.

- *Convenience of Pedestrian and Cyclist Access*.
  The site has very good access to shops, businesses, essential facilities and public transport nodes. The site also has good connectivity to the Principal Bicycle Network.

Attachment 3 - PLN19/0807 - 176 Johnston & 300 Napier Street Fitzroy - Engineering Comments (Advertised Plans)

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*.
  The streets surrounding the site contain short-stay parking restrictions, which would provide clients and customers an opportunity to park close to the site. Long-stay on-street parking is very scarce to non-existent and employees to the site would be inclined to make their own travel arrangements to commute to and from the site, such as take public transport or ride a bicycle.

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

Adequacy of Car Parking
From a traffic engineering perspective, the reduction in car parking for the proposed office and shop use is considered appropriate in the context of the development and the surrounding area. Clients and customers to the site would be fully aware with the high parking demand in the Fitzroy area. The existing short-stay parking restrictions that operate in many surrounding streets would improve the ability for clients and customers to parking 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 Ratio Consultants is as follows:

Proposed Use	Adopted Traffic Generation Rate	Peak Hour	
		AM	PM
Commercial (2 spaces)	0.5 trips per space during each peak hour period	1	1

The traffic volumes generated by the site are not unduly high and should not have a detrimental impact on the traffic operation of the surrounding road network.

Attachment 3 - PLN19/0807 - 176 Johnston & 300 Napier Street Fitzroy - Engineering Comments (Advertised Plans)

LAYOUT DESIGN
Layout Design Assessment

Item	Assessment
Access Arrangements	
Car Space Doorway	The width of the car space doorway is not dimensioned on the drawings.
Headroom Clearance – Car Space Doorway	Not dimensioned on the drawings.
Vehicle Turning Movements – Via Napier Street	The swept path diagrams for a B85 design vehicle demonstrates satisfactory vehicle movements into and out of the garage entrances via Napier Street.
Vehicle Crossings	The width of the vehicle crossings are not dimensioned on the drawings.
Car Parking Modules	
Car Spaces	The dimension of the car spaces for each garage measures of 3.5 metres by 6.0 metres to satisfy *Design standard 2 – Car parking spaces*.
Other Items	
Proposed Vehicle Crossing – Ground Clearance Check	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 or bottoming out (Please see under '*Design Items to be Addressed*' section).
Waste Collection Arrangement	According to the applicant, waste collection would be performed on Napier Street using Council's waste collection service.
Loss of On-Street Car Spaces	The construction of the vehicle crossing would result in the loss of one on-street car space. The Civil Engineering unit has no objection to the loss of one on-street car space.
Bicycle Hoops – Napier Street Frontage	The applicant has propose a number of bicycle hoops along the Napier Street footpath.
Canopy – Johnston Street & Napier Street Frontages	The height clearance of the canopy on the Johnston Street frontage of 3.70 metres is considered adequate and satisfies the *Building Regulations 2018*.
Illuminated Signs	A number of illuminated signs are proposed along the Napier Street façade of the building. No clearance height or the distance of projection over the boundary line has been provided.

Attachment 3 - PLN19/0807 - 176 Johnston & 300 Napier Street Fitzroy - Engineering Comments (Advertised Plans)

Design Items to be Addressed

Item	Details
Car Space Doorway	The width of each car space doorway is to be dimensioned on the drawings.
Headroom Clearance at Car Space Doorway	The headroom clearance at the car space doorway is to be dimensioned on the drawings.
Vehicle Crossings	The width of each vehicle crossing is to be dimensioned on the drawings.
Proposed 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 out on site which includes the reduced level 2.0 metres inside the property, the property boundary level, the bottom of kerb (invert) level, the edge of channel level and a few levels on the road pavement – in this case, Napier Street. These levels for each vehicle crossing are to be shown on a 1 in 20 scale cross-sectional drawing, with dimensions, together with the B99 design vehicle ground clearance template demonstrating access into and out of the development. The footpath cross-fall grade should not exceed the maximum allowable cross-fall grade of 1:40 (2.5%) for a minimum footpath width of 1.2 metres. 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.
Bicycle Hoops – Napier Street Frontage	The applicant is to liaise with Council's Strategic Transport unit regarding the proposed bicycle hoops along the Napier Street frontage, as well as the bicycle requirements for this development.
Canopy – Johnston Street & Napier Street Frontages	The setback of the canopies from the kerb and clearance height for the canopy on the Napier Street frontage are to be dimensioned on the drawings.
Illuminated Signs – Napier Street Frontage	The clearance height and the distance of projection over the boundary line for each of the illuminated signs are to be dimensioned on the drawings.
Architectural Feature – Chapel Street Frontage	The clearance height and distance of projection over the building line of the architectural feature on the Chapel Street façade is to be dimensioned on the drawings.
Corner Splay	The proposed *Ground* floor plans show the corner splay on the north-west corner of the site will be occupied by the development. The corner splay at ground level must remain intact. Regardless of whether the splay is in private ownership, it is deemed to be part of a Public Highway by virtue of its previous and existing use by the public (i.e. – pedestrians). The splay must remain in asphalt (consistent with the surrounding footpaths) and must not be reduced in size. The applicant must depict the splay on the proposed *Ground* floor plan (TP2.01). The splay can be occupied above ground level (i.e. first floor and upwards).

Attachment 3 - PLN19/0807 - 176 Johnston & 300 Napier Street Fitzroy - Engineering Comments (Advertised Plans)

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 Johnston Street, Napier Street and Chapel Street road frontages must be reconstructed to Council's satisfaction and at the Permit Holder's cost.
- The footpath along the property's Johnston Street, Napier Street and Chapel Street road frontages must be reconstructed to Council's satisfaction and at the Permit Holder's cost. The footpath must have a cross-fall of 1 in 40 or unless otherwise specified by Council.
- The half-width road pavement of Johnston Street (from the centre line of the road to the south kerb) along the property frontage must be profiled (grounded by 50 mm) and re-sheeted to Council's satisfaction and at the Permit Holder's cost.
- The half-width road pavement of Napier Street (from the centre line of the road to the east kerb) along the property frontage must be profiled (grounded by 50 mm) and re-sheeted to Council's satisfaction and at the Permit Holder's cost.
- The half-width road pavement of Chapel Street (from the centre line of the road to the north kerb) along the property frontage must be profiled (grounded by 50 mm) and re-sheeted to Council's satisfaction and at the Permit Holder's cost.
- All portions of redundant vehicle crossing associated with the development must be demolished and reinstated with pavement and kerb and channel to Council's satisfaction and at the Permit Holder's cost.
- All road markings, including bicycle logos, are to be reinstated following the completion of the road pavement works to Council's satisfaction and at the Permit Holder's cost.

Vehicle Crossings

Before the development commences, or by such later date as approved in writing by the Responsible Authority, the new vehicle crossings 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 from AS/NZS 2890.1:2004, 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.

Attachment 3 - PLN19/0807 - 176 Johnston & 300 Napier Street Fitzroy - Engineering Comments (Advertised Plans)

Impact of Assets on Proposed Development

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

Removal, Adjustment, Changing or Relocation of Parking Restriction Signs

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

ADDITIONAL ENGINEERING ADVICE FOR THE APPLICANT

Item	Details
Legal Point of Discharge	The applicant must apply for a Legal Point of Discharge under Regulation 133 – Stormwater Drainage of the *Building Regulations* 2018 from Yarra Building Services unit. Any storm water drainage within the property must be provided and be connected to the nearest Council pit of adequate depth and capacity (legal point of discharge), or to Council's satisfaction under Section 200 of the *Local Government Act* 1989 and Regulation 133.
Clearances to Electrical Assets	Overhead power lines run along the south side of Johnston Street and east side of Napier 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
Tree Protection	The applicant is to liaise with Council's Open Space unit regarding the protection of the street trees along the property's Napier Street road frontage.

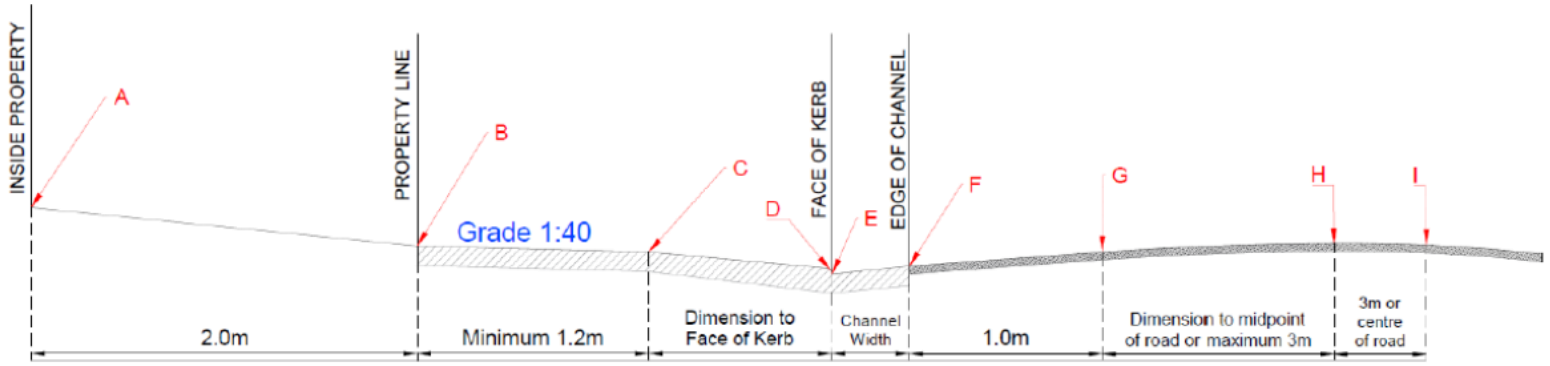
Attachment 3 - PLN19/0807 - 176 Johnston & 300 Napier Street Fitzroy - Engineering Comments (Advertised Plans)

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 4 - PLN19/0807 - 176 Johnston Street & 300 Napier Street Fitzroy - Strategic Transport Comments (Advertised Plans)

Planning Referral

To:	Nish Goonetilleke
From:	Chloe Wright
Date:	27/08/2020
Subject:	Strategic Transport Comments
Application No:	PLN19/0807
Description:	Full demolition and construction of a part three and part four-storey building, with a reduction in the car parking requirements associated with the use of the land for retail and offices (no permit required uses), including the construction and display of internally illuminated signage.
Site Address	176 Johnston Street & 300 Napier Street, Fitzroy

I refer to the above application referred on 24 July 2020 and the accompanying Traffic report prepared by One Mile Grid in relation to the above proposed development at 176 Johnston Street & 300 Napier Street, Fitzroy.

Council's Strategic Transport unit provides the following information:

Access and Safety

No 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
Office	1158 sqm	1 employee space to each 300 sqm of net floor area if the net floor area exceeds 1000 sqm	4 employee spaces	
		1visitor space to each 1000 sqm of net floor area if the net floor area exceeds 1000 sqm	1 visitor spaces	
Retail	120 sqm	1 employee space to each 300 sqm of leasable floor area	0 employee spaces	
		1visitor space to each 500 sqm of leasable floor area	0 visitor spaces	
Bicycle Parking Spaces Total			**4 employee spaces**	**10 employee spaces**
			1 visitor spaces	**16 visitor spaces**
Showers / Change rooms		1 to the first 5 employee spaces and 1 to each additional 10 employee spaces	**0 showers / change rooms**	**2 showers / change rooms**

Attachment 4 - PLN19/0807 - 176 Johnston Street & 300 Napier Street Fitzroy - Strategic Transport Comments (Advertised Plans)

Adequacy of visitor spaces

The following comments are provided in relation to the proposed visitor bicycle parking:

- 16 visitor bicycle spaces are proposed at the Napier Street footpath, which exceeds the best practice[1] recommendation of 2 visitor spaces.
- Given the proposed development is located adjacent to an important strategic cycling corridor, additional visitor bicycle spaces above the best practice rate is supported. Provision of four bicycle hoops (providing a total of 8 visitor spaces) is considered adequate.
- All visitor bicycle spaces appear to meet clearance and accessway requirements of AS2890.3 and should be installed as per the Urban Design standard detail for bike hoops (attached).

Adequacy of employee spaces

Number of spaces

10 employee spaces are proposed, which does not meet the best-practice[2] rate of 12 employee spaces for the development.

Design and location of employee spaces and facilities

The following comments are provided in relation to the design and location of employee bicycle parking:

- 2 employee bicycle racks are provided within the ground floor of each of the five 'office shells'.
- It is recommended that a minimum of 2 employee bicycle racks are also provided within the level 1 and 2 office tenancies above the retail area, to provide secure bicycle parking for employees working in these offices too.
- Typically, all employee bicycle parking should be located within one secure facility. However, given the proposed development includes 6 small separate office tenancies and no shared basement car parking, the provision of employee bicycle parking within each office tenancy is considered acceptable.
- All employee bicycle spaces are provided as a hanging wall rack. As per AS2890.3 at least 20% of employee spaces should be provided as horizontal at-grade spaces. It is recommended that at least 1 bicycle hoop and 1 wall hanging rack is provided within each tenancy, as this would provide an alternative / easier parking option for heavier bicycles such as electric bikes.
- The office tenancies above the ground floor retail area include a shower / change room, which meets Council's best practice recommendation. It is unclear as to whether the 'office shells' include shower / change room facilities as the plans only note 'provision for bathroom services'. It is recommended that a shower/change room be provided to support staff to ride to work, however this is not required by the planning scheme.

Electric Vehicles

Council's BESS guidelines encourage the use of fuel efficient and electric vehicles (EV). To allow for easy future provision for electric vehicle charging, it is recommended that car parking areas should be electrically wired to be 'EV ready' to enable future installation of EV charging.

Green Travel Plan

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

(a) Description of the location in the context of alternative modes of transport;
(b) Employee welcome packs (e.g. provision of Myki/transport ticketing);

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[1] *Category 6 of the Built Environment Sustainability Scorecard (BESS) recommends 1 visitor space to each 500sqm of office floor space.*

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

Attachment 4 - PLN19/0807 - 176 Johnston Street & 300 Napier Street Fitzroy - Strategic Transport Comments (Advertised Plans)

(c) Sustainable transport goals linked to measurable targets, performance indicators and monitoring timeframes;
(d) A designated 'manager' or 'champion' responsible for co-ordination and implementation;
(e) Details of bicycle parking and bicycle routes;
(f) Details of Green Travel funding and management responsibilities;
(g) The types of bicycle storage devices proposed to be used for employee and visitor spaces (i.e. hanging or floor mounted spaces);
(h) Security arrangements to access the employee bicycle storage spaces;
(i) Signage and wayfinding information for bicycle facilities and pedestrians pursuant to Australian Standard AS2890.3; and
(j) Provisions for the GTP to be updated not less than every five years.

Recommendations

The following should be shown on the plans before endorsement:

1. A minimum of 8 visitor bicycle spaces. All visitor spaces should be provided as horizontal bicycle rail and must meet clearance and access-way requirements of AS2890.3 or be otherwise to the satisfaction of the responsible authority.
2. A minimum of 12 employee bicycle spaces, including two spaces within each office tenancy. At minimum 20% of bicycle spaces must be provided as horizontal bicycle rails.
3. Notations indicating the dimensions of bicycle storage spaces and relevant access ways to demonstrate compliance with Australian Standard AS2890.3 or be otherwise to the satisfaction of the responsible authority.

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

Regards

Chloe Wright
Sustainable Transport Officer
Strategic Transport Unit

Attachment 5 - PLN19/0807 - 176 Johnston & 300 Napier Street Fitzroy - ESD Comments (Advertised Plans)

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-residential: 1,000m^2 or more.*

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 Chamberlain Architects (rev C), the accompanying SMP, prepared by SDC (July 2020) and Daylight Modelling Report also prepared by SDC (prepared May 2020).

Attachment 5 - PLN19/0807 - 176 Johnston & 300 Napier Street Fitzroy - ESD Comments (Advertised Plans)

Sustainable Management Plan (SMP)

Referral Response by Yarra City Council

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Attachment 5 - PLN19/0807 - 176 Johnston & 300 Napier Street Fitzroy - ESD Comments (Advertised Plans)

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

Assessment Summary:

Responsible Planner:		Nish Goonetilleke	
ESD Advisor:		Euan Williamson	
Date:	24.8.2020	Planning Application No:	PLN19/0807
Subject Site:		176 Johnston St & 300 Napier St	
Site Area:	Approx. 433m^2	Site Coverage:	100%
Project Description:		Four storey office building.	
Pre-application meeting(s):		None.	

The standard of the ESD <u>does not meet</u> Council's Environmental Sustainable Design (ESD) best practice standard. *Should a permit be issued, 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:
- A STORM report with a 108% score has been submitted that relies on runoff from approximately 280m^2 of roof connected to 8,000 litres of rainwater storage for flushing of all toilets onsite.
- A 10kWp solar PV array to contribute to onsite electricity consumption.
- Access to natural ventilation is good provided that the windows to offices on all levels are operable.
- Energy efficient heating/cooling and lighting.
- Water efficient fixtures and taps.
- SMP states that there are 10 secure bicycle parking spaces for staff, plus 16 for visitors.

(2) Application ESD Deficiencies:
- Daylight access to offices is good, however offsite daylight impacts of the proposed development are unacceptable. It is my opinion, after considering the amenity of the adjoining dwellings (one bedroom dwellings in particular), the loss of daylight would be too significant to be supportable. Daylight modelling clearly shows that the impacts on bedrooms in the adjoining building 178-182 Johnston Street will be severe. Recommend a full redesign on the building to ensure that Council's best practice standard of daylight to adjoining bedrooms is secured. Enlarging the lightwells is unlikely to be sufficient given the aspect and orientation of the lightwells and bedrooms in the existing building. It is likely that the proposed building on the subject site will need complete remodelling and possibly have to be developed into two separate built forms at the north and south of the block, with a large central atrium that is open to the Napier street frontage – to enable existing bedrooms to meet Councils daylight factor standards.
- Exceeding NCC 2016 energy efficiency standards by 20%. This is roughly equivalent to current minimum NCC 2019 standards, and is possibly beneath current building code requirements. Recommend a commitment to exceed current NCC2019 standards.
- Energy efficient LED lighting 20% improvement on NCC minimum requirements. Please remove the term "aim" to meet this standard and commit to a clear performance standard. Ambiguous language such "aim" can lead to confusion and misunderstandings and is not suitable for a town planning submission.
- Recommend including organic/green waste and e-waste systems also.

(3) Outstanding Information:
- Recommend that operable windows are including to all offices on each level and operability of clearly marked on plans.

Attachment 5 - PLN19/0807 - 176 Johnston & 300 Napier Street Fitzroy - ESD Comments (Advertised Plans)

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

- An 8,000 litre rainwater tank connected to all toilets for flushing. Only 3,000 litres of rainwater storage can be identified on plans. Please clearly show the location and volume of the remaining 5,000 litres.

(4) ESD Improvement Opportunities

- Recommend included electric vehicle charging infrastructure
- Consider FSC certified sustainable timber for all timber uses onsite.
- Recommend that an Environmental Management Plan will monitor and control activities undertaken during construction.
- Recommend a 20-35% recycled content cement replacement.
- Recommend increasing landscaping and ecological value of the proposal.
- Recommend comprehensive commissioning and tuning of all major appliances and building services.

Further Recommendations:

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

Attachment 5 - PLN19/0807 - 176 Johnston & 300 Napier Street Fitzroy - ESD Comments (Advertised Plans)

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	Access to natural ventilation is good provided that the windows to offices on all levels are operable.	Recommend that operable windows are including to all offices on each level and operability of clearly marked on plans.	3
Daylight & Solar Access	Daylight access to offices is good, however offsite daylight impacts of the proposed development are unacceptable. It is my opinion, after considering the amenity of the adjoining dwellings (one bedroom dwellings), the loss of daylight would be too significant to be supportable. Daylight modelling clearly shows that the impacts on bedrooms in the adjoining building 178-182 Johnston Street will be severe.	Recommend a full redesign on the building to ensure that Council's best practice standard of daylight to adjoining bedrooms is secured. Enlarging the lightwells is unlikely to be sufficient given the aspect and orientation of the lightwells and bedrooms in the existing building. It is likely that the proposed building on the subject site will need complete remodelling and possibly have to be developed into two separate built forms at the north and south of the block, with a large central atrium that is open to the Napier street frontage – to enable existing bedrooms to meet Councils daylight factor standards.	2
External Views	External views from proposed offices	-	1
Hazardous Materials and VOC	All flooring paints, sealants and adhesives a will be low-VOC type. All engineered timber products to have low/no formaldehyde content	-	1
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: - Good potential for natural ventilation - Shading to west facing office windows - Average thermal efficiency standards.	Please refer to section on, *NCC Energy Efficiency Requirements Exceeded* and *Effective Shading*	1

* **Council Assessment Ratings:**

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

References and useful information:
SDAPP Fact Sheet: 1. Indoor Environment Quality

Attachment 5 - PLN19/0807 - 176 Johnston & 300 Napier Street Fitzroy - ESD Comments (Advertised Plans)

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	Exceeding NCC 2016 standards by 20%	This is roughly equivalent to current minimum NCC 2019 standards, and is possibly beneath current building code requirements. Recommend a commitment to exceed current NCC2019 standards.	2
Hot Water System	Instantaneous electric hot water systems	-	1
Peak Energy Demand	Peak demand reduced through various initiatives.	-	1
Effective Shading	External sun shading to westerly glazing.	-	1
Efficient HVAC system	Reverse cycle inverter split AC units within one star of best available.	-	1
Efficient Lighting	Energy efficient LED lighting 20% improvement on NCC minimum requirements.	Please remove the term "aim" to meet this standard and commit to a clear performance standard. Ambiguous language such "aim" can lead to confusion and misunderstandings and is not suitable for a town planning submission.	2
Electricity Generation	A 10kWp solar PV array to contribute to onsite electricity consumption.	-	1
Other	-	-	-

*** Council Assessment Ratings:**

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

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

Attachment 5 - PLN19/0807 - 176 Johnston & 300 Napier Street Fitzroy - ESD Comments (Advertised Plans)

3. Water Efficiency

Objectives:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
Minimising Amenity Water Demand	Water efficient taps and fittings throughout, including: - 3 Star WELS showers <6 litres/min - 4 Star WELS toilets - 5 Star WELS tapware - Minimum 4 Star WELS dishwashers and appliances if provided.	-	1
Water for Toilet Flushing	An 8,000 litre rainwater tank connected to all toilets for flushing.	Only 3,000 litres of rainwater storage can be identified on plans. Please clearly show the location and volume of the remaining 5,000 litres.	3
Water Meter	Separate meters for dwellings.	-	1
Landscape Irrigation	Water efficient landscaping.	-	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

Attachment 5 - PLN19/0807 - 176 Johnston & 300 Napier Street Fitzroy - ESD Comments (Advertised Plans)

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 108% score has been submitted that relies on runoff from approximately 280m² of roof connected to 8,000 litres of rainwater storage for flushing of all toilets onsite.	Only 3,000 litres of rainwater storage can be identified on plans. Please clearly show the location and volume of the remaining 5,000 litres.	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	Minimum 20% recycled material content in insulation.	-	1
Embodied Energy of Concrete and Steel	Recycled water in concrete mix.	Recommend a 20-35% recycled content cement replacement.	4
Sustainable Timber	All timber will be FSC or AFS accredited.	Consider FSC certified sustainable timber for all timber used onsite.	4
Design for Disassembly	No information has been provided.	Consider a small pallet of materials and construction techniques that can assist in disassembly.	4
Other	-	-	-

*** Council Assessment Ratings:**

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

References and useful information:
SDAPP Fact Sheet: 5. Building Materials
Building Materials, Technical Manuals www.yourhome.gov.au
Embodied Energy Technical Manual www.yourhome.gov.au
Good Environmental Choice Australia Standards www.geca.org.au
Forest Stewardship Council Certification Scheme www.fsc.org
Australian Green Procurement www.greenprocurement.org

6. Transport

Objectives:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
Minimising the Provision of Car Parks	Basement car parking.	-	1
Bike Parking Spaces	SMP states that there are 10 secure bicycle parking spaces for staff, plus 16 for visitors.	-	3
End of Trip Facilities	NA	-	1
Car Share Facilities	No information provided.	-	1
Electric vehicle charging	No information provided	Recommend included 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	A Construction Waste Management Plan with a recycling/reuse target of 80% for construction and demolition waste.	-	1
Operational Waste Management	General waste and recycling, area for hard waste	Recommend including organic/green waste and e-waste systems also.	2
Storage Spaces for Recycling and Green Waste	Area for bins can be identified on the plans.	-	1
Others	-	-	-

*** Council Assessment Ratings:**

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

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

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	Little landscaping or ecological value in the proposed development.	Recommend increasing landscaping and ecological value of the proposal.	4
Heat Island Effect	No specific information has been submitted.	-	1
Communal Spaces	-	-	-

*** 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

Attachment 5 - PLN19/0807 - 176 Johnston & 300 Napier Street Fitzroy - ESD Comments (Advertised Plans)

10. Construction and Building Management

Objective:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
Building Tuning	No information has been provided.	Recommend comprehensive commissioning and tuning of all major appliances and building services.	4
Building Users Guide	Building Users Guide will be provided to the residents and building users.	-	1
Contractor has Valid ISO14001 Accreditation	-	-	-
Construction Management Plan	No information has been provided.	Recommend that an Environmental Management Plan will monitor and control activities undertaken during construction.	4
Others	-	-	-

*** Council Assessment Ratings:**

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

References and useful information:
SDAPP Fact Sheet: 10. Construction and Building Management
ASHRAE and CIBSE Commissioning handbooks
International Organization for standardization – ISO14001 – Environmental Management Systems
Keeping Our Stormwater Clean – A Builder's Guide www.melbournewater.com.au

Attachment 5 - PLN19/0807 - 176 Johnston & 300 Napier Street Fitzroy - ESD Comments (Advertised Plans)

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.

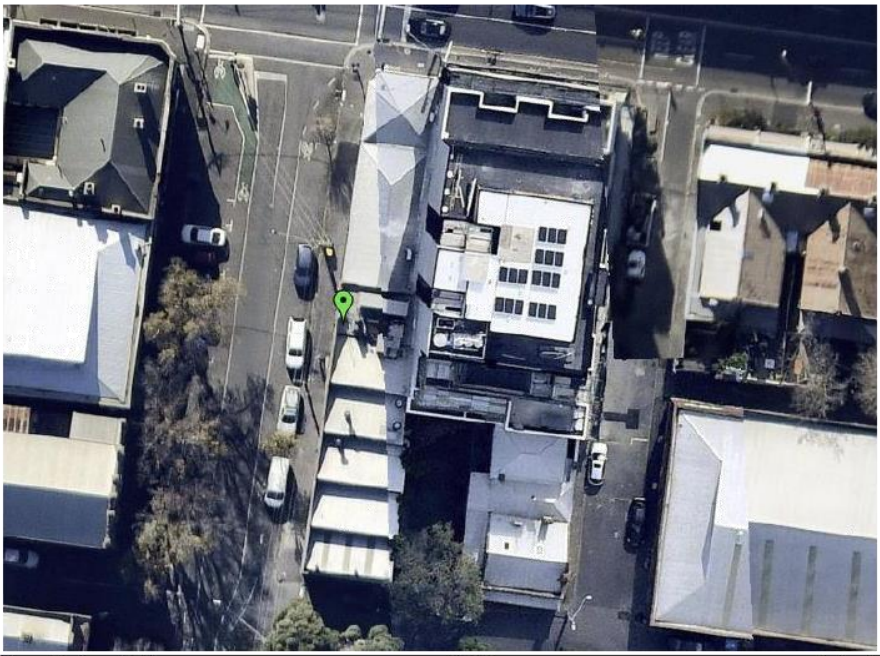
Attachment 6 - PLN19/0807 - 176 Johnston Street & 300 Napier Street Fitzroy - Heritage Referral Comments (Advertised Plans)

City of Yarra
Heritage Advice

Application No.:	*PLN19/0807*
Address of Property:	***176 Johnston St Fitzroy & 300 Napier Street***
Planner:	*Nish Goonetilleke*
Yarra Planning Scheme References:	• *Clause 15.03 Heritage* • *Clause 21.05-1 Built Form (Heritage)* • *Clause 22.02 Development Guidelines for sites subject to the Heritage Overlay* • *Clause 43.01 Heritage Overlay* • *Clause 59.07 Applications Under A Heritage Overlay*
Heritage Overlay No. & Precinct:	*HO334 South Fitzroy Precinct*
Level of significance:	*No. 176 Johnston Street - former shop & residence,* ***Contributory****, constructed 1850-1860* *No. 300 (302) Napier Street - Factory/warehouse, Not contributory constructed 1930-1950* *(City of Yarra Review of Heritage Areas 2007 Appendix 8 (as updated from time to time)*
General description:	*Full demolition and construction of a part three and part four-storey building and the construction and display of internally-illuminated signage*
Drawing Nos.:	*Set of 24 drawings, entitled "176 Johnston Street & 300 Napier Street, Fitzroy ", prepared by Chamberlain Architects, received by Council* *Letter from Bryce Raworth Conservation, dated 8 November 2019*

CONTEXT IMAGES:

Attachment 6 - PLN19/0807 - 176 Johnston Street & 300 Napier Street Fitzroy - Heritage Referral Comments (Advertised Plans)



Attachment 6 - PLN19/0807 - 176 Johnston Street & 300 Napier Street Fitzroy - Heritage Referral Comments (Advertised Plans)

ASSESSMENT OF PROPOSED WORKS:

Comments regarding proposed demolition:

The extent of demolition proposed by this application includes the demolition/removal of:

- the entire building at no. 176 Johnston Street
- the entire building at no.300 Napier Street

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

In accordance with Clause 22.02-5.1 of the Yarra Planning Scheme, full demolition a building within a heritage overlay is only acceptable if:

- The building is identified as being not contributory.
- The building is identified as a contributory building, and
- new evidence has become available to demonstrate that the building does not possess the level of heritage significance attributed to it in the incorporated document, City of Yarra Review of Heritage Areas 2007 Appendix 8 (as updated from time to time) and
- the building does not form part of a group of similar buildings.

Note: The poor condition of a heritage place should not, in itself, be a reason for permitting demolition.

The full demolition of No. 300 Napier Street is supported as it is identified as not contributory.

The full demolition of No. 176 Johnston Street is not supported as it is identified as a contributory building. The letter from Bryce Raworth states that the grading:

> *may have been made prior to the relatively recent renovation works, when earlier door and window joinery remained, and modern windows were fewer in number (p.1)*

Raworth goes on to state that the:

> *contributory' grading of the existing shop is questionable and not supported at the present point in time, given it retains no obvious external heritage fabric beyond its rendered masonry walls and its original building envelope, and is not obviously legible as a heritage building. The building is small in scale and plain in character. It does not sit in a consistent heritage context along Johnston Street in particular, or along the adjacent part of Napier Street, although there are some heritage buildings in the vicinity, most notably the prominent double-storey Town Hall Hotel at 166 Johnston Street on the opposite west side of the intersection. (p.4)*

In 2004, No. 176 Johnston Street was in poor condition, as evident by the photos below. The various heritage studies described the building as having an early form with an original or early shopfront. It was identified that additional historical background was required.

The building was heavily renovated between 2004 and 2005 which involved the introduction of a floor structure (previously earth), a number of large shopfront openings, and rendering of the remaining brick work. As a consequence of these works, much of the external building fabric was removed. Only the scale and roof form of the existing building hints at the early age of this building.

Based on its current appearance, it is considered that the subject building is barely recognisable as the original heritage building. **Full demolition of this building is supported** on the grounds that its contribution to the heritage character of the street is negligible and the building does not form part of a group of buildings which together create an intact heritage streetscape.

Attachment 6 - PLN19/0807 - 176 Johnston Street & 300 Napier Street Fitzroy - Heritage Referral Comments (Advertised Plans)

Above: Photo taken about 2004

Above: Photo taken about 2004

Comments regarding new development:

The extent of new works proposed by this application includes development of a new part three and part four-storey building.

Regarding the new development:

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

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

Scale and setbacks:

Clause 22.02-5.7.1 of the Yarra Planning Scheme encourages:

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

Attachment 6 - PLN19/0807 - 176 Johnston Street & 300 Napier Street Fitzroy - Heritage Referral Comments (Advertised Plans)

Clause 22.02-5.7.1 also encourages:

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

In regard to corner sites, the Specific Requirements at Clause 22.02-5.7 encourage:

- new building and additions on a site with frontages to two streets, being either a corner site or a site with dual street frontages, to respect the built form and character of the heritage place and adjoining or adjacent contributory elements to the heritage place.
- new buildings on corner sites to reflect the setbacks of buildings that occupy other corners of the intersection.

The proposed new building will have zero street setbacks which match those of the existing buildings on the site as well as the setbacks of buildings that occupy other corners of the intersection of Johnston and Napier Street.

The upper level and associated roof terraces are set back equivalent to the upper levels of the adjoining development in a manner that is visually recessive. This reinforces the three-storey scale of the street façade, allowing it to dominant the Johnston Street and part of the Napier Street streetscapes.

The scale of the main street wall facades will be predominantly three storeys, dropping down to two storeys at the intersection with Chapel Street. The scale of the proposed façade fronting Johnston Street will be about the same as the street wall of the adjoining apartment building (under construction) at nos. 178 -182 Johnston Street. The proposed street wall height of new building will be generally consistent with buildings that occupy other corners of the intersection of Johnston and Napier Street.

Along Napier Street, the street wall will drop to two-stories. This will provide a visual transition to the domestic scale of Napier Street.

Appearance:

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

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

Attachment 6 - PLN19/0807 - 176 Johnston Street & 300 Napier Street Fitzroy - Heritage Referral Comments (Advertised Plans)

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

The use of brick for the main street facades is supported. The use of textured (?) concrete for the rear part of the building facing Napier Street, together with the drop of the street wall height, has the effect of breaking the overall mass of the new development into three parts that provide a transition towards the scale of residential properties further south along Napier Street.

The design of the arched multi-paned window openings is American Romanesque in style, which appeared in the 1890s and which emerged as the dominant commercial style of architecture until about the First World War. This style is not characteristic of the surrounding area, however it reflective of the industrial warehouses that are scattered throughout the South Fitzroy area.

The minimalist detailing of the top floor level, together with its setbacks, gives it a recessive appearance and allows the three-storey scale of the street wall to dominate the Johnston Street streetscape.

The roof terraces along Napier Street are acceptable.

The extent of signage proposed for the building is conservative and allows the architectural character of the new building to dominate.

RECOMMENDATIONS:

1. On heritage grounds the works proposed in this application may be approved without specific heritage conditions.

SIGNED:

Diahnn McIntosh

DATED: 31 August 2020

Attachment 7 - PLN19/0807 - 176 Johnston & 300 Napier Street Fitzroy - Urban Design Referral Comments (Advertised Plans)

CITY OF YARRA

MeMO

TO:	Nish Goonetilleke (Statutory Planning)
FROM:	Lucy Stratton (Urban Design)
DATE:	21 September 2020
SUBJECT:	176 Johnston Street & 300 Napier Street, Fitzroy
APPLICATION NO:	PLN19/0807
DESCRIPTION:	Full demolition and construction of a part three and part four-storey building, with a reduction in the car parking requirements associated with the use of the land for retail and offices (no permit required uses), including the construction and display of internally-illuminated signage.

COMMENTS SOUGHT

- Height and massing;
- Architectural quality and materiality;
- Interface with public realm; and
- Streetscapes and any capital works.

These comments are provided on Architectural Plans, Revision C (Chamberlain Architects, 12 May 2020).

SITE DESCRIPTION

- The amalgamated site is located on the south east corner of Johnston Street and Napier Street, comprising of allotments known as No.176 Johnston Street and No.300 Napier Street. The rectangular site has a frontage of 7.6m to Johnston Street (north) and 52.5m to Napier Street (west) and 9.2m to Chapel Street (south), with a combined site area of approximately 433sqm.
- The site is located within the Commercial 1 Zone (C1Z) and is affected by the Heritage Overlay (HO334 South Fitzroy Precinct), Design and Development Overlay (DDO10 Johnston Street Precinct – West of Smith Street) and the Environmental Audit Overlay (EAO).
- In December 2019, Council requested the Minister for Planning consider the approval of proposed interim controls (DDOs) for Fitzroy/Collingwood Activity Centres, including Johnston Street South and Victoria Street Precinct (DDO35). A decision has not yet been made.

PROPOSAL

- The proposal comprises full demolition of the existing buildings and construction of a part four (4) part three (3) storey building. Specifically, the proposal comprises the following characteristics:
  - 100% site coverage;
  - 120sqm ground floor retail tenancy with access from Johnston Street;
  - Upper level (Levels 1 – 3) commercial tenancies;
  - 5 x three storey office tenancies (ranging from 45 to 56sqm) with individual access from Napier Street;
  - Roof top terraces; and
  - 2 x vehicular crossovers to Napier Street.

Attachment 7 - PLN19/0807 - 176 Johnston & 300 Napier Street Fitzroy - Urban Design Referral Comments (Advertised Plans)

URBAN DESIGN FEEDBACK

Height and Massing

- The proposal has a street wall height of three storeys (ranging between 10-11m). The proposed street wall height is in keeping with the aspirations of the current DDO10 (Johnston Street Precinct – West of Smith Street) and proposed interim DDO36 (Johnston Street South and Victoria Street).
- The stepping down of the street wall and arched features to a height of 2 storeys through minor upper setback to the south along the Napier Street frontage (Tenancies T.01 and T.02) is successful in breaking down the perceived bulk and scale of the building's presence in the sensitive transitional streetscape context of Napier Street.
- The fourth storey component of the development sits above the Johnston Street northern portion of the site, with a maximum height of 14.3m. The single storey upper form is setback approximately 5.2m from the Johnston Street frontage (matching that of adjacent development at 178-182 Johnston Street currently under construction PLN16/0563) and 1.3m from the Napier Street frontage.
- Whilst the proposal seeks a departure from the upper level setback of 6m (proposed DDO35) to Johnston Street and 3m to Napier Street (side street), the setbacks are sufficient in ensuring the single storey above the primary three storey form is recessive. Overall the massing of the proposal is in keeping with the emerging scale and character of Johnston Street while responding to the Napier Street context immediately south of the subject site.

Architectural Expression and Materiality

- The architectural response should be guided by a detailed understanding of the elements that make up the streetscape and local policy. Specifically, Clause 22.02 (Development Guidelines for Sites Subject to the Heritage Overlay) which seeks new design and development:
  - *Respect the pattern, rhythm, orientation to the street, spatial characteristics, fenestration, roof form, materials and heritage character of the surrounding historic streetscape.*
  - *Be articulated and massed to correspond with the prevailing building form of the heritage place or contributory elements to the heritage place.*
- The amalgamated site presents a wide block length (approx. 52.5m) frontage to Napier Street. In addition to the transitional massing response, design techniques to break up the considerable length of the subject site are necessary. In response, the proposal presents as two distinct building forms, distinct in materiality with common design elements. The southern, second element is further broken down with a stepping down of the arched features from three to two storeys.
- The material palette consists of stack bond red brick (vertical and horizontal), concrete, vertical metal cladding (monument), metal and perforated metal panel screening (monument). To allow for an accurate assessment and ensure the quality of the outcome, the Material Schedule should include and specify:
  - Garage and ground floor tenancy flat panel doors; and
  - External sunblinds.

Public Realm Interface

- DDO10 seeks to develop streets with a human scale and vibrant street life and improve the pedestrian environment. Ensuring active ground level frontages and designs which facilitate street level activity.
- Successful design elements of the proposal that contribute to the streetscape and desired character include:
  - Canopy provision along Johnston Street retail frontage;
  - Primary retail entrance from Johnston Street;
  - Dedicated commercial entrance lobby and individual entrances to tenancies from Napier Street;
  - Fine grain proportions to frontage design and inclusion of stall risers to retail component;
  - Individual signage discs enhance the legibility of tenancy entrances along Napier Street; and
  - Minimal ground floor frontage to Napier Street is dedicated to car parking.

Attachment 7 - PLN19/0807 - 176 Johnston & 300 Napier Street Fitzroy - Urban Design Referral Comments (Advertised Plans)

- To ensure street level engagement, the proposed treatment to the office shell flat panel doorways and garages is to be clarified (annotated in Elevation and included in Material Schedule as required). Additionally all required externally accessible service cabinets are to be integrated into the design.

Streetscape and Capital Works

- There are no planned capital works led by the Urban Design team which are in proximity to the site. The Department of Transport (DoT) are proposing bicycle lane upgrades to the Napier Street Cycling Corridor from Victoria Parade (south) to Edinburgh Gardens (north) (PLN20/0141).
- All pavements surrounding the site (Johnston Street and Napier Street) are to be reinstated as per in situ materials. All proposed streetscape materials should be per *Technical Notes: City of Yarra Public Domain Manual* and *Yarra Standard Drawings*.
- A total of 8 x bicycle hoops (total 16 spaces) are proposed along the Napier Street frontage. The provision of 4 x bicycle hoops (total 8 spaces) is sufficient along Napier Street. Refer to the *Urban Design Standard Detail – Bike Hoops* for typical set out and clearances.
- There is an opportunity to provide an additional road side tree along Napier Street. Subject to layout approval, the applicant would be requested to contribute to the cost of planting one (1) new street tree, which would cover tree sourcing, planting and 2 years of maintenance.

Attachment 8 - PLN19/0807 - 176 Johnston & 300 Napier Street Fitzroy - S57A Plans

TOWN PLANNING SET - DRAWING LIST

	DRAWING NAME
TP0.01	Development Summary
TP1.01	Neighbourhood & Site Plan
TP1.02	Location Plan & Existing Site Photos
TP1.03	Design Response
TP1.04	External Materials & Finishes
TP1.05	Perspective
TP1.06	Perspective
TP1.07	Perspective
TP1.08	Perspective
TP1.09	Perspective
TP1.10	Context Inspiration
TP2.01	Ground
TP2.02	First & Second Floor
TP2.03	Third & Roof
TP3.01	Elevations
TP3.02	Elevations
TP4.01	Sections
TP5.01	Shadow Diagrams
TP5.02	Shadow Diagrams
TP5.03	Shadow Diagrams
TP5.04	Shadow Diagrams
TP5.05	Shadow Diagrams
TP5.06	Shadow Diagrams

DEVELOPMENT SUMMARY
1 x RETAIL SPACE ON GROUND
3 x OFFICES IN OFFICE BUILDING
4 x OFFICE SHELLS W/ ROOF TERRACE

SITE SUMMARY
SITE AREA
176 JOHNSTON ST = 169m²
300 NAPIER ST = 264m²
TOTAL = 433m²
SITE COVERAGE = 433m²

TENANCIES
T.01 = 3 STOREY OFFICE SHELL W/ BALCONY & ROOF TERRACE
T.02 = 3 STOREY OFFICE SHELL W/ BALCONY & ROOF TERRACE
T.03 = 3 STOREY OFFICE SHELL W/ ROOF TERRACE
T.04 = 3 STOREY OFFICE SHELL W/ ROOF TERRACE
T.05 = 3 STOREY OFFICE SHELL W/ ROOF TERRACE
T.06 = RETAIL
T.07 = OFFICE
T.08 = OFFICE
T.09 = OFFICE W/ TERRACE

BIKE SPACES
T.01-T.05 = 1 x CORA ORV3 WALL RACK
1 x CORA OWR1 LEAN-TO RACK
T.06-T.09 = 1 x CORA OWR1 LEAN-TO RACK
TOTAL = 14 TENANCY SPACES

VISITORS = 4 x HOOPS ON NAPIER ST
TOTAL = 8 VISITOR SPACES

THEREFORE = 14 + 8 = 22 TOTAL SPACES

CAR SPACES
T.01 = PROVISION FOR 1 x CAR
T.02 = PROVISION FOR 1 x CAR

AREA ANALYSIS

Unit	Zone	Level	Area
LIFT			
	CORE	Ground	4.52
	CORE	Ground	4.50
	CORE	Ground	4.06
	CORE	Ground	5.11
	CORE	Ground	4.06
	CORE	Ground	4.85
	CORE	First	5.07
	CORE	First	4.52
	CORE	First	4.49
	CORE	First	4.06
	CORE	First	4.06
	CORE	First	4.85
	CORE	Second	5.55
	CORE	Second	4.52
	CORE	Second	4.49
	CORE	Second	4.06
	CORE	Second	4.06
	CORE	Second	4.86
	CORE	Third	5.55
			87.24 m²
SHARED			
	BIN	Ground	9.87
	CIRC	Ground	26.47
	CIRC	First	9.89
	CIRC	Second	11.26
	CIRC	Third	6.11
	SERVICES	Ground	3.26
	SERVICES	First	3.26
	SERVICES	First	7.85
	SERVICES	Second	3.26
	SERVICES	Second	7.85
	SERVICES	Third	1.91
	SERVICES	Third	7.85
			98.84 m²
T.01			
	BALCONY	Second	8.48
	OFFICE SHE...	Ground	55.59
	OFFICE SHE...	First	52.19
	OFFICE SHE...	Second	38.76
	ROOF TERR...	Third	20.69
			175.71 m²
T.02			
	BALCONY	Second	7.90
	OFFICE SHE...	Ground	50.04
	OFFICE SHE...	First	48.19
	OFFICE SHE...	Second	35.86
	ROOF TERR...	Third	19.35
			161.94 m²
T.03			
	OFFICE SHE...	Ground	44.81
	OFFICE SHE...	First	43.74
	OFFICE SHE...	Second	41.81
	ROOF TERR...	Third	18.02
			148.38 m²
T.04			
	OFFICE SHE...	Ground	45.17
	OFFICE SHE...	First	45.16
	OFFICE SHE...	Second	45.16
	ROOF TERR...	Third	27.49
			162.98 m²
T.05			
	OFFICE SHE...	Ground	45.22
	OFFICE SHE...	First	45.22
	OFFICE SHE...	Second	45.22
	ROOF TERR...	Third	26.97
			162.63 m²
T.06			
	RETAIL	Ground	120.21
			120.21 m²
T.07			
	OFFICE	First	112.35
			112.35 m²
T.08			
	OFFICE	Second	112.45
			112.45 m²
T.09			
	OFFICE	Third	58.75
	ROOF TERR...	Third	60.52
			119.27 m²

TOTAL LEASABLE FLOOR AREA (LFA) 1275.92m²

176 Johnston Street & 300 Napier Street , Fitzroy

TOWN PLANNING APPLICATION

CHAMBERLAIN ARCHITECTS

FOR TOWN PLANNING

REV.	DETAILS	BY	DATE
D	S57A AMENDMENT	SC	08.10.2020
C	RESPONSE TO RFI AND COUNCIL MEETING FEEDBACK	SC	12.05.2020
B	MEETING WITH COUNCIL	SC	05.02.2020
A	ISSUED FOR TOWN PLANNING	SC	18.10.2019

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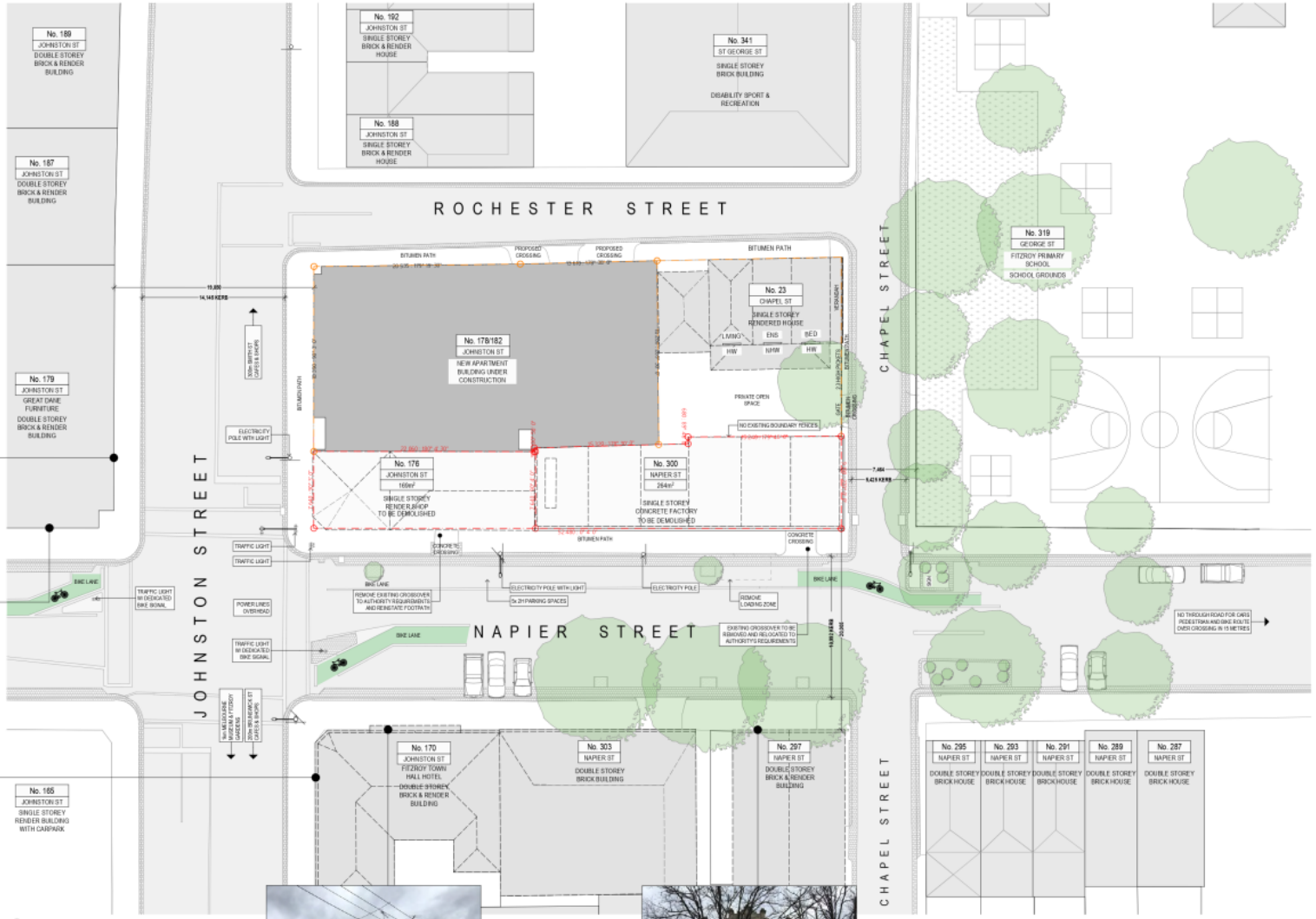
CHAMBERLAINARCHITECTS.COM.AU
ABN: 24 145 458 079

CLIENT: U2 Pty Ltd
PROJECT NO: 1880
PROJECT: Napier Street - Mixed Use
176 Johnston Street & 300 Napier Street , Fitzroy

DRAWING TITLE: Development Summary
DRAWING NUMBER: TP0.01
REVISION: D
SCALE @ A1: AS SHOWN
STATUS: TOWN PLANNING

Attachment 8 - PLN19/0807 - 176 Johnston & 300 Napier Street Fitzroy - S57A Plans



FOR TOWN PLANNING

REV.	DETAILS	BY	DATE
D	S57A AMENDMENT	SC	08.10.2020
C	RESPONSE TO RFI AND COUNCIL MEETING FEEDBACK	SC	12.05.2020
B	MEETING WITH COUNCIL	SC	05.02.2020
A	ISSUED FOR TOWN PLANNING	SC	18.10.2019

All work shall conform to the specification and other relevant drawings. Figured dimensions take precedence over scale dimensions. Contractors must verify all dimensions on site before commencing any work or making shop drawings.

CHAMBERLAIN ARCHITECTS
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ABN:26 149 958 079

CLIENT: U2 Pty Ltd
PROJECT NO: 1880
PROJECT: Napier Street - Mixed Use
176 Johnston Street & 300 Napier Street , Fitzroy

DRAWING TITLE: Neighbourhood & Site Plan
DRAWING NUMBER: TP1.01
REVISION: D
SCALE @ A1: AS SHOWN
STATUS: TOWN PLANNING

Attachment 8 - PLN19/0807 - 176 Johnston & 300 Napier Street Fitzroy - S57A Plans

01 Subject Site - Cnr Napier & Johnson St

04 Subject Site - Cnr Napier & Chapel St

07 Great Dane - Napier St

02 Subject Site - 176 Johnson St

05 297 Napier St

09 Location Plan 1:500

03 Subject Site - 300 Napier St

06 Fitzroy Town Hall Hotel - Napier St

FOR TOWN PLANNING

REV.	DETAILS	BY	DATE
D	SKETCH AMENDMENT	SC	08.10.2020
C	RESPONSE TO RFI AND COUNCIL MEETING FEEDBACK	SC	12.05.2020
B	MEETING WITH COUNCIL	SC	05.02.2020
A	ISSUED FOR TOWN PLANNING	SC	16.10.2019

CHAMBERLAIN ARCHITECTS

U2 Pty Ltd

Napier Street - Mixed Use
176 Johnston Street & 300 Napier Street , Fitzroy

Location Plan & Existing Site Photos

TP1.02

D

AS SHOWN

STATUS: TOWN PLANNING

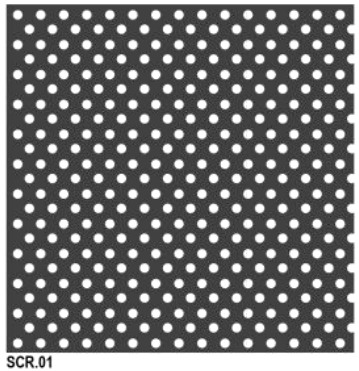
Attachment 8 - PLN19/0807 - 176 Johnston & 300 Napier Street Fitzroy - S57A Plans

Attachment 8 - PLN19/0807 - 176 Johnston & 300 Napier Street Fitzroy - S57A Plans

CLD.01
METAL CLADDING
VERTICAL INTERLOCKING PANELS
COLORBOND 'MONUMENT' FINISH

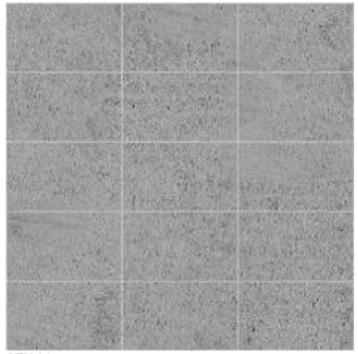
MAS.01
RED BRICK
STACK BOND (HORIZONTAL AND VERTICAL - REFER ELEVATIONS)

MLT.01
METAL WORK
(CANOPY CLADDING, TRANSOM PANEL, SHROUD, AND OTHER) COLORBOND 'MONUMENT' FINISH

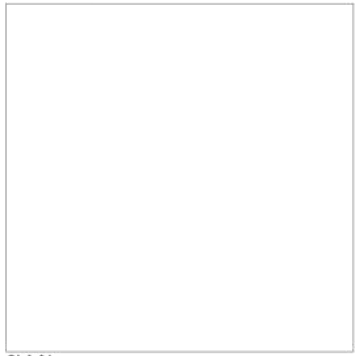


SCR.01
SCREEN PERFORATED
METAL PANEL WITH A MAXIMUM OF 25 PERCENT OPENINGS. COLORBOND 'MONUMENT' FINISH

CON.01
CONCRETE



STN.01
BLUESTONE TILES
300X600, STACK BOND



GLA.01
CLEAR GLASS FOR ALL WINDOW GLAZING

GAR.01
GLASS TILT UP DOORS TO T.01 & T.02

SUN.01
EXTERNAL SUN BLINDS TO WESTERN FACADE
COLORBOND 'MONUMENT' FINISH

DR.01
TIMBER CLAD ENTRY DOORS TO T.01-T.05 TENANCIES

PNT.01
COLORBOND - SURFMIST
REFLECTIVE MATERIAL TO LIGHT WELL WALLS TO THE SATISFACTION OF COUNCIL

FOR TOWN PLANNING

REV.	DETAILS	BY	DATE
D	SUBAMENDMENT	SC	08.10.2020
C	RESPONSE TO RFI AND COUNCIL MEETING FEEDBACK	SC	12.05.2020
B	MEETING WITH COUNCIL	SC	05.02.2020
A	ISSUED FOR TOWN PLANNING	SC	16.10.2019

CHAMBERLAIN ARCHITECTS

U2 Pty Ltd

Napier Street - Mixed Use
176 Johnston Street & 300 Napier Street , Fitzroy

External Materials & Finishes — TP1.04 — D

AS SHOWN

STATUS: TOWN PLANNING

Attachment 8 - PLN19/0807 - 176 Johnston & 300 Napier Street Fitzroy - S57A Plans

FOR TOWN PLANNING

REV.	DETAILS	BY	DATE
D	S57A AMENDMENT	SC	08.10.2020
C	RESPONSE TO RFI AND COUNCIL MEETING FEEDBACK	SC	12.05.2020
B	MEETING WITH COUNCIL	SC	05.02.2020
A	ISSUED FOR TOWN PLANNING	SC	18.10.2019

All work shall conform to the specification and other relevant drawings. Figured dimensions take precedence over scale dimensions. Contractors must verify all dimensions on site before commencing any work or making shop drawings.

CHAMBERLAIN ARCHITECTS

U2 Pty Ltd

Napier Street - Mixed Use
176 Johnston Street & 300 Napier Street , Fitzroy

Perspective

TP1.05

D

AS SHOWN

STATUS: TOWN PLANNING

Attachment 8 - PLN19/0807 - 176 Johnston & 300 Napier Street Fitzroy - S57A Plans

FOR TOWN PLANNING

REV.	DETAILS	BY	DATE
D	S57A AMENDMENT	SC	08.10.2020
C	RESPONSE TO RFI AND COUNCIL MEETING FEEDBACK	SC	12.05.2020
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CHAMBERLAIN ARCHITECTS

U2 Pty Ltd

Napier Street - Mixed Use
176 Johnston Street & 300 Napier Street , Fitzroy

Perspective

TP1.06

D

AS SHOWN

STATUS: TOWN PLANNING

Attachment 8 - PLN19/0807 - 176 Johnston & 300 Napier Street Fitzroy - S57A Plans

FOR TOWN PLANNING

REV.	DETAILS	BY	DATE
D	ISSUE AMENDMENT	SC	08.10.2020
C	RESPONSE TO RFI AND COUNCIL MEETING FEEDBACK	SC	12.05.2020
B	MEETING WITH COUNCIL	SC	05.02.2020
A	ISSUED FOR TOWN PLANNING	SC	18.10.2019

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CHAMBERLAIN ARCHITECTS

U2 Pty Ltd

Napier Street - Mixed Use
176 Johnston Street & 300 Napier Street , Fitzroy

Perspective

TP1.07

D

AS SHOWN

STATUS: TOWN PLANNING

Attachment 8 - PLN19/0807 - 176 Johnston & 300 Napier Street Fitzroy - S57A Plans

FOR TOWN PLANNING

REV.	DETAILS	BY	DATE
D	SS/AMENDMENT	SC	08.10.2020
C	RESPONSE TO RFI AND COUNCIL MEETING FEEDBACK	SC	12.05.2020
B	MEETING WITH COUNCIL	SC	05.02.2020
A	ISSUED FOR TOWN PLANNING	SC	18.10.2019

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CHAMBERLAIN ARCHITECTS

U2 Pty Ltd

Napier Street - Mixed Use
176 Johnston Street & 300 Napier Street , Fitzroy

Perspective

TP1.08

D

AS SHOWN

STATUS: TOWN PLANNING

Attachment 8 - PLN19/0807 - 176 Johnston & 300 Napier Street Fitzroy - S57A Plans

FOR TOWN PLANNING

REV.	DETAILS	BY	DATE
D	S57A AMENDMENT	SC	08.10.2020
C	RESPONSE TO RFI AND COUNCIL MEETING FEEDBACK	SC	12.05.2020

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CHAMBERLAIN ARCHITECTS

U2 Pty Ltd

Napier Street - Mixed Use
176 Johnston Street & 300 Napier Street , Fitzroy

Perspective

TP1.09

D

AS SHOWN

STATUS: TOWN PLANNING

Attachment 8 - PLN19/0807 - 176 Johnston & 300 Napier Street Fitzroy - S57A Plans

FOR TOWN PLANNING

REV.	DETAILS	BY	DATE
D	RE-AMENDMENT RESPONSE TO RFI AND COUNCIL MEETING FEEDBACK	SC SC	08.10.2020 12.05.2020

CHAMBERLAIN ARCHITECTS

U2 Pty Ltd

Napier Street - Mixed Use
176 Johnston Street & 300 Napier Street , Fitzroy

Context Inspiration

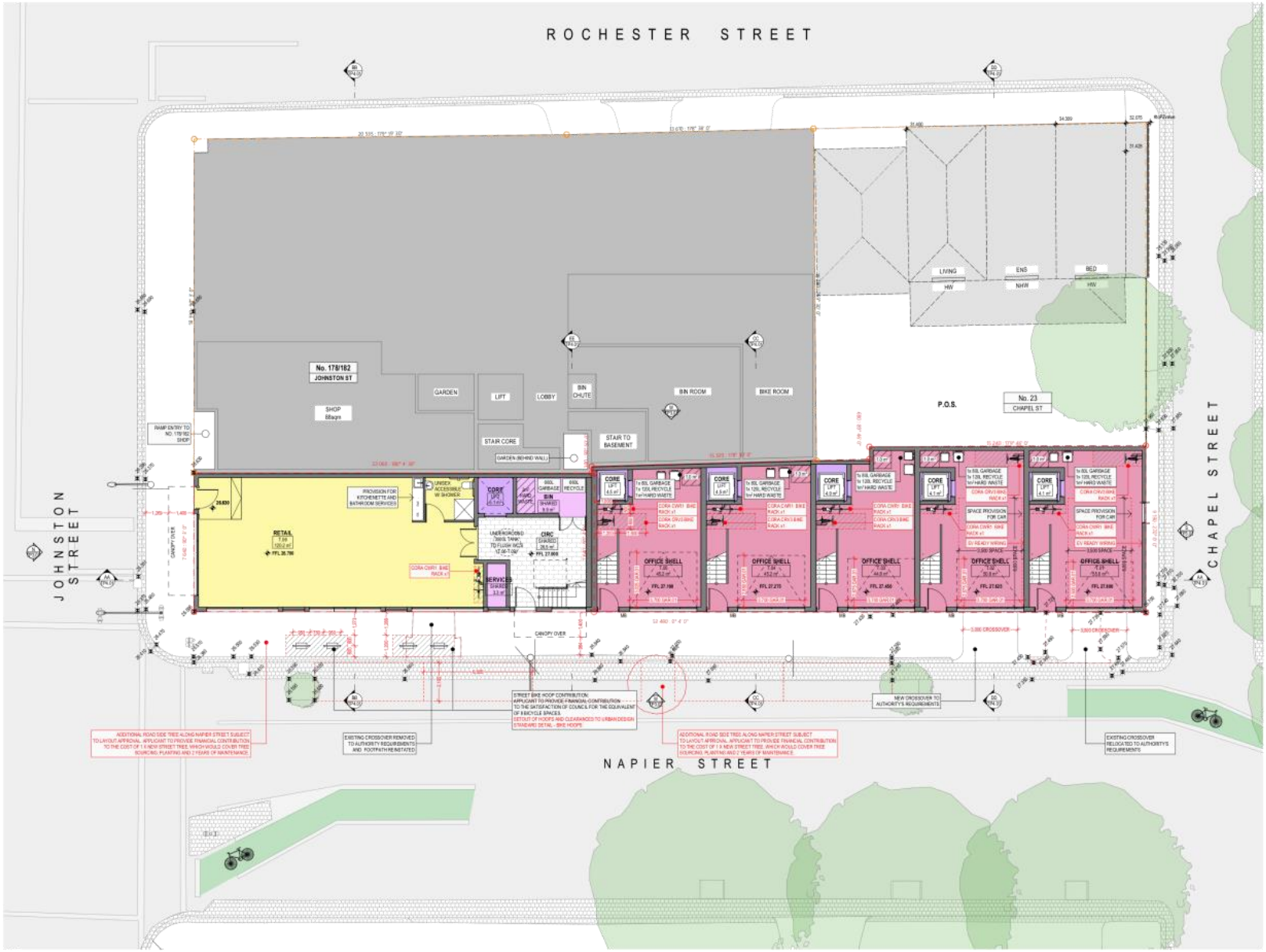
TP1.10

D

AS SHOWN

STATUS: TOWN PLANNING

Attachment 8 - PLN19/0807 - 176 Johnston & 300 Napier Street Fitzroy - S57A Plans



G Proposed Ground 1:100

FOR TOWN PLANNING

REV.	DETAILS	BY	DATE
D	SUBAMENDMENT	SC	08.10.2020
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CHAMBERLAIN ARCHITECTS

U2 Pty Ltd

Napier Street - Mixed Use
176 Johnston Street & 300 Napier Street , Fitzroy

Ground

TP2.01

D

AS SHOWN

STATUS: TOWN PLANNING

Attachment 8 - PLN19/0807 - 176 Johnston & 300 Napier Street Fitzroy - S57A Plans

FOR TOWN PLANNING

CHAMBERLAIN ARCHITECTS

U2 Pty Ltd

Napier Street - Mixed Use
176 Johnston Street & 300 Napier Street , Fitzroy

First & Second Floor

TP2.02

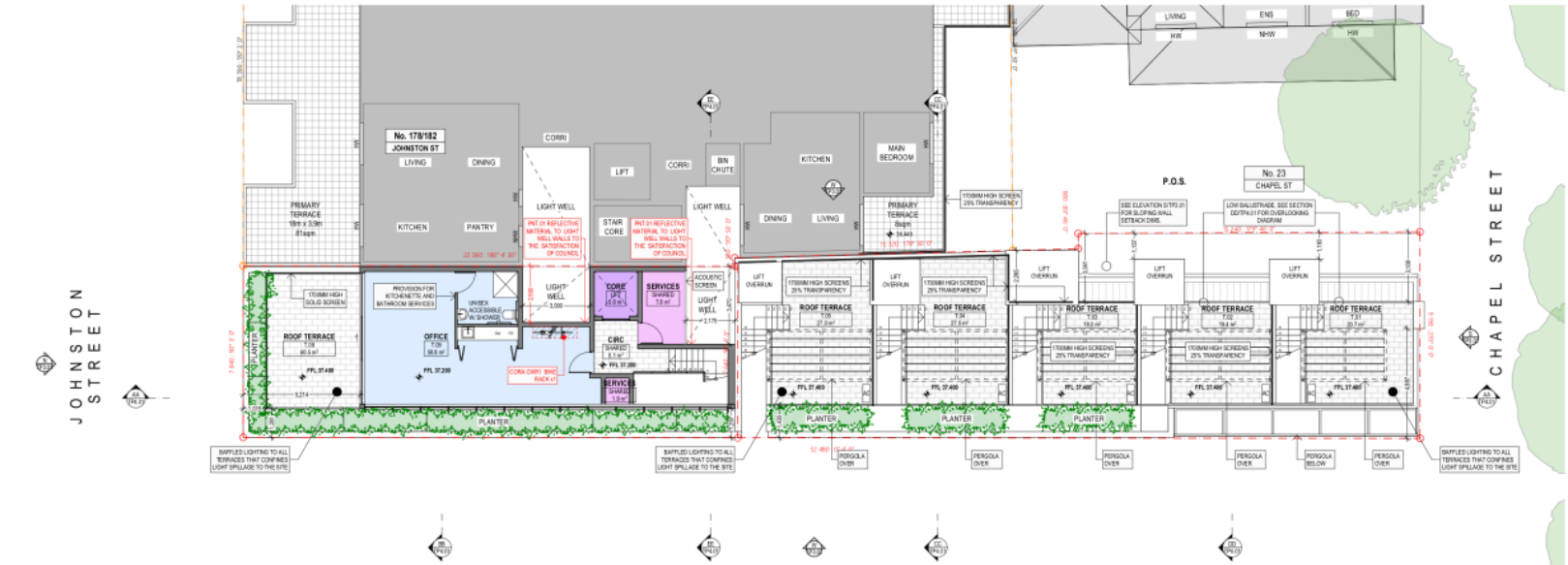
D

AS SHOWN

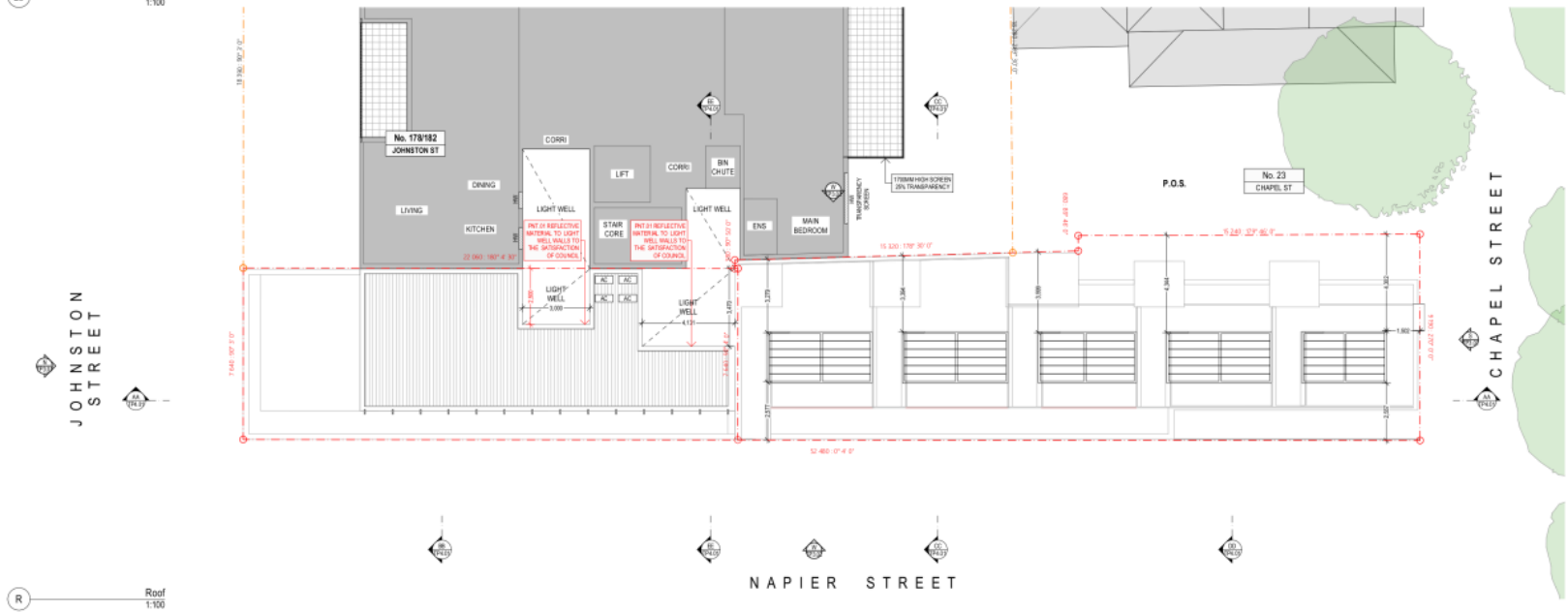
STATUS: TOWN PLANNING

REV.	DETAILS	BY	DATE
D	S57A AMENDMENT	SC	08.10.2020
C	RESPONSE TO RFI AND COUNCIL MEETING FEEDBACK	SC	12.05.2020
B	MEETING WITH COUNCIL	SC	05.02.2020
A	ISSUED FOR TOWN PLANNING	SC	18.10.2019

Attachment 8 - PLN19/0807 - 176 Johnston & 300 Napier Street Fitzroy - S57A Plans



L3 Proposed Third & Roof Terrace
1:100



R Roof
1:100

FOR TOWN PLANNING

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CHAMBERLAIN ARCHITECTS

U2 Pty Ltd

Napier Street - Mixed Use
176 Johnston Street & 300 Napier Street , Fitzroy

Third & Roof

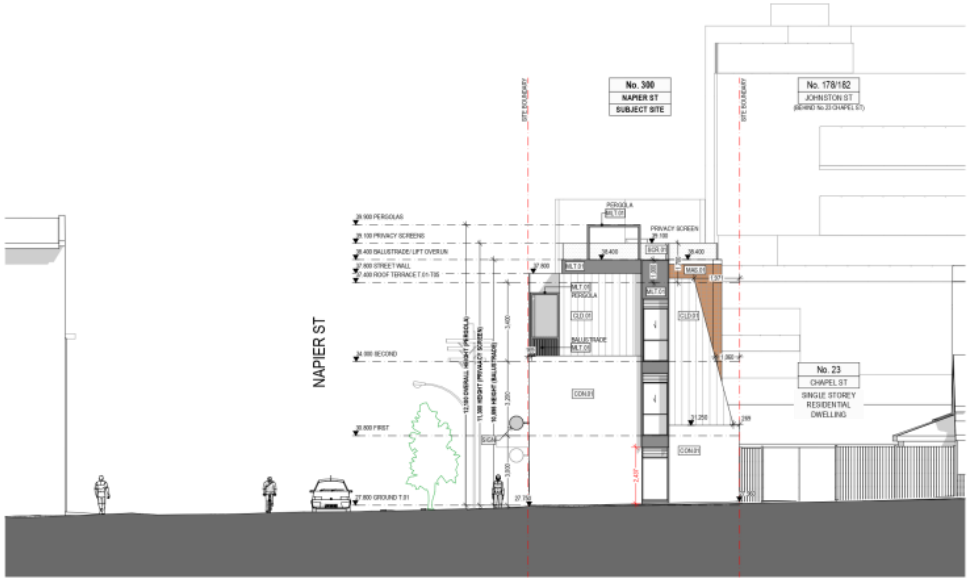
TP2.03

D

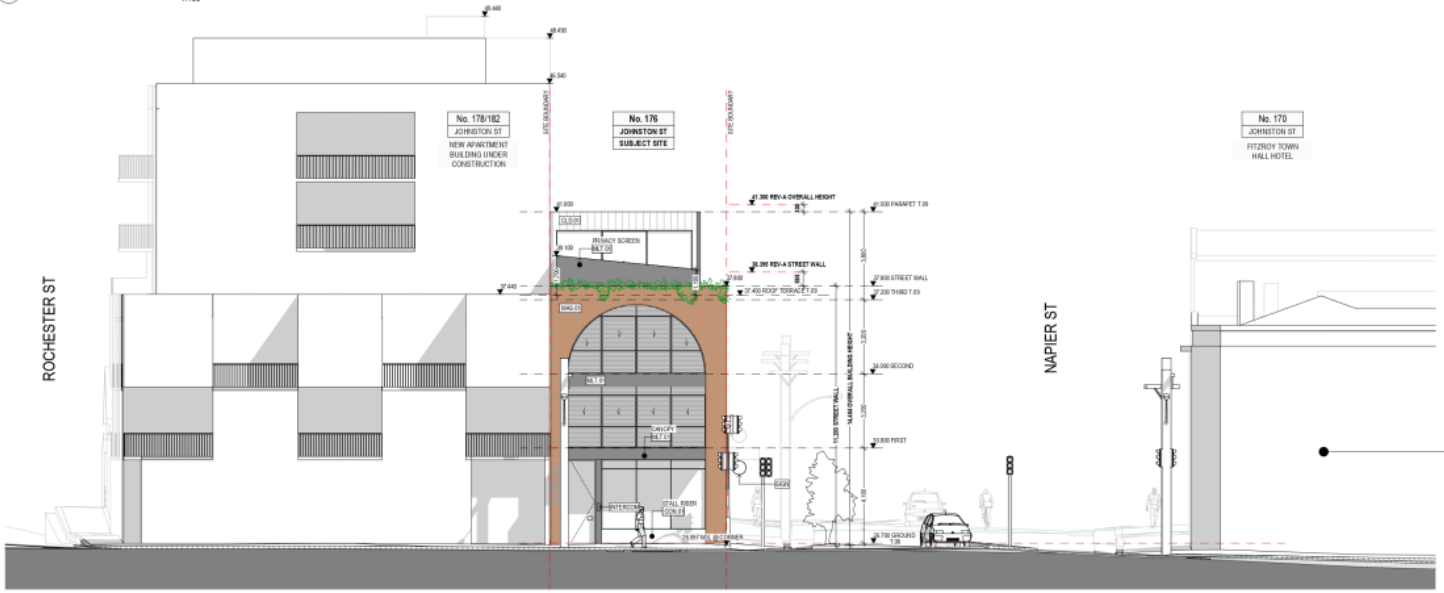
AS SHOWN

STATUS: TOWN PLANNING

Attachment 8 - PLN19/0807 - 176 Johnston & 300 Napier Street Fitzroy - S57A Plans



South Elevation (Chapel St)
1:100



North Elevation (Johnston St)
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FITZROY TOWN HALL HOTEL

FOR TOWN PLANNING

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CHAMBERLAIN ARCHITECTS

U2 Pty Ltd

Napier Street - Mixed Use
176 Johnston Street & 300 Napier Street , Fitzroy

Elevations

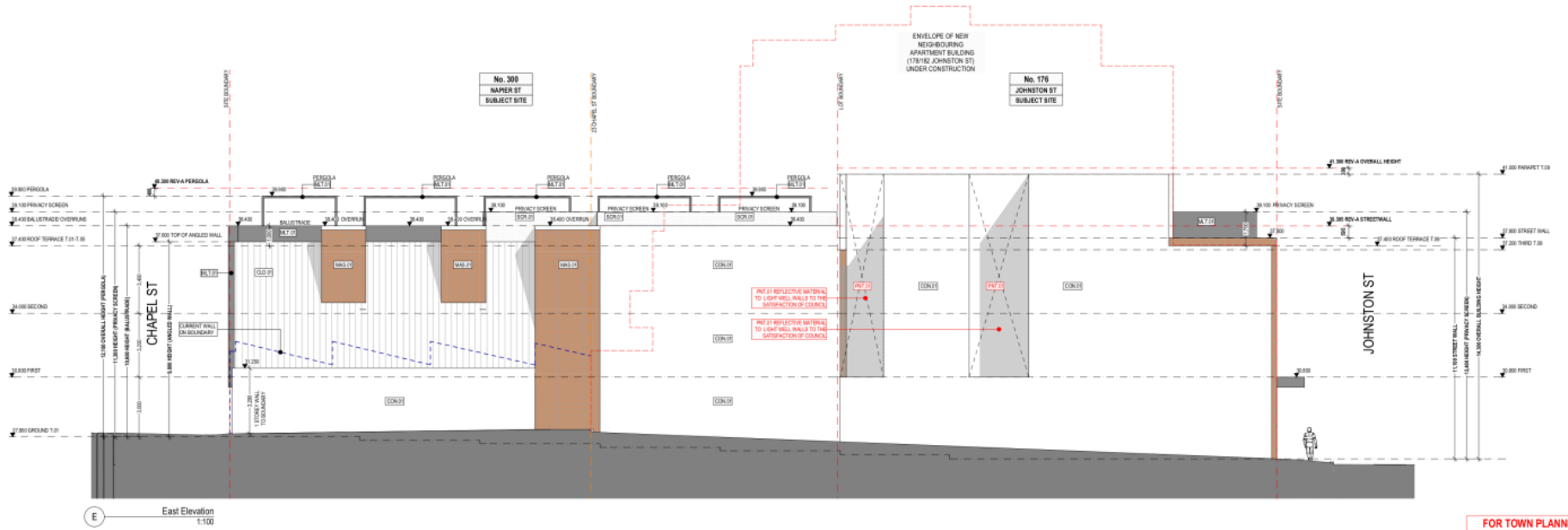
TP3.01

D

AS SHOWN

STATUS: TOWN PLANNING

Attachment 8 - PLN19/0807 - 176 Johnston & 300 Napier Street Fitzroy - S57A Plans



FOR TOWN PLANNING

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CHAMBERLAIN ARCHITECTS

U2 Pty Ltd

Napier Street - Mixed Use
176 Johnston Street & 300 Napier Street , Fitzroy

Elevations

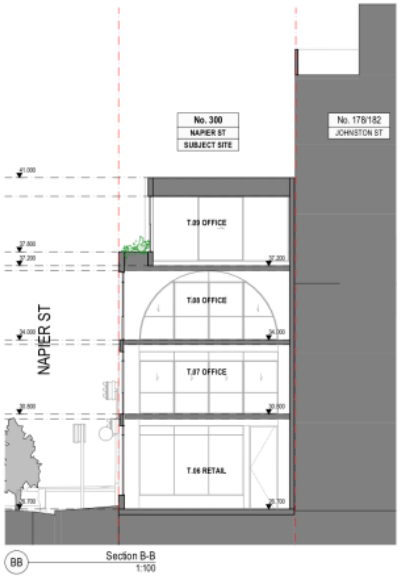
TP3.02

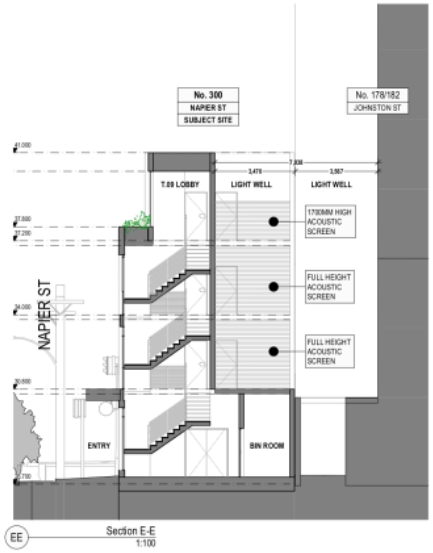
D

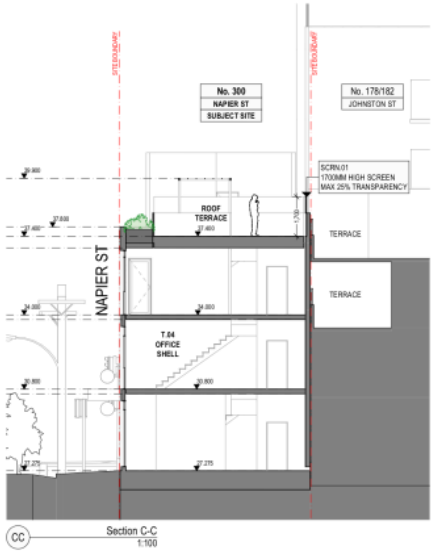
AS SHOWN

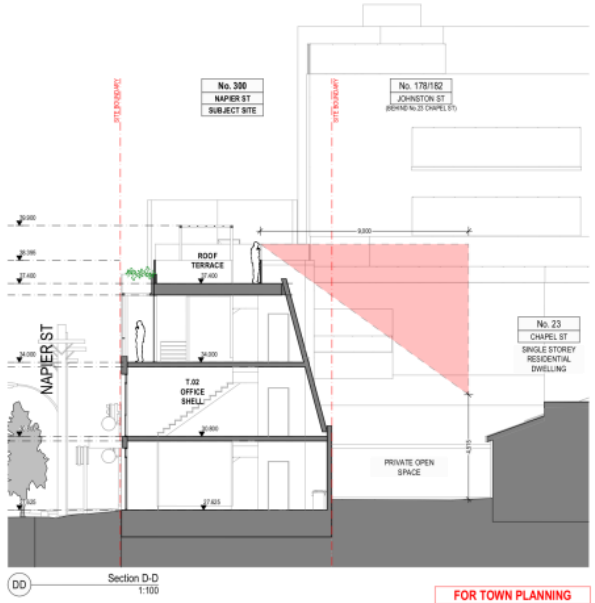
STATUS: TOWN PLANNING

Attachment 8 - PLN19/0807 - 176 Johnston & 300 Napier Street Fitzroy - S57A Plans









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CHAMBERLAIN ARCHITECTS

ABN: 26 149 958 079

U2 Pty Ltd

Napier Street - Mixed Use
176 Johnston Street & 300 Napier Street , Fitzroy

Sections

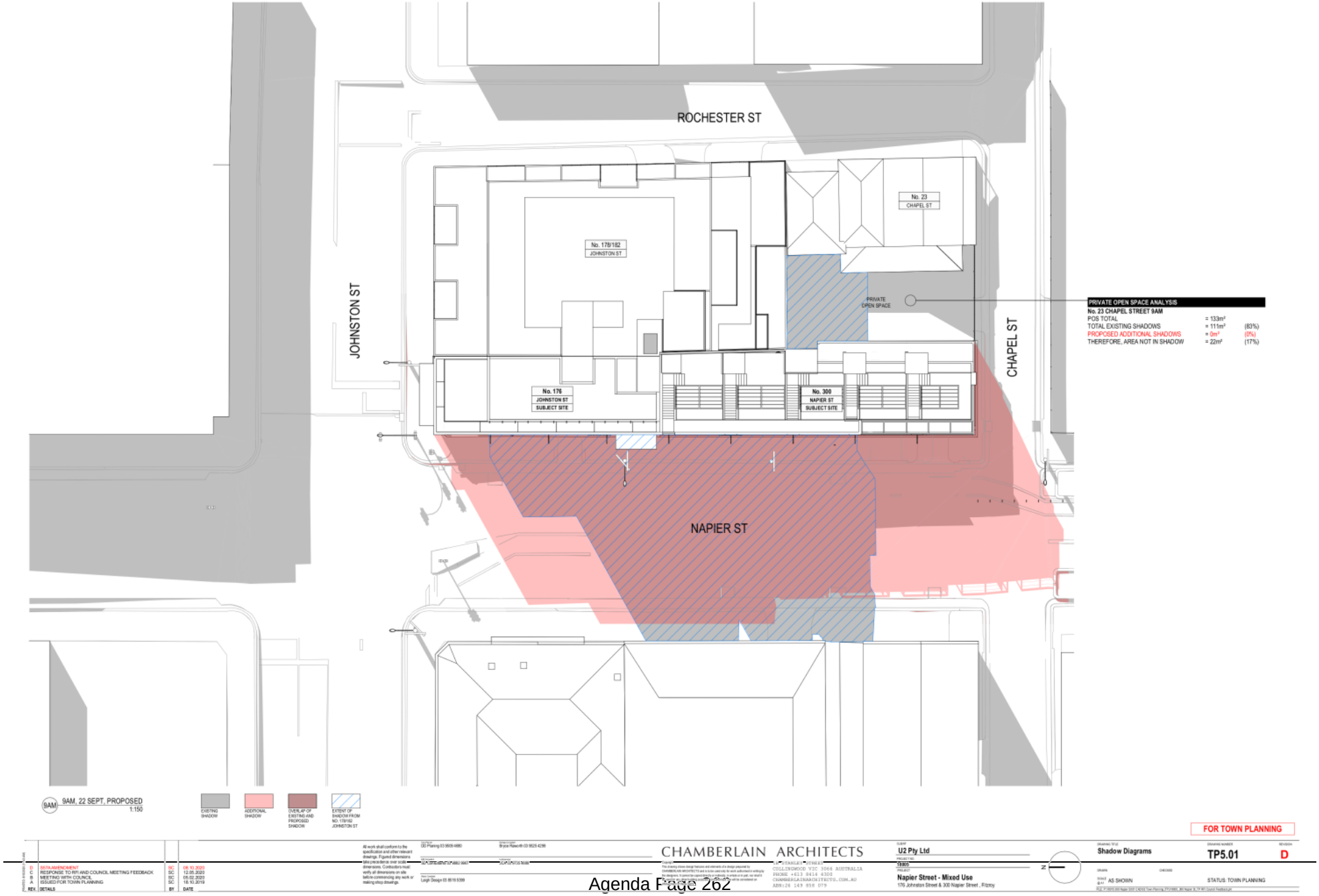
TP4.01

D

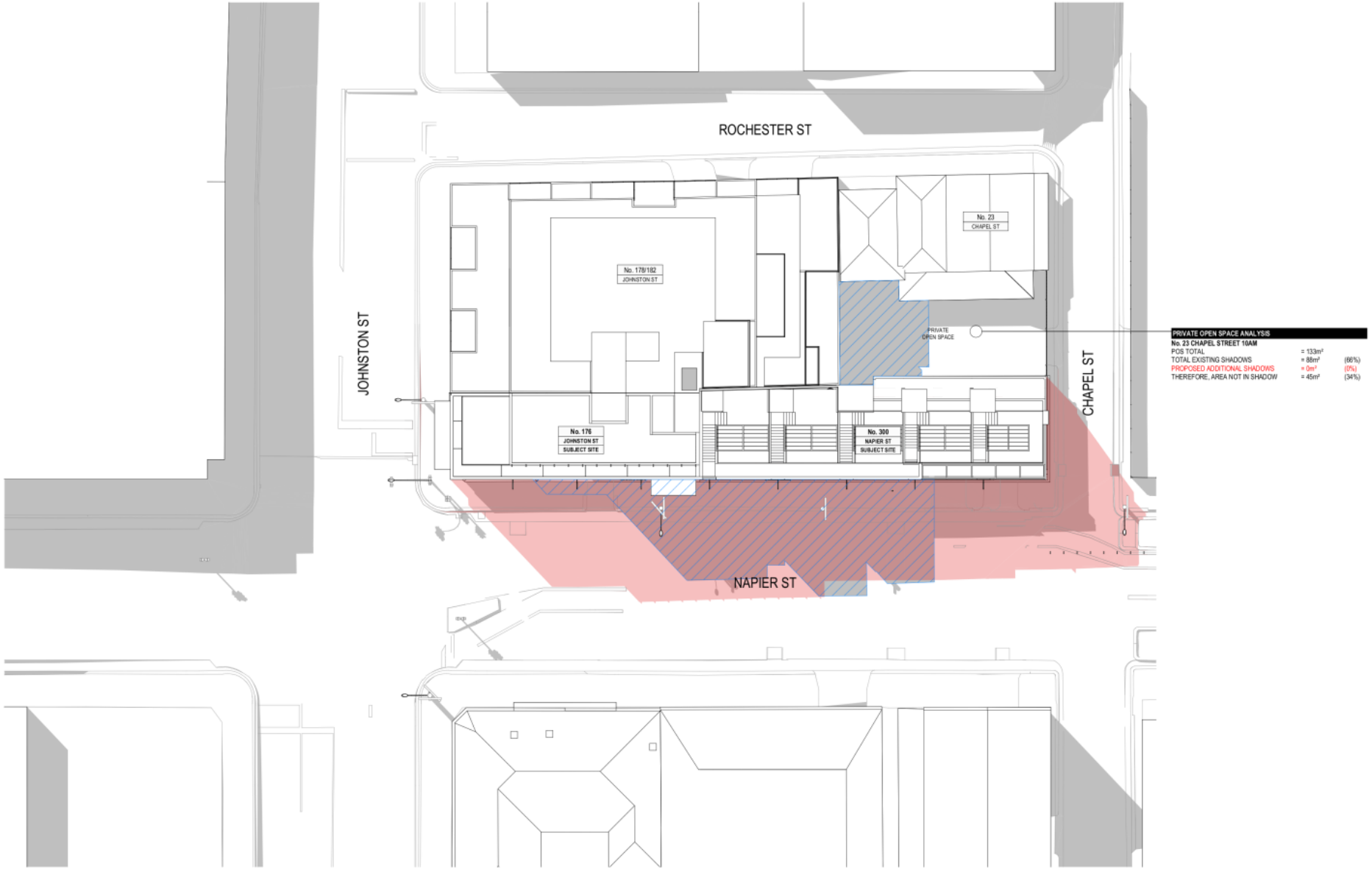
AS SHOWN

STATUS: TOWN PLANNING

Attachment 8 - PLN19/0807 - 176 Johnston & 300 Napier Street Fitzroy - S57A Plans



Attachment 8 - PLN19/0807 - 176 Johnston & 300 Napier Street Fitzroy - S57A Plans



FOR TOWN PLANNING

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CHAMBERLAIN ARCHITECTS

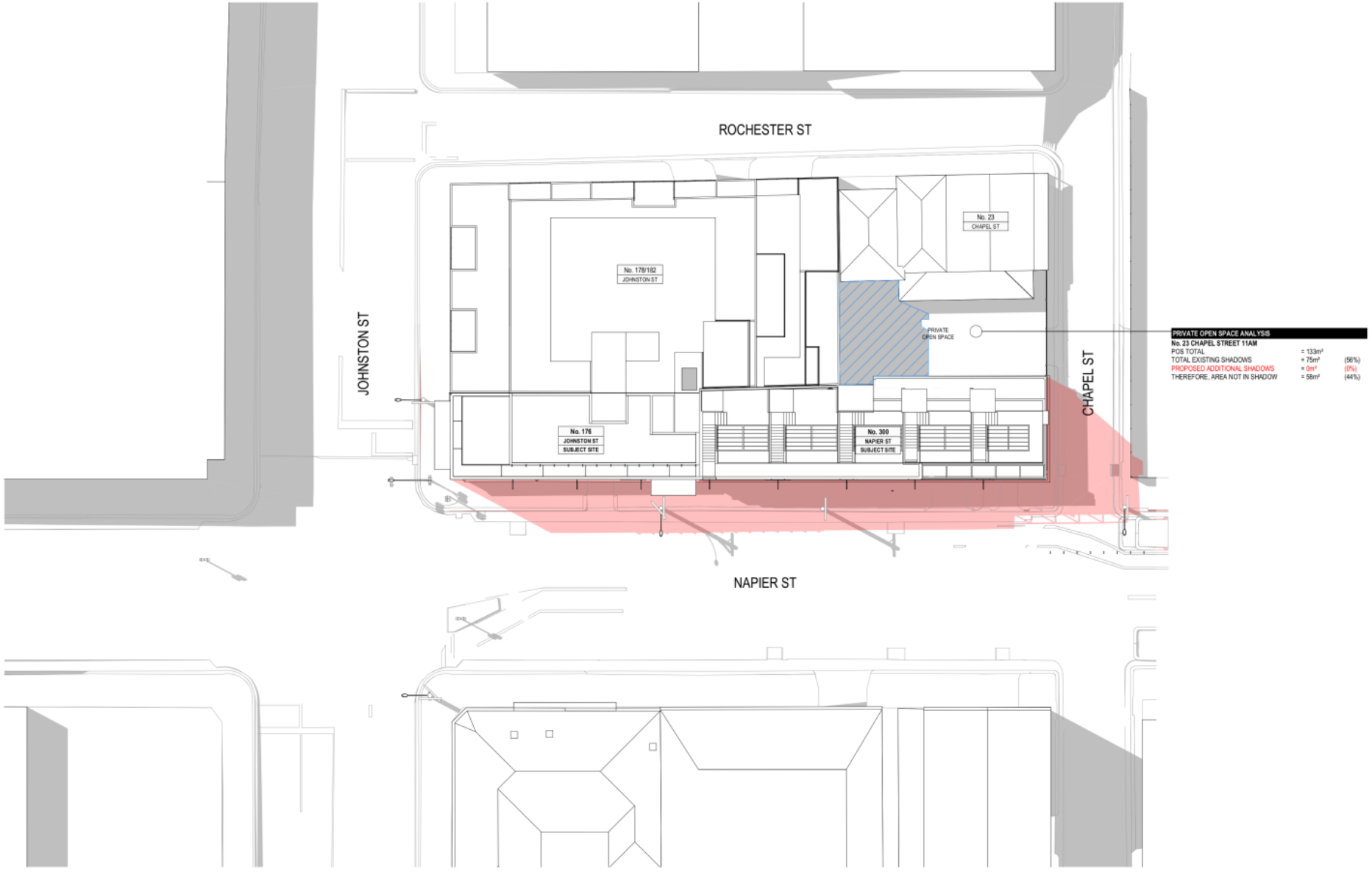
U2 Pty Ltd

Napier Street - Mixed Use
176 Johnston Street & 300 Napier Street , Fitzroy

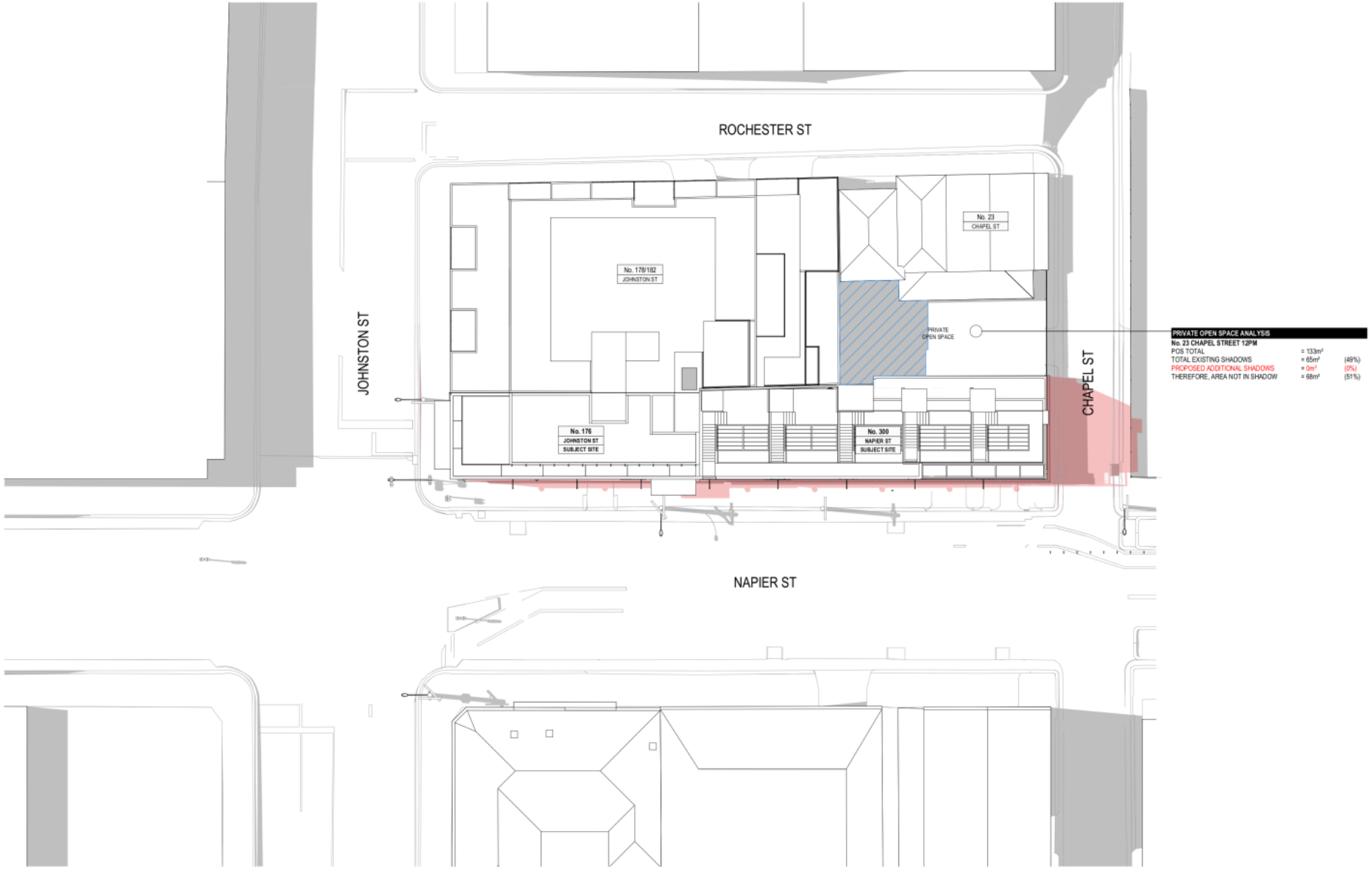
Shadow Diagrams | TP5.02 | D

AS SHOWN | STATUS: TOWN PLANNING

Attachment 8 - PLN19/0807 - 176 Johnston & 300 Napier Street Fitzroy - S57A Plans



Attachment 8 - PLN19/0807 - 176 Johnston & 300 Napier Street Fitzroy - S57A Plans



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CHAMBERLAIN ARCHITECTS

U2 Pty Ltd

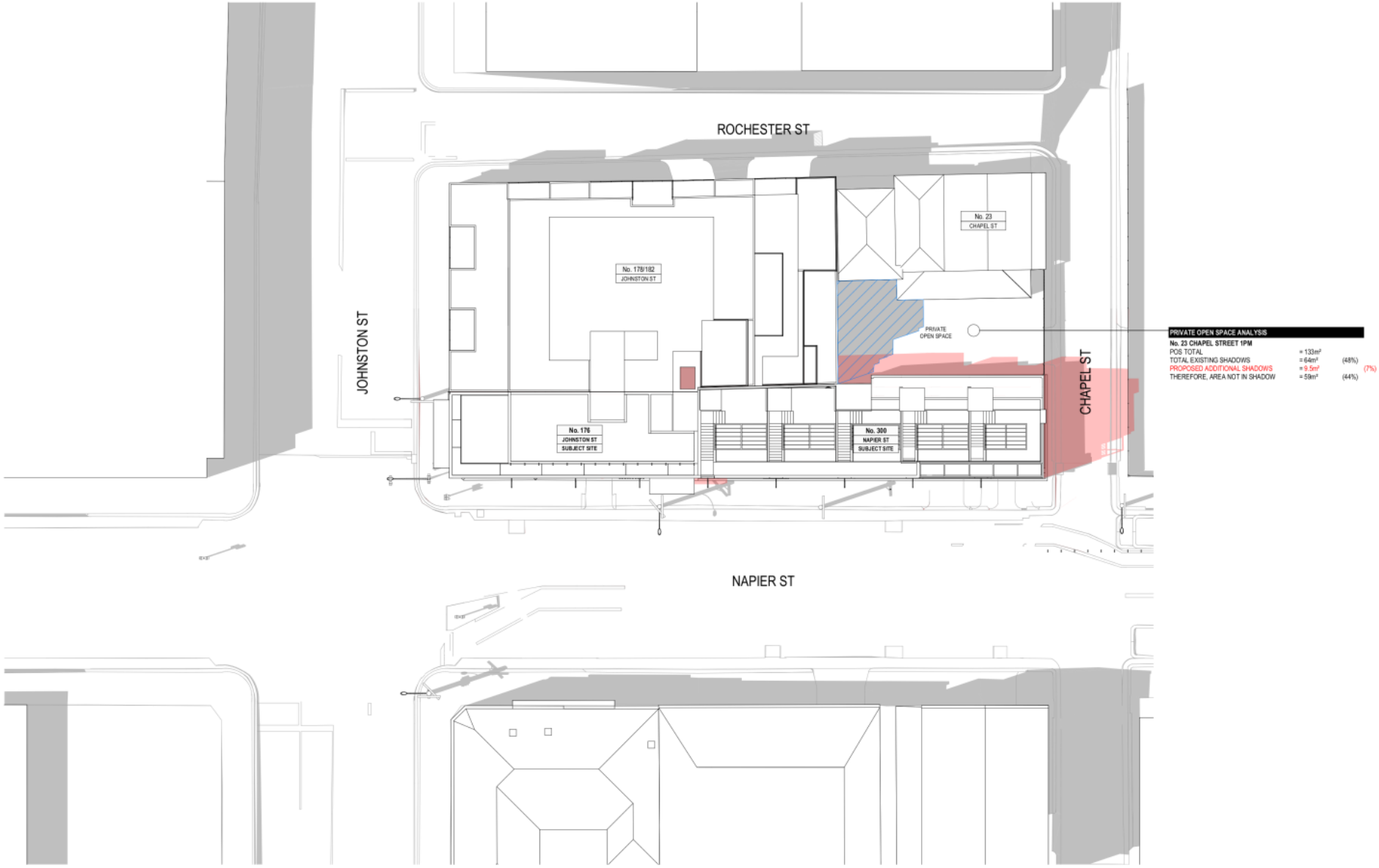
Napier Street - Mixed Use
176 Johnston Street & 300 Napier Street , Fitzroy

Shadow Diagrams — TP5.04 — D

AS SHOWN

STATUS: TOWN PLANNING

Attachment 8 - PLN19/0807 - 176 Johnston & 300 Napier Street Fitzroy - S57A Plans



FOR TOWN PLANNING

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CHAMBERLAIN ARCHITECTS

U2 Pty Ltd

Napier Street - Mixed Use
176 Johnston Street & 300 Napier Street , Fitzroy

Shadow Diagrams

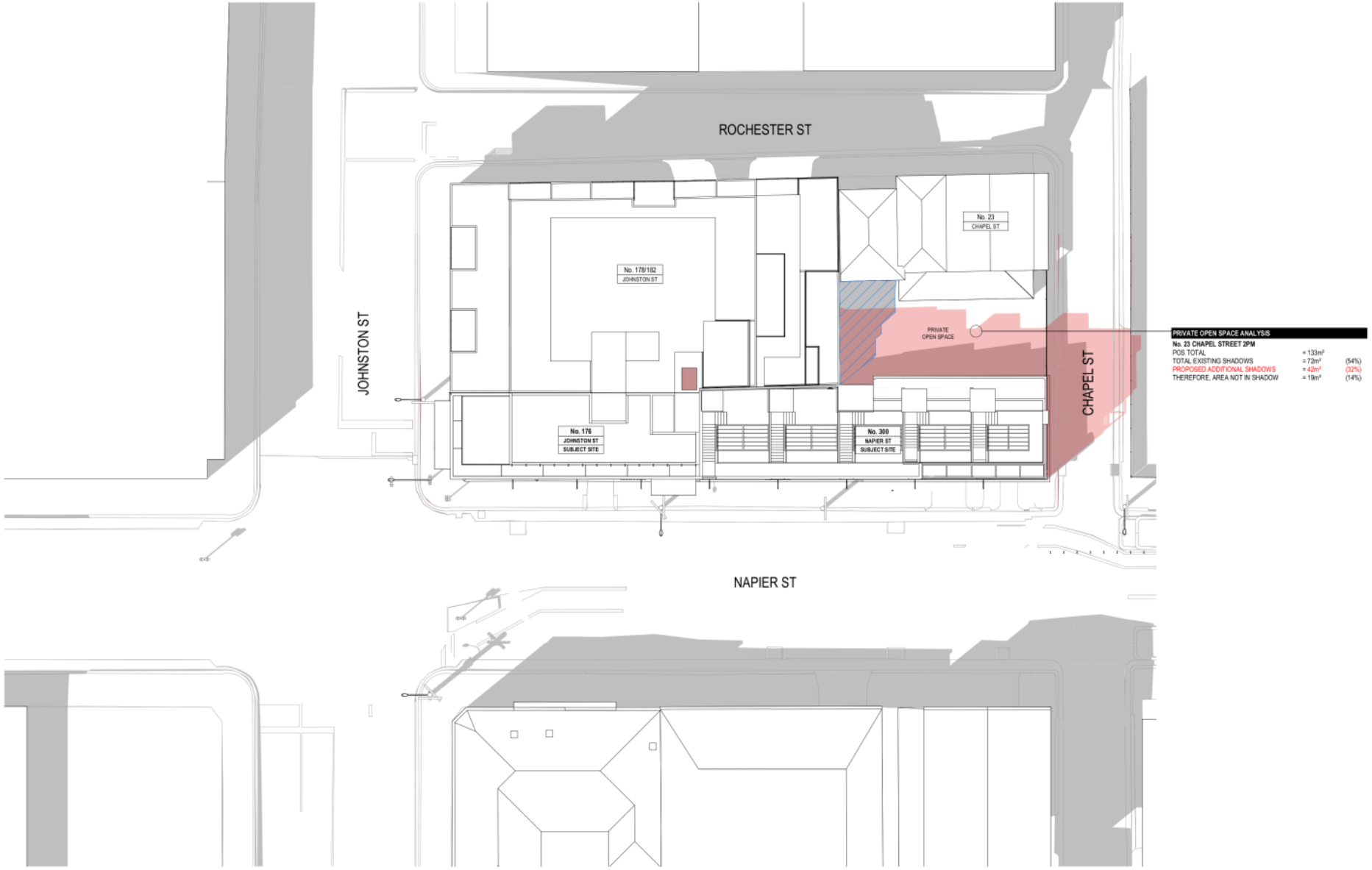
TP5.05

D

AS SHOWN

STATUS: TOWN PLANNING

Attachment 8 - PLN19/0807 - 176 Johnston & 300 Napier Street Fitzroy - S57A Plans



FOR TOWN PLANNING

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All work shall conform to the specification and other relevant drawings. Figured dimensions are to be taken in preference to scaled dimensions. Contractors must verify all dimensions on site before commencing any work or making shop drawings.

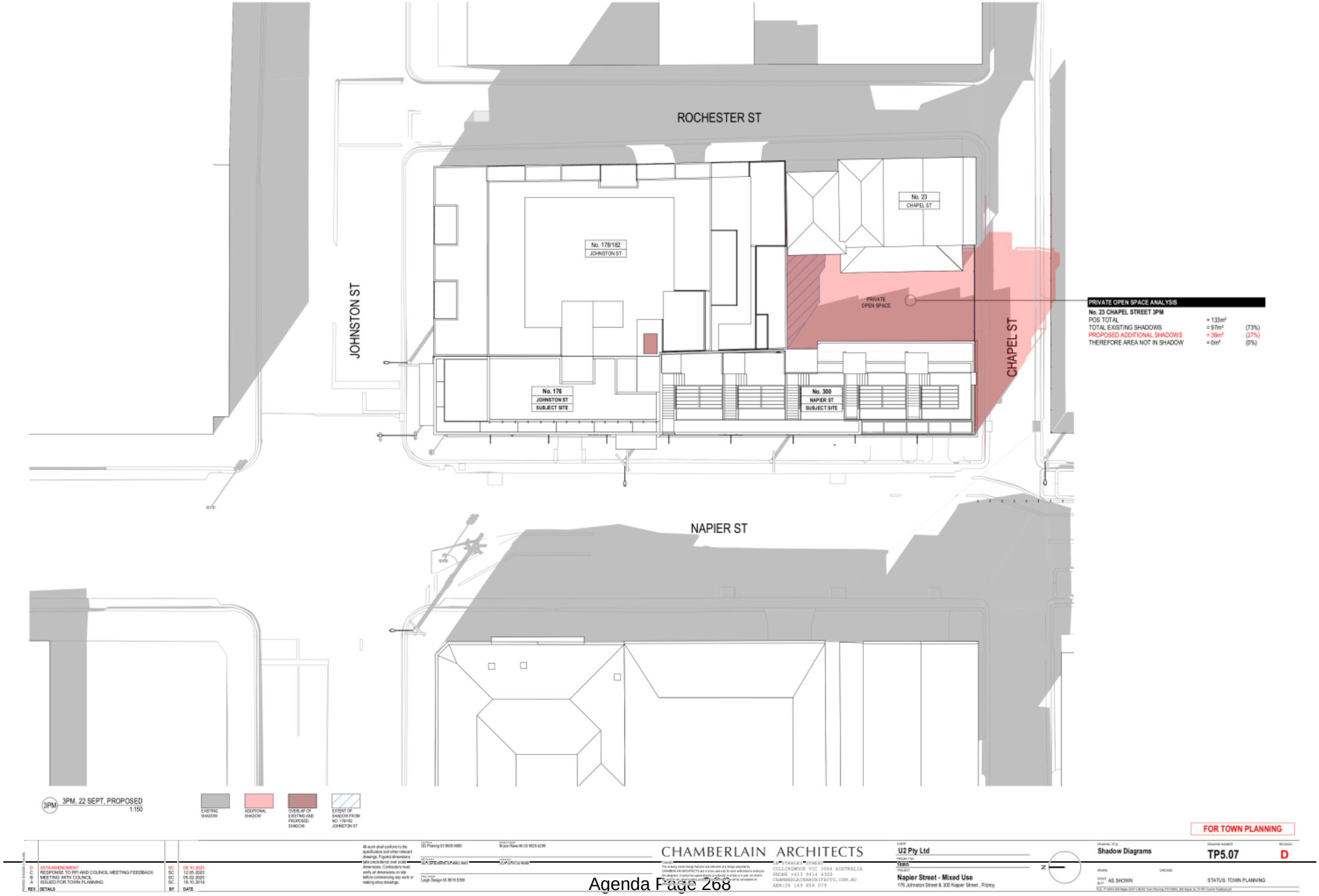
CHAMBERLAIN ARCHITECTS

CHAMBERLAIN ARCHITECTS PTY LIMITED ACN 006 602 865
PHONE +613 9414 4300
CHAMBERLAINARCHITECTS.COM.AU
ABN:26 149 958 079

CLIENT: U2 Pty Ltd
PROJECT NO: 19005
PROJECT: Napier Street - Mixed Use
176 Johnston Street & 300 Napier Street , Fitzroy

DRAWING TITLE: Shadow Diagrams
DRAWING NUMBER: TP5.06
REVISION: D
SCALE @ A1: AS SHOWN
STATUS: TOWN PLANNING

Attachment 8 - PLN19/0807 - 176 Johnston & 300 Napier Street Fitzroy - S57A Plans



Attachment 9 - PLN19/0807 - 176 Johnston & 300 Napier Street Fitzroy - Engineering Comments (S57A Plans)

CITY OF YARRA

MEMO

To: **Nish Goonetilleke**

From: **Artemis Bacani**

Date: **5 November 2020**

Subject: **Application No:** **PLN19/0807**
Description: **Amended Mixed Use Development**
Site Address: **176 Johnston Street and 300 Napier Street, Fitzroy**

I refer to the above Planning Application received on 27 October 2020 in relation to the proposed development at 176 Johnston Street and 300 Napier Street, Fitzroy. Council's Civil Engineering unit provides the following information:

Drawings and Documents Reviewed

	Drawing No. or Document	Revision	Dated
One Mile Grid	*Traffic Impact Assessment* report		28 May 2020
Camberlain Architects	TP0.01 *Development Summary*	D	9 October 2020
	TP1.01 *Neighbourhood & Site Plan*	D	9 October 2020
	TP2.01 *Ground*	D	9 October 2020
	TP3.01 *Elevations*	D	9 October 2020
	TP3.02 *Elevations*	D	9 October 2020
	TP4.01 *Sections*	D	9 October 2020
David De Giovanni Town Planning	*Planning Application PLN19/0807 176 Johnston Street and 300 Napier Street, Fitzroy*		3 October 2019

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

Proposed Use	Quantity/ Size	Statutory Parking Rate*	No. of Spaces Required	No. of Spaces Allocated
Office	1,156 m²	3 spaces per 100 m²	34	2
Shop	120 m²	3.5 spaces per 100 m² of leasable floor area	4	0
		Total	**38**	**2**

* 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.

A reduction of 36 car spaces is sought by the applicant.

Attachment 9 - PLN19/0807 - 176 Johnston & 300 Napier Street Fitzroy - Engineering Comments (S57A Plans)

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

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

- *Parking Demand for Office Use.*
  The office component would be provided with two on-site car spaces for the total 1,156 square metres of office floor area. This would equate to a rate of 0.17 spaces per 100 square metres. Throughout the municipality, a number of developments have been approved with reduced office rates, as shown in the following table:

Development Site	Approved Office Parking Rate
Cremorne	
60-88 Cremorne Street PLN17/0626 issued 21 June 2018	0.85 spaces per 100 m^2 (233 on-site spaces; 27,306 m^2)
9-11 Cremorne Street PLN16/0171 (Amended) issued 13 June 2017	0.85 spaces per 100 m^2 (20 on-site spaces; 2,329 m^2)
Collingwood	
2-16 Northumberland Street PLN16/1150 issued 14 June 2017	0.89 spaces per 100 m^2 (135 on-site spaces; 15,300 m^2)

  The proposed on-site office parking rate of 0.17 is lower compared to the rates shown in the above table; however, the site's good accessibility to public transport services and proximity to Melbourne would encourage visitors and clients to the site to utilise more sustainable forms of transportation such as catching public transport or riding a bicycle or car-pooling.

- *Parking Demand for Shop Use.*
  Typically, shop uses would generate a staff parking demand of 1.0 space per 100 square metres of floor area. All of the parking for the shop component 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:

  - Johnston Street buses – 20 metre walk
  - Brunswick Street trams – 220 metre walk
  - Smith Street trams – 290 metre walk
  - Nicholson Street trams – 530 metre walk
  - Alexandra Parade buses – 560 metre walk

- *Multi-Purpose Trips within the Area.*
  Clients and customers to the office and shop uses might combine their visit by engaging in other activities or business whilst in the area.

- *Convenience of Pedestrian and Cyclist Access.*
  The site has very good access to shops, businesses, essential facilities and public transport nodes. The site also has good connectivity to the Principal Bicycle Network.

Attachment 9 - PLN19/0807 - 176 Johnston & 300 Napier Street Fitzroy - Engineering Comments (S57A Plans)

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*.
  The streets surrounding the site contain short-stay parking restrictions, which would provide clients and customers an opportunity to park close to the site. Long-stay on-street parking is very scarce to non-existent and employees to the site would be inclined to make their own travel arrangements to commute to and from the site, such as take public transport or ride a bicycle.

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

Adequacy of Car Parking
From a traffic engineering perspective, the reduction in car parking for the proposed office and shop use is considered appropriate in the context of the development and the surrounding area. Clients and customers to the site would be fully aware with the high parking demand in the Fitzroy area. The existing short-stay parking restrictions that operate in many surrounding streets would improve the ability for clients and customers to parking 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 Ratio Consultants is as follows:

Proposed Use	Adopted Traffic Generation Rate	Peak Hour	
		AM	PM
Commercial (2 spaces)	0.5 trips per space during each peak hour period	1	1

The traffic volumes generated by the site are not unduly high and should not have a detrimental impact on the traffic operation of the surrounding road network.

Attachment 9 - PLN19/0807 - 176 Johnston & 300 Napier Street Fitzroy - Engineering Comments (S57A Plans)

LAYOUT DESIGN
Layout Design Assessment

Item	Assessment
Access Arrangements	
Car Space Doorway	The width of each car space doorway is 3.7 metres.
Headroom Clearance – Car Space Doorway	A minimum headroom clearance of 2.5 metres is provided at the car space doorway to satisfy *Design standard 1 – Accessways*.
Vehicle Turning Movements – Via Napier Street	The swept path diagrams for a B85 design vehicle demonstrates satisfactory vehicle movements into and out of the garage entrances via Napier Street.
Vehicle Crossings	The proposed vehicle crossings are each 3.0 metres in width.
Car Parking Modules	
Car Spaces	The dimension of the car spaces for each garage measures of 3.5 metres by 6.0 metres to satisfy *Design standard 2 – Car parking spaces*.
Other Items	
Proposed Vehicle Crossing – Ground Clearance Check	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 or bottoming out (Please see under '*Design Items to be Addressed*' section).
Waste Collection Arrangement	According to the applicant, waste collection would be performed on Napier Street using Council's waste collection service.
Loss of On-Street Car Spaces	The construction of the vehicle crossing would result in the loss of one on-street car space. The Civil Engineering unit has no objection to the loss of one on-street car space.
Bicycle Hoops – Napier Street Frontage	According to the applicant, the details of the bicycle hoops have been referred to Council's Urban Design unit for comment.
Canopy – Johnston Street & Napier Street Frontages	The height clearance of the canopy on the Johnston Street and Napier Street frontages of 3.70 metres and 3.22 metres respectively are considered adequate and satisfies the *Building Regulations 2018*.
Illuminated Signs	The illuminated signs along the Napier Street façade has a clearance height of between 2.63 metres and 3.95 metres. With the exception of the sign with a clearance height of 2.63 metres, the signs satisfy the requirements of the *Building Regulation 2018*.

Attachment 9 - PLN19/0807 - 176 Johnston & 300 Napier Street Fitzroy - Engineering Comments (S57A Plans)

Design Items to be Addressed

Item	Details
Proposed 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 out on site which includes the reduced level 2.0 metres inside the property, the property boundary level, the bottom of kerb (invert) level, the edge of channel level and a few levels on the road pavement – in this case, Napier Street. These levels for each vehicle crossing are to be shown on a 1 in 20 scale cross-sectional drawing, with dimensions, together with the B99 design vehicle ground clearance template demonstrating access into and out of the development. The footpath cross-fall grade should not exceed the maximum allowable cross-fall grade of 1:40 (2.5%) for a minimum footpath width of 1.2 metres. 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.
Illuminated Signs – Napier Street Frontage	The illuminated sign with a clearance height of 2.63 metres must have a minimum clearance height of 2.70 metres to satisfy the *Building Regulations 2018*.
Corner Splay	In relation to the subject splay, the Civil Engineering unit provides the following information: The ground level corner splay at the north-west corner of the Johnston Street and Napier Street intersection is deemed a Public Highway (regardless of whether it is contained within title boundaries of 176 Johnston Street and 300 Napier Street, Fitzroy) by virtue of its long history of use by the public, construction and on-going requirement by the public. The subject splay has been maintained and reconstructed by the City of Yarra. The splay is constructed in an asphalt pavement which is consistent with the surrounding footpath along the south side of Johnston Street and east side of Napier Street. The splay forms part of a pathway (as defined under the Road Management Act 2004 as 'constructed or developed by a responsible road authority for use by members of the public' (s.3 – Definitions)). A municipal road, for which Council is responsible for, includes pathways. Therefore, we can confirm that the subject splay is a 'road' for the purposes of the Road Management Act 2004 and Local Government Act 1989. Council is the entity responsible for the care and management of such roads, pursuant to section 205 of the Local Government Act 1989. Under the Road Management Act 2004 and the Local Government Act 1989, Council has the powers to remove any encroachments or obstructions on a municipal road, including encroachments from building works from the subject site. Although the splay is contained within the title plan for 176 Johnston Street, Fitzroy, the listed proprietors do not have any rights or responsibilities in respect of the splay, other than a right to use the

Attachment 9 - PLN19/0807 - 176 Johnston & 300 Napier Street Fitzroy - Engineering Comments (S57A Plans)

	splay for access purposes. Historically, the former landowners of the building had demonstrated an intention to dedicate the splay as a Public Highway by constructing the edge of the building along the splay. From the title, it appears that the previous landowner had not corrected the title to show the splay. Given the above information, the Civil Engineering unit is opposed to the occupation of the new building over the subject splay. The applicant must revise the drawings to provide the new building outside the splay at ground level, and not encroach over it. The splay must remain in asphalt (consistent with the surrounding footpaths) and must not be reduced in size. The applicant must depict the splay on the proposed Ground floor plan (TP2.01). The splay can be occupied above ground level (i.e. first floor and upwards).

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 Johnston Street, Napier Street and Chapel Street road frontages must be reconstructed to Council's satisfaction and at the Permit Holder's cost.
- The footpath along the property's Johnston Street, Napier Street and Chapel Street road frontages must be reconstructed to Council's satisfaction and at the Permit Holder's cost. The footpath must have a cross-fall of 1 in 40 or unless otherwise specified by Council.
- The half-width road pavement of Johnston Street (from the centre line of the road to the south kerb) along the property frontage must be profiled (grounded by 50 mm) and re-sheeted to Council's satisfaction and at the Permit Holder's cost.
- The half-width road pavement of Napier Street (from the centre line of the road to the east kerb) along the property frontage must be profiled (grounded by 50 mm) and re-sheeted to Council's satisfaction and at the Permit Holder's cost.
- The half-width road pavement of Chapel Street (from the centre line of the road to the north kerb) along the property frontage must be profiled (grounded by 50 mm) and re-sheeted to Council's satisfaction and at the Permit Holder's cost.
- All portions of redundant vehicle crossing associated with the development must be demolished and reinstated with pavement and kerb and channel to Council's satisfaction and at the Permit Holder's cost.
- All road markings, including bicycle logos, are to be reinstated following the completion of the road pavement works to Council's satisfaction and at the Permit Holder's cost.

Attachment 9 - PLN19/0807 - 176 Johnston & 300 Napier Street Fitzroy - Engineering Comments (S57A Plans)

Vehicle Crossings

Before the development commences, or by such later date as approved in writing by the Responsible Authority, the new vehicle crossings 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 from AS/NZS 2890.1:2004, 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, 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.

Attachment 9 - PLN19/0807 - 176 Johnston & 300 Napier Street Fitzroy - Engineering Comments (S57A Plans)

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.
Clearances to Electrical Assets	Overhead power lines run along the south side of Johnston Street and east side of Napier 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
Tree Protection	The applicant is to liaise with Council's Open Space unit regarding the protection of the street trees along the property's Napier Street road frontage.

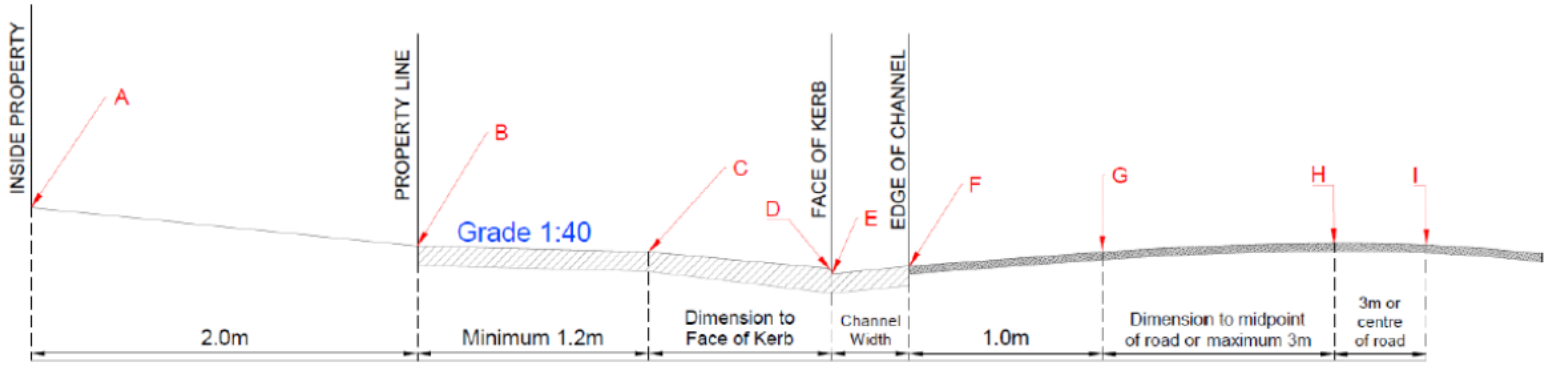
Attachment 9 - PLN19/0807 - 176 Johnston & 300 Napier Street Fitzroy - Engineering Comments (S57A Plans)

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 10 - PLN19/0807 - 176 Johnston Street & 300 Napier Street Fitzroy - Strategic Transport Unit Comments (S57A Plans)

Goonetilleke, Nish

From: Wright, Chloe
Sent: Monday, 9 November 2020 11:03 AM
To: Goonetilleke, Nish
Subject: Re: PLN19/0807 - 176 Johnston Street & 300 Napier Street Fitzroy - S57A Plans Strategic Transport Planning Re-Referral
Attachments: UD Standard Details -Bike Hoops.pdf

Hi Nish,

I've reviewed the revised plans and provide the below comments regarding provision of bicycle spaces - employee bicycle spaces are acceptable and a recommendation for visitor bicycle spaces.

Employee spaces

- A total of 14 employee bicycle spaces are provided, including 2 per each of the 5 tenancies at Napier Street and 4 in the larger tenancy at Johnston Street. Each tenancy includes at least 1 horizontal bicycle rack, satisfying the AS2890.3 requirement for at least 20% of employee bicycle spaces to be horizontal at-grade bicycle racks.

Visitor spaces

- Four bicycle hoops (providing 8 spaces) are provided at the Napier Street footpath. The layout of hoops is in accordance with Council's urban design standard bicycle hoop (attached), however the dimensions noted on the plans show that the footpath width adjacent to the bike hoops is 1,273mm which does not meet the minimum required width of 1500mm.
- A possible option to address this is to relocate 3 of the hoops to be adjacent to the 3 street trees at Napier Street and shift the hoops 230mm closer to the kerb to achieve an adjacent footpath width of 1500mm. Given the trees are setback from the kerb, there appears to be sufficient clearance for a bicycle to park on each side of a hoop at this position.
- As noted in the original Strategic transport comments, the best practice rate recommends a total of 2 visitor spaces, therefore provision of 3 bike hoops (providing 6 visitor spaces) is considered acceptable given the constrained footpath space.
- It is also noted that there is an existing bicycle corral with 6 bicycle spaces directly opposite the site.
- If the applicant wishes to maintain provision of 4 bicycle hoops, there appears to be sufficient space at the Johnston street footpath for 1 hoop (noting it would need to be positioned as per the Urban Design standard detail).

Please let me know if you have any questions or if further clarification is required regarding the visitor spaces.

Kind regards,

Chloe Wright
Sustainable Transport Officer
Strategic Transport
I work Monday – Thursday

PO BOX 168 Richmond VIC 3121

Attachment 10 - PLN19/0807 - 176 Johnston Street & 300 Napier Street Fitzroy - Strategic Transport Unit Comments (S57A Plans)

T (03) 9426 3105
E chloe.wright@yarracity.vic.gov.au
W [yarracity.vic.gov.au]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: Goonetilleke, Nish <Nish.Goonetilleke@yarracity.vic.gov.au>
Sent: 02 November 2020 11:01
To: Wright, Chloe <Chloe.Wright@yarracity.vic.gov.au>
Subject: RE: PLN19/0807 - 176 Johnston Street & 300 Napier Street Fitzroy - S57A Plans Strategic Transport Planning Re-Referral

Hi Chloe,

Hope you're both well and staying safe. Please see re-referral below for revised plans under a S57A.

Application No.: **PLN19/0807**
Address: **176 Johnston Street & 300 Napier Street Fitzroy**

Please find the following attached:

- Original Strategic Transport comments;
- Link to advertised documents: https://www.yarracity.vic.gov.au/services/planning-and-development/planning-applications/advertised-planning-applications/2020/07/09/pln190807
- Coverletter for S57A
- Revised plans

The applicant has increased the number of employee bicycle spaces from 10 to 14 and 8 visitor bicycle spaces (4 racks) along the Napier Street frontage. The 2 x car parking spaces will also be 'EV ready'.

The GTP requirements from the original referral comments will be conditioned on any permit issued.

Informal email comments on the revised plans are acceptable. Will you be able to provide comments this week?

Let me know if you need any more information.

Thank you very much.

Kind Regards,
Nish Goonetilleke
Senior Statutory Planner
STATUTORY PLANNING
City of Yarra PO Box 168 Richmond 3121
ABN 98 394 086 520

Attachment 11 - PLN19/0807 - 176 Johnston Street & 300 Napier Street Fitzroy - Arborist Comments (S57A Plans)

CITY OF YARRA

Memo

diverse

vibrant

exciting

inclusive

To: Glen Williames

Cc:

From: Justin Bated

Date: 6 November 2020

Subject: PLN19/0807 – 176 Johnson and 300 Napier St Fitzroy

Glen,

There are two semi mature Elm trees in the roadway on Napier St.
Both trees have fair structure and fair Health.
Tree nearest tree to the corner of Johnson and Napier is Id-11181 the other is Id-11182.
Both have a DBH OF 150mm and an amenity value of $1844.00 each.

I recommend the following:

1. A tree total protection bond of $5000.00 is taken to cover both trees.

2. The developer to submit a TMP(tree management plan) for the protection of both trees Council owned trees on Napier Street.

3. As mentioned in the plans submitted, two additional roadside trees plus 2 years maintenance to be paid for by the developer. These cost will be at Councils current schedule of rates and will be completed by Council contractors.

Attachment 12 - PLN19/0807 - 176 Johnston Street & 300 Napier Street Fitzroy - VicRoads Comments (S57A Plans)

Department of Transport

GPO Box 2392
Melbourne, VIC 3001 Australia
Telephone: +61 3 9651 9999
www.transport.vic.gov.au
DX 201292

Nish Goonetilleke
Yarra City Council
PO BOX 168
RICHMOND VIC 3121

Dear Nish Goonetilleke

PLANNING APPLICATION NO.:	**PLN19/0807**
DEPARTMENT REFERENCE NO:	**PPR 34528/20**
PROPERTY ADDRESS:	**176 JOHNSTON STREET, FITZROY VIC 3065**

Section 52 – No objection subject to conditions being imposed

Further to our response dated 9/11/2020 please find attached Head, Transport for Victoria's revised permit conditions.

The Department has considered this application and does not object to the grant of a permit subject to the following conditions be included in the planning permit:

1. The canopy/awning located along the Johnston Street facade at the corner of Napier Street must provide a minimum setback of 0.5m from any part of the traffic signal at this location.

2. *Prior to the commencement of the development, 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 Johnston Street and Napier Street boundary (i.e. the canopies, fixed shading devices, architectural features, awnings, balconies etc), to indemnify the Crown in relation to any claim or liability arising from the projections within the Johnston Street and Napier Street road reserve. A copy of the endorsed plan must be submitted and clearly detail the dimensions of all projections including the total area (sqm), length, width and height which extend beyond the title boundary. This condition does not apply where written confirmation is obtained from DELWP that the above agreement is not required or if no projections are proposed into the road reserve airspace.*

3. The lighting must be installed and maintained to ensure there is no disability glare and accordingly, the lighting output must be no greater than 0.25 cd/m2 throughout the approach from either direction.

VICTORIA State Government

Attachment 12 - PLN19/0807 - 176 Johnston Street & 300 Napier Street Fitzroy - VicRoads Comments (S57A Plans)

4. All signs must not be reflective, flashing scrolling or intermittent light.

5. All signs are secured in a safe manner to ensure there is no public safety risk.

Note:

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

Please forward a copy of any decision to this office as required under Section 64 of the *Planning and Environment Act 1987*.

Should you have any enquiries regarding this matter, please contact Ewa Fiebelkorn on 9313-1187 or Ewa.Fiebelkorn@roads.vic.gov.au.

Yours sincerely

Gillian Menegas

Gillian Menegas
Senior Planning Officer
Under delegation from the Head, Transport for Victoria

10/11/2020

Cc: permit applicant

6.3 PLN20/0173 - 27 Russell Street, Abbotsford

Executive Summary

Purpose

1. This report provides an assessment of the proposed construction of a five-storey (plus basement level) building for office and food and drink premises (no permit required for uses), display of high-wall, floodlit, business identification signage and a reduction in the car parking requirements at 27 Russell Street, Abbotsford.

Key Planning Considerations

2. Key planning considerations include:
   (a) Built form (Clauses 15, 21.05, 22.10 and 34.02-7);
   (b) Car Parking and Bicycle Facilities (Clause 52.06 and Clause 52.34); and
   (c) Signage – clause 52.05

Key Issues

3. The key issues for Council in considering the proposal relate to:
   (a) Policy and Strategic Support;
   (b) Built form and Urban Design;
   (c) On-site amenity including Environmentally Sustainable Design;
   (d) Off-site amenity;
   (e) Signage;
   (f) Car parking and traffic;
   (g) Bicycle facilities and strategic transport;
   (h) Waste management; and
   (i) Objector concerns.

Submissions Received

4. Ten objections were received to the application, these can be summarised as:
   (a) design (height, scale, bulk, character);
   (b) off-site amenity impacts (visual bulk, overlooking, loss of daylight, construction nuisance); and
   (c) car parking.

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 recommendation:
   (a) Plans are to be amended to show the metal portal frames and fin infills above the third floor (L.04.01) Russell Street façade deleted.

CONTACT OFFICER: **Konrad Bruhn**
TITLE: **Senior Statutory Planner**
TEL: **9205 5124**

6.3 PLN20/0173 - 27 Russell Street, Abbotsford

Reference: D20/150937
Authoriser: Senior Coordinator Statutory Planning

Ward:	Langridge Ward
Proposal:	Construction of a five-storey (plus basement level) building for office and food and drink premises (no permit required for uses), display of high-wall, floodlit, business identification signage and a reduction in the car parking requirements.
Existing use:	Vacant/Store (vehicles and miscellaneous storage)
Applicant:	Lindsay Holland Pty Ltd
Zoning / Overlays:	Commercial 2 Zone; no overlays.
Date of Application:	17 March 2020
Application Number:	PLN20/0173

Planning History

1. Planning Permit Application PL03/1019 sought permission for the construction of a three storey office building and a reduction in the car parking requirement. The planning permit was issued on 26 February 2004. However, it appears this planning permit was never acted upon and has subsequently expired.
2. Planning Permit Application PL05/1009 sought permission for the construction of an eleven storey office building, the use of the land for a caretaker's house, gallery and café and a waiver of the car parking and loading bay requirements. This application was refused by Council on 27 June 2006. On appeal, the Victorian Civil and Administrative Tribunal affirmed Council's refusal in *Lindsay Holland PL v Yarra CC [2006] VCAT 2647* on grounds relating to urban form, car parking and traffic concerns.
3. Planning Permit Application PL07/0901 sought permission for the construction of a four storey building, the use of the land as a showroom, office and a caretaker's house, and a waiver of the car parking and loading bay requirements. The planning permit was issued on 30 September 2008. However, it appears this planning permit was never acted upon and has subsequently expired.
4. Planning Permit Application PLN16/0429 sought permission for the construction of a nine storey building plus a basement and a roof top terrace, use of the land as a residential hotel (serviced apartments), a caretaker's house, a food and drink premises (cafe) and office (no permit required for food and drink premises or office use), the display of major promotion signs, a reduction in the car parking requirement and a waiver of the loading bay requirement.
5. On 23 February 2017, Council was informed that the applicant had lodged an appeal at the Victorian Civil and Administrative Tribunal (VCAT) pursuant to Section 79 of the Planning and Environment Act 1987 as a result of Council's failure to determine Planning Application PLN16/0429 within the prescribed time (*Lindsay Holland Pty Ltd Architects v Yarra CC [2018] VCAT 809*). Ten objectors joined as parties to the appeal. The application was considered at Council's Development Approval Panel (DAP) meeting where Officers resolved that if Council were in a position to, it would have issued a Notice of Decision to Refuse to Grant a Planning Permit (PLN16/0429).VCAT affirmed Council's position and determined to refuse Planning Permit Application PLN16/0429 on grounds primarily relating to building height and urban form.

Background

Lodgment of sketch plans

6. 'Sketch plans' dated 08-08-2020 (emailed 12-08-2020) and an amended Waste Management Plan (WMP) dated 14-09-2020 were submitted in response to Council's internal referral comments. However because of their informal status, they will only be referred to where relevant in the assessment but will not substitute the advertised plans as the plans on which Council makes its decision.

The Proposal

7. The application is for the construction of a five-storey (plus basement level) building for office and food and drink premises (no permit required for uses), display of high-wall, floodlit, business identification signage and a reduction in the car parking requirements. Key features of the proposal include:

   Use and layout:

8. The building is accessed via the sole frontage to Russell Street. At ground floor level a small tenancy with a glazed entry and shopfront is to be used as a food and drink premises (café). The remainder of the ground floor and all upper floor are proposed to be used as office tenancies.

9. The basement level is occupied for storage, shared waste facilities and bicycle parking (12 parking spaces).

   Buildings and works:

   Demolition

10. All miscellaneous concrete paving and fences etc. are to be removed from the site (no permit required for demolition).

    Basement

11. A single basement level accessed internally via the lift shaft and stairs. The basement is located to the east of the site, with a total floor area of 66.50m^2 containing shared waste facilities, four storage units and 12 bicycle parking spaces (4 visitor and 8 employee).

    Ground floor

12. The ground floor is generally constructed to all title boundaries, save for the western title boundary where the eastern walls of the building at No. 26-30 Henry Street encroach into the subject site and where the building is recessed to provide a light court in the south-western corner of the site (which is maintained throughout all upper floor levels).

13. A small tenancy (28.40m^2) with a slightly recessed glazed entry and shopfront is to be used as a food and drink premises. A separate glazed door provides access to the shared stairwell and lift to access upper floors, and a 62.00m^2 office tenancy to the rear of the ground floor.

    First to third floors (second to fourth storeys)

14. The footprint of the first to third floors are generally consistent with the footprint of the ground floor as described above, with each floor containing a 90.00m^2 office tenancy (accessed via the shared stairwell and lift).

15. East-facing floor to ceiling windows provide the primary daylight source, with west-facing floor to ceiling windows providing a secondary daylight source via the light court.

    Fourth floor (fifth storey)

16. The fourth floor has a substantially smaller internal footprint than the lower floors, setback 2.85m from Russell Street, 1.34m from the southern side boundary, 3.05m from the rear (western) side boundary, and 1.50m to 2.48m from the northern side boundary (save for the lift shaft which is constructed to the boundary).

17. The fourth floor contains a 49.20m^2 office tenancy and the roof of the third floor is utilised as terrace and service deck.

18. East and west-facing floor to ceiling glazed windows provide the office with daylight.

19. Open portal frames consistent with the profile of the east and west-facing windows protrude above the east and west façades of the third floor.

Elevations

20. Pre-cast concrete panels form solid boundary walls to the north and south side boundaries up to the fourth storey. The western boundary wall is also to be precast concrete panels, however an open portal frame with a low, glazed balustrade encapsulates the light court and extends to the fifth storey.

21. The north and south side boundary walls are to be constructed to a height of 14.82m.

22. The height of the eastern façade (to Russell Street) inclusive of the open portal frame is to be 17.00m in height.

23. The western boundary wall is to be constructed to a height of 14.82m, with the open portal frame encapsulating the light court constructed to a height of 17.00m.

24. The overall maximum height of the building is to be 17.30m (solar panels on the roof of the fourth floor protrude above this height marginally).

Materials and finishes

25. The boundary walls are to be pre-cast concrete panels (natural concrete finish with magpie icons patterned on the north and south side walls).

26. The east and west facades are predominantly clear glazed floor to ceiling windows with low glass balustrades features.

27. The fifth storey is to be clad with grey metal cladding.

Signage

28. It is proposed to construct and display a high-wall, floodlit, business identification sign on the western (rear) wall as follows:

    (a) Vertical lettering specifying the address of the building ‘27 Russell’.

    (b) Display area of 2.95m^2 (4.20m high x 0.70m wide)

    (c) Timed backlights at 0.40m intervals either side of the lettering.

Decision Plans

29. The decision plans are the plans prepared by Lindsay Holland Pty Ltd sheet 00.00 – 13.00 & R.27 re-issue: 02 (14.05.2020) and shadow diagrams 01.02 & 02.02 issue: 01 (03.03.2020).

30. Whilst the plans contain sufficient information for Council to decide the application (i.e. crucial information such as height dimensions), the level of detail and presentation of information is not considered adequate to be endorsed as part of any planning permit granted. Specifically:

    (a) The existing ground level and proposed finished floor levels are not indicated on the floor plans or elevations. Accordingly, it is recommended that a condition of any planning permit granted require that plans be amended as follows:

        (i) Floor plans amended to show:

            - Finished floor levels to Australian Height Datum (AHD) or a Relative Level (RL) with the fixed datum point clearly indicated.

            - Pink grid lines deleted.

        (ii) Elevation plans to show:

            - Natural ground level

- Finished floor levels and the overall building height to Australian Height Datum (AHD) or a Relative Level (RL) that will not be affected during construction
- Wall heights dimensioned above natural ground level (wall heights must not exceed heights dimensioned on decision plans).

(b) Vertical pink lines clutter the elevations and do not have any obvious purposes (i.e. they do not relate to any corresponding sections on the planning drawing set submitted to Council). Elevation plans therefore should be amended to the vertical pink lines deleted.

Existing Conditions

Subject Site

31. The subject site is described as Lot 1 on Title Plan 009307M. The site is located on the western side of Russell Street, approximately 95m south of its intersection with Gipps Street in Abbotsford.

32. The subject site is an irregular shape, although generally forming a rectangle, with a 7.44m wide frontage to Russell Street and a depth of 20.12m. The total area of the site is 144.50m^2.

33. The land is not developed with any buildings aside from boundary fencing and the eastern walls of the building at No. 26-30 Henry Street which encroach into the western title boundary.

34. The land appears to be used as a store currently, with vehicles and other miscellaneous items stored on the land.

35. The copy of title submitted with the application does not show any covenants, restrictions or easements affecting the land.

Figure 1: The subject site looking west from Russell Street (photo taken by Officer on 8/11/2020).

Surrounding Land

36. The surrounding area contains a mixture of commercial and residential uses with varying architectural styles.

37. Russell Street is a relatively short road reserve, with commercial/industrial buildings located on the western side and the eastern side flanked by the railway embankment servicing the South Morang and Hurstbridge lines. Further east, beyond the railway, is land within the Neighbourhood Residential Zone (Schedule 1) which typically comprises traditional inner suburban low-rise residential development.

38. Parallel car parking is provided on both sides of Russell Street; car parking on the western side of Russell Street is predominantly 2 hour time restricted, while car parking on the eastern side is unrestricted.

39. The Victoria Street activity centre is located approximately 395 metres to the south, while the Johnston Street neighbourhood activity centre is located approximately 670 metres to the north. The Collingwood train station is located 175 metres to the north.

40. The land bordered by Gipps Street to the north, Hoddle Street to the west, the train line to the east and Langridge Street to the south is all located within the Commercial 2 Zone. The built form character of this area is predominantly 1-2 storey industrial style buildings, although there is a four storey building to the south of the precinct (No. 1-15 Russell Street), and examples of three storey buildings.

Figure 2: Four storey buildings at 1-15 Russell Street (photo taken by Officer on 8/11/2020).

41. Specifically to the north, the subject site adjoins No. 29 Russell Street which is developed with a triple storey non-conforming dwelling which is constructed to both the north and south side boundaries at ground and partly first floor level. The second floor comprises a terrace with a canopy roof which is setback from the southern side boundary shared with the subject site. There are no habitable room windows facing the subject site. A ground level secluded private open space (SPOS) area is located to the north-west of the site.

Figure 3: Triple storey dwelling at No. 29 Russell Street (photo taken by Officer on 8/11/2020).

42. Further to the north, No. 31-37 Russell Street is developed with a part one, part two storey office/warehouse occupied by a catering and events management business. Beyond that are two single storey Victorian-era (non-conforming) dwellings at No. 39-41 Russell Street and a single storey warehouse at No. 43 Russell Street. No. 47 Russell Street has recently been developed with a triple storey office building approved under Planning Permit PLN16/0240 (refer to figure 4 below).

Figure 4: Triple storey office at No. 47 Russell Street (photo taken by Officer on 8/11/2020).

43. To the west, the subject site adjoins No. 26-30 Henry Street which is developed with a single storey brick warehouse. It is unclear what business operates from the land currently. The existing building encroaches 0.90m into the western boundary of the subject site, and otherwise covers most of the site with the exception of parking areas at the frontage to Henry Street. To the north-west, No. 32 Henry Street is also developed with a warehouse style building that is used for textile printing. To the north-west, a four storey dwelling has been approved (Planning Permit PLN17/0101) at No. 34 Henry Street (refer figure 5). However, the development is yet to commence.

Figure 5: Approved four storey dwelling at No. 34 Henry Street

44. To the south-west, No. 24 Henry Street is developed with a triple storey non-conforming dwelling. A small area of private open space is provided at the rear of the property (refer to figure 6 below).

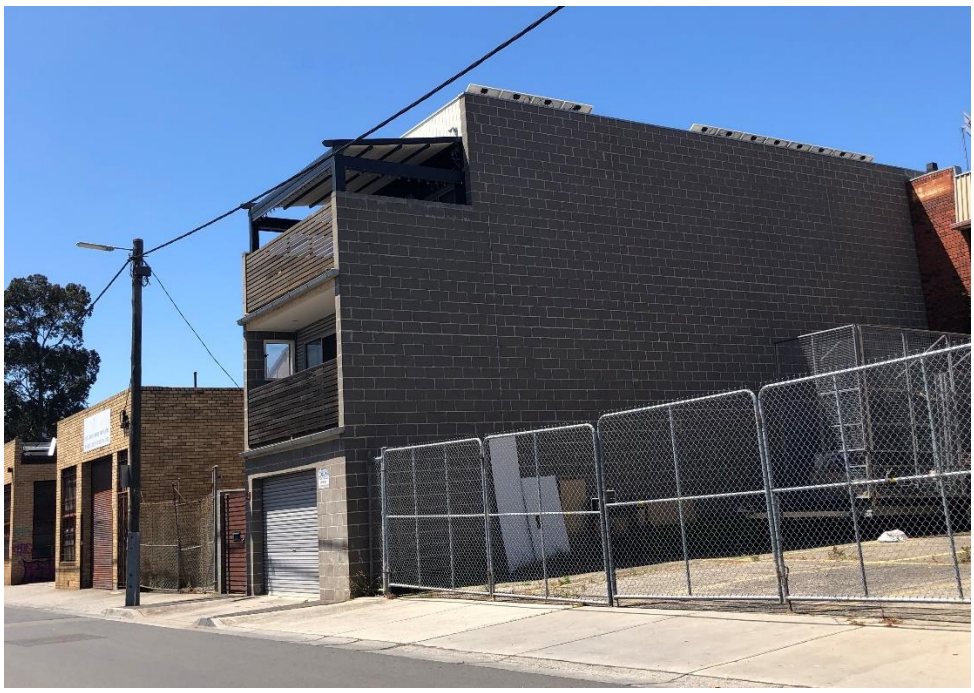


Figure 6: Triple storey dwelling at No. 24 Henry Street (photo taken by Officer on 8/11/2020).

45. To the south, the subject site adjoins No. 23-25 Russell Street which is developed with a single storey industrial style building. The building covers most of the site, constructed to the east, west and southern title boundaries, but recessed with a small side setback from the subject site. Planning Permit PLN12/0031 issued 20 July 2012 allows the use of the land for industry (coffee roasting) and a reduction of car parking.

46. Further to the south, No. 19-21 Russell Street is developed with a double storey building which covers the Russell Street frontage of the site. The land is used for a licensed restricted recreation facility (axe throwing) at ground floor level and an office a first floor level.

47. The former Williams Shoe Factory, a four storey red brick Edwardian building, is located on the north-west corner of Langridge Street and Russell Street, approximately 75 metres to the south of the subject site (refer to figure 2 above). This building is currently used as a domestic storage facility, is approximately 18 metres in height and is individually significant with its own heritage overlay listing.

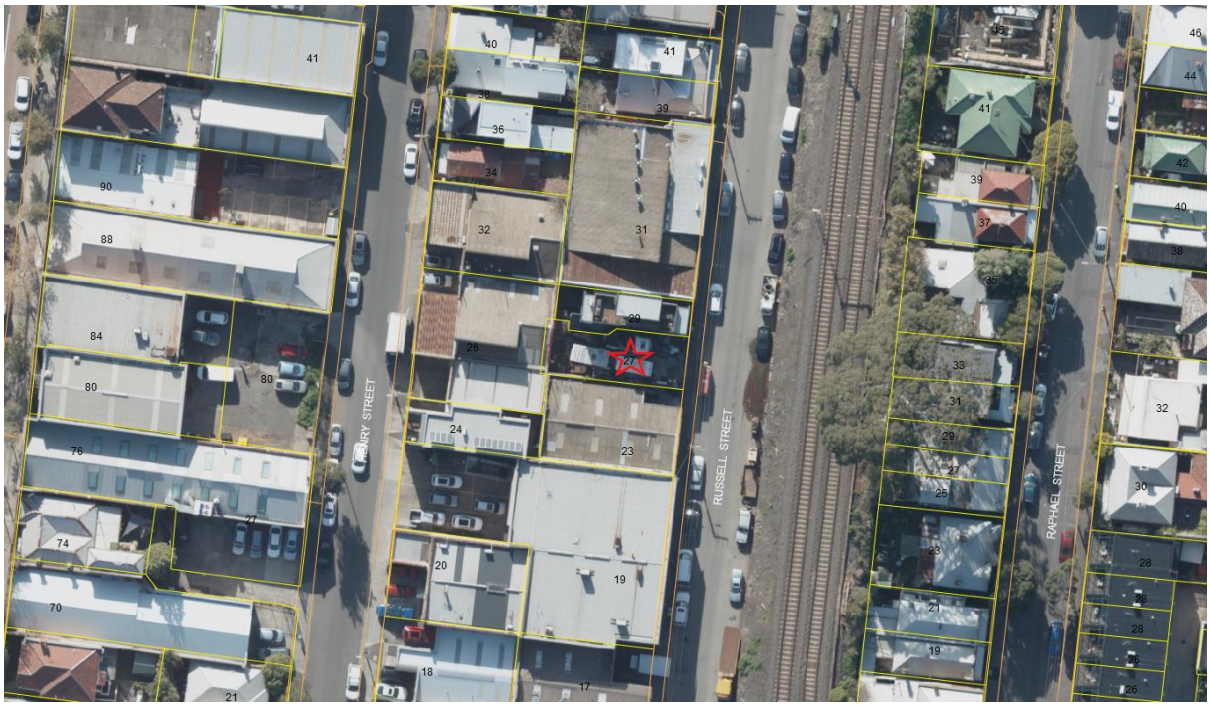


Figure 7: The subject site and surrounding land (Source: Yarra Council GIS, June 2020).

Planning Scheme Provisions

Zoning

48. The site is located within the Commercial 2 Zone (C2Z). The relevant purposes of the C2Z is as follows:

    (a) *To encourage commercial areas for offices, appropriate manufacturing and industries, bulky goods retailing, other retail uses, and associated business and commercial services.*
    (b) *To ensure that uses do not affect the safety and amenity of adjacent, more sensitive uses.*

49. Pursuant to clause 34.02-1, a planning permit is not required to use the land as an office.

50. Pursuant to clause 34.02-1, a planning permit is not required to use the land as a food and drink premises as the total leasable floor area does not exceed 100sqm.

51. Pursuant to clause 34.02-4, a planning permit is required to construct a building or construct or carry out works. The decision guidelines are at Clause 34.02-7.

52. Pursuant to clause 34.02-6, 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 30 metres 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.

    As the development is within 30 metres of land which is in a residential zone, the exemption does not apply and the application is subject to 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

53. Pursuant to Clause 34.02-8, sign requirements are at Clause 52.05. This zone is in Category 1 (minimum limitation).

Overlays

54. No overlays affect the subject site.

Particular Provisions

Clause 52.05 – Signs

55. Pursuant to Clause 34.02-8 of the C2Z, advertising sign requirements are at Clause 52.05. This zone is in Category 1 (Clause 52.05-11).

56. Pursuant to Clause 52.05-11, a planning permit is required to construct and display a flood lit, high wall sign.

57. Pursuant to Clause 52.05-11, no permit is required to display a direction sign (i.e. no permit is required for the 'entry' signs displayed at the ground floor entry.

58. Plans show indicative location of business identification signs below the shopfront glazing of the food and drink premises, however no sign details have been provided. Accordingly, a permit condition should require that the indicative 'signage' locations be removed from the eastern ground floor façade.

Clause 52.06 – Car Parking

59. Clause 52.06-2 requires that before a new use commences, the number of car parking spaces required under Clause 52.06-5 or in a schedule to the Parking Overlay must be provided to the satisfaction of the responsible authority in one or more of the following ways:

    (a) on the land; or

    (b) in accordance with a permit issued under Clause 52.06-3; or

    (c) in accordance with a financial contribution requirement specified in a schedule to the Parking Overlay

60. The subject site is located within the Principal Public Transport Network (PPTN), therefore the car parking rate specified at Column B of Table 1 at Clause 52.06-5 applies:

Proposed Use	Car parking measure (specified at Clause 52.06-5)	Proposed floor area of use	No. car parking spaces required	No. car parking spaces provided
Office	3 spaces to each 100m^2 of net floor area	529.50m^2	15	0
Food and drink premises	3.5 space to each 100m^2 of leasable floor area	24.00m^2	0	0
Total:			15	0

Figure 8: Statutory car parking rate assessment

61. Pursuant to Clause 52.05-5, 15 car parking spaces are required for the proposed use of the land as an office, however no car parking is proposed to be provided on site.

62. Accordingly, a planning permit is required for a reduction of car parking (to zero) pursuant to Clause 52.06-3.

Bicycle Facilities

63. 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.

64. The required bicycle parking spaces are specified at Clause 52.34-5:

Proposed Use	Bicycle space requirement	Proposed floor area of use	No. bike parking spaces required	No. bike parking spaces provided
Office	1 employee space to each 300m^2 of net floor area if the net floor area exceeds 1000m^2.	529.50m^2	0	28
	1 visitor space to each 1000m^2 of net floor area if the net floor area exceeds 1000m^2		0	4
Food and drink premises	1 employee space to each 300m^2 of leasable floor area	24.00m^2	0	0

	1 visitor space to each 500m^2 of leasable floor area		0	0
Total:			0	28

Figure 9: Statutory bicycle rate assessment

65. The required bicycle facilities are also specified at Clause 52.34-5:

Facility	Facility requirement	No. of facilities required	No. facilities provided
Showers	If 5 or more employee bicycle spaces are required, 1 shower for the first 5 employee bicycle spaces, plus 1 to each 10 employee bicycle spaces thereafter	0	4
Change room	1 change room or direct access to a communal change room to each shower. The change room may be a combined shower and change room	0	4

Figure 10: Statutory bicycle facilities assessment

66. The proposal exceeds the bicycle facilities requirements of Clause 52.34-5, therefore no planning permit is required to pursuant to Clause 52.34-2.

Clause 53.18 – Stormwater Management in Urban Development

67. This clause applies to an application under a provision of a zone to construct a building or construct or carry out works. An application to construct a building or to construct or carry out works:

(a) *Must meet all of the objectives of Clauses 53.18-5 and 53.18-6.*

(b) *Should meet all of the standards of Clauses 53.18-5 and 53.18-6.*

General Provisions

Clause 65 – Decision Guidelines

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

Planning Policy Framework (PPF)

69. Relevant clauses are as follows:

Clause 11.02 (Managing Growth)

Clause 11.02-1S (Supply of Urban Land)

70. 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)

71. 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)

72. Relevant strategies are:

    (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 with appropriate infrastructure.

        (iii) Are hubs for public transport services.

        (iv) Offer good connectivity for a regional catchment.

        (v) Provide high levels of amenity

Clause 13.05-1S (Noise abatement)

73. The relevant objective of this clause is:

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

74. 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)

75. 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)

76. 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)

77. The objective is:

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

Clause 15.01-2S (Building design)

78. 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.*

79. Relevant strategies of this clause are:

    (a) *Require a comprehensive site analysis as the starting point of the design process.*

(b) *Ensure the site analysis provides the basis for the consideration of height, scale and massing of new development.*

(c) *Ensure development responds and contributes to the strategic and cultural context of its location.*

(d) *Minimise the detrimental impact of development on neighbouring properties, the public realm and the natural environment.*

(e) *Ensure the form, scale, and appearance of development enhances the function and amenity of the public realm.*

(f) *Ensure buildings and their interface with the public realm support personal safety, perceptions of safety and property security.*

(g) *Ensure development is designed to protect and enhance valued landmarks, views and vistas.*

(h) *Ensure development provides safe access and egress for pedestrians, cyclists and vehicles.*

(i) *Ensure development provides landscaping that responds to its site context, enhances the built form and creates safe and attractive spaces.*

(j) *Encourage development to retain existing vegetation.*

80. 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)

81. 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)

82. 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)

83. The relevant objective of this clause is:

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

84. Relevant strategies are:

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

(b) *Ensure development responds to its context and reinforces a sense of place and the valued features and characteristics of the local environment and place by emphasising the:*

(i) Pattern of local urban structure and subdivision.

(ii) Underlying natural landscape character and significant vegetation.

(iii) Heritage values and built form that reflect community identity.

Clause 15.02 (Sustainable Development)

Clause 15.02-1S (Energy Efficiency)

85. 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)

86. The objective of this clause is:

    (a) *To strengthen and diversify the economy.*

87. 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)

88. The relevant objective of this clause is:

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

89. 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 18.01 (Integrated Transport)

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

90. The objective of this clause is:

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

91. Relevant strategies to achieve this objective include:

    (a) *Develop transport networks to support employment corridors that allow circumferential and radial movements.*

    (b) *Plan urban development to make jobs and community services more accessible by (as relevant):*

        (i) Ensuring access is provided to developments in accordance with forecast demand, taking advantage of all available modes of transport and to minimise adverse impacts on existing transport networks and the amenity of surrounding areas.

        (ii) Coordinating improvements to public transport, walking and cycling networks with the ongoing development and redevelopment of urban areas.

        (iii) Requiring integrated transport plans to be prepared for all new major residential, commercial and industrial developments.

    (c) *Integrate public transport services and infrastructure into new development.*

    Clause 18.02 (Movement Networks)

Clause 18.02-1S – (Sustainable personal transport)

92. The relevant objectives of this clause is:

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

93. 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)

94. 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)

95. 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)

96. 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)

97. The objective of this clause is:

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

98. 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)

99. The relevant policies in the Municipal Strategic Statement can be described as follows:

Municipal Strategic Statement (MSS)

100. Relevant clauses are as follows:

Clause 21.04-3 (Industry, office and commercial)

101. The objective of this clause is:

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

Clause 21.05-2 – (Urban design)

102. 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 17.1: Ensure that development outside activity centres and not on Strategic Redevelopment Sites reflects the prevailing low-rise urban form.*

(c) *Objective 18 - To retain, enhance and extend Yarra's fine grain street pattern;*

(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;*

(i) *Strategy 20.1 Ensure development is designed having particular regard to its urban context and specifically designed following a thorough analysis of the site, the neighbouring properties and its environs.*

(ii) *Strategy 20.4 Apply the Built Form and Design policy at clause 22.10.*

Clause 21.05-3 – (Built form character)

103. The general objective of this clause is:

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

104. The subject site is located within a non-residential area, where the built form objective is to *"improve the interface of development with the street"*.

105. The strategies to achieve the objective are to:

(a) *Strategy 27.1 - Allow flexibility in built form in areas with a coarse urban grain (larger lots, fewer streets and lanes).*

(b) *Strategy 27.2 - Require new development to integrate with the public street system.*

Clause 21.05-4 (Public environment)

106. The relevant objective and strategies of this clause are:

(a) *Objective 28 - To a provide a public environment that encourages community interaction and activity:*

(b) *Strategy 28.1 - Encourage universal access to all new public spaces and buildings*

(c) *Strategy 28.2 - Ensure that buildings have a human scale at street level.*

(d) *Strategy 28.3 - Require buildings and public spaces to provide a safe and attractive public environment.*

(e) *Strategy 28.8 - Encourage public art in new development.*

Clause 21.06 – (Transport)

107. This policy recognises that Yarra needs to reduce car dependence by promoting walking, cycling and public transport use as viable and preferable alternatives. 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.*

    (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

108. 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 21.08-1 – Abbotsford

109. This clause outlines the Abbotsford neighbourhood as follows;

    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.

110. The subject site is located within a '*non-residential area'* where the built form character objective is to improve the interface of development with the street.

111. The implementation of built form strategies in clause 21.05 relevantly includes:

    (a) *Supporting development that maintains and strengthens the preferred character of the relevant Built Form Character type.*

    (b) *Maintaining the visual prominence of the Clock Tower of Collingwood Town Hall and the Skipping Girl Sign.*

    Relevant Local Policies

    Clause 22.03 – Landmarks and Tall Structures

112. This policy applies to all development. The subject site is located in proximity to Collingwood Town Hall Clocktower. Accordingly, it is policy to

    (a) *Maintain the prominence of Yarra's valued landmark signs.*

    (b) *Protect views to the silhouette and profile of Yarra's valued landmarks to ensure they remain as the principal built form reference.*

    (c) *Ensure the profile and silhouette of new tall structures adds to the interest of Yarra's urban form and skyline.*

    Clause 22.04 – Advertising Signs Policy

113. This policy applies to all permit applications for advertising signs or for development which incorporates an advertising sign.

114. The main objectives sought to be achieved through the policy:

(a) *To allow for the promotion of goods and services.*

(b) *To ensure that signs contribute to and do not detract from the visual amenity of commercial precincts, activity centres and residential areas.*

(c) *To minimise visual clutter.*

(d) *To ensure that signs are not the dominant element in the streetscape.*

(e) *To protect and enhance the character and integrity of places of heritage significance.*

(f) *To protect major view corridors and vistas.*

(g) *To maintain vehicular and pedestrian safety.*

Clause 22.05 – Interfaces Uses Policy

115. This policy applies to applications within the Commercial Zones (among others), and aims to reduce conflict between commercial, industrial and residential activities. The policy acknowledges that the mix of land uses and development that typifies inner city areas can result in conflict at the interface between uses.

116. 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.*

117. 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 22.10 – Built form and design policy

118. This policy applies to all new development not included in a Heritage Overlay. The relevant objectives of this policy are to:

(a) *Ensure that new development positively responds to the context of the development and respects the scale and form of surrounding development where this is a valued feature of the neighbourhood character.*

(b) *Ensure that new development makes a positive contribution to the streetscape through high standards in architecture and urban design.*

(c) *Limit the impact of new development on the amenity of surrounding land, particularly residential land.*

(d) *Design buildings to increase the safety, convenience, attractiveness, inclusiveness, accessibility and 'walkability' of the City's streets and public spaces.*

(e) *Create a positive interface between the private domain and public spaces.*

(f) *Encourage environmentally sustainable development.*

119. The Clause includes various design objectives and guidelines that can be implemented to achieve the above objectives. The design elements relevant to this application relate to:

(a) *urban form and character;*

(b) *setbacks and building height;*

(c) *street and public space quality;*

(d) *environmental sustainability;*

(e) *site coverage;*

(f) *on-site amenity;*

(g) *off-site amenity;*

(h) *landscaping and fencing;*

(i) *parking, traffic and access; and*

(j) *service infrastructure.*

Clause 22.16 Stormwater Management (Water Sensitive Urban Design)

120. 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

121. 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 Policies

Plan Melbourne 2017-2050

122. The plan outlines the vision for Melbourne's growth to the year 2050 with the objective of defining what kind of city Melbourne will be and identifying the necessary infrastructure, services and major projects which need to be put in place to underpin the city's growth. It is a blueprint for Melbourne's future prosperity, liveability and sustainability.

123. In respect of commercial land, the plan identifies the following:

(a) *Between now and 2031 it is estimated that approximately 11.9 million square metres of commercial floorspace will be required across metropolitan Melbourne to meet projected demand.*

Of this total, 57 per cent would be required for office uses.

124. In respect of the subject site, several precincts within Yarra were identified in the 2014 document as 'other urban renewal areas' including Collingwood (Gipps Street), the North Richmond to Victoria Park corridor, East Richmond Station and Cremorne.

Melbourne Industrial and Commercial Land Use Plan (MICLUP)

125. The strategy identifies that planning within the Inner Metro Region (inclusive of Melbourne City Council, Port Phillip Council and Yarra City Council) should *retain and support areas in and around Collingwood, Cremorne and South Melbourne to continue to develop as key locations creative industry uses.*

126. The strategy identifies that there is a need to carefully balance conflicts that can arise from the delivery of intensified commercial and industrial uses within proximity to residential areas, as follows:

(a) *There is also a need to carefully balance planning for industrial and commercial areas with pressure for ongoing residential development. New residential or mixed-use development adjacent to industrial areas will need careful consideration, so as not to limit the ability of businesses to continue to operate. Consideration should be given to ways in which any potential conflicts can be mitigated or managed.*

(b) Map 4 within the document shows the industrial land within the inner metro region, identifying the site and those within the C2Z as existing local industrial land.

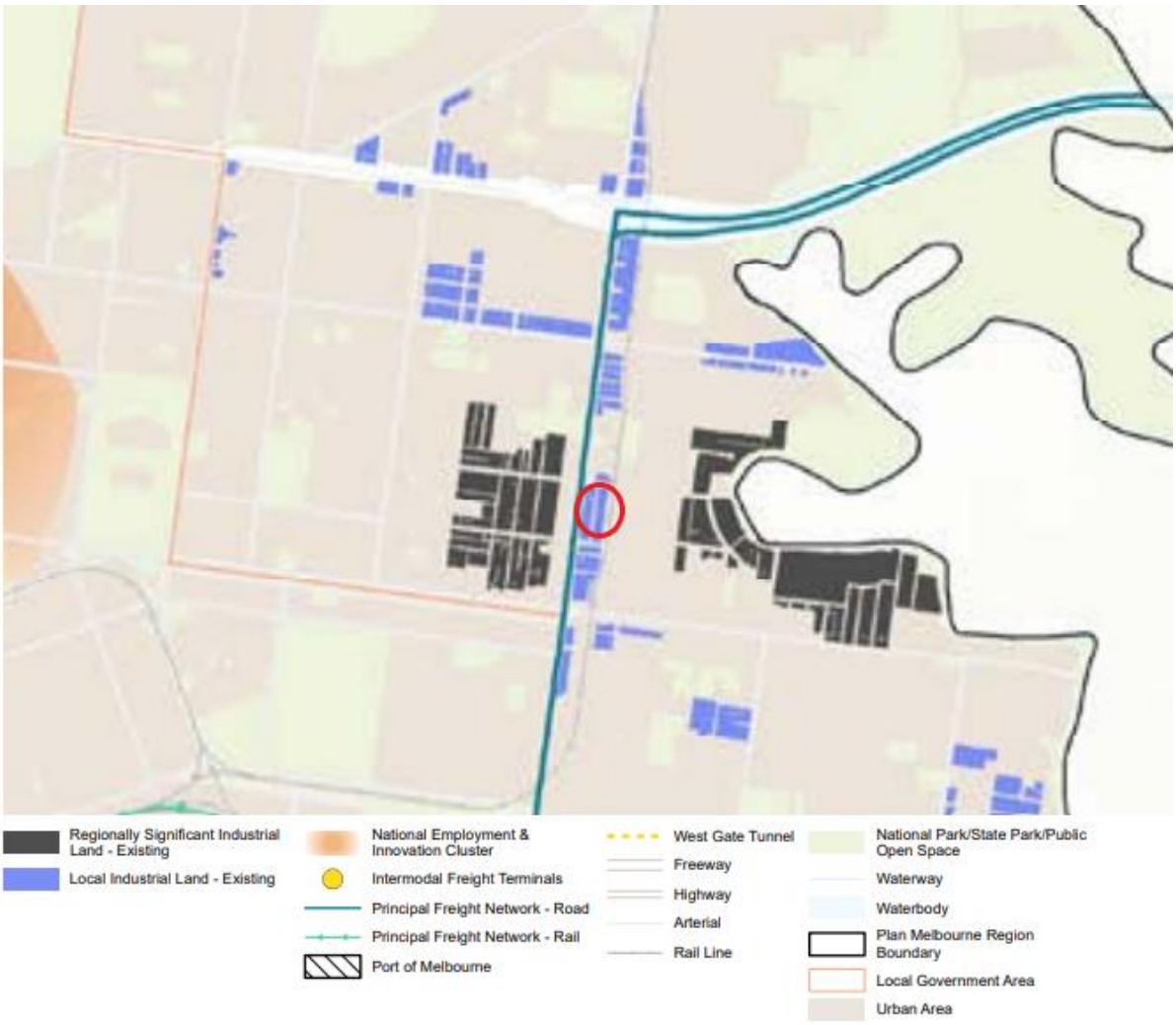


Figure 11: Excerpt from Map 4 of the MICLUP showing the subject site as a red circle.

127. The MICLUP anticipates an additional 4 million square metres of commercial floor space will be required across the Inner Metro Region by 2031. Of this, approximately 3.3 million square metres is anticipated to be required for office uses and the remaining floor space to be allocated for retail. Whilst the City of Melbourne is anticipated to accommodate the majority of the additional floor spaces required, the City of Yarra is expected to provide, in addition to the existing 933,400sqm of commercial floor space identified in 2018, an additional 548,000sqm of commercial floor space by 2031.

Spatial Economic and Employment Strategy

128. The Spatial Economic and Employment Strategy (SEES) was adopted by Council in September 2018 and includes 6 directions which will inform future policy for the Scheme.

129. The strategic direction contained within the SEES supersedes that contained within the Yarra Business and Industrial Land Strategy (BILS), adopted by Council in June 2012.

130. With regard to the site, the Strategy 5 of the SEES aims to retain other Commercial 2 zoned land to support the diversity of business and employment opportunities:

(a) *Land in the Hoddle Street corridor presents an opportunity to accommodate additional employment and residential development with minimal impact on existing lower scale development to the east of the rail line. For sites immediately adjacent to Hoddle Street the amenity issues associated with traffic volumes and noise will need to be taken into consideration.*

Retail and commercial uses that benefit from the exposure provided by a busy arterial route are likely to be more appropriate than residential uses. (Annual average daily traffic volumes on Hoddle Street were in the order to 35,000 vehicles per day southbound and 40,000 per day northbound in 2015. Under these circumstances commercial uses are more appropriate than residential for street facing frontages. Given the significance of Hoddle Street as a major arterial road and through route, the future of the existing C2 land along the corridor should be considered only once further strategic planning is undertaken to examine future opportunities and zoning options to achieve both employment and potential some housing outcomes.

131. As identified within Figure 16 of the SEES, the subject site is located within a Major Mixed Employment Precinct:

Figure 12: Excerpt from Figure 39 of the SEES, identifying the location of the subject site

Advertising

132. The application was advertised under the provisions of Section 52 of the *Planning and Environment Act (1987)* by 2,692 letters sent to surrounding owners and occupiers and by a sign displayed on site. Council received 10 objections, the grounds of which are summarised as follows):

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

    (b) off-site amenity impacts (visual bulk, overlooking, loss of daylight, construction nuisance); and

    (c) car parking.

Referrals

133. The referral comments are based on the advertised plans prepared by Lindsay Holland Pty Ltd (re-issue 02, 14.05.2020), sheets 01-13 & R.27.

External Referrals

134. The application was not required to be referred to any external referral authorities.

Internal Referrals

135. The application was referred to the following units within Council:
    (a) Urban Design Unit;
    (b) Engineering Unit;
    (c) City Works Unit;
    (d) Strategic Transport Unit; and
    (e) ESD Advisor.

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

137. A revised WMP (dated 14-09-2020) was re-referred to the City Works Unit, who provided supplementary advice confirming that the revised WMP was acceptable.

OFFICER ASSESSMENT

138. The primary considerations for this application are as follows:
    (a) Policy and Strategic Support;
    (b) Built form and Urban Design;
    (c) On-site amenity including Environmentally Sustainable Design;
    (d) Off-site amenity;
    (e) Signage;
    (f) Car parking and traffic;
    (g) Bicycle facilities and strategic transport;
    (h) Waste management; and
    (i) Objector concerns.

Policy and Strategic Support

139. There is strong strategic support at State and local level for the construction of an office building of this scale at the subject site. The site and adjoining land is located in the C2Z which specifically encourages office, retail uses and associated commercial services. Specifically, the office use does not require a planning permit in the C2Z and due to the limited size of the food and drink premises, this also does not require a planning permit.

140. Council's local policy at Clause 21.04-3 states that the commercial and industrial sectors underpin a sustainable economy and provide employment. Yarra plans to retain and foster a diverse and viable economic base. It acknowledges that there is a continuing demand for industrial and commercial land and that residential uses are not supported as their amenity requirements are a threat to the survival of ongoing industrial activities. In addition, this policy aims to increase the number and diversity of local employment opportunities by maintaining this land for the purpose it was intended for.

141. Clause 21.04-3 also seeks to increase the number and diversity of employment opportunities, specifically identifying service industries as an area where opportunities have been created by declines in traditional manufacturing businesses. The proposal complies with this policy and achieves these objectives.

142. Clauses 11.03-1R (Activity Centres) of the Scheme encourages the concentration of development near activity centres. The subject site is located approximately 365m south of the Victoria Street Activity Centre and is connected via a corridor of Commercial 2 zoned land between Hoddle Street and the railway line. The subject site is also in proximity to Johnston Street (to the north) which is emerging as a mixed use activity centre.

143. Clause 18.02-2S (Public Transport) of the Scheme encourages development and increased densities close to existing public transport infrastructure. The subject site located within the Principal Public Transport Network (PPTN) and benefits from an exceptionally high level of public transport access. The subject site is within convenient walking distance of the Collingwood Railway Street, Hoddle Street buses, and Victoria Street Trams.

Built form and Urban Design;

144. The urban design assessment for this proposal is guided by State and Local policies at Clause 15.01-2S (Building Design), Clause 21.05-2 (Urban Design), Clause 22.05 (Interface uses policy) and Clause 22.10 (Built form and design policy). In the interests of providing a concise assessment and avoiding repetition between State and local design principles, the following assessment will group similar themes where applicable.

Context

145. As identified at Clause 21.08-1, *Abbotsford is a highly varied neighbourhood with a substantial number of industrial and commercial buildings of various types and eras.* A detailed description including photographs and renders of the surrounding built form context is provided in the 'surrounding land' section of this report.

146. The built form character of the land bordered by Gipps Street to the north, Hoddle Street to the west, the train line to the east and Langridge Street to the south is predominantly 1-2 storey industrial style buildings, although there is a four storey building to the south of the precinct (No. 1-15 Russell Street) and examples of three storey buildings including the adjoining building to the north of the subject site. There is also four storey dwelling approved at No. 34 Henry Street, approximately 17m north-west of the subject site.

147. Figure 13 below identifies the higher scale developments in window the study area described in the paragraph above. The four storey building (with 18m street wall) at 1-15 Russell Street is highlighted in red, the location of the four storey dwelling at No. 34 Henry Street is highlighted in green, and the location of the three-storey developments are highlighted in pink. Development that is not highlighted is otherwise 1-2 storey in height.

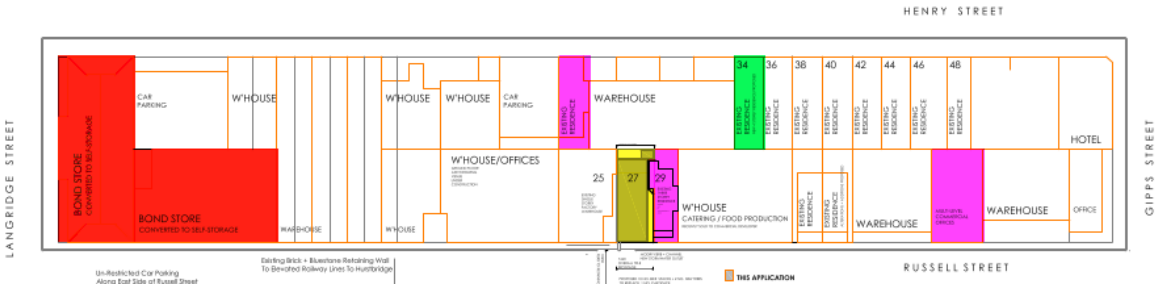


Figure 13: Built form scale in immediately surrounding context.

148. There is a clear distinction between the character of this area and the low scale, single dwelling character of the land to the east of the elevated railway line that runs parallel to the east of Russell Street.

Height and massing

149. The application proposes a five storey building with an overall height of 17.30m. It is proposed to construct a four storey street wall (to Russell Street) and boundary walls to the side and rear title boundaries (it is proposed to abut the existing building to the rear which encroaches into the title boundaries of the subject site in lieu of the actual title boundary).

The street and boundary walls are to be constructed generally to a height of 14.82m. A modest fifth storey is setback 2.85m from the street frontage, 3.05m from the rear boundary, 1.34m from the southern side boundary and 1.5m from the northern side boundary.

150. As detailed earlier in this report, the subject site has an extensive planning permit application and VCAT appeal history. All applications were lodged by the current applicant who is also the architect.

151. Previously Council has granted permits for three and four storey developments respectively, neither of have been acted on.

152. Notably, VCAT upheld Council's refusal of Planning Application PL05/1009 which sought permission for the construction of an eleven storey office building (*Lindsay Holland PL v Yarra CC [2006] VCAT 2647)* and refused PLN16/0429 which sought permission for the construction of a nine storey building (*Lindsay Holland Pty Ltd Architects v Yarra CC [2018] VCAT 809*).Member Liston found that the building [11 storeys] was radically out of place in the Yarra Planning Scheme's policy framework, which he described as:

> [9] *'a low-rise urban form punctuated with pockets of higher development'(that) requires new development to respect surrounding urban character when it is a valued facet of the neighbourhood character.*

153. In *Lindsay Holland Pty Ltd Architects v Yarra CC [2018] VCAT 809*, the applicant submitted that there had been sufficient change in the urban form and context of Abbotsford to warrant approval of a nine storey building, despite VCAT's refusal of a similar eleven storey building in 2006.

154. However, Member Nelthorpe was not persuaded that there had been sufficient change in urban form and there was limited change in planning policy despite the lapse in time:

> [38] *Separately, I am not persuaded that the merits of the proposal before me provide a rationale to grant a permit for a building of a similar height. The question of the building's height relates to what the planning scheme envisages for the urban form of this part of the City of Yarra. I find that it still promotes low-rise development in this part of Abbotsford and that the taller buildings that have emerged since 2006 are largely in pockets where higher built form is clearly justified by the planning scheme.*

155. The proposed five storey building is significantly lower than the most recent nine and eleven storey proposals that were refused at VCAT, however it is higher than the earlier three and four storey approvals. The height of the current proposal should therefore be assessed on its own merits having regard to the current planning scheme provisions and current site context.

156. Relevantly, Clause 21.04-2 includes the following urban design objective and strategy for the subject site:

(a) *Objective 17 - To retain Yarra's identity as a low-rise urban form with pockets of higher development:*

(i) *Strategy 17.1: Ensure that development outside activity centres and not on Strategic Redevelopment Sites reflects the prevailing low-rise urban form.*

157. Similarly, Clause 22.10-3.3 includes the following design objective:

(a) *To ensure that the height of new development is appropriate to the context of the area (as identified in the Site Analysis Plan and Design Response) and respects the prevailing pattern of heights of the area where this is a positive contribution to neighbourhood character.*

158. The urban form of the land bordered by Gipps Street to the north, Hoddle Street to the west, the train line to the east and Langridge Street to the south is predominantly 1-2 storey industrial style buildings. However, there are several examples of 3-4 storey buildings within this precinct defined above.

159. Notably, there is a four storey building to the south of the precinct (No. 1-15 Russell Street) which has an overall height of 20m and an imposing 18m street wall façade. There is also a triple storey dwelling at No. 29 Russell Street (adjoining to the north) which has a maximum height of 9.22m and a triple storey office building further north at No. 47 Russell Street which has a 10.31m maximum height (and street wall).

160. Whilst there are examples of examples of 3-4 storey developments in immediately surrounding area, the built form scale remains predominantly low-rise. Despite this the proposed built form scale would not be radically out of place and considered acceptable on balance as the addition of 529m^2 of office space is consistent with the purpose of the zone and objectives of state and local policies.

161. Clause 22.10-3.3 provides the following policy guidance with regard to massing:

    (a) *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.*

    (b) *The maximum building height for the portion of the new development between the primary setback and the secondary setback should not exceed the height of the higher of the two adjacent buildings unless:*

        (i) The height is specified in any relevant policy or schedule set out under this Scheme.

        (ii) The development is in an area where it is appropriate and practicable to establish a distinctly different new character in order to achieve planning objectives.

162. The subject site and surrounding area is considered appropriate and practicable to establish a distinctly different and new character given its zoning, absence of extensive heritage controls and buffer to sensitive residential zones provided by the elevated railway embankment.

163. The fifth storey has a modest footprint and is recessed from the four storey boundary walls which significantly reduces its visibility and presentation of visual bulk to the streetscape and immediately surrounding properties. The building would essentially present as four storeys to the properties adjoining to the north and south, and would be an appropriate height response for the site context

164. However, the sensitive massing of the fifth storey is undermined by the presence of the ‘metal portal frames’ with fin infills atop the eastern façade of the building, which would give the impression of a solid five storey street wall when viewed from Russell Street (refer to figure 14 below). On this basis, Council’s Urban Design Unit has recommended that the fin infills be deleted from the front (east) elevation of the proposed development.

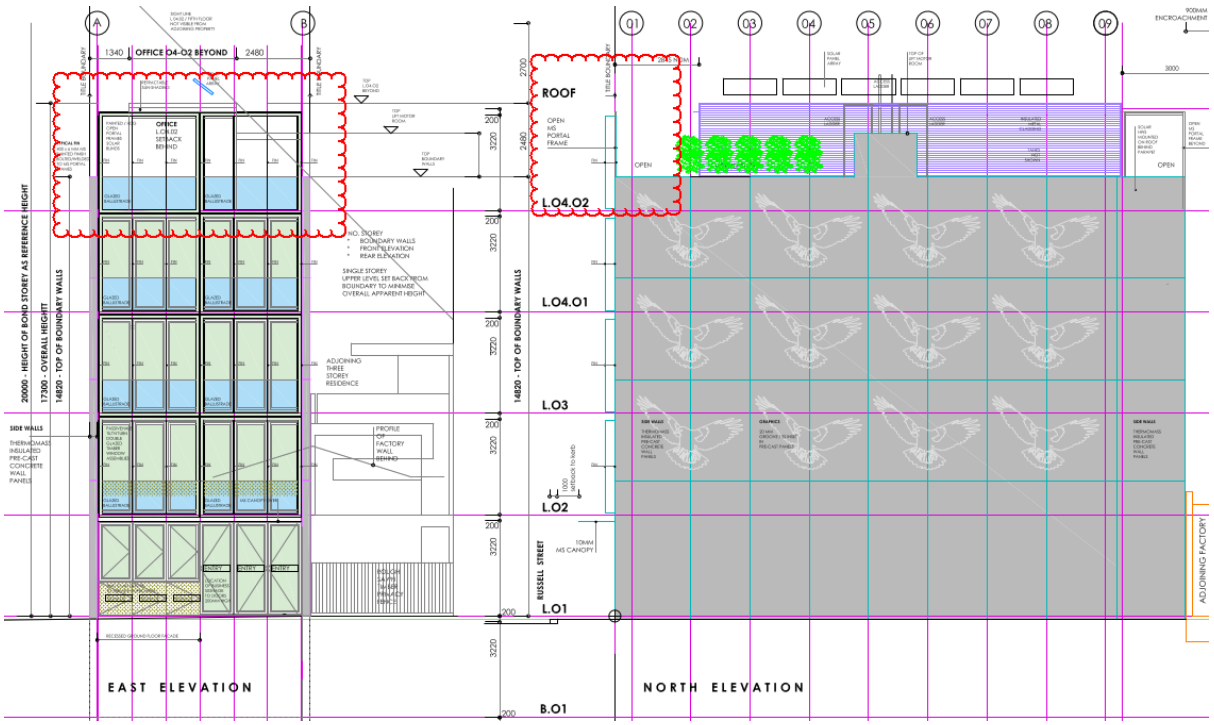


Figure 14: Metal portal frames above the Russell Street façade identified with red cloud.

165. Despite the deletion of the fin infills, the metal portal frame would still contribute to an imposing street wall presentation, starkly juxtaposed with the single storey façade at No. 23-25 Russell Street to the south and a two storey (6.52m high) façade at No. 29 Russell Street.

166. The applicant submits that the metal portal frames are primary structural elements that provide lateral bracing and support to the 'open-ended' plan forms and has provided a statement to this effect from their Structural Engineer (Tim Hall and Associates Pty Ltd). However, Council's Municipal Building Surveyor has advised that alternative engineering designs that do not require protruding metal portal frames would be possible.

167. Given the excessive (and unnecessary) visual bulk the metal portal frames would present to the street, it is therefore recommended that a condition of any planning permit granted require that the metal portal frames above the eastern façade be deleted.

168. To the north and south, the proposal would present extensive blank boundary walls. As a means of providing articulation, magpie graphics have been applied to the walls. Council's Urban Design Unit is supportive of this approach and also envisages that No. 23-25 Russell Street (to the south) will be developed with a larger scale building that will conceal the blank side wall in the future.

169. To the north the subject site abut a triple storey dwelling which would partially conceal the blank wall, however a 7.3m high blank wall would be visible beyond the dwelling resulting in a poor visual transition. As such, Council's Urban Design Unit recommended that the applicant 'consider' reducing the building height from four storeys to the three storeys at the north-east corner, while also acknowledging that such a reduction could be detrimental to the feasibility of the development and may be difficult to successfully integrate into the design.

170. The applicant opposed this suggestion contending that reducing the north-east corner would expose the uppermost floor thereby resulting in a five storey presentation to the streetscape.

171. Given the location of the stairs and lift shaft at the north-east of the building this recommendation would require significant redesign and could not practicably form a permit condition.

172. Considering the relatively narrow width of the building and potential for the fifth storey to be exposed, officers are of the opinion that reducing the height of the building at the north-east corner is unlikely to result in a significant improvement in the visual transition of the building.

Furthermore, the north wall steps in approximately halfway before stepping back out thereby dividing the wall into three components and breaking down its scale. Considering the site context, a four storey building with a recessed fifth level could easily be absorbed into the streetscape; therefore the Urban Design recommendation will not be adopted.

173. It is also proposed to construct metal portal framing within the western lightcourt, extending above the rear (western) facade (refer to figure 15 below).

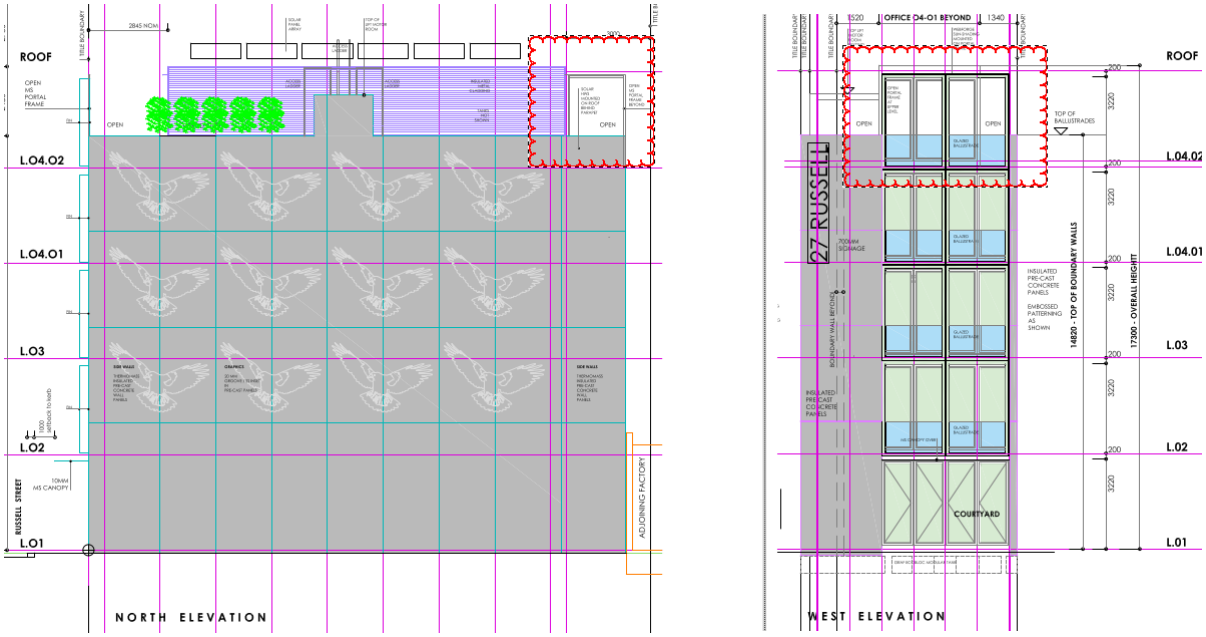


Figure 15: Metal portal frames within the rear (western) light court circled in red.

174. Whilst the metal portal frame would extend above the third floor façade, it is only likely to present as a five storey wall from certain sightlines on Henry Street which would be at such a distance that the presentation of visual bulk would not adversely impact that streetscape.

175. Furthermore, it is envisaged that No. 26-30 Henry Street will be developed with a larger scale building considering that it is also located in the Commercial 2 Zone with no overlay which will largely obscure views of the proposed development from Henry Street.

Architectural quality

176. The facades of buildings in the immediately surrounding area are generally brick and are dominated by roller doors. There are limited glazing elements, with security bars fixed to most ground level windows.

177. The predominantly glazed eastern façade of the proposed building would therefore be a significant departure from the prevailing materials, finishes and fenestration of buildings in the immediately surrounding area. However, given that the zoning of the land provides for a transition from industry commercial uses such as offices, the area can expect to undergo significant change.

178. The street interface is well activated, with the glazed entry and café occupying the entire site width and service cupboards limited to a height of about 1.2m. Openable windows and doors extend the full width at ground floor level, further activating the frontage.

179. The applicant has confirmed that it is intended for the upper floor glazed windows within the eastern and western façade to be openable, however this detail has been omitted from elevation. A condition of any permit should therefore require that the upper floor windows be clearly detailed as openable on elevations.

180. Details of shading devices to the east elevation have not been provided. A condition of any planning permit granted should require that adjustable, external shading devices to the windows on the east elevation are to be provided. The shading devices must be a high quality and durable product, which complements the appearance of the façade.

This is discussed in further detail in the 'On-site amenity including Environmentally Sustainable Design' section below.

181. The northern, southern and western boundary walls are to be clad in unpainted, pre-cast concrete panels. The eastern and western facades are otherwise clad with glazed, openable windows. The proposed materials and finishes are durable and acceptable, and will make a positive contribution to the streetscape.

182. The design of the proposed building is considered to be of an acceptable quality, appropriate for the industrial site context and will make a positive contribution to the public realm. As such, the proposal meets the objective of Clause 15.01-2S.

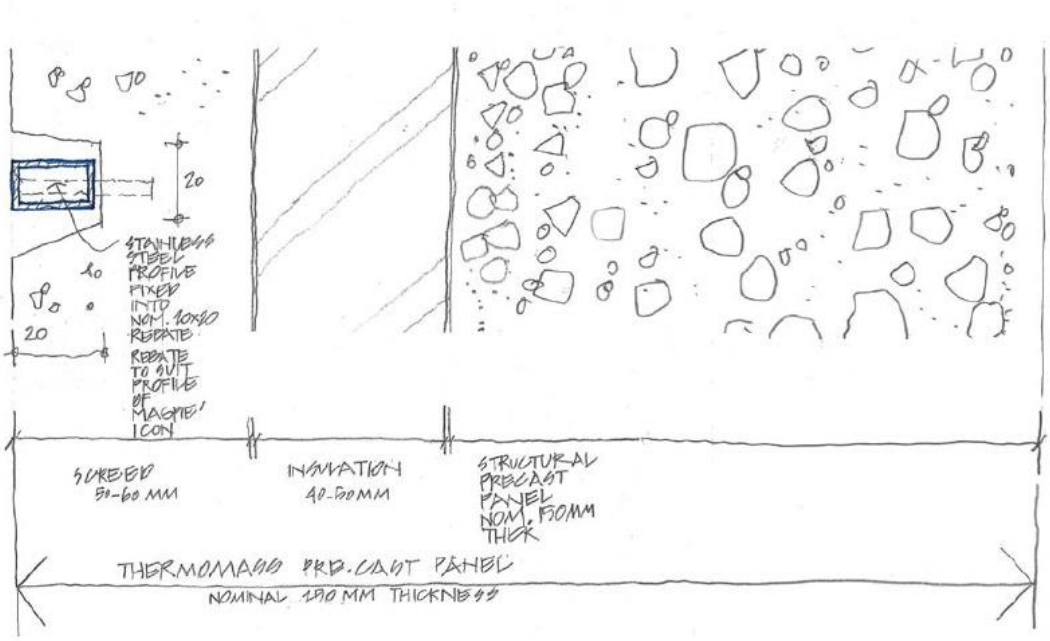
183. Council's Urban Design Unit is supportive of the proposed materials and finishes, however they have sought clarification regarding the colours of window frames, fins and glass balustrades. The applicant has confirmed that the colours of the window frames and fins reflect the samples provided on the materials and finishes schedule with the window frames to be natural timber finish, and the fins are to be *Dulux Ferrador - St Enoch's Grey,* a mid-dark grey with slight metallic finish as per the sample 'steel paintwork'. These details will be confirmed via a permit condition should Council be of mind to support the application.

184. The applicant has confirmed that a 'blue tint' is preferred for the balustrade glazing (despite the materials and finishes schedule including several sample colours, implying a range of tints are to be used). Therefore, a permit condition should require that the materials and finishes schedule be amended to confirm a preferred blue tint selection.

185. Council's Urban Design Unit advised in their written advice that they are supportive of the magpie graphics subject to clarification regarding whether the stainless steel is to be incorporated into the slab and what happens on the panels that step in.

186. The applicant has confirmed that a 20mm rebate will be cast into the precast outer screed (refer to section diagram of precast panel cladding at figure 16 below). When set, the stainless steel profile of the 'magpie icons' will be fixed into position the complete pre-cast panel assembly will then be lifted and fixed into position in the boundary wall. This approach is acceptable by Council's Urban Design Unit and the construction details will be required via a permit condition.

    The applicant has also confirmed that the magpie graphic would fold around the wall where it steps in. Urban Design has subsequently confirmed that this is acceptable. It is therefore recommended that a condition of any planning permit granted require that plans be amended include notation confirming that the magpie graphic is to fold around the wall and clearly detail where the wall 'steps in'.



Indicative Detail of Stainless Steel Profile of Swooping Magpie Icon : NTS

A 20mm rebate will be caste into the precast outer screed
When set, the stainless steel profile of the 'magpie icons' will be fixed into position
The complete pre-cast panel assembly will then be lifted and fixed into position in the boundary wall.

Figure 16: Section detail of pre-cast panel cladding with magpie graphic detailing

Landscaping

187. The proposed building essentially cover 100% of the subject site (save for a small nook where the northern boundary steps in and the western lightcourt to the rear which is covered by portal framing), as such minimal in-ground landscaping is proposed.

188. The proposed site coverage exceeds the maximum of 80% suggested by clause 22.10-3.6. However, the prevailing pattern of development in the surrounding area includes particularly high site coverages, with industrial style buildings generally constructed 'boundary to boundary' with the exception of paved car parking areas.

189. On page 13 of the Sustainability Management Plan (SMP) it is indicated that a vertical garden will be provided at ground floor level and communal garden will be provided on the terrace.

190. The fourth floor plan (sheet 8.00) shows potted trees along the northern and southern perimeters of the terrace and roof plan (sheet 9.00) indicates that provision of a green roof. However, no specific details such as a planting schedule or maintenance procedures are detailed on plans.

191. The provision of potted trees may pose a safety risk in high winds and would be difficult to maintain given the narrow width of the terrace.

192. It is therefore recommended that a landscape plan be provided as a condition of any planning permit showing the provision of planter boxes, in lieu of the potted plants, that are fixed to the terrace and include automated irrigation features. The landscape plan should also include a planting schedule and provide strategies for the green roof and vertical garden at ground floor level.

Landmarks, Views and Vistas

193. It is policy at clause 15.01-2S of the Scheme that important landmarks, views and vistas be protected or enhanced. The impact on long range views and vistas are only relevant where they form part of an identified character of an area (within planning policy) and typically apply to landscapes or natural features.

194. The subject site is located approximately 240m from the clocktower of the Collingwood Town Hall. As such, Clause 22.03-4 requires that buildings at the subject site should be designed to ensure the clocktower remains the principal built reference.

195. The proposed development would not compete with the clocktower as the principal built reference given its overall height, setback from Hoddle Street and location in respect of the clocktower. The proposal is therefore considered to be an acceptable response to the local policy direction under clause 22.03-4 of the Scheme.

Public Realm

196. Planning policy encourages the design of interfaces between buildings and public spaces to enhance the visual and social experience of the user. In this respect, the proposal represents an improvement in streetscape, public space quality and perceived safety.

197. Clause 22.10-3.4 provides the following policy with respect to pedestrian amenity:

    (a) *The design of the ground level street frontage of new development should provide a high level of pedestrian amenity and visual interest by:*

        (i) Providing well-defined entries at ground level on the street frontage.

        (ii) Incorporating commercial/display or retail space (where appropriate).

        (iii) Installing glazed areas allowing permeability into the interior spaces.

        (iv) Matching ground floor level with street level.

198. Council's internal Urban Design Unit was supportive of the ground floor interface to Russell Street, commenting:

    (a) *The street interface is well activated, with the glazed entry and café occupying the entire site width and service cupboards limited to a height of about 1.2m. Openable windows and doors extend the full width at ground floor level, further activating the frontage.*

199. Furthermore, the ground floor entry would match the street level and the entry to the café is clearly distinguished from the entry to the office as it is recessed slightly in line with the glazed café façade. The proposal would be a significant improvement to the existing condition with the site having been largely vacant for in excess of a decade and the existing high fencing making no positive contribution to the streetscape.

Overshadowing of Public Realm

200. The shadow cast by the proposed development would have limited impact on the public realm as it would not overshadow the footpath on Henry Street between 9am and 3pm, and the overshadowing impact to the footpath on the western side of Russell Street is limited to the afternoon period from 1pm onwards. The extent of overshadowing to the western footpath of Russell Street is inevitable for any scale of development given the lot orientation.

201. There is no footpath located on the eastern side of Russell Street, and the elevated railway line guarantees that the footpath on the eastern side would receive sunlight before 12pm into perpetuity. On balance, this is an acceptable outcome.

On-site amenity including Environmentally Sustainable Design

Facilities

202. Communal facilities are provided at each level for the office tenants, including a kitchenette, bathrooms/end of trip facilities, bicycle lockers and bicycle parking (in addition to bicycle parking in the basement). The lift provides all tenancies with direct access to the terrace at fourth floor level. These features will further enhance the amenity of the development.

Daylight and Ventilation

203. The proposal would provide occupants a high level of indoor environmental quality. This is achieved via the provision of full height east and west facing openable glazed windows that will provide daylight access and cross ventilation. This achievement is acknowledged by Council's ESD Advisor and no concerns have been raised in this regard.

Environmentally Sustainable Design (ESD)

204. Clauses 15.02-1S, 21.07. 22.16 and 22.17 of the Scheme promote environmentally sustainable development and seek to achieve objectives with related to the following:

(a) Energy performance;

(b) Water resources;

(c) Indoor environment quality;

(d) Stormwater management;

(e) Transport;

(f) Waste management; and

(g) Urban Ecology

205. The applicant has provided a Sustainability Management Plan (SMP) which has been referred to Council's ESD Advisor for review.

206. Council's ESD Advisor has confirmed that the proposal does not meet Council's ESD Standards in its current form, however they have identified deficiencies and outstanding information that can be resolved via conditions of any planning permit granted:

ESD Deficiencies

(a) *The plans incorrectly state 11 bicycle parking spaces (B01), but show 12 Ned Kelly racks. Include update within any revision.*

(b) *Vague language around specific initiatives, such as recycling construction waste 'wherever possible'. Revise to identify hard target of >80%, and include within EMP to be implemented by head contractor.*

(c) *The BESS report indicates a 1x 1,000-L rainwater tank in the courtyard, however the STORM report only includes a 300-L tank. Clarify, and update accordingly.*

Outstanding Information

(d) *The proposals BESS score of 81% relies on 9% coming from 10 innovation claims, of which: water collection, solar array, solar HWS, construction waste and energy use are either claimed elsewhere within the BESS report or not considered innovative to be awarded points within the tool – innovations which are claimed elsewhere should be removed from this section.*

(e) *Provide a landscape plan/planting schedule articulating rooftop terrace strategy – and clarify vertical gardens at ground level (SMP, p. 13).*

(f) *The SMP includes a number of 'opportunities' outside of the building envelope such as an 'exemplar streetscape' in the urban ecology section. Remove these and provide further details on proposal strategies within the title boundary.*

(g) *Clarify water reuse strategy. SMP indicates servicing WCs may not be economically feasible, however plans indicate a tank is provided for greywater/WC use.*

(h) *Clarify provision of organic waste management for café use (whether included within 'green waste' bin, or as a component of lease agreement for café owner to organise collection).*

(i) *Clarify provision and design of 'Energy efficient VRV or HVAC systems' that 'may be implemented as and where required'.*

(j) *The SMP and BESS report indicate the inclusion of a rooftop solar PV system, however do not specify system size. Clarify and reflect in SMP and plans.*

207. Accordingly, it is recommended that a condition of any planning permit granted require that the SMP be amended to addressed deficiencies and outstanding information outlined above. Subject to these conditions, the proposal is considered to meet the objectives of Clause 22.17 of the Scheme.

208. Council's standard conditions which require the implementation and on-going compliance with the SMP should be included as condition of any planning permit granted.

209. It is noted that the amended WMP submitted on 14.09.2020 includes a note specifying that the retail [food and drink premises] is to enter into an agreement for the collection of green waste generated from retail activities. As discussed in detail below, the amended WMP is acceptable from the City Works Branch perspective, as such no condition with regard to organic waste (as noted in item H above) is included in the recommendation.

210. The SMP (p. 4) makes the following claim with regard to shading:

(a) *Sunshading screens to whole of east and west elevations offer controlled direct sunlight and enhanced natural light and ventilation, and privacy to each floor.*

211. The applicant has confirmed that the west-facing windows within the first to third floor are to be shaded by a mixture of vertical and horizontal steel 'webforge' screen (metal grates). Council's ESD Advisor has confirmed that this shading measure is acceptable. However, a condition of any planning permit granted should require that plans be amended to adequately detail and annotate the location of the horizontal webforge screens.

212. The applicant has advised that the notation on sheet 10.00 relating to solar blinds on the east elevation was intended to be removed and that no shading measure are detailed on plans, despite the claim in the SMP. This is not acceptable from an ESD perspective and it is therefore recommended that a condition of any planning permit granted require that the SMP and plans be amended to show adjustable, external shading devices to all exposed east-facing windows and the west-facing fourth floor window. Given the visual prominence of the glazing, particularly the east elevation, the shading devices must be a high quality and durable product, which complements the appearance of the façade.

Off-site Amenity

213. The use of the land for a dwelling is prohibited in the Commercial 2 Zone, however there are existing 'non-conforming' dwellings in the C2Z zoned land bordered by Gipps Street to the north, Henry Street to the west, the train line to the east and Langridge Street to the south (the non-conforming dwellings are highlighted in purple in figure 17 below).

214. The nearest dwellings located in a residential zone are located 28m to the east of the subject site, beyond the elevated railway line that runs parallel to Russell Street (location of the residential zone is highlighted in pink in figure 17 below).

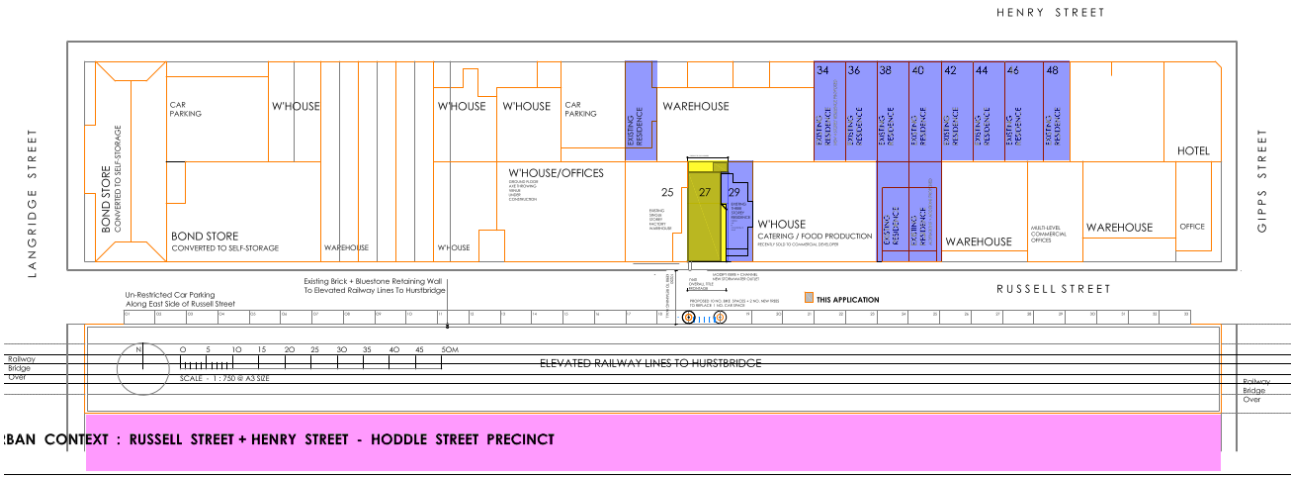


Figure 17: Site context description with non-conforming dwellings highlighted in purple and the adjacent Neighbourhood Residential Zone highlighted in pink.

215. Notably, there is a non-conforming dwelling at No. 29 Russell Street which adjoins the subject site to the north. This dwelling has established existing use rights and was recently developed with a new triple storey dwelling.

216. Also of particular note is a non-conforming dwelling at No. 24 Henry Street, approximately 6m south-west of the subject site. This dwelling has also established existing use rights and was developed with a new triple storey dwelling around 2009.

217. The nearest non-confirming dwellings are otherwise located approximately 17m to the north of the subject site.

218. As noted in the planning scheme provision section of this report, the relevant purpose of the Commercial 2 Zone is:

    (a) *To encourage commercial areas for offices, appropriate manufacturing and industries, bulky goods retailing, other retail uses, and associated business and commercial services.*

    (b) *To ensure that uses do not affect the safety and amenity of adjacent, more sensitive uses.*

219. Whilst the purpose of the zone seeks to ensure that the safety and amenity of adjacent, more sensitive uses, the use of the land for a dwelling is prohibited and the decision guidelines at Clause 34.02 do not require that consideration be given to impacts to dwellings or residential uses. Rather, the decisions guidelines require that Council take into account the *interface with adjoining zones, especially the relationship with residential areas.*

220. Based on the overarching purpose of the zone and decision guidelines, it is implicit that non-conforming dwelling uses within the Commercial 2 Zone are not afforded the same level of amenity protection as dwellings within a residential area (such as the Neighbourhood Residential zoned land to the east of the elevated railway line).

221. Affording non-conforming dwellings with the same level of protection as residential zoned land benefits from would impose unreasonable limitation on the use and development of land for commercial uses, such an offices, that the Commercial 2 Zone is intended to facilitate.

222. This issue was discussed at length within the Tribunal matter of *Krolikowski & Anor v Yarra CC & Anor [2014] VCAT 350*, which applied to a site within the C2Z in the Cremorne neighbourhood. In this decision, Member Sibonis noted at paragraph 10:

    [10] *There is a clear emphasis within the zone provisions on encouraging a range of commercial and industrial land uses. Pursuant to the provisions of this zone, residential land use (with the exception of a caretaker's house) is prohibited.*

223. Expanding further at paragraph 13:

> [13] *In order to maintain the viability of industrial and business areas there is a need to ensure that new residents do not have unrealistic expectations of the level of amenity that can be achieved. New dwellings must be constructed to protect residents as much as reasonably possible from the inherent conflicts. There is also a need to ensure that commercial and industrial activities are well managed having regard to their proximity to residential uses.*

224. This issue was also considered in Arthur Land Pty Ltd v Yarra CC [2018] VCAT 946, which also applied to a site within the C2Z in Cremorne, with Member Baird noting at paragraph 38:

> *[38] Residential properties in the C2Z are different again. The C2Z prohibits new dwellings other than a caretaker's dwelling. A standard of residential amenity commensurate with that experienced in residential areas and zones, including those in interface locations, cannot reasonably be expected and retained. Residential amenity should not be expected to prevail over the purposes and provisions of the zoning, which support and facilitate non-residential uses, specifically offices.*

225. Notwithstanding the above, Council's Interface Uses Policy (Clause 22.05-6) provides a limited scope of off-site amenity considerations for nearby residential properties, irrespective of whether they're non-conforming uses:

> (a) *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.*

226. These off-site amenity consideration are discussed in detail below:

Overlooking and Visual Bulk

227. The north and south walls of the proposed development do not contain windows at any level, as such outlook from internal windows is limited to the east and west of the subject site.

228. The fourth floor plan indicates that the entire terrace would be trafficable, however the northern perimeter of the terrace, to the west of the lift shaft, would be occupied by rainwater tanks and services, and therefore would not facilitate detrimental overlooking opportunities.

229. The southern perimeter of the fourth floor terrace is shown as occupied by pot plants and is just 1m wide. Irrespective of whether pot plans are placed at this location, it is unlikely that occupants would spend prolonged periods of time at this location given its narrow width and isolation from the entry to the internal areas, therefore this area would not facilitate detrimental overlooking opportunities. Nonetheless the earlier recommendation for the provision of permanent planter boxes in this area instead will ensure occupants of the building will not be able to easily occupy this area.

230. It is generally accepted that 'overlooking' occurs between habitable rooms (i.e. bedrooms and living rooms) and secluded private open spaces and vice versa within 9m of each other. Despite the fact the proposal is for an office development and therefore does not contain any habitable room windows or secluded private open space areas (as per the definition of these terms in the Scheme), overlooking within 9m of proposed windows and open space areas will be considered in the assessment below. However it is noted that any views of habitable room windows and secluded private open spaces further than 9m from the proposed development are not considered an unreasonable amenity impact.

Residential properties to the east of the elevated railway:

231. The nearest residential properties to the east are the dwellings located on the opposite side of the elevated railway. These dwellings are not located within 9m, and the elevated railway will largely obscure views into these properties from eastern perimeter of the terrace and the east-facing windows of the proposed development.

No. 24 Henry Street:

232. There are no dwellings within 9m directly to the west of the subject site, however, as noted above, there is a dwelling located to the south-west at No. 24 Henry Street. At ground floor level of the dwelling at No. 24 Henry Street, there is a narrow open space area accessed via the 'home study' to the rear (east) of the dwelling. At first floor level there is a narrow east-facing balcony accessed via bedroom. At second floor level, there is a further narrow east-facing balcony accessed via the 'dining area', however there is also a larger west-facing terrace accessed via the 'lounge area' which is considered the primary SPOS area of the dwelling.

233. The ground level SPOS area is enclosed by boundary walls to the north, south and east, as such, outlook is limited and the visual bulk presented by the proposed development to the north-east of this area would have limited impact.

234. The narrow east-facing balconies at first and second floor level are enclosed by walls to the north and south, effectively limiting outlook directly to the east. Therefore, the proposed development at the subject site to the north-east would have limited visual bulk impacts to the first and second floor balconies.

235. The west-facing terrace, which is the primary SPOS area, is located on the western side of the dwelling, therefore there would be limited, if any, visual bulk impacts to this area.

236. Regarding overlooking opportunities, views to No. 24 Henry Street from the west-facing ground floor windows of the proposed development would be adequately screened by boundary walls to the west and south of the subject site. Views from the west-facing upper floor windows of the proposed development (within 9m) would be adequately limited by the southern boundary wall which extends beyond the building and to the boundary (refer to figure 18 below).

237.

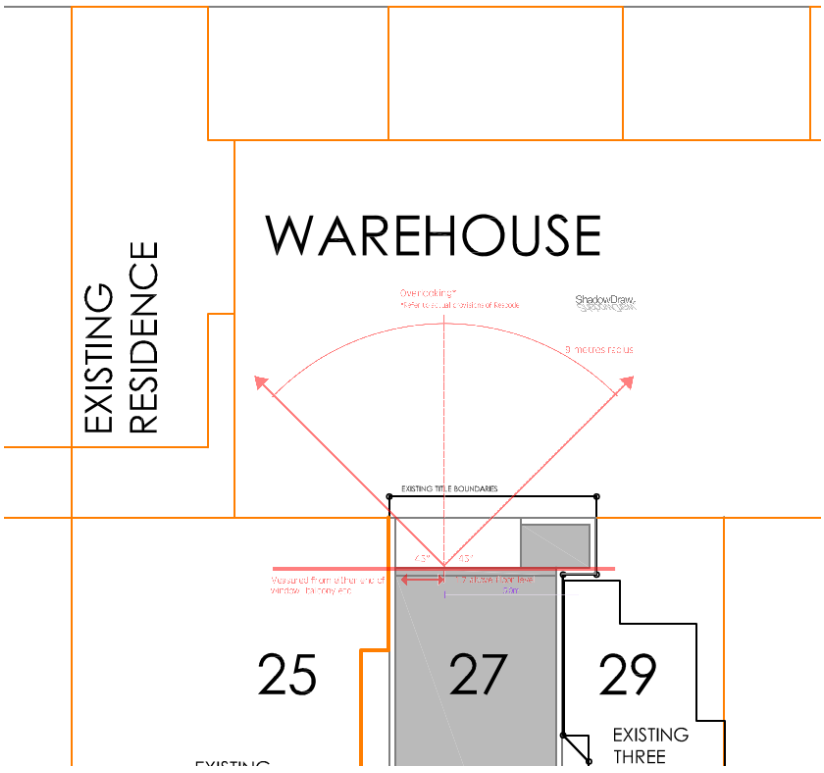


Figure 18: 9m cone of vision from west-facing upper floor windows.

No. 29 Russell Street:

238. The dwelling at No. 29 Russell Street is constructed to the southern side boundary shared with the subject site for its entire depth, and is also constructed to the southern boundary at first floor level, save for where the boundary steps out at the rear of the site. As such there are no south-facing habitable room windows within the dwelling at No. 29 Russell Street.

239. There is a ground level SPOS area located at the north-west corner of the property which narrows as it wraps around the dwelling to abut the southern side boundary shared with the nook' located in at the north-western corner of the subject site (refer to figure 19 below).

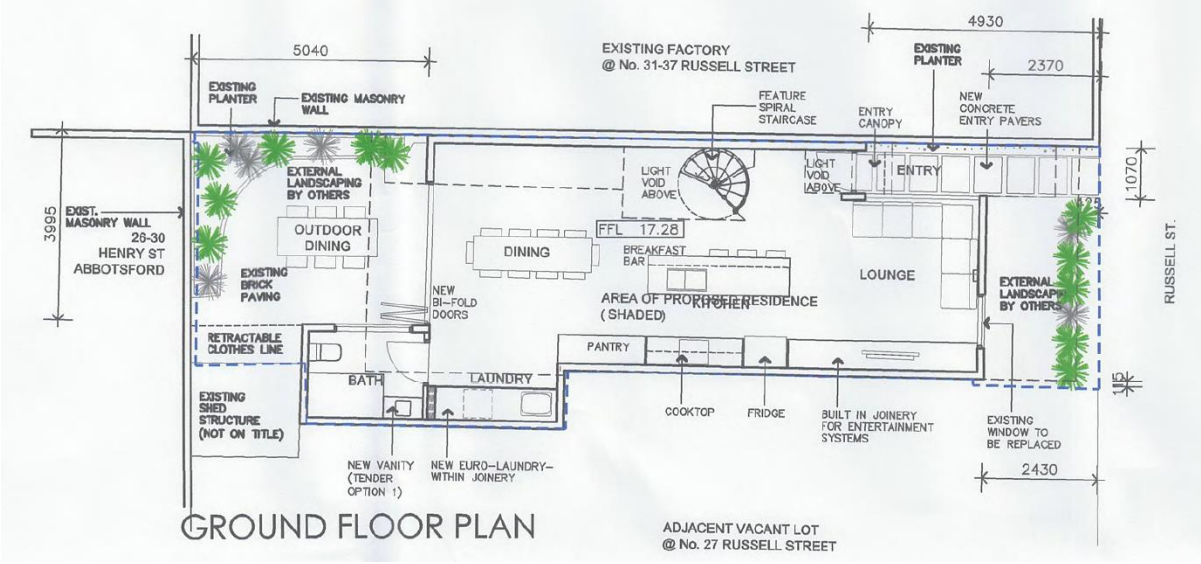


Figure 19: Ground floor plan of No. 29 Russell Street (as per plans endorsed as part of Planning Permit PLN13/0127).

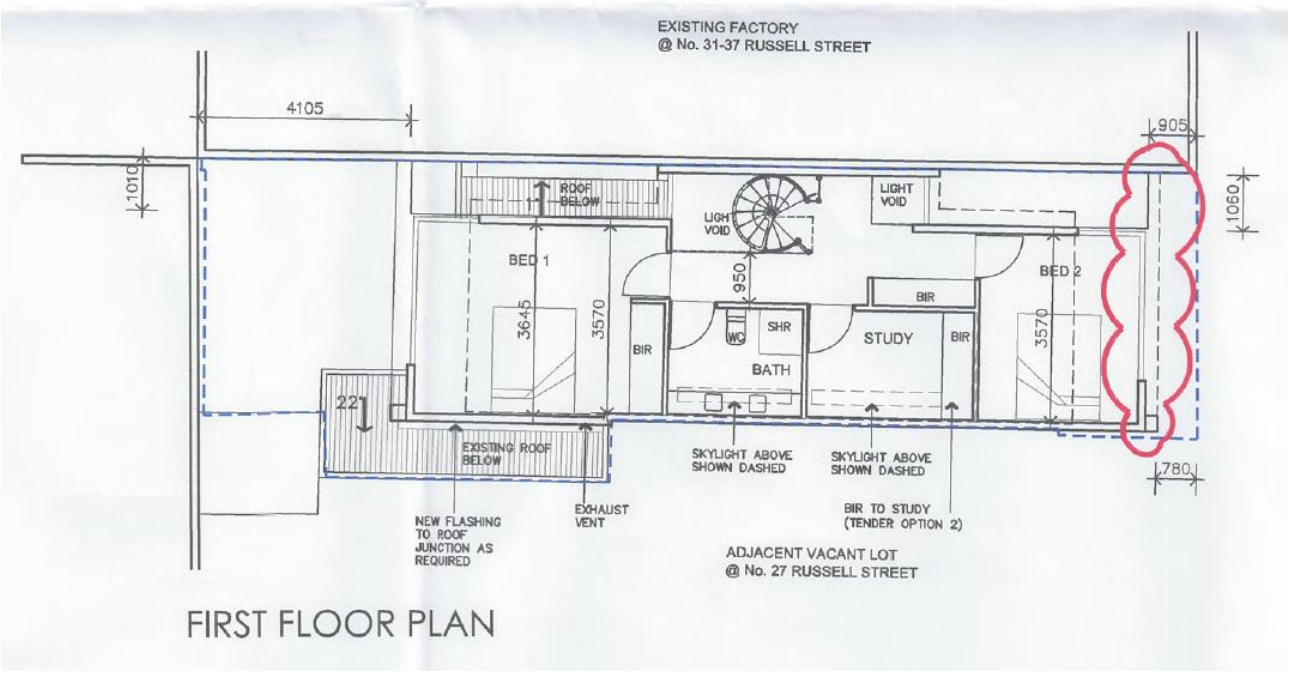


Figure 20: First floor plan of No. 29 Russell Street (as per plans endorsed as part of Planning Permit PLN13/0127).

240. Second floor of the dwelling is essentially a large roof terrace that has a canopy roof partially covering the northern side of the terrace with a boundary wall commensurate to the width of the canopy.

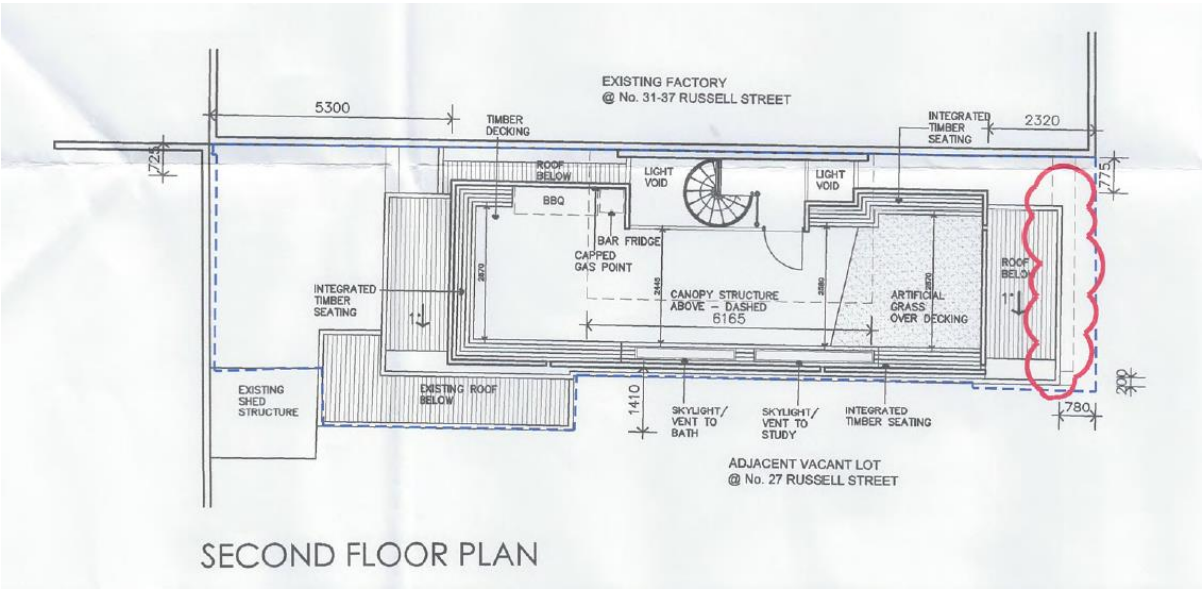


Figure 21: Second floor plan of No. 29 Russell Street (as per plans endorsed as part of Planning Permit PLN13/0127).

241. Relevantly, Clause 22.05-4.2 requires that new non-residential development is to be designed so that:

    (a) *The location, length and height of any wall built to a boundary not adversely impact on the amenity of any adjoining residential properties in terms of unreasonable overshadowing of private open space, visual bulk or loss of day light to habitable room windows.*

242. As identified there are no south-facing habitable room windows within the dwelling at No. 29 Russell Street, therefore the northern boundary walls of the proposed development would not unreasonably reduce daylight to any existing habitable room windows at No. 29 Russell Street. Furthermore, the proposed development would not cause any unreasonable overshadowing impact given that the subject site is located to the south of No. 29 Russell Street.

243. A key issue is therefore whether the proposed development has been designed so that the visual bulk impacts to No. 29 Russell Street are not unreasonable. As described above, the proposed development would be fully constructed to the northern side boundary, including to the boundaries of the 'nook' at the north-west of the site. The four storey (14.82m high) boundary walls of the 'wet rooms' would therefore wrap around the narrow southern extent of the ground level SPOS area.

244. The ground level SPOS area at No. 29 Russell Street is currently enclosed by high, albeit single storey, boundary walls to the west and north, with plans also indicating that there was a shed occupying the nook at the subject site at the time the site was surveyed in 2015. Therefore it cannot be said that there is a high level of outlook as an existing condition, and it would have been a reasonable assumption when the dwelling was being designed that all adjoining properties may be developed with two or more storey buildings, most likely incorporating boundary walls given the Commercial 2 Zoning of the area.

245. Further, and as noted above, Planning Permit PL07/0901 allowed the construction of a four storey building at the subject site. The applicant lodged a submission in support of Planning Application PLN13/0127 for three-storey dwelling at No. 29 Russell Street, in which they also highlighted that they had previously gained approval for a four storey development (which had lapsed) and that they intended to apply for permission for another building of at least similar height and bulk.

246. The plans endorsed as part of Planning Permit PLN13/0127 indicate that the narrow part of the ground level SPOS area at No. 29 Russell Street was intended to be used as for a retractable clothes line, with the 'outdoor dining area' located further to the north where the SPOS opens into a wider space. In addition to the ground level SPOS area, there is a substantial roof terrace that would maintain an east-facing outlook, irrespective any development at adjoining properties (visual bulk impacts to the second floor terrace are discussed at length below).

247. Given the that the ground level SPOS at No. 29 Russell Street is enclosed by pre-existing built form, outlook is limited, and that protecting this area would result in unreasonable development constraints on the 'as of right use' of the subject site for an office, it is considered that the height, length and location of the 'wet room' boundary walls are acceptable having regard to the visual bulk impact to the ground level SPOS area at No. 29 Russell Street.

248. As noted above, the northern boundary wall of the proposed development would be located adjacent to the second floor terrace at No. 29 Russell Street, as such there would also be visual bulk impacts to this interface.

249. The southern perimeter of the second floor terrace would be setback 200mm from the southern side boundary to the east of where the boundary steps, at which point the setback increases to 1.41m. The finished floor level of the second floor terrace is 6.52m above the natural ground level, therefore the northern boundary wall of the proposed development at the subject site would present 8.3m in height to the second floor terrace.

250. Whilst the proposed development at the subject site would result in the loss of the southern aspect of the second floor terrace, the eastern outlook of the roof terrace would be retained in perpetuity given the road abuttal. The setback of the second floor terrace from the western (rear) title would also provide some outlook to the west and ameliorate visual bulk impacts should No. 26 Henry Street be developed with a multi storey building in the future.

251. Furthermore, the second floor terrace itself is relatively deep and with a total floor area of 42m^2 which should ameliorate the visual bulk impact of the 8.3m wall height differential. On this basis, the visual bulk impact of the proposed development to the second floor terrace at No. 27 Russel Street is considered acceptable. The following discussion will cover overlooking impacts to No. 29 Russell Street:

252. As noted above, the northern perimeter of the terrace, to the west of the lift shaft, would be occupied by rainwater tanks and services, and therefore would not facilitate detrimental overlooking opportunities.

253. Based on the height differential between eye-level (1.7m) from the fourth floor terrace, views of the ground level SPOS area will be screened by the northern boundary wall and views of the second floor terrace would be restricted to the northern perimeter where it is roofed (refer to figure 22 below). Accordingly there are no direct views to occupants on the adjoining terrace and the proposed development is considered acceptable from an overlooking perspective.

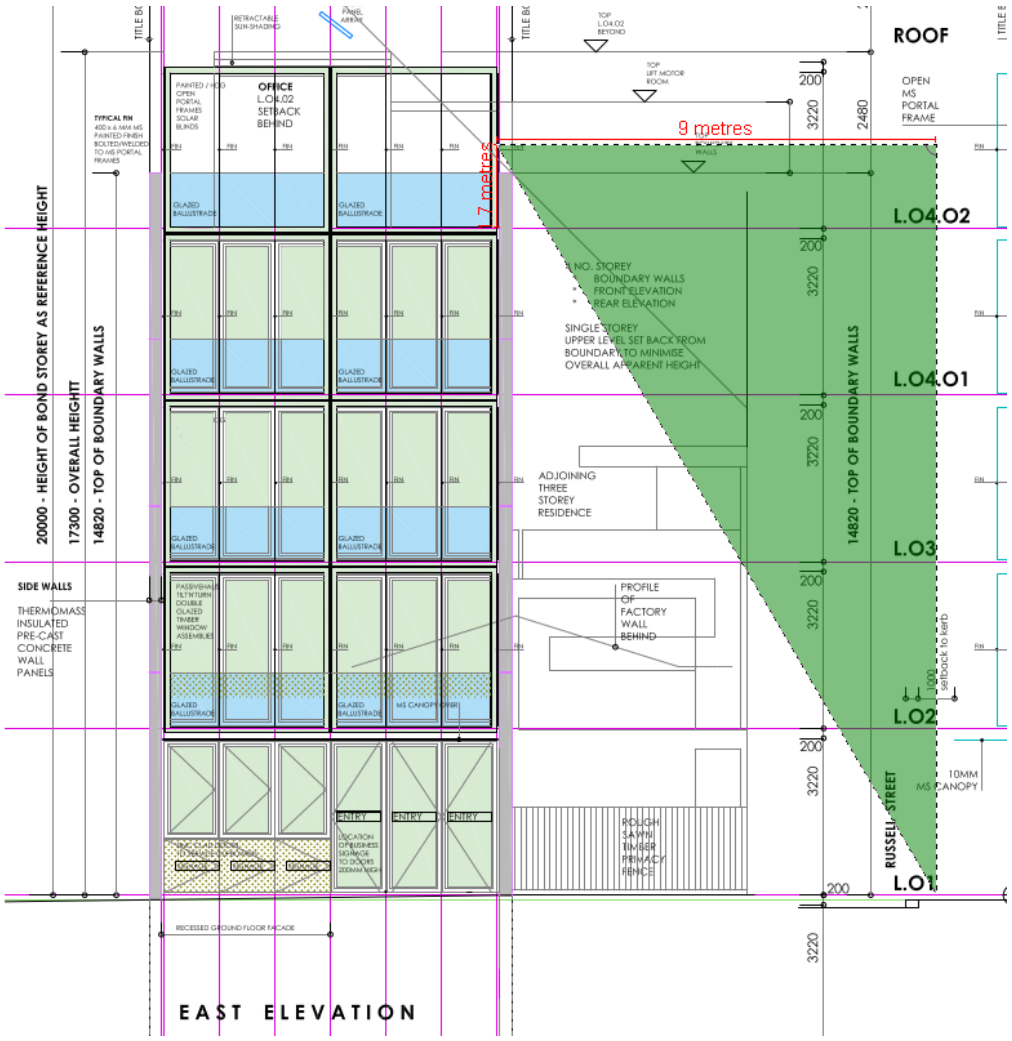


Figure 22: Overlooking within 9m of the northern perimeter of the fourth floor terrace.

Overshadowing

254. With regard to overshadowing, Clause 22.05-4.2 requires that new non-residential development is to be designed so that:

    (a) *Where private open space and/or windows to adjoining residential properties are unreasonably affected, appropriate setbacks from boundaries are to be provided to address loss of daylight, overshadowing and visual bulk impacts.*

255. Whilst not applicable to a non-residential development, Clause 55.04-5 (Overshadowing objective) provides a point of reference for assessing whether overshadowing impact is unreasonable. The objective of Clause 55.04-5 is '*To ensure buildings do not significantly overshadow existing secluded private open space'*. To achieve this objective, Clause 55.04-5 Standard B21 seeks to limit the loss of sunlight between 9am and 3pm on 22 September.

256. As identified above, No. 24 Henry Street is the only proximate dwelling to the south of the subject site, albeit a non-conforming use in the C2Z. The applicant has provided shadow diagrams which show the extent of the shadow cast by the proposed development from 9am to 3pm.

257. The diagrams show the that the proposed development would overshadow the entire ground level SPOS area at No. 24 Henry Street from 9am to 10am. The extent of overshadowing reduces at 11am, with no further overshadowing impact thereafter.

258. The overshadowing diagrams fail to show the shadows cast by existing boundary walls to the east and north of the ground level SPOS area. The existing boundary walls to the north and east of the SPOS are approximately 4m in height, therefore the shadow cast by the existing walls at 9am and 10am would entirely overshadow the narrow SPOS area as an existing condition. At 11am, the shadow cast by the existing boundary walls would overshadow the majority (if not all) of the SPOS area.

259. Given the extent of existing overshadowing from the boundary walls to the east and north of the ground level SPOS area No. 24 Henry Street, the overshadowing impact of the proposed development would not be unreasonable.

Fumes, air emissions and light spillage

260. The proposed development is to be used for offices and a food and drink premises which are 'as of right' uses in the Commercial 2 Zone. The food and drink premises is a modest tenancy that is located internally at ground floor level, as such is not anticipated that a use of this nature and scale would produce unreasonable noise, fumes and light spillage.

261. Similarly, the office are located internally, save for the terrace on the fourth floor, and the nature of this use is unlikely produce unreasonable fumes, air emissions and light spillage.

Noise

262. With regard to noise impacts, Clause 22.05-4.2 requires that new non-residential development is to be designed to:

    (a) *Minimise noise transmission within the building, including from machinery and ventilation systems, between floors or separate units and to adjoining residential properties.*

263. Given the modest size of the food and drink premises and predominant use of the building for offices, noise generated by the proposed uses would be limited. The concrete slab floors and precast concrete panel walls should adequately attenuate noise impacts between the tenancies and adjoining properties.

264. Although the proposed building is four storeys, the floor area of the proposed building is relatively modest given the narrow lot size, as such noise generated by ventilation and services machinery that is to be located at fourth floor level would not generate unreasonable noise impacts to adjoining properties, particularly considering the substantial height above the adjoining non-conforming dwelling at which they would be located.

265. It is recommended that Council's standard conditions requiring compliance with State Environment Protection Policy – Control of Noise from Commerce, Industry and Trade (SEPP N-1) and State Environment Protection Policy – Control of Music Noise from Public Premises (SEPP N-2) be included on any planning permit granted.

266. It is anticipated that an office use with a modest food and drink premises (café) would not require a large number of deliveries to the site and a condition can require deliveries and waste collections to be undertaken in accordance with the times prescribed by Council's Local Law. This would assist in minimising noise disruption to the surrounds from these noise sources.

Construction Management

267. The subject site has only one, narrow road frontage and a modest total area. As such the development of the land for a five storey building has the potential to adversely impact the amenity of adjoining properties during construction.

268. Relevantly, Clause 22.04-4.4 provides the following policy:

    (a) *All developments are to ensure that construction times, storage and disposal methods minimise disruption to nearby residential and business uses*.

269. Accordingly, it is recommended that Council's standard condition requiring a construction management plan to manage dust, material, noise/vibration and the like during construction, be included on any planning permit granted.

Equitable development

270. In addition to the matters outlined in Clause 22.05 which have been discussed above, an overarching objective for planning in Victoria contained within the *Planning and Environment Act 1987* is:

    (a) to provide for the fair, orderly, economic and sustainable use, and development of land

271. The pre-cast concrete panel boundary walls to the north, south and west title boundaries will enable the adjoining properties to be developed simultaneously developed to a similar scale.

272. It is noted that a light court is provided at the south-west corner of the site to provide daylight to west-facing windows. Should a boundary wall be constructed at the adjoining property to the west, reductions in daylight access to these windows could be tolerated given that the east-facing windows are the primary light sources at each level. Furthermore, any new building at No. 26 Henry Street would expected to be constructed a further 0.9m west from the existing building considering it currently encroaches this distance into the title boundaries of the subject site.

273. There are no north or south-facing windows at fourth floor level, and similar to the lower floors, the east-facing full glazed windows are the primary daylight source.

Signage

274. It is proposed to construct and display a high-wall, floodlit, business identification sign on the western (rear) façade of the proposed development. The relevant planning policies and decision guidelines for assessing the proposed signage are contained Clause 22.04 (Advertising Signs Policy) and Clause 52.05 (Signs) of the Scheme.

275. The objectives of Clause 22.04, which overlap/capture the purpose of Clause 52.05, are outlined in the planning scheme provisions section of this report. Clause 22.04-3 provides policies with regard to the design of signs, the streetscape, construction, support and illumination of signs, which seek to achieve the objectives of Clause 22.04. An assessment of the proposed signage against these key policies is provided below:

Design

276. With regard to the design of signs, the following policies at Clause 22.04-3.1 are relevant to Council's consideration of the proposed high-wall, floodlit, business identification sign:

    (a) *When considering an application for a new sign on a building that displays existing signage, the design and or number of signs will be assessed and where appropriate rationalised to prevent visual clutter.*

    (b) *Signs must be designed and located to complement the character of the host building or site and the streetscape.*

    (c) *Signs must be integrated into the design of the host building, and compatible with its composition, form, fenestration, material, finishes and colours.*

277. The provision of one 2.65m^2 sign would not create visual clutter relative to the built form scale of the proposed development. The black laser cut lettering would complement the natural concrete finish of the pre-cast panels.

278. The sign is appropriate for the identification and wayfinding needs of the building from the major Hoddle Street thoroughfare to the west. On this basis Council's Urban Design Unit is supportive of the proposed sign.

Streetscape

279. With regard to the impact of the sign on the streetscape, the following policies at Clause 22.04-3.2 are relevant to Council's consideration of the proposed high-wall, floodlit, business identification sign:

    (a) *Signs not obscure important views or vistas.*

    (b) *Signs must not interfere with traffic signals, directional signs or street signs*

280. The proposed sign does not protrude above or out from the proposed development, as such the sign would not result in any additional visual obstruction. As noted in the assessment above, the proposed development does not impact any significant views of the proximate Collingwood Town Hall Clocktower.

281. The sign is sufficiently setback from Henry Street to avoid interfering with driver attention and street signs on Henry Street.

Construction and Support

282. With regard to construction and support, the following policies at Clause 22.04-3.4 are relevant to Council's consideration of the proposed high-wall, floodlit, business identification sign:

    (a) *Maintenance access, structural supports, illumination and service cabling and electrical equipment, be concealed or integrated into the overall sign structure.*

    (b) *Signs on a wall or fascia be applied directly to the wall or fascia or on a flush mounted panel.*

283. Whilst the sign is illuminated, the simplistic colour and style of the lettering would ensure that minimal maintenance is required.

284. The sign and lighting would be fixed flush to the pre-cast panel cladding of the proposed development.

Illumination

285. With regard to construction and support, the following policies at Clause 22.04-3.5 are relevant to Council's consideration of the proposed high-wall, floodlit, business identification sign:

    (a) *Signs be designed to prevent light spill onto adjacent properties.*

    (b) *External illumination sources for signs be concealed where possible or otherwise sensitively designed and located to minimise impact on the surrounding area.*

    (c) *Illumination not be a safety hazard or cause a nuisance to vehicular traffic.*

286. The signage is located to the west of the proposed development facing the Commercial 2 Zoned land to the west, and directed away from the residential zoned land to the east. The sign would be located directly above solid roofing of the existing building at No. 26 Henry Street which encroaches into the title boundaries of the subject site, and therefore any modest light spill from the proposed floodlit sign would not impact this property.

287. The light spill generated by the proposed floodlit sign is unlikely to impact the dwelling at No. 24 Henry Street as extent of illumination required for the modest display area of the sign is limited, and there are no north-facing habitable room windows within the dwelling.

288. As noted above, the location of the proposed sign in relation to sightlines of drivers and pedestrians on Henry Street is unlikely to be a safety hazard or cause a nuisance to vehicular traffic.

Commercial and Industrial Areas

289. With regard to high-wall signs, the following policy at Clause 22.04-3.8 is relevant to Council's consideration of the proposed high-wall, floodlit, business identification sign:

    (a) *On main roads and boulevards major promotional signs, pole signs, sky signs, high wall signs, and signs mounted on bridge structures be considered where the general policy requirements are met.*

290. As discussed above, the proposed sign meets the general policy requirements for signs, although it is implicit that high-wall signs are only appropriate on main roads and boulevards. The subject site is not located on a main road or boulevard, however the proposed sign is to be located on the western (rear) façade of the building which interfaces with Hoddle Street (main road) just 70m away.

291. Between the subject site and Hoddle Street there is only Commercial 2 Zoned land, as such the proposed high-wall sign is considered acceptable having regard to the context.

Car Parking and Traffic

292. Pursuant to Clause 52.06-5, the proposed use and development of the land as an office requires 15 car parking spaces, however no car parking is proposed to be provided on site. Accordingly, a planning permit is required for a reduction of car parking (to zero) pursuant to Clause 52.06-3. The food and drink premises does not require any car parking based on the proposed leasable floor area of the use, as such this use will not be assessed in the following section.

Car Parking Demand

293. The applicant has submitted a traffic report with the application, however the traffic report does not offer any assessment of the car parking demand likely to be generated by the proposed use of the land as an office.

294. Council Engineering referral has provided the following comments regarding the car parking demand for office use:

(a) *Parking associated with office type developments is generally long-stay parking for employees and short-stay parking (say up to two hours' duration) for customers and clients. The actual parking demand generated by the office is expected to be lower than the statutory parking rate of 3 spaces per 100 square metres of floor space, since the area has very good access to public transport services.*

Parking Availability

295. The traffic report submitted with the application includes a summary of car parking restrictions of proximate on-street car parking. The survey area includes Russell Street, Henry Street and Gipps Street.

296. It is noted that there are errors in terms of the parking restrictions documented in the traffic report. Notably, the time restricted on-street car parking located to the east side of Henry Street are 1 hour restricted, rather than 2 hours as stated in the report.

297. Notwithstanding the above, a desktop review of on-street car parking restrictions on Russell Street, Henry Street and Gipps Street (between Henry and Russell Streets) is provided in figure 23 below:

On-street car parking location:	Restrictions:
Russell Street (western side)	• Predominantly 2 hour time restricted • Loading zone in front of No. 1-15 Russell Street • Permit zone in front of dwellings at No. 29, 39 & 41 Russell Street
Russell Street (eastern side)	• Unrestricted car parking • No vehicle crossover encumbrances • Applicant estimates 35 car spaces
Henry Street (western side)	• Predominantly 4 hour time restricted • Permit zone opposite dwelling at No. 24 Henry Street • Heavily encumbered by vehicle crossovers
Henry Street (eastern side)	• Predominantly 1 hour time restricted car parking • Permit zone in front of dwellings at No.'s 34-48 Henry Street

Gipps Street (between Henry and Russell Streets)	• 4 hour time restricted on the southern side of Gipps Street • Mixture of 1 hour and 4 hour time restriction on the northern side of Gipps Street.

Figure 23: On-street car parking restrictions proximate to the subject site.

298. Council's Engineering Unit notes that the demand for on-street parking in the area is very high and opportunities to park on-street are limited during business hours, however time restricted parking controls which ensure there is regular parking turnover throughout the day.

Assessment of Reduction of Car Parking

299. As noted by Council's Engineering Unit, office employees typically require long stay car parking spaces. Whilst there is unrestricted car parking along the eastern side of Russell Street, car parking availability is low due to high car parking demand in the area. Prospective tenants and employees would take this into account and commute to and from the site using alternative sustainable transportation such as public transport and bicycles.

300. The subject site is located within the PPTN and has an extremely high level of proximate public transport services that can be accessed on foot:

(a) Hoddle Street buses – 120 metre walk

(b) Collingwood railway station – 170 metre walk

(c) Victoria Street trams – 390 metre walk

(d) Johnston Street buses – 690 metre walk

301. The subject site is also located in proximity to extensive on and off-road bicycle networks, with the Main Yarra and Capital City bicycle trails accessible via the eastern end of Gipps Street.

302. Furthermore, as noted in the planning schemes provision section of this report, 28 bicycle parking spaces are provided in the basement which exceeds the bicycle parking requirements at Clause 52.34 (Bicycle Facilities).

303. End of trip facilities (i.e. shower and change rooms) are provided within each office tenancy which further encourages the uptake of sustainable transport such as bike riding and walking. The adequacy of bicycle facilities is discussed in greater detail in the section below.

304. The provision of permit zones directly in front of dwellings on both Russell and Henry Streets should mitigate the impact of the increased on-street car parking demand generated by the proposed office on residential properties. Furthermore, employees at the proposed office who drive are likely to vacate unrestricted and time restricted car parking spaces at the conclusion of business hours, making them available for surrounding residents who may be returning home from work in their cars.

305. Given the disincentives for commuting via personal car and high level of access to alternative sustainable transport modes, the proposed reduction of car parking is acceptable having regard to the decision guidelines at Clause 52.06-7 and Council Engineering Unit is supportive of the proposal.

Engineering Conditions

306. As vehicle access to the site is not proposed, Council's Engineering Unit has recommended that the redundant vehicle crossover be demolished with a new kerb and channel reconstructed at cost to the permit holder. This should form a permit condition.

307. Council's Engineering Unit has also recommended standard asset protection conditions that should also form conditions of any planning permit granted.

Bicycle Facilities and Strategic Transport

308. The proposal includes a total of 28 bicycle parking spaces, 12 of which are provided at basement level, with 4 of these allocated to visitors. Each office tenancy is provided with a further 4 bicycle parking spaces plus end of trip facilities (including a shower and change room) and bike lockers at their respective floors. As noted above, no employee or visitor bicycle parking spaces or bicycle facilities are required pursuant to Clause 52.34, as such the proposal significantly exceeds the requirements of the Scheme.

309. Council's Strategic Transport Unit has confirmed the provision of 24 employee bicycle parking spaces also exceeds the 'best practice' bicycle parking of 4 employee spaces for the proposal (Category 6 of the BESS). The best practice rate of visitor car parking spaces for the proposal is 0, therefore the provision of 4 visitor spaces also exceeds this requirement.

310. All employee bicycle spaces are provided as a hanging wall rack. Council's Strategic Transport Unit has noted that at least 20% of employee spaces should be provided as horizontal at-grade spaces in accordance with AS2890.3. This should form a condition of any planning permit granted.

311. It is acknowledged that the basement floor plan details 12 'ned kelly' bike racks, however notation states that 11 bicycle spaces are provided. The applicant has confirmed the notation is incorrect and that 12 bike racks are proposed. It is recommended that a permit condition require that this notation be corrected on plans.

312. The proposed bicycle parking and facilities exceed the requirements of Clause 52.06 of the Scheme and Category 6 of the Built Environment Sustainability Scorecard and are therefore acceptable.

Waste Management

313. The advertised Waste Management Plan (WMP) was referred to Council's City Works Branch. In their referral response, several issues were identified. Of particular note, concerns with kerb side collection were raised:

    (a) *Kerbside collection may not be appropriate at this location, sufficient space (1.5m) must be available for pedestrians at the bin collection location when bins are presented. Internal waste collection should be explored.*

314. Given that vehicle access to the site is not proposed, on-site waste collection would not be possible. As such the applicant was advised to resolve this issue prior to Council deciding the application.

315. In response to Council's concerns with the advertised WMP, the applicant provided a revised WMP (dated 14-09-2020) which details the provision of four 240L waste bins (amongst other revision) and shows that a1.5m clearance for pedestrians can be maintained during kerbside collection.

316. The revised WMP was forwarded to Council City Works Branch who confirmed that it was acceptable.

317. A condition of any planning permit granted should therefore require the provision of an amended WMP in accordance with the WMP dated 14-09-2020 to be endorsed to form part of the permit. A further condition should require on-going compliance with the provisions, recommendations and requirements of the endorsed WMP.

Objector Concerns

318. The majority of issues have been discussed in detail in assessment section of this report:

    (a) *Design (height, scale, bulk, character):*

        These matters are addressed in the built form and urban design discussion at paragraphs 149 to 186.

    (b) *Off-site amenity impacts (visual bulk, overlooking, loss of daylight, construction nuisance):*

These matters are addressed in the off-site amenity discussion at paragraphs 213 to 266.

(c) *Car parking:*

The proposed reduction of car parking is address in the traffic and car parking discussion at paragraphs 292 to 307.

Conclusion

319. The proposed development is consistent with the purpose of the Commercial 2 Zone and the objectives and policies of the Planning Policy Framework and the Local Planning Policy Framework.

320. Accordingly, the proposal is considered to be an acceptable planning outcome, subject to the conditions recommended in this report.

RECOMMENDATION

That having considered all objections and relevant planning policies, the Committee resolves to issue a Notice of Decision to Grant a Planning Permit for the construction of a five-storey (plus basement level) building for office and food and drink premises (no permit required for uses), display of high-wall, floodlit, business identification signage and a reduction in the car parking requirements at 27 Russell Street, Abbotsford, 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 prepared by Lindsay Holland Pty Ltd Architects sheet 00.00 – 13.00 & R.27 re-issue: 02 (14.05.2020) and shadow diagrams 01.02 & 02.02 issue: 01 (03.03.2020) but modified to show:

    (a) The metal portal frames and fin infills above the third floor (L.04.01) Russell Street façade deleted.

    (b) Floor plans amended to show:

        (i) Finished floor levels to Australian Height Datum (AHD) or a Relative Level (RL) with the fixed datum point clearly indicated;

        (ii) Pink grid lines deleted;

        (iii) The location of horizontal webforge screens within the western lightcourt;

    (c) Elevation plans to show:

        (i) Natural ground level;

        (ii) Finished floor levels and the overall building height to Australian Height Datum (AHD) or a Relative Level (RL) that will not be affected during construction (overall height must not exceed height dimensioned on decision plans);

        (iii) Wall heights and overall building height dimensioned above natural ground level (heights must not exceed heights dimensioned on decision plans);

        (iv) Vertical pink lines deleted;

        (v) Indicative 'signage' notation/detail deleted from the eastern ground level façade;

        (vi) Upper floor windows clearly detailed as openable on the east and west elevations;

        (vii) A notation indicating where the northern boundary wall 'steps in';

(viii) A notation confirming the 'magpie graphic' is to wrap around the pre-cast panel where the northern wall 'steps in';

(d) Materials and finishes schedule amended to show:

(i) A notation specifying the colour of window frames in accordance with the sample provided;

(ii) A notation specifying that the 'steel paintwork is to be Dulux Ferrador - St Enoch's Grey;

(iii) Confirmation of the blue tint for the glass balustrade (sample of multiple tints removed);

(e) Drawings/sections detailing the method of construction and finish of the magpie graphics, including specific details relating to the 'magpie graphic' which is to wrap around the pre-cast panel where the northern wall 'steps in'.

(f) Notation corrected to specify 4 visitor bike racks at basement level (12 total);

(g) A minimum 20% of bicycle spaces within the basement must be provided as a horizontal bicycle rail;

(h) The size of the rooftop solar PV system as per the amended sustainability management plan;

(i) Provision of planter boxes for vegetation on the roof terrace in lieu of potted plants; and

(j) Adjustable, external shading devices to all exposed east-facing windows and the west-facing fourth floor window. The shading devices must be:

(i) A high quality and durable product; and

(ii) Be compatible and complement the architectural features of the building;

Compliance with endorsed plans

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

3. The location and details of the sign, 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.

Landscape Plan

4. Before the development commences, a Landscape Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Landscape Plan will be endorsed and will form part of this permit. The Landscape Plan must:

(a) show the type, location, quantity, height at maturity and botanical names of all proposed plants;

(b) indicate the location of all areas to be covered by lawn or other surface materials;

(c) detail the strategy for establishing and maintaining the vertical garden at ground level;

(d) details of all planter boxes, above basement planting areas, green walls, rooftop gardens and similar, including:

(i) Soil volume sufficient for the proposed vegetation

(ii) Soil mix

(iii) Drainage design

(iv) Details of an automatic irrigation system, including maintenance program and responsibility for maintenance; and

(e) provide a specification of works to be undertaken prior to planting,

to the satisfaction of the Responsible Authority.

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

(a) implementing and complying with the provisions, recommendations and requirements of the endorsed Landscape 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.

Sustainability Management Plan

6. Before the development commences, an amended Sustainable Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Sustainable Management Plan will be endorsed and will form part of this permit. The amended Sustainable Management Plan must be generally in accordance with the Sustainable Management Plan prepared by Lindsay Holland Pty Ltd and dated 14 May 2020, but modified to include or show:

(a) Any necessary modifications to ensure the SMP accords with the amended plans required under Condition 1 of this permit;

(b) Hard target of greater than 80% for recycling of construction waste to be included in the EMP;

(c) Capacity of courtyard rainwater tank confirmed and consistently referenced between the BESS and STORM reports;

(d) Delete reference to opportunities outside of title boundaries from the Urban Ecology section;

(e) Confirm rainwater tanks to be connect to wash closets for re-use in Water Efficiency section;

(f) Confirm design and provision of energy efficient VRV of HVAC system;

(g) Confirm the size of the rooftop solar PV system;

(h) BESS Report modified to show:

(i) Innovations which are claimed elsewhere in the report (i.e. water collection, solar array, solar HWS, construction waste and energy use) removed from the Innovations section.

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

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

Waste Management Plan

9. Before the development commences, an amended Waste Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Waste Management Plan will be endorsed and will form part of this permit. The amended Waste Management Plan must be generally in accordance with the Waste Management Plan prepared by Lindsay Holland Pty Ltd Architects and dated 15.04.2020, but modified to include:

    (a) All changes to accord with the Waste Management Plan prepared by Lindsay Holland Pty Ltd Architects and dated 14.09.2020.

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

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

Construction Management Plan

12. 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; and

(v) other relevant considerations.

General

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

14. 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.

Lighting

15. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, external lighting capable of illuminating access to the pedestrian and vehicular entrances and internal laneway must be provided on the subject site. Lighting must be:

(a) located;

(b) directed;

(c) shielded; and

(d) of limited intensity

to the satisfaction of the Responsible Authority.

Infrastructure

16. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the following works must be undertaken to Council's satisfaction and at the Permit Holder's cost:

(a) All redundant vehicle crossings associated with the development must be demolished and reinstated with pavement and kerb and channel;

(b) The kerb and channel along the property's Russell Street road frontage must be reconstructed;

(c) The footpath along the property's Russell Street road frontage must be reconstructed. The footpath must have a cross-fall of 1 in 40 or unless otherwise specified by Council; and

(d) The half-width road pavement of Russell Street (from the centre line of the road to the west kerb) along the property frontage must be profiled (grounded by 50 mm) and re-sheeted.

17. 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.

Signs

18. The signs must not include any flashing or intermittent light.

19. External sign lighting must be designed, baffled and located to the satisfaction of the Responsible Authority.

Amenity

20. 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.

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

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

23. 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.

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

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

    (a) Monday to Friday (excluding public holidays) before 7 am or after 6 pm;

    (b) Saturdays and public holidays (other than ANZAC Day, Christmas Day and Good Friday) before 9 am or after 3 pm; or

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

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

Permit Expiry

27. 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

28. The signage component of this permit expires 15 years from the date of the permit.

Notes:

A building permit may be required before development is commenced. Please contact Council's Building Services on 9205 5555 to confirm.

All future business (whether as owners, lessees/tenants, occupiers) within the development approved under this permit, will not be permitted to obtain business parking permits.

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.

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.

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.

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

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 5555 to confirm.

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.

CONTACT OFFICER: **Konrad Bruhn**
TITLE: **Senior Statutory Planner**
TEL: **9205 5124**

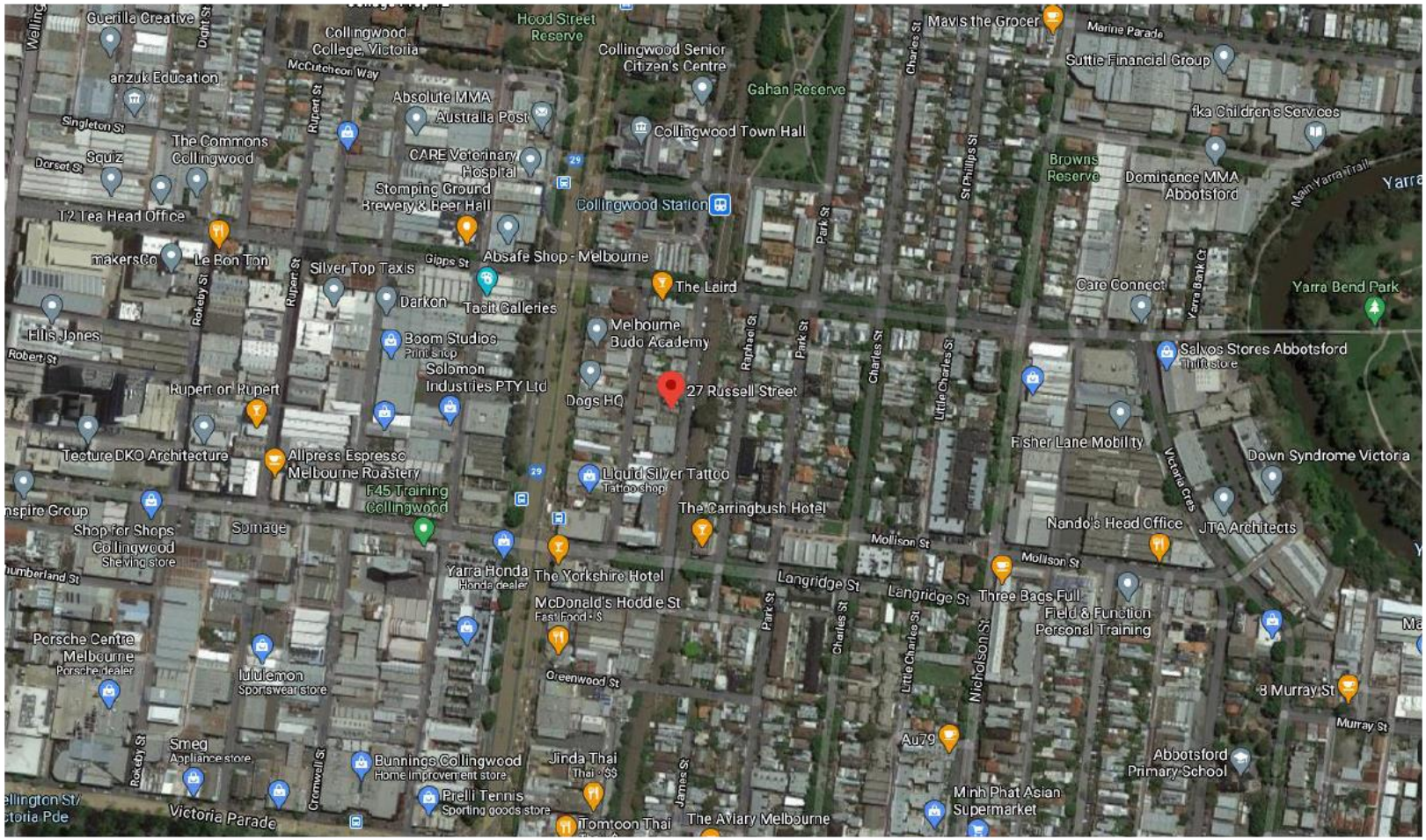
Attachments

1 27 RUSSELL STREET ABBOTSFORD 3067 - Site Locality Map
2 PLN20/0173 - 27 Russell Street Abbotsford - Advertising S52 – Plans
3 PLN20/0173 - 27 Russell Street Abbotsford - Advertising S52 - Materials Schedule
4 PLN20/0173 - 27 Russell Street Abbotsford - REVISED WASTE MANAGEMENT Plan (dated 14-09-2020)
5 PLN20/0173 - 27 Russell Street Abbotsford - Advertising S52 - Town Planning Report
6 PLN20/0173 - 27 Russell Street Abbotsford - Shadow Diagrams
7 PLN20/0173 - 27 Russell Street Abbotsford - Advertising S52 - Signage Details
8 PLN20/0173 - 27 Russell Street Abbotsford - Advertising S52 - Traffic Report
9 PLN20/0173 - 27 Russell Street Abbotsford - Advertising S52 - Sustainable Management Plan
10 PLN20/0173 - 27 Russell Street Abbotsford - ESD Referral Response
11 PLN20/0173 - 27 Russell Street Abbotsford - Strategic Transport Referral Response
12 PLN20/0173 - 27 Russell Street Abbotsford - Urban Design Referral Response
13 PLN20/0173 - 27 Russell Street Abbotsford - Engineering Referral Response

14 PLN20/0173 - 27 Russell Street Abbotsford - INITIAL Waste Referral Response
15 PLN20/0173 - 27 Russell Street Abbotsford - REVISED Waste Referral Response

Attachment 1 - 27 RUSSELL STREET ABBOTSFORD 3067 - Site Locality Map

27 RUSSELL STREET ABBOTSFORD 3067 – Site Locality Map



Attachment 1 - 27 RUSSELL STREET ABBOTSFORD 3067 - Site Locality Map

27 RUSSELL STREET ABBOTSFORD 3067 – Zoning Context

Attachment 2 - PLN20/0173 - 27 Russell Street Abbotsford - Advertising S52 – Plans

DRAWING SCHEDULE

00.00	CONTENTS
01.00	DATA + BESS REPORT SUMMARY
02.00	CONTEXT
03.00	EXISTING SITE
04.00	PLAN : B.01
05.00	PLAN : L.01
06A.00	PLAN : L.02
06B.00	PLAN : L.03
07.00	PLAN : L.04.01
08.00	PLAN : L.04.02
09.00	PLAN : ROOF
10.00	SECTIONS - A : A I B : B
11.00	ELEVATIONS - EAST I NORTH
12.00	ELEVATIONS - WEST I SOUTH
13.00	SECTION : SITE CONTEXT
R.27	STREETSCAPE OPTIONS

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PROPOSED MIXED-USE DEVELOPMENT

27 RUSSELL STREET ABBOTSFORD 3067 VICTORIA AUSTRALIA

00.00

CONTENTS

SCALE : 1 : ** @ A3 SIZE
DATE : 12.03.2020
ISSUE : R:02 - PLANNING

RE-ISSUE : **02**
14.05.2020

HAU

Attachment 2 - PLN20/0173 - 27 Russell Street Abbotsford - Advertising S52 – Plans

PROJECT DATA

SITE AREA - TOTAL	144.5 SQ.M
SITE AREA - AVAILABLE	137.8 SQ.M (6.7 SQ.M ENCROACHMENT AT WEST BOUNDARY)

LEVEL	USE	AREAS EXCLUDING STAIRS / LOBBY / LIFT			
		OFFICE SQ.M	OTHER SQ.M	LIFT / STAIRS SQ.M	TOTAL SQ.M
L.04.02	OFFICE	45.00		0.00	45.00
L.04.01	OFFICE	90.00		21.50	111.50
L.03	OFFICE	90.00		21.50	111.50
L.02	OFFICE	90.00		21.50	111.50
L.01	OFFICE RETAIL I CAFE	62.00 24.00		21.50	107.50
B.01	BASEMENT		45.00	21.50	66.50
TOTAL		401.00	45.00	107.50	553.50

BESS REPORT

ITEMS REFERRED TO BESS REPORT : 27 RUSSELL STREET I ABBOTSFORD I 3067

ITEM		COMMENTS
MANAGEMENT	3.2	EACH OCCUPANCY TO HAVE INDIVIDUAL UTILITY METERS
MANAGEMENT	3.3	COMMON AREAS TO HAVE SUB-METER
WATER	3.1	ALL GARDENS SHALL BE WATER EFFICIENT
ENERGY	4.2	PHOTOVOLTAIC PANELS INDICATED ON ROOF PLAN ELECTRIC BOOSTED SOLAR HWS INDICATED ON LEVEL 04.02 ROOF TERRACE
STORMWATER	1.1	ALL TANKS, INCLUDING INTENDED USAGE INDICATED ON GROUND FLOOR PLAN AND L.04.01 PLAN / ROOF TERRACE REFER STORM RATING REPORT - 147.0% - DATED 11.04.2020
TRANSPORT	1.4	ALL VISITOR - 3 NO. - AND OCCUPANT BIKE SPACES - 8 NO. - INDICATED ON B.01 / BASEMENT FLOOR PLAN ADDITIONAL 4 NO. OCCUPANT BIKE SPACES INDICATED ON EACH LEVEL
TRANSPORT	1.6	SHOWER AND TOILET FACILITIES NOMINATED ON EACH FLOOR 6 NO. LOCKERS INDICATED ON EACH FLOOR
		ADDITIONAL ON-STREET BIKE SPACES - 10 NO. - TO BE PROVIDED IN RUSSELL STREET SUBJECT TO CITY OF YARRA APPROVAL
TRANSPORT	2.2	CAR SHARE SPACE TO BE PROVIDED IN RUSSELL STREET OPPOSITE APPLICANT SITE SUBJECT TO CITY OF YARRA APPROVAL
WASTE	2.1	FOOD AND GARDEN WASTE FACILITIES INDICATED IN BASEMENT WASTE STORAGE
WASTE	2.2	RE-CYCLING FACILITIES, INCLUDING PROVISION FRO E-WASTE IS INDICATED IN BASEMENT WASTE STORAGE
URBAN ECOLOGY	1.1	NO SHARED SPACE AVAILABLE ALTHOUGH ROOF TERRACE AREAS AVAILAVLE TO L 04-01 / 04.02 OCCUPANTS
URBAN ECOLOGY	2.1	VEGETATED AREAS INDICATED - POTTED PLANTING TO ROOF TERRACE AREAS
GREEN ROOF	2.2	GREEN ROOF INDICATED ON ROOF PLAN
URBAN ECOLOGY	2.3	GREEN FACADE PROVIDED WITH VERTICAL PLANTING TO REAR COURTYARD + VERTICAL FRAMING

AMENDMENTS

ISSUE : R.01 DATE : 14.04.20120

DRAWING NO.			
00.01	GENERAL NOTES		ADD BESS REPORT NOTATION
00.03	EXISTING CONDITIONS		UPDATE ADJOINING PROPERTY DETAILS DETAILS ARE APPROXIMATE ONLY - SOURCE - COY PLANNING PERMIT DWG
00.04	B.01	BASEMENT	UPDATE WASTE MANAGEMENT LAYOUT UPDATE BICYCLE STORAGE LAYOUT UPDATE STORAGE LOCKERS
00.05	L.01	GROUND	UPDATE ADJOINING PROPERTY DETAILS UPDATE TITLE NOTATION AMEND SERVICE AREA - LOCKERS, WASTE, CLEANERS AMEND SIGNAGE TO GROUND FLOOR
00.06A	L.02	FIRST	UPDATE ADJOINING PROPERTY DETAILS UPDATE TITLE NOTATION AMEND SERVICE AREA - LOCKERS, WASTE, CLEANERS ADD VERTICAL FINS TO PORTALS EAST ELEVATION
00.06B	L.03	SECOND	UPDATE ADJOINING PROPERTY DETAILS UPDATE TITLE NOTATION AMEND SERVICE AREA - LOCKERS, WASTE, CLEANERS ADD VERTICAL FINS TO PORTALS EAST ELEVATION
00.07	L.04.01	THIRD	UPDATE WATER TANKS UPDATE TITLE NOTATION AMEND SERVICE AREA - LOCKERS, WASTE, CLEANERS ADD VERTICAL FINS TO PORTALS EAST ELEVATION
00.08	L.04.02	FOURTH	UPDATE WATER TANKS UPDATE TITLE NOTATION ADD VERTICAL FINS TO PORTALS EAST ELEVATION
00.09		ROOF	ADD VERTICAL FINS TO PORTALS EAST ELEVATION AMEND STEEL FRAME TO WEST ELEVATION
00.10	SECTIONS		ADD VERTICAL FINS TO PORTALS EAST ELEVATION AMEND STEEL FRAME TO WEST ELEVATION
00.11	ELEVATIONS - NORTH + EAST		ADD VERTICAL FINS TO PORTALS EAST ELEVATION AMEND STEEL FRAME TO EAST ELEVATION
00.12	ELEVATIONS - SOUTH + WEST		ADD VERTICAL FINS TO PORTALS WEST ELEVATION AMEND STEEL FRAME TO WEST ELEVATION
00.13	SITE SECTION		NIL

AMENDMENTS

ISSUE : DATE :

DRAWING NO.

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PROPOSED
MIXED-USE
DEVELOPMENT

27 RUSSELL STREET
ABBOTSFORD 3067
VICTORIA AUSTRALIA

01.00

DATA

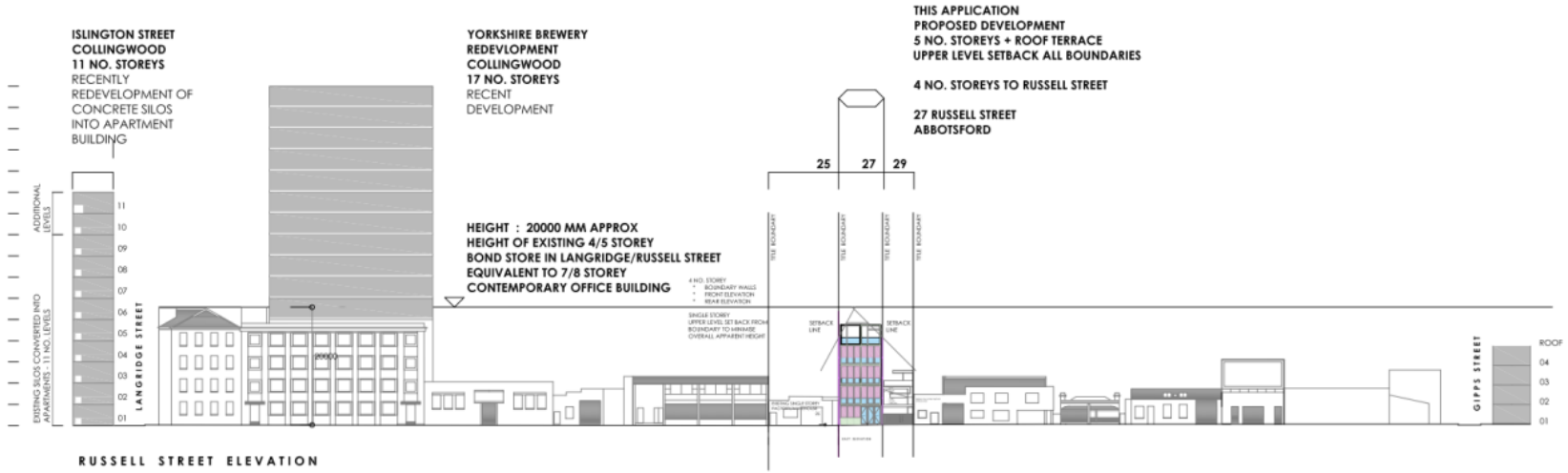
BESS REPORT
SUMMARY

SCALE : 1 : ** @ A3 SIZE
DATE : 12.03.2020
ISSUE : R.02 - PLANNING

RE-ISSUE : **02**
14.05.2020

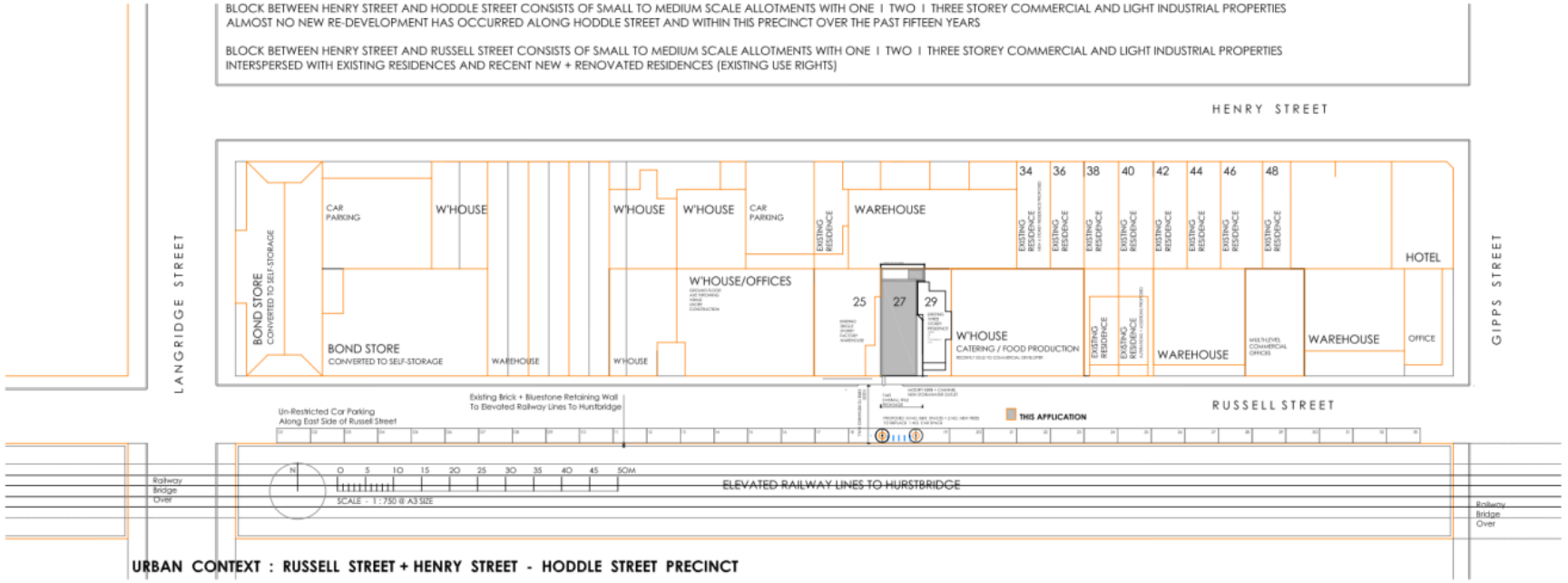
HAU

Attachment 2 - PLN20/0173 - 27 Russell Street Abbotsford - Advertising S52 – Plans



BLOCK BETWEEN HENRY STREET AND HODDLE STREET CONSISTS OF SMALL TO MEDIUM SCALE ALLOTMENTS WITH ONE I TWO I THREE STOREY COMMERCIAL AND LIGHT INDUSTRIAL PROPERTIES
ALMOST NO NEW RE-DEVELOPMENT HAS OCCURRED ALONG HODDLE STREET AND WITHIN THIS PRECINCT OVER THE PAST FIFTEEN YEARS

BLOCK BETWEEN HENRY STREET AND RUSSELL STREET CONSISTS OF SMALL TO MEDIUM SCALE ALLOTMENTS WITH ONE I TWO I THREE STOREY COMMERCIAL AND LIGHT INDUSTRIAL PROPERTIES
INTERSPERSED WITH EXISTING RESIDENCES AND RECENT NEW + RENOVATED RESIDENCES (EXISTING USE RIGHTS)



URBAN CONTEXT : RUSSELL STREET + HENRY STREET - HODDLE STREET PRECINCT

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PROPOSED
MIXED-USE
DEVELOPMENT

27 RUSSELL STREET
ABBOTSFORD 3067
VICTORIA AUSTRALIA

02.00

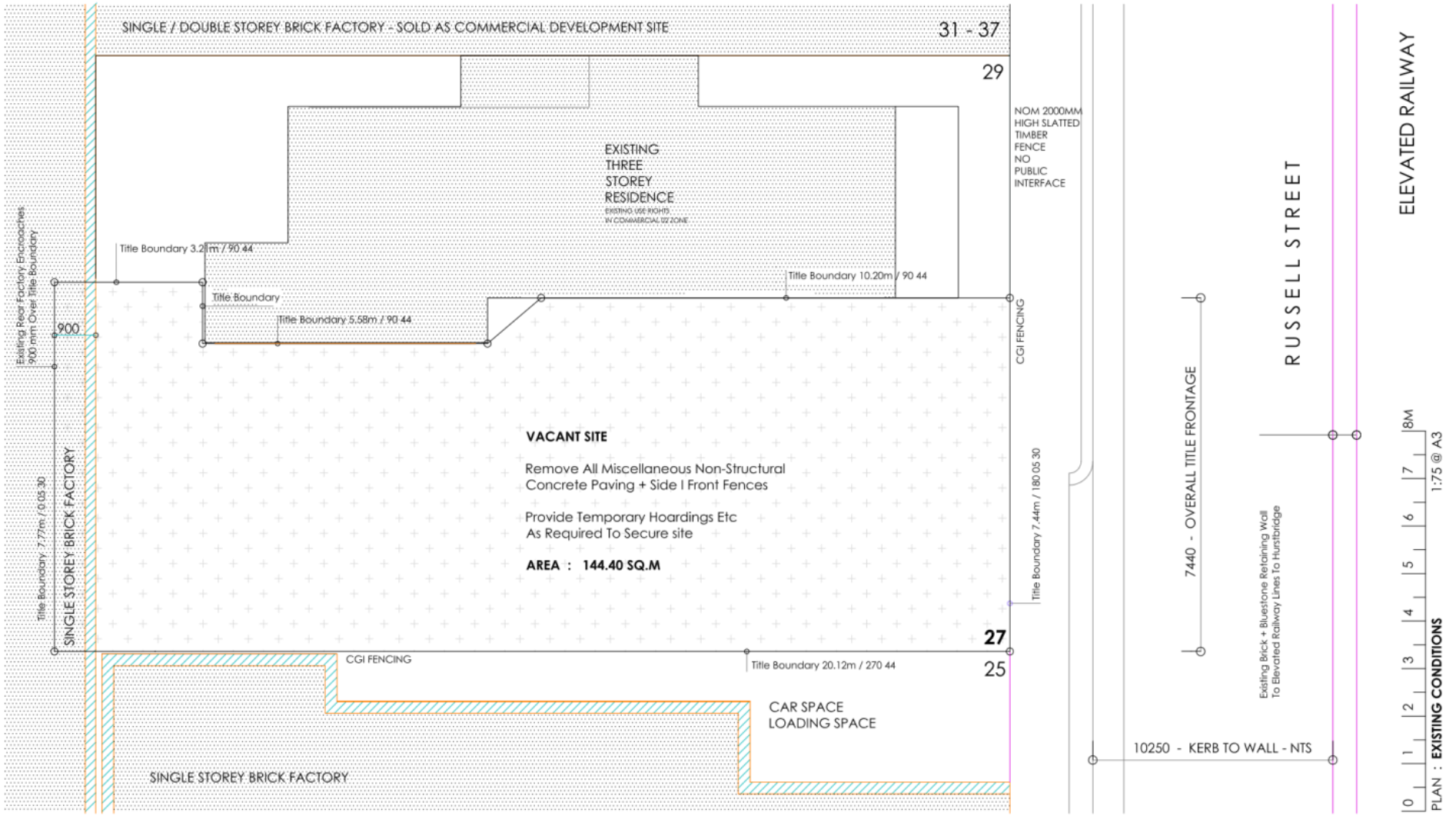
CONTEXT

SCALE : 1 : 750 @ A3 SIZE
DATE : 13.03.2020
ISSUE : R.02 - PLANNING

RE-ISSUE : 02
14.05.2020

HAU

Attachment 2 - PLN20/0173 - 27 Russell Street Abbotsford - Advertising S52 – Plans



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PROPOSED MIXED-USE DEVELOPMENT

27 RUSSELL STREET ABBOTSFORD 3067 VICTORIA AUSTRALIA

03.00

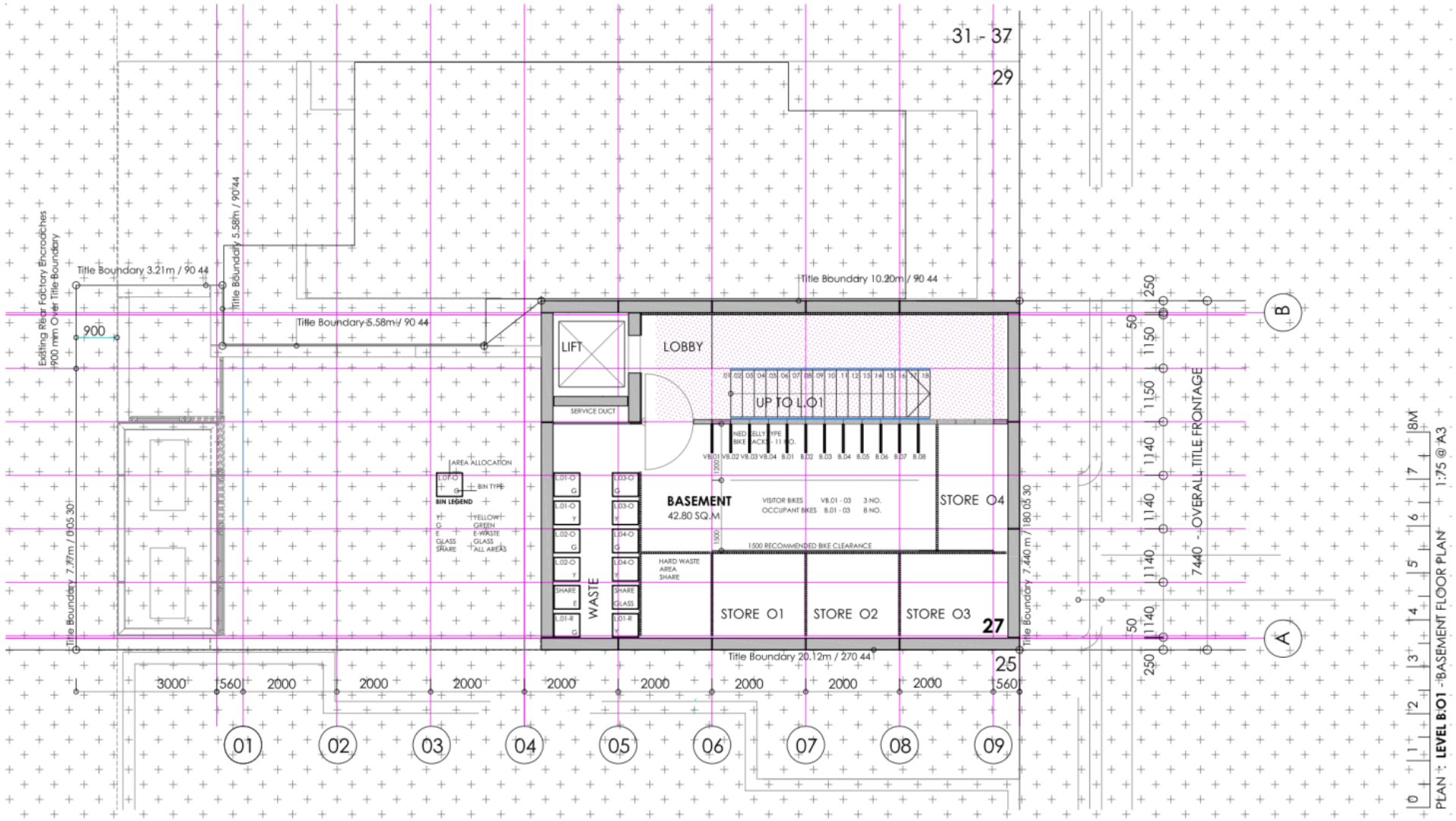
EXISTING SITE

SCALE : 1 : 75 @ A3 SIZE
DATE : 02-03-2020
ISSUE : R.02 - PLANNING

RE-ISSUE : **02**
14.05.2020

HAU

Attachment 2 - PLN20/0173 - 27 Russell Street Abbotsford - Advertising S52 – Plans



BESS REPORT + SUMMARY

REFER DRAWING : 01.00 FOR BESS REPORT SUMMARY AND FULL REPORT AS REQUIRED
ALL ITEMS REFERRED TO DEEMED TO BE INCLUDED IN SCOPE OF WORKS

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PROPOSED MIXED-USE DEVELOPMENT

27 RUSSELL STREET ABBOTSFORD 3067 VICTORIA AUSTRALIA

04.00

PLAN : B . 01

BASEMENT

SCALE : 1 : 75 @ A3 SIZE
DATE : 12-03-2020
ISSUE : R.02 - PLANNING

RE-ISSUE : 02
14.05.2020

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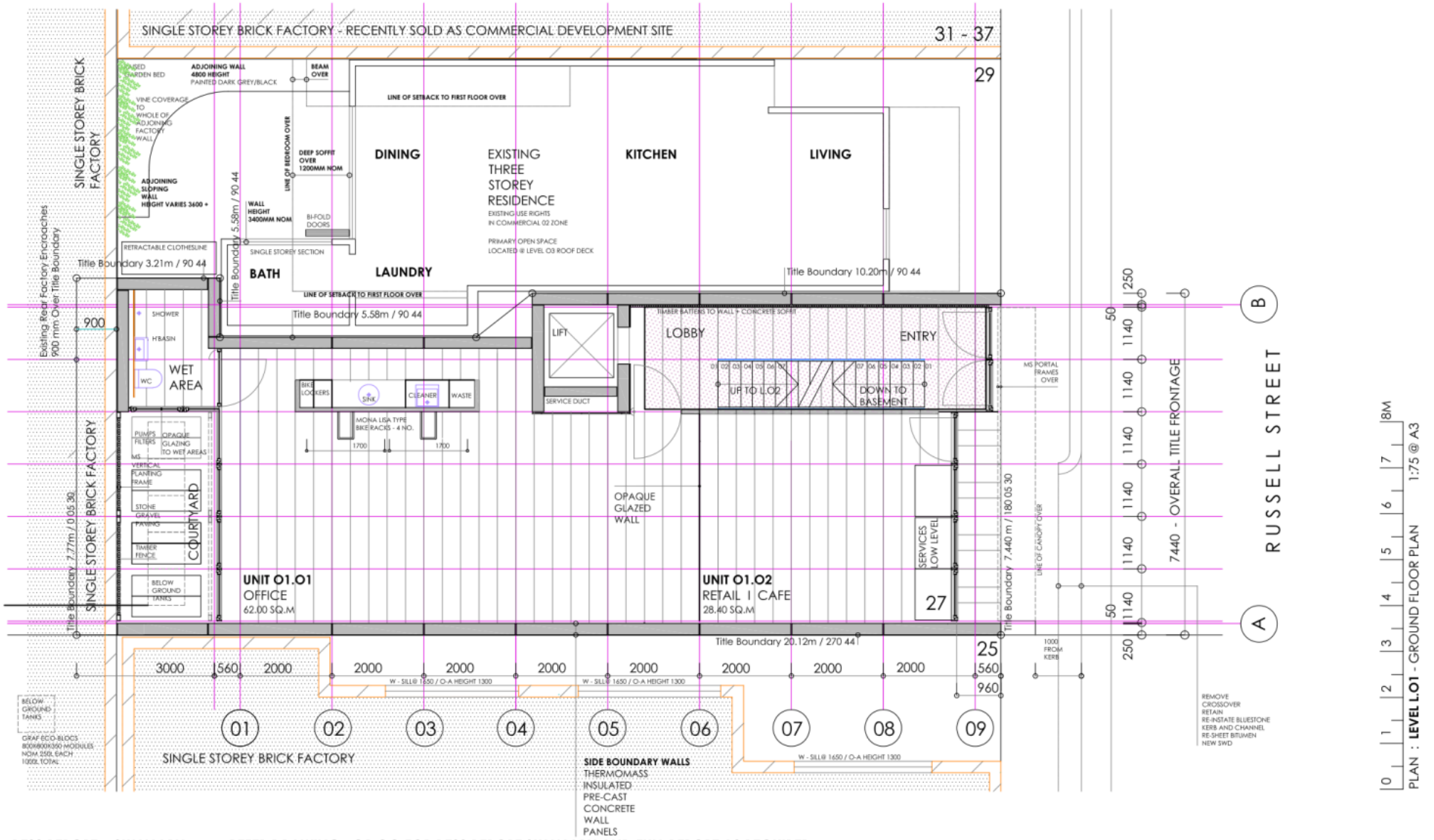

BESS REPORT + SUMMARY

REFER DRAWING : O1.OO FOR BESS REPORT SUMMARY AND FULL REPORT AS REQUIRED
ALL ITEMS REFERRED TO DEEMED TO BE INCLUDED IN SCOPE OF WORKS

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PROPOSED MIXED-USE DEVELOPMENT

27 RUSSELL STREET
ABBOTSFORD 3067
VICTORIA AUSTRALIA

O5.OO

PLAN : L . O1
GROUND FLOOR

SCALE : 1 : 75 @ A3 SIZE
DATE : 12.03.2020
ISSUE : R.O2 - PLANNING

RE-ISSUE : O2
14.05.2020

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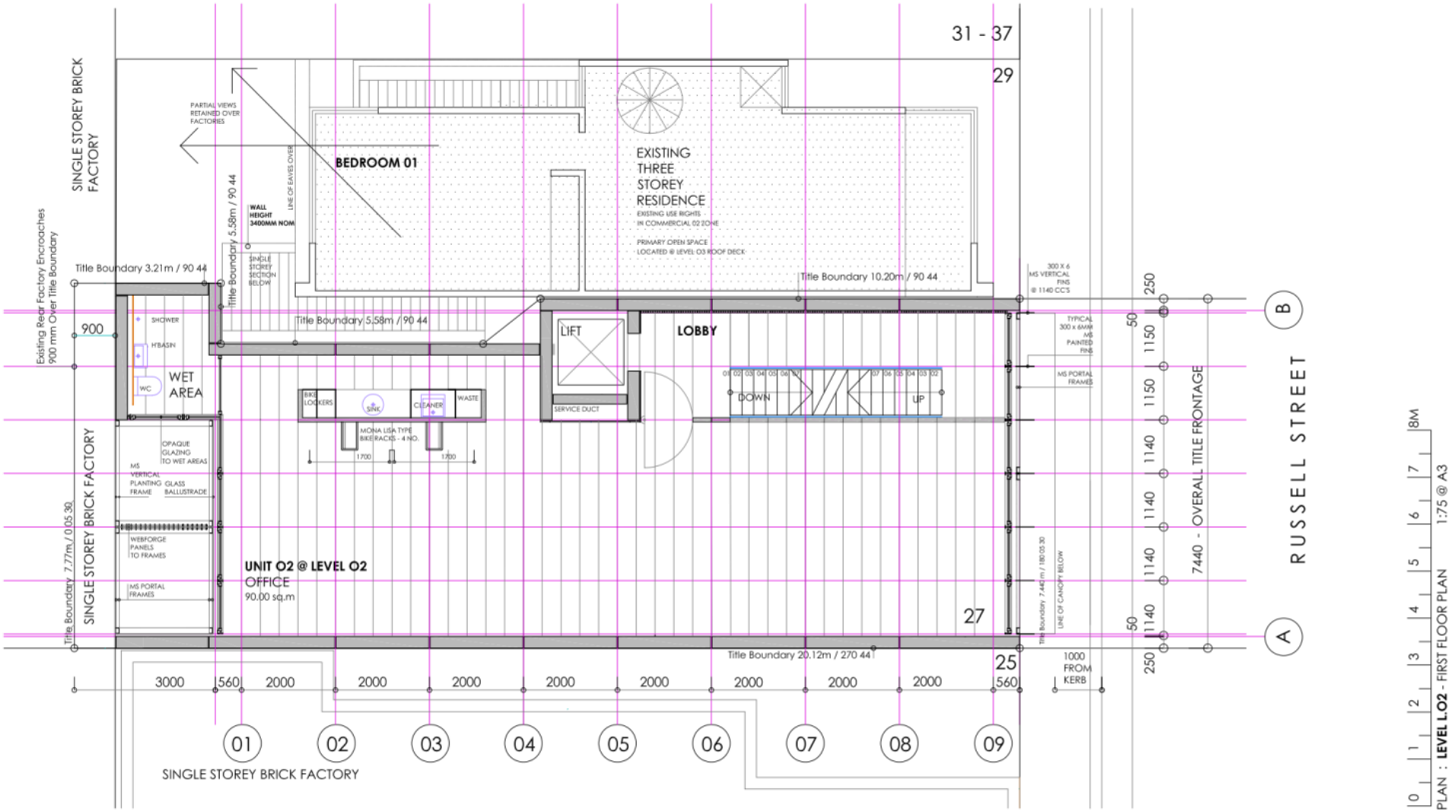

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PROPOSED MIXED-USE DEVELOPMENT

27 RUSSELL STREET
ABBOTSFORD 3067
VICTORIA AUSTRALIA

O6A.OO

PLAN : L .O2
FIRST FLOOR

SCALE : 1 : 75 @ A3 SIZE
DATE : 12.03.2020
ISSUE : R.O2 - PLANNING

RE-ISSUE : **O2**
14.05.2020

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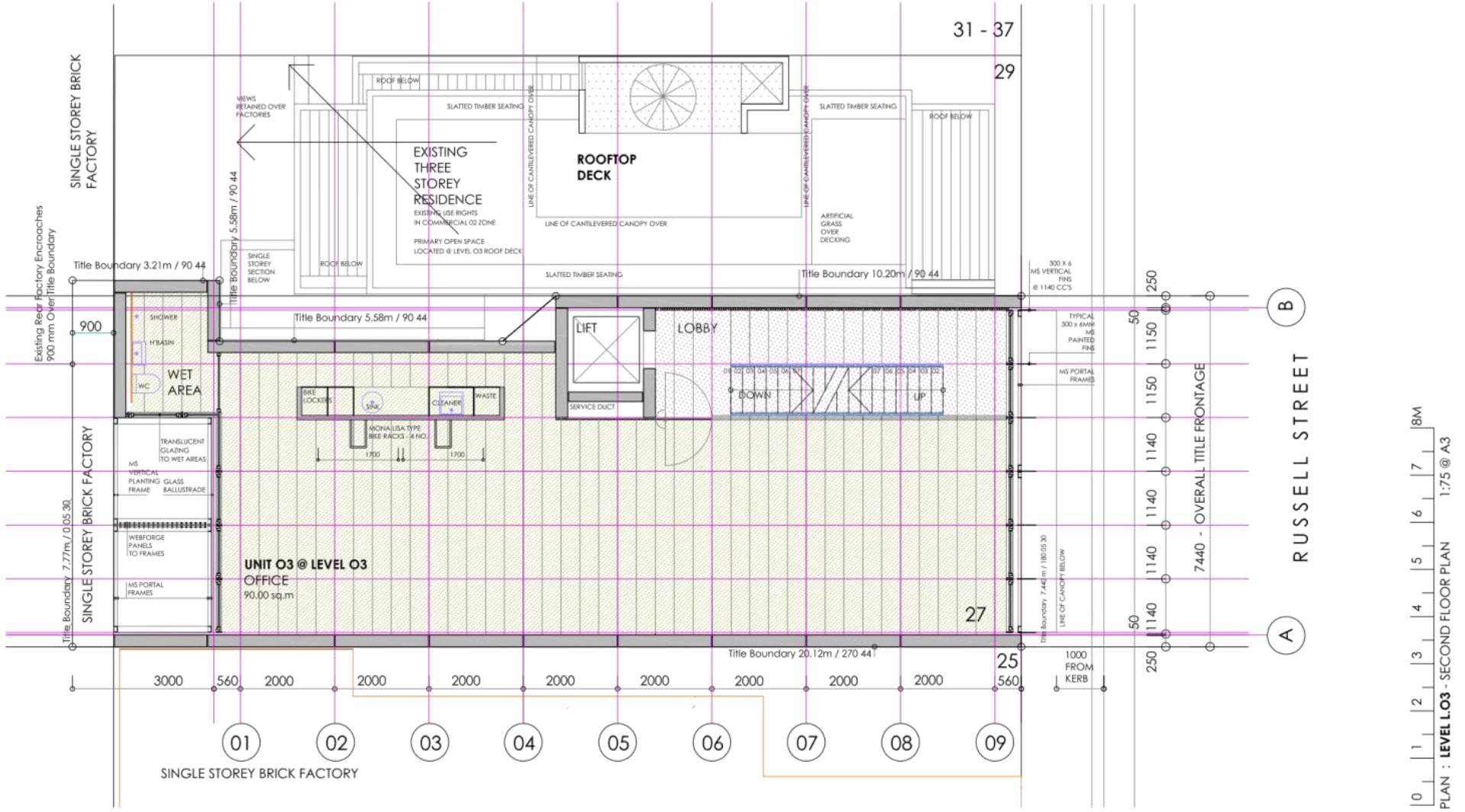

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PROPOSED MIXED-USE DEVELOPMENT

27 RUSSELL STREET
ABBOTSFORD 3067
VICTORIA AUSTRALIA

O6B.OO

PLAN : L.O3
SECOND FLOOR

SCALE : 1 : 75 @ A3 SIZE
DATE : 12.03.2020
ISSUE : R.O2 - PLANNING

RE-ISSUE : O2
14.05.2020

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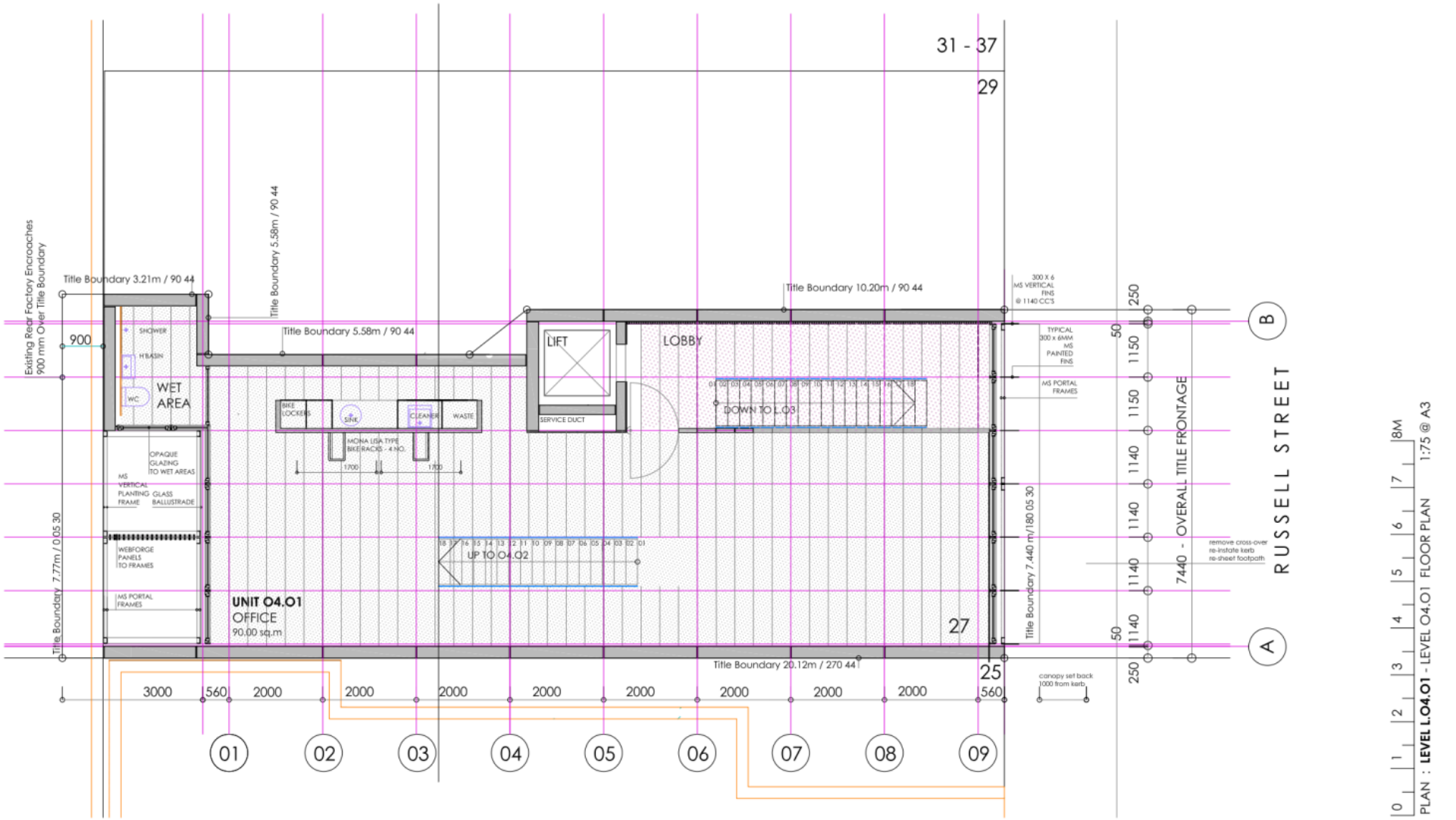

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PROPOSED MIXED-USE DEVELOPMENT

27 RUSSELL STREET
ABBOTSFORD 3067
VICTORIA AUSTRALIA

O7.OO

PLAN : L.O4.O1
THIRD FLOOR

SCALE : 1 : 75 @ A3 SIZE
DATE : 12.03.2020
ISSUE : R.O2 - PLANNING

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14.05.2020

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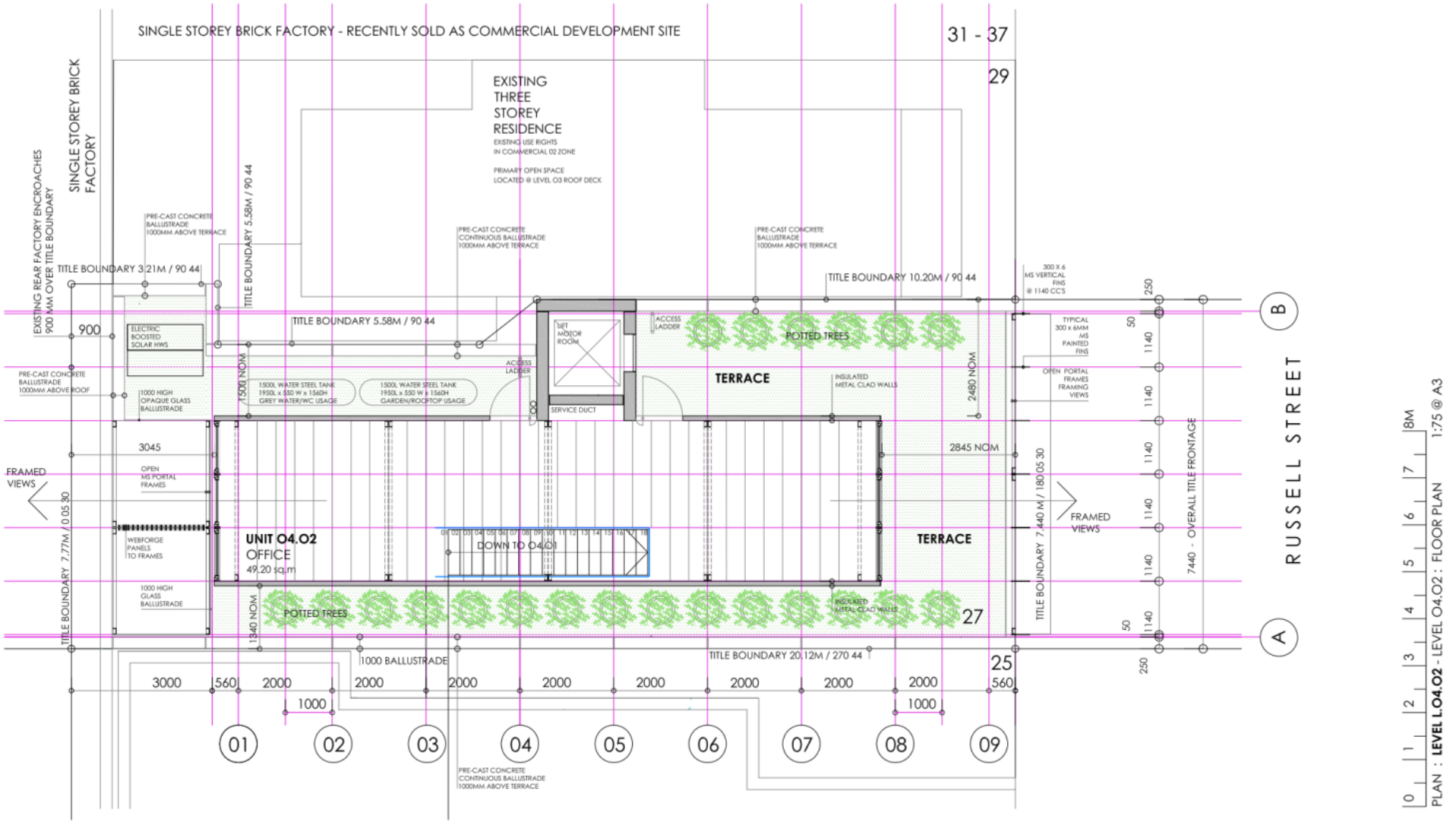

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PROPOSED MIXED-USE DEVELOPMENT

27 RUSSELL STREET ABBOTSFORD 3067 VICTORIA AUSTRALIA

O8.OO

PLAN : L.O4.02
UPPER FOURTH / FIFTH FLOOR

SCALE : 1 : 75 @ A3 SIZE
DATE : 12.03.2020
ISSUE : R.O2 - PLANNING

RE-ISSUE : **O2**
28.05.2020

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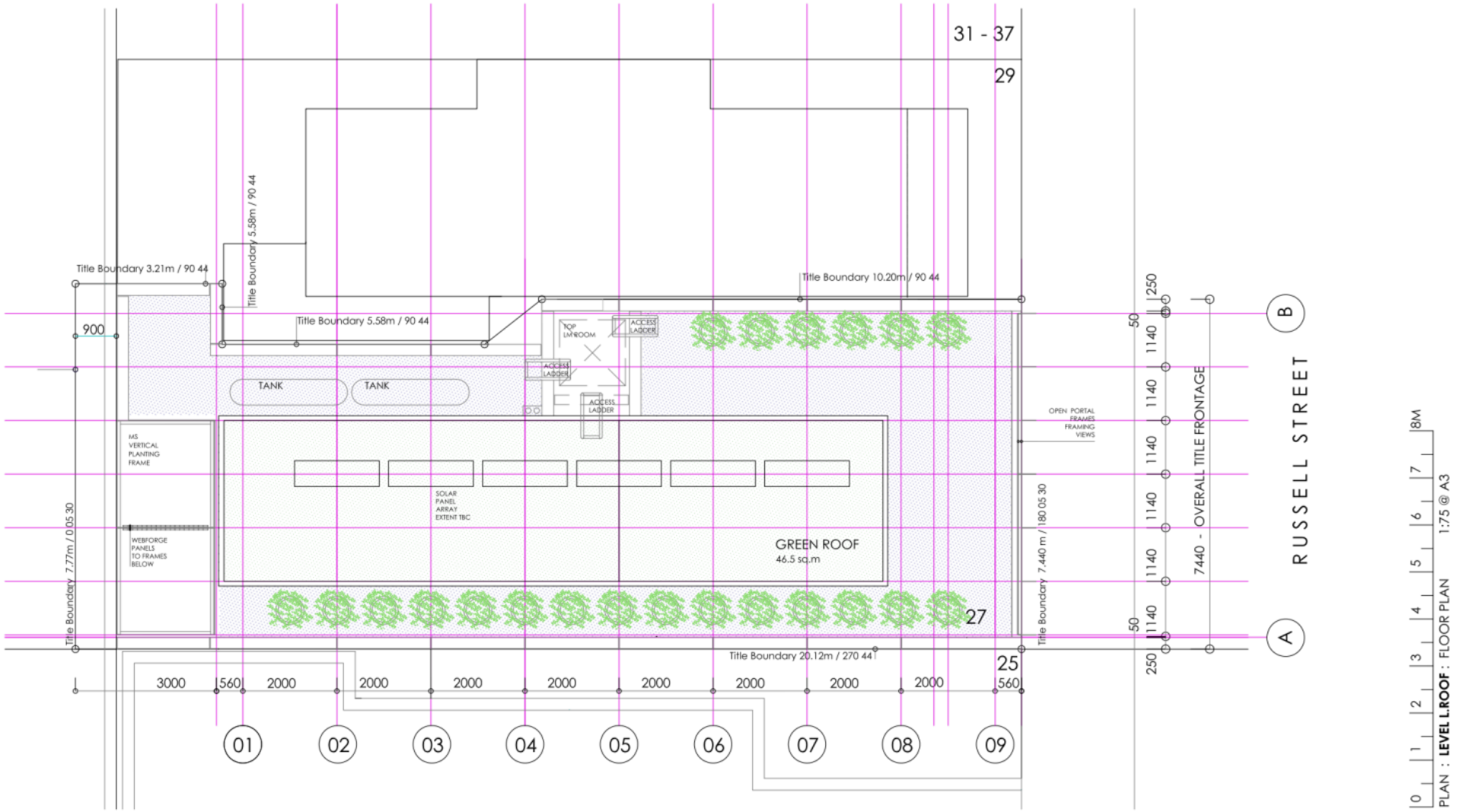

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PROPOSED MIXED-USE DEVELOPMENT

27 RUSSELL STREET
ABBOTSFORD 3067
VICTORIA AUSTRALIA

O9.OO

PLAN : ROOF

SCALE : 1 : 75 @ A3 SIZE
DATE : 12.03.2020
ISSUE : R.O2 - PLANNING

RE-ISSUE : O2
14.05.2020

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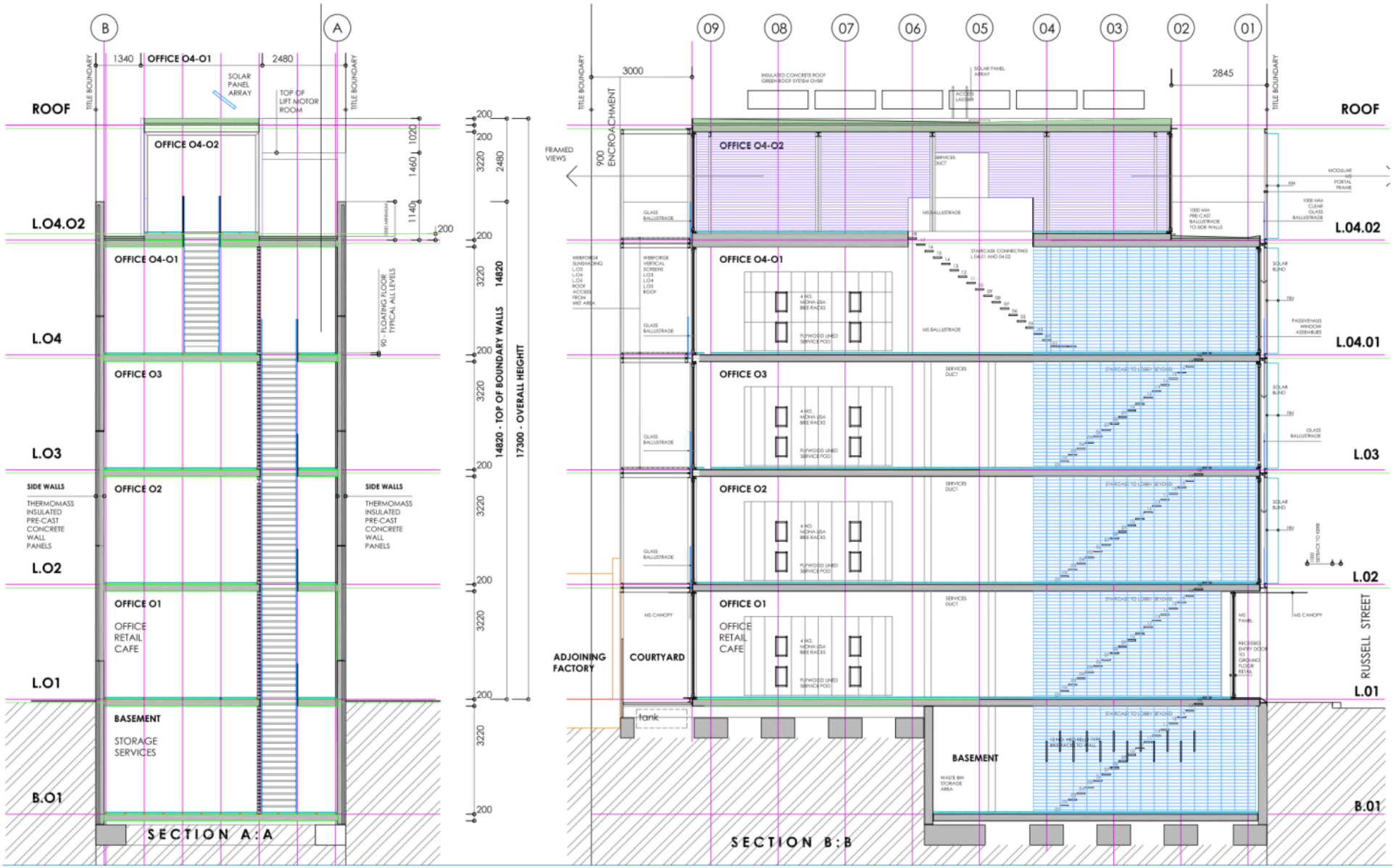

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PROPOSED MIXED-USE DEVELOPMENT

27 RUSSELL STREET ABBOTSFORD 3067 VICTORIA AUSTRALIA

10.00

SECTION A:A I B.B

SCALE : 1 : 100 @ A3 SIZE
DATE : 12.03.2020
ISSUE : R.02 - PLANNING

RE-ISSUE : O2
14.05.2020

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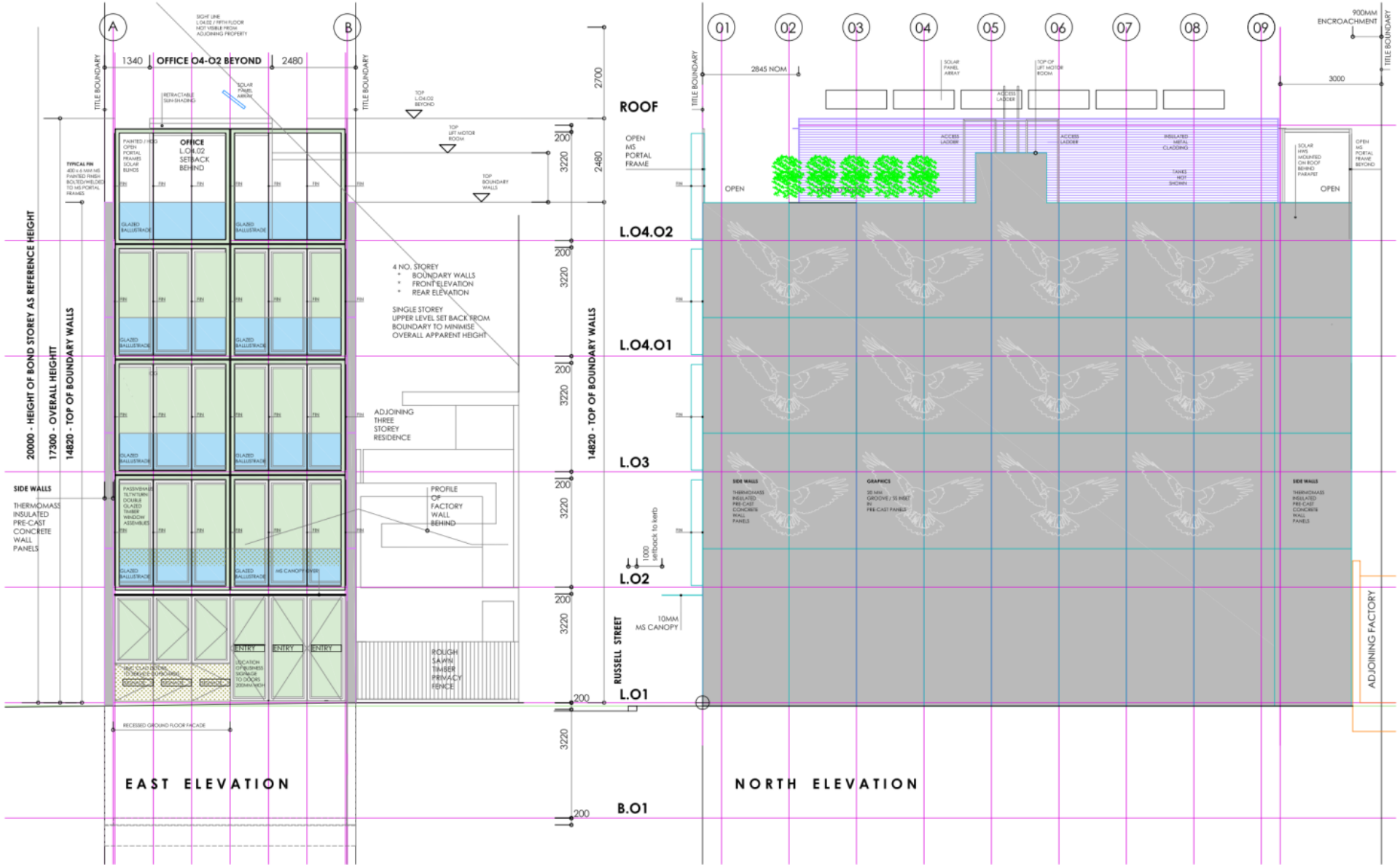

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PROPOSED
MIXED-USE
DEVELOPMENT

27 RUSSELL STREET
ABBOTSFORD 3067
VICTORIA AUSTRALIA

11.00

EAST | NORTH ELEVATIONS

SCALE : 1 : 100 @ A3 SIZE
DATE : 12.03.2020
ISSUE : R.02 - PLANNING

RE-ISSUE : O2
14.05.2020

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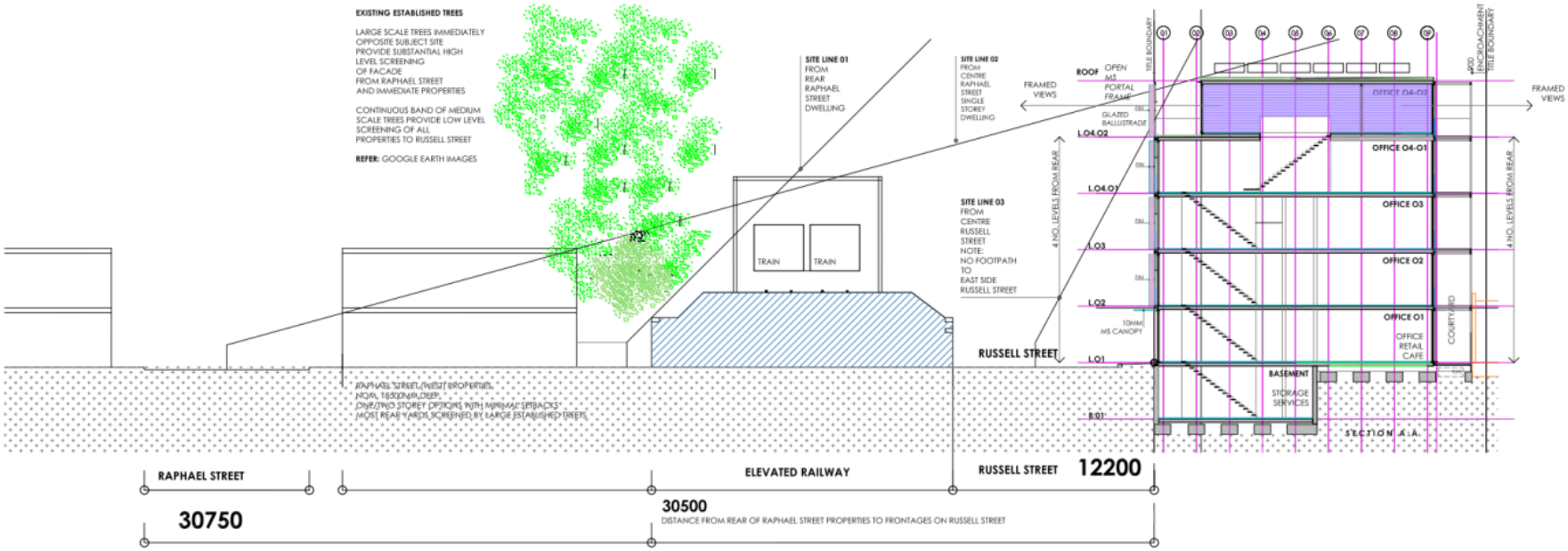
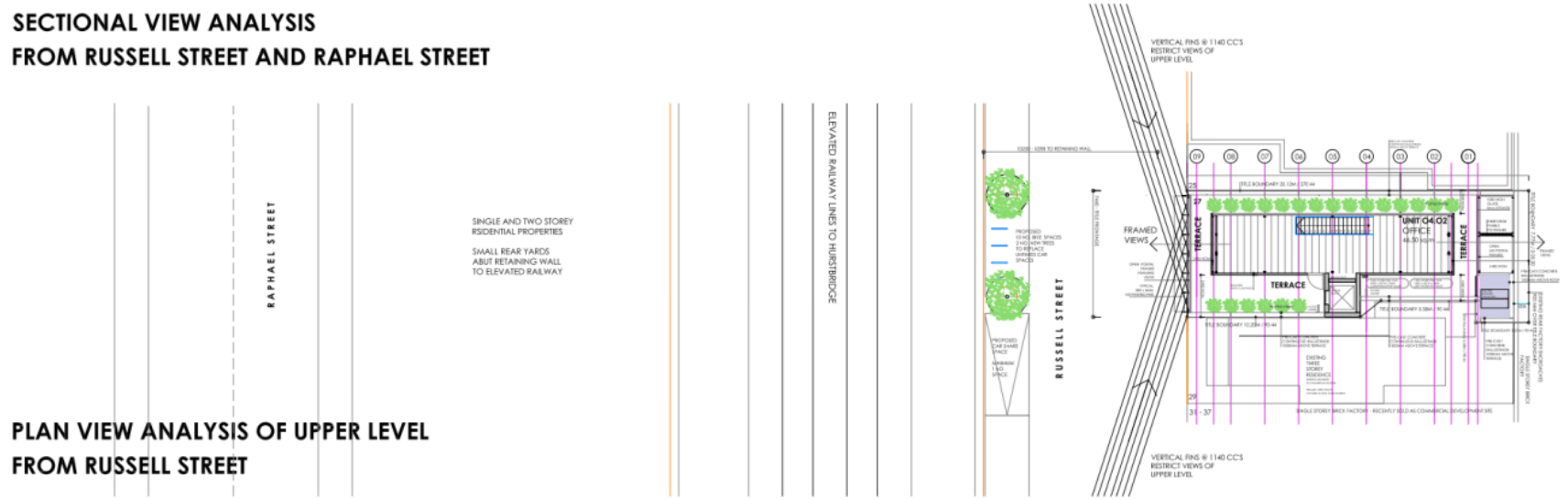


SECTIONAL VIEW ANALYSIS FROM RUSSELL STREET AND RAPHAEL STREET



PLAN VIEW ANALYSIS OF UPPER LEVEL FROM RUSSELL STREET

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PROPOSED MIXED-USE DEVELOPMENT

27 RUSSELL STREET ABBOTSFORD 3067 VICTORIA AUSTRALIA

13.00

CONTEXT SECTION

SCALE : 1 : 250 @ A3 SIZE
DATE : 28.04.2020
ISSUE : R.02 - PLANNING

RE-ISSUE : O2
14.05.2020

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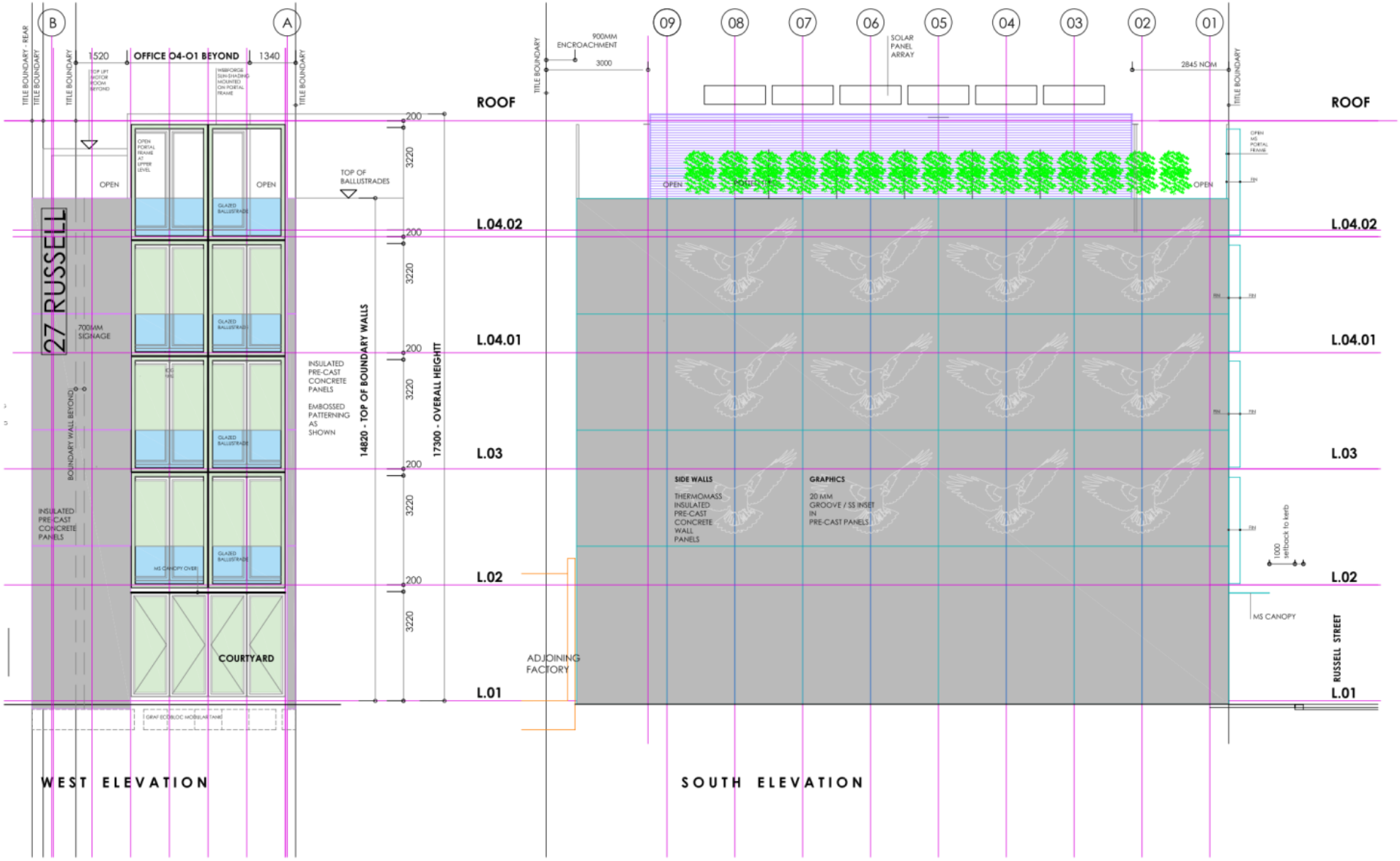
Attachment 2 - PLN20/0173 - 27 Russell Street Abbotsford - Advertising S52 – Plans



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PROPOSED MIXED-USE DEVELOPMENT

27 RUSSELL STREET
ABBOTSFORD 3067
VICTORIA AUSTRALIA

12.00

WEST + SOUTH ELEVATION

SCALE : 1 : 100 @ A3 SIZE
DATE : 12.03.2020
ISSUE : R.02 - PLANNING

RE-ISSUE : 02
14.05.2020

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Attachment 3 - PLN20/0173 - 27 Russell Street Abbotsford - Advertising S52 - Materials Schedule

27 RUSSELL STREET
ABBOTSFORD

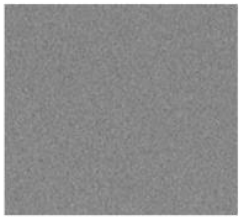
ISSUE: **R.01** DATE: **14.04.2020**

MATERIALS SCHEDULE

EAST ELEVATION

WEST ELEVATION

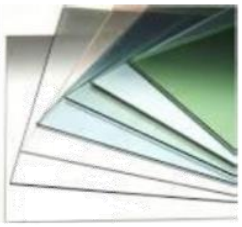
BOUNDARY WALLS



STEEL PAINTWORK

WALL + ROOF CLADDING

PASSIVEHAUS WINDOWS
Double Glazing + Flyscreens

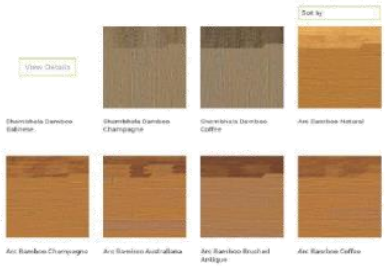


FACADE GLAZING

SERVICES + SIGNAGE

EXTERNAL FINISHES

FACE BLOCKWORK WALLS



BAMBOO FLOORING

WALLS + CEILINGS

INTERNAL FINISHES

LINDSAY HOLLAND PTY LTD I ARCHITECTS I 79 CHARLES STREET ABBOTSFORD 3067 **m :+61 4 0888 6466**

Attachment 4 - PLN20/0173 - 27 Russell Street Abbotsford - REVISED WASTE MANAGEMENT Plan (dated 14-09-2020)

27 RUSSELL STREET
ABBOTSFORD 3067

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WASTE MANAGEMENT PLAN

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2.4 BIN PROVISION + LOCATION OF STORAGE BINS

2.5 COLLECTION TIMES + SCHEDULING

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2.7 BIN SELECTION, KERBSIDE COLLECTION AND BIN LOCATIONS

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5.0 APPROVALS AND MODIFICATIONS

WASTE MANAGEMENT PLAN PREPARED BY LINDSAY HOLLAND PTY LTD ARCHITECTS

DATE OF ISSUE : 03A 14.09.2020

REVISIONS : INCORPORATING AMENDMENTS IN RESPONSE TO COY WASTE MANAGEMENT COMMENTS IN VARIOUS EMAILS

Attachment 4 - PLN20/0173 - 27 Russell Street Abbotsford - REVISED WASTE MANAGEMENT Plan (dated 14-09-2020)

27 RUSSELL STREET
ABBOTSFORD 3067

PAGE 02:07

WASTE MANAGEMENT PLAN

1.0 DOCUMENTATION

1.1 DOCUMENTS

THIS WMP IS BASED ON PLANNING APPLICATION DOCUMENTATION PREPARED BY LINDSAY HOLLAND PTY LTD
REFERENCE: DOCUMENTS OO.OO TO OO.13 INCLUSIVE, DATED 14.04.2020

AMENDMENTS: BASEMENT AREA MODIFIED IN ACCORDANCE WITH WMP COMMENTS AND REVISED/ADDITIONAL DWGS **WMP.01 AND WMP.02** INCLUDED

1.2 PROPOSED BIN STORAGE AREA

AT BASEMENT LEVEL INSIDE BIN STORAGE AREA AND ADJACENT HARD WASTE AREA THE BIN AREA HAS BEEN PROVIDED TO ACCOMMODATE REQUIRED **4 NO. 240L BINS** COMPRISING **1 NO. 240L RE-CYCLABLE BIN, 1 NO. 240L NON-RECYCLABLE BIN 1 NO. GARBAGE BIN AND 1 NO. GLASS RE-CYCLING BIN**
DIMENSIONS OF THE BIN STORAGE AREAS AND CONSTRUCTION/FINISHES DETAILS ARE INDICATED ON **WMP.01**

2.0 WASTE MANAGEMENT PARAMETERS + CALCULATIONS

2.1 AREAS

LOCATION	USE	AREA NETT ONLY	TOTALS		
L.04.02	OFFICE	45.00			
L.04.01	OFFICE	76.00			
L.03	OFFICE	76.00			
L.02	OFFICE	76.00			
L.01	OFFICE	47.00			
			320.00		
L.01	RETAIL	28.00		**28.00**	
B.01	SERVICES	45.00			**45.00**

2.2 MULTI-UNIT + COMMERCIAL DEVELOPMENT WASTE + RECYCLING GENERATION RATES CALCULATOR

COMMONLY ACCEPTED CITY OF YARRA WASTE GENERATION RATES HAVE BEEN USED TO CALCULATE WASTE GENERATION

WASTE GENERATION RATES OFFICE 10L/100 SQ.M / DAY
RETAIL 50L/100 SQ.M / DAY

	LEVEL	AREA	RATE	PER DAY	PER WEEK
OFFICE	**L.04.02**	**45**	**10/100**	**4.50**	**22.50**
	L.04.01	**76**	**10/100**	**7.60**	**38.00**
	L.03	**76**	**10/100**	**7.60**	**38.00**
	L.02	**76**	**10/100**	**7.60**	**38.00**
	L.01	**47**	**10/100**	**4.70**	**23.50**
RETAIL	**L.01**	**28**	**50/100**	**7.85**	**40.00**

TOTAL : RE-CYCLABLE, NON-RECYCLABLE + GARBAGE WASTE 200.00

Attachment 4 - PLN20/0173 - 27 Russell Street Abbotsford - REVISED WASTE MANAGEMENT Plan (dated 14-09-2020)

2.3 BIN REQUIREMENTS

BASED ON ABOVE DATA, **3 NO. 240L BINS** ARE PROVIDED FOR RECYCLABLE, NON-RECYCLABLE AND GARBAGE WASTE
AN ADDITIONAL **1 NO. 240L BIN** IS PROVIDED FOR GLASS RECYCLING

	AREA	REQUIRED	PROVIDED	CAPACITY
RETAIL	28.0	200.0L	1 NO. 240L RE-CYCLABLE 1 NO. 240L NON-RE-CYCLABLE	720L
OFFICE	320.0		1 NO. 240L GARBAGE	
		ALSO	1 NO. 240L GLASS RE-CYCLABLE	

THE BIN ALLOCATION, TOGETHER WITH SPACE ALLOCATED FOR OTHER WASTE TYPES, MORE THAN ADEQUATELY MEETS THE REQUIREMENTS FOR ON-SITE STORAGE

2.4 PROVISION + LOCATION OF STORAGE BINS

STORAGE BINS ARE PROVIDED ON THE FOLLOWING BASIS:

LEVEL	USE	GARBAGE	RECYCLABLE	NON RECYCLABLE	E-WASTE HARD WASTE
L.04.01	OFFICE	SHARED 240L	SHARED 240L	SHARED 240L	STORAGE UNITS SHARED SPACE
L.04.02					
L.03	OFFICE	SHARED ABOVE	SHARED ABOVE	SHARED ABOVE	STORAGE UNITS SHARED SPACE
L.02	OFFICE	SHARED ABOVE	SHARED ABOVE	SHARED ABOVE	STORAGE UNITS SHARED SPACE
L.01	OFFICE	SHARED ABOVE	SHARED ABOVE	SHARED ABOVE	STORAGE UNITS SHARED SPACE
	RETAIL	SHARED ABOVE	SHARED ABOVE	SHARED ABOVE	STORAGE UNITS SHARED SPACE
B.01	BASEMENT	SHARED ABOVE IF REQ'D	SHARED ABOVE IF REQ'D	SHARED ABOVE IF REQ'D	STORAGE UNITS SHARED SPACE IF REQ'D

NOTE: 1 NO. 240L BIN ALSO SUPPLIED FOR GLASS RE-CYCLING
SPACE FOR ADDITIONAL BINS PROVIDED IF REQUIRED

RETAIL TO ENTER INTO SEPARATE COLLECTION AGREEMENT FOR COLLECTION OF GREEN WASTE GENERATED FROM RETAIL ACTIVITIES
AGREEMENT TO BE SUBMITTED AND APPROVED

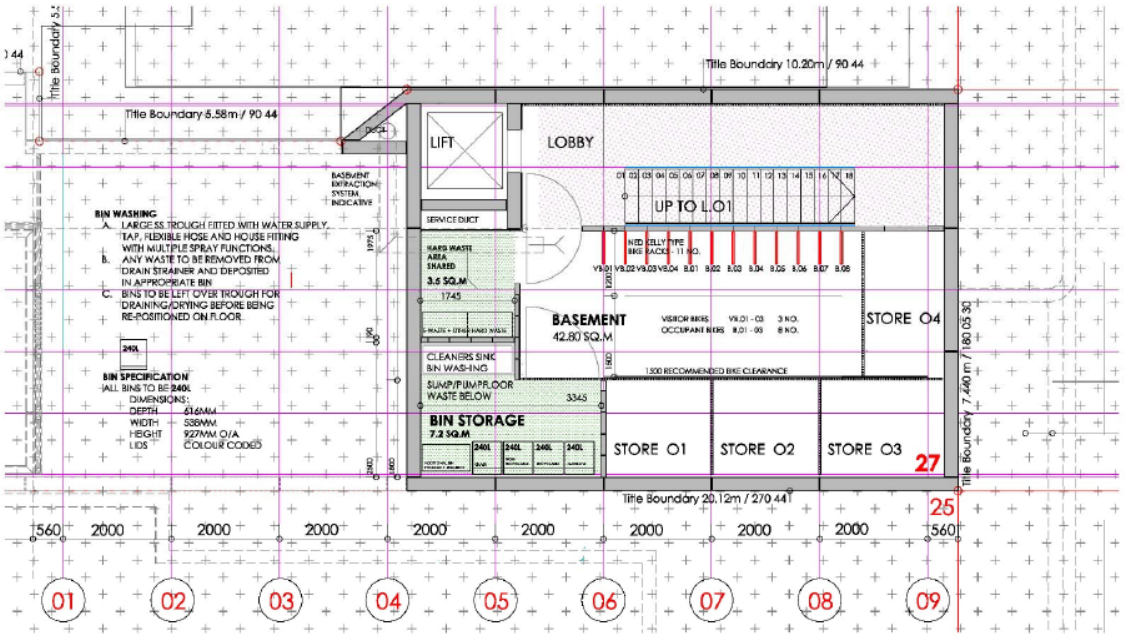
REFER FOLLOWING DWG WPM.01 FOR LOCATION OF BIN STORAGE AREA IN BASEMENT, INCLUDING DETAILS OF BIN SPECIFICATIONS AND BIN CLEANING PROCEDURE

Attachment 4 - PLN20/0173 - 27 Russell Street Abbotsford - REVISED WASTE MANAGEMENT Plan (dated 14-09-2020)

27 RUSSELL STREET
ABBOTSFORD 3067

PAGE 04:07

WASTE MANAGEMENT PLAN



lindsay holland pty ltd
architects

PROPOSED
MIXED-USE
DEVELOPMENT

27 RUSSELL STREET
ABBOTSFORD 3067
VICTORIA AUSTRALIA

WMP.01
PLAN : B . 01

ISSUE : 09A
14.09.2020

HAU

DWG: WMP.01 BASEMENT BIN STORAGE AREA

ADDITIONAL NOTES :		
	FLOOR	STEEL TROWEL FINISH SEALED CONCRETE
	WALLS	SEALED CONCRETE BLOCK
	CEILING	SEALED CONCRETE

2.5 COLLECTION TIMES + SCHEDULE

A. DAILY WASTE WILL BE PLACED IN GREEN/RECYCLED SMALL STORAGE RECEPTACLES AT EACH LEVEL OR OCCUPANCY AND SHALL BE TRANSFERRED BY EACH OCCUPANT TO THE RELEVANT LARGER BINS IN BASEMENT AREAS FOR CONTRACTOR COLLECTION.

B. HARD WASTE AND E-WASTE SHALL BE COLLECTED AT EACH FLOOR LEVEL BY EACH OCCUPANT AND TRANSFERRED TO BASEMENT DESIGNATED AREAS ON A NEEDS BASIS

C. PRIVATE COLLECTION SERVICE FROM OUTSIDE PROPERTY BOUNDARY FOR COLLECTION OF GARBAGE / RE-CYCLABLE/NON-RE-CYCLABLE WASTE AND E-WASTE / HARD WASTE COLLECTION TIMES TO BE ARRANGED BY BODY CORPORATE MANAGEMENT.

D. ALL COLLECTION SHALL BE BY PRIVATE CONTRACTOR ENGAGED THROUGH BODY CORPORATE – AGREEMENT TO FOR PART OF BODY CORPORATE MANAGEMENT CONTRACT WITH EACH OCCUPANT.

E. METHOD OF COLLECTION OF BINS TO BE CONFIRMED

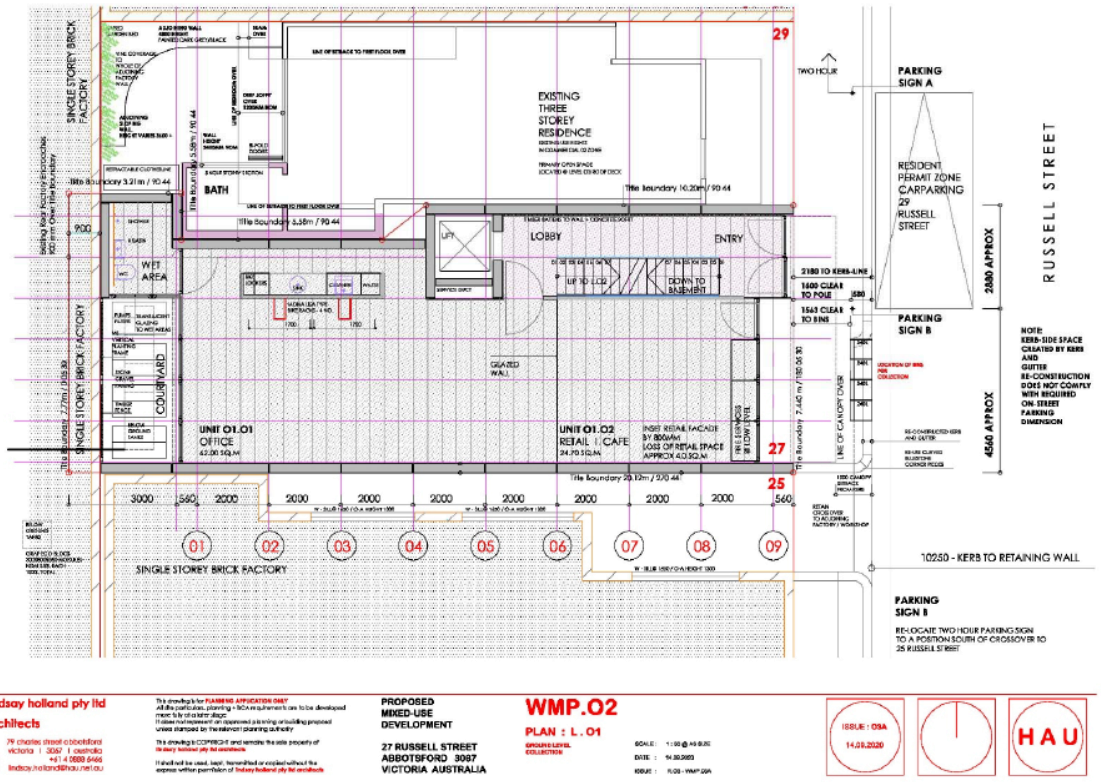
OPTION 01 - BINS RE-LOCATED TO KERBSIDE BY BODY CORPORATE MANAGEMENT ON DAY OF COLLECTION AND RETURNED TO BASEMENT ON SAME DAY.

OPTION 02 – BINS COLLECTED BY PRIVATE COLLECTION SERVICE FROM BASEMENT UNDER SUPERVISION AND IMMEDIATELY RETURNED TO BASEMENT

Attachment 4 - PLN20/0173 - 27 Russell Street Abbotsford - REVISED WASTE MANAGEMENT Plan (dated 14-09-2020)

2.7 BIN SELECTION, KERBSIDE COLLECTION AND BIN LOCATIONS

IN REVIEWING WMP UNIT'S CONCERN REGARDING MAINTAINING 1500MM CLEARANCES BIN OPTIONS HAVE BEEN SELECTED TO ACHIEVE REQUIRED CAPACITY AND THIS REQUIREMENT **A CLEARANCE OF 1563 MM IS PROVIDED**



DWG: WMP.02 **KERB SIDE COLLECTION – STANDARD KERBSIDE ARRANGEMENT**

KERB RE-CONFIGURATION ASSUMES ONLY KERB RECONSTRUCTION TO EXISTING ALIGNMENT
BIN SIZE SELECTED TO ENSURE 1500MM CLEARANCE MINIMUM AS NOTED ABOVE, A CLEARANCE OF 1563 MM IS PROVIDED

A. ALL BIN TYPES TO BE COLLECTED ONCE PER WEEK ON SAME DAY – DAY TO BE CONFIRMED
B. SAME COLLECTION SERVICE TO COLLECT RETAIL, OFFICE AND E-WASTE IN SAME VISITS

Attachment 4 - PLN20/0173 - 27 Russell Street Abbotsford - REVISED WASTE MANAGEMENT Plan (dated 14-09-2020)

3.0 OTHER MATTERS

3.1 FOOD WASTE

ALL FOOD RELATED WASTE SHOULD BE STORED AND COLLECTED IN ACCORDANCE WITH CITY OF YARRA REQUIREMENTS.
COLLECTION SHOULD BE ON TWICE WEEKLY BASIS.
THE TENANT/OCCUPIER/OWNER OF THE SMALL GROUND FLOOR AREA (28 SQ.M) SHALL BE RESPONSIBLE FOR ARRANGING THE COMMERCIAL OR SOCIALLY RESPONSIBLE COLLECTION OF FOOD WASTE AS PART OF ANY FUTURE BODY CORPORATE AGREEMENT.

3.2 GLASS RE-CYCLING

GLASS WASTE RE-CYCLING COLLECTION ON WEEKLY BASIS
GLASS STORAGE, COLLECTION AND RE-CYCLING SHALL BE COMPLAINT WITH THE MOST UP-TO-DATE CITY OF YARRA REQUIREMENTS

3.3 E-WASTE AND HARD WASTE

A SEPARATE AREA HAS BEEN ALLOCATED FOR BOTH E-WASTE AND GLASS AND LARGER HARD WASTE ADJACENT TO BIN STORAGE AREAS ON FIXED SHELVING AND CONTAINERS

E – WASTE AND HARD WASTE COLLECTION TO BE ON 'NEEDS' BASIS, WEEKLY MINIMUM

3.4 GREEN WASTE

NOTWITHSTANDING THE EXCESS IN BIN PROVISION IT WILL BE ADVISABLE TO HAVE OCCUPANTS + BODY CORPORATE TO NEGOTIATE SEPARATE GREEN WASTE COLLECTION
TO BE ON TWICE WEEKLY BASIS IF REQUIRED.

3.5 SECURITY SENSITIVE DOCUMENTATION SHREDDING + DISPOSAL

ALL SECURITY SENSITIVE DOCUMENTATION, INCLUDING SHREDDED MATERIAL SHALL BE THE INDIVIDUAL RESPONSIBILITY OF EACH OCCUPANT WITH ALL SUCH MATERIAL RETAINED IN EACH OCCUPANCY AND DISPOSED OF ON A NEEDS BASIS DIRECTLY BY THE OCCUPANT.
WPM EXPRESSLY EXCLUDES INVOLVEMENT WITH AND RESPONSIBILITY FOR THIS ACTIVITY

3.6 SIGNAGE

ALL WASTE AREAS SHALL BE APPROPRIATELY SIGNED TO ENSURE ADEQUATE IDENTIFICATION OF BIN USAGE.

WITHIN STORAGE AREA APPROPRIATE, APPROPRIATED SCALED, SIGNAGE SHALL PROVIDE EDUCATIONAL MATERIAL HIGHLIGHTING CITY OF YARRA COLLECTION POLICIES AND PROCEDURES

ALL BINS SHALL BE SIMILARLY LABELLED.

ALL BINS SHALL BE CLEARLY MARKED AS TO ALLOCATION

4.0 WASTE MANAGEMENT – EDUCATION AND CO-OPERATION

THE EDUCATION ON THE USE OF SERVICES SHALL INCLUDE AS A MINIMUM:

A. DEVELOPMENT OF A COMPLETE WASTE MANAGEMENT PLAN / OPERATIONAL SYSTEM BY BODY CORPORATE

B. INCLUSION OF WMP INTO ALL LEASE OR PURCHASE AGREEMENTS, IF POSSIBLE

C. INDUCTION SESSION FOR ALL BUILDING OCCUPANTS, INCLUDING UP-DATES IF, AND WHEN, REQUIRED

D. CREATION OF WASTE AUDITING PROCEDURE TO ENSURE REGULAR MONITORING OF WMP AND ADJUSTMENT TO WMP IF, AND WHEN, REQUIRED

Attachment 4 - PLN20/0173 - 27 Russell Street Abbotsford - REVISED WASTE MANAGEMENT Plan (dated 14-09-2020)

E. THE BODY CORPORATE SHALL BE REQUIRED TO MONITOR WASTE LEVELS AND TO IMPLEMENT STRATEGIES TO LOWER WASTE GENERATION AFTER CONSULTATION WITH OCCUPANTS IF NECESSARY.

5.0 APPROVAL AND MODIFICATIONS

THIS WASTE MANAGEMENT PLAN SHALL BE ADOPTED FOR THE CURRENT PLANNING APPLICATION DEVELOPMENT AND THE DESIGN AND AS-BUILT FEATURES NEED TO BE IN ACCORDANCE WITH THIS WMP.

ANY MODIFICATIONS TO THE APPLICATION SHALL BE ASSESSED AGAINST THIS WPM AND ANY RESULTANT CHANGES SHALL BE APPROVED BY CITY OF YARRA

Attachment 5 - PLN20/0173 - 27 Russell Street Abbotsford - Advertising S52 - Town Planning Report

PROPOSED DEVELOPMENT @ 27 RUSSELL STREET ABBOTSFORD

ISSUE : 01 12.03.2020

27 RUSSELL STREET ABBOTSFORD

BUILT FORM + DESIGN RESPONSE REPORT PREPARED FOR PLANNING PERMIT APPLICATION

CITY OF YARRA

ISSUE 01 : 12.03.2020

Lindsay Holland Pty Ltd Architects 79 Charles Street Abbotsford 3067 Victoria T: +61 4 0888 6466 e: lindsay.holland@hau.net.au

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Attachment 5 - PLN20/0173 - 27 Russell Street Abbotsford - Advertising S52 - Town Planning Report

PROPOSED DEVELOPMENT @ 27 RUSSELL STREET ABBOTSFORD

ISSUE : 01 12.03.2020

00.00 INTRODUCTION

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00.01 PLANNING POLICY FRAMEWORK

00.01.01 STATE PLANNING POLICY FRAMEWORK

The State Planning Policy Framework (SPPF) seeks to foster planning outcomes for Victoria, which balances social, economic and environmental objectives and outcomes.

Broadly speaking, the following policies are considered relevant to the development of this small inner urban site.

- Clause 11 Settlement as far as Commercial development occurs
- Clause 12 Environment and Landscape Values
- Clause 15 Built Environment and Heritage
- Clause 17 Economic Development

In terms of commercial development, these policies broadly aim to:

- Increase the supply of commercial development in existing areas by facilitating increased commercialyield in appropriate locations
- Provide a range of commercial development types proximate to public transport options, including increased non-private car usage
- Protect and conserve environmentally sensitive areas
- Ensure all new developments respond appropriately to their environment by ensuring the built environment is attractive, safe, energy efficient and provides a sense of place and identity
- In the context of future vision, require developments to respond to both current and future visions in terms of urban character, cultural heritage, if applicable, natural features, surrounding landscape both natural and built, and climate.

Specifically the guidelines outlines in Clause 15 are most relevant:

- Develop a good quality public environment and improve accessibility and integration
- Promote street-based patterns of connection and a public transport focus
- Improve community safety, pedestrian and cycling amenity
- Encourage a mix of uses
- Encourage environmental sustainability

00.01.02 LOCAL PLANNING POLICY FRAMEWORK

The Local Policy Framework (LPPF) comprises the Municipal Strategic Statement (MSS) and Local Planning Policies Applicable to City of Yarra
The focus of Council's Local Planning Policy Framework is to encourage medium to high density development in appropriate locations near to services and amenities, both private and public, particularly in Major Activitiy Centres.

The following clauses of the MSS are important for this application:

Clause 21.03	Vision
Clause 21.05	Built Form
Clause 21.06	Transport
Clause 21.07	Environmental Sustainability
Clause 22.10	Built Form and Design Policy
Clause 22.16	Stormwater Management (Water Sensitive Urban Design)

Important aspects of the Planning Scheme are:

- To create strong public links throughout the City of Yarra
- To capitalise on the proximity to an array of public transport opportunities
- To deal sensitively with building massing and siting, balancing the character of existing urbanism while contributing to a new vsion for the future urban renewal of the area.
- To develop high quality urban design and architecture outcomes which contribute to urban culture of City of Yarra

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00.02 CITY OF YARRA PLANNING SCHEME

While not exhaustive, the following Clauses of the City of Yarra Planning Scheme have been considered in the preparation of this Planning Application :

15.01-1R	URBAN DESIGN – METROPOLITAN MELBOURNE
15.01-2S	BUILDING DESIGN
18.02-1S	SUSTAINABLE PERSONAL TRANSPORT
18.02-1R	SUSTAINABLE PERSONAL TRANSPORT – METROPOLITAN MELBOURNE
18.02-4S	CAR PARKING
21.01	STRUCTURE OF MUNICIPAL STRATEGIC STATEMENT o Clause 21.04 Land use o Clause 21.05 Built Form o Clause 21.06 Transport o Clause 21.08 Neighbourhoods – Abbotsford
21.03	VISION – IN THE CITY YARRA 2020
22.16	STORMWATER MANAGEMENT (WATER SENSITIVE URBAN DESIGN)
34.02	COMMERCIAL 2 ZONE
58.02	URBAN CONTEXT
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59.10	CAR PARKING

01.00 APPLICATION SITE + CONTEXT

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PROPOSED DEVELOPMENT @ 27 RUSSELL STREET ABBOTSFORD

01.01 PARCEL DETAILS

01.01.01 TITLE PARTICULARS

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Produced 04/03/2020 11:57 AM

LAND DESCRIPTION

Lot 1 on Title Plan 009307M
Created by Application No. 078130H 23/08/1997

REGISTERED PROPRIETOR

Estate Fee Simple
Sole Proprietor
L.H.P.L. SERVICES PTY LTD of 5/289 FLINDERS LA. MELBOURNE 3000
TP008301 03/12/1998

ENCUMBRANCES, CAVEATS AND NOTICES

Any encumbrances created by Section 98 Transfer of Land Act 1958 or Section 24 Subdivision Act 1988 and any other encumbrances shown or entered on the plan set out under DIAGRAM LOCATION below.

Warning as to Dimensions
Any dimension and connecting distance shown is based on the description of the land as contained in the General Law Title and is not based on survey information which has been investigated by the Registrar of Titles.

DIAGRAM LOCATION

SEE TP009307M FOR FURTHER DETAILS AND BOUNDARIES

ACTIVITY IN THE LAST 125 DAYS

NIL

----------END OF REGISTER SEARCH STATEMENT----------

Additional information: last part of the Register Search Statement

Street Address: 27 RUSSELL STREET ABBOTSFORD VIC 3067

DOCUMENT END

Page 1 of 1

Delivered by LANDATA®, Monday, 04/03/2020 12:01 Page 1 of 1

EDITION 1	TITLE PLAN TP 9307 M
Location of Land Parish: JIKA JIKA Township: Crown Allotment: Section: Crown Portion: 56 (PART) LTO base record: DCMB Last Plan Reference: Title Reference: Depth Limitation: NIL	Notations Warning as to dimensions : Any dimension and connecting distance shown is based on the description of the land as contained in the General Law Title and is not based on survey information which has been investigated by the Registrar of Titles

Easement Information

C - Encumbering Easement R - Encumbering Easement (ROAD) A - Appurtenant Easement

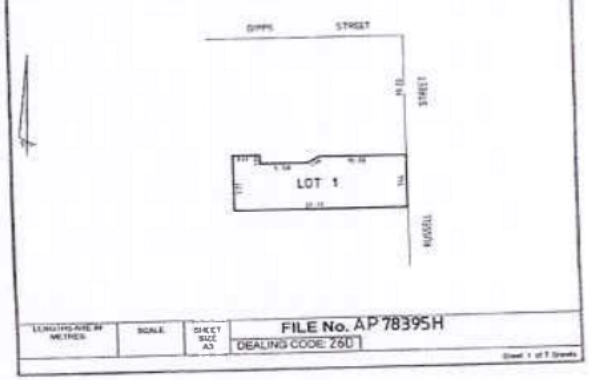
Easement Reference	Purpose/Authority	Width	Origin	Land benefited/in favour of

THIS PLAN HAS BEEN PREPARED FOR LAND TITLES OFFICE TITLE DIAGRAM PURPOSES

Checked by: [signature]

Date: 31 / 10 / 97

Assistant Registrar of Titles



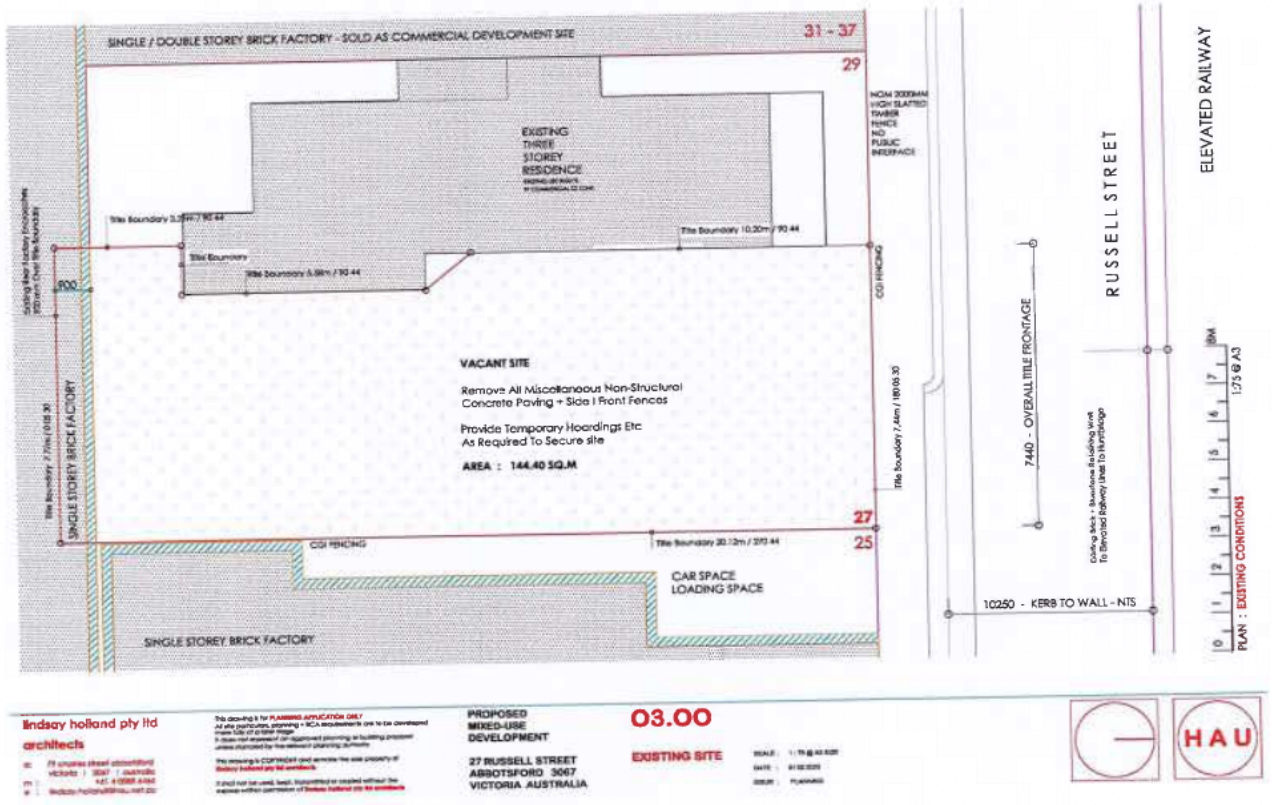
LENGTHS ARE IN METRES	SCALE	SHEET SIZE A3	FILE No. AP 78395H DEALING CODE: 260

Sheet 1 of 1 Sheets

PROPOSED DEVELOPMENT @ 27 RUSSELL STREET ABBOTSFORD

ISSUE : 01 12.03.2020

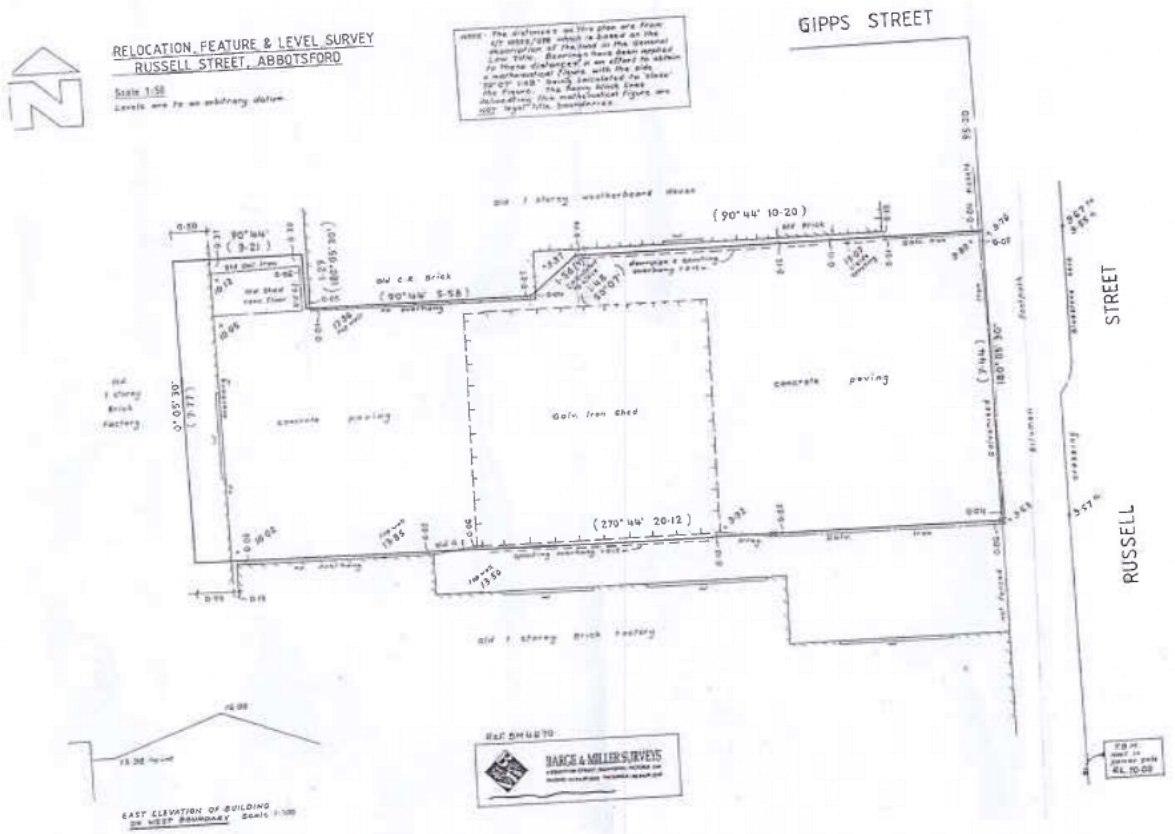
01.01.02 SITE DETAILS I EXISTING CONDITIONS



ISSUE : 01 12.03.2020

PROPOSED DEVELOPMENT @ 27 RUSSELL STREET ABBOTSFORD

01.01.03 SITE SURVEY



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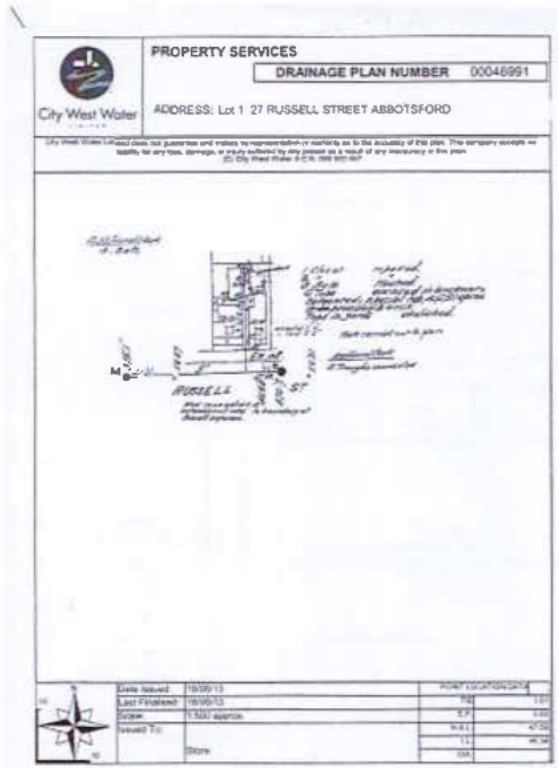
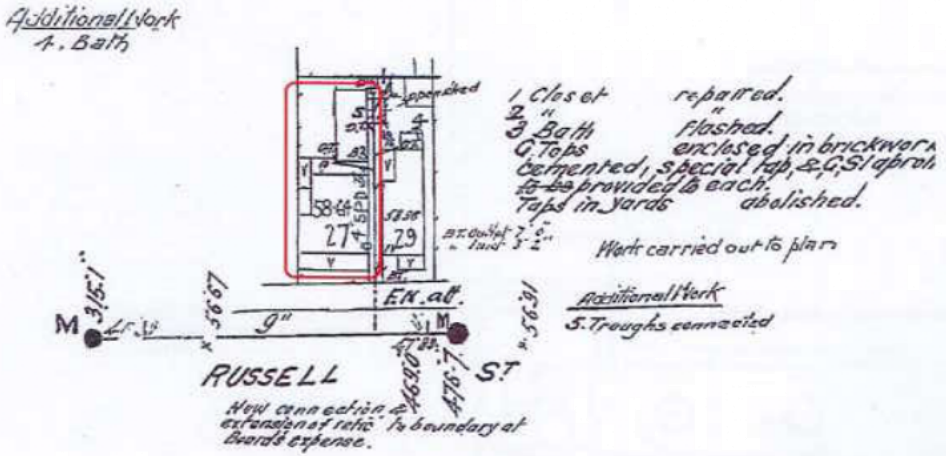
01.01.04 PREVIOUS OCCUPATION + SERVICES





Property Services Information : MMBW

Note : All services have been disconnected

01.02 SURROUNDING AREA + LOCAL CHARACTER

The subject site is an irregular shaped parcel of vacant land of 144 sq.m at 27 Russell Street Abbotsford.

The site, located in an area zoned COMMERCIAL 02 ZONE, under the City of Yarra Planning Scheme, is a precinct best described as part of a narrow thread of inner urban mixed use area bounded by Eastern Freeway to the North, Victoria Street to the South, Hoddle Street to the West and the elevated Hurstbridge Railway Line to the East.

The more local context is the area from Langridge Street to the south and Gipps Street and Collingwood Town Hall to the north.

Despite its close proximity to Melbourne's CBD and Hoddle Street, one of the busiest thoroughfares in Melbourne, Eastern Freeway access, and Collingwood Station and Victoria Street the precinct has seen little, or variable redevelopment over the past fifteen years.

The precinct is characterised by small to medium sited allotments with one two and three storey mid-20c pragmatic commercial and light industrial buildings predominant.

Some Voctorian and Federation era buildings exist with evidence that some have been upgraded for contemporary commercial use without significant modifications to original building fabric.

Of those more contemporary light industrial buildings that have been upgraded, renovation has been within original building envelopes.

The majority of buildings have only been marginally upgraded, often left largely untouched, since constructed.
There are only a few newly constructed multi-level commercial developments in the area on small sites.

There are few vacant sites, one of which is the Applicant site.

01.03 CONSOLIDATION

There is little evidence of consolidation of smaller allotments within the Commercial 02 Zone

01.04 ZONING

The precinct and this site is **Commercial 2 Zone** in City of Yarra Planning Scheme
Planning guidelines within the Planning Scheme Ordinances are limited regarding such issues as building height, building bulk, carparking and an ultimate 'vision' for the long term development of the area.

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01.05 PRE-PLANNING APPLICATION NEGOTIATIONS WITH CITY OF YARRA

A six storey proposal has been been presented to City of Yarra at a pre-application meeting.

Meeting held on 14.01.2020 with Ms Danielle Connell from City of Yarra Planning

Feedback from that meeting can best be summarised as :

- Uses should be Commercial - Office or Retail
- Building heights to boundaries should be restricted to four storeys with a possible additional level if setback from side, front and rear boundaries.
- Ground floor retail/café is preferred as a contribution to street activation
- No on-site carparking would be required if four/five storey scheme was proposed

01.06 PREVIOUS APPLICATIONS + PLANNING PERMITS

The site has been in continuous ownership by LHPL Services Pty Ltd for over twenty years.

A number of planning applications have been made over those years and a number of planning permits issued.

Of most relevance to this application is the planning application and planning permit issued is 2007-2008.

This permit was for a four storey commercal development occupying the full width of the site with a 3000mm setback to the rear.

Four Level Office Building, Caretakers Residence + Roof Terrace

2007	Planning application submitted to City Of Yarra :	01.10.2007
2008	Planning Permit: PL03/1019	Issued : 30.09.2008
	Four level office building and roof terrace (L.04 - Caretaker's Residence amended to Office)	

Attachment 5 - PLN20/0173 - 27 Russell Street Abbotsford - Advertising S52 - Town Planning Report

PROPOSED DEVELOPMENT @ 27 RUSSELL STREET ABBOTSFORD

ISSUE : 01 12.03.2020

02.00 APPLICATION

27 RUSSELL STREET ABBOTSFORD

Lindsay Holland Pty Ltd Architects 79 Charles Street Abbotsford 3067 Victoria T: +61 4 0888 6466 e: lindsay.holland@hau.net.au

02.01 PERMIT APPLICATION

This submission is in support of an application for a Planning Permit for the development of a new multi-level COMMERCIAL building on a vacant site at 27 Russell Street Abbotsford.

An application form is attached together with a cheque as payment of the permit application fee.

The value of the works is anticipated to be AUD $ 1,050,000

02.02 PLANNING CONTROLS

02.02.01 PLANNING SCHEME – ZONE PROVISIONS

The applicant site is situated on land zoned **COMMERCIAL 2.**

02.02.02 EXISTING USE

Vacant land, previous occupation is Victorian era residence, date of demolition unknown.
Currently casual storage

02.02.03 HERITAGE OVERLAYS

There are no Heritage Overlays relating to the site

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02.03 PROPOSED USES + APPROVALS SOUGHT : CLAUSE 34.02 – 1 TABLE OF USES

A planning Permit is sought for a multi-level building containing:

LEVEL	USE		34.02-1
	Basement	Services and Storage	Section 1 – Permit Not Required
	01 -Ground	Food and Drink Premises	Section 1 – Permit Not Required A subsequent Liquor Licence may be sought as separate future application
	02	Office	Section 1 – Permit Not Required
	03	Office	Section 1 – Permit Not Required
	04.01	Office	Section 1 – Permit Not Required
	04.02	Office / Terrace + Garden 04.01 and 04.02 Are One Occupancy	Section 1 – Permit Not Required
	Other	Signs Iconic Images	Corporate signage to West Elevation To South and North Elevation, if permit required

02.04 CARPARKING + LOADING BAY WAIVER

Approval for reduction in on-site carparking to zero is sought.
Given the waiver sought, and the extent of demonstrably available street parking, a limited traffic study submitted.
Mobility overall is considered important.
Traffic patterns and parking usage has not varied significantly over the past ten years.

Approval for a waiver for loading bay requirements is sought

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02.05 APPROVAL FOR WORKS IN THIS APPLICATION

As described in accompanying documentation comprising;

a. B.01	Basement - Partial	Excavation and Site Works
b. L.01	Ground Floor	Food and Drink Premises / Courtyard
c. L.02		Office
d. L.03		Office
e. L.04.01		Office – Lower Level
f. L.04.02		Office – Upper Level
g. Rooftop		Green Roof + Solar Array

02.06 CIVIL WORKS

Minor works to stormwater harvesting and reticulation
Minor works to footpath, guttering and roadway

02.07 LANDSCAPING

Minor works to rear Courtyard
Minor works to Rooftop Terrace + Garden
Streetscape upgrade is recommended including introduction of bicycle parking – to be negotiated

02.08 SIGNAGE + GRAPHICS

Commercial and 'Icon' signage to high levels of building

02.09 STAGES OF DEVELOPMENT

Approval is sought for construction of Works as a single stage

02.10 AMENITY + USE

The Application seeks a Planning Permit to allow the creation of an overall commercial office development with each occupancy capable of individual title and purchase as an independent sole occupancy

A Body Corporate entity will be established to oversee the management and operation of the completed building.

O2.11 DELIVERIES

Deliveries will be minimal via front entry to Ground Floor premises and via lift to upper floors
Lift has been sized for intermittent use as temporary goods lift.
The site frontage is too restrictive to provide a loading bay.
The application requests a waiver of this requirement.

O2.12 SITE ACCESS

From Russell Street directly

O2.13 HOURS OF OPERATION

Provisional or anticipated hours of operation are:

Ground Floor	6.00 am to 12.00 pm daily excluding public holidays or by negotiation.
Upper Levels	Unlimited

O2.14 WASTE MANAGEMENT

A waste management plan that is simple in operational terms will be implemented
All sole occupancy units will collect and store day-to-day waste material and sorted into required categories.
All material will be periodically transferred to basement
All basement waste will be collected on a weekly basis or needs basis.
The Body Corporate will be responsible for management of all waste storage in basement and collection

O2.15 CONNECTION TO SERVICES

The current site is vacant land without services.
All services will be provided fully organised and co-ordinated so as to cause minimal disruption.
Some partial street closures will be required during construction.

03.00 ENVIRONMENTAL CONSIDERATIONS

03.01 CAR PARKING + MOBILITY

Car parking is not envisaged in accordance with Clause 52.06.
The application is for approval for reduction in on-site carparking to zero.

Reasons for waiver include:

- Site is too restrictive to enable on-site car access and car parking.
- Previous permits for developments on this or adjoining sites did not require on-site parking.
  Previous VCAT determinations confirmed this condition.
- Russell Street has unlimited parking along its eastern side, against the elevated railway wall.

  This parking is used for the majority of time as non-car based ie industrial and commercial vehicles, for businesses, many of which are not located in the precinct.
  It is not well managed.
- There are public car parks to the north adjacent Collingwood Station and behind Collingwood Town Hall

There is, therefore ample on-street parking available.

Notwithstanding the availability of on-street carparking, is the opportunity to develop the area as a minimal car use area.

Key aspects include:

- Mobility in the precinct is envisaged as a predominantly pedestrian, bicycle-based and public transport based
- Bike storage is a feature of the application (both to most floors and to basement storage)
- Short-term rental car spaces should be provided in Russell Street to cater local demand for short term car usage.
- It should be noted that the original application in 2006 recommended car-sharing opportunities but was not considered realistic, much less viable, at the time.

03.02 ACOUSTICS

East

The site is located adjacent the elevated Hurstbridge rail line 100m from Collingwood Station.
Most noise emanating from trains is as they arrive and depart the station.
These higher noise levels are likely to occur further to the north, nearer the station.
Any noise will be intermittent and limited to train timetable times.

The east elevation of the building has multi-layer glazing installed to all levels to mitigate any unacceptable noise generated by passing trains.

All window assemblies will be a minimum double glazed, possibly triple glazed to reach Passive-Haus performance standards.

West

Hoddle Street is located approximately 100m to the west.
There is minimal background noise evident at lower levels, and manageable at higher levels.

The west elevation of the building has multi-layer glazing installed to mitigate any unacceptable noise generated by distant traffic.
All window assemblies will be a minimum double glazed, possibly triple glazed to reach Passive-Haus performance standards.

North + South

East and west elevations are predominantly solid walls.
There are no significant noise sources, other than residual noises from East (Railway) and West (Hoddle Street) likely to affect noise levels to these elevations..

Other Acoustic Issues

It is not envisaged that any intended use within the building will generate adverse noise levels.
Requirements of SEPPN – (control of music noise from commercial, industrial and trade premises) will be complied with.
Security alarms will be silent installations with alarms monitored off-site to security service.

Because of the presence of, and distance from, the elevated railway line, the proposed building is considered remote from residential zones to the east.

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03.03 THERMAL INSULATION I SOLAR ACCESS I NATURAL LIGHT + VENTILATION I WATER MANAGEMENT

- Construction will be predominantly insulated pre-cast panelling – Thermomass.
- All glazing will be double and/or triple glazing systems.
- All areas within the building will have direct filtered/shaded solar access due to east – west dominant orientation, with some north facing glazing.
- There will be abundant access to natural light and natural ventilation.
- Natural ventilation will be specific and controllable from within all areas.
- Mechanical services will be in accordance with principles of heat exchange etc as proscribed in performance criteria for Passive Haus authentication.

03.04 SUSTAINABLE MANAGEMENT PLAN - SMP REPORT

Refer Addenda

03.05 NEIGHBOURHOOD DESCRIPTION

- The site and orientation remain unaltered
- There are no easements
- Existing levels are retained and modified only where necessary to execute the completed works
- There is no impact to adjoining properties other than temporary retaining works while basement works are completed.
- There are no openings overlooking immediate adjoining residential properties.
- There are no significant trees
- There is no evidence of contaminated soils or filled areas.
- Views to and from the site will be enhanced by this development.
- There will be no change to existing street poles although power supply will be supplied underground.
- The existing crossover may be retained as an historical artefact.

03.06 ADVERTISING SIGNS + PUBLIC GRAPHICS

Identity Approval is sought for high level signage to West Elevation
Signs will be laser cut steel and back lit.

Icon Graphics Approval is sought for high level 'icon' signs to north and south elevations.
The image is a 'magpie' as populist cultural reference to history of neighbourhood.
Signs will be stainless steel ribbons inset into pre-cast concrete panelling

03.07 LIQUOR LICENCE

A liquor licence may be sought at a later date for use of the ground floor as a small wine bar featuring a limited range of locally grown and produced wines.

03.08 BUILDING APPROVAL

It is proposed to proceed to building documentation and obtaining all building approvals after planning permission is granted, together with finalising financial details commence construction.
A planning permit of a minimum of two years is sought, with a possible extension of a further two years.

04.00 URBAN CONTEXT + DESIGN RESPONSE

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04.01 LOCATION OF APPLICANT SITE + ZONING

AERIAL

CURRENT ZONING : COMMERCIAL 02

The applicant site is located in COMMERCIAL 02 ZONE

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04.02 EXISTING SITE + STREETSCAPE - RUSSELL STREET + HENRY STREET

Russell Street Looking South - East
Elevated Hurstbridge Railway to East

Russell Street Looking South - West
COMMERCIAL 02 ZONE To West

27 Russell Street Vacant Land Looking West

29 Russell Street

47 Russell Street

24 Henry Street

Original Upper Deck

RecentlyEnclosed Upper Deck

34 Henry Street

KENNARDS SELF-STORAGE : Corner Langridge Street and Russell Street

To the south, at the corner of Russell and Langridge Street, is a large early 19c brick bond store.
The building complex is currently used as self-storage facility.
Much of the exterior fabric has been modified (all windows blocked) giving the building a degree of urban anonymity and neutrality.
For a building of such scale, very limited employment opportunities are offered and there is little or no contribution to precinct activity or streetscape.
Its form and bulk, however, are a significant contributor and reference to the built form potential of the precinct.

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04.03 COLLINGWOOD TOWN HALL PRECINCT STUDY

2. SITE CONTEXT AND STUDY AREA

The study area for the Collingwood Town Hall Precinct is bounded by Hoddle, Vere, Park, and Gipps Streets. It includes the buildings fronting these streets.

The Precinct is bisected by the Hurstbridge / Epping railway line and includes the Collingwood Station. Specifically the Precinct:

- Is located in close proximity to Melbourne CBD with the main link via Victoria Parade.
- Comprises the Town Hall building and key recreational and community facilities. These facilities are intermixed with large under-utilised parcels of Council, State and privately owned land.
- Is centrally located within Yarra and the broader metropolitan area, with significant potential to consolidate a civic, administrative and a community hub for Yarra.
- Is within walking distance from the Smith Street and Victoria Street Major Activity Centres and commercial activity along Johnston Street.
- Is located at the edge of the Abbotsford residential neighbourhood.
- Is adjacent to the Collingwood residential neighbourhood, including the Office of Housing Estate and employment areas.

COLLINGWOOD TOWN HALL PRECINCT URBAN DESIGN FRAMEWORK 3

The applicant site is located to the south, and beyond, the Collingwood Town Hall Precinct as defined by City of Yarra Urban Design Framework Study 2010.

For purposes of this application, given the limited height of the application and given the above precinct description and outline as a boundary definition, in the absence of other indicators, Clause 22.03-2 'Landmarks and Tall Structures Policy', is not deemed not to apply.

04.04 PUBLIC TRANSPORTATION + TRAFFIC MANAGEMENT + MOBILITY

This proposal is based on the reasonable assumption of future minimal vehicle impact on the immediate neighbourhood.
Every research indicates a growing trend towards acceptance of property ownership without the provision of on-site carparking, provided there is provision of adequate on-site and on-street bicycle storage and car-share facilities, together with regular and reliable public transport available in the immediate vicinity.

This application meets all of these criteria.

The applicant site is located within 100m of Collingwood railway station to the north, bus connections to Hoddle Street and 200m to Johnston Street bus routes and tram connections in Victoria Street.
Melbourne's CBD is little more than ten minutes travel time from the precinct by bus, train or tram.
The Eastern Freeway nearby connects to the east, west and northern suburbs.
Doncaster Shopping Centre is within 20 minutes by bus.
Smith Street and Brunswick Street precincts are in easy walking of bike-riding distance.
The parklands to the east across the Yarra River are a ten minute walk.

Assessment of conventional traffic studies prepared and submitted for previous applications for this site indicate significant un-metered on-street car parking facilities that are often occupied by non-car industrial vehicles and equipment.
This non-residential/commuter usage has been the norm for over ten years.
Little has changed in recent years in terms of on-street parking activity in the immediate area.
Only minor street parking controls have been introduced ie loading areas and several limited permit parking spaces created along Russell Street and Gipps Street.

Unlimited on-street parking is available to the whole of east side and a majority of the west side of Russell Street.

Russell Street Parking

Previous traffic studies also have not acknowledged the extent of uncontrolled / unauthorised (?) long-term use of on-street parking areas by local or more remote businesses for their immediate vehicle and equipment storage use, to the detriment of any local residential parking needs.

Commuter parking is also evident.
Un-timed parking allows park and ride commuters from outside City of Yarra a convenient option to access train travel to CBD.

Better control of these activities would greatly alleviate any perceived deficiency in space available for local demand.

Previous VCAT determinations have also expressly stated that, given the relatively small allotment sizes in the precinct, on-site car parking is both impractical and a poor use of valuable site amenity.

These pre-conditions reinforce the possibilities of promoting non-car or car-share based development for the area.
The increase in car-share facilities within many inner urban areas is an indication of the acceptance of this trend

The following Drawing M.01 indicates the overall mixed mode of transport in the vicinity of the Applicant site and the availability of readily accessible on-street parking.

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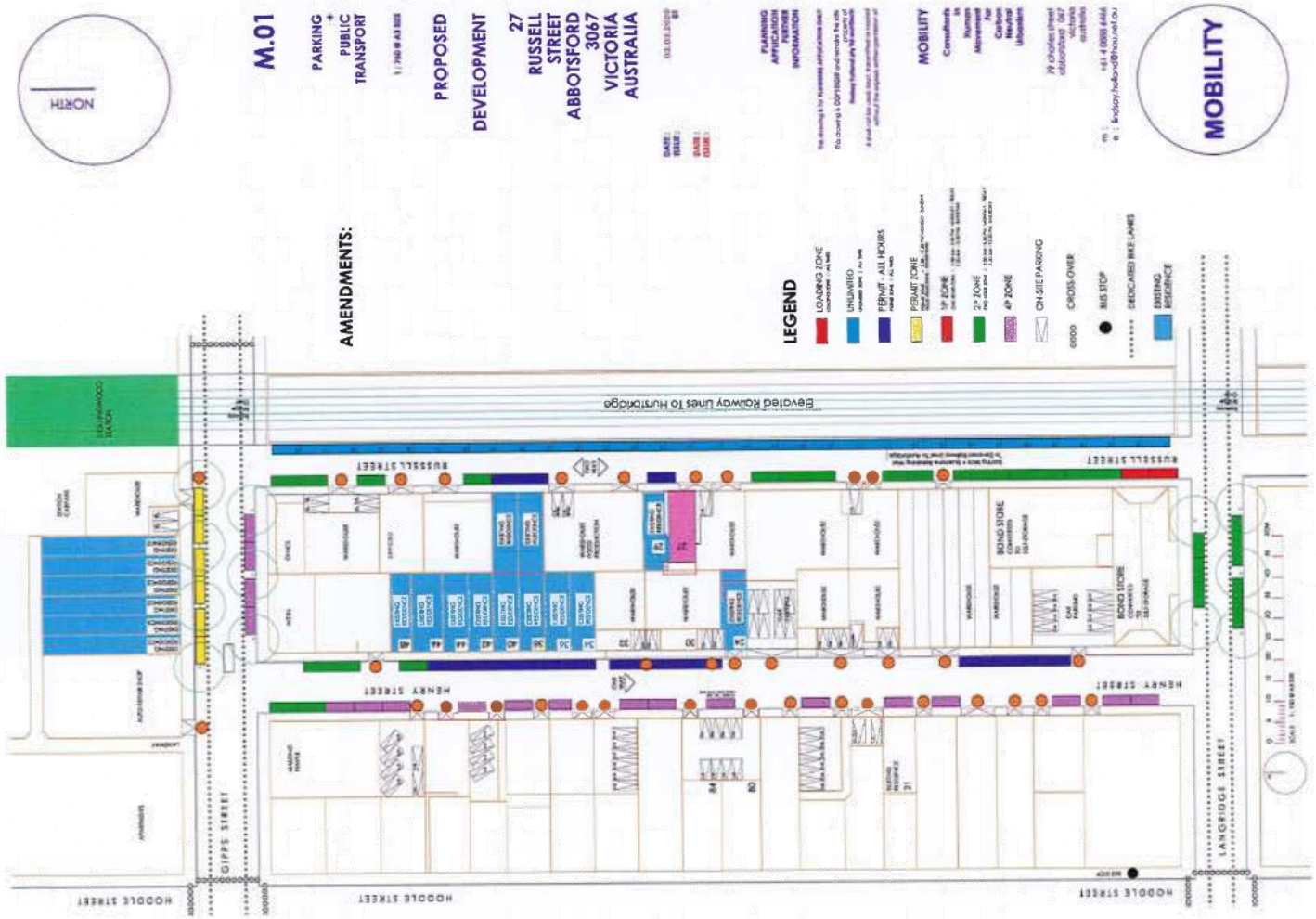

04.05 PREVIOUS PLANNING APPLICATIONS + PERMITS

The following previous applications 03.05.01, 03.05.02 and 03.05.04 have obtained City of Yarra planning permits.
None of the above applications were deemed to be economically viable ie the yields were negligible or negative.
A permit for application 03.05.03 was refused after VCAT Determination in 2006.
A copy of that determination is attached as an addendum.
This current application responds to City of Yarra concerns about the 2006 application and includes positive aspects of that 2006 application noted in VCAT Determination

04.05.01 PREVIOUS PLANNING APPLICATION + PERMIT : 01 1998 - 2000

Offices + Caretakers Residence

1998 Planning application submitted to City Of Yarra: 24.12.1998

Two Levels of Offices with Upper level as Caretakers Residence
Planning policy allowed Caretaker Residence @ 30% of Building Area
Project advertised + No Objectors, other than City of Yarra

1999 City of Yarra declined to issue determination until new policy reducing Caretaker Residence to 10% of Building Area came into effect
Application made to VCAT in last days of then current planning policy

VCAT Hearing: 21.07.1999
Determination: 29.07.1999
City of Yarra directed to issue Permit with amended Caretaker Residence
Planning Permit 98 / 1638: Issued: 05.08.1999

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2000 Building Permit (City of Yarra - Building Services): Issued: 23.08.2000

Intended I Preferred Contractor unable to proceed
New tender resulted in prohibitive additional construction cost
Project aborted
Proposal no longer meets current thermal performance criteria and green/star ratings

04.05.02 **PREVIOUS PLANNING APPLICATION + PERMIT : 02** **2003 - 2004**

Three Level Office Building

2003 Planning application submitted to City Of Yarra: 30.09.2003
three level office building
Project advertised + No objections

2004 Planning Permit: PL03/1019 Issued: 26.02.2004

2004
Project reviewed in light of increased site value
Approach to City of Yarra to vary permit by introduction of minimal 1000mm deep
Projecting bays along North Elevation
Advised that no amendment possible and new application required.
Project suspended
Consideration given to new future proposal that was better suited to site
and more effective + appropriate/ethical use of site.
ie Highest + Best Use I Value to be investigated

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PROPOSED DEVELOPMENT @ 27 RUSSELL STREET ABBOTSFORD

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2005 - 2006

04.05.03 PREVIOUS PLANNING APPLICATION - NO PERMIT : 03

New Micro-Tower

2005 Planning application submitted to City Of Yarra : 04.10.2005

Eleven level mixed-use building comprising café/gallery, soho offices, and caretaker's residence and roof terrace
Project based on urban models experienced overseas in Asian cities

All arguments regarding sustainable higher density and non-car reliant development are rejected by City of Yarra.
Application advertised with 11 no. objectors, including City of Yarra,

2006
Application refused 27.06.2006
Application for review to VCAT 15.08.2006
VCAT Hearing 27.11.2006
Only one objector, other than City of Yarra, made VCAT submission without appearance
VCAT Notification of Decision To Support Refusal 22.12.2006
VCAT decision
(Reference VCAT Determination P2077/2006, dated 27.12.2006)
rejects many of City of Yarra arguments but 'reluctantly rejects' application.
VCAT noted no on-site parking required.

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04.05.04 PREVIOUS PLANNING APPLICATION + PERMIT : 04

2007 - 2008

Four Level Office Building, Caretakers Residence + Roof Terrace

2007 Planning application submitted to City Of Yarra : 01.10.2007

2008 Planning Permit: PL03/1019 Issued : 30.09.2008

Four level office building and roof terrace excluding Caretaker's Residence

Setback to North Elevation and introduction of lightweight balconies and screens defers to single fixed opaque glazed opening to adjoining property (removed in subsequent planning application for that property)
Rear courtyard and side setbacks introduced.

Building proposes limited material use : Insulated pre-cast concrete panelling
+ floating bamboo flooring system
Sliding KDHW glazed frames + High performance E glazing
Sliding KDHW slatted privacy > acoustic > thermal screens
Galvanised steel staircases, decking and balustrading

After detailed documentation and contractor costing, construction costs prohibitive and acceptable project unfeasible.
Construction costs for commercial and residential construction at this scale are comparable.
However, sale prices for commercial space are 50-60% sale prices for residential space of comparable areas.
If residential component allowed, project becomes viable, as would other potential developments of smaller sites in the precinct.

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04.05.05 PREVIOUS PLANNING APPLICATION + PERMIT : 05

2016 - 2018

Nine level mixed-use building comprising café/gallery, soho offices, and caretaker's residence and roof terrace.

Application refused by City of Yarra.

Refusal upheld by VCAT – 29.05.2018
VCAT Order incorrectly notes dates of applicant submission
VCAT Order incorrectly notes zoning as COMMERCIAL 1 ZONE.

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05 THE PROPOSAL

05.01 THE APPLICATION – DRAWING DOCUMENTATION

27 RUSSELL STREET ABBOTSFORD

DATE	DRAWING NO:	DRAWING TITLE:	
12.03.2020	00.00	CONTENTS	
12.03.2020	01.00	DATA - AREA ANALYSIS	
12.03.2020	02.00	URBAN CONTEXT	
12.03.2020	03.00	EXISTING CONDITIONS	
12.03.2020	04.00	LEVEL – B.01	
12.03.2020	05.00	LEVEL L.01	ENTRY – OFFICE I CAFÉ – RETAIL
12.03.2020	06.00	LEVEL 02 I 03	OFFICES
12.03.2020	07.00	LEVEL 04.01	OFFICES
12.03.2020	08.00	LEVEL 04.02	OFFICES – UPPER
12.03.2020	09.00	ROOF	
12.03.2020	10.00	SECTIONS A:A + B:B	
12.03.2020	11.00	ELEVATIONS : EAST I NORTH	
12.03.2020	12.00	ELEVATIONS : WEST I SOUTH	
12.03.2020	13.00	SECTION : SITE CONTEXT	
	M.01	TRAFFIC MOBILITY STUDY	
		SHADOW DIAGRAMS 01.02 + 02.02	

05.02 DRAWINGS

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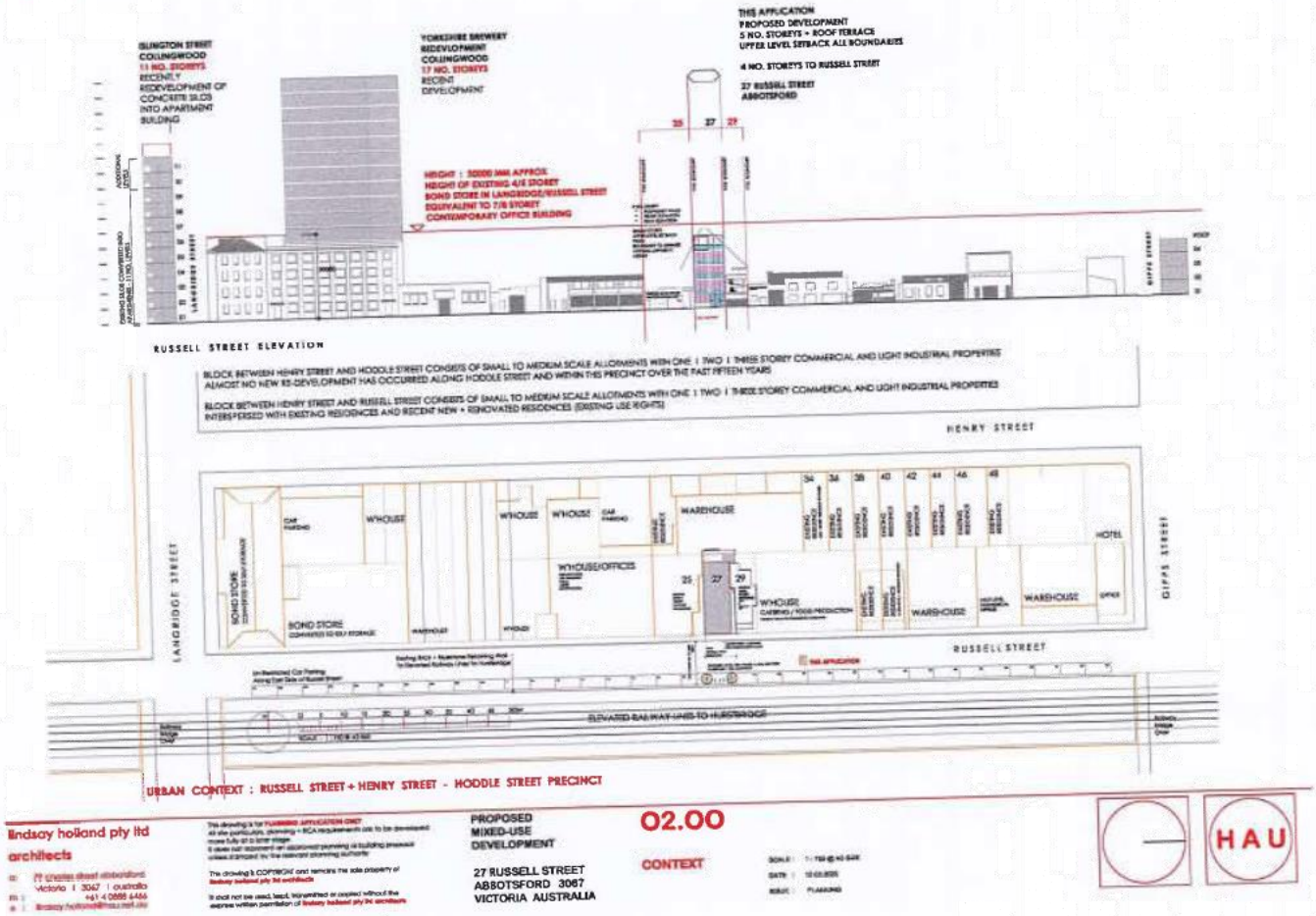

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PROPOSED
MIXED-USE
DEVELOPMENT

27 RUSSELL STREET
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VICTORIA AUSTRALIA

02.00

CONTEXT

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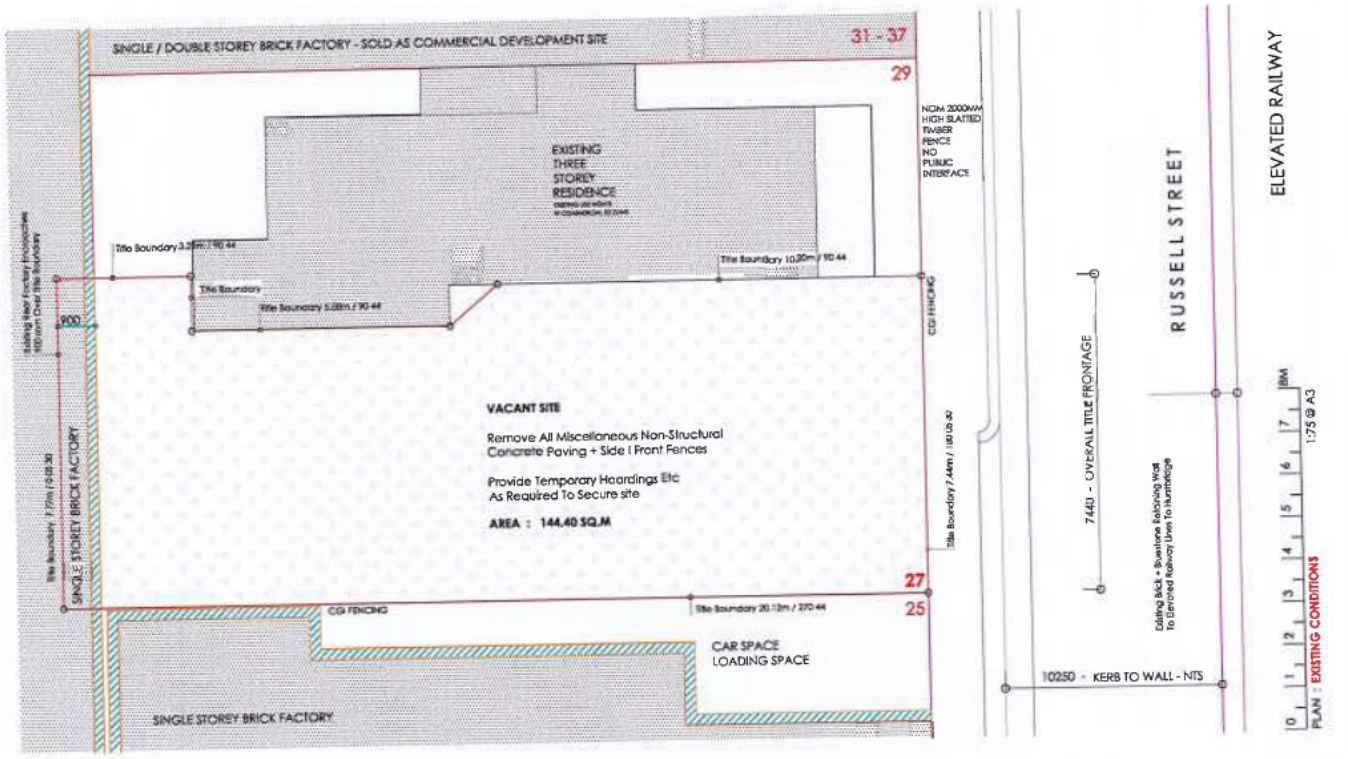

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PROPOSED MIXED-USE DEVELOPMENT
27 RUSSELL STREET
ABBOTSFORD 3067
VICTORIA AUSTRALIA

03.00
EXISTING SITE

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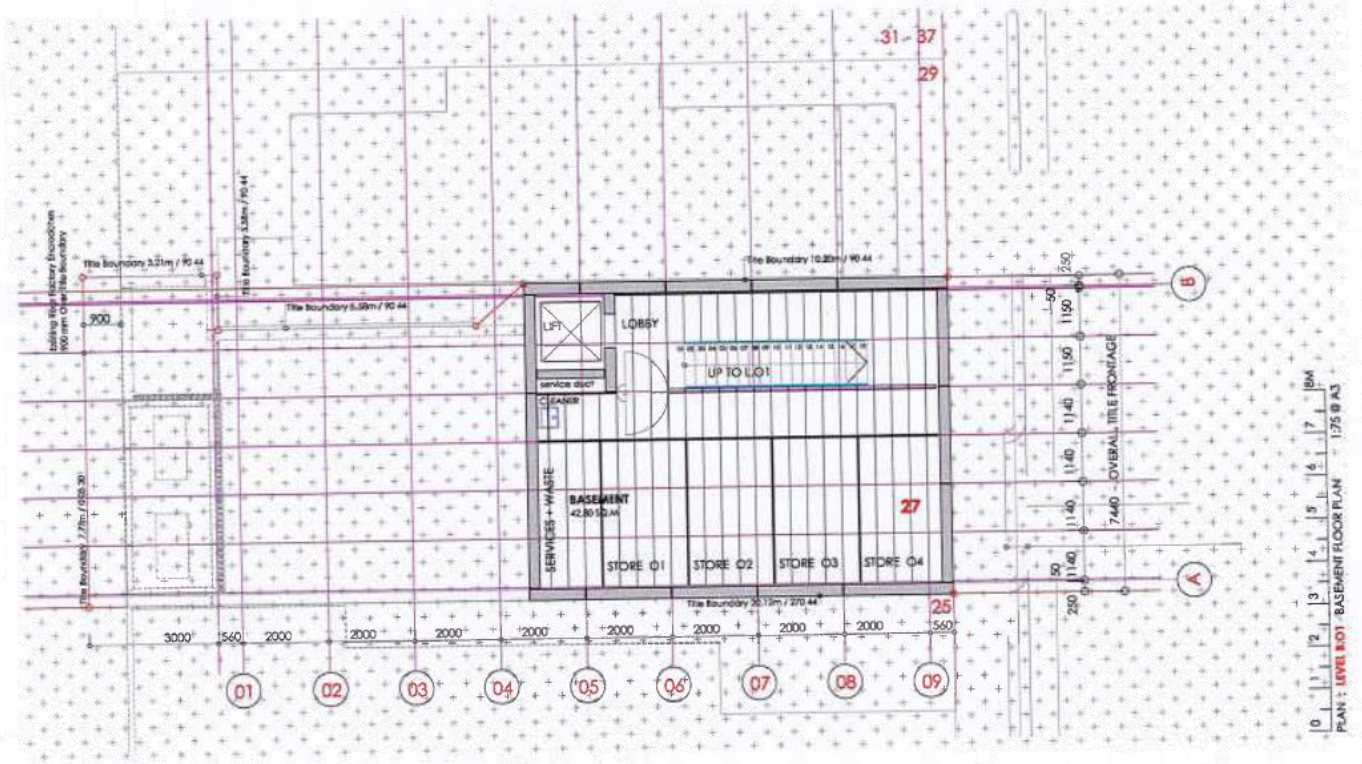

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PROPOSED
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DEVELOPMENT

27 RUSSELL STREET
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04.00

PLAN : B.01

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27 RUSSELL STREET ABBOTSFORD

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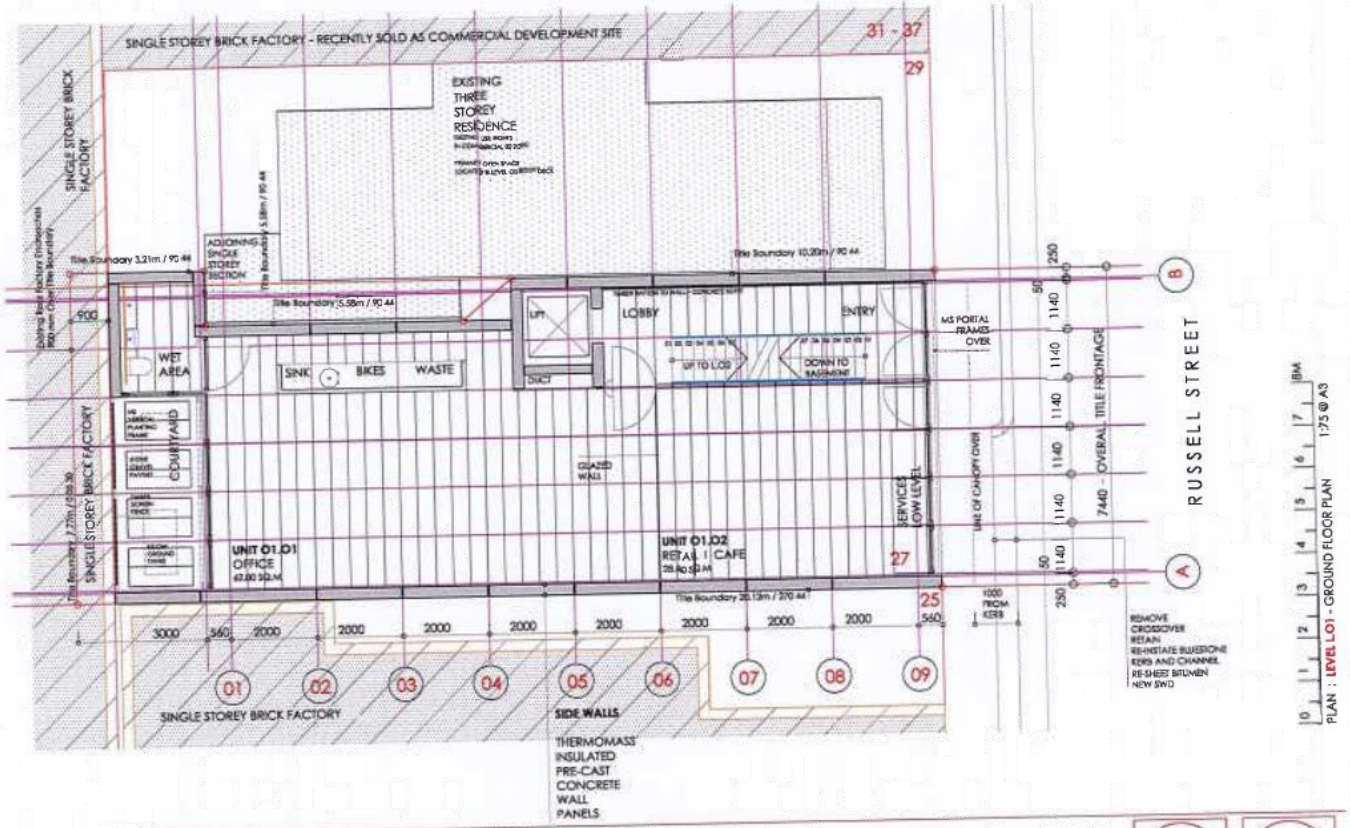

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PROPOSED MIXED-USE DEVELOPMENT

27 RUSSELL STREET
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05.00

PLAN : L . 01

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PROPOSED DEVELOPMENT @ 27 RUSSELL STREET ABBOTSFORD

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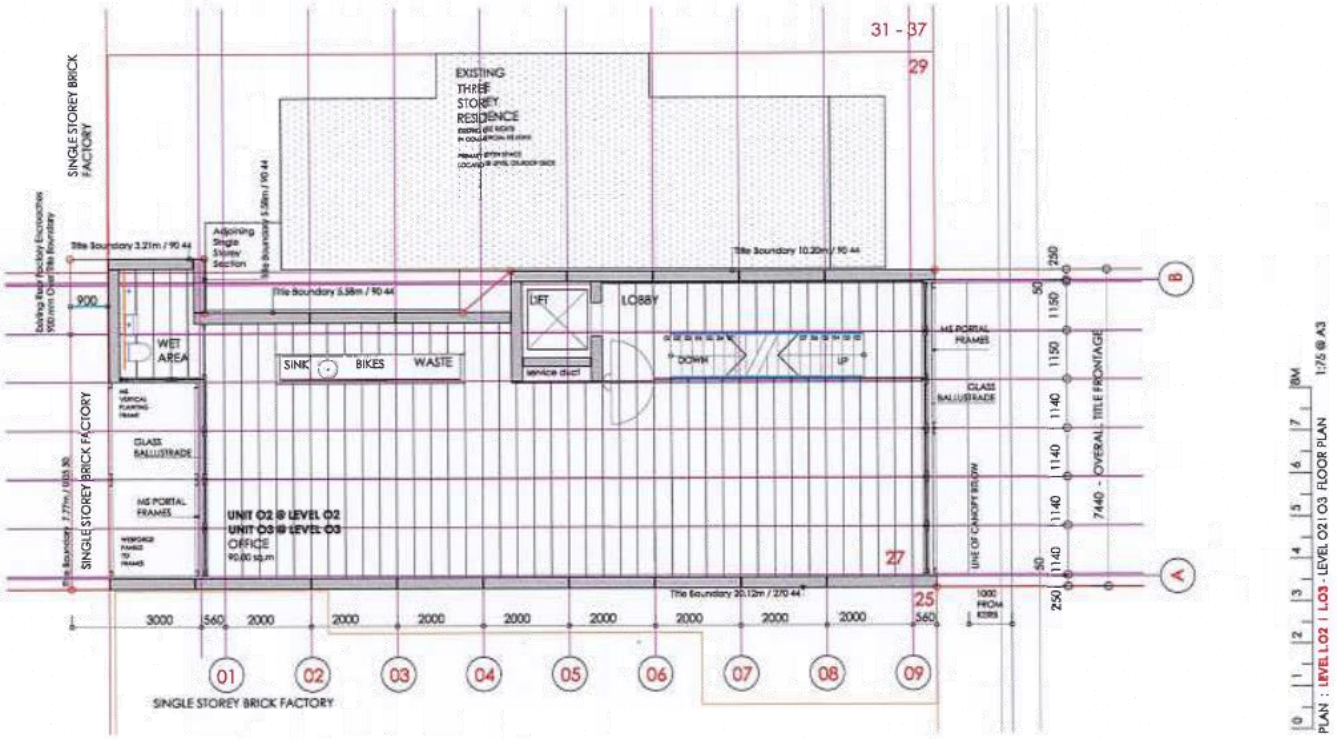

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PROPOSED MIXED-USE DEVELOPMENT

27 RUSSELL STREET ABBOTSFORD 3067 VICTORIA AUSTRALIA

06.00

PLAN : L.02 I L.03

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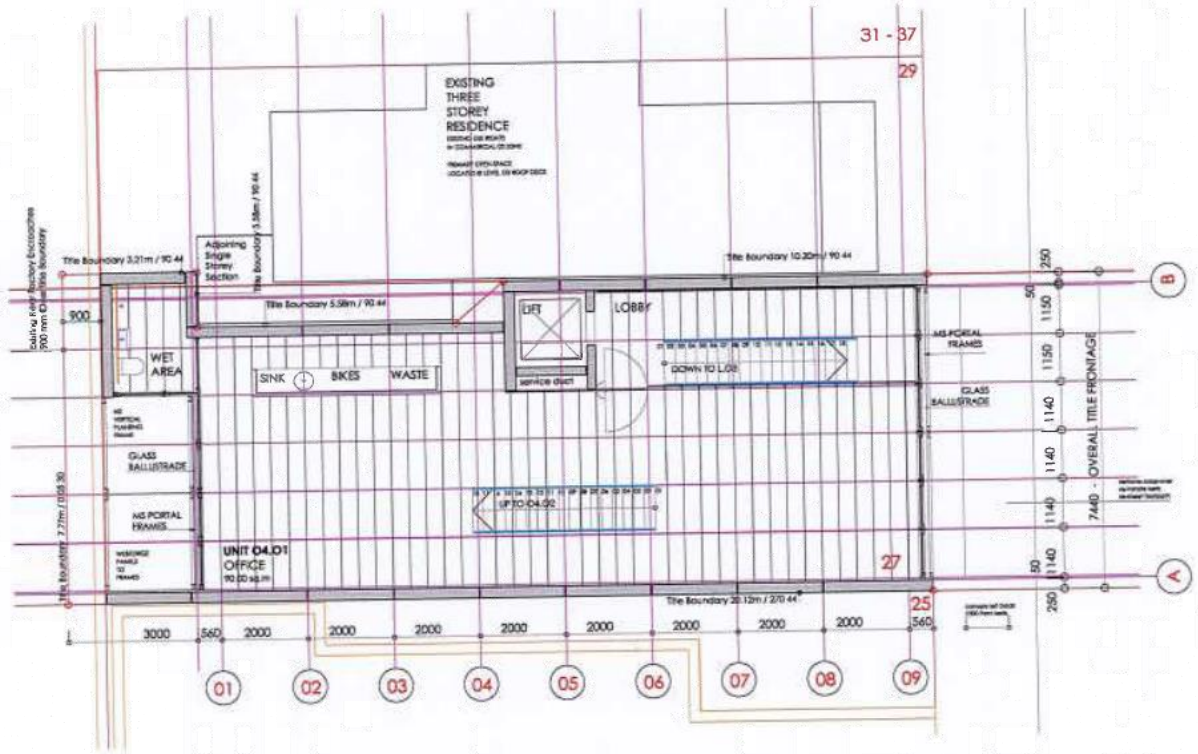

PLAN : LEVEL 04.01 - LEVEL 04.01 FLOOR PLAN 1:75 @ A3

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PROPOSED MIXED-USE DEVELOPMENT

27 RUSSELL STREET
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07.00

PLAN : L.04.01

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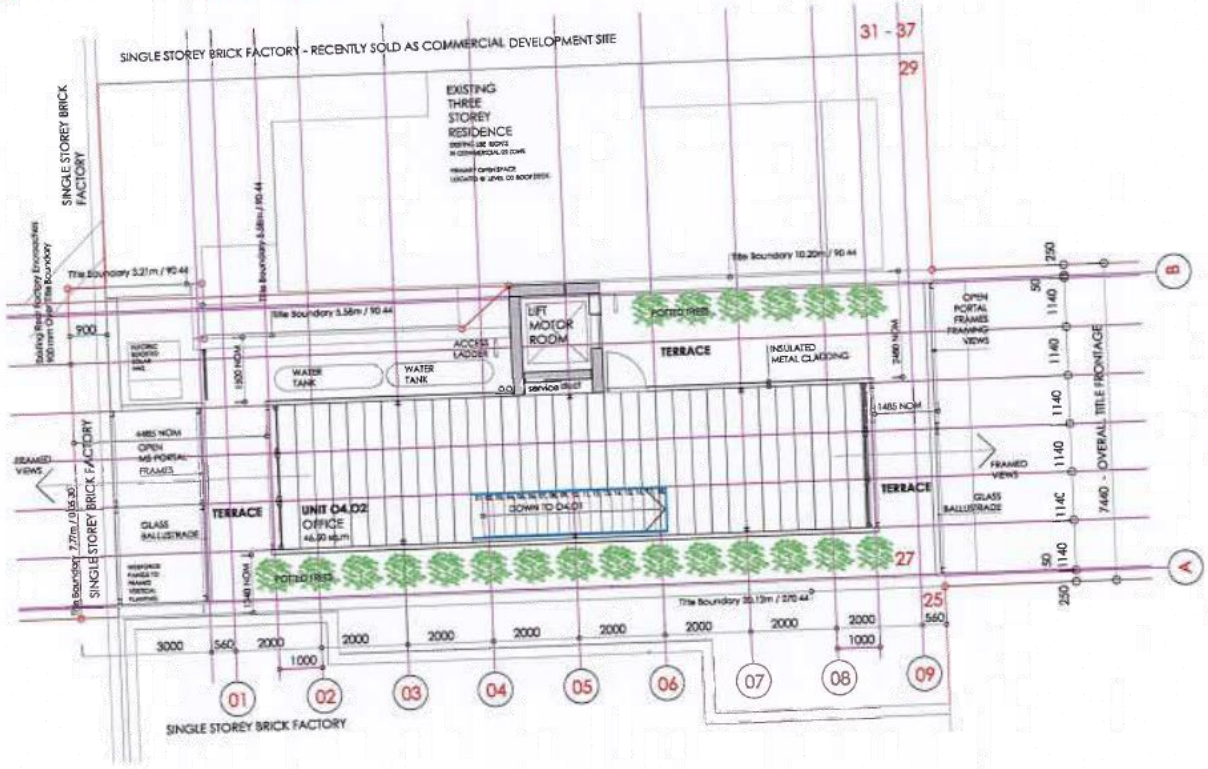
PROPOSED DEVELOPMENT @ 27 RUSSELL STREET ABBOTSFORD



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PROPOSED MIXED-USE DEVELOPMENT
27 RUSSELL STREET
ABBOTSFORD 3067
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08.00
PLAN : L.04.02

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27 RUSSELL STREET ABBOTSFORD

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PROPOSED DEVELOPMENT @ 27 RUSSELL STREET ABBOTSFORD

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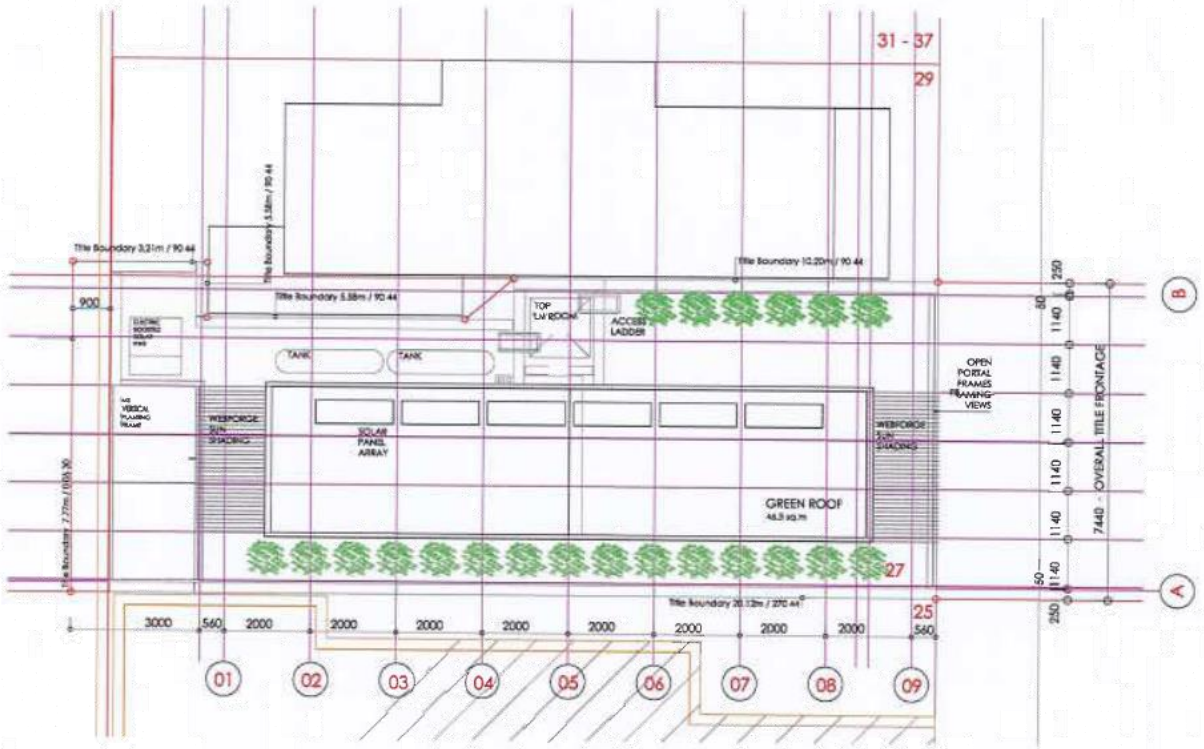

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PROPOSED MIXED-USE DEVELOPMENT

27 RUSSELL STREET
ABBOTSFORD 3067
VICTORIA AUSTRALIA

09.00

PLAN : ROOF

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PROPOSED DEVELOPMENT @ 27 RUSSELL STREET ABBOTSFORD

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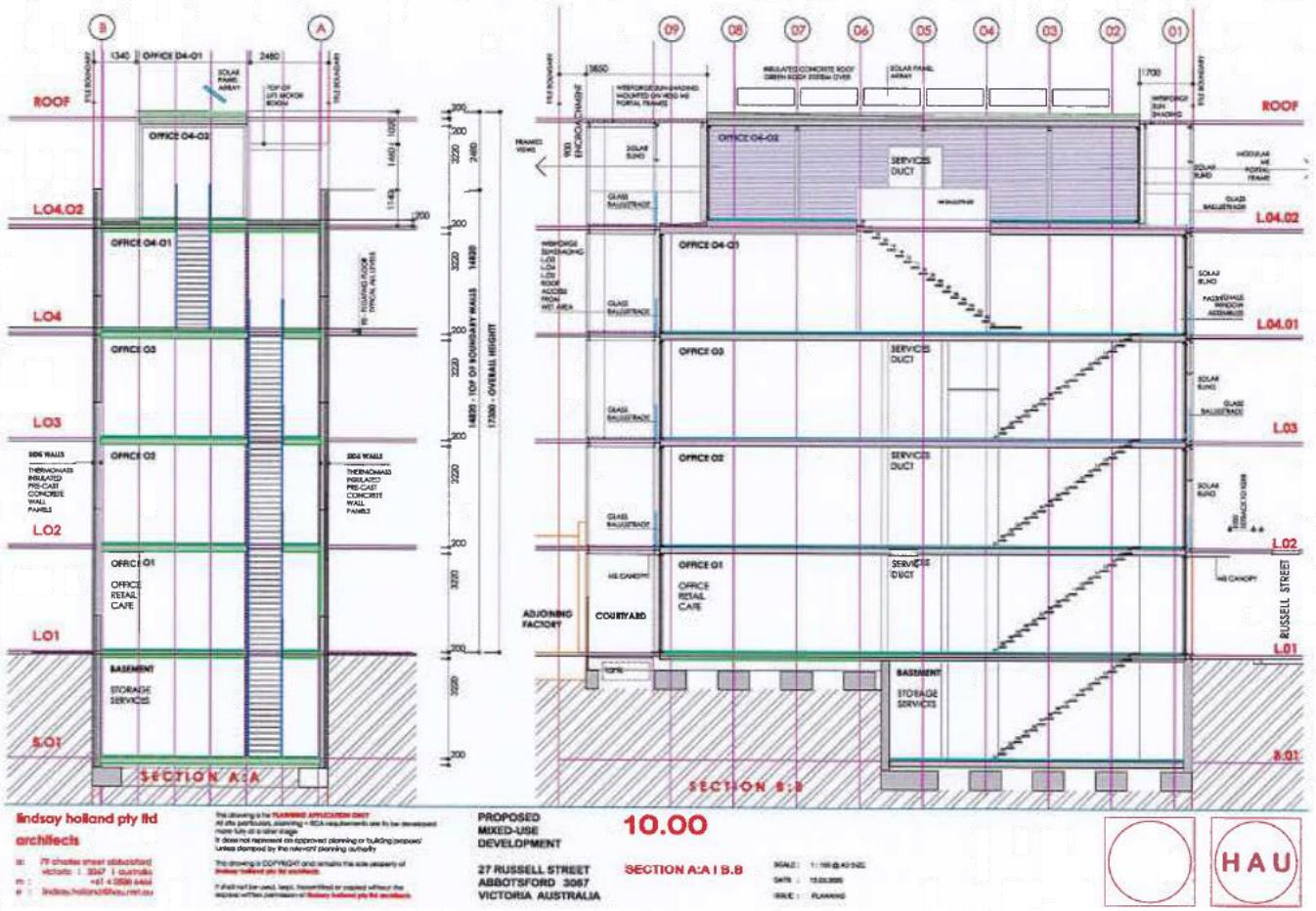

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PROPOSED MIXED-USE DEVELOPMENT
27 RUSSELL STREET
ABBOTSFORD 3067
VICTORIA AUSTRALIA

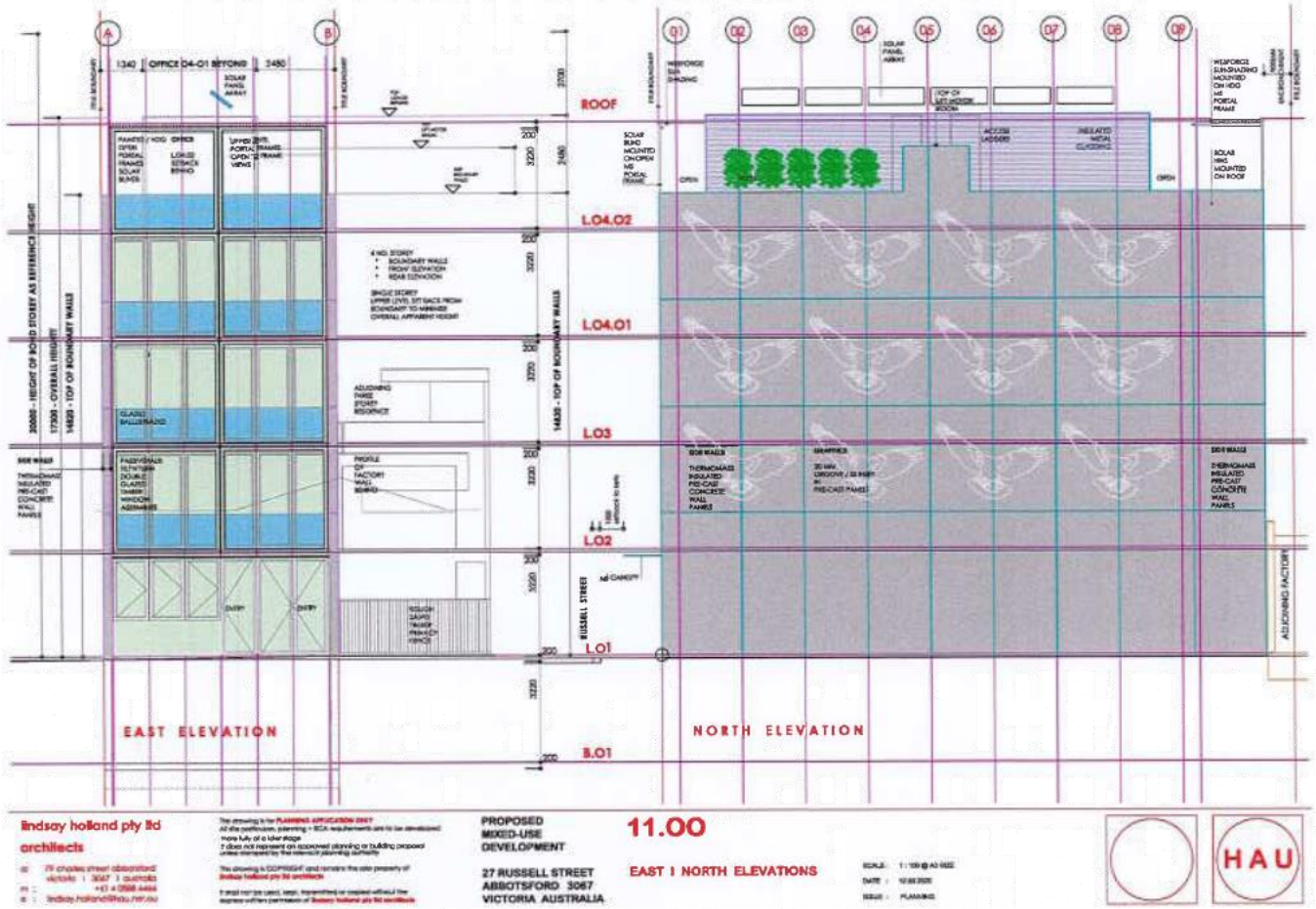
10.00
SECTION A:A I B.B

HAU

Attachment 5 - PLN20/0173 - 27 Russell Street Abbotsford - Advertising S52 - Town Planning Report

PROPOSED DEVELOPMENT @ 27 RUSSELL STREET ABBOTSFORD

ISSUE : 01 12.03.2020



lindsay holland pty ltd
architects

PROPOSED
MIXED-USE
DEVELOPMENT

27 RUSSELL STREET
ABBOTSFORD 3067
VICTORIA AUSTRALIA

11.00

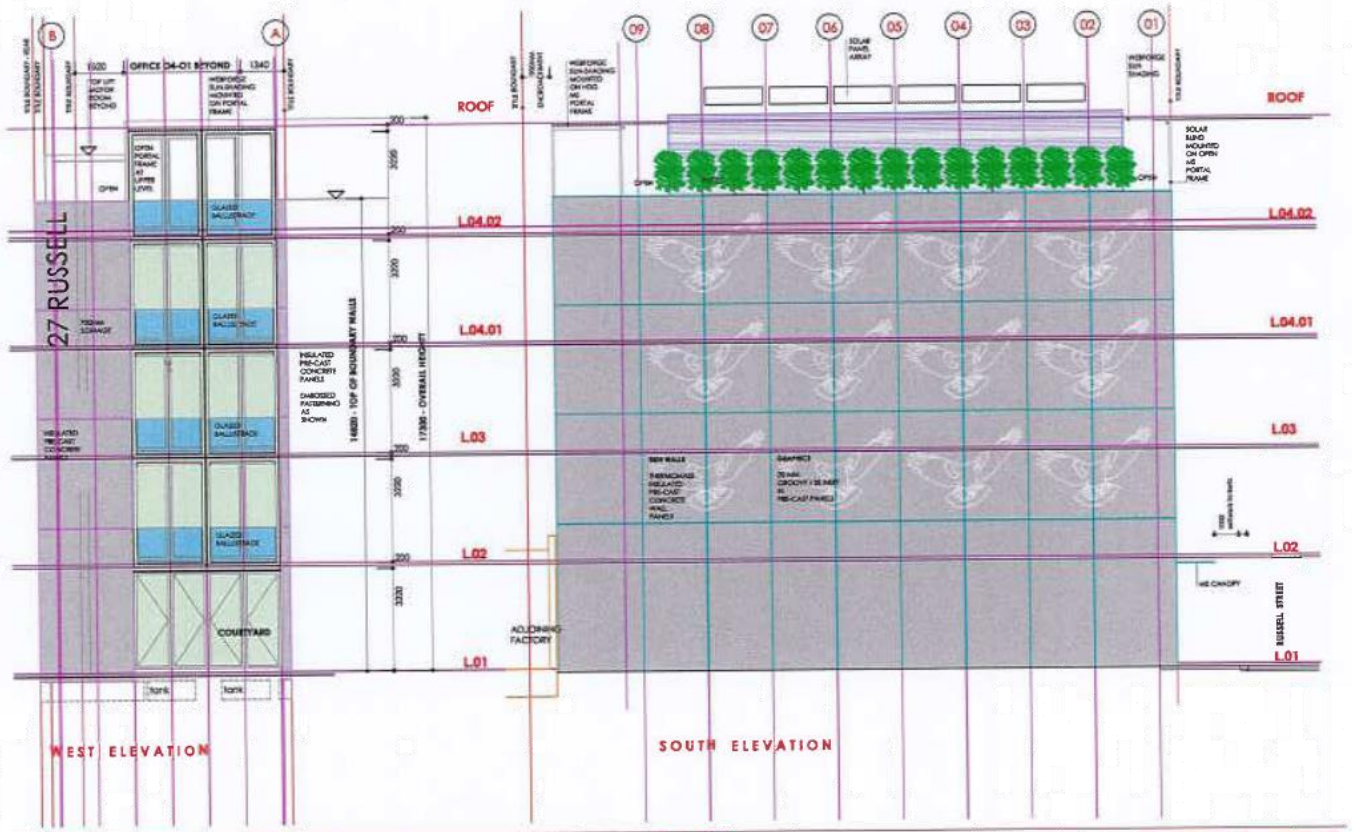
EAST I NORTH ELEVATIONS

HAU

Attachment 5 - PLN20/0173 - 27 Russell Street Abbotsford - Advertising S52 - Town Planning Report

PROPOSED DEVELOPMENT @ 27 RUSSELL STREET ABBOTSFORD

ISSUE : 01 12.03.2020



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architects

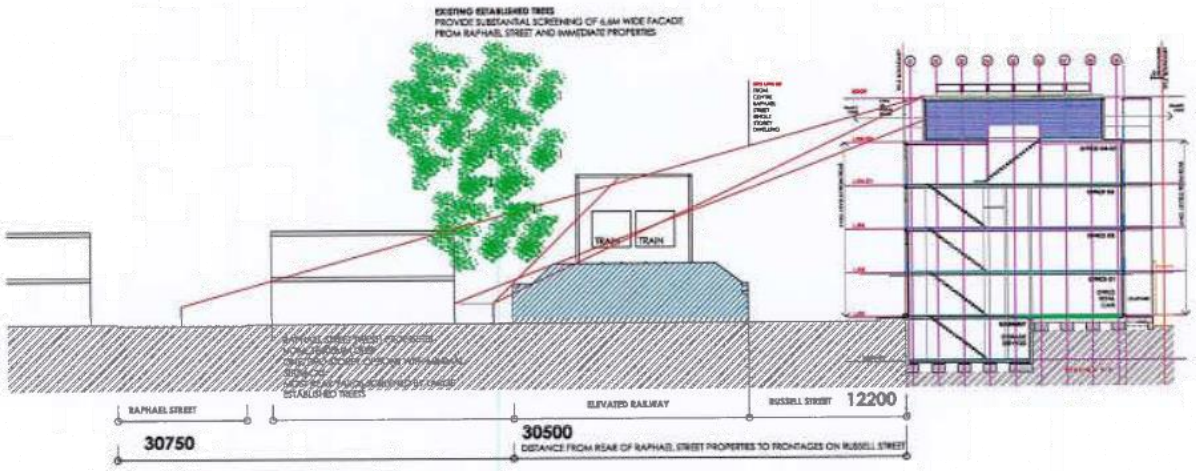
PROPOSED MIXED-USE DEVELOPMENT
27 RUSSELL STREET
ABBOTSFORD 3067
VICTORIA AUSTRALIA

12.00
WEST + SOUTH ELEVATION

HAU

PROPOSED DEVELOPMENT @ 27 RUSSELL STREET ABBOTSFORD

ISSUE : 01 12.03.2020



VIEW ANALYSIS FROM RAPHAEL STREET

lindsay holland pty ltd
architects

PROPOSED
MIXED-USE
DEVELOPMENT

27 RUSSELL STREET
ABBOTSFORD 3067
VICTORIA AUSTRALIA

13.00

CONTEXT SECTION

HAU

05.03 DESIGN INTENTION

05.03.01 MINIMALISM cf COMPLEXITY

The architectural intention is consciously a minimalist / restrained aesthetic consistent with the industrial character of the precinct, rather than a more modulated, excessive sculptural design approach.
The latter is deemed inappropriate on such a small site with an agenda of efficiency and affordability.

05.03.02 INTERNAL PLANNING + MANAGEMENT

The key preferred strategy for the interiors is to offer single occupancies per floor, with the upper two levels offered as a single occupancy.

The planning is developed to offer each occupancy as a as separate title allowing individual ownerships.
The planning scheme does not preclude this arrangement.

Offering the floors as single separate entities will ensure minimal, if any disruption between floors and differing uses.

All units will be offered as separate titles within an overall management entity or body corporate, located within the building, being operational and building services / fabric maintenance – an option attractive to a wide range of potential owners and occupiers

05.03.03 BUILDING MASSING HEIGHT AND FORM

Massing

The building height reflects a mediated relationship between the large Federation era Bond Store – Kennard's – located at the corner of Langridge and Russell Street and the directions offered by Council in our most recent meeting in 2019

Viz Maximised site coverage ie building to boundaries with adequate rear setback from rear title boundary
Four storey heights to frontage, side and rear setbacks
Additional uppermost partial level with setbacks from all of the above alignments

The applicant site, 27 Russell Street, lies outside the Collingwood Town Hall Study Area.
As such it is presumed that the proposed building need not comply with LPPF Clause 22.03-2 "Landmarks + Tall Structures Policy.

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Façade Development

Proposed East + West Elevations

Russell Street: Portal Framed Façade To Left, Exposed/Open Steel Framing To Right

Front (East) and Rear (West) elevations have been developed to reflect the recently completed new commercial building at 47 Russell Street where the adoption of large exposed steel framing reflects the industrial nature of the area.

The existing steel infrastructure of the adjoining elevated railway lines has also been adopted as an informing local character element, the final façade design being attuned to, and reinforcing the local character of this light industrial area.

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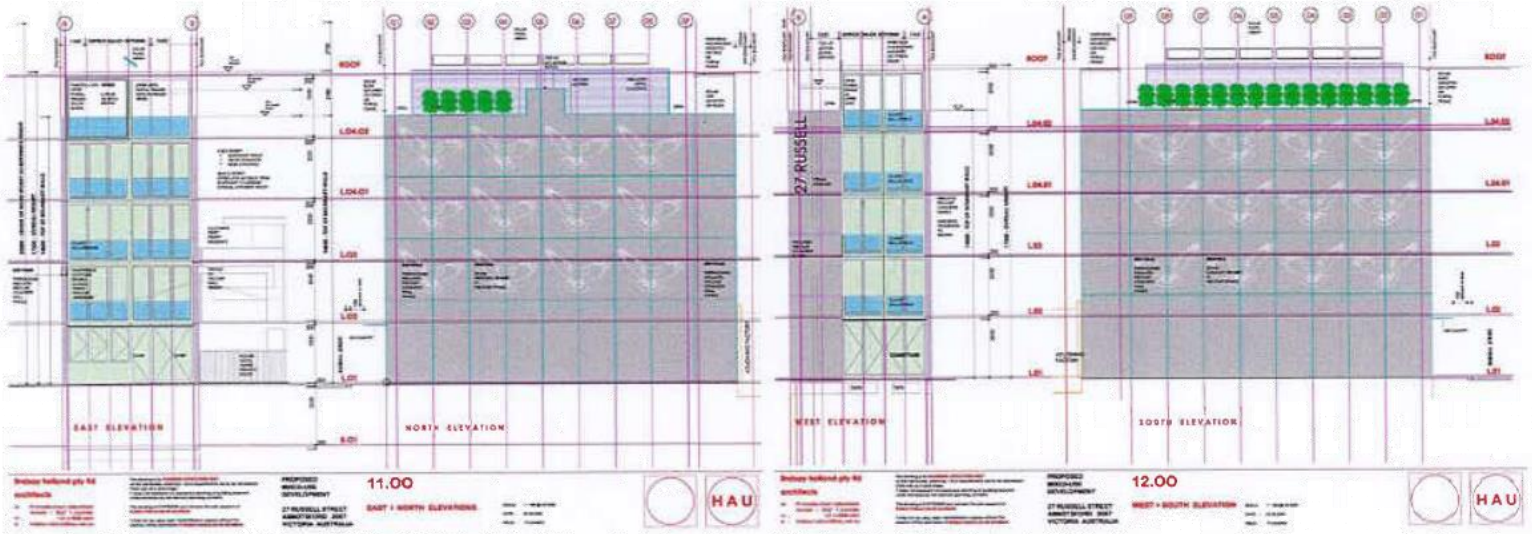
North or South Elevations, as boundary walls have no openings to, acceptable for a building of four levels and minimal length of boundary walls.
North Elevation is broken with the offset created by the rear offset.

To enhance the articulation of the side boundary precast concrete walls, a gridded graphic icon has been introduced to further reduce any sense of visual bulk.
The 'magpie in flight' icon alludes to both local indigenous culture and more recent local traditions.

It is also hoped that the presence of this iconic patternation across these facades will lessen the possibility of illegal and unwanted/unsolicited 'street graphics' prevalent on many buildings in City of Yarra.
The north elevation of the recently completed office building at 47 Russell Street is but one example.
Discussions have commenced with at least one operator offering more 'professional' graphic art services and we are seeking some assurance that our efforts in creating our own discrete 'wall art' will be respected.



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05.03.04 MATERIALITY

Externally :

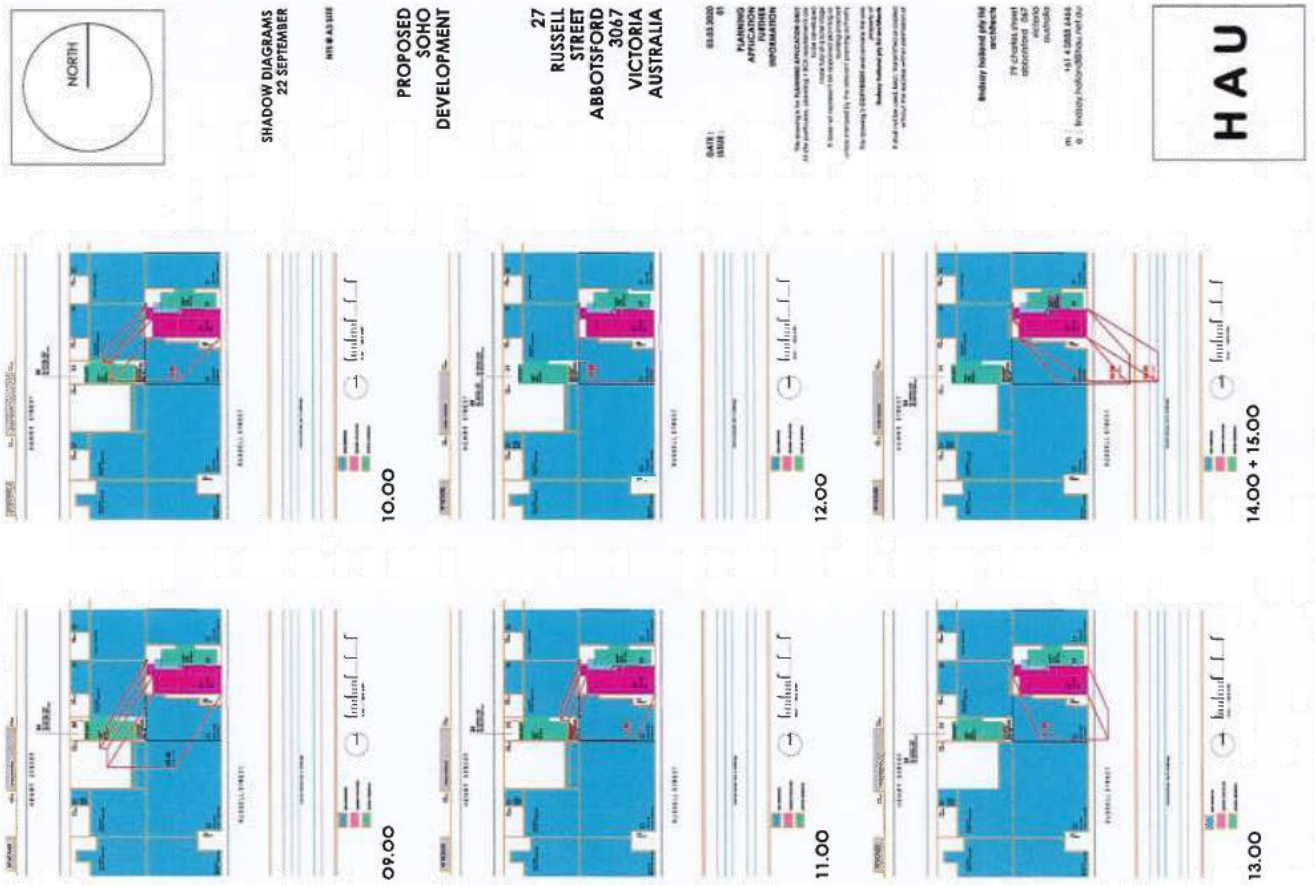
- East (Russell Street) and West (rear) elevations are finely detailed Passivehaus window assemblies framed by a carefully considered and finely detailed steel portal framing and glazed balustrade system
- Retractable solar blinds offer controlled daylight and privacy and solar protection.
- North and South elevations are Thermomass insulated precast concrete panelling, patterned as noted
- All glazing systems will be double glazed
- Webforge screens to rear façade

Internally :

- Walls shall be unpainted sealed concrete or panellised timber panelling
- Insitu concrete ceilings will remain exposed and sealed
- Floors will be floating bamboo or equivalent timber
- Services shall be co-ordinated for distribution through the floating floor void otherwise left exposed

Attachment 5 - PLN20/0173 - 27 Russell Street Abbotsford - Advertising S52 - Town Planning Report

05.04.01 SHADOW DIAGRAMS 01.02

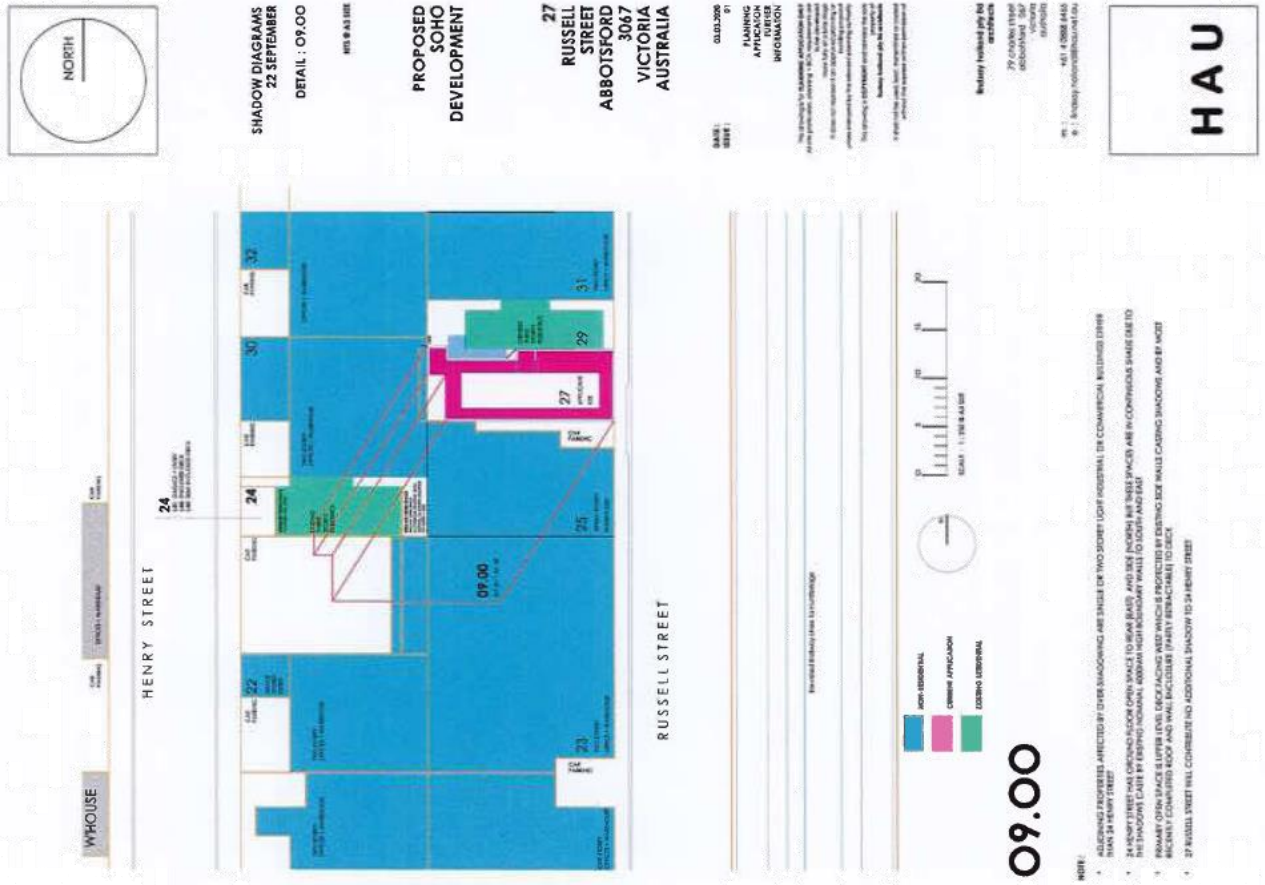


Attachment 5 - PLN20/0173 - 27 Russell Street Abbotsford - Advertising S52 - Town Planning Report

PROPOSED DEVELOPMENT @ 27 RUSSELL STREET ABBOTSFORD

ISSUE : 01 12.03.2020

05.04.02 SHADOW DIAGRAMS 02.02



05.05 ADVERTISING SIGNAGE + PUBLIC GRAPHICS

Corporate or Identity Signage

Signage is to be integrated into the West façade, indicating '27 RUSSELL-

Iconic Signage

The design intention is to also offer an iconic contribution to the public domain through the introduction of multiple abstracted images of a local icon, viz magpie in flight, an icon that transcends time since western occupation back to indigenous inhabitation

This is is best viewed from street level and the regular passing public transport / train patrons on Hurstbridge line.

Café Signage

A modestly sized neon sign is proposed for the ground floor tenancy

05.06 PRECINCT + STRATEGIC BENEFITS

The proposal will make a small but important contribution to employment and affordable work options in the precinct and will become a quality reference project for future projects aimed at enhancing urban renewal in an inner area in close proximity to Melbourne's CBD while promoting a successful public and non-car based transport gateway into City of Yarra.

The proposal is completely consistent with, and supports and reinforces, the aims of City of Yarra's 'YARRA ECONOMIC DEVELOPMENT STRATEGY 2015 – 2020.

The proposal is SMART, VIBRANT and LOCAL, key aspirations of the above study.

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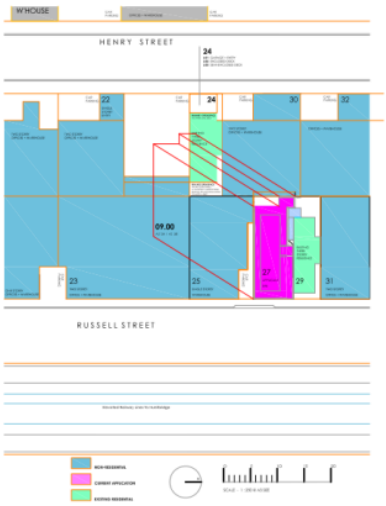
Attachment 6 - PLN20/0173 - 27 Russell Street Abbotsford - Shadow Diagrams



09.00

10.00

11.00

12.00

13.00

14.00 + 15.00

NORTH

SHADOW DIAGRAMS
22 SEPTEMBER

NTS @ A3 SIZE

PROPOSED SOHO DEVELOPMENT

27 RUSSELL STREET ABBOTSFORD 3067 VICTORIA AUSTRALIA

DATE : 03.03.2020
ISSUE : 01

PLANNING APPLICATION FURTHER INFORMATION

This drawing is for **PLANNING APPLICATION ONLY**
All site particulars, planning + BCA requirements are to be developed more fully at a later stage
It does not represent an approved planning or building proposal unless stamped by the relevant planning authority

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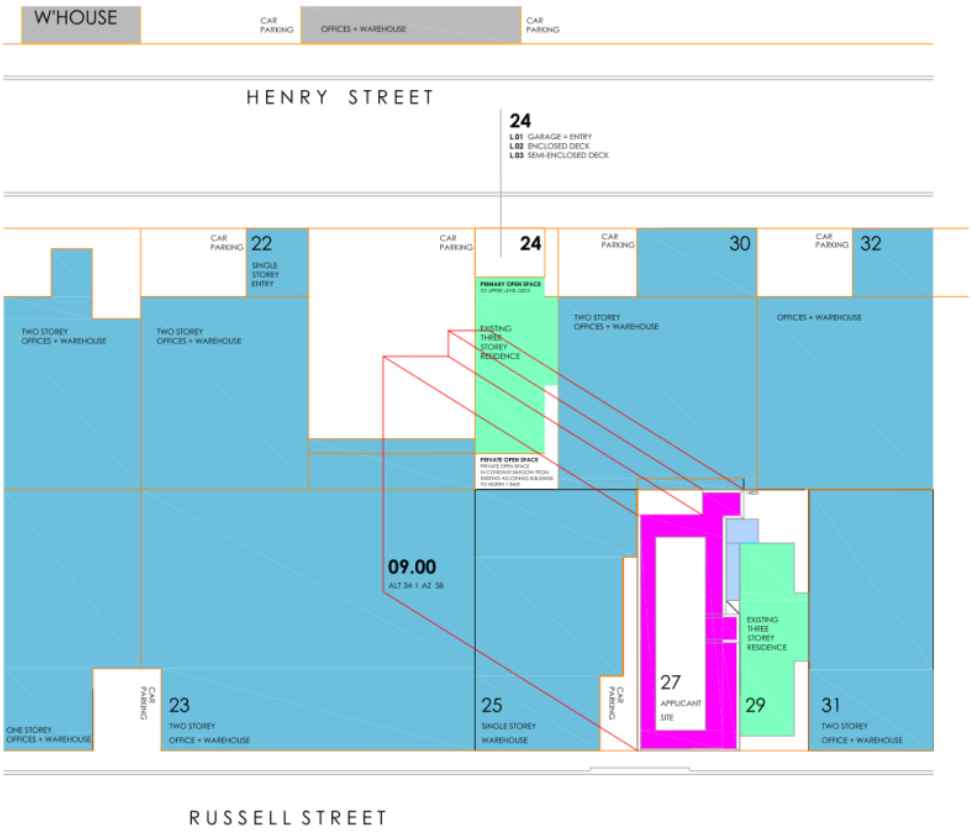
HAU

Attachment 6 - PLN20/0173 - 27 Russell Street Abbotsford - Shadow Diagrams



09.00

NOTE :

- ADJOINING PROPERTIES AFFECTED BY OVER-SHADOWING ARE SINGLE OR TWO STOREY LIGHT INDUSTRIAL OR COMMERCIAL BUILDINGS OTHER THAN 24 HENRY STREET
- 24 HENRY STREET HAS GROUND FLOOR OPEN SPACE TO REAR (EAST) AND SIDE (NORTH) BUT THESE SPACES ARE IN CONTINUOUS SHADE DUE TO THE SHADOWS CASTE BY EXISTING NOMINAL 4000MM HIGH BOUNDARY WALLS TO SOUTH AND EAST
- PRIMARY OPEN SPACE IS UPPER LEVEL DECK FACING WEST WHICH IS PROTECTED BY EXISTING SIDE WALLS CASTING SHADOWS AND BY MOST RECENTLY COMPLETED ROOF AND WALL ENCLOSURE (PARTLY RETRACTABLE) TO DECK
- 27 RUSSELL STREET WILL CONTRIBUTE NO ADDITIONAL SHADOW TO 24 HENRY STREET

NORTH

SHADOW DIAGRAMS
22 SEPTEMBER

DETAIL : 09.00

NTS @ A3 SIZE

PROPOSED SOHO DEVELOPMENT

27 RUSSELL STREET ABBOTSFORD 3067 VICTORIA AUSTRALIA

DATE : 03.03.2020
ISSUE : 01

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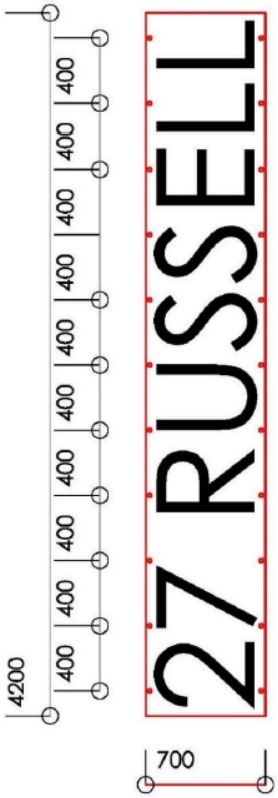
Attachment 7 - PLN20/0173 - 27 Russell Street Abbotsford - Advertising S52 - Signage Details

27 RUSSELL STREET
ABBOTSFORD 3067

PAGE 01:08

SIGNAGE



SIGN DETAILS

6MM MS PLATE
MOUNTED 100MM
OFF WALL
LASER CUT LETTERING
600MM HIGH

TIMED BACKLIGHTING

AREA = 2.95 SQ.M

DETAILS OF SIGNAGE FOR WEST ELEVATION

NOTES

SIGN TERMS
The above sign is in accordance with CLAUSE **73.02**
The sign is classified as BUSINESS IDENTIFICATION SIGN

A sign that provides business identification information about a business or industry on the land where it is displayed.
The information may include the name of the business or the building, the street number of the business premises, the nature of the business, a business logo or other business identification information

MOBILITY
79 Charles Street
Abbotsford
3067
Victoria
Australia

Consultants
In
Human
Movement
For
Carbon
Neutral
Urbanism

E : mobilityconsultants21c@gmail.com
M: +61 4 0888 6466

12/03/2020 MODIFIED RE:ISSUE 9/10/2016

PLANNING APPLICATION
27 RUSSELL STREET ABBOTSFORD 3067 VICTORIA

TRAFFIC + MOBILITY STUDY

We acknowledge our report proposes a variation to the normative assessment of traffic and parking for the subject site and the area.

We submit our position is in accordance with best urban design practice for emergent urban renewal areas both locally and elsewhere, where hybrid or mixed-use occupancies with low car usage predominate.

Our position is based on an assessment of actual traffic and parking and recognises the unique character of the small-scaled urban grain of the area.

In terms of a Traffic Report we note;

7.01 PUBLIC TRANSPORT

a. The site is within 100m of Collingwood Station.

b. The site is within 100m of buses along Hoddle Street to CBD, South to Richmond and suburbs to the north and west to Carlton and to Eastern Freeway giving uninterrupted access to Doncaster and eastern suburbs.

c. The site is within 200m of Victoria Street tram network offering access to CBD and south-west, and to east to Richmond and eastern suburbs beyond.

d. The site is within walking distance of Yarra River and the extensive parklands to the east and urban precincts to Smith Street and Brunswick to the west.

e. CBD is also within walking distance.

In summary, the site and surrounding areas offer access that is regular and easy to access to most of Melbourne.

In short the subject site, and precinct, is perhaps one of the best networked areas in inner Melbourne, offering unprecedented accessibility to a variety of public transport and pedestrian options with easy connectivity to many areas of Melbourne in all directions.

7.02 ROAD NETWORKS

a. The site and precinct is adjacent to Hoddle Street, Melbourne's primary north-south arterial road and is within 1.0 kilometre of Eastern Freeway offering ease of access to both east and west

b. Langridge Street and Gipps Street offer excellent connectivity to east and west areas of inner Melbourne

c. Victoria Parade and Victoria Street to the south offers excellent connectivity to CBD and inner suburbs to the east.

7.03 PUBLIC PARKING + ON-STREET PARKING

On-street and public parking in the area is summarised as follows:

7.03.01 PUBLIC PARKING

This is provided adjacent to, and west of, Collingwood Station, and the under-developed area immediately behind Collingwood Town Hall, Police Station and Elderly Citizen's facility.

The ownership of these sites needs clarification by Council.

These parking areas offer limited 'park and ride' opportunities for outer suburban commuters, an arrangement which does not benefit the immediate precinct or owners of properties in the area.
These parking areas appear also to be used by the staff/occupants of Collingwood Town Hall and visitors.
We request Council verify the above user patterns.

Overall, the public parking areas, by their current usage, offer little or no immediate benefit to the owners and occupiers of adjoining adjacent properties in the area.

7.03.02 ON STREET PARKING

Below is a broad description of parking in the area.

HENRY STREET

Henry Street – East

Henry Street-East is a mix of restricted parking (two hour limit) loading and PERMIT Zones.
Loading areas are provided for the use of the limited number of low-intensity, marginal commercial properties in the street.
PERMIT Zone parking, specifically allocated to the predominance of residential properties, taking advantage of their 'as of right' entitlements in Commercial 02 Zone, are also provided.
Council's decision to establish these PERMIT Zone parking bays reinforces the residential amenity of the area.
There are 8 no. PERMIT zone spaces located outside and immediately corresponding to the eight long-established residential properties in the street.
The only property (No.24) not requiring a PERMIT Zone has an on-site car space, its crossover removing one car space from the street, thus not improving overall parking in the street while at the same time reducing potential street activation.

Henry Street – West

Henry Street-West is predominantly used for access to the rear of properties fronting onto Hoddle Street
Parking availability is limited due to the large number of crossovers, many of which may be over-designed.

GIPPS STREET

To the north side of Gipps Street are six intact late-Victorian residential terraces.
These are included in Commercial 02 Zone, and have never had commercial use, These residences are located immediately adjacent a Commercial 01 Zone.
The row of intact terraces is included in City of Yarra's planning scheme 'Charles Street Precinct Heritage Overlay'.

Gipps Street Intact Terraces

There are 6 no. limited time (2 Hour)/ PERMIT Zone spaces along the north side of Gipps Street, adjacent these residences.
These spaces offer two hour limit parking during the day which convert to PERMIT Zone parking for the residents in the evening.

Again, Council's decision to establish these PERMIT Zone parking bays for the specific use of adjacent residences reinforces the residential amenity of these properties.

RUSSELL STREET

Russell Street – East

Russell Street has unrestricted parking along its eastern side.

<u>Un-Restricted and Inappropriate Use</u>
This area is utilised significantly, and often predominantly, by large commercial/industrial vehicles taking the opportunity to use it as 'free parking'

None of the parking relates to any operation of the commercial or residential activities of the area.

Some vehicles take up as much as four parking bays because of their size/length.

Russell Street Looking South
From Gipps Street

Russell Street Looking North
From Langridge Street

Non-Local use
Unrestricted parking along the east side of Russell Street is being utilised as 'spill-over' space from Collingwood Town Hall staff and occupants.
The unrestricted parking in the street is also being used by non-City of Yarra commuters as a free 'park and ride' opportunity.
There is no evidence that these commuters are City of Yarra based commuters.

Pattern of Use
This scenario has been ongoing for at least 18 years, the time the subject property has been owned by the current owner and applicant.

Summary
There are an estimated 35 no. car spaces available on the east side of Russell Street, of which at least a third to half are utilised by non-local large industrial vehicles unrelated to the area and by non-local parking.

The introduction of some form of restricted parking which limits, if not prohibits, the parking by these excessively large vehicles for unlimited times and non-local commuters, would make available nominally an additional 12-18 no. car spaces for the actual inhabitants of the area.

With the better arrangement of parking spaces, some of these newly available spaces could readily be converted to bicycle parking spaces (10 no. bicycles per bay) and car share facilities, significantly catering for any increased car usage requirements that might eventuate from new developments in the area.

Russell Street – West

Russell Street has a mix of loading bays, limited time bays and PERMIT Zone bays.
The latter are again specifically allocated to the residential properties taking advantage of their 'as of right' entitlements in Commercial 02 Zone.

Again, Council's decision to establish these PERMIT Zone parking bays reinforces the residential amenity of the area.
There are 3 no. such PERMIT bays located outside and immediately corresponding to the 3 no. existing and new residential properties in the street.

7.04 ON-SITE CARPARKING

Because of the relatively small allotment sizes in the area, the provision of on-site car storage spaces in very limited and even problematic.

A broad survey of the area indicates the following on site car space provisions.

Russell Street

Of the 16 no. properties along Russell Street, 5 no. properties provide on-site car spaces totalling 8 no. spaces.
One of these properties provides 6 no. spaces accessed from Henry Street.

Henry Street

Of the 17 no. properties along Russell Street, 5 no. properties provide on-site car spaces totalling 8 no. spaces.
As noted, one of these properties provides 6 no. spaces for a property accessed from Russell Street.

The existing allotment sizes and current built form do not readily allow expansion of the number of on-site spaces.
In any future redevelopment, perhaps only 6 no. sites are capable of absorbing a small number of additional basement car spaces, but in each instance with a corresponding loss of street parking with the introduction of entry and exit cross-overs, such that the net-gain will be minimal.

More detailed and accurate assessment does not lie in the scope of this response.

7.05 SUMMARY

a. There is ample opportunity to manage on-street parking for the benefit of future developments without the necessity of large increases in on-site car spaces.

b. Contemporary car usage guidelines should not be a strict determinant of the scale of development especially with the availability of public transport, and increased bicycle usage and car share operations.

c. The existing allotment sizes do not allow for on-site car storage without the loss of on-street spaces through the creation of space absorbing crossovers and the loss of street activation.

d. The latter issue has been addressed several times at VCAT, wherein the unanimous opinion is on-site car storage is not suitable or appropriate to the area's future.

e. The development of non-private/public sites should be initiated to comply with PLAN Melbourne's stated initiatives for such sites.

7.06 OUTLINE SUMMARY OF AVAILABLE ON-STREET PARKING

Street	Parking Availability	Permit Zone	Comment
Henry Street West	Mixed Extensive Cross-overs	None	
Henry Street East	Mixed	Yes – **8 no.**	Available For Residences
Gipps Street North	Mixed	Yes – **6 no**	Available. For Residences
Russell Street East	Unlimited	None	Use By Non-Local LargeVehicles
Russell Street West	Mixed	Yes – **3 no.**	Available For Residences

END

Henry Street-West is predominantly used for access to the rear of properties fronting onto Hoddle Street
Parking availability is limited due to the large number of crossovers, many of which may be over-designed.

GIPPS STREET

To the north side of Gipps Street are six intact late-Victorian residential terraces.
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The row of intact terraces is included in City of Yarra's planning scheme 'Charles Street Precinct Heritage Overlay'.

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There are 6 no. limited time (2 Hour)/ PERMIT Zone spaces along the north side of Gipps Street, adjacent these residences.
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Again, Council's decision to establish these PERMIT Zone parking bays for the specific use of adjacent residences reinforces the residential amenity of these properties.

RUSSELL STREET

Russell Street – East

Russell Street has unrestricted parking along its eastern side.

Un-Restricted and Inappropriate Use
This area is utilised significantly, and often predominantly, by large commercial/industrial vehicles taking the opportunity to use it as 'free parking'

None of the parking relates to any operation of the commercial or residential activities of the area.

Some vehicles take up as much as four parking bays because of their size/length.

Russell Street Looking South From Gipps Street

Russell Street Looking North From Langridge Street

Non-Local use
Unrestricted parking along the east side of Russell Street is being utilised as 'spill-over' space from Collingwood Town Hall staff and occupants.
The unrestricted parking in the street is also being used by non-City of Yarra commuters as a free 'park and ride' opportunity.
There is no evidence that these commuters are City of Yarra based commuters.

Pattern of Use
This scenario has been ongoing for at least 18 years, the time the subject property has been owned by the current owner and applicant.

Summary
There are an estimated 35 no. car spaces available on the east side of Russell Street, of which at least a third to half are utilised by non-local large industrial vehicles unrelated to the area and by non-local parking.

The introduction of some form of restricted parking which limits, if not prohibits, the parking by these excessively large vehicles for unlimited times and non-local commuters, would make available nominally an additional 12-18 no. car spaces for the actual inhabitants of the area.

With the better arrangement of parking spaces, some of these newly available spaces could readily be converted to bicycle parking spaces (10 no. bicycles per bay) and car share facilities, significantly catering for any increased car usage requirements that might eventuate from new developments in the area.

Russell Street - West

Russell Street has a mix of loading bays, limited time bays and PERMIT Zone bays.
The latter are again specifically allocated to the residential properties taking advantage of their 'as of right' entitlements in Commercial 02 Zone.

Again, Council's decision to establish these PERMIT Zone parking bays reinforces the residential amenity of the area.
There are 3 no. such PERMIT bays located outside and immediately corresponding to the 3 no. existing and new residential properties in the street.

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In any future redevelopment, perhaps only 6 no. sites are capable of absorbing a small number of additional basement car spaces, but in each instance with a corresponding loss of street parking with the introduction of entry and exit cross-overs, such that the net-gain will be minimal.

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d. The latter issue has been addressed several times at VCAT, wherein the unanimous opinion is on-site car storage is not suitable or appropriate to the area's future.

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Street	Parking Availability	Permit Zone	Comment
Henry Street West	Mixed Extensive Cross-overs	None	
Henry Street East	Mixed	Yes – **8 no.**	Available For Residences
Gipps Street North	Mixed	Yes – **6 no**	Available. For Residences
Russell Street East	Unlimited	None	Use By Non-Local LargeVehicles
Russell Street West	Mixed	Yes – **3 no.**	Available For Residences

END

Attachment 9 - PLN20/0173 - 27 Russell Street Abbotsford - Advertising S52 - Sustainable Management Plan

SUSTAINABILITY MANAGEMENT PLAN (SMP)

NEW DEVELOPMENT
27 RUSSELL STREET ABBOTSFORD 3067 VICTORIA AUSTRALIA

CITY OF YARRA PLANNING APPLICATION PLN20 / 0173

MAY 14 2020

LINDSAY HOLLAND PTY LTD ARCHITECTS
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1. INDOOR ENVIRONMENT QUALITY (IEQ)

OBJECTIVES

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

ISSUES	DESIGN RESPONSES
Natural Ventilation and Night Purging	As denoted on the drawings there are good opportunities for natural light + ventilation to all areas through operable windows to the full height glazing at east and west elevations Fully operable windows will allow cross ventilation from east to west through the whole of each unsub-divided or partitioned single whole of floor occupancy Operable windows will allow night purging throughout all levels. Operational functionality will comply with NCC requirements
Daylight	Full height glazing to east and west elevations allow good natural light to whole floor of each occupancy. Basement is artificially lit and ventilated as it is not a continuously occupied area.
External Views	Excellent views are offered from every level. East Views : To eastern suburbs and Dandenong Ranges beyond West Views : To inner northern suburbs and CBD beyond
Hazardous Materials And VOC	Minimal internal applied surface finishes are proposed Commitment to specification of all interior paints, sealants as a low VOC type (To meet Green Star IEQ-11) Formaldehyde in wood products will be minimal (As per IEQ-11)
Thermal Comfort	Good thermal comfort is determined through a combination of good access to ventilation, balanced active and passive heat gains and high levels of insulation in external Thermomass concrete wall panelling to north and south boundary walls and multi-layer window assemblies to east and west fully glazed facades. External sunshading mitigates heat gain/loss to east and west elevations. The application proposes as a minimum: 4.5 NABERS Energy Base Building Good access to natural ventilation Well balanced active and passive heat gains
Other	CO sensors to control basement ventilation

References

SDAPP Fact Sheet : 1. Indoor Environment Quality
Good Environment Choice Australia Standards www.geca.org.au
Australian Green Procurement www.greenprocurement.org

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2. ENERGY EFFICIENCY

OBJECTIVES

- To ensure the efficient use of energy
- To reduce total operating greenhouse emissions
- To reduce energy peak demand
- To minimise associated energy costs

ISSUES	DESIGN RESPONSES
Building Overview	Whole floors are offered as single occupancy/titles with full height operable glazed window systems to east and west elevations ensuring more than adequate natural daylight and optimal natural ventilation These east and west elevations are fully screened with purpose designed sunshading to control solar heat gain and to offer some level of acoustic attenuation. Sunshading devices also act as privacy screening to adjoining properties to east and west. The whole building fabric is optimised to achieve high levels of thermal insulation by the adoption of: a. Insulated pre-cast concrete to N and S walls (Thermomass) b. Multi-layer thermally designed glazing throughout, with integrated thermal breaks and well-sealed detailing c. Achievable Passive Haus principles, including heat exchange systems, will be adopted throughout where possible. d. In-floor heating may be offered, unwarranted energy depleting air conditioning will not be incorporated. e. Sunshading screens to whole of east and west elevations offer controlled direct sunlight and enhanced natural light and ventilation, and privacy to each floor.
BCA Energy Efficiency Requirements Exceeded	The application aims to exceed minimum BCA/NCC energy efficiency standards (Section J) through measures including: Good Solar Passive Design Insulation at least to minimum BCA/NCC standards Double glazing low-e window assemblies Metal screens to east and west elevations The application proposes <u>as a minimum</u>: Minimum 4.5 NABERS Energy Base Building Equivalent 3 credits of Green Star ENE-1 Equivalent 1 credit of Green Star ENE-2 Equivalent 1 or 2 credits of Green Star ENE-3 Equivalent 1 credit of Green Star ENE-4
Hot Water System	Electric-boosted Solar HWS system to be installed Looped HW systems to each level to minimise heat loss and to improve response times.
Peak Energy Demand	East / west orientation of narrow site requires east and west glazed elevations.

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	To mitigate heat loss and heat gain all glazing is to be a minimum low-e double glazing with integrated thermal break and sealed framing Heavily tinted glazing will **not** be utilised. All glazing is screened by purpose-designed external metal panel systems (using appropriate software) to create effective shading to restrict summer heat loads and allow solar access in winter months.
Efficient HVAC Systems	Energy efficient VRV or HVAC systems may be implemented as and where required. Economy cycle and operable windows/louvres installed for use when external conditions are favourable. Preference is for minimal systems to ensure energy usage is minimal – low energy utilisation is a key design driver.
Efficient Lighting	Energy efficient lighting throughout the building will be installed, including daylight and occupancy sensors
Electricity Generation	Solar photovoltaic array will be installed on rooftop to provide some of the electrical needs of the building. Final scope and usage to be determined
Internet +Wi-Fi	Each occupancy will be provided with 'state of the art' IT / data infrastructure

References

SDAPP Fact Sheet:	*2. Energy Efficiency*
Building Code of Australia	*www.abcb.gov.au*
Window Efficiency Performance Standards (WERS)	*www.wers.net*
Minimum Energy Performance Standards (MEPS)	*www.energyrating.gov.au*
Energy Efficiency	*www.resourcesmart.vic.gov.au*

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3. WATER EFFICIENCY

OBJECTIVES

- To ensure the efficient use of water
- To reduce total operating potable water use
- To encourage the collection and re-use of rainwater and stormwater
- To encourage appropriate use of alternative water sources (eg grey water)
- To minimise associated water costs

ISSUES	DESIGN RESPONSES
Building Overview	Hydraulic systems within building are minimal. Ground level and upper levels comprise simple change room/bathroom and kitchenette layouts. Cleaner store facilities offered to each occupancy to maintain high levels of independent hygeine ie a clear design intent is straightforward vertical stacking Small allotment size and consequent building footprint limits the extent of rainfall capture so opportunities for water harvesting are limited. What water that is collectable will be collected for re-use. General usage will be maximised but more elaborate use ie servicing minimal numbers of WC's may not be economically feasible or technically justifiable eg re-use of water offset against equipment and energy costs to pump water vertically.
Minimising Amenity Water Demand	WELS Star rated fittings will be specified as equivalent to: Showerheads 3 Star <9 litre / min Toilets 5 Star Taps 5 Star All plumbing will feature low-volume efficient fittings.
Water For Toilet Flushing	Refer Above Subject to future technical study 'cost/benefit' analysis.
Water Metering	All levels will be metered individually, including separate metering of communal usage.
Landscape Irrigation	Harvested water will be utilised for irrigation of • rear courtyard and vertical gardening • rooftop communal garden where rainwater collected at rooftop level from upper levels

References

SDAPP Fact Sheet: *3. Water Efficiency*
Water Efficient Labelling System (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*

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4. STORMWATER EFFICIENCY

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	DESIGN RESPONSES
Building Overview	Given the limited size of the site, stormwater collection and storage is limited. ▪ Rooftop collection will be directed to ground level storage tanks. ▪ Upper roof level collection will be retained at roof level for rooftop communal garden use and cleaning. ▪ Minor collection from rear courtyard will be diverted to street channels The area is too small for meaningful collection
STORM Rating	See Melbourne Water STORM Rating Report, dated 11.04.2020 **STORM RATING : 147.0%**
Discharge To Sewer	New connection to existing sewer required
Stormwater Diversion	Refer above
Stormwater Detention	Refer above
Stormwater Treatment	None

References

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 www.epa.vic.gov.au
Water Services Association of Australia www.wsaa.asn.au
Sustainable Landscaping www.ourwater.vic.gov.au

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5. BUILDING MATERIALS

OBJECTIVES

- To minimise the environmental impact of materials used by encouraging the use of materials with a favourable life-cycle assessment.

ISSUES	DESIGN RESPONSES
Building Overview	Where possible all materials are selected for low-embodied energy, repair ability, renewability and re-cyclability. Where possible all products/materials will be Australian-made
Re-Use of Recycled Materials	Re-cycled concrete mixes (nominal 30%) subject to technical and structural compliance

Embodied Energy of Concrete And Steel	Only products/materials requiring basic energy in formation and fabrication are selected.
	Limited use of 'high-end' products and materials with high embodied energy selected.
	• In-situ concrete retaining walls, floor and column framing
	• Thermomass insulated pre-cast concrete panelling
	• Minimal steelwork to rooftop framing and screen supports
	• Minimal high-build paint systems to all steelwork
	• All materials/products:
	  • pre-fabricated for ease of assembly/disassembly/re-cycling
	  • off-site and locally to reduce 'building miles'

Sustainable Timber	All timber will be certified sustainable timber from credible source. FSC or equal approved • Each Level : Raised floating insulated/isolated bamboo flooring • Each Level : FSC or equal approved timber wall panels + joinery • Lobbies : FSC or equal approved timber wall panels + joinery • All joinery designed for disassembly The design intent is for a minimal or minimalist fitout, possibly customised to each occupant's individual brief
Applied Finishes	Applied finishes will be minimal, organic where possible. Products used in manufactured state with repairable surfaces • Sealed Thermomass insulated pre-cast concrete panelling Sealed pre-cast concrete internal walls / insitu concrete ceilings • HDG external steelwork, high-build paint systems eg Ferrador • Zinc-plated perforated screens, natural finish • Multi-layer glazing systems – timber/aluminium frames • Cut stone tiling to lobbies and wet areas • Raised tiling to communal rooftop decking • Limited use of plasterboard, minimal wet trades.

References

SDAPP Fact Sheet:	*5. Building Materials*
Forest Stewardship Council Certification Scheme	*www.fsc.org*
Australian Green Procurement	*www.greenprocurement.org*

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6. TRANSPORT

OBJECTIVES

- To minimise car dependency – create a near car-free environment.
- To minimise the requirement for on-site car storage.
- To maximise the efficient use of on street parking opportunities for local owners and occupants.
- To improve the management of existing parking to eliminate the use of public space by inappropriate vehicles.
- To promote the use of public transport, walking and cycling.

ISSUES	DESIGN RESPONSES
Project Overview	Refer **Mobility Report and Addenda** These provide an overview and context of a future urbanism. ▪ No on-site car storage ▪ Bicycle storage to basement and at every level ▪ Car-Share services to be encouraged ▪ Encourage Council to initiate street-based bicycle spaces with improved landscaping to immediate area in Russell Street. ▪ Encourage Council to initiate public car share facilities in Russell Street.
Minimising Provision Of Car Parks	Limited frontage does not allow suitable on-site carparking. Car access (crossover-entry) would negatively de-activate streetscape Utilise extensive available untimed car parking in Russell Street Encourage car share facilities outside site and elsewhere Encourage on-street bicycle parking to Russell Street
Providing Bike Storage	4 no. bike spaces provided per floor for use by owner/occupiers Additional 12 no. bike storage facilities provided in basement. Individual showers, change facilities and lockers provided to each level / occupancy. Encourage bicycle parking to be provided to Russell Street opposite applicant site. (10 no. minimum) including street landscaping.
Car Share Facilities	Space could be nominated immediately along frontage of property **if** City of Yarra arranges re-location of existing residential permit zone currently straddling property frontages.

References

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

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7. WASTE MANAGEMENT

OBJECTIVES

- To ensure waste avoidance, re-use and re-cycling during the design, construction and operation stages of the development
- To ensure long term reusability of building materials
- To meet Council's 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* (or more recent updates) published by Sustainability Victoria

ISSUES	DESIGN RESPONSES
Construction Waste Management	Design strategies of prefabrication to most building elements will minimise the generation of on-site construction waste. All waste will be re-cycled wherever possible. Construction contractor to implement EMP
Operational Waste Management	Operational waste will be separated and re-cycled as appropriate during construction A complete waste management plan will be submitted upon issue of planning permit. Submission of the plan will be a condition of the planning permit.
Storage Spaces For Re-cycling And Green Waste	Space for waste bins for recycling and general waste will be provided on ground level or basement if required All waste will be removed promptly by contractor and disposed of appropriately during construction. All ongoing occupant waste will be dealt with in subsequent waste management plan noted above.

References

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	*www.environment.nsw.gov.au*

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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	DESIGN RESPONSES
On Site Topsoil Retention	There is little productive topsoil on this site.
Maintaining Enhancing Ecological Value	Some landscaping (courtyard and vertical gardens) will be provided at ground floor level to rear areas Communal rooftop garden planters will be developed with owner occupiers including climbing planting up and over HDG steel portal frames and perforated screens. There are opportunities to develop an exemplar streetscape landscape strategy, integrated with on-street bicycle parking, Immediately opposite the applicant site that could eventually be implemented the whole length of Russell Street Currently there is no landscaping – no trees - along Russell Street to enhance urban ecology. The elevated railway line currently has unmanaged planting along its embankments. These embankments could be developed to contribute to urban ecology of the area.
Reclaiming Contaminated Land	None evident

References

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*

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9. INNOVATION

OBJECTIVES

- To encourage innovative technology, design and processes in all development, which positively influence the sustainability of buildings.
- To encourage innovative urban solutions and building typologies that positively influence the sustainability of 21c urban environments

ISSUES	DESIGN RESPONSES
Significant Enhancement To The Environmental Performance	The development proposes a more than competent response to a small commercial site in inner Melbourne many of the deficiencies of current development trends. The development offers above average amenity, at a time of changing attitudes to work and the workplace, and potentially better streetscape Urban form is considered and respectful of the future urban renewal of the area The proposal makes a positive contribution to the urban revitalisation of this area of City of Yarra, and consistent with, and supports the aims of City of Yarra planning and community policies and guidelines This development creates the opportunity to be an exemplar of smaller scale commercial future urbanism not reliant on car-based urban densification while enhancing and reinforcing the fine grained and extensive urban and mobility infrastructure evident in the area.
Innovative Social Improvements	On the issue of social, economic and communal benefits, we believe the commercial spaces responds positively to, and supports, the immediate and emerging residential character of the area where residents look for commercial accommodation within walking distance of home or readily accessable modes of public transport The proposal will add to growth the local employment in this Commercial 02 Zoning. An equally significant issue, is the project aspiration to offer an opportunity that is attractive to lean 'start-up' businesses.
New Technology	New IT technologies will be provided to all occupancies State of the Art facilities contribute to better developments and better urbanism. More important is the well-considered and appropriate use of current technologies responsive to the sustainability demands of any new development.
New Design Approach	The concept of a sustainable commercial development is not unique to City of Yarra, but it does promote 'best practice' as preferred model for urban renewal and

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employment generation without detriment to the adjoining area, particularly the significant number of residential properties in this Commercial O2 Zone.

The adoption of a policy that reduces car usage is also consistent with best urban design practice.

The proposed building is demonstrably a healthy building, whereby access to meaningful natural light and ventilation is a priority, as is sustainable construction, materials and finishes.

Landscape opportunities are limited given the constraints of a small site.

Vertical gardens will be introduced at ground level where appropriate.

The provision of a communal rooftop garden and planting will greatly add to the amenity of the building as well as offering a significant reduction in heat loading to the building.
On environmental issues, refer to details above.

In summary, the proposal offers considerable economic and communal benefits to the area, and commercial offices, as the primary Permitted Use in the Commercial O2 Zone represents no adverse impact on the amenity of the area or adjoining properties.

It also actively promotes the employment policy intentions evident in City of Yarra's stated objectives for the area.

References

SDAPP Fact Sheet: *9. Innovation*
Green Building Council *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*

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10. CONSTRUCTION AND BUILDING MANAGEMENT

OBJECTIVES

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

ISSUES	DESIGN RESPONSES
Building Overview	The building is highly efficient and holistic in terms of buildability and construction sequencing.
Building Tuning	During construction, waste production, through careful attention to off-site pre-fabrication and efficient construction techniques and product/material selection, will be a minimum. Disruption to adjoining properties will be minimal as will disruption to local traffic and parking Post-occupancy, the building will benefit from on-site building manager / caretaker presence, which will be responsible for organising and monitoring all systems until properly tuned.
Building Users Guide	A Building Users Guide, where possible in plain English, will be produced and available to all owners and occupants which will explain both the building's sustainable design principles and building operation.
Contractor Has Valid ISO 14001 Accreditation	The successful contractor will be encouraged/required to obtain a valid ISO 14001 (environment management) accreditation. Green Star and/or NABERS tools, among others, will be utilised.
Construction Management Plan	An Environmental Management Plan will be prepared by the building contractor.

References

SDAPP Fact Sheet: 10. Construction and Building management

ASHRAE and CIBSE Commissioning Handbooks
International Organisation For Standardisation – ISO14001
Environmental Management Systems

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THIS REPORT

This report was prepared by **Lindsay Holland Pty Ltd Architects.**

Lindsay Holland Pty Ltd is an established architectural practice in Melbourne with a history of award winning projects across many building categories.
In 2011 Lindsay Holland Pty Ltd received Australian Institute of Architects (Vic) 25 Year Award For Enduring Architecture for the practice's contribution to public housing in Victoria.

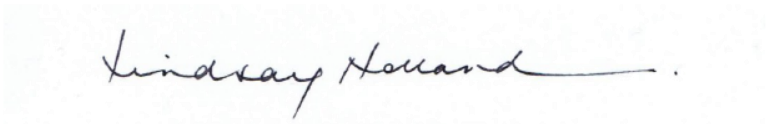
Lindsay Holland Pty Ltd also has experience working in China since 2002, mainly in sustainable urban design.
Successful projects include large scale urban design competition successes in Yichun, Jiangxi province and Jin Jiang, Fujian province.

Lindsay Holland also has extensive experience in academia, teaching architecture and urban design at all levels at RMIT University School of Architecture, for more than thirty years, and University of Melbourne

Lindsay Holland has curated student competitions and exhibitions in Asia, focussing on future urbanism and resilience in poorer communities.

Lindsay Holland is a registered Architect in Victoria, and more recently NSW.

Lindsay Holland Pty Ltd Architects is also registered in both states.



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Lindsay Holland
Director

14.05.2020
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Date

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BESS Report

This BESS report outlines the sustainable design commitments of the proposed development at 27 Russell St Abbotsford VIC 3067. The BESS report and accompanying documents and evidence are submitted in response to the requirement for a Sustainable Design Assessment or Sustainability Management Plan at Yarra City Council.

Note that where a Sustainability Management Plan is required, the BESS report must be accompanied by a report that further demonstrates the development's potential to achieve the relevant environmental performance outcomes and documents the means by which the performance outcomes can be achieved.

27 Russell St, Abbotsford 3067 Abbotsford

Site area: 145 m^2 · Building Floor Area: 408 m^2 ·
Date of Assessment: 12 Apr 2020 ·
Version: V4, 1.6.1-B.266 ·
Applicant: lindsay.holland@hau.net.au

Project Identifier
2F943138

Draft
Not suitable for submission to Council
http://bess.net.au/projects/2F943138

Your BESS score is

+81%

0% 10% 20% 30% 40% 50% 60% 70% 80% 90% 100%

50% + Best Practice

70% + Excellence

% of Total	Category	Score	Pass
3 %	Management	75 %	
5 %	Water	57 %	✓
18 %	Energy	67 %	✓
14 %	Stormwater	100 %	✓
16 %	IEQ	100 %	✓
7 %	Transport	83 %	
4 %	Waste	67 %	
5 %	Urban Ecology	88 %	
9 %	Innovation	100 %	

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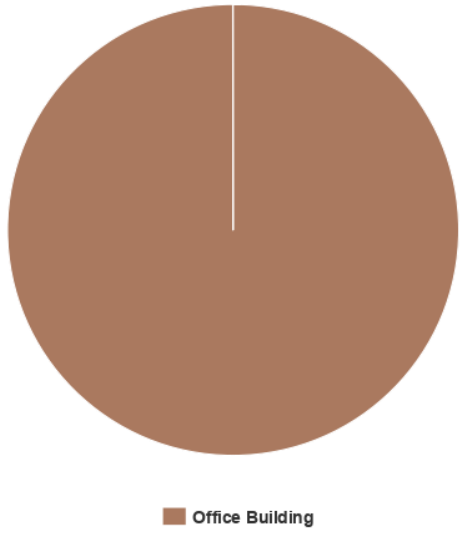
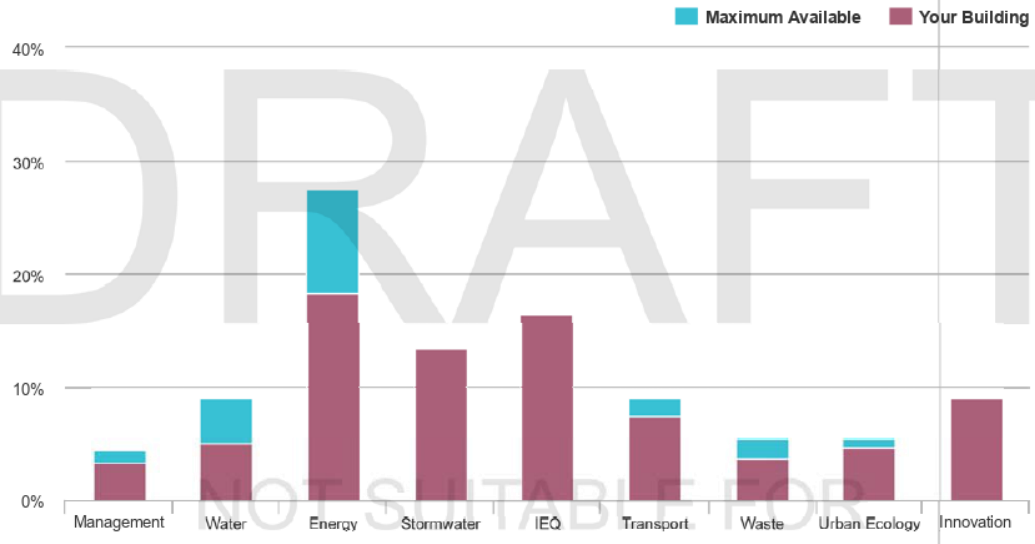
Building Composition



Non-Residential Spaces

Office Building	90 m^2
Office Building	90 m^2
Office Building	90 m^2
Office Building	90 m^2
Office Building	46 m^2

How did this Development Perform in each Environmental Category?



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Sustainable design commitments by category

The sustainable design commitments for this project are listed below. These are to be incorporated into the design documentation and subsequently implemented.

Management

75% - contributing 3% to overall score

Credit	Disabled	Scoped out	Score
Management 1.1 Pre-Application Meeting			100 %
Management 3.2 Metering			100 %
Management 3.3 Metering			100 %
Management 4.1 Building Users Guide			100 %

Notes: THE BUILDING WILL BE SOLD OR LEASED AS INDIVIDUAL UNITS/OCCUPANCIES WITH SEPARATE METERING FOR ALL UTILITIES OTHER THAN WATER WHICH WILL BE RESPONSIBILITY OF BODY CORPORATE

Management 1.1 Pre-Application Meeting — 100%

Score Contribution	This credit contributes 37.5% towards this section's score.
Aim	To encourage the involvement of suitably qualified ESD professionals in the project team from the early design stage.

Questions

Has an ESD professional been engaged to provide sustainability advice from schematic design to construction? AND Has the ESD professional been involved in a pre-application meeting with Council?

Yes

Management 3.2 Metering — 100%

Score Contribution	This credit contributes 12.5% towards this section's score.
Aim	To provide building users with information that allows monitoring of energy and water consumption

Questions

Have utility meters been provided for all individual commercial tenants?

Yes

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Management 3.3 Metering 100%

Score Contribution	This credit contributes 12.5% towards this section's score.
Aim	To provide building users with information that allows monitoring of energy and water consumption

Questions

Have all major common area services been separately submetered?

Yes

Management 4.1 Building Users Guide 100%

Score Contribution	This credit contributes 12.5% towards this section's score.
Aim	To encourage and recognise initiatives that will help building users to use the building efficiently

Questions

Will a building users guide be produced and issued to occupants?

Yes

Water 57% - contributing 5% to overall score

Credit	Disabled	Scoped out	Score
Water 1.1 Potable water use reduction			40 %
Water 3.1 Water Efficient Landscaping			100 %
Water 4.1 Building Systems Water Use Reduction			100 %

Notes HIGHEST RATING FIXTURES AND FITTINGS SELECTED POTABLE WATER ONLY USED FOR DHW, BATHROOM SHOWER + HANDBASIN AND SINK AND CLEANERS SINKNON-POTABLE WATER FOR ALL WC'S, COURTYARD AND TERRACE PLANTING AND GREENROOF

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Water Approachs

What approach do you want to use Water?	Use the built in calculation tools
Do you have a reticulated third pipe or an on-site water recycling system?	Yes
Are you installing a swimming pool?	No

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Are you installing a rainwater tank?	Yes

Reticulated third pipe or an on-site water recycling systems

Recycled Profile Name	Third pipe
Irrigation area connected to reticulated third pipe or an on-site water recycling system only (i.e. not also connected to rainwater system) Square Metres	60.0
Water Efficient Garden?	Yes
Other external water demand connected to reticulated third pipe or an on-site water recycling system only (i.e. not also connected to rainwater system) Litres/Day	400.0

Water fixtures, fittings and connections

	GROUND	FIRST	SECOND
Showerhead	4 Star WELS (>= 4.5 but <= 6.0)	4 Star WELS (>= 4.5 but <= 6.0)	4 Star WELS (>= 4.5 but <= 6.0)
Bath	Scope out	Scope out	Scope out
Kitchen Taps	>= 6 Star WELS rating	>= 6 Star WELS rating	>= 6 Star WELS rating
Bathroom Taps	>= 6 Star WELS rating	>= 6 Star WELS rating	>= 6 Star WELS rating
Dishwashers	Scope out	Scope out	Scope out
WC	>= 5 Star WELS rating	>= 5 Star WELS rating	>= 5 Star WELS rating
Urinals	Scope out	Scope out	Scope out
Washing Machine Water Efficiency	Scope out	Scope out	Scope out
Which non-potable water source is the dwelling/space connected to?	ROOF TERRACE	ROOF TERRACE	ROOF TERRACE
Non-potable water source connected to Toilets	Yes	Yes	Yes
Non-potable water source connected to Laundry (washing machine)	No	No	No
Non-potable water source connected to Hot Water System	No	No	No

	THIRD	FOURTH
Showerhead	4 Star WELS (>= 4.5 but <= 6.0)	Scope out
Bath	Scope out	Scope out
Kitchen Taps	>= 6 Star WELS rating	Default or unrated
Bathroom Taps	>= 6 Star WELS rating	Default or unrated
Dishwashers	Scope out	Scope out
WC	>= 5 Star WELS rating	Default or unrated

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	THIRD	FOURTH
Urinals	Scope out	Scope out
Washing Machine Water Efficiency	Scope out	Scope out
Which non-potable water source is the dwelling/space connected to?	ROOF TERRACE	-1
Non-potable water source connected to Toilets	Yes	No
Non-potable water source connected to Laundry (washing machine)	No	No
Non-potable water source connected to Hot Water System	No	No

Rainwater Tanks

	GREEN ROOF	ROOF TERRACE	COURTYARD
Name	GREEN ROOF	ROOF TERRACE	COURTYARD
What is the total roof area connected to the rainwater tank? Square Metres	60.0	50.0	10.0
Tank Size Litres	1500.0	1500.0	1000.0
Irrigation area connected to tank Square Metres	60.0	50.0	10.0
Is connected irrigation area a water efficient garden?	Yes	No	Yes
Other external water demand connected to tank? Litres/Day	200.0	400.0	200.0

Water 1.1 Potable water use reduction 40%

Score Contribution	This credit contributes 71.4% towards this section's score.
Aim	Water 1.1 Potable water use reduction (interior uses) What is the reduction in total water use due to efficient fixtures, appliances, and rainwater use? To achieve points in this credit there must be >25% potable water reduction. You are using the built in calculation tools. This credit is calculated from information you have entered above.
Criteria	What is the reduction in total potable water use due to efficient fixtures, appliances, rainwater use and recycled water use? To achieve points in this credit there must be >25% potable water reduction.
Notes	HIGHEST RATING FIXTURES AND FITTINGS SELECTED POTABLE WATER ONLY USED FOR DHW, BATHROOM SHOWER + HANDBASIN AND SINK AND CLEANERS SINK

Calculations

Reference (kL)

1193

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Proposed (excluding rainwater and recycled water use) (kL)

976

Rainwater or recycled water supplied (Internal + External) (kL)

222

Proposed (including rainwater and recycled water use) (kL)

754

% Reduction in Potable Water Consumption Percentage %

36 %

Water 3.1 Water Efficient Landscaping 100%

Score Contribution	This credit contributes 14.3% towards this section's score.
Aim	Are water efficiency principles used for landscaped areas? This includes low water use plant selection (e.g. xeriscaping). Note: food producing landscape areas and irrigation areas connected to rainwater or an alternative water source are excluded from this section.

Questions

Will water efficient landscaping be installed?

Yes

Water 4.1 Building Systems Water Use Reduction 100%

Score Contribution	This credit contributes 14.3% towards this section's score.
Aim	Will the project minimise water use for building systems such as evaporative cooling and fire testing systems?

Questions

Where applicable, have measures been taken to reduce potable water consumption by >80% in the buildings air-conditioning chillers and when testing fire safety systems?

Yes

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Energy 67% - contributing 18% to overall score

Credit	Disabled	Scoped out	Score

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Energy 1.1 Thermal Performance Rating - Non-Residential	38 %
Energy 2.1 Greenhouse Gas Emissions	100 %
Energy 2.2 Peak Demand	100 %
Energy 2.3 Electricity Consumption	100 %
Energy 2.4 Gas Consumption	N/A
Energy 3.1 Carpark Ventilation	N/A
Energy 3.2 Hot Water	100 %
Energy 3.7 Internal Lighting - Non-Residential	100 %
Energy 4.1 Combined Heat and Power (cogeneration / trigeneration)	N/A
Energy 4.2 Renewable Energy Systems - Solar	100 %
Energy 4.4 Renewable Energy Systems - Other	0 %

Energy DTSs

Use the BESS Deem to Satisfy (DtS) method for Energy?	Yes
Do all facades demonstrate a min 10% improvement in required BCA insulation level (total R value upwards and downwards)?	Yes
Does all glazing meet a 10% improvement in required BCA glazing calculator (or better than 90% of total allowance)?	Yes
Are heating and cooling systems within one Star of the most efficient equivalent capacity unit available, or Coefficient of Performance (CoP) & Energy Efficiency Ratios (EER) not less than 85% of the CoP & EER of the most efficient equivalent capacity unit available?	Yes
Are water heating systems within one Star of the most efficient equivalent capacity unit, or 85% or better than the most efficient equivalent capacity unit available?	Yes

Non-Residential Spaces Energy Profiles

GROUND	FIRST	SECOND
THIRD	FOURTH	

Solar Photovoltaic systems

		ROOFTOP
Name		ROOFTOP
System Size (lesser of inverter and panel capacity)	kW peak	10000.0
Orientation (which way is the system facing)?		North
Inclination (angle from horizontal)	Angle (degrees)	37.5

Energy 1.1 Thermal Performance Rating - Non-Residential 38%

Score Contribution	This credit contributes 44.4% towards this section's score.

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Aim	Reduce reliance on mechanical systems to achieve thermal comfort in summer and winter - improving comfort, reducing greenhouse gas emissions, energy consumption, and maintenance costs.
Criteria	What is the % reduction in heating and cooling energy consumption against the reference case (NCC 2016 BCA Volume 1 Section J)?
Notes	25%

Energy 2.1 Greenhouse Gas Emissions 100%

Score Contribution	This credit contributes 11.1% towards this section's score.
Aim	Reduce the building's greenhouse gas emissions
Criteria	Are greenhouse gas emissions >10% below the benchmark?
Notes	YES

Energy 2.2 Peak Demand 100%

Score Contribution	This credit contributes 5.6% towards this section's score.
Aim	Reduce demand on electrical infrastructure during peak cooling periods
Criteria	Has the instantaneous (peak-hour) demand been reduced by >25%?
Notes	YES

Energy 2.3 Electricity Consumption 100%

Score Contribution	This credit contributes 11.1% towards this section's score.
Aim	Reduce consumption of electricity
Criteria	Is the annual electricity consumption >10% below the benchmark?
Notes	YES

Energy 2.4 Gas Consumption N/A

This credit was scoped out: No gas connection in use

This credit was disabled: No gas connection in use

Aim	Reduce consumption of electricity
Criteria	Is the annual gas consumption >10% below the benchmark?

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Energy 3.1 Carpark Ventilation — N/A

This credit was scoped out: NO ON-SITE CAR PARKING

Energy 3.2 Hot Water — 100%

Score Contribution	This credit contributes 5.6% towards this section's score.
Criteria	Does the hot water system use >10% less energy (gas and electricity) than the reference case?
Notes	YES

Energy 3.7 Internal Lighting - Non-Residential — 100%

Score Contribution	This credit contributes 11.1% towards this section's score.
Aim	Reduce energy consumption associated with internal lighting

Questions

Is the maximum illumination power density (W/m2) in at least 90% of the relevant building class at least 20% lower than required by Table J6.2a of the NCC 2016 BCA Volume 1 Section J (Class 2 to 9)?

Yes

Energy 4.1 Combined Heat and Power (cogeneration / trigeneration) — N/A

This credit was scoped out: No cogeneration or trigeneration system in use.

This credit was disabled: No cogeneration or trigeneration system in use.

Aim	Reduce energy consumption
Criteria	Does the CHP system reduce the class of buildings GHG emissions by more than 25%?

Energy 4.2 Renewable Energy Systems - Solar — 100%

Score Contribution	This credit contributes 5.6% towards this section's score.
Aim	To encourage the installation of on-site renewable energy generation
Criteria	Does the solar power system provide 5% of the estimated energy consumption of the building class it supplies?

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Notes	YES

Calculations

Solar Power - Energy Generation per year kWh

13030500.0

% of Building's Energy Percentage %

114834 %

Energy 4.4 Renewable Energy Systems - Other 0%

Score Contribution	This credit contributes 5.6% towards this section's score.
Aim	To encourage the installation of on-site renewable energy generation
Criteria	Does another form of renewable energy (not solar) provide 5% of the estimated energy consumption of the building class it supplies?
Notes	NO

Stormwater 100% - contributing 14% to overall score

Credit	Disabled	Scoped out	Score
Stormwater 1.1 Stormwater Treatment			100 %

Which stormwater modelling are you using?	Melbourne Water STORM tool

Stormwater 1.1 Stormwater Treatment 100%

Score Contribution	This credit contributes 100.0% towards this section's score.
Aim	To achieve best practice stormwater quality objectives through reduction of pollutant load (suspended solids, nitrogen and phosphorus)
Criteria	Has best practice stormwater management been demonstrated?
Notes	YES

Questions

STORM score achieved

147

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Calculations

Min STORM Score

100

IEQ

100% - contributing 16% to overall score

Credit	Disabled	Scoped out	Score
IEQ 1.4 Daylight Access - Non-Residential			100 %

Notes EAST AND WEST ELEVATIONS FULLY GLAZED TO OFFICE AREAS ON ALL LEVELS

IEQ 1.4 Daylight Access - Non-Residential

100%

Score Contribution	This credit contributes 100.0% towards this section's score.
Aim	To provide a high level of amenity and energy efficiency through design for natural light.
Criteria	What % of the nominated fbor area has at least 2% daylight factor?

Questions

% Achieved ?

100 %

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Transport

83% - contributing 7% to overall score

Credit	Disabled	Scoped out	Score
Transport 1.4 Bicycle Parking - Non-Residential			100 %
Transport 1.5 Bicycle Parking - Non-Residential Visitor			100 %
Transport 1.6 End of Trip Facilities - Non-Residential			100 %
Transport 2.1 Electric Vehicle Infrastructure			N/A
Transport 2.2 Car Share Scheme			100 %
Transport 2.3 Motorbikes / Mopeds			0 %

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Transport 1.4 Bicycle Parking - Non-Residential

100%

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Score Contribution	This credit contributes 33.3% towards this section's score.
Aim	To encourage and recognise initiatives that facilitate cycling
Criteria	Have the planning scheme requirements for employee bicycle parking been exceeded by at least 50% (or a minimum of 2 where there is no planning scheme requirement)?
Notes	YES

Questions

Have the planning scheme requirements for employee bicycle parking been exceeded by at least 50% (or a minimum of 2 where there is no planning scheme requirement)?

Yes

Bicycle Spaces Provided ?

8

Transport 1.5 Bicycle Parking - Non-Residential Visitor 100%

Score Contribution	This credit contributes 16.7% towards this section's score.
Aim	To encourage and recognise initiatives that facilitate cycling
Criteria	Have the planning scheme requirements for visitor bicycle parking been exceeded by at least 50% (or a minimum of 1 where there is no planning scheme requirement)?
Notes	ADDITIONAL PUBLIC BIKE SPACES SUBJECT TO COUNCIL APPROVAL

Questions

Have the planning scheme requirements for visitor bicycle parking been exceeded by at least 50% (or a minimum of 1 where there is no planning scheme requirement)?

Yes

Bicycle Spaces Provided ?

10

Transport 1.6 End of Trip Facilities - Non-Residential 100%

Score Contribution	This credit contributes 16.7% towards this section's score.
Aim	To encourage and recognise initiatives that facilitate cycling

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Criteria	Where adequate bicycle parking has been provided. Is there also: * 1 shower for the first 5 employee bicycle spaces plus 1 to each 10 employee bicycles spaces thereafter, * changing facilities adjacent to showers, and * one secure locker per employee bicycle space in the vicinity of the changing / shower facilities?

Questions

Number of showers provided ?

4

Number of lockers provided ?

8

Calculations

Min Showers Required

1

Min Lockers Required

8

Transport 2.1 Electric Vehicle Infrastructure N/A

This credit was scoped out: NO ON-SITE PARKING

Aim	To facilitate the expansion of infrastructure to support electric vehicle charging

Transport 2.2 Car Share Scheme 100%

Score Contribution	This credit contributes 16.7% towards this section's score.
Aim	To encourage and recognise initiatives that help to minimise the use of private passenger vehicles
Notes	A CAR SHARING PROPOSAL IS AWAITING APPROVAL FROM CITY OF YARRA

Questions

Has a formal car sharing scheme been integrated into the development?

Yes

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Transport 2.3 Motorbikes / Mopeds 0%

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Score Contribution	This credit contributes 16.7% towards this section's score.
Aim	To encourage and recognise initiatives that help to minimise the use of private passenger cars
Notes	NO MOTORBIKES OR MOPEDS ON SITE STORAGE MAY BE INCORPORATED INTO APPROVED CITY OF YARRA AGREEMENT

Questions

Are a minimum of 5% of vehicle parking spaces designed and labelled for motorbikes (must be at least 5 motorbike spaces)?

No

Waste

67% - contributing 4% to overall score

Credit	Disabled	Scoped out	Score
Waste 2.1 - Operational Waste - Food & Garden Waste			100 %
Waste 2.2 - Operational Waste - Convenience of Recycling			100 %

Waste 2.1 - Operational Waste - Food & Garden Waste

100%

Score Contribution	This credit contributes 33.3% towards this section's score.
Aim	To minimise organic waste going to landfil

Questions

Are facilities provided for on-site management of food and garden waste?

Yes

Waste 2.2 - Operational Waste - Convenience of Recycling

100%

Score Contribution	This credit contributes 33.3% towards this section's score.
Aim	To minimise recyclable material going to landfill

Questions

Are the recycling facilities at least as convenient for occupants as facilities for general waste?

Yes

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Urban Ecology

88% - contributing 5% to overall score

Credit	Disabled	Scoped out	Score
Urban Ecology 1.1 Communal Spaces			100 %
Urban Ecology 2.1 Vegetation			100 %
Urban Ecology 2.2 Green Roofs			100 %
Urban Ecology 2.3 Green Walls and Facades			100 %

Urban Ecology 1.1 Communal Spaces

100%

Score Contribution	This credit contributes 12.5% towards this section's score.
Aim	To encourage and recognise initiatives that facilitate interaction between building occupants
Criteria	Is there at least the following amount of common space measured in square meters : * 1m² for each of the first 50 occupants * Additional 0.5m² for each occupant between 51 and 250 * Additional 0.25m² for each occupant above 251?

Questions

Common space provided Square Metres

60.0

Calculations

Minimum Common Space Required Square Metres

32

Urban Ecology 2.1 Vegetation

100%

Score Contribution	This credit contributes 50.0% towards this section's score.
Aim	To encourage and recognise the use of vegetation and landscaping within and around developments
Criteria	How much of the site is covered with vegetation, expressed as a percentage of the total site area?

Questions

Percentage Achieved ? Percentage %

60 %

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Urban Ecology 2.2 Green Roofs 100%

Score Contribution	This credit contributes 12.5% towards this section's score.
Aim	To encourage the appropriate use of green roofs, walls and facades to mitigate the impact of the urban heat island effect.

Questions

Does the development incorporate a green roof?

Yes

Urban Ecology 2.3 Green Walls and Facades 100%

Score Contribution	This credit contributes 12.5% towards this section's score.
Aim	To encourage the appropriate use of green roofs, walls and facades to mitigate the impact of the urban heat island effect.

Questions

Does the development incorporate a green wall or facade?

Yes

Innovation 100% - contributing 9% to overall score

Credit	Disabled	Scoped out	Score
Innovation 1.1 Innovation			100 %

Innovations

	WATER COLLECTION	SOLAR ARRAY	SOLAR HWS
Name	WATER COLLECTION	SOLAR ARRAY	SOLAR HWS
Description	ALL RAINWATER IS COLLECTED ON SITE FOR RE-USE FOR HORTICULTURAL OR GREY WATER USES	SOLAR POWER WILL PROVIDE POWER TO ALL PUBLIC AREAS LOBBIES AND BASEMENT ADDITIONAL POWER WILL BE OFFSET BACK INTO GRID IF POSSIBLE	ELECTRIC BOOSTED SOLAR HOT WATER UNITS INSTALLED
Points Targeted	2	2	2

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	INSULATED PRE-CAST CONCRETE	THERMOHAUS WINDOWS	MATERIALS SELECTION
Name	INSULATED PRE-CAST CONCRETE	THERMOHAUS WINDOWS	MATERIALS SELECTION
Description	ALL EXTERNAL PRE-CAST CONCRETE PANELS WILL BE FULLY INSULATED USING THERMOMASS SYSTEM	LATEST GERMAN THERMOHAUS WINDOW SYSTEMS TO BE USED THRU'OUT TIMBER FRAMING WITH LOW EMBODIED ENERGY THERMAL BREAKS DOUBLE GLAZING HIGH PERFORMANCE GLAZING LATEST OPERATING MECHANISMS OFFERING 'TILT'N'TURN' OPERATION TO MAXIMISE USE OF NATURAL LIGHT AND NATURAL VENTILATION	WHERE POSSIBLE ALL MATERIALS AND PRODUCTS WILL BE AUSTRALIAN / VICTORIAN MADE ALL MATERIALS SELECTED FOR RE-CYCLABILITY AND LOW EMBODIED ENERGY INTERIORS ARE MINIMAL WITH LITTLE OR NO ADDITIONAL COATINGS OF APPLIED FINISHES
Points Targeted	2	2	2

	PAINTS + FINISHES	CONTRACTORS AND SUPPLIERS	CONSTRUCTION WASTE
Name	PAINTS + FINISHES	CONTRACTORS AND SUPPLIERS	CONSTRUCTION WASTE
Description	ONLY ORGANIC SYSTEMS AND PRODUCTS WILL BE USED	ALL CONTRACTORS AND SUPPLIERS WILL BE LOCAL TO MINIMISE ENERGY MILES	ALL CONSTRUCTION WASTE WILL BE KEPT TO A MINIMUN AND RE-CYCLED RESPONSIBLY
Points Targeted	2	2	2

	ENERGY USE
Name	ENERGY USE
Description	ALL ELECTRICAL AND MECHANICAL SYSTEMS INSTALLATIONS WILL BE LOW ENERGY WITH SENSORS USED THRUOUT TO ENSURE MINIMAL USAGE
Points Targeted	2

Innovation 1.1 Innovation 100%

Score Contribution	This credit contributes 100.0% towards this section's score.
Criteria	What percentage of the Innovation points have been claimed (10 points maximum)?
Notes	10 POINTS

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Items to be marked on fborplans

Management 3.2: Individual utility meters annotated Floorplans & elevations - NOTED ON DOCUMENTATION	To be printed
Management 3.3: Common area submeters annotated Floorplans & elevations - NOTED ON DOCUMENTATION	To be printed
Water 3.1: Water efficient garden annotated Floorplans & elevations - NOTED ON DOCUMENTATION	To be printed
Energy 4.2: Floor plans showing location of photovoltaic panels as described. Floorplans & elevations - NOTED ON DOCUMENTATION	To be printed
Stormwater 1.1: Location of any stormwater management systems used in STORM or MUSIC modelling (e.g. Rainwater tanks, raingarden, buffer strips) Floorplans & elevations - NOTED ON DOCUMENTATION REFER STORM RATING REPORT - 147% - DATED 11.04.2020	To be printed
Transport 1.4: All nominated non-residential bicycle parking spaces Floorplans & elevations - NOTED ON DOCUMENTATION REFER ADDITIONAL NOTES REGARDING CITY OF YARRA APPROVAL/DISPPROVAL OF ADDITIONAL ON-STREET PARKING ADJACENT/OPPOSITE SUBJECT SITE - 10 NO. SPACES	To be printed
Transport 1.5: All nominated non-residential visitor bicycle parking spaces Floorplans & elevations - NOTED ON DOCUMENTATION	To be printed
Transport 1.6: Showers, change rooms and lockers as nominated Floorplans & elevations - NOTED ON DOCUMENTATION	To be printed
Transport 2.2: Location of car share parking space Floorplans & elevations - REFER ADDITIONAL NOTES REGARDING CITY OF YARRA APPROVAL/DISPPROVAL OF ADDITIONAL CAR SHARE PARKING ADJACENT/OPPOSITE SUBJECT SITE - 1 NO. SPACE	To be printed
Waste 2.1: Location of food and garden waste facilities Floorplans & elevations - NOTED ON DOCUMENTATION	To be printed
Waste 2.2: Location of recycling facilities Floorplans & elevations - NOTED ON DOCUMENTATION	To be printed
Urban Ecology 1.1: Size and location of communal spaces Floorplans & elevations - NONE PROVIDED ALTHOUGH SHARED SPACE POSSIBLE TO ROOF TERRACE	To be printed

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Urban Ecology 2.1: Vegetated areas	To be printed
Floorplans & elevations - NOTED ON DOCUMENTATION - PARTIAL ROOF TOP GREEN ROOF + POTTED PLANTING TO TERRACE	
Urban Ecology 2.2: Green roof	To be printed
Floorplans & elevations - NOTED ON DOCUMENTATION	
Urban Ecology 2.3: Green facade	To be printed
Floorplans & elevations - NOTED ON DOCUMENTATION	

Documents and evidence

2 / 5 supporting evidence documentation complete.

Energy 1.1: Energy Report showing calculations of reference case and proposed buildings	Incomplete
Energy 3.7: Provide a written description of the average lighting power density to be installed in the development and specify the lighting type(s) to be used.	Incomplete
Energy 4.2: Specifications of the solar photovoltaic system(s).	Incomplete
Stormwater 1.1: STORM report or MUSIC model	To be printed
STORM RATING REPORT 11.04.2020 - REFER FUTURE ATTACHMENT	
IEQ 1.4: A short report detailing assumptions used and results achieved.	To be printed
IEQ - INDOOR ENVIRONMENT QUALITY - REPORT : 14.04.2020 - ALL OFFICE AREAS ON ALL FLOORS HAVE FULLY GLAZED EAST AND WEST ELEVATIONS OFFERING FULL NATURAL LIGHT AND VENTILATION	

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Melbourne Water STORM Rating Report

TransactionID: 944241
Municipality: YARRA
Rainfall Station: YARRA
Address: 27 russell street
Abbotsford
VIC 3067
Assessor: Lindsay Holland
Development Type: Commercial/Retail
Allotment Site (m2): 145.00
STORM Rating %: 147

Description	Impervious Area (m2)	Treatment Type	Treatment Area/Volume (m2 or L)	Occupants / Number Of Bedrooms	Treatment %	Tank Water Supply Reliability (%)
COURTYARD	10.00	Rainwater Tank	300.00	10	170.00	82.00
ROOF TERRACE	50.00	Rainwater Tank	1,500.00	2	154.00	86.00
GREEN ROOF	60.00	Rainwater Tank	1,500.00	2	138.00	88.80

Date Generated: 11-Apr-2020 Program Version: 1.0.0

Attachment 10 - PLN20/0173 - 27 Russell Street Abbotsford - ESD Referral Response

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

Assessment Summary:

Responsible Planner:	Chris Stathis
ESD Advisor:	Gavin Ashley
Date:	28.07.2020
Subject Site:	PLN20/0173 27 Russell Street, Abbotsford VIC 3067
Site Area:	Approx. 145 m²
Project Description:	Construction of a 5-storey building comprising of a basement area, and 5 levels of commercial office space.
Pre-application meeting(s):	Unknown.
Documents:	• Sustainability Management Plan [14.05.20], Lindsay Holland Architects • Architectural Plans [R02 – 12.03.20], Lindsay Holland Architects • Waste Management Plan [14.05.20], Lindsay Holland Architects • Materials Schedule [R01 – 14.04.20], Lindsay Holland 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:

- The proposal claims a BESS score of 81% representing 'excellence' in sustainable building design and operation.
- Timber framed operable tilt & turn double glazed windows used throughout.
- Full height glazing to east and west elevations allow good natural light to whole floor of each occupancy.
- Minimal internal applied surface finishes are proposed – with low VOC and formaldehyde products specified (as per Green Star IEQ-11).
- Limited use of plasterboard, minimal wet trades
- External shading mitigates heat gain/loss to east and west elevations.
- The application proposes as a minimum 4.5 NABERS Energy Base Building.
- Water efficient fixtures used throughout – with water strategy proposed to reduce potable consumption by 36%.
- A STORM report with a 147% STORM score has been submitted that demonstrates best practice and relies on ~210m² of roof connected to 3,300 litres of rainwater storage for landscape irrigation.
- Re-cycled concrete mixes (nominal 30%) subject to technical and structural compliance.
- No on-site car storage, with 11 bicycle parking spaces in the basement and 4x bike racks on levels GF-4 (16 spaces).
- EOT facilities (1x shower) provided levels GF-4 (4x showers total).
- Construction contractor to implement EMP.
- An operational Waste Management Plan has been provided that covers recycling and green waste.
- A communal rooftop garden is provided.
- The successful contractor will be encouraged/required to obtain a valid ISO 14001.
- A Building Users Guide will be developed explaining the buildings design principals and operations.

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

- Metering for individual tenants and major common areas.

(2) Application ESD Deficiencies:

- The plans incorrectly state 11 bicycle parking spaces(B01), but show 12 Ned Kelly racks. Include update within any revision.
- Vague language around specific initiatives, such as recycling construction waste 'wherever possible'. Revise to identify hard target of >80%, and include within EMP to be implemented by head contractor.
- The BESS report indicates a 1x 1,000-L rainwater tank in the courtyard, however the STORM report only includes a 300-L tank. Clarify, and update accordingly.

(3) Outstanding Information:

- The proposals BESS score of 81% relies on 9% coming from 10 innovation claims, of which: water collection, solar array, solar HWS, construction waste and energy use are either claimed elsewhere within the BESS report or not considered innovative to be awarded points within the tool – innovations which are claimed elsewhere should be removed from this section.
- Provide a landscape plan/planting schedule articulating rooftop terrace strategy – and clarify vertical gardens at ground level (SMP, p. 13).
- The SMP includes a number of 'opportunities' outside of the building envelope such as an 'exemplar streetscape' in the urban ecology section. Remove these and provide further details on proposal strategies within the title boundary.
- Clarify water reuse strategy. SMP indicates servicing WCs may not be economically feasible, however plans indicate a tank is provided for greywater/WC use.
- Clarify provision of organic waste management for café use (whether included within 'green waste' bin, or as a component of lease agreement for café owner to organise collection).
- Clarify provision and design of 'Energy efficient VRV or HVAC systems' that 'may be implemented as and where required'.
- The SMP and BESS report indicate the inclusion of a rooftop solar PV system, however do not specify system size. Clarify and reflect in SMP and plans.

(4) ESD Improvement Opportunities

- Consider replacing dark-toned roof cladding with a lighter alternative (SRI>50) to reduce heat gain and mitigate urban heat.
- Consider a small pallet of materials and construction techniques that can assist in disassembly.
- Consider a green roof or wall to improve the ecological value of this site.
- Consider greater capacity onsite energy storage 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.

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

Applicant Response Guidelines

Project Information:

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

Environmental Categories:

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

Objectives:

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

Issues:

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

Assessment Method Description:

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

Benchmarks Description:

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

How does the proposal comply with the benchmarks?

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

ESD Matters on Architectural Drawings:

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

Attachment 11 - PLN20/0173 - 27 Russell Street Abbotsford - Strategic Transport Referral Response

Planning Referral

To:	Chris Stathis
From:	Chloe Wright
Date:	29/07/2020
Subject:	Strategic Transport Comments
Application No:	PLN20/0173
Description:	Construction of a five-storey building, signage and a car parking reduction.
Site Address	27 Russell St, Abbotsford

I refer to the above application referred on 7 July 2020 and the accompanying Traffic report prepared by Mobility Consultants in relation to the above proposed development at 27 Russell St, Abbotsford.

Council's Strategic Transport unit provides the following information:

Access and Safety

No 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
Office	381 sqm	1 employee space to each 300 sqm of net floor area if the net floor area exceeds 1000 sqm	0 employee spaces	
		1visitor space to each 1000 sqm of net floor area if the net floor area exceeds 1000 sqm	0 visitor spaces	
Retail premises	28.4 sqm	1 employee space to each 300 sqm of leasable floor area	0 employee spaces	
		1visitor space to each 500 sqm of leasable floor area	0 visitor spaces	
Bicycle Parking Spaces Total			**0 employee spaces**	**24 employee spaces**
			0 visitor spaces	**4 visitor spaces**
Showers / Change rooms		1 to the first 5 employee spaces and 1 to each additional 10 employee spaces	**0 showers / change rooms**	**4 showers / change rooms**

Adequacy of visitor spaces

The provision of visitor bicycle parking is adequate based on the following:

- Four visitor bicycle spaces are proposed. The statutory rate and best practice rate[1] do not require any visitor bicycle parking for the proposed development.
- The visitor spaces are located in the employee bicycle parking area within the basement. Given the footpath at Russell Street is too narrow to accommodate a bicycle hoop, locating visitor spaces within the employee bicycle parking area is considered acceptable on the assumption that visitors to the office will be granted access to park bikes within the basement as required.
- Typically, visitor bicycle spaces should be provided as a horizontal at-grade rack, however as the total office sqm does not trigger any visitor spaces under the statutory or best practice rate, the provision of hanging wall racks is considered acceptable.
- All visitor bicycle spaces appear to meet clearance and accessway requirements of AS2890.3.

Adequacy of employee spaces

Number of spaces

24 employee spaces are proposed, which exceeds the best-practice rate[2] of 4 employee spaces for the development.

Design and location of employee spaces and facilities

The following comments are provided in relation to the design and location of employee bicycle parking:

- 8 employee bicycle parking is provided within the basement, with access via the lift shaft and lobby entrance off Russell Street, and 16 spaces are provided as mona lisa style bicycle racks within office tenancies at ground floor to the third floor.
- All employee bicycle spaces are provided as hanging wall racks. As per AS2890.3 at least 20% of employee spaces should be provided as horizontal at-grade spaces. As such, it is recommended that at least 1 bicycle hoop is provided for employee bicycle parking as this would provide an alternative / easier parking option for heavier bicycles such as electric bikes.
- The layout of employee bicycle spaces appears to meet clearance and access requirements of Australian Standard AS2890.3.
- Four shower / change rooms are provided, which exceeds Council's best practice recommendation.

Recommendations

The following should be shown on the plans before endorsement:

1. At minimum 20% of bicycle spaces within the basement must be provided as a horizontal bicycle rail.

Regards

Chloe Wright
Sustainable Transport Officer
Strategic Transport Unit

---

[1] *Category 6 of the Built Environment Sustainability Scorecard (BESS) recommends 1 visitor space to each 500sqm of office floor space.*

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

Attachment 12 - PLN20/0173 - 27 Russell Street Abbotsford - Urban Design Referral Response

CITY OF YaRRA

MeMO

TO:	Chris Stathis
FROM	David Pryor
DATE:	21 July 2020
SUBJECT:	27 Russell Street, Abbotsford
APPLICATION NO:	PLN20/0173
DESCRIPTION:	Construction of a five-storey office building, signage and a car parking reduction

COMMENTS SOUGHT

Urban Design comments have been sought on the design, including (but not limited to) height, massing, materials and public realm response.

These comments are based on the Built Form + Design Response Report of 12.03.2020 and Issue R.02 of the drawings, dated 12.03.2020, 28.04.2020, 14.05.2020 and 28.05.2020.

COMMENTS SUMMARY

The proposal is broadly supported. In summary, the following changes are recommended to make the proposal more acceptable from an urban design perspective. The rationale behind these changes is explained in more detail overleaf.

- Consider reducing the building height from 4 storeys to 3 storeys at the northeast corner;
- Delete the fins above parapet level on the front elevation;
- Show on the North Elevation where the building steps in plan and where the adjacent house abuts the common boundary;
- Show the full extent of openable windows on the East and West Elevations;
- Provide further information on external finishes, including the magpie graphics and the colours of window frames, fins and glass balustrades.

DEVELOPMENT PROPOSAL

The development proposes construction of a five-storey building for use as offices, except for a café occupying part of the ground floor.

CONTEXT

The site is zoned C2Z, as is the rest of the block, although there are twelve houses within the block, including one immediately north of the subject site. No overlays apply.

Under Clause 21.08, the site is located within a Non residential Area, where built form should "improve the quality of the environment and the interface of development with the street". Clause 21.08 calls for development to "protect the landmark role of Collingwood Town Hall", the tower of which is about 240m away and not generally visible from street level in the vicinity of the site.

Development along Russell St is predominantly 1- to 2-storeys, with the obvious exception of the 4-storey building at the corner of Langridge St. An elevated railway line runs along the east side of the street.

The site is currently vacant. Single storey industrial buildings adjoin to the south and west. To the north is a recently built 3-storey house (predominantly 2 storeys plus roof terrace).

URBAN DESIGN FEEDBACK

Built form and massing

Except for a steel planting frame at the rear, the proposal effectively fills the available site area up to a height of 4 storeys, above which the top floor ("Level 4") is set back from all boundaries except where the lift shaft meets the north boundary.

Design Guidelines under Clause 22.10-3.3 include:
"The maximum building height for the portion of the new development between the primary setback and the secondary setback should not exceed the height of the higher of the two adjacent buildings unless: …

- *The development is in an area where it is appropriate and practicable to establish a distinctly different new character in order to achieve planning objectives ..."*

The area is zoned Commercial 2 and contains a good number of sites which currently house only low grade development; it is thus seems appropriate and practicable to establish a new built form character. On this basis, it is broadly acceptable that the proposal is taller than each of the adjacent buildings. (The extent of this height difference is further discussed below.)

The development would, at least in the short term, be significantly taller than any other building in the block other than the heritage bond store building fronting Langridge St. This makes the proposal relatively prominent and exposes its extensive blank side walls. (The latter is discussed below, under Building Design). If approved, the development could set a precedent for other developments of comparable scale, reducing the relative prominence of the proposal over the longer term. This overall scale is considered appropriate for the area, noting that it is lower than the Langridge St bond store, deferring to its heritage status.

More specifically, redevelopment of 25 Russell St can be envisaged, concealing the blank south wall of the subject proposal. Such redevelopment seems less likely on the site adjoining to the north, which is quite newly developed. Here a house abuts the common boundary, typically to a height of 2 storeys (plus roof terrace balustrade), above which a 7.3m height of blank wall would be visible from the northeast. A better transition would be achieved between these two properties if the front of the building were reduced to a height of 3 storeys at the northeast corner. However, it is acknowledged that such a reduction could be detrimental to the feasibility of the development and may be difficult to successfully integrate into the design.

At Level 4, the building is set back about 2.8m from the front boundary, except for an open steel frame on the front boundary, which extends up the full 5 storeys to a height of about 17.1m. Within the frame, fins are proposed at 1.14m centres which give the frame a solid appearance when viewed at an angle along Russell St, as shown on the plan on Drawing 13. This adds unnecessarily to the prominence of the top level, and it is recommended that the fins be deleted above the parapet level, reducing the perceived height to about 14.9m.

The enclosed part of the top floor is about 3.6m wide, occupying slightly less than half the width of the site, being set back from both side boundaries except at the lift shaft. Given its small scale and recessive placement, this set-back form is supported. The lift shaft would be clearly visible from the public realm when viewed from the northeast, given the height difference between the proposal

and neighbouring buildings; however, being of small dimensions (about 1.2 x 2.5m) and set back about 8m from the front boundary, it is not considered to have excessive impact.

The narrow width of the site (about 7.4m) reinforces a fine grain of subdivision and helps to avoid an unduly bulky building.

In summary, the proposed height and massing is considered acceptable, with the possible exception of the boundary wall height at the northeast corner, and subject to the visible side walls being well designed.

Building Design

The design is in a modernist idiom which is consistent with the proposed usage and is supported.

The letter of 20.04.2020 states that all windows are to be openable, but the elevations only show the ground floor windows to be openable. The other openable windows would help to animate the building (in addition to their environmental and comfort benefits), and they should be shown on the elevations.

The proposal generates extensive blank side walls, particularly to the south. To address this, a repeated magpie graphic is proposed across these walls – described as “20mm groove/ SS inset in pre-cast panels”. To the north, the side wall steps in and out, following the boundary; this divides the wall into three components, breaking down its scale somewhat. This wall is also partially concealed by the adjoining house, which varies in height between zero and three storeys. The magpie graphic is a reasonable strategy for enhancing the blank walls. Further information should be provided on these graphics however, including whether stainless steel is to be incorporated and what happens at the steps in the north wall.

The North Elevation should be amended to show where it steps in plan and to show the extent to which the adjacent house abuts it.

The Materials Schedule does not state the finish to be applied to the timber window frames, the colour of the painted fins or the tinting (if any) of the glass balustrades. The proposed finishes are otherwise supported.

Public Realm Interface

The street interface is well activated, with the glazed entry and café occupying the entire site width and service cupboards limited to a height of about 1.2m. Openable windows and doors extend the full width at ground floor level, further activating the frontage.

The cafe façade is set back about 1m; this differentiates the café from the office entry and creates some potential for outdoor seating, and is thus supported, provided it does not create undue difficulty for sight-impaired people navigating along the footpath.

Along the east façade, a steel plate canopy projects over the footpath (stopping 1m short of the kerb), which is supported.

The removal of the existing crossover improves footpath conditions for pedestrians; it also creates an opportunity for additional public realm improvements such as a kerb outstand, planting or bike parking within the zone typically used for on-street carparking. (It is noted that, although Sheet 2.00 of the plans only shows parking on the east side, there is existing parking on both sides of Russell St.)

Attachment 12 - PLN20/0173 - 27 Russell Street Abbotsford - Urban Design Referral Response

Signage

The proposed illuminated sign is located on the rear façade, facing across the Commercial 2 Zone toward Hoddle St and away from residential properties. As its content (as currently proposed) is limited to the street address, it would aid wayfinding, and is supported from an urban design perspective.

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

CITY OF YARRA

MEMO

To: **Chris Stathis**

From: **Artemis Bacani**

Date: **6 August 2020**

Subject: **Application No:** **PLN20/0173**
Description: **Five Storey Office Development**
Site Address: **27 Russell Street, Abbotsford**

I refer to the above Planning Application received 7 July 2020 in relation to the proposed development at 27 Russell Street, Abbotsford. Council's Civil Engineering unit provides the following information:

Drawings and Documents Reviewed

	Drawing No. or Document	Revision	Dated
Lindsay Holland Pty Ltd Architects	03.00 *Existing Site*	02	14 May 2020
	04.00 *Plan: B.01*	02	14 May 2020
	05.00 *Plan: L.01*	02	14 May 2020
	11.00 *East / North Elevation*	02	14 May 2020
	HAU		20 April 2020
Mobility	*Traffic and Mobility Study*		12 March 2020
	Sign Details		

CAR PARKING PROVISION

Proposed Use	Quantity/ Size	Statutory Parking Rate*	No. of Spaces Required	No. of Spaces Allocated
Office	553.5 m²	3 spaces per 100 m² of net floor area	16	0

* 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.

A waiver of 16 car spaces is sought by the applicant.

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

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

- *Parking Demand for Office Use.*
  Parking associated with office type developments is generally long-stay parking for employees and short-stay parking (say up to two hours' duration) for customers and clients. The actual parking demand generated by the office is expected to be lower than the statutory parking rate of 3 spaces per 100 square metres of floor space, since the area has very good access to public transport services.

  Throughout the municipality, Council has, in recent times, approved small scale office developments with no on-site car parking. The following table lists some sites that have been approved with no on-site car parking:

Development Site	Approved Office Parking Rate
Collingwood	
86 Smith Street PLN16/0216 issued 15 April 2016	96 m^2 Reduction: 3 spaces
187-195 Langridge Street PLN17/0867 issued 19 January 2018	470 m^2 Reduction: 16 spaces
Cremorne	
46A Stephenson Street PLN17/0017 issued 8 August 2017	55 m^2 Reduction: 1 space
Richmond	
19 David Street PLN17/0395 issued 15 April 2016	175 m^2 Reduction: 6 spaces

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

- *Availability of Public Transport in the Locality of the Land.*
  The following public transport services can be accessed on foot:

  - Hoddle Street buses – 120 metre walk
  - Collingwood railway station – 170 metre walk
  - Victoria Street trams – 390 metre walk
  - Johnston Street buses – 690 metre walk

- *Multi-Purpose Trips within the Area.*
  Clients and customers to the office might combine their visit by engaging in other activities or business whilst in the area.

- *Convenience of Pedestrian and Cyclist Access.*
  The site is very well positioned in terms of pedestrian access to public transport nodes and other nearby businesses. The site has good access 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*.
  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.

Adequacy of Car Parking
From a traffic engineering perspective, the waiver of car parking for this development is considered appropriate in the context of the development and the surrounding area. Employees of the office would commute to and from the site using more sustainable forms of transportation. The occupation and operation of the site should not adversely impact 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.

Design Assessment

Item	Assessment
Proposal	
Signage – Russell Street	The proposed signage is to be mounted onto the development's pedestrian entrance door on the eastern façade of the building. The signage would protrude 100 millimetres off the pedestrian door.
Assessment	
Signage – Russell Street	The pedestrian door is setback inside the property's boundary by 960 millimetres. The placement of the sign would not result in the encroachment over the property boundary.
Recommendation	
Signage – Russell Street	Given the proposed signage would be contained within the property boundary, the Civil Engineering unit does not have any objection to the installation of the proposed signage on the pedestrian entrance door along the eastern façade of the building at 27 Russell Street, Abbotsford.

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 Russell Street road frontage must be reconstructed to Council's satisfaction and at the Permit Holder's cost.
- The footpath along the property's Russell Street road frontage must be reconstructed to Council's satisfaction and at the Permit Holder's cost. The footpath must have a cross-fall of 1 in 40 or unless otherwise specified by Council.
- The half-width road pavement of Russell Street (from the centre line of the road to the west kerb) along the property frontage must be profiled (grounded by 50 mm) and re-sheeted to Council's satisfaction and at the Permit Holder's cost.
- All redundant vehicle crossings associated with the development must be demolished and reinstated with pavement and kerb and channel to Council's satisfaction and at the Permit Holder's cost.

Road Asset Protection

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

Construction Management Plan

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

Impact of Assets on Proposed Development

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

Discharge of Water from Development

- Only roof runoff, surface water and clean groundwater seepage from above the water table can be discharged into Council drains.
- Council will not permit clean groundwater from below the groundwater table to be discharged into Council's drainage system. Basements that extend into the groundwater table must be waterproofed/tanked.

ADDITIONAL ENGINEERING ADVICE FOR THE APPLICANT

Item	Details
Legal Point of Discharge	The applicant must apply for a Legal Point of Discharge under Regulation 133 – Stormwater Drainage of the *Building Regulations* 2018 from Yarra Building Services unit. Any storm water drainage within the property must be provided and be connected to the nearest Council pit of adequate depth and capacity (legal point of discharge), or to Council's satisfaction under Section 200 of the *Local Government Act* 1989 and Regulation 133.
Clearances to Electrical Assets	Overhead power lines run along the west side of Russell 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 - PLN20/0173 - 27 Russell Street Abbotsford - INITIAL Waste Referral Response

Bruhn, Konrad

From: Athanasi, Atha
Sent: Tuesday, 21 July 2020 11:20 AM
To: Stathis, Chris
Subject: RE: PLN20/0173 - 27 Russell Street Abbotsford - Referrals
Attachments: Final Yarra MUD WMP Guidelines 2018.docx

Hi Chris,

The waste management plan for 27 Russell Street, Abbotsford authored by Lindsay Holland Architects and dated 15/4/20 is not satisfactory from a City Works Branch's perspective. Issues to be rectified include, but may not be limited to the following:

1. The development should utilise appropriately sized shared bins for all waste streams.
2. Kerbside collection may not be appropriate at this location, sufficient space (1.5m) must be available for pedestrians at the bin collection location when bins are presented. Internal waste collection should be explored
3. Please include the total footprint of the desired bins against the allocated space in the bin storage room.
4. Food waste diversion should be included as a requirement
5. Please provide more information on the bin storage area.
6. Please detail bin washing procedure
7. More detail is required detailing how users will utilise the waste system
8. A clause must be included in the plan regarding potential review into the service if operational requirements change.

I have attached our guidelines so the author can gain an understanding of items we look for in a WMP.

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

Yarra City Council acknowledges the Wurundjeri Woi Wurrung 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 14 - PLN20/0173 - 27 Russell Street Abbotsford - INITIAL Waste Referral Response

From: Stathis, Chris
Sent: Tuesday, 7 July 2020 11:03 AM
To: Urban Design Unit <UrbanDesignUnit@yarracity.vic.gov.au>; Athanasi, Atha <Atha.Athanasi@yarracity.vic.gov.au>; Strategic Transport Referrals <StrategicTransportReferrals@yarracity.vic.gov.au>; Engineering Referral Unit <EngineeringReferalUnit@yarracity.vic.gov.au>
Cc: Larkins, Julian <Julian.Larkins@yarracity.vic.gov.au>; Pisani, Mark <Mark.Pisani@yarracity.vic.gov.au>
Subject: PLN20/0173 - 27 Russell Street Abbotsford - Referrals

Hi all,

The above application is for a five-storey office building, signage and a car parking reduction.

Please see CM references to the advertised material below. Also available online at the below link:

https://www.yarracity.vic.gov.au/services/planning-and-development/planning-applications/advertised-planning-applications/2020/06/29/pln200173

- **Engineering** – please review traffic report and proposed car parking reduction. There are no spaces provided on the land
- **Urban Design** – please do a full review of the design, including (but not limited to) height, massing, materials and public realm response.
- **Waste** – please review plans and WMP
- **Strategic Transport** – please review proposed bike spaces and layout and also EOTF.

Please let me know if you have any question.

Thanks

Chris Stathis
Senior Statutory Planner
City of Yarra PO Box 168 Richmond 3121
T (03) 9205 5352
E Chris.Stathis@yarracity.vic.gov.au
W www.yarracity.vic.gov.au

Attachment 14 - PLN20/0173 - 27 Russell Street Abbotsford - INITIAL Waste Referral Response

Attachment 15 - PLN20/0173 - 27 Russell Street Abbotsford - REVISED Waste Referral Response

Bruhn, Konrad

From: Athanasi, Atha
Sent: Thursday, 24 September 2020 8:32 AM
To: Bruhn, Konrad
Subject: RE: PLN20/0173 - 27 Russell Street Abbotsford - WASTE MANAGEMENT 03A

Hi Konrad,

The waste management plan for 27 Russell Street, Abbotsford authored by Lindsay Holland Architects and dated 14/9/20 is satisfactory from a City Works Branch's perspective.

Regards,

Atha Athanasi
Contract Management Officer

City of Yarra – City Works Depot
168 Roseneath St CLIFTON HILL VIC 3068
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From: Bruhn, Konrad
Sent: Tuesday, 15 September 2020 11:45 AM
To: Athanasi, Atha <Atha.Athanasi@yarracity.vic.gov.au>
Subject: FW: PLN20/0173 - 27 Russell Street Abbotsford - WASTE MANAGEMENT 03A

Hi Atha

Lindsay has prepare a revised WMP in response to your latest comments I believe, could you please review and let me know whether this is sufficient?

Regards

Konrad Bruhn
Senior Statutory Planner
STATUTORY PLANNING
City of Yarra PO Box 168 Richmond 3121
ABN 98 394 086 520

T (03) 9205 5124

Attachment 15 - PLN20/0173 - 27 Russell Street Abbotsford - REVISED Waste Referral Response

E konrad.bruhn2@yarracity.vic.gov.au
W yarracity.vic.gov.au

From: Lindsay Holland [mailto:lindsay.holland@hau.net.au]
Sent: Tuesday, 15 September 2020 11:34 AM
To: Bruhn, Konrad <Konrad.Bruhn2@yarracity.vic.gov.au>
Subject: RE: PLN20/0173 - 27 Russell Street Abbotsford - WASTE MANAGEMENT 03A

Dear Konrad,

We have received a response from Atha Athanasi who has suggested further minor amendments
We have amended the submission and refer attached WMP 03A, dated 14.09.2020

He has requested all submissions be made through yourself.
Please forward to him at the earliest opportunity.

In a SCHEDULE OF PERMIT CONDITIONS to be issued shortly, we have included as a possible PERMIT CONDITION the requirement to submit a WMP for approval.
Obviously if the attached WMP is approved this may be an unnecessary Condition.
The approved WMP may still need to cited in the Permit

Regards

Lindsay Holland
Director

HAU ARCHITECTURE + URBANISM
Lindsay Holland Pty Ltd Architects

A : 79 charles street abbotsford 3067 victoria australia
M : +61 4 0888 6466
E : lindsay.holland@hau.net.au

6.4 PLN20/0168 - 40-50 Rokeby Street, Collingwood

Executive Summary

Purpose

1. This report provides an assessment of the proposal at property No. 40 and 50 Rokeby Street, in Collingwood for the development of a thirteen (13) storey building and use of the land for shops (permit required use), food and drink premises, an office and a reduction in the associated car parking requirement of the Yarra Planning Scheme.

Key Planning Considerations

2. Key planning considerations include:
   (a) Use (Clause 34.02-1);
   (b) Built form (Clauses 15, 21.05, 22.10, 34.02-7 and 43.02);
   (c) Interface uses policy (Clause 22.05); and
   (d) Car Parking and Bicycle Provision (Clauses 52.06 and 52.34) of the Yarra Planning Scheme.

Key Issues

3. The key issues for Council in considering the proposal relate to:
   (a) Policy and Strategic Support;
   (b) Shop Use;
   (c) Built form and Urban Design;
   (d) On-site amenity including Environmentally Sustainable Design;
   (e) Off-site amenity including Waste Management;
   (f) Car parking and traffic;
   (g) Bicycle facilities and strategic transport; and
   (h) Objector concerns.

Submissions Received

4. Twenty three (23) objections were received to the application, these can be summarised as:
   (a) Built form and design:
      (i) Height and mass of the development is inconsistent with the neighbourhood character (including heritage) and policy.
      (ii) The development is an overdevelopment of the site.
      (iii) Inadequate upper level setbacks to ameliorate visual bulk.
      (iv) The proposed laneway is of very low quality given that it is not open to the sky and will provide a poor outcome for publicly accessible space.
      (v) Development is at odds with the lower scale heritage and residential areas to the east.
      (vi) The podium is too high.
      (vii) The proposal does not result in an acceptable ESD response.
   (b) Use and Off-site amenity impacts:

(i) Unacceptable visual bulk and overshadowing of the public realm and surrounding residences.

(ii) Wind impacts.

(c) Traffic and Car parking:

(i) Reduction in the car parking requirement is excessive.

(ii) The on-site car parking provision will cause traffic congestion.

(iii) Reliance on traffic through surrounding streets.

(iv) Not enough car parks provided on-site, the on-street car parking is already at capacity and cannot cater to overflow from development.

(d) Other:

(i) Disruption to traffic during construction.

(ii) Will block outlooks from the balconies of surrounding dwellings.

(iii) Result in an impact on the health and well-being of residents.

(iv) The proposal will have a negative impact on the residential 'as of rights' amenity of property No. 35-37 Rupert Street, Collingwood.

5. One (1) letter of support was received to the application, that can be summarised as:

(i) Reduction in car parking should be supported as a means of encouraging more use of alternative forms of transportation (i.e. bicycles, transport and walking).

(ii) Waste collection within the building is commendable.

Conclusion

6. 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) Condition 1(b) that requires the setback of the terraces from the Rokeby Street boundary above the podium to be increased to 3m; and

(b) A requirement for the owner to enter into a Section 173 agreement to provide unfettered 24 hour public access to the north-south link at the rear of the property (as per Condition 20).

CONTACT OFFICER: **John Theodosakis**
TITLE: **Principal Planner**
TEL: **9205 5307**

6.4 PLN20/0168 - 40-50 Rokeby Street, Collingwood

Reference	D20/157126
Author	John Theodosakis - Principal Planner
Authoriser	Senior Coordinator Statutory Planning

Ward:	**Langridge**
Proposal:	**Development of a multi-storey building and use of the land for shops, food and drinks premises, office and a reduction in the associated car parking requirement of the Yarra Planning Scheme.**
Existing use:	**Former automotive repairs and offices.**
Applicant:	**Vicky Grillakis – Associate Director Urbis Pty. Ltd.**
Zoning / Overlays:	**Commercial 2 / Design and Development Overlay (Schedule 11)**
Date of Application:	**16 March 2020**
Application Number:	**PLN20/0168**

Background

Application process

1. The application was lodged on 18th March 2020, and further information subsequently requested on 01st April 2020. The request was satisfied on 24th April 2020 and the application was then advertised with 2,942 letters being sent on 29th April 2020. At the time of writing this report, twenty three (23) objections have been received.
2. Whilst this process was occurring, Officers sought and received advice from Council's internal units including Environmental Sustainable Design (ESD), City Works Unit, Engineering Unit, Urban Design and Strategic Transport. Referral advice is an attachment to this report.
3. Following advertising and receipt of advice from Council's external Urban Design Consultant, Hansen Partnership Pty. Ltd. (Hansen), including discussions between Council Officers and the permit applicant, the application was formally amended on the 25th August 2020 under Section 57A of the *Planning and Environment Act* 1987.
4. The "Amended" plans propose the following primary changes to the originally advertised plans (as illustrated at Figures 1 and 2):
   (a) The building modified from fifteen (15) to thirteen (13) storeys with two levels deleted from the mid-section, and a consequent height reduction from 65.83m to 59.03m as measured to the highest point of the roof plant screen above the natural ground level (NGL);
   (b) Consequent deletion of 2023.8sq.m. of office floor area;
   (c) The terraces from Levels 5 to 10 setback 1.15m from the western (front) boundary and their area subsequently decreased from 51.9sq.m. to 43.8sq.m.
   (d) Improved visibility of the lobby to Rokeby Street through the removal of the fire booster at the ground floor and new entrance; and
   (e) Provision of glazing across the bike store wall facing the ground level lobby (internal variation).
5. The building will read as a thirteen level building with plant services, in lieu of a fifteen level with plant services with the building modified from (as per the advertised plans):

Figure 1: Rokeby Street elevation (West Elevation) – Advertised Plans

To:

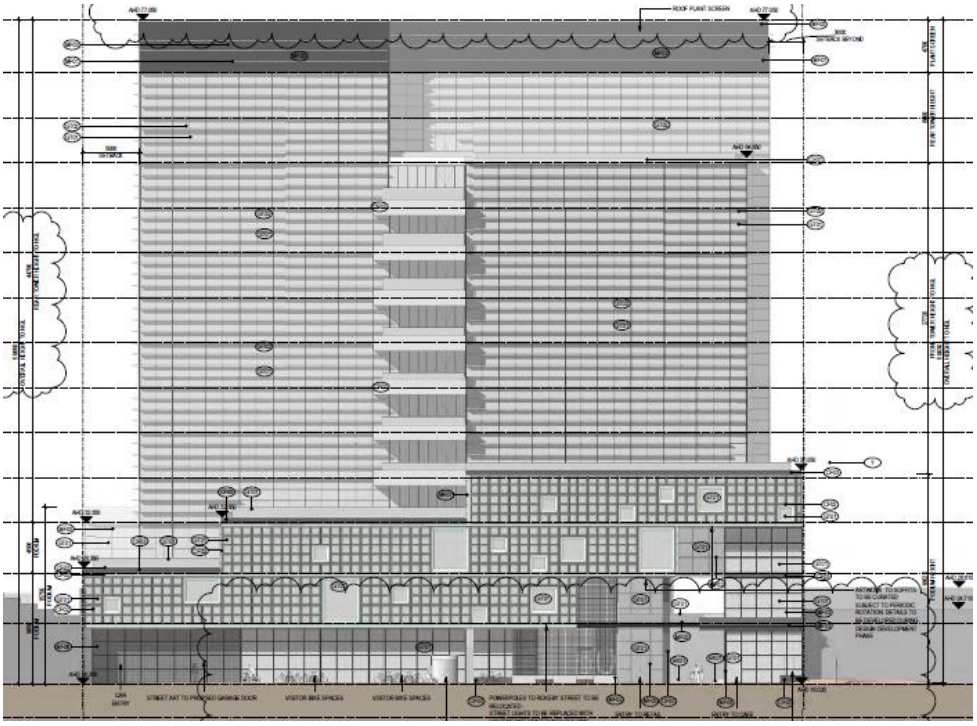


Figure 2: Rokeby Street elevation (West Elevation) – Amended Plans

6. The “Amended” plans have been submitted under Section 57(a) of the Act, formally substituting the advertised plans and will be considered for the purpose of this assessment, forming the “decision” plans. These plans have also been circulated to all objector parties with the invites to the meeting.

The Proposal

7. The application proposes to develop the land at No's. 40 and 50 Rokeby Street, Collingwood with the construction of a thirteen (13) storey building (plus service plant area) and use of the land for a shop food and drink premises, an office and a reduction in the associated car parking requirement of the Yarra Planning Scheme.

8. The key elements of the development can be summarised as follows:

   Use(s)

   (a) The following uses and designated areas are proposed:

      (i) A total of 338.8sq.m. of shop area (permit required use) at the ground floor spread across 4 tenancies with operating hours of 7am to 10pm, Monday to Sunday;

      (ii) A food and drink premises - cafe (permit not required use) of 66.1sq.m. at the ground floor; and

      (iii) 12,641sq.m. of office (permit not required use) spread across Level 1 to 12 with an ancillary indoor recreation facility (gym and yoga for staff) at Level 1 of 149.7sq.m.

   Development

   (b) Construction of a thirteen (13) storey (plus plant roof area) building with a two level basement.

   (c) The height of the building is proposed at 54.33m to the roof above Level 12 above the natural ground level (NGL) and 59.03m level to the highest point of the roof plant screen above the NGL.

   (d) The building will read with a part two, three and four storey podium to Rokeby Street, with four varied elements (see Figures 3 and 4), being the two towers visually separated by "Sky Laneways" and terraces commencing from Levels 4 to 10 (i.e. 1, 2 and 3) with the walls at Levels 11 and 12, and plant screen above (i.e. element 4) in the southern portion being the more recessive element.

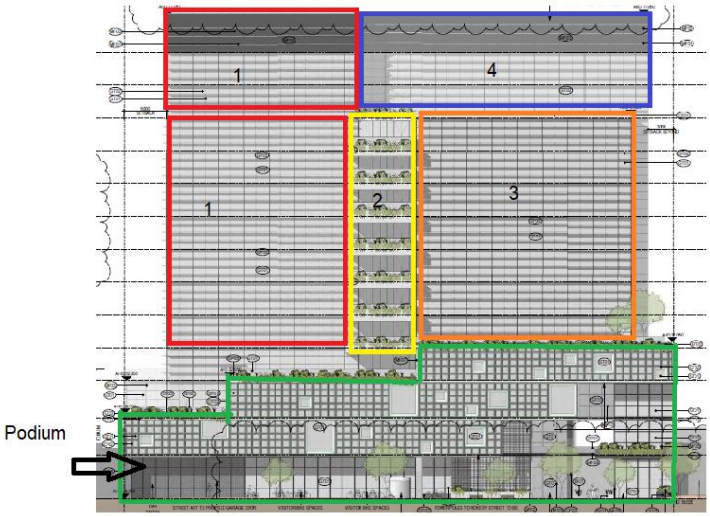


Figure 3: Elements of building as perceived from Rokeby Street to the west.

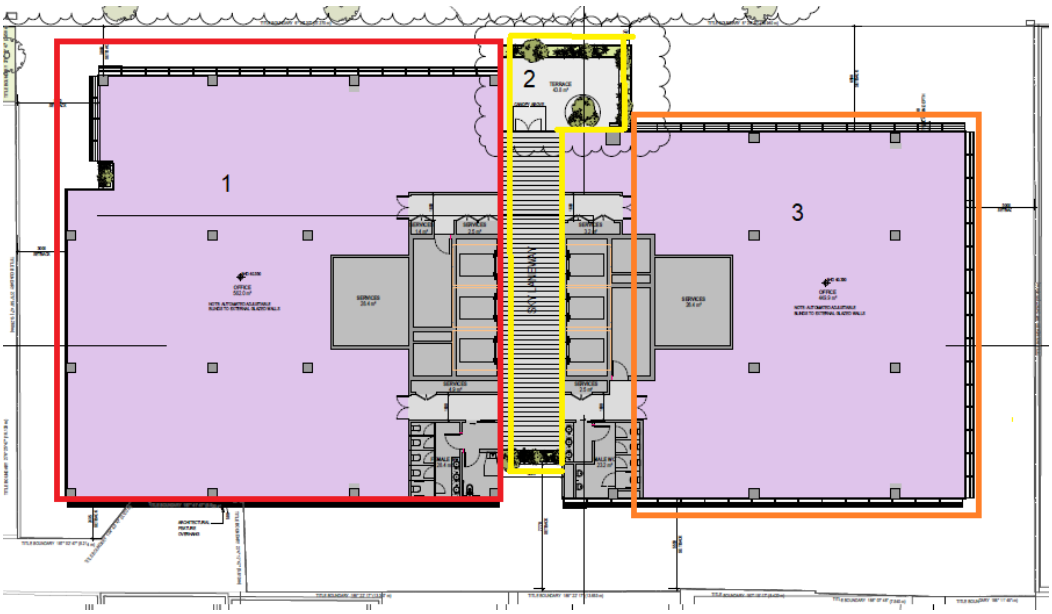


Figure 4: Portions separated by sky laneways and terraces at Levels 4-10.

Building massing and setback to Rokeby Street (West)

(e) Two basement levels are proposed across the majority of the site.

(f) The walls associated with the ground floor would be setback a minimum 3m from the front boundary, forming an under-croft with the levels above extending to the boundary and forming the podium to Rokeby Street which transitions from two to four levels as it extends from the north to south as follows:

Figure 5: Transitioning street podium.

(g) The podium as measured above the natural ground level (NGL) will have a height of 9.85m (two levels i.e. A at Figure 5), transitioning to 15.75m (three levels (i.e. B at Figure 5) and 18.62mm (four levels i.e. C at Figure 5) to Rokeby Street.

(h) The terraces commencing at Level 4 (i.e. Element No. 2) will give the impression of a physical split in the building through to Level 10 as indicated at Figures 3 and 4.

(i) At Level 1, the building will extend across the front boundary for a length of 44.12m before setting back consecutively by 10m and 3m in the south-west corner.

(j) At Level 2, the building to Rokeby Street will be setback 6.5m in the north-west corner before extending across the front boundary for a length of 40.85m and setting back consecutively by 10m and 3m in the south-west corner.

(k) At Level 3, the northern portion of the building will be setback 6.5m with the exception of a terrace to Rokeby Street, before extending to the boundary for a length of 30m.

(l) At Levels 4-10 the northern portion of the building will be setback 6.5m to Rokeby Street and the southern portion will be setback 3m with the exception of terraces that will extend into these setbacks.

(m) The 6.5m setback will be maintained in the northern portion at Levels 11 and 12 (i.e. Element 1 continued as indicated at Figure 3) to Rokeby Street including the roof plant area, with the setback of the southern portion increased to 10.09m (i.e. Element 4 at Figure 3).

Building massing and setbacks to the North

(n) To the north, the building will extend at the ground floor boundary for its full length with Level 1 also extending to the boundary with the exception of a short length of wall that measures 6.7m in length and setback 5m to accommodate a terrace.

(o) Level 2 would also extend to the boundary for a length of 11.89m producing an overall boundary wall height of 14.37m above the NGL, before setting back 5m and 12.18m in the north-west corner to allow for a terrace of 113sq.m.

(p) From Level 3 and above, the building will be setback a minimum 5m with the exception of a terrace that will extend into this setback at Level 3 in the north-east, continuing from the east with an area of 230.5sq.m.

Building massing and setbacks to the South

(q) To the south, the building will extend at the ground and Levels 1 and 2 for its full length of 28.84m producing an on-boundary wall height of 15.7m above the NGL, with a further length that would cantilever over the ground floor, where the site is bounded by the termination of the laneway at the rear of up to 15.7m above the NGL.

(r) At Level 3, the building will extend to the boundary for a length of 14.2m before setting back 3m for the remainder of its length to the east.

(s) From Level 4 to Level 10, the building will be setback 3m and 5m with the exception of a terrace that will extend into this setback at Level 4 at the north-east corner as continued from the west with an area of 137.1sq.m.

(t) Levels 11, 12 and the roof plant will be setback a minimum 3m.

Building massing and setbacks to the East

(u) To the east, the building will be primarily setback 2.85m from the ground floor with the exception of the south-east corner that will extend to abut the laneway.

(v) Levels 1 and 2 that will extend to the shared boundary for a length of 15.8m and height of 15.8m above the NGL where abutting a shared boundary, and lengths of 6.93m and 5.21m of walls that extend to their shared boundary where adjacent to the rear laneway.

(w) At Levels 3 and above the building would be primarily setback 5.55m and between zero (i.e. short length of wall adjacent to the laneway) and 2.43m in the south-east corner.

<u>Layout</u>

(x) The food and drink premises (café) in the south-west corner, the lobby associated with the offices and a shop (one of four tenancies) would be directly accessed from the widened footpath (i.e. 3m setback) along the Rokeby Street frontage.

(y) A connecting pedestrian laneway to the north of the café will provide access to the remainder of the shop tenancies and the public laneway to the east.

(z) The pedestrian walkway created by the 2.85m setback at the ground floor to the east is intended to connect pedestrian movement with the laneway further north and a future development to the east at No.'s 33 and 35-37 Rupert Street (planning application No. PLN20/0165 - still pending for a decision at the time of writing this report).

(aa) The ground floor would include all waste services (with separate gym waste, hard waste, retail / café waste and office and general waste), service rooms (i.e. communications room and fire control room and building maintenance office), service amenities and lifts.

(bb) The ground floor would provide a loading bay with minimum dimensions of 13.29m x 4.79m, 188 regular bicycle spaces and 6 e-bike charging stations and 1 bike repair station in a secure, purpose provided room, 10 visitor bicycle spaces in the setback to Rokeby Street, 8 visitor bicycle space adjacent to and in the rear laneway with a lobby associated with the end-of-trip (EOT) facilities located in the basement.

(cc) The basement car park will provide up to 82 car spaces, 5 motorbike spaces,5 electric vehicle charging points, substation, fire tank, pump and switchboard rooms, and EOT facilities with up to 428 lockers and 21 showers for staff use.

(dd) The office area(s) would be spread across Levels 1 to 12.

Materials and Finishes

(ee) The podium will include square shaped windows that will be predominantly consistent in their patterning ("terrace" style glazing) but with some variation with the inclusion of larger squares that will cascade from Level 3, from the south to the north. The ground floor will comprise of glazed shop fronts, including an area intended for street art (i.e. the garage door), sitting areas, landscaping opportunities and a highly articulated entrance that will include a pedestrian laneway / arcade.

(ff) The on-boundary walls will be constructed of precast-concrete with those recessed constructed primarily of metal-framed, industrial glazing with metal horizontal metal louvers intended for articulation and shading of internal office areas.

Figure 6: Street view looking south towards the subject site from the intersection the Northumberland and Rokeby Street intersection.

ESD Features

(gg) The development would incorporate the following ESD commitments:

(i) The development is claiming a BESS score of 71%, suggesting 'Australian Excellence';

(ii) All major common areas and individual tenancies will be sub-metered to allow for better user control over their own individual needs in terms of energy and water consumption;

(iii) A STORM report with a score of 104% demonstrating best practice relying on 290sq.m. of the roof connected to a 6,000lt rainwater tank connected to toilets;

(iv) A 20kWp solar PV array to contribute to onsite electricity consumption;

(v) An appropriate shading system to maintain thermal performance levels;

(vi) A total of 206 bicycle spaces with end-of-trip facilities with 6 e-bike charging stations (representing a 200% increase in statutory requirements) and 1 bike repair station in a secure, purpose provided room;

(vii) Head contractor to re-use / recycle a minimum 80% of construction and demolition wast (by weight) to minimise the volume of waste to landfill.

(viii) 100% of the building's offsite electricity demand will be from certified GreenPower sources, reducing the building's operational GHG emissions and supporting the renewable energy sector.

Existing Conditions –

Subject Site

9. The subject site is comprised of two lots, namely 40 and 50 Rokeby Street, identified as Lots S3 and 2 on Certificate of title Volume No. 12197, and Folio No's. 938 and 937, respectively and both associated with Plan of Subdivision 825872P. The subject site is located on the eastern side of Rokeby Street in Collingwood between Langridge Street to the north and Victoria Parade to the south. The aerials below identify the subject site.

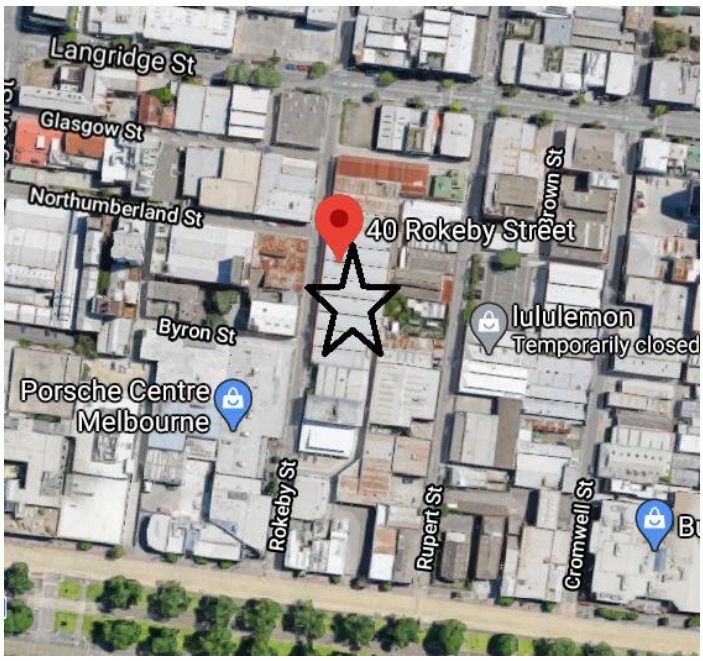


Figure 7: Aerial (sourced from Google – Map data 2020) with subject site identified with a star.

Figure 8: Aerial sourced from Permit Applicant's Town Planning report, on closer range identifying subject site in a blue outline.

Figure 9: Aerial (sourced from Google) with subject site outlined in yellow looking north-east.

10. The subject site has a frontage of 64m with a northern boundary length of approximately 35.5m and a southern boundary length approximately 24m (this length being irregular due to an irregularly shaped laneway to the rear) with an overall site area of 1,193sq.m.

Figure 10: Image (sourced from Google) looking towards the subject site from the north looking south.

11. The site is occupied by factory buildings that extend to their respective boundaries, covering 100% of the site, and used for automotive repairs and offices. The buildings present hard-edged masonry walls with a series of metal–framed windows, large openings for ease of vehicle and pedestrian access into a large open plan for automobile repairs. The saw tooth roof form clearly visible from Rokeby Street also contains glass across the flush, northern side as a means of access to solar.

12. The land gradient is flat and the site is not encumbered by any restrictive covenants save for a short party wall easement extending across the southern boundary for a length of 13.26m according to the plan of subdivision referenced earlier.

Surrounding Land

13. The surrounding area is characterised by a mixture of uses and architectural styles including industrial and commercial buildings of various types and eras as well as older style dwellings and constructed apartment developments (Yorkshire Brewery). The immediate surrounding area is zoned Commercial 2 (dark purple at Figure 11).

Figure 11: Subject site and zoning.

14. The area contains a range of businesses including light industry, manufacturing, warehousing, offices and studios and other commercial uses. Allotment sizes are varied as are building types ranging from industrial to warehouses, office and commercial, all reflecting the historic industrial nature of the area. Construction along Rokeby Street is typically built boundary to boundary, with full site coverage and car parking provided within garages or car parking areas.

15. Some sites in the wider area are underutilised and / or vacant whilst others have been redeveloped for residential (i.e. up to 17 storeys (i.e. property No. 21 Robert Street, Collingwood – the former Yorkshire Brewery site – approximately 180m north-west of the subject site and zoned Mixed Use) and commercial uses i.e. up to 11 storeys with roof top terraces at property No. 51 Langridge Street approximately 150m north-west of the site. Some are currently under construction (i.e. property no. 2-16 Northumberland Street, Collingwood that is up to 13 storeys and zoned Commercial 2 located approximately 90m west of the subject site) whilst other sites, are being cleared (see Figure 13) in preparation for the commencement of works (i.e. property No. 71 – 93 Gipps Street, Collingwood that has a planning permit (planning permit no. PLN16/1150) for the construction of an 11 storey commercial building located approximately 320m north-east of the site).

16. The subject site, combined with the properties mentioned above, forms part of the Gipps Precinct that has been identified as being strategically important for commercial activity and evidently, a transformation of built form within this precinct has commenced with further approved and proposed developments that include:

    (a) PLN18/0183 – 19 Down Street, Collingwood – Development of an 8 storey commercial building – approved and at the time of writing, information in accordance with conditions of permit still pending. This application was considered by the Internal Development Approvals Committee on 13 May 2020 that adopted the Officer's recommendation for the issue of a Notice of Decision to Grant a Permit with conditions.

(b) PLN20/0165 – 33 - 37 Rupert Street, Collingwood – Development of a 10 storey commercial building – At the time of writing, this application was pending for a decision and is further referred to again in a later paragraph; and

(c) PLN19/0719 – 128 – 144 Wellington Street, Collingwood - Staged development and use of the land for two buildings up to 15 storeys – At the time of writing, this application was pending for a decision.

17. Within the Gipps Street precinct are also a number of purpose-built dwellings including on the southern side of Gipps Street (located further north) and that to the immediate east of the subject site (the latter referred to again in a later paragraph), zoned Commercial 2.

Figure 12: Properties to the south of Gipps Street, between Rokeby and Rupert Streets with the 17-storey, former Yorkshire Brewery in the background.

18. More recently, Council received notification that the Minister for Planning (the Minister) adopted amendment C283 to the Scheme, that includes a new Schedule to Clause 45.12 'Specific Controls Overlay' to facilitate a 13 storey development to land at 81-89 Rupert Street (located approximately 190m to the north-east from the subject site), also known as the 'Walk Up Village (generally as previous proposed in Yarra planning permit application PLN19/0570).

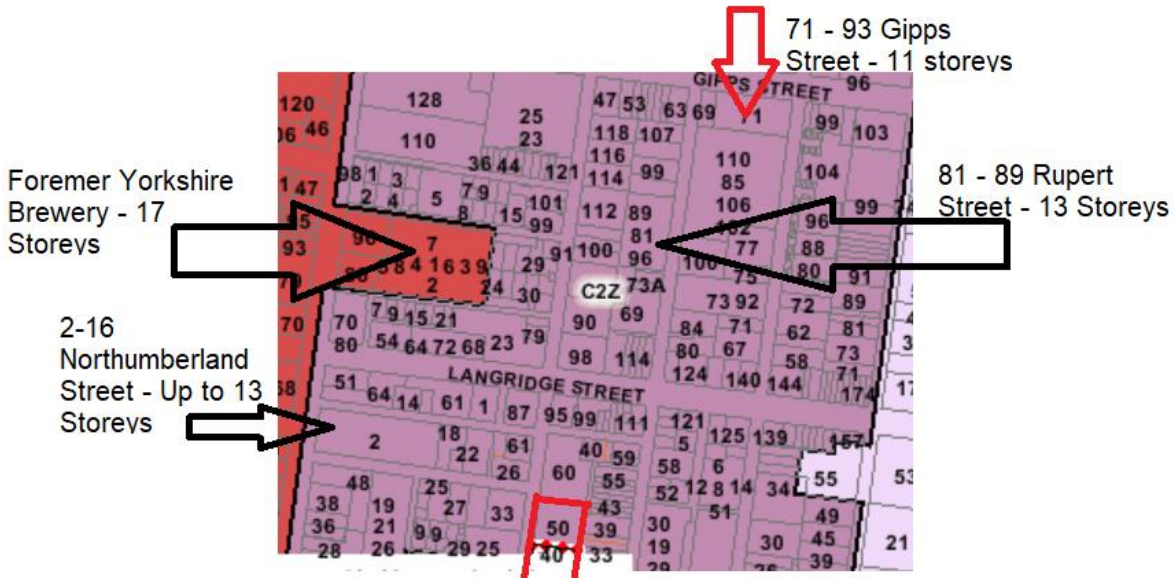


Figure 13: Subject site with locations of some taller buildings identified (proposed, approved and under construction) for context.

Figure 14: South-east corner of Gipps and Rupert Street, with the land at 71-93 Gipps Street, in the background cleared and cited with a crane in preparation of construction.

19. The site's immediate interfaces are as follow:

North

Figure 15: Property to the immediate north.

Figure 16: Vacant property to the north of Montague Street used as an informal car park.

20. To the north is a similar former factory and warehouse building that is of two-storeys and was formerly part of a larger allotment that included the subject site. This building is also used for automotive repairs, but also includes a boxing centre / gym. The building is setback at the ground floor where it provides under-croft car parking with a hard-edged first floor. The building is of masonry construction and contains a roof that is in part, flat and saw tooth. The buildings interface Montague Street to the north, and presents similarly to that described to Rokeby Street. Further north, and on the opposite side of Montague Street is a vacant lot that appears to be used as an informal car park that extending to Langridge Street further north.

Figure 17: Properties addressed to Langridge Street on the northern side between Rokeby and Rupert Streets.

21. To the north, on the opposite side of Langridge Street, are three and four-storey commercial buildings, constructed hard-edged to the street.

West

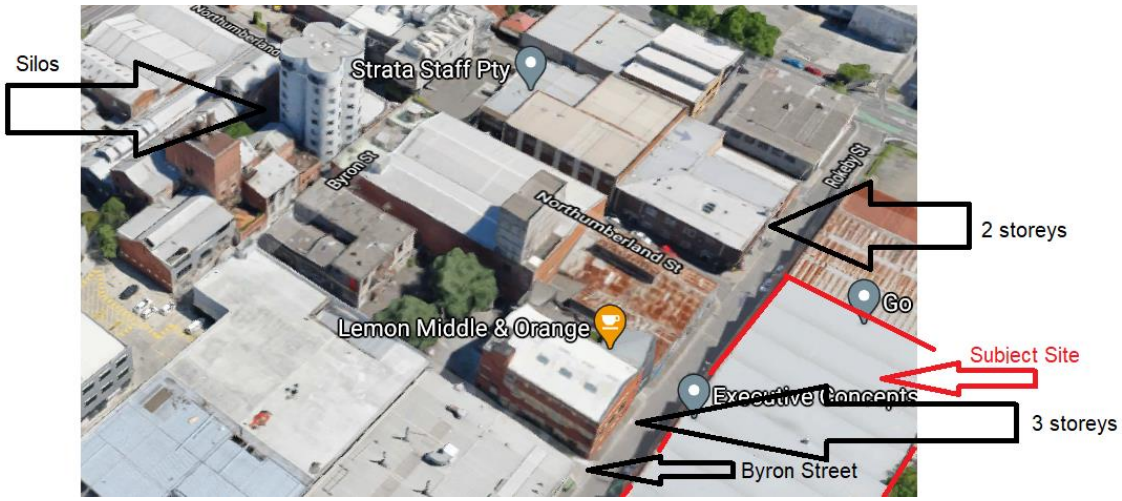


Figure 18: Aerial identifying western context of Rokeby Street and proximity and access to Silos.

22. To the immediate west is Rokeby Street which is a one-way street, with traffic flow heading south, from Langridge Street to the north. Parallel parking is provided on the eastern side of Rokeby Street with 2 and 4 hour parking restrictions. The western side of Rokeby Street contains two and three storey commercial buildings that are also constructed hard-edged to the street. Byron Street also accessed from Rokeby Street, provides access to buildings ranging between 2 and 6 storeys associated with the former silos (now redeveloped to 11 storeys) at No. 21 Northumberland Street and the former distillery at No. 26 Wellington Street.

South

Figure 19: Properties addressed to Rokeby Street to the immediate south.

23. The immediate southern properties are occupied by two single-storey commercial buildings of masonry construction and unlike the vast majority along Rokeby Street, are recessed and provide some landscaping in their front setback. The buildings have driveways with crossovers to Rokeby Street. Further south is a four-storey, hard-edge office building. Beyond that are single and double-storey warehouses, with the site specifically heritage overlay controlled (i.e. graded 'individually significant') "Prince Patrick Hotel' located at the north-east corner of the Victoria Parade and Rokeby Street intersection. On the opposite corner is a contemporary building that houses a vehicle display and showroom for 'Porshe'.

24. Victoria Parade is a tree-lined arterial road located within the Road Zone Category 1 with tram stops located within the tree reserve. Beyond Victoria Parade are a series of buildings varying in height between two, three and four levels that progressively get higher closer to the CBD.

East

Figure 20: Aerial identifying western context of Rupert Street to the east of the Subject site and two laneways.

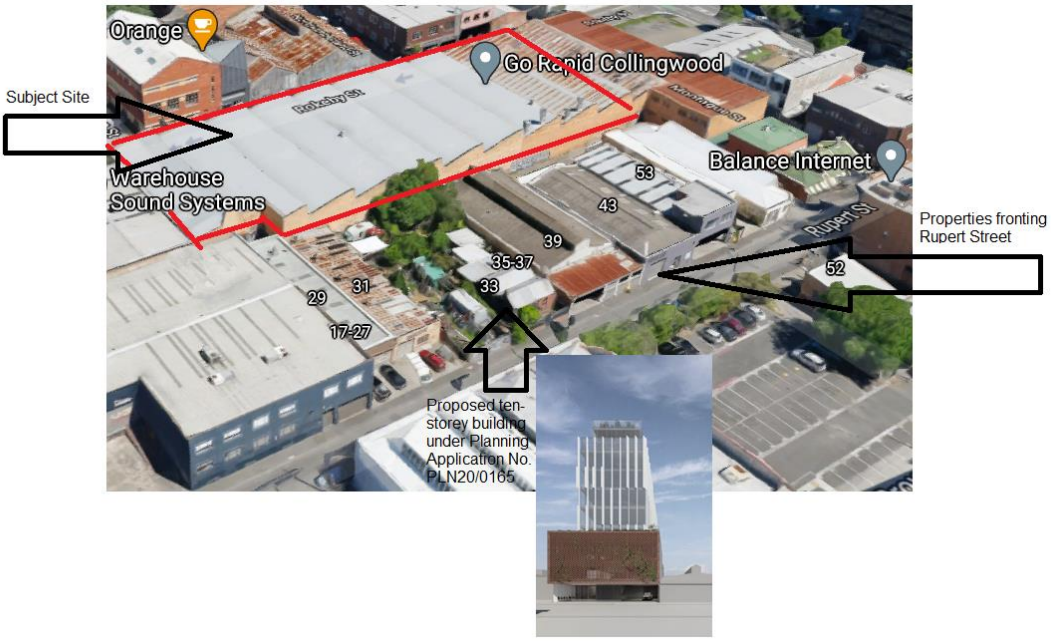


Figure 21: Aerial identifying western context of Rupert Street to the east of the Subject site with Rupert Street render of proposed building at No. 33-37 Rupert Street.

25. The subject site has an abuttal with two laneways to the east, with one extending across the boundary to the north-east and the other terminating at the subject site's secondary southern boundary in the south-east corner. The subject site separates these laneways from forming in a continuous line.

26. Immediately abutting the subject site, are properties fronting onto Rupert Street that are predominantly single-storey, including a dwelling that is anomalous to the context and industrial setting as presented by other surrounding hard-edged commercial buildings. Rupert Street is also a one way street with parallel parking on the eastern side. More broadly along Rupert Street, buildings range between single and double-storey industrial style buildings. These buildings are either vacant or used for commercial purposes and are generally hard-edged to the street. Where lots are undeveloped, land is generally used for car parking

27. At present, there is a planning application (i.e. PLN20/0165) to develop the land at property No. 33-37 Rupert Street (that has an immediate abuttal with the subject site), with a ten-storey office building with a maximum building height of 42.2m as measured above the NGL.

Figure 22: Close up of Rupert Street render of building proposed under planning application No. PLN20/0165.

28. At the time of writing, planning application No PLN20/0165 was pending for a decision.

29. The subject site is also well connected to surrounding services including being located:

(a) Approximately 120m to the north of Victoria Parade, with various bus routes serving the western and eastern suburbs via the CBD, and tram route 109 Docklands to Box Hill via the CBD;

(b) Approximately 290m to the west of Hoddle Street, a major arterial road with bus routes servicing Doncaster, the northern suburbs, various railway stations, the CDB, Elsternwick and St Kilda;

(c) Approximately 500m to the east of Smith Street, a Major Activity Centre, with bars, cafes, restaurants, taverns, nightclubs, retail and community facilities, and tram route 86 serving Docklands and Boroondara via the CBD;

(d) Approximately 650m from the North Richmond Railway Station located south-east; and

(e) Approximately 900m to the south of Johnston Street, a Neighbourhood Activity Centre, with bus routes servicing this Centre.

Planning Scheme Provisions

Zoning

Commercial 2 Zone (C2Z)

30. The purposes of this zone are:

(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.*

31. Pursuant to Clause 34.02-1 of the Yarra Planning Scheme (the "Scheme") the shop use requires a planning permit as it does not meet the full array of requirements at the Table of uses of Clause 34.02-1 (i.e. is not on the same land as a supermarket) of the Scheme.

32. The food and drink premises and office use **do not** require planning approval because the former is less than 100sq.m. and the latter is a no permit required use at the Table of uses of Clause 34.02-1 of the Scheme.

33. Pursuant to Clause 34.02-4 of the Scheme, a planning permit is required to construct a building or construct or carry out works.

Overlays

Design and Development Overlay (DDO) – Schedule 11 – Gipps Precinct

34. Pursuant to Clause 43.02-2 of the Scheme, a planning permit is required to construct a building.

35. Schedule 11 to the DDO contains requirements in assessing buildings and provides the following decision guidelines at point 7 that must be considered:

(a) *The impact of traffic generated by the proposal and whether it is likely to require additional traffic management control works in the neighbourhood.*

(b) *How the design, height and form of development responds to the preferred built form character of the Precinct.*

(c) *How the design, height and visual bulk of building/s on the site address potential negative amenity impacts on surrounding development.*

(d) *How the proposal improves the street environment for pedestrians along street frontages.*

(e) *The location of, and access to, parking facilities and their effect on the local road network.*

Particular Provisions

Clause 52.06 – Car parking

36. Clause 52.06-1 requires that a new use must not commence or the floor area of an existing use must not be increased until the required car spaces have been provided on the land.

37. Pursuant to Clause 52.06-3 a permit is required to reduce the number of car parking spaces required under this clause.

38. Pursuant to Clause 52.06-5, Column B of Table 1 applies if any part of the land is identifies as being within the Principal Public Transport Network Area as shown on the *Principal Public Transport Network Area Maps* (State Government of Victoria, August 2018). The subject site is shown as being within the Principal Public Transport Network Area and therefore Column B applies.

39. Before a requirement for car parking is reduced, the applicant must satisfy the Responsible Authority that the provision of car parking is justified having regard the decision guidelines at clause 52.06-6 of the Scheme.

40. The following table identifies the car parking requirement under Clause 52.06-5 and the provision on site.

Proposed Use	Quantity/ Size	Statutory Parking Rate*	No. of Spaces Required	No. of Spaces Allocated
Office	12,641sq.m.	3 spaces per 100sq.m. of net floor area	379	77
Shop	338.8sq.m.	3.5 spaces per 100sq.m. of leasable floor area	11	4
Food and drink premises (Café)	66.1sq.m.	3.5 spaces per 100sq.m. of leasable floor area	2	1
		Total	**392**	**82**

41. A total of 82 car spaces are proposed on site, therefore the application seeks a reduction of 310 car spaces. Under the previous scheme that was advertised, the application sought a reduction of 370 car spaces.

Clause 52.34 – Bicycle Facilities

42. Pursuant to clause 52.34, a new use must not commence until the required bicycle facilities and associated signage has been provided on the land. The purpose of the policy is to encourage cycling as a mode of transport and to provide secure, accessible and convenient bicycle parking spaces

43. Under the provisions of Clause 52.34-3 of the Scheme, the development's bicycle parking requirements are as follows:

Proposed Use	Quantity/ Size	Statutory Parking Rate	No. of Spaces Required
Office (other than specified in the table)	12,641sq.m.	1 employee space to each 300 sqm of net floor area if the net floor area exceeds 1000 sqm	42 employee spaces

		1 visitor space to each 1000 sqm of net floor area if the net floor area exceeds 1000 sqm	12 visitor spaces.
Shop and Food and drink premise (café) – nested with retail	338.8sq.m. and 66.1sq.m. – combined total of 404.9	1 to each 600 sq m of leasable floor area if the floor area exceeds 1000sq.m. 1 visitor space to each 500 sqm of leasable floor area if the leasable floor area exceeds 1000 sqm	0 0
Bicycle Parking Spaces Total			**42 employee spaces** **12 visitor spaces**
Showers / Change rooms		1 to the first 5 employee spaces and 1 to each additional 10 employee spaces	4 showers / change rooms

44. The development proposes 188 regular bicycle spaces for staff / employees and 6 e-bike charging stations and 1 bike repair station in a secure, purpose provided room, 10 visitor bicycle spaces in the setback to Rokeby Street, 8 visitor bicycle space adjacent to and in the rear laneway with a lobby associated with EOT facilities located in the basement with up to 20 showers, all linked to change rooms, including 428 lockers. As such the bicycle requirements are above and beyond the statutory requirements of the Scheme.

45. Clause 52.34-4 provides the design standard for bicycle spaces and signage.

General Provisions

Clause 65 – Decision Guidelines

46. 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 66.02 – Use and Development Referrals

47. In accordance with Clause 66.02-11 of the Yarra Planning Scheme, an application to construct a building or to construct or carry out works for an office building that provides an area in excess of 10,000sq.m. must be referred to the Head, Transport for Victoria. The Head, Transport for Victoria, is a determining referral authority for this application.

Planning Policy Framework (PPF)

48. Relevant clauses are as follows:

Clause 11.01-1R – Settlement – Metropolitan Melbourne

49. The relevant strategies of this clause are:

(a) *Develop a network of activity centres linked by transport; consisting of metropolitan activity centres supported by a network of vibrant major and neighbourhood activity centres of varying size, role and function.*

(b) *Create mixed-use neighbourhoods at varying densities, including through the development of urban-renewal precincts that offer more choice in housing, create jobs and opportunities for local businesses and deliver better access to services and facilities.*

Clause 11.02 - Managing Growth

Clause 11.02-1S - Supply of Urban Land

50. The objective this clause is *"to ensure a sufficient supply of land is available for residential, commercial, retail, industrial, recreational, institutional and other community uses".*

Clause 13.05 - Noise

Clause 13.05-1S - Noise abatement

51. The relevant objective of this clause is "*to assist the control of noise effects on sensitive land uses".*

52. 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

53. The objective of this clause is *"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

54. The relevant 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 15.01-1R - Urban design - Metropolitan Melbourne

55. The objective of this clause is *"to create distinctive and liveable city with quality design and amenity".*

Clause 15.01-2S - Building design

56. The relevant objective of this clause is *"to achieve building design outcomes that contribute positively to the local context and enhance the public realm".*

57. 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.*

58. This clause also states that planning must consider (as relevant), the *Urban Design Guidelines for Victoria (Department of Environment, Land, Water and Planning, 2017).*

Clause 15.01-4S - Healthy neighbourhoods

59. The objective of this clause is *"to create urban environments that are safe, functional and provide good quality environments with a sense of place and cultural identity".*

Clause 15.01-4R - Healthy neighbourhoods - Metropolitan Melbourne

60. The strategy is to *"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

61. The relevant objective of this clause is *"to recognise, support and protect neighbourhood character, cultural identity, and sense of place".*

Clause 15.02 - Sustainable Development

Clause 15.02-1S - Energy Efficiency

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

Clause 17.01 – Employment

Clause 17.01-1S – Diversified economy

63. The objective of this clause is *"to strengthen and diversify the economy".*

64. 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

65. The relevant objective of this clause is *"to encourage development that meets the communities' needs for retail, entertainment, office and other commercial services".*

66. 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 18.02 - Movement Networks

Clause 18.02-1S – Sustainable personal transport

67. The relevant objectives of this clause is *"to promote the use of sustainable personal transport".*

68. 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

69. 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

70. The objective of this clause is *"to facilitate greater use of public transport and promote increased development close to high-quality public transport routes".*

Clause 18.02-2R - Principal Public Transport Network

71. A relevant strategy of this clause is to *"maximise the use of existing infrastructure and increase the diversity and density of development along the Principal Public Transport Network, particularly at interchanges, activity centres and where principal public transport routes intersect".*

Clause 18.02-4S – Car Parking

72. The objective of this clause is *"to ensure an adequate supply of car parking that is appropriately designed and located".*

73. A relevant strategy is *"protect the amenity of residential precincts from the effects of road congestion created by on-street parking".*

Local Planning Policy Framework (LPPF)

74. The relevant policies in the Municipal Strategic Statement can be described as follows:

Municipal Strategic Statement (MSS)

75. Relevant clauses are as follows:

76. The following LPPF provisions of the Scheme are relevant:

Clause 21.03 – Vision

77. The relevant sections of this Clause are:

(a) *Yarra will have increased opportunities for employment;*

(b) *The complex land use mix characteristic of the inner city will provide for a range of activities to meet the needs of the community;*

(c) *Yarra's exciting retail strip shopping centres will provide for the needs of local residents, and attract people from across Melbourne; and*

(d) *Most people will walk, cycle and use public transport for the journey to work.*

Clause 21.04-3- Industry, office and commercial

78. The objective of this clause is *"to increase the number and diversity of local employment opportunities".*

Clause 21.05-2 – Urban Design

79. The relevant objectives of this Clause are:

(a) *To reinforce the existing urban framework of Yarra;*

(b) *To retain Yarra's identity as a low-rise urban form with pockets of higher development* achieved through the following relevant strategy:

(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:

a. Significant upper level setbacks;

b. Architectural design excellence;

c. Best practice environmental sustainability objectives in design and construction;

d. High quality restoration and adaptive re-use of heritage buildings;

e. Positive contribution to the enhancement of the public domain; and

f. Provision of affordable housing.

(c) *To ensure that new development contributes positively to Yarra's urban fabric; and*

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

Clause 21.05-3 – Built Form Character

80. A relevant objective of this Clause is *"to maintain and strengthen the identified character of each type of identified built form within Yarra".*

Clause 21.05-4 – Public Environment

81. 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

82. This policy recognises that Yarra needs to reduce car dependence by promoting walking, cycling and public transport use as viable and preferable alternatives.

83. 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.

84. 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

85. The relevant objective is *"to promote ecologically sustainable development".*

86. A relevant strategy of this clause is Strategy 34.1 which is to *"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 21.08-5 Neighbourhoods - Collingwood

87. The neighbourhood character statement for this area at Clause 21.08-5 states:

    (a) *The Gipps Street industrial precinct is characterized by traditional manufacturing, service activities and a considerable portion of activity related to the textile, clothing and footwear sector. The precinct provides the opportunity for a wide range of small to medium businesses to operate in a location that is relatively unconstrained by sensitive uses.*

    (b) *To allow flexibility for large sites which may have difficulty in finding new industrial tenants rezoning to Business 3 will be supported. This will enable the area to retain an industrial character but evolve to provide a wider range of employment opportunities including service business and offices uses. Any change of use should consider opportunities for improvement to the public domain.*

88. Figure 14 shows the subject site is a '*non-residential area'* where the built form character objective is to improve the interface of development with the street.

    Relevant Local Policies

    Clause 22.03 – Landmarks and Tall Structures

89. This policy applies to all development. Whilst the site is not within proximity to an identified sign or landmark within the policy, it is important to *"ensure the profile and silhouette of new tall structures adds to the interest of Yarra's urban form and skyline.*

    Clause 22.05 – Interfaces Uses Policy

90. This policy applies to all development and land 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.

91. It is policy that *"new non-residential use and development within Business and Mixed Use and Industrial Zones are designed to minimise noise and visual amenity impacts upon nearby, existing residential properties".*

92. Decision guidelines at clause 22.05-6 include that *"before deciding on an application for non-residential development, Council will consider as appropriate:*

    (a) *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.*

    (b) *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 22.07 – Development Abutting Laneways

93. This clause has the following objectives:

    (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 22.16 Stormwater Management - Water Sensitive Urban Design

94. 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 22.10 Built form and design policy

95. This policy applies to all new development not included in a Heritage Overlay. The relevant objectives of this policy are to:

    (a) *Ensure that new development positively responds to the context of the development and respects the scale and form of surrounding development where this is a valued feature of the neighbourhood character.*

    (b) *Ensure that new development makes a positive contribution to the streetscape through high standards in architecture and urban design.*

    (c) *Limit the impact of new development on the amenity of surrounding land, particularly residential land.*

    (d) *Design buildings to increase the safety, convenience, attractiveness, inclusiveness, accessibility and 'walkability' of the City's streets and public spaces.*

    (e) *Create a positive interface between the private domain and public spaces.*

    (f) *Encourage environmentally sustainable development.*

Clause 22.16 Stormwater Management - Water Sensitive Urban Design

96. 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

97. The overarching objective is that development should achieve best practice in environmentally sustainable development from the design stage through to construction and operation. The considerations are energy performance, water resources, indoor environment quality, storm water management, transport, waste management and urban ecology.

Other Documents

Urban Design Guidelines for Victoria (DELWP)

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

Gipps Street Local Area Plan

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

100. This plan pre-dates the rezoning of the subject land from Industrial to Commercial and influenced the implementation of Schedule 11 to the Design and Development Overlay affecting the site.

101. The GSLAP aims to reduce car travel into the precinct, as follows:

(a) *A broader policy objective to implement Council's Strategic Transport Statement is to reduce the proportion of trips into and out of the precinct by car.*

(b) *Reduced car travel will depend primarily on broader initiatives beyond the scope of this plan.*

(c) *Local initiatives should aim to improve walking and cycle access and connections to public transport and slowing car and other vehicle traffic in and around the precinct.*

Plan Melbourne

102. 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):

(a) Outcome 1: *'Melbourne is a productive city that attracts investment, supports innovation and creates jobs.'*

(i) Direction 1.2 of Plan Melbourne is to *'Improve access to jobs across Melbourne and closer to where people live'.*

(b) 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.

Melbourne Industrial and Commercial Land Use Plan (MICLUP)

103. The Melbourne Industrial and Commercial Land Use Plan builds on the relevant policies and actions of Plan Melbourne 2017-2050 and its associated Plan Melbourne 2017-2050 Five-Year Implementation Plan.

104. The MICLUP identifies the Gipps Street precinct in Collingwood as a key commercial area, stating that "*it is home to creative sectors such as architecture and design, software and interface design and visual arts. Council strategies support commercial office conversions, small office complexes, light industry and office warehouse developments in the area".*

105. The strategy identifies that planning within the Inner Metro Region (inclusive of Melbourne City Council, Port Phillip Council and Yarra City Council) should *retain and support areas in and around Collingwood, Cremorne and South Melbourne to continue to develop as key locations creative industry uses.*

106. The MICLUP anticipates an additional 4 million square metres of commercial floor space will be required across the Inner Metro Region by 2031. Of this, approximately 3.3 million square metres is anticipated to be required for office uses and the remaining floor space to be allocated for retail. Whilst the City of Melbourne is anticipated to accommodate the majority of the additional floor spaces required, the City of Yarra is expected to provide, in addition to the existing 933,400sqm of commercial floor space identified in 2018, an additional 548,000sqm of commercial floor space by 2031.

Spatial Economic and Employment Strategy

107. The Spatial Economic and Employment Strategy (SEES) was adopted by Council in September 2018 and includes 6 directions which will inform future policy for the Scheme.

108. The strategic direction contained within the SEES supersedes that contained within the Yarra Business and Industrial Land Strategy (BILS), adopted by Council in June 2012.

109. The Gipps Street Major Employment Precinct (located between Smith, Johnston and Hoddle Streets and Victoria Parade) is nominated as one of five major employment precincts within Yarra, the other four being Abbotsford, Church Street south, Cremorne and Victoria Parade.

110. A Strategy of the SEES relevant to this application is Strategy 2: Retain and grow Yarra's Major Employment precincts:

> *To accommodate projected demand for commercial floor space, Yarra's two large consolidated employment precincts at Gipps Street, Collingwood and Cremorne/Church Street South, Richmond should be retained for employment activities. These areas have made a gradual transition from predominantly industrial uses to a wider mix of activities that include professional services, creative industries, medical-related activities and small-scale manufacture. Zoning should continue to exclude residential development to retain the core employment function of these precincts.*

111. The strategy includes the following precinct specific directions for the Gipps Street precinct:

> *Given projected demand for employment floor space, and office floor space in particular, the precinct should retain its employment focus. Recent zoning changes have already provided greater flexibility in the range of permissible employment land uses.*
>
> *Although there are many retail and hospitality business beyond the immediate Gipps Street precinct, the lack of retail within the precinct could be a barrier to attracting new businesses. The collection of smaller business on Glasshouse Road at the western edge of the precinct might be interpreted as evidence of the attractiveness of the more vibrant quarters of the precinct.*
>
> *More detailed built form guidance would provide greater clarity about opportunities for additional development and the scale and form envisaged.*
>
> *This precinct could accommodate future demand for floor space generated by both the Victoria Parade health precinct and the Johnston Street Activity Centre, where capacity for growth is more constrained.*

112. The SEES also acknowledges that *employment across the precinct is changing, with the evolution of a more diverse commercial employment base focused around the creative sector, service industries, and hybrid office/industrial businesses.*

Advertising

113. The application was advertised under the provisions of Section 52 of the *Planning and Environment Act (1987)* by 2,227 letters sent to surrounding owners and occupiers and by two signs displayed on the Rokeby Street frontage. Twenty three (23) objections were received to the application, these can be summarised as:

    (a) Built form and design:

(i) Height and mass of the development is inconsistent with the neighbourhood character (including heritage) and policy.

(ii) The development is an overdevelopment of the site.

(iii) Inadequate upper level setbacks to ameliorate visual bulk.

(iv) The proposed laneway is of very low quality given that it is not open to the sky and will provide a poor outcome for publicly accessible space.

(v) Development is at odds with the lower scale heritage and residential areas to the east.

(vi) The podium design is too high.

(vii) The proposal does not result in an acceptable ESD response.

(b). Use and Off-site amenity impacts:

(i) Unacceptable visual bulk and overshadowing of the public realm and surrounding residences.

(ii) Wind impacts.

(c) Traffic and Car parking:

(i) Reduction in the car parking requirement is excessive.

(ii) The on-site car parking provision will cause traffic congestion

(iii) Reliance on traffic through surrounding streets.

(iv) Not enough car parks provided on-site, the on-street car parking is already at capacity and cannot cater to overflow from development.

(d) Other:

(i) Disruption to traffic during construction.

(ii) Will block outlooks from the balconies of surrounding dwellings.

(iii) Result in an impact on the health and well-being of residents.

(iv) The proposal will have a negative impact on the residential 'as of rights' amenity of property No's. 35-37 Rupert Street, Collingwood.

114. One (1) letter of support was received to the application, that can be summarised as:

(a) Reduction in car parking should be supported as a means of encouraging more use of alternative forms of transportation (i.e. bicycles, transport and walking).
(b) Waste collection within the building is commendable.

115. Due to the volume of objections received and Government restrictions related to COVID-19, a planning consultation was not held. However, the planning officer overseeing the application has been available via phone and email to residents wishing to discuss the matter further.

116. The amended plans were not re-advertised and were exempt from the notice requirements as agreed to by Council's Development Assessment Panel on 27th October 2020, given that these reduce the size of the building. However, the plans have been circulated to the Objectors with their invitation to this meeting.

Referrals

External Referrals

117. The application was referred to the following authority:

(a) Department of Transport.

118. No objection to the application was received. The response has been included as an attachment to this report.

Internal Referrals

119. The application was referred to the following units within Council:
    (a) Urban Design Unit (public realm only);
    (b) Engineering Unit;
    (c) Strategic Transport Unit;
    (d) City Works Unit; and
    (e) ESD Advisor.

External Consultants

120. The application was referred to the following external consultants:
    (a) Urban Design (Hansen Partnership Pty. Ltd.); and
    (b) Wind (Vipac Engineers and Scientists Ltd.).

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

OFFICER ASSESSMENT

122. The primary considerations for this application are as follows:
    (a) Policy and Strategic justification;
    (b) Land Use;
    (c) Built Form – Urban Design;
    (d) On-site Amenity (ESD);
    (e) Off-site Amenity;
    (f) Traffic, access and car parking;
    (g) Waste Management/Loading;
    (h) Other Matters; and
    (i) Objector's concerns.

Policy and Strategic Justification

123. The proposal has strong strategic support at a State and local level. The C2Z which applies to the site is capable of accommodating greater density and higher built form, subject to individual site constraints.

124. State and local policies (such as clauses 11.02-1S and 21.04-3) encourage the concentration of development near activity centres (with the Smith Street Major Activity Centre located approximately 455m west), diversifying employment opportunities and more intense development on sites well connected to public transport.

125. Pursuant to State policy at clause 17, economic development is to be fostered by *'…providing land, facilitating decisions and resolving land use conflicts, so that each region may built on its strengths and achieve its economic potential'.* At a local level, the Municipal Strategic Statement at Clause 21.04-3 seeks to *'increase the number and diversity of local employment opportunities'.* The proposal will support economic opportunities in a highly accessible, service-rich area. The varied uses proposed will increase employment opportunities. The proposal is complementary to the surrounding area due to the sites location and is not expected to pose interface conflict issues.

126. Council's recent SEES document, identifies the Gipps Street Major Employment precinct as evolving to including '*a more diverse commercial employment base focused around the creative sector, service industries and hybrid office/industrial businesses'.* The proposal is a hybrid of all of these use and will comfortably knit into this emerging culture of uses within the precinct.

127. In regard to the proposed built form, local and state policies encourage the concentration of development in and around activity centres but also intensifying development on sites that are specifically zoned to be tailored to accommodate development that is well connected to public transport and therefore ensuring the efficient use of existing infrastructure, which is also an important facet of Clause 65.

128. Schedule 11 to the DDO also provides further guidance for the preferred direction for development on the subject site and the surrounding land, which reinforces current State and Local policy to increase the number and diversity of employment opportunities within and around activity centres as is proposed and discussed favourably.

129. The application proposes the construction of a twelve-storey building (plus roof plant area) in an area that has potential for an increase in development (as is also evidenced by the number of large developments in the surrounding area that can be seen from multiple streets). The area is undergoing significant development and the proposal is highly consistent with the purpose of the zone and strategic intent for this area (including the requirements within Schedule 11 of the DDO that seek to encourage intensification of commercial uses and provision of diverse employment opportunities.

130. The site's proximity to public transport would encourage the use of alternative modes of transport to and from the site rather than reliance on motor vehicles, complying with clauses 21.03 – Vision; 18.02-2S – Public Transport; and 21.06 –Transport of the Scheme.

131. While there may be strong strategic direction for intensified development and a car parking reduction on the subject site, the built form policy and direction under clauses 22.05 – *Interface uses* and Clause 15 - *Built Environment and Heritage*, Clause 21.05 - *Built Form* and Clause 22.10 - *Built form and design policy* of the Scheme also outline that consideration must be given to the design of the building and its interfaces with the surrounding area. These policies will therefore be considered in associated with the requirements within Schedule 11 of the DDO.

132. The size of the subject site allows for a more robust development to occur in its existing underutilised conditions. However, more intensive growth, whilst strongly supported by policy, must respond to existing conditions and be tempered to respect the existing neighbourhood and the site's relationship with adjoining built form in terms of producing a reasonable scale and ameliorate or reduce off-site amenity impacts. These factors will be discussed in turn.

133. Having regard to applicable policy, the proposed re-development of the site for a commercial use of this scale is considered to have strong strategic planning support.

Land Use

134. The use of the site as a mixed-use building containing shops, office and a food and drink premises (café) is supported by both State and Local policy, as outlined previously within the *Policy and Strategic Justification* section.

135. Additionally, the zoning of the land being C2Z includes the objective of encouraging development of commercial areas for offices, appropriate manufacturing and industries, bulky goods retailing, other retail uses, and associated business and commercial services.

136. The office use, and food and drink premises (café) do not require a planning permit in the C2Z. The shop use, requires planning permission as detailed earlier in this report.

137. With regard to permit required aspects of the proposal related to use, it is considered to support the economic growth of the area, without competing with the semi-industrial and warehouse nature of other surrounding land uses.

138. The shops and food and drinks premise (café) within the scheme (both permit and non-permit required) are likely to attract people working and living in the area, and depending on their nature, the shops may attract people from other areas which is a positive outcome for this underutilised site.

139. The shops are located at the ground floor and are split into 4 tenancies with operating hours of 7am to 10pm, 7 days a week. Whilst it is acknowledged that surrounding land is zoned Commercial 2, this is also commensurate with sleep noise disturbance criteria managing some of the impacts pertaining to the dwelling to the immediate east (albeit also zoned Commercial 2) facing Rupert Street of any consequent pedestrian foot traffic into the late night hours. The shop tenancies will also be located to either face Rokeby Street or the public walkway accessed from Rokeby Street, further enhancing the public environment with a pedestrianised focus that will further enhance passive surveillance of the public realm.

140. The mixed use function of the building supports the purpose of the zone, and the objectives and strategies outlined earlier. In considering land use applications within a C2Z also requires consideration of the following matters:

    (a) The effect of existing uses on the proposed use

    (b) The drainage of the land

    (c) The availability and connection to services; and

    (d) The effect of traffic to be generated

141. With respect to drainage and services, there is no evidence that the subject site cannot connect to the existing drainage networks and service. The effect of traffic generation will be discussed later in the report.

142. The impact on existing uses requires further discussion. It is anticipated that as the surrounding uses are primarily commercial in nature that the proposed development can adequately manage offsite impacts. It is acknowledge that there are some existing dwellings within the C2Z proximate to the site which also must be considered.

143. Clause 22.05 (Interface Uses Policy) requires new non-residential use and development within Commercial Zones to be designed to minimise noise and visual amenity impacts upon nearby, existing residential properties as well as requiring building design to ensure that the ongoing viability of surrounding industrial and commercial properties is not impacted through the introduction of more sensitive land uses.

144. Broadly speaking, the shop use (being the only permit required use) supports the intent of both the PPF and LPPFs whilst being complementary to the incorporated uses that do not require a planning permit, and those already existing in the immediate area that is also comprised of offices and car repairs, including gym facilities. It is considered that the proposal will enhance existing uses in the area (particularly commercial) by providing ground level shops and a food and drink premises (café) and an under-croft and publically accessible commercial laneway that will connect to the laneway at the rear of the site and will effectively activate this interface to Rokeby Street.

    Built form - Urban Design

145. 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 policy) and Clause 43.02 (Design and Development Overlay Schedule 11) of the Scheme.

146. Particular regard must be given to the acceptability of the design in terms of height and massing, street setbacks and relationship to nearby buildings. This assessment will also consider the building design response to ESD considerations with applicable policy Clause 22.16 (Stormwater Management), Clause 22.17 (Environmentally Sustainable Development).

    Context

147. The direct interfaces to the subject site include single and double-storey buildings to the north, south and east, two laneways that terminate at the subject site. Beyond and more broadly (including built form on the opposite side of Rokeby Street) are hard-edged buildings that are generally robust in their architectural expression that have a former warehouse / industrial appearance or office influenced design with one extending to three-storeys.

148. As outlined within the 'site and surrounds' section of this report, the subject site is located within an area where higher built form and contemporary designs are clearly emerging characteristics of the precinct. A significant number of multi-storey buildings have been approved or constructed within the Gipps Street Precinct with heights broadly ranging from 6 (i.e. property No. 48 – 50 Gipps Street – Planning application No. PLN18/0902) to 17 storeys (i.e. property No. 1-21 Robert Street - Yorkshire Brewery – Planning application No. PLN11/0750).

149. Byron Street located opposite the subject site also provides access to buildings ranging between 2 and 6 storeys associated with the former silos (now redeveloped to 11 storeys) at No. 21 Northumberland Street and the former distillery at No. 26 Wellington Street. There is no dispute that strategically the subject site is appropriately located for a higher-density development given the scale of surrounding built form, being within proximity to the Smith Street Activity Centre, and within a commercial zone with excellent access to cycling networks, public transport, services and facilities. Based on these attributes, it is a reasonable expectation that this site will experience intensification in the future. This change is supported by Council, with Clause 21.08-5 of the Scheme noting the following;

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

150. To provide further context of the scale and mass around the subject site and more broadly, the map at Figure 23 indicates buildings in excess of between 5-17 storeys within the Collingwood neighbourhood. It is evident that the area is undergoing significant redevelopment as a pocket with taller developments with the vast majority of these approved (with the exception of the developments at properties at 128-144 Wellington and 33-37 Rupert Streets pending for a decision at the time of writing this report with further amendment applications pending at 79-88 Wellington and 23-45 Waterloo Streets).

Figure 23: Comparable size sites (extracted from the Permit Applicant's Urban Context Report).

151. Whilst an increasing number of robust, multi-level developments are located within the area more broadly, it is noted that the direct interfaces to the subject site, include a dwelling to the east (fronting Rupert Street), and one and two storey buildings to the immediate north and south fronting Rokeby Street. It is a reasonable expectation that these sites may be consolidated and developed to a similar intensity in the future. It is further highlighted, that the site containing the dwelling to the east forms part of a current planning application (PLN20/0165) for a ten-storey office building with a maximum building height of 42.2m as measured above the NGL. Whilst this development has not yet been approved, it highlights that the use of this site as a single dwelling (whilst zoned Commercial 2) does not preclude higher density development from occurring on this site in the future given existing policy support for taller commercial buildings.

152. The area is strategically identified for growth and is currently in transition from low scale industrial uses to now including greater scale and new service and arts industries which are all co-locating. Whilst the proposed 13 storey building (with plant services) would be taller than the buildings immediately interfacing the site, this is consistent with the strategic direction provided by policy in this area and the direction of scale, proportions, built form and mass of approved surrounding developments such as those detailed in earlier sections.

153. The Minister's recent gazettal of amendment C283 to the Scheme to facilitate a 13 storey development at 81-89 Rupert Street (located approximately 190m to the north-east from the subject site, marked as E in Figure 23 above), also known as the 'Walk Up Village, including amendment C285 to the Scheme to facilitate a 15-storey development at 36 – 52 Wellington Street, Collingwood of 15 storeys (located approximately 140m west from the subject site, marked as T in Figure 23 above), further benchmark and justify a height that is comparable to these buildings. The building height approved at 81.89 Rupert Street is 56.9m above the NGL to the highest point of the sawtooth roof form and that approved at 36-52 Wellington Street is approximately 61m above the NGL to the highest point of the plant screen.

The current application before Council proposes a building height of 54.33m to the roof above Level 12 and 59.03m to the highest point of the roof plant screen above the NGL, hence mediating between these approved heights by the Minister.

154. In addition to the above, new buildings must achieve the preferred future character as outlined within the DDO control which seeks the following:

    (a) *A built form business and commercial environment which builds on the existing fine grain industrial nature of the area that allows for innovation and interest;*

    (b) *A vibrant and safe street environment due to an increasing amount of street orientated development particularly on Gipps and Langridge Street;*

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

New development

155. It is important for any assessment of building height and neighbourhood character to balance the range of influencing factors affecting this area, including policy provisions, existing height characteristics of nearby built form and preferred future character for the area.

156. The Scheme provides guidance to assist in determining whether the proposed height is acceptable within the site context. In relation to the PPF, building heights are best derived from specific design objectives; being contextual design, the aspirations for urban consolidation and issues of minimising adverse off-site amenity impacts rather than outlining specific height limits.

157. With regard to policy direction under the Scheme, clause 21.05 – *Urban Design* contains Objective 17: *to retain Yarra's identity as a low-rise urban form with pockets of higher development.* Strategy 17.2 reads as follows:

    (a) Development on strategic redevelopment sites or within activity centres should generally be no more than 5-6 storeys unless it can be demonstrated that the proposal can achieve specific benefits such as:

        (i) *Significant upper level setbacks;*

        (ii) *Architectural design excellence;*

        (iii) *Best practice environmental sustainability objectives in design and construction;*

        (iv) *High quality restoration and adaptive re-use of heritage buildings;*

        (v) *Positive contribution to the enhancement of the public domain; and*

        (vi) *Provision of affordable housing.*

158. Based on the policy above, the proposed development must be able to demonstrate specific benefits to gain policy support for a height greater than 6 storeys. Further policy guidance is provided by Schedule 11 to the DDO where the preferred character for the Gipps Street Precinct is (as relevant to the development):

    (a) *A built form business and commercial environment which builds on the existing fine grain industrial nature of the area that allows for innovation and interest; and*

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

159. The following requirements are applicable to developments above four storeys:

    (a) *Demonstrate a high standard of architectural design;*

    (b) *Minimise overshadowing of adjoining streets, public spaces or private properties;*

    (c) *Be set back from along the northern side of the following streets:*

(i) *Gipps Street; and*

(ii) *Langridge Street*

160. Development should also be designed to:

(a) *have active and attractive frontages.*

(b) *address street activity in its interface design, avoiding recessed car parking at street level.*

(c) *be well articulated and modulated.*

(d) *use materials and finishes which complement adjacent development and enhance the appearance of the narrow street network.*

161. In response to the policy framework applicable to the site and the objectives describing the preferred future character of this precinct, the proposal at 13 storeys plus plant area, whilst greater in height than most existing surrounding buildings will be commensurate with other buildings approved by Council in more recent years and even more recently, the Minister, and is therefore responsive to this shift in built form. The area has seen and is continuing to undergo substantial change in terms of taller built forms (both constructed and under construction) and it is considered that the design in its amended form has been better considered in relation to its context and within the C2Z (as compared to the original scheme that was 15 storeys) where more robust built form such as that proposed are becoming more readily visible.

162. Urban design advice was sought externally from Hansen Partnerships (Hansen). Hansen were generally supportive of greater development on the site and acknowledged that current and future built forms in the area dictate higher-density development to occur within this location, and therefore recommended the building to be lowered in height to between 9 to 13 storeys picking up on the emerging 'height datum'. The building height is considered to have been addressed in the current decision plans, and whilst the building will read 11-13 storeys and the roof plant screen will be maintained, the latter is supported as this is a mediated response between the advice and other approved buildings as already established earlier, with the roof plant being a subservient element to the remainder of the building.

163. The podium design provides a transitional response to Rokeby Street as it is expressed across the site from the north to the south, with the ground floor recessed from the footpath by a minimum 3m, referencing the setback of the southern building that provides some landscaping in its setback and improved pedestrian experience. The four-storey podium (i.e. ground through to Level 3) has been supported by Hansen, who provided the following comment in relation to this element:

(a) *DDO11 seeks to ensure that there is 'a consistent streetscape with active street-frontages and well-articulated buildings with street facades built to a height of up to 3-4 storeys'. Clause 22.10-3.3 further reiterates that new development to conform to existing development scale of adjoining sites. Our review of the existing streetscape identifies a street wall height of 2-3 storeys, with the exception of a more recent development up to 4 storeys at 26-30 Rokeby Street. What can be gleaned from these policy and physical contexts is a 2-4 storey street-wall response that would be appropriate to the narrower street profile and represents a better fit within its existing and emerging streetscape. We support the proposed 4 storey streetwall with a transition to the 2 storeys to the north, particularly to mitigate the short-term effect of new development within a renewal precinct of this kind.*

164. Hansen made some further observations and recommended that the development be further improved through a better established visual link between the rear walkway / laneway and Rokeby Street (see Figure 23), that have also impacted the presentation of the building at street level as per the amended / decision plans before Council.

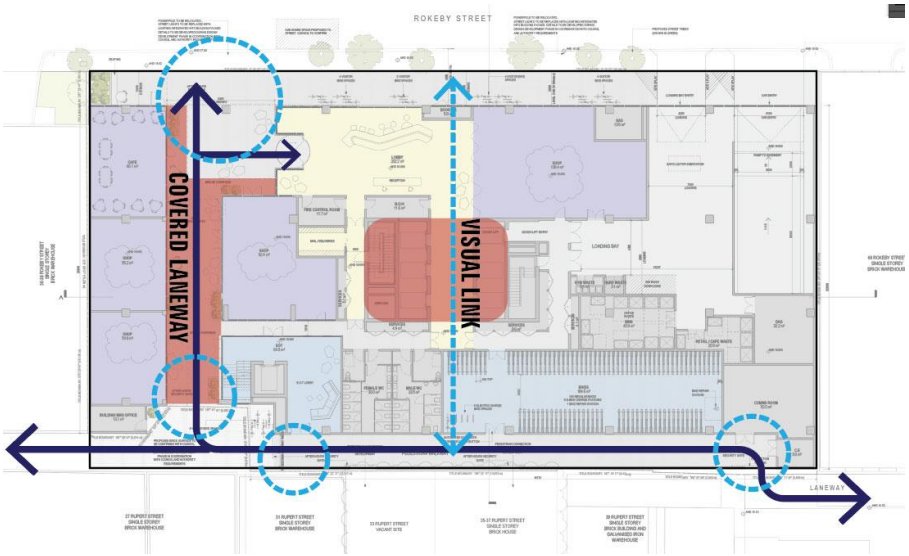


Figure 24: Recommended visual links by Hansen

165. The setback at the ground floor would make way for the provision of a wider footpath across the Rokeby Street interface whilst providing further opportunities for landscaping and visitor bicycle spaces and a prominent entrance to the lobby associated with the office building. The ground floor façade includes large expanses of glazing (further improved in the decision plans before council with the removal of the fire booster and its replacement with an entrance, see Figure 24, in response to Hansen's recommendation for a visual link at Figure 23), increasing the activation of the building at a human scale. The entrance to the pedestrian walkway will provide a clear line of sight to the rear laneway and in this regard, the development is considered to have responded to the public realm successfully achieving the policy direction under Clause 21.05-4 (Public Environment) of the Scheme which requires developments to provide pedestrian/human scaled designs at street level that enhance street interaction.

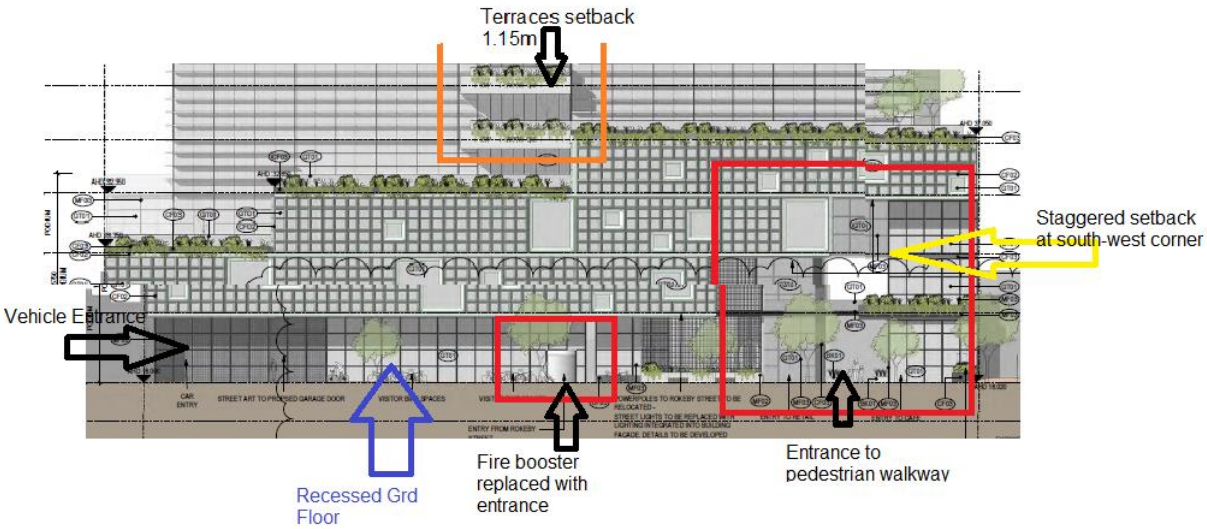


Figure 25: Rokeby Street podium with key changes identified forming part of the amended plans

166. The levels associated with the podium above will cantilever over the ground floor and will extend to the boundary with the exception of those at the south-west corner that will be recessed to 3m and 10m. The interface at ground level incorporates the pedestrian walkway forming the main entry point into the development's arcade that will provide access to the remainder of the shop tenancies and EOT lobby that don't interface the street.

167. Whilst the reduced building height is supported, the additional setback of 1.15m adopted to the terraces of the sky laneways at the upper levels doesn't go far enough to provide an appropriate separation between the terraces and the podium, and consequently presents as an overwhelming structure to Rokeby Street at 11 storeys high.

Hansen has indicated a preference for a setback behind the street wall and to further assist in providing separation, a condition will require the terraces to be set back 3m consistent with the southern portion of the tower facing Rokeby Street. This will address Hansen's recommendations that relate to the Rokeby Street podium, whilst ensuring the visual break in the tower element is still maintained as it presents to Rokeby Street.

168. The podium will be better demarcated by sitting the terraces behind the title boundary (see Figure 25) to ensure that it becomes the more prominent element of the building when seen at street level, but also in the round with the continuation of the "terrace" style glazing element that will wrap-around and extend into the southern elevation (see Figure 26). The setback of the tower elements from Rokeby Street will provide a clean separation from the podium as perceived to the north that will further emphasise the podium (see Figure 26).

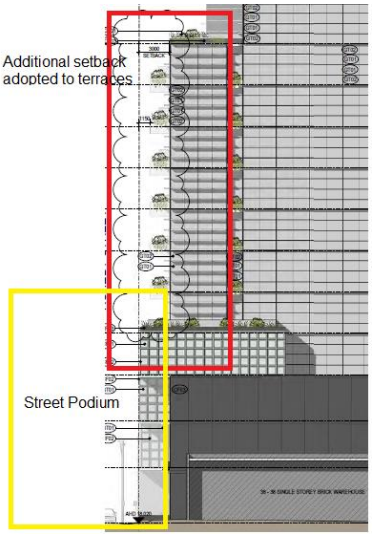


Figure 26: Rokeby Street podium with key changes identified forming part of the amended plans and terrace glazing element.

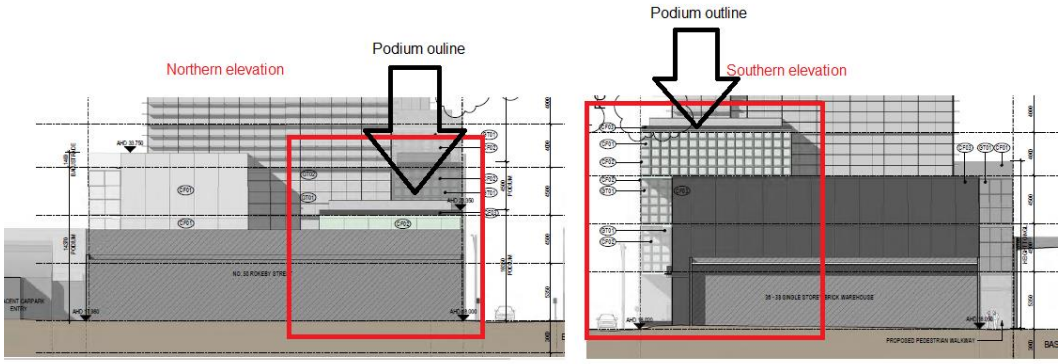


Figure 27: Rokeby Street podium as perceived to the north and south.

169. The on-boundary walls and setbacks of upper levels adopted to the north, south and east have also been supported by Hansen, largely due to the as-built conditions of surrounding buildings, which occupy a significant level of their site areas, but also because these sites have the ability to be developed with reciprocal setback conditions (and hence associated equitable development opportunities discussed further later under its own heading). The following comments were provided as relevant to the support of on-boundary walls and upper level setbacks:

(a) *We are generally supportive of the proposed party wall arrangements to the side boundaries (north and south) at the lower levels. In this infill context, side elevations are likely be concealed by subsequent future redevelopment of neighbouring sites.*

(b) *The tower form is setback 3-5m from the southern boundary, 5m from the northern boundary and 2.5- 5.5m from the eastern boundary. A reciprocal setback conditions on abutting sites will yield up to 6-10m building separation to the south, 10m to the north and 11m to the east, which are generally positive.*

170. The surrounding non-sensitive interface to the north and south, and the non-conforming context to the east combined with commercial uses and surrounding built forms along Rokeby Street, justify each elevation's relationship with its immediate neighbouring property. Officers also consider that the surrounding physical context can comfortably absorb the height of the building, as well as the setbacks adopted from each boundary, noting Hansen's comments above.

171. Hansen further recommended that the tower's articulation is made more legible when perceived at a greater distance. However, it is considered that when the development is read with the setbacks, the transitioning podium at the street level, solid to void ratio and reduced height, it all stacks up to provide a well-articulated building when viewed as a whole, both from close range angles and long range. Council's Officer's agree with the quote by the Architects (Rothelowman) provided in the permit applicant's response to the referral advice (that accompanied the formal submission of the plans pursuant to Section 57(a) of the Act) of 25th August 2020, that *"in contrast to the podium, the tower design, which is comprised of glazing and metal shading elements, is clean and simple and integrates environmentally sustainable design through the carefully considered shading system".*

172. The elevations of the towers with the use of many small components of glazing that are assembled or 'stacked' together that allows the building to read as a clear volume from afar increases the visual detail as one sees the building closer or interacts from inside the building and whilst complex by scale and brutalist in parts by design, has simple lines with a varied architectural expression that can be read with a part two, three and four storey podium to Rokeby Street, with four varied elements (see Figures 3 and 4), being the two towers visually separated by "Sky Laneways" and terraces commencing from Levels 4 to 10 with the walls at Levels 11 and 12, and plant screen above the southern portion being the more recessive element.

The Public Realm and Pedestrian Spaces

173. Clause 22.10-3.4 (Street and Public Space Quality) aims to ensure that ground level façade treatments interface positively with the street, by enhancing the pedestrian experience and creating attractive and active interfaces with the public domain. This can be achieved by designing development to provide a high level of pedestrian amenity and visual interest, by incorporating well-defined entries at ground level and installing glazed areas which allow permeability into the interior space.

174. The building provides an attractive and open ground level frontage to Rokeby Street, with a 3m setback that will allow for the broadening of the public realm at ground-floor and pedestrian walkway that will extend through the building to the rear laneway that terminates at the south-east corner, and further extending this through the rear setback and to the laneway at the north-east corner of the site increasing the usability and appeal of the building (see Figures 28 and 29). This outcome is supported by both external and internal urban design advice and provides an inviting space for pedestrians and building occupants, thereby achieving the objective at Clause 22.10-3.4 (Street and Public Space quality) of the Scheme, which is to '*create attractive and active interfaces with the public domain whilst maintaining a sense of public space'*.

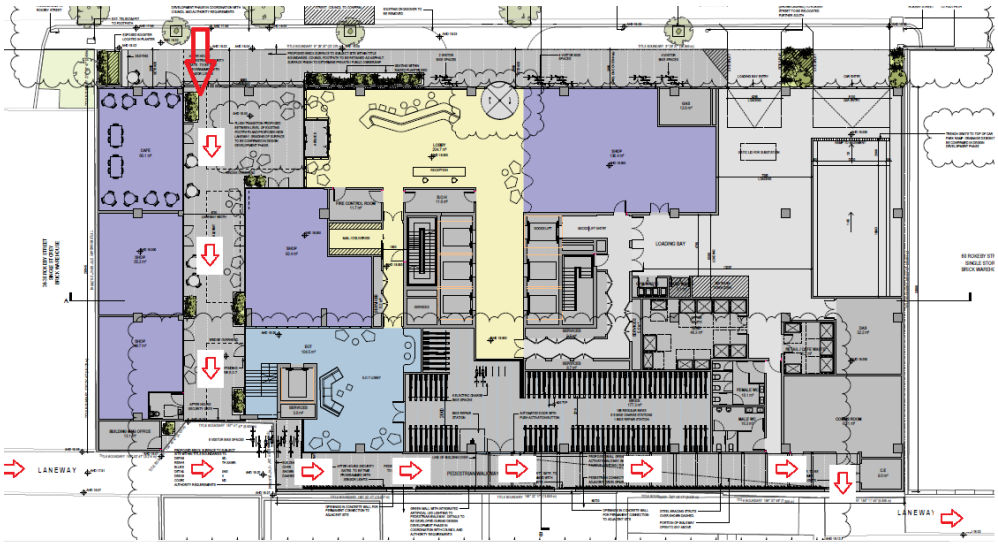


Figure 28: Ground floor plans with publically accessible line of travel delineated.

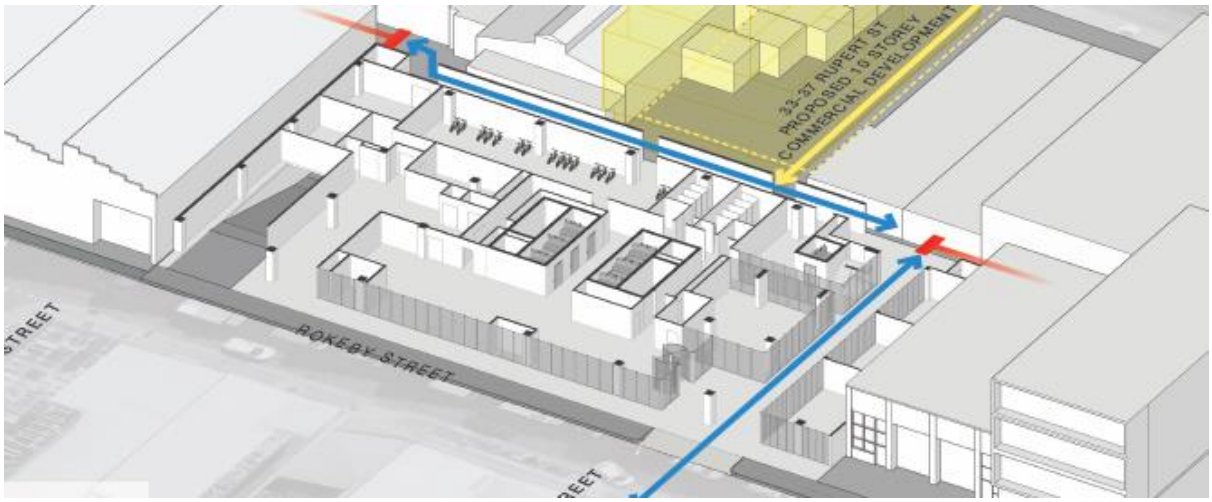


Figure 29: Ground floor plans with publically accessible line of travel delineated in blue, terminating laneway indicated in red and upper levels cut-out with 3d imagery of internal wall.

175. Council's internal Urban Design unit made some further recommendations relating to the delineation of private and public surfaces, provision for additional landscaping in the front and rear setbacks, including provision for additional bike spaces with further clarity sought in relation to the daylight levels along the walkway within the rear setback. These comments were provided in relation to the original scheme. The amended plans, now decision plans, have captured and responded with a brick and stone surface to the walkways within the subject site delineating between the public and private areas, have provided 8 visitor bicycle spaces in lieu of the original 4 in the rear setback, have provided vertical green walls across the eastern boundary wall within the rear walkway with programmed sensor lighting to the gated areas and a notation confirming that the vast majority of the walkway will be open to the sky (see ground floor plan of the attachments).

176. Council's Urban Design Unit highlighted that the City of Yarra standard footpath treatment is asphalt, and that all footpath areas outside of the subject site's title boundary must be consistent with this. This will further provide clear delineation between public and private space, as well as for ease of maintenance of underground services. On this basis, the full extent of the Rokeby Street footpath is to be reinstated as asphalt surface and charcoal coloured concrete kerb and channel, as per Yarra Standard Drawings and at the cost of the permit holder. All pavements within Council land associated with the laneways running parallel and immediately adjacent to the subject site are to be reinstated as sawn bluestone pavers as per *Yarra Standard Drawings*. If a permit is to issue, these can be specified via a condition.

177. The locations of crossovers will provide an outcome consistent with strategies at Clause 15.01-1S (Urban design) and clause 21.06 (Transport), which aim to respectively; '*ensure the interface between the private and public realm protects and enhances personal safety* and '*minimise vehicle crossovers on street frontages'.* If a permit is issued, a condition can specify that all of the redundant crossovers will be reinstated with Council standard footpaths, kerb and channels.

178. The permit applicant has also confirmed the garage door to the basement will also provide and serve as an area for the installation of works of art in periodical rotation. This element is considered to be of support, particularly as it would add further visual interest to the building. The fact that the proposal is void of details associated with the display of the types of art is irrelevant, particularly when this will be in rotation. More importantly, for Council, is the area and location of its display and not the content. The content is afforded with the flexibility to be modified and manipulated as the artist engaged, sees fit.

179. Overall the proposal's integration with the public realm provides a positive outcome and is supported with regard to its intended use of space and public environment. This is further enhanced by the landscaping opportunities incorporated and discussed under the heading below.

Landscaping

180. A landscape response package prepared by Eckersley Garden Architecture (dated 28 August 2020) was submitted with the amended plans. The package outlines all proposed landscaping / vegetation on the site, including the ground level street trees and upper level terraces. The landscaping opportunities identified in Council's internal Urban Design Unit's advice across the Rokeby Street interface to the west of the primary lobby associated with the offices, in the north-west corner and to the south of the vehicle entrance associated with the basement car park, have been provided in the decision plans before Council (see ground floor plan of both architectural drawings and landscape response in the attachments). Further, public seating within the front setback has also been provided and incorporated into the design of the planter box to the west of the primary lobby.

181. Further to the above, Rokeby Street has been identified to be planted as part of Council's street tree planting program and based on this, Council's internal Urban Design Unit has made a request for the planting of 6 street trees across the Rokeby Street frontage. A monetary contribution can be captured via a condition should Council be of mind to support the application. The decision plans and the landscape response package include and make a commitment to the planting of 6 new trees with the locations and species of the trees shows as per that depicted in the referral advice.

182. The landscaping proposed within the development itself, within the ground floor setback and at the upper levels, will enhance the internal amenity of the building for future occupants. This integrated landscaping will also improve the visual appearance of the building from the public realm. If a permit were to issue, a condition requiring the endorsement of this material can be included.

Landmarks, Views and Vistas

183. It is policy at clause 15.01-2 (Urban design principles) of the Scheme that important landmarks, views and vistas be protected or enhanced, or where appropriate, created by new additions to the built form. The proposed development does not compete with any identified landmarks given its location and is considered to be an acceptable response to the policy direction under clause 22.03-4 (Landmarks and tall structures) of the Scheme. The proposed building would not result in the loss of any significant view lines to heritage buildings and/or landmarks.

Consolidation of Sites and Empty Sites

184. The subject site is somewhat under-utilised and provides a purpose-built commercial building that is open in its floor plate and single level, but comparable to a double-storey building. The existing buildings will be replaced with built form that is encouraged by the policy within the Scheme as discussed in this report and where some hard edged development to the street is a desired outcome with *opportunity for a wide range of small to medium businesses to operate in a location that is relatively unconstrained by sensitive uses* as identified under Clause 21.08-5 (Collingwood) of the Scheme.

Light and Shade

185. The subject site is located in a predominantly commercial and industrial location, where some degree of overshadowing within the public realm is inevitable due to the hard-edged built form character which has been established. The narrow width of Rokeby Street also contributes to overshadowing of this space; given the limited breadth of this street a three and four storey building would overshadow the adjacent footpath at 9am at the September equinox.

186. This is demonstrated in the 9am shadow diagram provided, which indicates that a section of the western Rokeby Street footpath is currently in shadow due to the 4-storey building directly just south of the building setback from Rokeby Street. At 9am, the proposed development would also cast shadows on this footpath, with the remaining shadows falling over the facades and rooftops of buildings on the opposite side.

187. These shadows will dissipate during the morning, with no additional overshadowing affecting the western footpath of Rokeby Street by 11.15am. The reduction in height of the building by 2 levels as per the amended plans is considered to have adequately responded to Hansen's request in avoiding overshadowing of the Rokeby and Byron Street footpath between 11am and 2pm on 22 September (Equinox), and whilst there is a difference, between that achieved and that requested, this is a small difference and a variation, in light of the Permit Applicant's response and attempt to ameliorate this concern, can be supported. The usability of Rokeby Street will not be affected by the additional shadowing impacts.

188. Rupert Street will be impacted by additional shadows between 2pm and 3pm and based on this outcome, it is not considered that the additional shadowing from the development would affect the usability of the public realm.

Site Coverage

189. Design objectives at Clause 22.10-3.6 aim to ensure that the site coverage of new development complements the desired neighbourhood character of the area and responds to the features of the site. The new building will extend to at least 95% (i.e. the basement) of the site. This level of site coverage is consistent with existing built form within the area and is considered to be an appropriate outcome.

Laneway Interface

190. Clause 22.07 (Development Abutting Laneways) of the Scheme aims to maintain the unique character of laneways and ensure that development abutting laneways respect the scale of surrounding built form. The walls to the laneway are punctuated with the display of windows and opening, including the continuation of a walkway. From a design perspective, the level of articulation combined with the podium and upper level setbacks, is considered to address the laneway interfaces to the north and south of the site, complying with the relevant provisions of Clause 22.07 (Development Abutting Laneways) of the Scheme.

191. It is also highlighted that this is considered to have further addressed key objectives within Schedule 11 to the Design and Development Overlay at Clause 43.01, combined with the landscaping opportunities provided and discussed earlier.

Architectural Quality

192. The proposed design provides a well-considered response that integrates with the surrounding older-style warehouse buildings and emerging contemporary designs. The elevations are expressed in a robust manner that is characteristic of surrounding taller buildings but doesn't attempt to replicate a "typical" tower with fenestration. Rather the on-boundary walls will be constructed of precast-concrete with those recessed constructed primarily of metal-framed, industrial glazing with metal horizontal metal louvers intended for articulation and shading of internal office areas. The brutalist display of the shading and railing system can be adequately absorbed by the surrounding commercial and industrial context, including the hard-edged construction of surrounding buildings and at a wider scale, of other comparable tall buildings that when seen in combination will not appear as being prominent as compared to when these are perceived in their isolated manner on plan.

193. The distribution of finishes is supported and is considered to provide articulation worthy of support. It is also considered that overall, the building is adequately animated to each elevation by the adopted solid-to void ratio and with regard to Rokeby Street, the four elements discussed earlier and further with a fine-grained rhythm along the street frontage that will facilitate for a well resolved public environment with excellent levels of interaction and passive surveillance.

194. The architectural response is supported by Hansen, who noted that:

    (a) *The architectural response highlights the distinction between the 'stepped' street wall 'base' and tower forms above. The contemporary design language restrained material palette represented through concrete, glazing and 'metal finish' for modulation and articulation.*

    (b) *When assessed against its 'fit' within its evolving context, as well as recently completed commercial buildings within the Gipps Street precinct, the proposed architectural response 'speaks' to its commercial use and function.*

    (c) *We note the street wall 'lattice' façade enables flexibility to vary fenestration configuration and sizing. Its extension onto the fascia, visible when viewed from the public realm and new laneway is also positive to counterbalance the impact of a stepped building profile to the north. The resulting 'solid' and 'void' effect is*

    generally positive in addressing potential visual bulk within the lower levels.

    (d) *The tower form is fully glazed with incorporated horizontal shading structure on its north, east and west façade, creating an unbroken presentation when viewed in the round from multiple vantage points within the public realm.*

195. With all of the above in mind, it is considered that the proposed development achieves a high level of architectural quality and provides an appealing aesthetic and visually interesting design response. If a planning permit is to issue, a comprehensive façade strategy can be added as a permit condition, along with the requirement for on-going architect involvement with the project to ensure this high level of quality is maintained. Further reasons for policy support are as follows:

    (a) The proposed building is broken down across the Rokeby Street elevation with a varied elements as outlined in previous paragraphs, including a transitional podium, and ground floor setback that will provide a positive public environment;

    (b) The development responds to the design objectives at Clause 15.01-2S with a contemporary design that is appropriate and responds well to this emerging part of Collingwood;

    (c) Council's ESD advisor supports the proposal and confirms it largely meets Council's best practise standards for ESD outcomes (deficiencies will be discussed in detail later in this assessment);

(d) The design detail and overall choice of materials are supported, given the solid to void ratio and hence degree of transparency and varied juxtaposition of windows and balconies across each elevation, and hence is well articulated and modulated (achieving compliance with the requirements of Schedule 11 of the DDO);

(e) Landscaping has been incorporated through the levels and within the terraces, with the ground level that will provide an open entrance and public walkway for easy access into the site for patrons, customers and staff; and

(f) The development avoids car parking at street level through the provision of basement car parking (discussed further in a later heading).

On-site amenity (ESD)

Daylight and ventilation

196. The development is considered to provide a good level of amenity and indoor environmental quality. Specifically, this is achieved through good access to daylight for each level through a generous display of fenestration including ventilation opportunities with open corridors, with walkways at the ground floor and sky laneways at the upper levels.

197. The permit applicant has also responded stating that the development will include mechanical ventilation and the nature of the commercial building is not suitable for an operable window design. Energy efficiency initiatives have been included at Section 4.3 of the amended Sustainable Management Plan (SMP), within the design to improve the energy impact on mechanical based ventilation. Initiatives include CO2 monitors, energy recovery ventilators and economy cycle function. This is considered to adequately respond to this aspect and it is an agreed to position, that in office developments of size, operable windows are not a key contributor to ventilation.

198. The design incorporates large communal roof terraces and balconies, with the building adequately taking advantage of the northern and eastern interfaces through the provision of fenestration. Each floor level would be provided with service amenities and accessible to staff with lifts and a stairwell. The western side of the building has recessive pockets of built form (i.e. at the ground floor, south-west corner and upper level recessed elements) that will assist in creating spaces that combined with the shading devices, will be shaded from the harsh afternoon sun.

Circulation Spaces

199. The entrances from Rokeby Street, provide primary access to the building and more specifically to the lobby area associated with the office component that has lifts, stairs servicing the upper levels, and service amenities associated with the building. The main entrances are provided with adequate sightlines from Rokeby Street so people can see both in and out when entering or leaving. The circulation spaces in their configuration, afford an excellent level of amenity to future building occupants that have been further improved with the reconfiguration of the fire booster and its replacement with a pedestrian entrance and as shown on the ground floor plan.

200. Council's Urban Design consultant raised a query around the access and security arrangements for the site, and more specifically, in mitigating any risk associated with anti-social behaviour and loitering in the laneway outside the security gates. Plan notations confirming that the security gates are to be time programmed with sensor lights after hours have been provided in the decision plans before Council. It is anticipated that the site will provide access and interconnect the laneways from the north and south offered as a *"significant public realm benefit"* (cited in the permit applicant's town planning report a under the Permeability and Public Spaces heading offered at p.20) and it is therefore appropriate to include a condition imposing the permit holder to enter into a Section 173 agreement with Council to ensure that these remain as unfettered public access.

Facilities

201. Adequate facilities in terms of service amenities are provided at each level for all occupants of the building. Bicycle parking and end-of-trip facilities are also incorporated into the scheme. Outdoor areas as indicated have also been provided and will further enhance the on-site amenity and staff enjoyment of the building.

Environmentally Sustainable Design (ESD)

202. Policy at clauses 15.01-2S, 21.07, 22.16 and 22.17 of the Scheme encourage ecologically sustainable development, with regard to water and energy efficiency, building construction and ongoing management. Council's ESD Advisor confirmed that the proposal will likely meet Council's Best Practice ESD standards, noting that this was provided in response to the original application drawings.

203. Further, the redevelopment of the site located in an existing built-up area makes efficient use of existing infrastructure and services, and the proximity of the subject site to numerous public transport modes reduces reliance on private vehicles.

204. Council's ESD Advisor did not identify any deficiencies with the proposal but rather recommended that further information be provided relating to glazing and insulation specifications and calculations and daylight modelling, energy use of solar PV, PVC content by weight or cost, strategy around organic waste, and a recycling or reuse target of 80+% for demolition and construction waste materials, with further ESD improvement opportunities specified as follows:

Outstanding Information:

(a) Satisfactory approach to HW. Consider using a heat pump.

(b) Consider selecting a % of materials (by weight or cost) that are either recycled or contain recycled content.

(c) Satisfactory. Consider calculating the reduction in GHG emissions associated with 'energy reducing' processes, and consider conducting an LCA on other components (such as concrete) to identify methods to reduce embodied carbon further.

(d) Consider a small pallet of materials and construction techniques that can assist in disassembly.

(e) Consider the provision of additional vegetation, or specification of light (high) SRI materials for example, the roof.

(f) Consider a green roof or wall to improve the ecological value of this site.

(g) Consider head contractor to be ISO14001 accredited.

205. A revised Sustainable Management Plan (SMP) was submitted with the permit applicant's response to the referral advice. This report was not peer reviewed in light of the fact that this would form a condition of any planning permit based further on any consequent revisions made as a result of the Condition 1 requirements.

206. The items identified can be addressed with a condition requiring an amended SMP to be submitted concurrent with any amended plans requested as a consequence of other conditions detailed in earlier sections of this report.

207. The standard condition which requires an implementation report to confirm all measures specified in the Sustainability Management Plan have been implemented in accordance with the approved plan will also be included.

Wind impacts

208. A Qualitative Wind Assessment was prepared and authored by SLR Consulting Pty. Ltd. dated March 2020 was undertaken as part of the proposal. The report analysed the wind impacts along Rokeby Street, the eastern laneway, the dining areas and terraces. The report concluded that the Rokeby Street footpath may experience wind conditions above the recommended walking criterion, but similar to existing conditions.

    It was also concluded that the ground floor walkway is expected to have wind impacts higher than the standing seating criterion. It was considered that the eastern laneway and terraces are within the recommended sitting comfort criteria.

209. The report was peer reviewed by VIPAC Engineers and Scientists Pty. Ltd. consultants who responded with comments in support of the findings and were comfortable with the wind mitigation measures incorporated subject to further analysis (wind tunnel testing) to verify the predictions in the report as was also recommended by SLR Consulting Pty. Ltd.

210. Their advice has been attached to this report and as both are highly reputable firms, Council can be comfortable that the recommendation can be conditioned if a permit were to issue.

    Off-site amenity

211. The policy framework for external amenity considerations is contained within Clauses 22.10-3.8 – (Off-site amenity) and 22.05 (Interface uses policy*)*. Clause 22.10-3.8 (Off-Site Amenity) outlines objectives and decision guidelines for considering whether a development has adequate regard to the site's context and surrounding pattern of development. Following is an assessment of the development against the potential off-site amenity impacts.

212. The subject site is zoned Commercial 2, as is the closest residential property to the immediate east of the subject site at property No. 35-37 Rupert Street (acknowledging the existing application for its redevelopment with a ten storey building pending for a decision). The most sensitive interface is associated with this dwelling that has its secluded area of private open space located to its west and hence, within 9m of the subject site. However the appropriateness of amenity impacts (i.e. noise, visual bulk, overlooking and overshadowing) to this space need to be considered within their strategic context, with the site zone Commercial 2. This issue is further discussed within the Tribunal matter of *Calodoukas v Moreland CC* [2012] VCAT 180:

    > [13] …owners of residential properties next to a business or industrial zone cannot realistically expect the same level of residential amenity as someone residing in the middle of a purely residential area. Similarly, owners of commercial or industrial sites abutting residential properties cannot expect the same opportunities as owners of sites well removed from residential areas.

213. With the above in mind the following assessment is provided:

    Visual bulk and overlooking

214. With the north, south, west and most east interfaces with the subject site being to commercial buildings and to the street and laneways, which are largely built to boundaries, the development would not be subject to unreasonable visual bulk impacts and would not result in unreasonable overlooking. It is also an accepted principle that overlooking only occurs between habitable rooms (i.e. bedrooms and living rooms) and private open space. The proposed development includes offices at its upper levels where there is secluded area of private open space on the opposite side of the laneway and therefore does not require any screening.

215. There is also planning application to develop the land at property No. 33-37 Rupert Street (that has the dwelling with the secluded area of private open space) with a ten-storey office building with a maximum building height of 42.2m as measured above the NGL. At the time of writing, planning application No PLN20/0165 was pending for a decision.

    Overshadowing

216. As discussed earlier in the report, the proposed development would increase the shadow impact into the public domain to the west and east. The secluded area of private open space identified will be impacted by the additional shadows cast, but policy tips the balance in favour of the proposed development that encourages the intensification of commercially zoned sites such as this one.

217. The dwelling to the east and opposite side of the laneway is intended to be redeveloped, and this combined with the fact that the use is prohibited by the zoning of the land, further justify any impact on this area. As such, there is an expectation that the future growth of this area will see a reduction in the number of existing dwellings and an intensified commercial presence of built form at a greater scale compared to that existing. Nonetheless, the area impacted has been identified in the shadow diagrams with this receiving adequate solar access between 9am to 1pm.

Noise

218. In respect to amenity impacts, Clause 22.05 (Interface Uses Policy) of the Scheme seeks to ensure that new non-residential uses do not unreasonably impact dwellings including through noise, light spill, emissions and rubbish. The closest purpose-built dwelling is to the immediate east, facing Rupert Street. Whilst zoned Commercial 2, the separation distance and its orientation, with the subject site located west and further separated by the laneway and dwelling's rear setback, would remove any immediate impact in terms of noise.

219. Furthermore, conditioning of the shop component will include reduced hours to 10pm, to stagger egress and reduce consequent pedestrian foot traffic into the late night hours within surrounding streets.

220. Conditions will also require compliance of all mechanical equipment prior to and post development of the land to ensure that all criteria of SEPP N-1 and SEPPN-2 are met.

Fumes and air emissions, light spillage

221. All uses will be conducted indoors (with the exception of the outdoor balconies / terraces). The proposal is not considered to result in unreasonable air emissions, and whilst there will be a degree of light spill, the surrounding land is zoned Commercial 2 and non-sensitive. There would be no fumes associated with the shop use.

Equitable Development

222. To ensure the fair, orderly, economic and sustainable development of land, matters of equitable development should be considered in accordance with the objectives of planning in Victoria as set out in Section 4(1) of the *Planning and Environment Act 1987*. The objectives of Clause 21.05-2 of the Scheme include a requirement for development to take into account the opportunities for development on adjoining land (Strategy 20.2).

223. New development should ensure that areas can develop with an equitable access to outlook and sunlight, while the possible future development of adjoining sites should be considered and allow, as best as possible, for an equitable spread of development potential throughout an area.

224. In this respect, the proposed design utilises Rokeby Street and the laneway interfaces for primary outlooks and connection points through the development, and has included setbacks to the north, south and east at the upper levels that will also provide primary outlooks over adjoining sites and beyond.

225. The proposed development accommodates generous setbacks to the north, south and east (that combined with the laneways would be measure up to a minimum 5.55m) that will ensure that the adjoining sites, are not constrained in their development potential. The development has also incorporated some on-boundary walls, at the lower level and the adjoining sites, will be able to replicate the condition and construct up against these walls at the lower levels and their development potential is not compromised as a consequence.

<u>Traffic, access and car parking</u>

226. The applicant is seeking a statutory parking reduction of 310 car parking spaces, with 82 on-site car parking spaces proposed. To support the reduction in the statutory rate, a Traffic Impact assessment was undertaken by Ratio Consultants Pty. Ltd. and dated 8th April 2020, with parking availability in the neighbourhood also reviewed.

Parking Availability

227. On-street parking occupancy surveys of the surrounding area were undertaken and suggest a generous amount of on-street car parking in the vicinity. Council's Traffic Engineers also confirmed that the availability of parking in the vicinity is very high during business hours. However, this is blanketed by time based parking restrictions that would be a disincentive for employees or staff to drive. The car parking restrictions would also provide regular turnover throughout the day, thereby allowing visitors to park near the site.

228. The surrounding area has ample transport contextually supporting a development of this scale in the inner city. The availability of alternative transport methods will be discussed in turn.

Parking Demand

229. In support of the reduced car parking on-site, examples of existing uses within the City of Yarra with reduced on-site car parking rates (primarily offices) were provided by Councils Traffic Engineers. Details of these development sites (some of which have also been referenced in the report) are provided as follows:

Development Site	Approved Office Parking Rate
60-88 Cremorne Street PLN17/0626 issued 21 June 2018	0.72 spaces per 100 m^2
2-16 Northumberland Street, Collingwood PLN16/1150 issued 14 June 2017	0.89 spaces per 100 m^2
51 Langridge Street, Collingwood, PLN16/1150 issued 10 April 2018	0.54 spaces per 100 m^2

230. Council's Traffic Engineers provided the following comments in relation to each use with car parking provision and a permit requirement:

Parking Demand Consideration	Details
Parking Demand for Office Use	The office would be providing on-site car parking at a rate of 0.53 spaces per 100 m^2 of floor area. Office developments throughout the municipality have been approved by Council with reduced rates. A few examples include: ▪ 60-88 Cremorne Street, Cremorne – 0.72 spaces/100 m^2 ▪ 51 Langridge Street, Collingwood – 0.54 spaces/100m^2 ▪ 2-16 Northumberland Street, Collingwood – 0.89 spaces/100m^2 Although lower than the rates listed above, the proposed office parking rate of 0.53 spaces per 100 square metres of floor space is considered appropriate, as the proposal seeks to minimise private car dependency and promote more sustainable forms of transport.
Parking Demand for Retail Use	For the retail use, a staff car parking rate of 1.0 space per 100 m^2 of floor area could be adopted. For the proposed retail use, this would equate to three to four spaces. The balance of the parking generated by this use would be customers, who would park off-site.

Parking Demand for Food and Drink Use	Similarly with the retail use (above), a staff car parking rate of 1.0 space per 100 m^2 of floor area could also be adopted for the food and drink use. This would equate to a staff parking demand of one space.

231. Specifically in relation to the particular benefits of the site location with regard to the reduced rate of on-site car parking, Council's Traffic Engineers have indicated that:

    (a) There is ample public transport, with trams located on Smith Street and Victoria Parade, buses on Hoddle Street and the railway station, all within walking distance;

    (b) Visitors would likely be aware of the car parking constraints in the area or otherwise be made aware by the occupants of the building, thus also encouraging a high turnover of parking on the street and use of alternative modes such as cycling; and

    (c) It is in line with the objectives of Council's *Strategic Transport Statement* noting that the site is ideally located with regard to sustainable transport alternatives and the reduced provision of on-site parking would discourage private motor vehicle use.

232. Council's Strategic Transport Unit made reference to the SMP (referred to earlier) that mentions the inclusion of a car share scheme within the building, and recommended that this be clearly identified on the plans. A condition will address this. The car share space shown on the ground floor plans is located outside the title boundaries of the subject site and cannot be controlled under the current application. A further condition will require the deletion of this car share space.

Traffic

233. Council's Traffic Engineers have confirmed that the traffic generation is reasonable, and that any increase in the volume of traffic generated by the development could be accommodated within the local road network without adversely impacting on the traffic operation of nearby streets.

Access and layout

234. Clause 52.06-9 (Design standards for car parking) of the Scheme relates to the design of car parking areas and contains 7 standards and requirements relating to access way, car parking spaces, gradients, mechanical parking, urban design, safety and landscaping.

235. These details, along with the proposed ramp designs as per the original application drawings were reviewed by Council's Traffic Engineers who were satisfied with the layout of the car parking area. Council's Traffic Engineers have requested that the plans be revised (also in reference to the original application drawings) to include the following details / dimensions that will be addressed by way of conditions:

    (a) The dimension of the headroom clearance of the ramped access-way;

    (b) The length of the tandem car space in the lower basement to have a length of 5.4m;

    (c) All column depths, setbacks and locations clearly annotated and dimensioned and positioned to ensure that they do not encroach into the parking space clearance envelopes;

    (d) The lengths of the motorcycle spaces are to be dimensioned on the drawings and comply with AS/NZS 2890.1:2004.

    (e) All ramp grade and transition grade lengths dimensioned with the latter having a minimum length of 2.5m;

    (f) A ground clearance check in accordance in accordance with Council's Vehicle Crossing Information Sheet that requires a number of spot levels that include 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, Rokeby Street.

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; and

(g) The surface material of the setback area adjacent to the laneway different to that of the laneway to clearly demarcate the difference in surface treatment.

236. Several engineering conditions in regards to the vehicle crossing, civil works, road asset protection, and construction management, impacts of assets on the proposed development, reinstatement of redundant vehicle crossings and modification to car parking signage have been recommended.

These conditions are considered standard and should also be included on any permit issued. It will also form a condition of permit that the plans be updated to show the reinstatement of curbs where existing vehicle crossovers are being made redundant and reconfigured.

237. Overall, the proposed design and configuration of access and car parking areas are considered to achieve a satisfactory outcome and will be further improved with the above details requested by Council's Engineering Unit.

Electric vehicles

238. The ESD commitments include provision of at least one EV charging point (i.e. up to 5 EV charging points in the basement) with further opportunity for future upgrades available. Council's ESD advisor expressed full support for this arrangement.

Bicycle parking

239. The application was referred to Council's Strategic Transport Unit, who was supportive of the bicycle parking provision as it exceeds the requirements of the Scheme. In addition to this, the development provides, as quoted from Council's Strategic Transport Unit's advice, EOT facilities that *"are of a very high standard, and appear to exceed all requirements of AS2890.3".*

240. The ground floor would provide 188 regular bicycle spaces and 6 e-bike charging stations and 1 bike repair station in a secure, purpose provided room, 10 visitor bicycle spaces in the setback to Rokeby Street, 8 visitor bicycle space adjacent to and in the rear laneway with a lobby associated with the EOT facilities in the basement (that will include 428 lockers and 21 showers for staff use).

241. Hansen made reference to the visibility of the bike storage area on approach from the lobby via Rokeby Street which has been addressed in the amended plans with the provision of a glass wall between the lobby / corridor associated with the lifts, and portion of the bike store, and the shop and EOT lobby, that will enhance the image of the development portrayed as one that is actively promoting cycling to work. The EOT lobby will further enhance this by providing a relief space before entering the bicycle storage area.

242. Council's Strategic Transport Unit made reference to the surface of the laneway being suitable to bicycle users. The permit applicant has indicated that they intend on resurfacing the laneway with sawn bluestone pavers. This is considered to be good response from a planning perspective, and in the absence of any further controls on the surface treatment of the laneway or the protection of the laneway in the Scheme, it is supported.

Green Travel Plan (GTP)

243. A Green Travel Plan was provided and peer reviewed by Council's Strategic Transport Unit. Their only requirement was for a GTP to be provided as a separate requirement that can be addressed with a condition and as related to the amended plans.

<u>Waste Management and Loading</u>

244. An initial Waste Management Plan (WMP) was submitted by the Applicant in association with the original application plans advertised. This was reviewed by Council's City Works Branch, who indicated that it was satisfactory.

245. However, given the scope of changes to the building as a result of amendments resulting in a reconfigured layout and reduction in floor area, and hence anticipated waste generated, a condition will require the submission of an amended WMP that reflects the modified building, as per the plans requested at Condition 1.

246. It is highlighted that the development will rely on a private waste contractor with waste collection undertaken from within the building at the ground level via the loading bay that has a separate entrance. The loading bay is adequately sized with a width of 4.79m at its narrowest point.

Other Matters

247. The plans submitted under Section 50 have omitted a Level 01 plan and a condition will request this to be submitted with the full package of town planning drawings requested at Condition 1.

Objector concerns.

(a) Built form and design:

(i) Height and mass of the development is inconsistent with the neighbourhood character (including heritage) and policy.

(ii) The development is an overdevelopment of the site.

(iii) Inadequate upper level setbacks to ameliorate visual bulk.

(iv) The proposed laneway is of very low quality given that it is not open to the sky and will provide a poor outcome for publicly accessible space.

(v) Development is at odds with the lower scale heritage and residential areas to the east.

(vi) The podium design is too high.

(vii) The proposal does not result in an acceptable ESD response.

248. Built form and massing (including height and design) is discussed within paragraphs 145 to 172. The design subject to conditions detailed within the body of the assessment will achieve, on balance, an acceptable planning outcome on land zoned Commercial 2. The site is not subject to heritage controls and the building is considered to have adopted adequate setbacks, that combined with the design and reduced building height as per the amended plans before Council, will provide an appropriate and reasonable built form outcome. The podium has also been discussed at length at paragraphs 163 to 168 and it is justified in this context. To the contrary, the development provides an excellent ESD response that will be further improved with the conditions detailed earlier. This position is informed by Council's ESD advisors advice.

(b) Use and Off-site amenity impacts:

(i) Unacceptable visual bulk and overshadowing of the public realm and surrounding residences.

(ii) Wind impacts.

249. Off-site amenity impacts to neighbouring residential properties in terms of overlooking, noise, overshadowing have been addressed at paragraphs 211 to 225. The development will add another building to the skyline of Collingwood but will not impact any view of any identified landmark at Clause 22.03-4 of the Scheme. Equitable development opportunities have been discussed and cannot be applied in the same vein as if the site were residentially zoned. Wind impacts have also been discussed at paragraphs 208 to 210.

(c) Traffic and Car parking:

(i) Reduction in the car parking requirement is excessive and will cause traffic congestion.

(ii) Reliance on traffic through surrounding streets.

(iii) Not enough car parks provided on-site, the on-street car parking is already at capacity and cannot cater to overflow from development.

250. Traffic and car parking has been addressed at paragraphs 226 to 238.

(d) Other:

(i) Disruption to traffic during construction.

(ii) Will block outlooks from the balconies of surrounding dwellings.

(iii) Result in an impact on the health and well-being of residents.

(iv) The proposal will have a negative impact on the residential 'as of rights' amenity of property No. 35-37 Rupert Street, Collingwood.

251. The development is considered to be well sited in terms of its location with readily available resources and services and within proximity to the Melbourne CBD.

252. Conditions will require Construction Management Plan addressing matters of construction and excavation. The site can adequately be serviced by emergency vehicles no differently from other surrounding sites that rely on the same road network, and Councils Engineering Unit has not indicated that the development would overload existing infrastructure services. Furthermore, any outlook from surrounding properties is a privilege and not a given right. The existing use rights associated with the property to the east have been considered and discussed in the assessment with regard to the zone, and intent and anticipated development and potential, future growth of this site.

Conclusion

253. The proposed development is considered to demonstrate a high level of compliance with policy objectives contained within the Planning Policy Framework and Municipal Strategic Statement. Notably, the proposal achieves the State Government's urban consolidation objectives.

254. The proposed development, subject to the conditions recommended, is an acceptable planning outcome that demonstrates clear compliance with the relevant Council policies and should therefore be supported.

RECOMMENDATION

That having considered all objections and relevant planning policies, the Committee resolves to issue a Notice of Decision to Grant a Planning Permit (PLN20/0168) be issued for the construction of a thirteen (13) level building (with roofed plant services) used for shop(s) (permit required use), food and drink premises (café) and office and a reduction in the car parking requirement of the Yarra Planning Scheme at 40 - 50 Rokeby Street, Collingwood generally in accordance with the plans received by Council and noted previously as the "decision plans" and subject to the following conditions:

Amended Plans

1. Before the development commences, amended plans to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plans will be endorsed and will then form part of this permit. The plans must be drawn to scale with dimensions and three copies must be provided. The plans must be generally in accordance with the plans received by Council 25th August 2020, prepared by Rothelowman Architects and labelled TP00.01, TP00.02, TP01.02, TP01.03, TP01.04, TP01.06, TP01.07, TP01.08, TP01.09, TP01.10, TP01.11, TP01.17, TP02.01, TP02.02, TP02.03, TP02.04, TP02.05, TP02.06, TP02.07, TP02.08, TP03.01, TP03.01 TP03.02 and TP03.01 - all Revision B but modified to show / include:

Plans

(a) A Level 01 plan.

(b) The terraces above the podium set back 3m from the Rokeby Street boundary (i.e. to be consistent with the southern portion of the tower facing Rokeby Street).

(c) A plan notation confirming that the laneways running parallel with the subject site will be reinstated with sawn bluestone pavers as per *Yarra Standard Drawings*.

(d) The dimension of the headroom clearance of the ramped access-way.

(e) The length of the tandem car space in the lower basement to have a length of 5.4m.

(f) All column depths, setbacks and locations clearly annotated and dimensioned and positioned to ensure that they do not encroach into the parking space clearance envelopes.

(g) The lengths of the motorcycle spaces are to be dimensioned to comply with AS/NZS 2890.1:2004.

(h) All ramp grade and transition grade lengths dimensioned with the latter having a minimum length of 2.5m.

(i) Cross-sections with dimensions annotated in accordance with Council's Vehicle Crossing Information Sheet together with the B99 design vehicle ground clearance template demonstrating access into and out of the development that requires a number of spot levels that include:

  (i) a reduced 2.0 metres level inside the property;

  (ii) the bottom of kerb (invert) level; and

  (iii) the edge of the channel level and levels of the road pavement along Rokeby Street.

(j) The surface material of the setback area adjacent to the laneway different to that of the laneway to clearly demarcate the difference in surface treatment.

(k) The car share spaces within the building clearly identified on plans, including details of the car share scheme and reference to the car share space on Rokeby Street deleted.

Reports

(l) Any requirement of the endorsed Façade and Foyer Strategy (condition 2) (where relevant to show on plans).

(m) Any requirement of the endorsed Landscape Plan (condition 5) (where relevant to show on plans).

(n) Any requirement of the endorsed Sustainable Management Plan (condition 8) (where relevant to show on plans).

(o) Any requirement of the endorsed Wind Assessment Report (condition 11) (where relevant to show on plans).

(p) Any requirement of the endorsed Green Travel Plan (condition 13) (where relevant to show on plans).

(q) Any requirement of the endorsed Waste Management Plan (condition 14) (where relevant to show on plans).

(r) Any requirement of the endorsed Public Lighting Plan (condition 17) (where relevant to show on plans).

Façade and Walkways

2. 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 for all podium types, entries and doors, utilities (services to Rokeby Street) and tower facade details (in particular glazing types (ensuring limited glare) used within the development).

(b) Section drawings to demonstrate façade systems, including fixing details and joints between materials or changes in form.

(c) A sample materials board and coloured renders outlining colours, materials and finishes as these relate to the building, with a graffiti proof finish applied to all walls facing Rokeby Street and the laneways, including the walls accessible to the public at the ground floor.

Use

3. Except with the prior written consent of the Responsible Authority, the shop(s) authorised by this permit may only operate between the hours of 7am to 10pm, Monday to Sunday.

Ongoing Architect Involvement

4. As part of the ongoing progress and development of the site, Rothelowman Architects or an architectural firm to the satisfaction of the Responsible Authority must be engaged to:

(a) oversee design and construction of the development; and

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

Landscape Plan

5. Before the development commences, an amended Landscape Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Landscape Plan will be endorsed and will form part of this permit. The amended Landscape Plan must be generally in accordance with the Landscape Package of material prepared by Eckersley Garden Architecture and received by Council 25 August 2020, but modified to include (or show):

(a) Details of soil volumes for all garden beds provided including those at the ground floor.

(b) Consideration to passive irrigation or use of water captured by the subject site.

(c) The planting schedule to include the pot sizes and mature heights of all tree and plant species selected.

(d) A specification of works to be undertaken prior to planting.

(e) Maintenance schedules and notes, including how any plant failure will be managed

(f) Details on the proposed methods for irrigation and drainage.

(g) All plants proposed confirmed to not be listed within DELWP *Advisory List of Environmental Weeds in Victoria*.

6. Before the buildings 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.

7. Before the development commences, or by such later date as approved in writing by the Responsible Authority, the permit holder must make a one off contribution of $4,806 to the Responsible Authority to contribute to the cost of planting six (6) new street trees.

Sustainable Management Plan

8. 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 LCI Consultants dated 3 December 2018, but modified to include or show:

   (a) Provision of a heat pump for the hot water service;

   (b) A % of materials (by weight or cost) that are either recycled or contain recycled content;

   (c) Any further measures identified to further reduced embodied carbon;

   (d) A small pallet of materials and construction techniques that can assist in disassembly;

   (e) Further provision of a green roof or wall to improve the ecological value of this site (if possible); and

   (f) A notation confirming that the head contractor will be ISO14001 accredited.

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

10. Before the development is occupied, a report from the author of the Sustainability Management Plan, approved under this permit, or similarly qualified person or company, must be submitted to the Responsible Authority. The report must be to the satisfaction of the Responsible Authority and must confirm all measures specified in the Sustainability Management Plan have been implemented in accordance with the approved plan.

Wind Assessment Report

11. Before the development commences, an amended Qualitative Wind Assessment to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Qualitative Wind Assessment will be endorsed and will form part of this permit. The amended Qualitative Wind Assessment must be generally in accordance with the Qualitative Wind Assessment prepared by SLR Consulting Pty. Ltd, dated March 2020, but modified to include (or show):

    (a) Assess the proposal as amended pursuant to Condition 1.

    (b) Wind tunnel testing to verify any predictions.

    (c) Any wind mitigation measures applied within the subject title boundaries.

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

Green Travel Plan

13. Before the development commences, an amended Green Travel Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Green Travel Plan will be endorsed and will form part of this permit. The amended Green Travel Plan must be generally in accordance with the Green Travel Plan prepared by Ratio Consultants Pty. Ltd. and dated 08 April 2020, but modified to make reference to the plans as endorsed at Condition 1.

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

Waste Management Plan

15. 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 Ratio Consultants Pty. Ltd. and dated 09 April 2020 but modified to make reference to the plans as endorsed at Condition 1.

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

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

Public Lighting Plan

18. Before the development commences, a Public Lighting Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. The Public Lighting Plan must address lighting along the Rokeby Street and laneway interfaces but also in the walkways and entrances to the approved building. When approved, the Public Lighting Plan will be endorsed and will form part of this permit. The Public Lighting Plan must provide for:

    (a) A maintenance regime for the lighting scheme within the curtilage of the property.

    (b) The use of energy efficient luminaries and/or solar lighting technologies to reduce carbon emission if possible.

19. The provisions, recommendations and requirements of the endorsed Public Lighting Plan must be implemented and complied with at no cost to Council and to the satisfaction of the Responsible Authority.

Section 173 Agreement (Laneway / Pedestrian Walkway Access)

20. Within six months of the commencement of works the owner (or another person in anticipation of becoming the owner) must enter into an agreement with the Responsible Authority under section 173 of the *Planning and Environment Act* 1987, which provides for the following:

    (a) The Owner must provide unfettered 24 hour public access over that part of the land to be used for the new north-south link (laneway to laneway access); and

    (b) The owner is responsible for maintaining at all times the areas that are private land open to the public described in condition 19(a) at the cost of the owners of the site and to the satisfaction of the Responsible Authority.

21. The owner, or other person in anticipation of becoming the owner, must meet all of the expenses of the preparation and registration of the agreement, including the reasonable costs borne by the Responsible Authority.

Loading and Unloading

22. 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 loading 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 it 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 loading bay area.

    to the satisfaction of the Responsible Authority.

23. 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.

24. 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 Monday to Saturday, or after 9am on a Sunday or public holiday except for those allowed under any relevant local law.

Road Infrastructure

25. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the vehicle crossing on Rokeby Street 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.
    (e) The Permit Holder must obtain the consent of the relevant power authority for the relocation of any power poles. All costs associated with the relocation will be at the Permit Holder's cost.
    (f) The vehicle crossing shall be constructed in accordance with Department of Infrastructure's and City of Yarra's requirements and specifications.
26. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, all building works and connections for underground utility services, the footpaths along the property's Rokeby Street and laneway frontages must be reconstructed (including kerb and channel):
    (a) at the permit holder's cost; and
    (b) 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, the full width road pavement of the Rokeby Street reserve outside the property's frontage must be profiled and re-sheeted:
    (a) at the permit holder's cost; and
    (b) to the satisfaction of the Responsible Authority.
28. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority the relocation of any service poles, structures or pits necessary to facilitate the development must be undertaken:
    (a) at the permit holder's cost; and
    (b) to the satisfaction of the Responsible Authority.
29. 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.
30. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, 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.

Lighting

31. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, a public lighting design scheme along the development's road frontages demonstrating adequate lighting levels for pedestrians as per Australian Standard requirements must be submitted to and approved by the Responsible Authority. Notations must confirm that the lighting scheme has been approved by CitiPower and all lighting infrastructure and hardware will be funded by the Permit Holder.

32. 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.

    General

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

34. 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.

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

36. 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.

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

38. The use(s) must comply at all times with the State Environment Protection Policy – Control of Music Noise from Public Premises (SEPP N-2).

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

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

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

    Construction Management Plan

42. 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

(q) any site-specific requirements.

During the construction:

(r) any stormwater discharged into the stormwater drainage system must be in compliance with Environment Protection Authority guidelines;

(s) stormwater drainage system protection measures must be installed as required to ensure that no solid waste, sediment, sand, soil, clay or stones from the land enters the stormwater drainage system;

(t) vehicle borne material must not accumulate on the roads abutting the land;

(u) the cleaning of machinery and equipment must take place on the land and not on adjacent footpaths or roads; and

(v) all litter (including items such as cement bags, food packaging and plastic strapping) must be disposed of responsibly.

43. 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.

44. The provisions, recommendations and requirements of the endorsed Construction

Management Plan must be implemented and complied with to the satisfaction of the

Responsible Authority.

45. 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.

Time expiry

46. 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; and

(c) The shop use is not commenced within five years of the date of this permit.

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

Notes:

A building permit may be required before development is commenced. Please contact Council's Building Services on 9205 5555 to confirm.

A vehicle crossing permit is required for the construction of the vehicle crossing(s). Please contact Council's Construction Management Branch on 9205 5555 for further information.

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

All future business (whether as owners, lessees/tenants, occupiers / staff) within the development approved under this permit, will not be permitted to obtain, business parking permits.

A local law permit (e.g. Asset Protection Permit, Road Occupation Permit) may be required before development is commenced. Please contact Council's Construction Management Branch on Ph. 9205 5555 to confirm.

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.

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.

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

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 (signs and line markings) as a result of development works must be approved by Council's Parking Management unit.

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.

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

Attachments

1 Site location and zone map.
2 Section 57(a) amendment request and associated documents in response to referrals.
3 S57(a) amended plans.
4 Internal and external referral advice collated.

Attachment 1 - Site location and zone map.

Department of Transport

GPO Box 2392
Melbourne, VIC 3001 Australia
Telephone: +61 3 9651 9999
www.transport.vic.gov.au
DX 201292

5/11/2020

John Theodosakis
Yarra City Council
PO BOX 168
RICHMOND VIC 3121

Dear Mr. Theodosakis,

PLANNING APPLICATION NO.:	**PLN200186**
DEPARTMENT REFERENCE NO:	**PPR 34425/20**
PROPERTY ADDRESS:	**40-50 ROKEBY STREET, COLLINGWOOD VIC 3066**

Section 55 – No Objection

Thank you for your referring the above application to the Head, Transport for Victoria under Section 55 of the *Planning and Environment Act 1987.*

The Head, Transport for Victoria has considered this application and does not object to the grant of a permit.

Please forward a copy of any decision to this office as required under the *Planning and Environment Act 1987*.

Should you have any enquiries regarding this matter, please contact Gillian Menegas on 9313-1148 or Gillian.Menegas@roads.vic.gov.au.

Yours sincerely

Gillian Menegas

Gillian Menegas
SENIOR PLANNER- Statutory Planning Referrals Metro North West Region
Under delegation from the Head, Transport for Victoria
5/11/2020

VICTORIA State Government

Attachment 1 - Site location and zone map.

CITY OF YaRRA

MeMO

TO:	John Theodosakis (Statutory Planning)
FROM	Amruta Pandhe (Urban Design)
DATE:	04 June 2020
SUBJECT:	40-72 Rokeby Street, Collingwood
APPLICATION NO:	PLN20/0168
DESCRIPTION:	Development of a fifteen storey building and use of the land for shop, food and drink premises and office, including a reduction in the associated car parking requirement.

COMMENTS SOUGHT

Urban Design comments have been sought on public realm matters. The comments are based on Architectural Plans dated 1st November 2019.

COMMENTS SUMMARY

In summary, the drawings are not yet acceptable from an Urban Design perspective. Detailed comments are provided below and we request that the applicant provides a response to each of these items.

It is also requested that the applicant provides detailed landscape plans prepared by a landscape architect and these need to be assessed by Council's Open Space team. The landscape plan should incorporate below recommendations.

COMMENTS

Additional details and amendments that are required on the drawings are discussed in the relevant sections below and overleaf.

Ground Floor Rokeby Street Interface

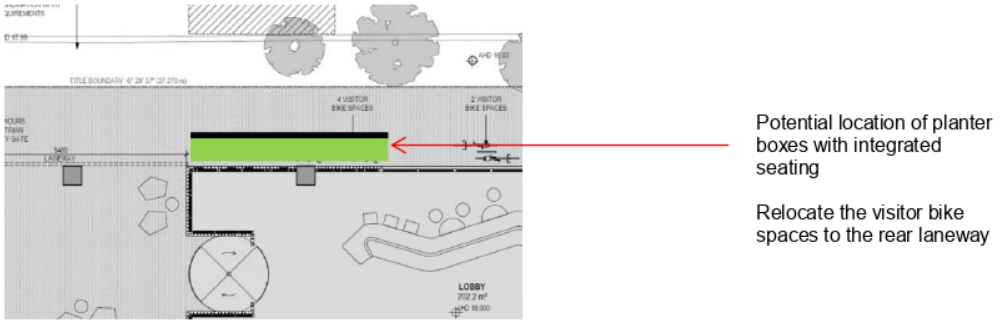
The ground floor is setback by 3m along Rokeby Street. Currently there are seven bike hoops and some landscaping proposed within this space. Pedestrian and vehicular access to the development is provided via Rokeby Street.

The ground floor building interface is generally supported, with good level of transparency to the street. Existing footpath in front of the subject site is only 2m. Hence, the ground floor setback is highly supported. This space presents a great opportunity to provide an engaging, safe and elegant pedestrian environment. Provision of visitor bike spaces within this setback is supported. However, the space needs more greenery (including vertical greenery) to reduce the hard edge created by building façade and garage doors. We also recommend that some public seating be provided within this space to accommodate anticipated use within the public realm.

There are total 14 visitor bike spaces provided within the front setback. It is recommended that these are reduced to 10 visitor bike spaces and the remaining four are relocated to the rear laneway near proposed

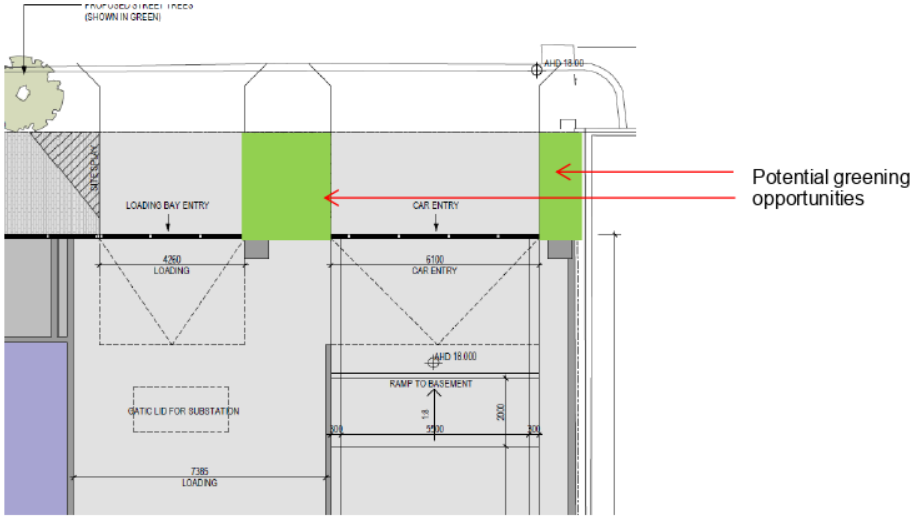
Attachment 1 - Site location and zone map.

bike spaces (outside E.O.T lobby). This will contribute in decluttering the space and provides an opportunity to have landscaping and seating within this space.



Ground Floor Plan (section near the main pedestrian entrance)

There are other landscaping opportunities (including vertical greenery), like the space between the car park entry and loading bay entry. Provision of landscaping in this space will also help in creating a clear separation between the two entries. The section on north of car park entry also provides landscaping opportunity. It is important to ensure that any landscape treatment and structures do not obstruct any sight lines of drivers.



Ground Floor Plan (section near vehicular entrances)

It is recommended that a detail Landscape Plan is prepared incorporating these recommendations and these need be assessed by Council's Open Space team.

The drawings need to provide more information and/or clarification about:

- There is insufficient detail about the 9.5m long security gate shown across the pedestrian walkway. Further material and design details for the gates should be provided, including their level of transparency as this will impact the pedestrian environment during weekends and evenings.
- Provide additional spot levels on the plan to clarify the height differences between the footpath and paving. We would expect a seamless transition between the footpath and paving, with any height differences resolved through grading of the paving to ensure no steps will be required.
- Show location of all existing infrastructure on footpath like electricity pole, parking signs, street name sign. If any of this infrastructure is proposed to be relocated show the proposed new locations.

Attachment 1 - Site location and zone map.

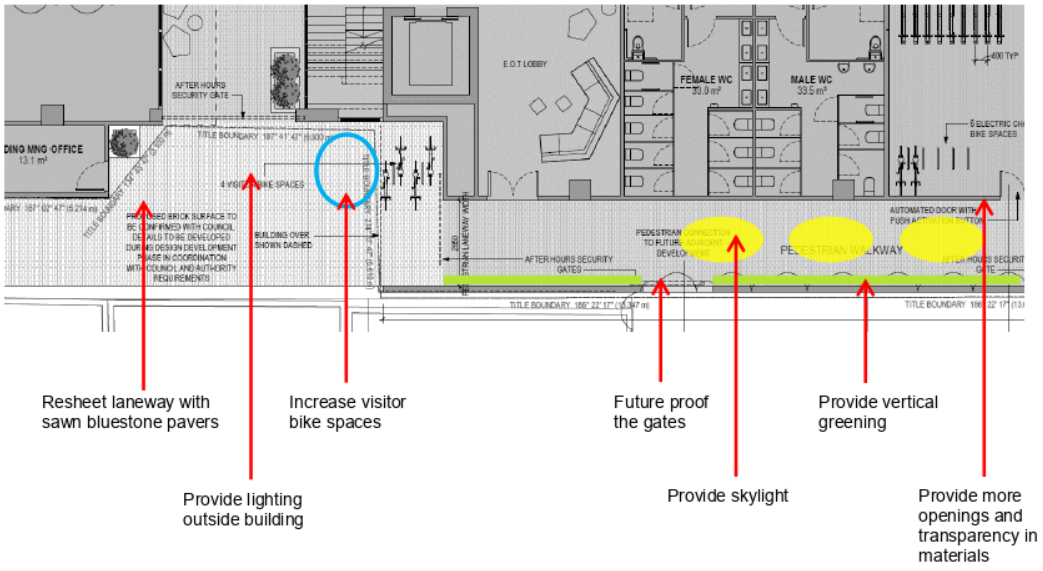
- Show general Grading and Drainage information (including within the laneway) to ensure the site layout is universally accessible, appropriate and well-designed.
  - RLs at all building entries and street interfaces.
  - Falls of pavements, including extents of significant falls (i.e. steeper than 1:33 and 1:20).
  - Drainage pits (and associated RLs).
  - Show drainage infrastructure, such as trench grates on plans.

Pedestrian Walkways

The development proposes pedestrian walkways connecting Rokeby Street to the laneways and potentially to the future adjacent development. Please note the east-west pedestrian walkway is referred as main walkway and the north-south pedestrian walkway connecting the two lanes is referred as rear walkway in below comments.

The provision of these connections are supported in principle but there are some major concerns particularly along the rear walkway about safety and the quality of space being proposed. We would like to confirm the intended audience for the rear walkway. Will it be mainly used by the cyclist to access the bike storage or are pedestrians expected to walk through this space? If the rear walkway is expected to be a thoroughfare then it needs to be pedestrian friendly. CEPTED principles need to be given high consideration due to lack of activation, limited solar access, pedestrian permeability and natural surveillance. Below recommendations are provided to make the rear walkway more acceptable from an urban design perspective:

- Explore providing some active frontages along the walkway.
- The wall along bike storage, EOT lobby and comms room can provide more transparency through use of materials and openings.
- The wall along the eastern boundary can incorporate vertical greenery.
- Confirm whether the walkway is covered or open to sky. If it is covered it is recommended to provide natural skylight openings to allow natural light into the walkway. Confirm that artificial lighting will be provided within the walkway.
- To mitigate this risk of anti-social behaviour or loitering in the laneway / outside security gates, confirm that there will be security / sensor lights at each of these.
- Ensure future proofing the gates that provide pedestrian connection to future adjacent development. This can be achieved by providing openings in the wall and using material that can easily be replaced with gates when the adjacent development is built.



Ground Floor Plan (section near rear laneways)

Attachment 1 - Site location and zone map.

Pavements

All pavements along Rokeby Street are to be reinstated as asphalt footpaths with concrete kerbs and channels for the full length of the site as per *City of Yarra's Infrastructure – Road Materials Policy*. All redundant vehicle crossovers are to be demolished. Proposed kerbs and channels and vehicle crossovers to be shown on drawings as per *Yarra Standard Drawings*.

The proposed brick surface within the Council land along the laneway is not supported. All pavements within Council land are to be reinstated as sawn bluestone pavers as per *Yarra Standard Drawings*.

All proposed paving in the pedestrian walkways must be compliant with Australian Standards for slip resistance and DDA.

The drawings need to provide more information and/or clarification about:

- Confirm delineation between public and private land. There needs to be a clear distinction between public and private realm along Rokeby Street and laneways.
- Confirm Paving / Surface material within the 3m setback space including the vehicular crossovers and all pedestrian walkways.
- Council engineer should be consulted in regard to storm water management and grading along Rokeby Street and laneways. This to ensure that the overland flow at big rain events will not cause any flooding issues.

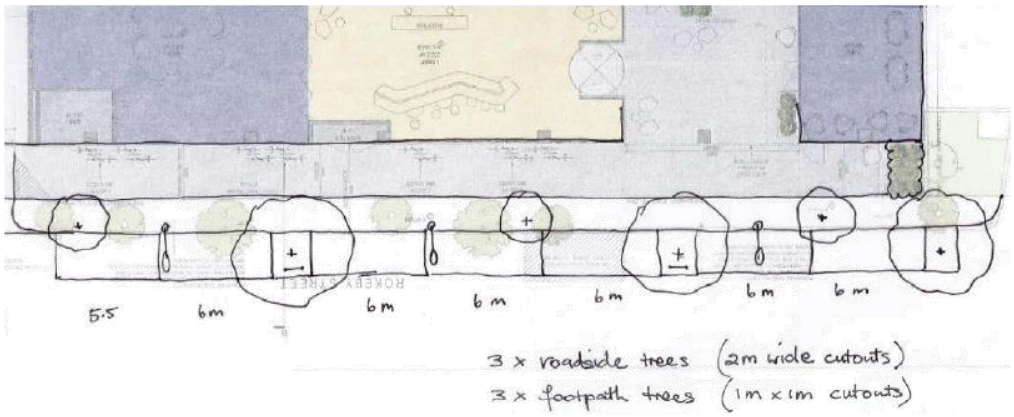
Street Tree Planting

Rokeby Street has been identified to be planted as part of Council's street tree planting program. Further, the proposed 3m setback on the ground floor provides a great opportunity to plant new trees on footpath. Hence, it is recommended to plant some trees on the footpath and some roadside trees. Provision of trees in front of the main pedestrian walkway will also contribute in mitigating the wind effect that might potentially be created due to the scale of the development. The applicant is requested to contribute to the cost of planting six (6) new street trees, which would cover tree sourcing, planting and 2 years of maintenance. The total cost for the trees would be $4,806.

Below are further details and a sketch layout showing the potential location of trees which takes into account parking and the street lighting along the site. The following tree species are recommended:

- Footpath – 3 X Brachychiton 'Bella Donna' (5-6m height x 3-5m spread); approximate cost $565 per tree
- Roadside – 3 X Eucalyptus scoparia (8m height x 6m spread); approximate cost $1037 per tree

Council's tree planting contractor will source and plant the street tree. However, please keep Council updated as the project progresses so when the plans are approved Council can ensure trees are placed on order in time for completion.



Suggested layout showing tree locations along Rokeby Street

Attachment 1 - Site location and zone map.

CITY OF YARRA

MEMO

To:	**John Theodosakis**	
From:	**Mark Pisani**	
Date:	**14 July 2020**	
Subject:	**Application No:**	**PLN20/0168**
	Description:	**Major Development; 15-Storey Mixed Use Building**
	Site Address:	**40-72 Rokeby Street, Collingwood**

I refer to the above Planning Application received on 13 May 2020 in relation to the proposed development at 40-72 Rokeby Street, Collingwood. Council's Civil Engineering unit provides the following information:

Drawings and Documents Reviewed

	Drawing No. or Document	Revision	Dated
Rothe Lowman Architects	TP01.02 *Basement 2*	A	6 April 2020
	TP01.03 *Basement 1*	A	6 April 2020
	TP01.04 *Ground Floor*	A	6 April 2020
	TP01.05 *Level 1*	A	6 April 2020
	TP02.01 *West Elevation*	A	6 April 2020
	TP02.02 *North Elevation*	A	6 April 2020
	TP02.03 *East Elevation*	A	6 April 2020
	TP02.04 *South Elevation*	A	6 April 2020
	TP02.05 *West Elevation – No Planting*	A	6 April 2020
	TP03.01 *Section A*	A	6 April 2020
	TP03.02 *Section B*	A	6 April 2020
	TP05.01 *Development Summary*	A	6 April 2020
Ratio Consultants	*Traffic Impact* report	RepF02	8 April 2020

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 1 - Site location and zone map.

Proposed Use	Quantity/ Size	Statutory Parking Rate*	No. of Spaces Required	No. of Spaces Allocated
Office	14,666.5 m²	3.0 spaces per 100 m² of net floor area	439	77
Retail	338.8m²	3.5 spaces per 100 m² of leasable floor area	11	4
Food and Drink	66.1 m²	3.5 spaces per 100 m² of leasable floor area	2	1
		Total	**452 spaces**	**82 spaces**

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

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

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

Parking Demand Consideration	Details
Parking Demand for Office Use	The office would be providing on-site car parking at a rate of 0.53 spaces per 100 m² of floor area. Office developments throughout the municipality have been approved by Council with reduced rates. A few examples include: ▪ 60-88 Cremorne Street, Cremorne – 0.72 spaces/100 m² ▪ 51 Langridge Street, Collingwood – 0.54 spaces/100m² ▪ 2-16 Northumberland Street, Collingwood – 0.89 spaces/100m² Although lower than the rates listed above, the proposed office parking rate of 0.53 spaces per 100 square metres of floor space is considered appropriate, as the proposal seeks to minimise private car dependency and promote more sustainable forms of transport.
Parking Demand for Retail Use	For the retail use, a staff car parking rate of 1.0 space per 100 m² of floor area could be adopted. For the proposed retail use, this would equate to three to four spaces. The balance of the parking generated by this use would be customers, who would park off-site.
Parking Demand for Food and Drink Use	Similarly with the retail use (above), a staff car parking rate of 1.0 space per 100 m² of floor area could also be adopted for the food and drink use. This would equate to a staff parking demand of one space.

- *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:
    - Smith Street-Gertrude Street trams – 550 metre walk
    - Langridge Street bus interchange (on Hoddle Street) – 420 metre walk
    - Victoria Parade trams – 350 metre walk
    - North Richmond railway station – 690 metre walk

Attachment 1 - Site location and zone map.

- *Multi-Purpose Trips within the Area*. Clients and customers to the office and retail uses might combine their visit by engaging in other activities or business whilst in the area.
- *Convenience of Pedestrian and Cyclist Access*. The site is well positioned in terms of pedestrian access to public transport nodes and other nearby businesses and facilities. The site has good access to the on-road bicycle network.

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

- *Availability of Car Parking*. Ratio Consultants had undertaken an on-street parking occupancy survey of the surrounding area on Wednesday 20 November 2019 between 8:00am and 7:00pm. The survey area encompassed Rokeby Street, Glasgow Street, Northumberland Street, Byron Street Montague Street and sections of Langridge Street and Rupert Street. The times and extent of the survey are considered appropriate. An inventory of 57 publicly available parking spaces was identified. The results of the survey recorded that the peak parking occupancy had occurred at 2:00pm with the on-street parking within the study area to be fully occupied. Whilst the level of parking the area is very high, the short-stay parking regularly turns over.
- *Relevant Local Policy or Incorporated Document*. The proposed development is considered to be in line with the objectives contained in Council's *Strategic Transport Statement*. The site is ideally located with regard to sustainable transport alternatives and the reduced provision of on-site car parking would potentially discourage private motor vehicle ownership and use.

Adequacy of Car Parking
From a traffic engineering perspective, the waiver of parking associated with the commercial uses on the site is considered appropriate in the context of the development and the surrounding area. The operation of the development should not adversely impact existing on-street parking conditions in the area. Since the demand for on-street parking in the area is very high, employees at the development would be inclined to use more sustainable forms of transport (public transport, bicycles) to commute to and from the site.

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

TRAFFIC IMPACT
Trip Generation
The trip generation for the site adopted by Ratio Consultants is as follows:

Proposed Use	Adopted Traffic Generation Rate	Peak Hour	
		AM	PM
Office (77 spaces)	0.5 trips per space in each peak hour	39	39
Retail (4 spaces)	1.0 trip per space in each peak hour	4	4
Food and Drink (1 space)	1.0 trip per space in each peak hour	1	1
	Total	**44 trips**	**44 trips**

Attachment 1 - Site location and zone map.

As Rokeby Street has a one-way traffic operation in the south bound direction, nearly all traffic would enter the street via Langdridge Street and exit onto Victoria Parade. Adopting a directional split of 90% inbound (40 trips) and 10% outbound (4 trips) in the AM peak hour (reversed in the PM peak hour), we agree that the traffic generated by this site should not adversely impact Rokeby Street or the surrounding road network.

DEVELOPMENT LAYOUT DESIGN
Layout Design Assessment

Item	Assessment
Access Arrangements	
Development Entrance	The development entrance has a width of 6.1 metres which satisfies the Australian/New Zealand Standard AS/NZS 2890.1:2004.
Visibility	A pedestrian sight triangle has been superimposed at the exit lane of the development and satisfies *Design standard 1 – Accessways* of Clause 52.06-9.
Headroom Clearance	Not dimensioned on the drawings.
Internal Ramped Accessways	The internal ramped accessways have been provided with a minimum width of 5.5 metres with additional 300 mm wide kerbs and satisfy AS/NZS 2890.1:2004.
Car Parking Modules	
At-grade Parking Spaces	The dimensions of the parking spaces (2.6 metres by 4.9 metres) satisfy *Design standard 2 – Car parking spaces*.
Accessible Parking Spaces	The accessible parking spaces and shared area satisfy the Australian/New Zealand Standard AS/NZS 2890.6:2009.
Tandem Parking Space – Basement 2	The length of the tandem parking space (space No. 74) has not been dimensioned.
Aisles	Aisle widths range from 6.4 metres to 7.051 metres and satisfy *Table 2: Minimum dimensions of car parking spaces and accessways* of Clause 52.06-9.
Column Depths and Setbacks	Not dimensioned on the drawings. A number of columns have been positioned 300 mm from the spaces and comply with *Diagram 1 Clearance to car parking spaces*. Columns that are immediately adjacent to spaces also comply with *Diagram 1* (please see appended diagram).
Clearances to Walls	Clearances of no less than 300 mm have been provided for spaces adjacent to walls and satisfy *Design standard 2*.
Motorcycle Spaces	Motorcycle spaces have widths of 1.2 metres. Lengths of these spaces have not been dimensioned.
Gradients	
Ramp Grade for First 5.0 metres inside Property	The gradient for the first 5.0 metre inside the property is flat and satisfies *Design standard 3: Gradients*.

Attachment 1 - Site location and zone map.

Item	Assessment
Ramp Grades and Changes of Grade	The ramp grades and changes of grade satisfy *Table 3 Ramp Gradients* of Clause 52.06-9. According to Ratio Consultants, the 1 in 4.5 ramp within the curved ramped applies to the inside radius (standard convention). The applicant needs to reflect his on the drawings.
Transition Grade at Base of 1 in 4.5 Ramp Grade Section	The transition grades at the bases of the 1 in 4.5 ramp sections should be lengthened to 2.5 metres (applied to ramp sections that have grades steeper than 1 in 5).
Longitudinal Grades	The maximum grade of 1 in 20 along the aisle in Basement 1 (in front of spaces 26 and 27) satisfies AS/NZS 2890.1:2004.
Loading	
Loading Bay	The loading bay is irregular in shape and has a width of 4.798 metres at its narrowest point. The loading bay is considered satisfactory (please see below in the section 'Swept Path Analysis').
Swept Path Analysis	
Truck Entry Movements Via Rokeby Street 16571-SK008-B* Sheet 1 of 8	The swept path diagram for a 6.4-metre long small rigid vehicle entering the site via Rokeby Street and entering the loading bay is considered satisfactory.
Truck Exit Movements Via Rokeby Street 16571-SK008-B Sheet 1 of 8	The swept path diagram for a 6.4-metre long small rigid vehicle reversing out of the loading bay and exiting onto Rokeby Street is considered satisfactory.
Vehicle Turning Movements Development Entrance 16571-SK008-B Sheet 2 of 8	The swept path diagrams for the B99 design vehicle entering and exiting the development site via Rokeby Street are considered satisfactory.
Vehicle Turning Movements Spaces 19 and 27 16571-SK008-B Sheet 3 of 8	The swept path diagrams for a B85 design vehicle entering spaces 19 and 27 are considered satisfactory.
Vehicle Reversing Movements Spaces 19 and 27 16571-SK008-B Sheet 4 of 8	The swept path diagrams for a B85 design vehicle reversing out of spaces 19 and 27 are considered satisfactory.
Vehicle Passing Movements Basement 1 – North Side 16571-SK008-B Sheet 5 of 8	The vehicle passing movements at the north side of Basement 1 of a B95 design vehicle and an oncoming B99 design vehicle are considered satisfactory.
Vehicle Passing Movements Basement 2 – Curved Ramp 16571-SK008-B Sheet 6 of 8	The vehicle passing movements at the base of the curved ramp of Basement 2 of a B95 design vehicle and an oncoming B99 design vehicle are considered satisfactory.
Vehicle Turning Movements Basement 2 – Space 28 16571-SK008-B Sheet 7 of 8	The swept path diagrams for a B85 design vehicle entering and exiting space 28 are considered satisfactory.
Vehicle Turning Movements Basement 2 – Space 39 16571-SK008-B Sheet 7 of 8	The swept path diagrams for a B85 design vehicle entering and exiting space 39 are considered satisfactory.

* Ratio Consultants swept path diagram drawing number

Attachment 1 - Site location and zone map.

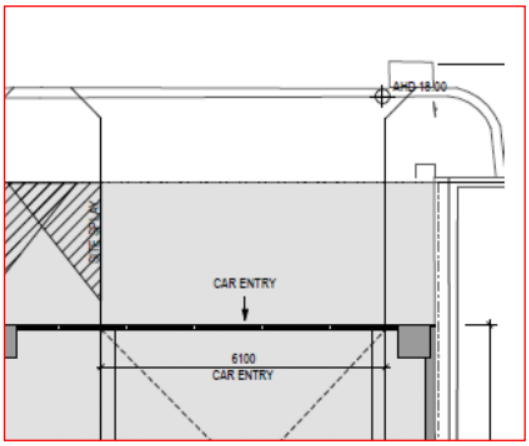
Item	Assessment
Other Items	
Development Entrance Proposed Vehicle Crossing – Ground Clearance Check	A vehicle crossing ground clearance check for the development entrance is to be undertaken by the applicant's designer to confirm that a B99 design vehicle can enter and exit the property without scraping out (Please see under '*Design Items to be Addressed*' section).

Design Items to be Addressed

Item	Details
Headroom Clearance	To be dimensioned on the drawings at the development entrance and at critical points on the ramped accessways.
Tandem Parking Space – Basement 2	The length of the tandem parking space is to be dimensioned on the drawings and be no less than 5.4 metres as required by AS/NZS 2890.1:2004.
Column Depths and Setbacks	To be dimensioned on the drawings.
Motorcycle Spaces	The lengths of the motorcycle spaces are to be dimensioned on the drawings and comply with AS/NZS 2890.1:2004.
Transition Grade at Base of 1 in 4.5 Ramp Grade Section	To be lengthened to t 2.5 metres.
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 out on site 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, Rokeby Street. 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.

Attachment 1 - Site location and zone map.

INFRASTRUCTURE ITEMS AND CONSTRUCTION ACTIVITIES

Item	Details
Rokeby Street	
Footpath and Kerb and Channel Reconstruction	Construction works at the site and the occupation of the footpath during works will impact on the condition of the footpath and kerb and channel. The Permit Holder must reconstruct the footpaths and kerb and channel along the property's Rokeby Street road frontage.
Redundant Vehicle Crossings	To be demolished and reinstated with paving, kerb and channel.
Road Pavement Re-sheet	Construction activities on site and the passage of heavy vehicles will impact the pavement of Rokeby Street, outside the property frontage. A half-width re-sheet of the road is required once all construction works have been completed.
Existing Grated Side Entry Pit	The proposed vehicle crossing servicing the development entrance will impact the existing grated side entry pit. This pit is an important junction pit and must remain intact. The north edge of the vehicle crossing shall be positioned 1.0 metre south of the edge of the lintel of the pit.  Please see appended diagram for the 1.0 metre clearance required for the pit.
Rear Laneway abutting South East Corner of Site	
Materials with Setback Area abutting the Laneway	The materials to be used in the setback area abutting the laneway must be different to that of the bluestone pavement of the laneway. The boundary of the laneway must be clearly defined.

Attachment 1 - Site location and zone map.

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 Rokeby Street road frontage must be reconstructed to Council's satisfaction and at the Permit Holder's cost.
- The footpath along the property's Rokeby Street frontage must be reconstructed in asphalt to Council's satisfaction and at the Permit Holder's cost. The footpath (constructed in asphalt) must have a cross-fall of no steeper than 1 in 33 or unless otherwise specified by Council.
- The half width road pavement of Rokeby Street (in between the east kerb and the centreline of the road) must be profiled (grinded) and re-sheeted to Council's satisfaction and at the Permit Holder's cost. These re-sheeting works are be undertaken outside the property's Rokeby Street frontage, in between the northern boundary and the southern boundary. Any isolated areas of pavement failure must be reinstated with full-depth asphalt.
- All redundant vehicle crossings are to be demolished and reinstated with paving, and kerb and channel to Council's satisfaction and at the Permit Holder's cost.
- All redundant property drain outlets are to be demolished and reinstated with paving, and kerb and channel to Council's satisfaction and at the Permit Holder's cost.
- The grate of the existing grated side entry pit on the east side of Rokeby Street, near the northern boundary of the site, must be replaced with a galvanised bike safe grate and is to be funded by the Permit Holder.

Vehicle Crossing

Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the new vehicle crossings 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 B85 design vehicle or B99 design vehicle (where applicable), 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.

Attachment 1 - Site location and zone map.

- 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.

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

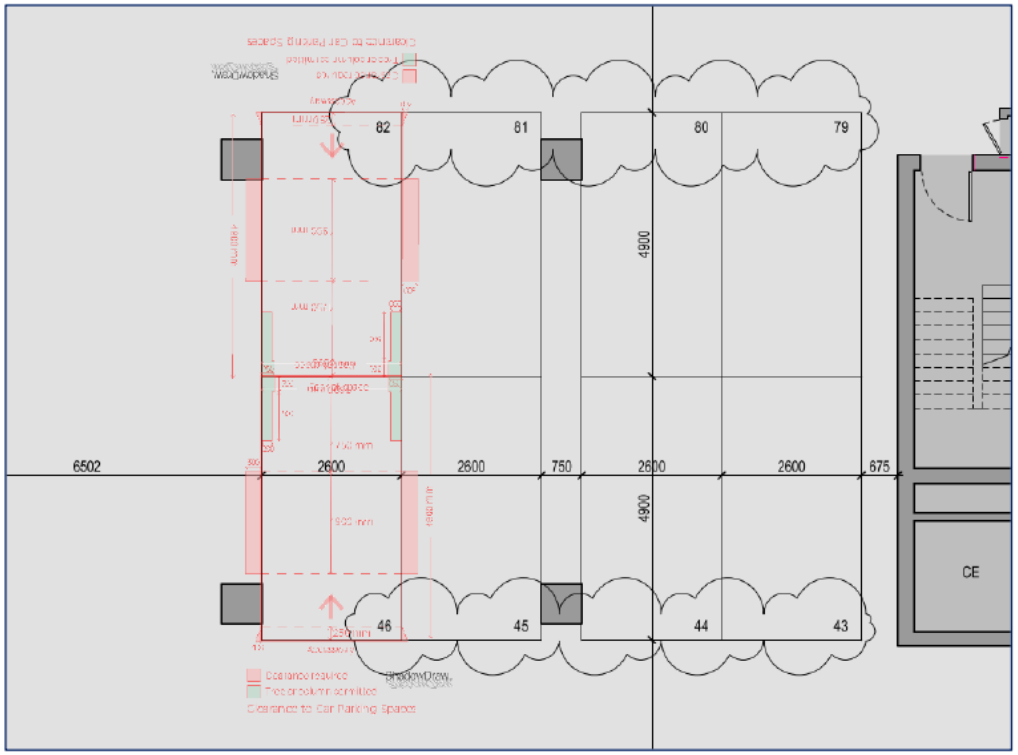
- No parking restriction signs or line-marked on-street parking bays are to be removed, adjusted, changed or relocated without approval or authorisation from Council's Parking Management unit and Construction Management branch.
- Any on-street parking reinstated as a result of development works must 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.

Attachment 1 - Site location and zone map.

CLEARANCES TO PARKING SPACES – BASEMENT 2



Columns adjacent to spaces 81, 82, 45 and 46 are positioned outside of the parking space clearance envelopes as per *Diagram 1 Clearance to car parking spaces* in Clause 52.06-9.

Column depths and setbacks are to be dimensioned.

Attachment 1 - Site location and zone map.

CLEARANCE REQUIRED FOR EXISTING GRATED SIDE ENTRY PIT – ROKEBY STREET FRONTAGE

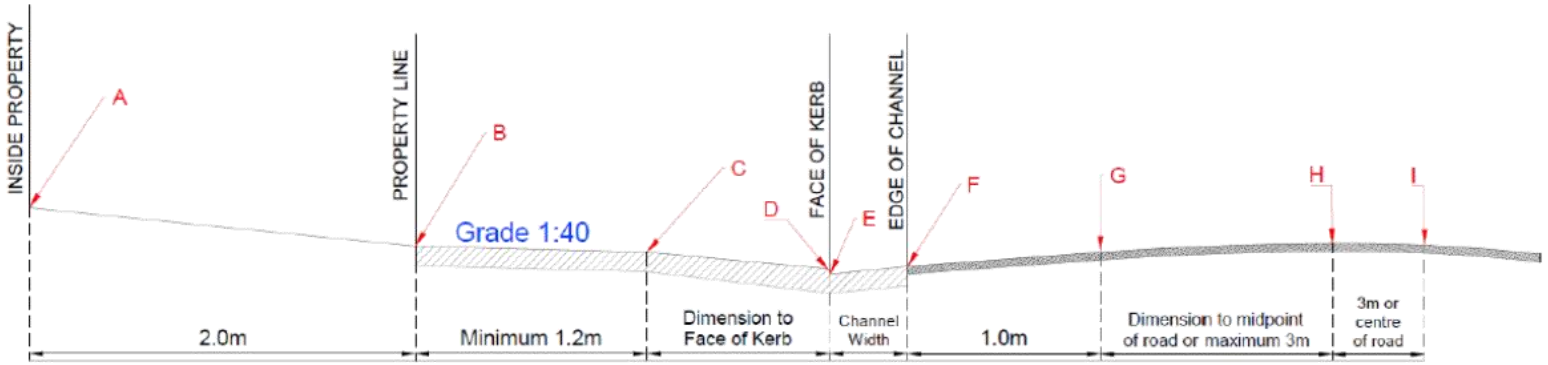
Attachment 1 - Site location and zone map.

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 1 - Site location and zone map.

Planning Referral

To:	John Theodosakis
From:	Julian Wearne
Date:	26/10/2020
Subject:	Strategic Transport Comments
Application No:	PLN20/0168
Description:	Development (buildings and works) of a fifteen-storey building and use of the land for shop, food and drink premises and office, including a reduction in the associated car parking requirement.
Site Address	40-50 Rokeby Street, Collingwood

I refer to the above Planning Application referred on 13/05/2020, and the accompanying Traffic report prepared by Ratio in relation to the proposed development at 40 – 50 Rokeby Street, Collingwood. Council's Strategic Transport unit provides the following information:

Access and Safety

The following safety and access concerns should be addressed:

Bicycle access dependant on laneway surface

The location of the bicycle store is supported, providing the surface of the laneway is composed of a smooth surface. It is noted that the applicant has indicated the laneway will be paved with sawn bluestone pavers. This would be acceptable from a strategic transport perspective, but if this laneway is not re-surfaced (due to heritage or other concerns) – bicycle access will need to be reconsidered.

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:

Office (other than specified in the table)	12643 sqm	1 employee space to each 300 sqm of net floor area if the net floor area exceeds 1000 sqm	42 employee spaces	
		1visitor space to each 1000 sqm of net floor area if the net floor area exceeds 1000 sqm	13 visitor spaces.	
Retail premises (other than specified in this table)	67 sqm	1 employee space to each 300 sqm of leasable floor area	0 employee spaces	
		1visitor space to each 500 sqm of leasable floor area	0 visitor spaces.	
Shop	330 sqm	1 employee space to each 600 sqm of leasable floor area if the leasable floor area exceeds 1000 sqm	0 employee spaces	

Attachment 1 - Site location and zone map.

		1 visitor space to each 500 sqm of leasable floor area if the leasable floor area exceeds 1000 sqm	0 visitor spaces.	
Bicycle Parking Spaces Total			**42 employee spaces**	**194 employee spaces**
			13 visitor spaces	**18 visitor spaces**
Showers / Change rooms		1 to the first 5 employee spaces and 1 to each additional 10 employee spaces	**5 showers / change rooms**	**20 showers / change rooms**

The development provides a total of 152 additional employee spaces and 5 additional visitor spaces above the requirements of the planning scheme.

Adequacy of visitor spaces
18 spaces are noted as visitor bicycle parking spaces. The provision of the visitor spaces is acceptable given:

- The provision exceeds the statutory rate by 5 spaces; and whilst it does not meet Council's best practice rate of 25 spaces
    - All spaces are well designed and located to be suitable for visitor use.
    - The development provides well in excess of the employee rate.
    - The subject site has excellent public transport access, which is likely to provide similar benefits.

Adequacy of employee spaces
Number of spaces
The number of employee bicycle spaces exceeds the statutory rate and Council's Best Practice rate (127 spaces[1]) and is acceptable.

Design and location of employee spaces and facilities
The bicycle parking facility and end-of-trip facilities are of a very high standard, and appear to exceed all requirements of AS2890.3.

Electric vehicles / share cars
The provision of 5 electric vehicle charging facilities is supported.

The Sustainability Management Plan mentions the inclusion of a car share scheme within the building, however this does not appear to be noted on the plans. It is preferred if this detail is shown.

Green Travel Plan
It is noted most required information regarding travel options is provided within the Traffic Impact Assessment, however no Green Travel Plan (GTP) has been provided. Given the development has a total non-residential floor area of more than 1,000sqm, pursuant to Clause 22.17-4 a GTP must be provided.

Recommendations
The following should be shown on the plans before endorsement:

1. It is recommended the provision of a car share bay be shown on the plans.

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

Attachment 1 - Site location and zone map.

A Green Travel Plan should be provided.

Regards

Julian Wearne

Senior Transport Planner
Strategic Transport Unit

Attachment 1 - Site location and zone map.

Hi John,

The waste management plan for 40 & 50 Rokeby Street, Collingwood authored by Ratio and dated 9/4/20 is satisfactory from a City Works Branch's perspective.

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

From: Theodosakis, John
Sent: Wednesday, 13 May 2020 10:36 AM
To: Engineering Referral Unit <EngineeringReferalUnit@yarracity.vic.gov.au>; Athanasi, Atha <Atha.Athanasi@yarracity.vic.gov.au>; Wearne, Julian <Julian.Wearne@yarracity.vic.gov.au>; Urban Design Unit <UrbanDesignUnit@yarracity.vic.gov.au>
Cc: Dionisio, Simone <Simone.Dionisio@yarracity.vic.gov.au>
Subject: Planning application No. PLN20/0168 - Referral - 40-72 Rokeby Street, Collingwood.

Dear all,

I have an application for:

Development (buildings and works) of a fifteen storey building and use of the land for shop, food and drink premises and office, including a reduction in the associated car parking requirement.

I would like to get your comments from your perspective with regard to your areas of expertise.

Urban Design, I would like your comments in relation to the public realm only.

The relevant attachments can be found by clicking on the following link:

https://www.yarracity.vic.gov.au/services/planning-and-development/planning-applications/advertised-planning-applications/2020/04/29/pln200168

If you have any queries or require any additional info, please let me know.

Kind Regards,

John

Attachment 1 - Site location and zone map.

John Theodosakis
Principal Statutory Planner

City of Yarra PO BOX 168 Richmond VIC 3121
T: (03) 9205 5307 **F**: (03) 8417 6666
E: John.Theodosakis@yarracity.vic.gov.au **W**: www.yarracity.vic.gov.au

Attachment 1 - Site location and zone map.

D19/238620	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising 16a. Tenant Charter
D19/238619	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising 16. Rupert Street Vision Book
D19/238618	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising 15. Molonglo Backgrounder
D19/238617	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising 14a. Letter of Support
D19/238616	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising 14. Industry Support Letter
D19/238615	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising 13. Public Participation Report
D19/238610	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising 12. Wind Report
D19/238609	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising 11. Acoustic Report
D19/238608	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising 10. Economic Report
D19/238607	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising 9. Sustainable Management Plan
D19/238603	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising 8. Waste Management Plan
D19/238601	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising 7. Green Travel Plan
D19/238600	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising 6c. Building Surveyor Bike Mezza
D19/238599	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising 6b. Compliance Report Excerpt -
D19/238598	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising 6a. Traffic RFI Letter
D19/238597	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising 6. Traffic Impact Assessment
D19/238593	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising 5. Heritage Expert Report
D19/238591	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising _5 Certificate of Title and Title Pla
D19/238590	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising _5 MPL Certificate
D19/238589	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising 4. Planning Report
D19/238588	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising 3. Landscape Plans
D19/238587	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising _3 Application Form and Notice
D19/238586	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising _2 Cover Letter
D19/238584	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising 1 RFI Response Covering Letter
D19/238583	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising 1_Molonglo Rupert Street Summ
D19/238582	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising 2C. Materials Board
D19/237415	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising 2B. Urban Context Report
D19/237365	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising 2A. Architectural Plans
D19/237364	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising 1_Molonglo Rupert Street Summ
D19/237363	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising _5 MPL Certificate
D19/237362	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising _4 Certificate of Title and Title Pla
D19/237361	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising _2 Cover Letter
D19/237360	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising _1 RFI Response Covering Letter
D19/237359	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising _3 Application Form and Notice

If you have any queries or require any additional info, please let me know.

Kind Regards,

John

John Theodosakis
Principal Statutory Planner

City of Yarra PO BOX 168 Richmond VIC 3121

Attachment 1 - Site location and zone map.

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John Theodosakis
Principal Statutory Planner

STATUTORY PLANNING
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Yarra City Council acknowledges the Wurundjeri Woi Wurrung 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 1 - Site location and zone map.

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.

Attachment 1 - Site location and zone map.

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

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Attachment 1 - Site location and zone map.

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

Assessment Summary:

Responsible Planner:	John Theodosakis
ESD Advisor:	Gavin Ashley
Date:	10.06.2020
Subject Site:	PLN20/0168 40-50 Rokeby Street, Collingwood VIC 3066
Site Area:	Approx. 2,200 m²
Project Description:	Development with a fifteen storey building uses for shop, food and drinks premises and office, including a reduction in the associated car parking requirement.
Pre-application meeting(s):	Unknown.
Documents Reviewed:	○ Sustainability Management Plan [10.03.20], Wood & Grieve Engineers (3 parts) ○ Architectural Plans [06.04.20], RotheLowman (3 parts) ○ Green Travel Plan [08.04.20], Ratio Consultants ○ Stormwater Management Plan [Ver A, 10.03.20], Webber Design ○ Waste Management Plan [09.04.20], Ratio COnsultants

The standard of the ESD will likely meet Council's Environmental Sustainable Design (ESD) standards, subject to the provision of further information.

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:

- The development is claiming a BESS score of 71%, suggesting 'Australian Excellence'.
- Building User Guide will be provided to building occupants with the intent to reduce energy and water consumption.
- All major common areas and all individual tenancies will be sub-metered separately to allow for better user control and optimisation over the energy and water consumption of each part of the building.
- Water efficient fixtures and taps.
- Fire system test water will minimise its potable water consumption by 80% from an equivalent benchmark
- A STORM report with a 104% STORM score has been submitted that demonstrates best practice and relies on ~290m² of roof connected to a 6,000 litre rainwater tank connected to toilets
- The development will incorporate a minimum of 20kW of rooftop Solar PV, to be installed above the roof mounted air handling plant.
- The Development achieves compliance with BCA 2019 Section J requirements with a minimum 20% improvement on BCA 2016 reference case energy consumption.
- High efficiency centralised gas fired domestic hot water system.
- All centralized systems are to be supplied with variable speed drives (VSD) to lower energy use when demand is low.
- The commissioning process of the building services and equipment will ensure that "design" energy efficiency translates to "operational" energy efficiency.

Attachment 1 - Site location and zone map.

- The North and West facades will incorporate full height glazing to maximise views of the city and surrounding area. These facades have integrated external shading to maintain thermal performance levels.
- Low VOC and formaldehyde products specified throughout.
- At least one EV charging point will be provided with the electrical infrastructure installed for up to 4 EV charging points to be installed in the future.
- 188 secure bicycle spaces will be provided along with a repair station and EOT facilities and an additional 6 parking spots with charging points for eBikes (representing a 200% increase in statutory requirements).
- Head contractor to reuse or recycle a minimum of 80% of construction and demolition waste (by weight) to minimise the volume of waste to landfill.
- Onsite facilities will be provided for collecting and processing food and garden waste
- 100% of the building's offsite electricity demand will be from certified GreenPower sources, reducing the building's operational GHG emissions and supporting the renewable energy sector.

(2) Application ESD Deficiencies:

- No obvious deficiencies.

(3) Outstanding Information:

- Clarify operability of windows and provision of fresh air to offices on all levels to achieve cross-ventilation.
- Provide preliminary daylight analysis to support claim including VLT assumptions.
- Provide a preliminary Section J report with glazing and insulation specifications and calculations to support improvement over reference case.
- Identify improvement over reference case for lighting.
- Clarify proportion of energy use covered by solar PV. Because 'dummy' figures have been used for energy consumption (pending Section J report) the solar is not referenced to a reasonable energy load (and will be providing benefit in scoring beyond its capacity).
- Confirm PVC content by weight or cost.
- Satisfactory. Include recycling targets within a site-specific Environmental Management Plan to be implemented by Head Contactor.
- Clarify strategy around organic waste.
- Satisfactory. Please provide a planting schedule to clarify selection of locally indigenous and drought tolerant species.
- The evaluation of credits claimed for innovation needs to be modified, as points are already awarded in the tool for bicycle parking which exceeds statutory requirements, thermal fabric improvements and the activated laneways while a good architectural feature is not considered innovative. The Green Power and Future Proofed EV wiring are satisfactory credit claims and should be supported with 2 points each subject to the Green Power contract being at least a 5-year commitment. 4 innovation points in total are acceptable.
- Confirm a construction management plan and include 80+% recycling or reuse target for demolition and construction waste.

(4) ESD Improvement Opportunities

- Satisfactory approach to HW. Consider using a heat pump.
- Consider selecting a % of materials (by weight or cost) that are either recycled or contain recycled content.
- Satisfactory. Consider calculating the reduction in GHG emissions associated with 'energy reducing' processes, and consider conducting an LCA on other components (such as concrete) to identify methods to reduce embodied carbon further.
- Consider a small pallet of materials and construction techniques that can assist in disassembly.
- Consider the provision of additional vegetation, or specification of light (high) SRI materials for example, the roof.
- Consider a green roof or wall to improve the ecological value of this site.
- Consider head contractor to be ISO14001 accredited.

Attachment 1 - Site location and zone map.

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

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

Attachment 1 - Site location and zone map.

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	Natural ventilation will be assisted by energy efficient mechanical systems & BMS controls where necessary in order to achieve flow rates 50% in excess of AS 1668 levels in accordance with Green Star best practice.	Clarify operability of windows and provision of fresh air to offices on all levels to achieve cross-ventilation.	3
Daylight & Solar Access	Both the SMP and BESS report indicate a minimum 60% of the nominated floor area will achieve a DF>2%.	Provide preliminary daylight analysis to support claim including VLT assumptions.	3
External Views	All facades incorporate glazing to maximise access to views for all office occupants.	Satisfactory.	
Hazardous Materials and VOC	All internal sealants and paints, adhesives, and carpets will be low VOC, and all wood products will have a formaldehyde emission rating of E1.	Satisfactory.	
Thermal Comfort	Building fabric types and the zoning of mechanical plant (for both heating and cooling) will be selected to ensure the building targets an improved level of occupant amenity.	Satisfactory.	

*** Council Assessment Ratings:**

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

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

Attachment 1 - Site location and zone map.

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	The Development achieves compliance with BCA 2019 Section J requirements, with a minimum 20% improvement on BCA 2016 reference case energy consumption.	Provide a preliminary Section J report with glazing and insulation specifications and calculations to support improvement over reference case.	3
Thermal Performance	The BESS report indicates a 25% reduction in heating and cooling compared to the BCA 2016 reference case.	Include calculations in Section J report.	3
Greenhouse Gas Emissions	The BESS report indicates a 17% reduction in GHG emissions.	Include calculations in Section J report.	3
Hot Water System	High efficiency centralised gas fired domestic hot water plant will be installed.	Satisfactory approach to HW. Consider using a heat pump.	4
Peak Energy Demand	The services design includes the allocation of minimum 20kW of Solar PV contribution which will assist building power demand & reduce peak demand reduction on the main grid energy supply.	Include calculations in Section J report.	3
Effective Shading	External shading will be achieved via eaves on the North and West facades. Eaves will be adequately spaced to provide effective shading to the majority of the glazed façade. Spandrels will be utilized on East and South facades to improve the thermal performance of the building's façade overall.	Satisfactory.	1
Efficient HVAC system	Water cooled chillers, low- temperature VAV boxes (levels 2-14) and fan-coil units (Ground common / retail) provide a highly efficient system. Outside air intake will be controlled via CO2 sensors optimising energy efficiency, whilst energy recovery ventilators will be incorporated into end of trip facilities.	Satisfactory.	1
Car Park Ventilation	CO monitoring.	Satisfactory.	1
Efficient Lighting	LEDs to be typically used throughout, with motion sensors and timers to maximise energy efficiency, however no improvement in LPD claimed.	Identify improvement over reference case for lighting.	3
Electricity Generation	The proposal includes a (minimum) 20Kw rooftop solar PV system – with the BESS report claiming it is capable of generating approximately 35,000kWh or 21204% of the buildings energy use.	Clarify proportion of energy use covered by solar PV. Because 'dummy' figures have been used for energy consumption (pending Section J report) the solar is not referenced to a reasonable energy load (and will be providing benefit in scoring beyond its capacity).	3
Other	-	-	

Attachment 1 - Site location and zone map.

*** Council Assessment Ratings:**

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

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

Attachment 1 - Site location and zone map.

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: 6 star • Toilets: 4 star • Showers: 3 star • Dishwashers 5 star • Urinals: 5 star	Satisfactory.	
Water for Toilet Flushing	A rainwater harvesting system with a capacity of 30,000L is proposed for the site to offset potable water demand for irrigation and toilet flushing	Satisfactory.	
Water Meter	All major common areas and all individual tenancies will be sub-metered separately to allow for better user control and optimisation over the energy and water consumption of each part of the building.	Satisfactory.	
Landscape Irrigation	Water sensitive landscape design with on-site rainwater storage tank and irrigation systems will be sub-soil drip systems to reduce evaporative losses.	Satisfactory.	
Other	-	-	

*** Council Assessment Ratings:**

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

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

Attachment 1 - Site location and zone map.

4. Stormwater Management

Objectives:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
STORM Rating	The proposal includes a Stormwater Management Plan and MUSIC modelling which identifies an improvement on Best Practice pollution removal rates.	Satisfactory. (Stormwater Report, p. 10).	
Discharge to Sewer	It is proposed the site will be drained to a single connection point to the existing council pipe, via a new internal stormwater system, on-site detention tank and flow control pit.	Stormwater Report, p. 6	-
Stormwater Diversion	A total (non-trafficable) area of 1,345.89 m² is diverted to the rainwater tank, with the additional area (approximately 800 m²) diverted to OSD or raingardens.	Stormwater Report, p. 10	-
Stormwater Detention	The total volume of the On-Site Detention will be 14,500 L.	Stormwater Report, p. 8	-
Stormwater Treatment	Stormwater will be treated via a variety of mechanisms including: Raingardens, SPEL filtration pod in OSD, SPEL Stormsack and rainwater tank (for non-trafficable areas).	Stormwater Report, p. 10	-
Others	-	-	-

*** Council Assessment Ratings:**

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

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

Attachment 1 - Site location and zone map.

5. Building Materials

Objectives:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
Reuse of Recycled Materials	No information has been provided.	Consider selecting a % of materials (by weight or cost) that are either recycled or contain recycled content.	4
Embodied Energy of Concrete and Steel	All reinforcing steel shall be sourced from an environmentally responsible steel maker, exceed the 500MPa strength grade and be produced using energy reducing processes in manufacture.	Satisfactory. Consider calculating the reduction in GHG emissions associated with 'energy reducing' processes, and consider conducting an LCA on other components (such as concrete) to identify methods to reduce embodied carbon further.	4
Sustainable Timber	All feature timber will be recycled or from accredited sustainably harvested plantation sources (FSC or AFS).	Satisfactory.	1
Design for Disassembly	No information has been provided.	Consider a small pallet of materials and construction techniques that can assist in disassembly.	4
PVC	Use of Low PVC content or PVC free material where possible.	Confirm PVC content by weight or cost.	3

*** Council Assessment Ratings:**

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

References and useful information:
SDAPP Fact Sheet: 5. Building Materials
Building Materials, Technical Manuals www.yourhome.gov.au
Embodied Energy Technical Manual www.yourhome.gov.au
Good Environmental Choice Australia Standards www.geca.org.au
Forest Stewardship Council Certification Scheme www.fsc.org
Australian Green Procurement www.greenprocurement.org

Attachment 1 - Site location and zone map.

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	A total of 82 car parking spaces will be provided, equating to 0.56 cars per 100m2 of Office.	Satisfactory.	1
Bike Parking Spaces	188 secure bicycle spaces will be provided at ground level in addition to 18 visitor spaces (on street), and 6 parking spots with charging points for eBikes (representing a 200% increase in statutory requirements).	Great.	1
End of Trip Facilities	End of trip facilities have been provided in the basement.	Satisfactory.	1
Car Share Facilities	Car share facilities are discussed in the Green Travel Plan.	Satisfactory.	1
Electric vehicle charging	At least one EV charging point will be provided with the electrical infrastructure installed for up to 4 EV charging points to be installed in the future.	Satisfactory.	1
Green Travel Plan	A Green Travel plan 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: 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

Attachment 1 - Site location and zone map.

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	It is proposed that the head contractor shall reuse or recycle a minimum of 80% of construction and demolition waste (by weight) to minimise the volume of waste to landfill.	Satisfactory. Include recycling targets within a site-specific Environmental Management Plan to be implemented by Head Contactor.	3
Operational Waste Management	An operational Waste Management Plan has been submitted that outlines waste generation (including food waste) and management practices.	Satisfactory.	1
Storage Spaces for Recycling and Green Waste	Separate waste facilities are provided for the offices, and retail/café uses respectively, with adequate space for recycling. In regards to organics, the SMP claims onsite facilities will be provided for collecting and processing food and garden waste however the WMP identifies weekly collection.	Clarify strategy around organic 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: 7. Waste Management
Construction and Waste Management www.sustainability.vic.gov.au
Preparing a WMP www.epa.vic.gov.au
Waste and Recycling www.resourcesmart.vic.gov.au
Better Practice Guide for Waste Management in Multi-Unit Dwellings (2002)
www.environment.nsw.gov.au
Waste reduction in office buildings (2002) www.environment.nsw.gov.au

Attachment 1 - Site location and zone map.

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	Communal terraces with integrated landscaping will be provided throughout the development, providing direct access to nature and biophilia via views of the terraces and planter boxes.	Satisfactory. Please provide a planting schedule to clarify selection of locally indigenous and drought tolerant species.	3
Heat Island Effect	No information has been provided.	Consider the provision of additional vegetation, or specification of light (high) SRI materials for example, the roof.	4
Other			
Green wall, roofs, facades	No information has been provided.	Consider a green roof or wall to improve the ecological value of this site.	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: 8. Urban Ecology
Department of Sustainability and Environment www.dse.vic.gov.au
Australian Research Centre for Urban Ecology www.arcue.botany.unimelb.edu.au
Greening Australia www.greeningaustralia.org.au
Green Roof Technical Manual www.yourhome.gov.au

Attachment 1 - Site location and zone map.

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	-10 Innovation points are claimed.	The evaluation of credits claimed for innovation needs to be modified, as points are already awarded in the tool for bicycle parking which exceeds statutory requirements, thermal fabric improvements and the activated laneways while a good architectural feature is not considered innovative. The Green Power and Future Proofed EV wiring are satisfactory credit claims and should be supported with 2 points each subject to the Green Power contract being at least a 5-year commitment. 4 innovation points in total are acceptable.	3-
Innovative Social Improvements	-	-	-
New Technology	-	-	-
New Design Approach	-	-	-
Others	-	-	-

*** Council Assessment Ratings:**

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

References and useful information:
SDAPP Fact Sheet: 9. Innovation
Green Building Council Australia www.gbca.org.au
Victorian Eco Innovation lab www.ecoinnovationlab.com
Business Victoria www.business.vic.gov.au
Environment Design Guide www.environmentdesignguide.com.au

Attachment 1 - Site location and zone map.

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	Sub-metering of the body corporate common services energy consumption will assist with ongoing building tuning works by the facility manager.	Satisfactory.	1
Building Users Guide	A Building Users Guide will be provided to residents to inform them of the ESD features of the building and how to minimise their own ecological footprint.	Satisfactory.	1
Contractor has Valid ISO14001 Accreditation	No information has been provided.	Consider head contractor to be ISO14001 accredited.	4
Construction Management Plan	A comprehensive construction/environmental management plan is to be implemented by the head-contractor during the construction phase of the project.	Confirm a construction management plan and include 80+% recycling or reuse target for demolition and 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

Attachment 1 - Site location and zone map.

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 1 - Site location and zone map.

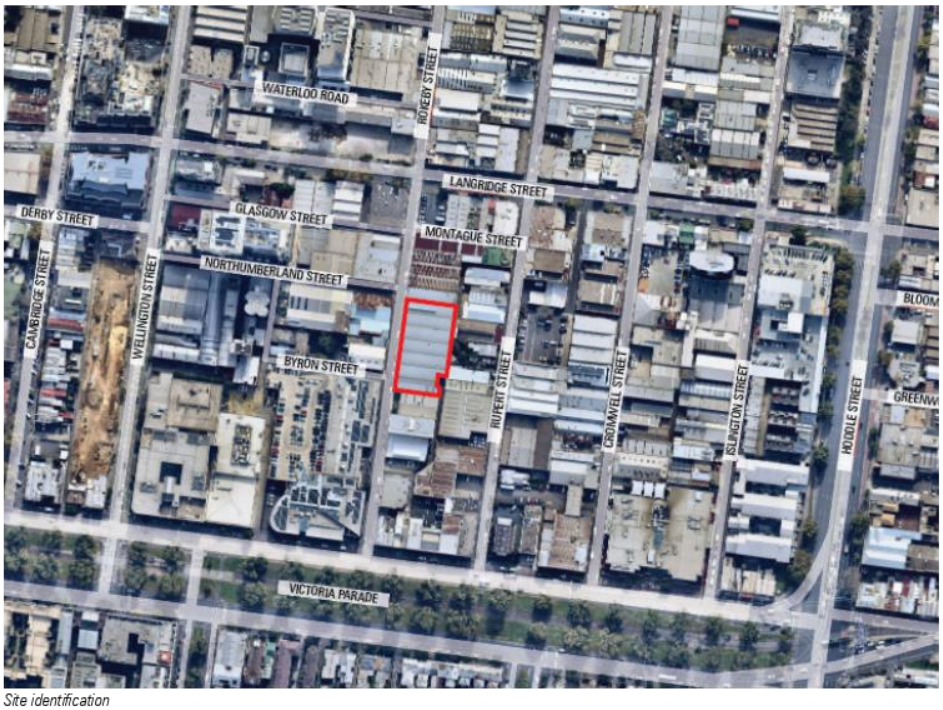
Urban Design Memo

To:	John Theodosakis	Date:	22/07/2020
Company:	City of Yarra	From:	Hansen Urban Design Team
Re:	40-50 Rokeby Street, Collingwood		

Thank you for the opportunity to review the application package for the proposed 15 storey office development at 40-50 Rokeby Street, Collingwood. Our assessment is based on the preliminary planning application plans prepared by Rothelowman, dated 1.11.2019 as well as site investigations and a comprehensive review of relevant Planning Policies.

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

Site & Context



Site identification

Attachment 1 - Site location and zone map.

The subject site is located on the east side of Rokeby Street opposite the intersection with Northumberland Street, approximately 150m to the north of the intersection with Victoria Parade. The site is regular in shape with a frontage to Rokeby Street of 64m and depth of 29.4m and 35.5m, resulting in a total site area of 2,193m². The site currently comprises of a set of single storey brick warehouses built to the site boundary with a unique 'serrated sawtooth' parapet and roof form. The building operates as an automotive repairs shop and also consists of some offices. Vehicular access is afforded from Rokeby Street and two separate laneways to the rear originating from Rokeby Street (to the south) and Rupert Street (to the north).

The subject site is located within the traditional industrial pocket of Collingwood between Wellington Street (to the west) and Hoddle Street (to the east). This area comprises a broad urban grid (with blocks of some 200m in length) with a diverse mix of traditional warehouse forms of 1 and 2 storeys, more recent commercial buildings from the 90s and 00s of up to 3 storeys and scattered pockets of single storey heritage cottages (primarily to the north). It is acknowledged that this area of Collingwood serves an important role as an employment and industry hub within the municipality. The site has the following interfaces:

- To the **north**, the subject site has a direct interface with 60 Rokeby Street, a segment of the single storey brick warehouse which also includes the subject site. The ground level is setback from the site boundary to the intersection of Rokeby and Montague Street, enabling undercroft car parking. Montague Street is a 6.5m wide road reserve which permits one way traffic movement (exiting into Rokeby Street). Across Montague Street is 96-97 Langridge Street, an at grade car park access from Langridge Street, a tree-lined east-west connection with dedicated bike lanes and marked on-street parking on both sides of the road reserve. Further north is a range of recent developments such as Yorkshire Brewery (17, 14 storeys) and 71-93 Gipps Street (11 storeys).
- To the immediate **east**, are two 3m wide, disconnected laneways accessed from the north via Rupert Street and south via Rokeby Street. The site also directly abuts 31, 33 and 39 Rupert Street, comprising of single storey commercial and residential buildings with a setback to the rear (common boundary). Rupert Street is a 10m wide road reserve with marked on-street parking on one side (east), extending beyond Langridge Street to the north and to Victoria Parade to the south. Further east is a mix of 1 to 4 storey commercial buildings of varied lot dimensions built to site boundary, with pockets of at-grade parking facilities. Hoddle Street, a major arterial road (45m wide) is located within 260m from the subject site.
- To the **south**, the site has a direct interface with 36-38 Rokeby Street, a single storey brick warehouse, setback from the street by 4.8m. A single crossover bound by two pockets of grassed landscape provides access to both vehicles and pedestrians. A palm tree abuts the common boundary to the north. Further south is 26-30 Rokeby Street, a recently constructed 4 storey office building built to the boundary. Prince Patrick Hotel (135 Victoria Parade, an important heritage landmark at the intersection of Rokeby Street and Victoria Parade is a 2 storey pub with a site-specific heritage overlay and 'individually significant' grading. Opposite the property is 109-111 Victoria Parade, a Strategic Redevelopment Site (as identified within the Yarra Planning Scheme) currently comprising of a single storey car showroom and associated warehouse. Further south is Victoria Parade (approximately 70m wide), a key east-west arterial road comprising of 6 vehicular lanes, bus lanes and marked on-street parking to one side. A central tramway bound by trees within wide landscaped verges buffers the tracks from the vehicular lanes.
- To the **west**, the site has a direct frontage with Rokeby Street, a 10m wide road reserve extending between Gipps Street in the north and Victoria Parade in the south. This street supports one-way vehicular movement towards the south. Directly opposite the subject site are 2 and 3 storey buildings of commercial or warehouse typologies with varying roof profiles. Further west are 2 and 3 storey office buildings and an at-grade car park located along Byron Street (turning into Northumberland Street). A cluster of red brick buildings associated with the former silos at 21 Northumberland Street (11 storeys) and distillery at 26 Wellington Street are located further west with a mix of building heights of 2 and 6 storeys. Beyond this development is Wellington Street, a 20m wide road reserve with vehicular traffic in both directions. A sizeable development at 1-57 Wellington Street is currently under construction and is to accommodate a series of buildings ranging up to 11 storeys.

Attachment 1 - Site location and zone map.

Planning and Design Framework

The site is located within the **Commercial 2 Zone (C2Z)**. The purpose of the zone is:

- *To encourage commercial areas for offices, appropriate manufacturing and industries, bulky goods retailing, other retail uses, and associated business and commercial services.*
- *To ensure that uses do not affect the safety and amenity of adjacent, more sensitive uses.*

The site is subject to **Schedule 11 of the Design and Development Overlay (DDO11- Gipps Precinct)**.
Relevant design objectives include:

- *To recognise the Precinct as a **vibrant commercial precinct** with a narrow street network.*
- *To provide a **pedestrian friendly environment** along all street frontages.*
- *To ensure building design responds to the inherent **industrial character** of the Precinct.*
- *To ensure building design will **protect the amenity** of existing pockets of residential development.*
- *To encourage improvements to the **public domain**, including the provision of public open space.*
- *To ensure that new development does not adversely impact on **pedestrian, cycling and vehicular accessibility**.*
- *To ensure a high standard of **architectural design**.*

The following Planning Policies are considered relevant to this urban design assessment:

- Clause 15 – Built Environment and Heritage;
    - Clause 15.01-1S – Urban Design;
    - Clause 15.01-1R – Urban design – Metropolitan Melbourne;
    - Clause 15.01-2S – Building design;
- Clause 21.03 – Vision;
- Clause 21.05 – Built Form;
- Clause 22.02 – Development guidelines for sites subject to the Heritage Overlay; and
- Clause 22.10 – Built form and design policy.

Other relevant documents include;

- Urban Design Guidelines for Victoria (2017).
- Victorian Urban Design Charter (2010).

Zone and Overlay Maps

Attachment 1 - Site location and zone map.

The Proposal

The proposal includes the demolition of all structures on site for the subsequent construction of a 15 storey commercial building with 2 levels of basement comprising of retail and office floorspace. Specifically, the proposal includes;

- A podium and tower arrangement rising to approximately 65.85m NGL, comprising of a stepped street wall transitioning from 2 storeys or 9.85m (north) to 4 storeys or 18.62m (south). To the rear of the site, the podium rises to a maximum of 15.7m with an overall building height of 66.3m.
- Ground level is setback by 3m to Rokeby Street comprising of a range of retail tenancies with outdoor seating, a central lift core with associated lobby extending to the primary interface, 188 regular bike parking spaces, 6 e-bike charge stations, 1 bike repair station and allied end-of-trip facilities.
- Access to the basement and loading bay area within the ground level is gained via Rokeby Street. A network of internal laneways originating from the double height entrance to Rokeby Street links into the existing laneways to the rear, enabling seamless pedestrian access from all 3 points.
- Level 1 comprising of gym/yoga room and office spaces interconnected with a 'sky laneway'. Level 2 to 12 typically consist of 2 office tenancies positioned to either side of a central corridor and lift lobby.
- A total office floor area of 15,221m^2. Above the podium, the upper levels have varied setbacks influenced by the abutting interface - 6.5m and 3m to the west, 3m and 5m to the south, 5m to the north and 5.5m to the west.
- The design language of the proposed building seeks to reference the traditional industrial warehouse character of this part of Collingwood and define an enhanced relationship to the street with the use of a range of materials in a minimalist expression of form. The recessed upper levels adopt full height glazing with corridors terminating in 'pop out' terraces that provide opportunities for landscape.

Artistic impression of 40-50 Rokeby Street by Rothelowman

Attachment 1 - Site location and zone map.

URBAN DESIGN ASSESSMENT

Strategic context and urban form

- The Yarra Planning Scheme seeks to maintain the City's urban character as a 'low-rise urban form with pockets of higher development'. Clause 21.05 – 2 states that low- rise building heights within the municipality predominantly vary between 1-2 storeys, with instances of 3-4 storey buildings. Pockets for higher development are Strategic Redevelopment Sites or within Activity Centres and should generally be no more than 5-6 storeys, unless specific benefits can be achieved. While the subject site is not located within an Activity Centres or a designated Strategic Redevelopment Site, there is a clear ambition that the site is located where 'more' can potentially be achieved as demonstrated by a number of approvals and recently constructed developments in its surrounds – thereby transforming this historically low-rise context into one of the pockets of higher development.
- A design response to the existing or preferred neighbourhood character and a contextual urban design response having regard to ambitions for the area is contemplated through the provisions in the Planning Scheme (Clause 15 (Built Environment and Heritage), Clause 21.05 (Built Form), Clause 22.10 (Design and Built Form) and Schedule 11 of the Design and Development Overlay. Importantly, the objectives in Clause 22.10-3.3 seeks 'to ensure that the height of new development is appropriate to the context of the area (as identified in the Site Analysis Plan and Design Response) and respects the prevailing pattern of heights of the area where this is a positive contribution to neighbourhood character'. The overall height of new development may exceed the prevailing building height of the area if the site does not cause off-site impacts and is either located on a corner site of a main road, or of substantial land area.
- Observation of the site's physical context reveals an established character with little evolution characterised by factory and warehouse buildings of 2-3 storeys. A transformation of this character is emerging with a number of multi-storey developments punctuating the skyline. Notable developments (or approvals) within proximity to the site are shown to the right (adapted from Rothelowman's Urban Context Report). The Yorkshire Brewery – a designated Strategic Development Site development in the Yarra Planning Scheme (at 17 storeys), and a number of recent multi-level developments (constructed and approved) ranging between 7 and 13 storeys, particularly within the Gipps Street Precinct, reflect the emerging 'height datum' for the area.

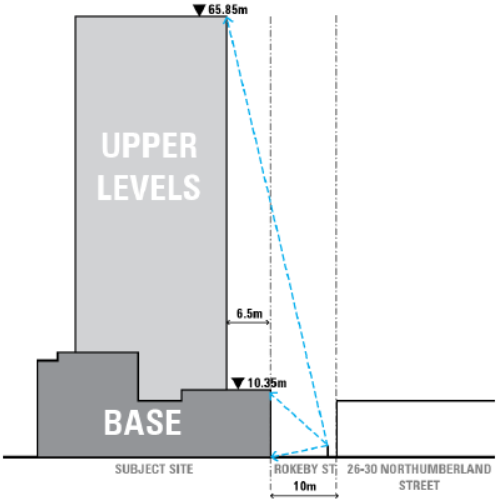
Notable development or approvals (adapted from Rothelowman's Context Report) ranging between 7 and 13 storeys, particularly within the Gipps Precinct

Attachment 1 - Site location and zone map.

- With this in mind, we are not convinced that the proposed development at a height of 15 storeys will sit comfortably within the emerging 'height datum' of the area. While the site is not a designated strategic development site and does not benefit from corner of a main road to demarcate a junction, we recognise that the site has a substantial land area which could potentially absorb and sensitively conceal an increase in development scale – as is invited in Clause 22.10 (Design and Built Form).
- The assessment of taller development in this part of Collingwood will need to be assessed against a series of urban design tests to determine an acceptable maximum height. Clause 22.10 suggest the use of 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, and any off-site amenity impacts. More specific guidance is provided in DDO11, which states that development over 4 storeys should demonstrate a high standard of architectural design and minimise overshadowing of adjoining streets, public spaces or private properties.
- A response to these matters will be discussed below (Street Wall and Massing, Overshadowing and Architectural Expression).

Massing and Setbacks

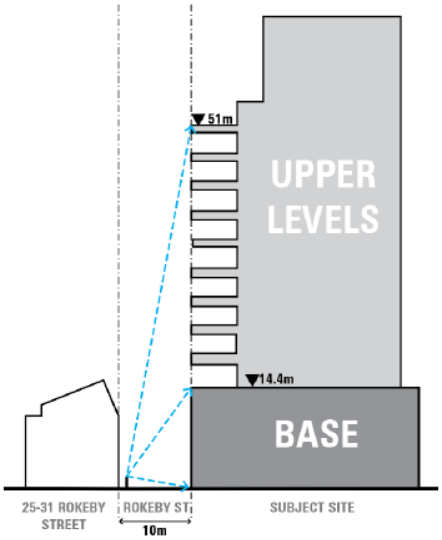
- DDO11 seeks to ensure that there is 'a consistent streetscape with active street-frontages and well-articulated buildings with street facades built to a height of up to 3-4 storeys'. Clause 22.10-3.3 further reiterates that new development to conform to existing development scale of adjoining sites. Our review of the existing streetscape identifies a street wall height of 2-3 storeys, with the exception of a more recent development up to 4 storeys at 26-30 Rokeby Street. What can be gleaned from these policy and physical contexts is a 2-4 storey streetwall response that would be appropriate to the narrower street profile and represents a better fit within its existing and emerging streetscape. We support the proposed 4 storey streetwall with a transition to the 2 storeys to the north, particularly to mitigate the short-term effect of new development within a renewal precinct of this kind.
- The proposal has adopted a massing strategy comprising streetwall and a rising tower, which has been 'broken' up into 3 components: a 13 storey tower (setback 3m behind the street wall), a 15 storey tower (setback 6.5-10m behind the street wall) and a centrally positioned 15 storey 'sky laneway and terrace' (built to the street boundary at levels 5-12 and 6.5m above).
- Street wall continuity and its visual prominence when viewed in the oblique along narrow local streets represents inherent industrial character of this precinct (DDO11). Our concerns lie with the combination of the streetwall proportion, upper level setbacks and tower heights, which failed to maintain a visually prominent street wall when viewed in the oblique along Rokeby Street (10m street). This is clearly demonstrated at the northern tower (15 storey) setback 6.5m behind a 2-3 storey street wall and at the sky laneway (13 storey) built to the street boundary.



Proposed streetwall to upper level relationship to the north of the site (adapted from north elevation)

Attachment 1 - Site location and zone map.

- DDO11 does not seek to visually conceal upper levels behind the street walls. However, the cumulative impact of a narrow street profile and a 15-storey tower development that proportionally and visually dominate the street wall is not considered a positive pedestrian environment along Rokeby Street. This effect will be further exacerbated when replicated on adjoining sites, or across the road. A more appropriate urban design response along these narrow streets will be to establish a building height to street width ratio of 2 to 1.
- We are generally supportive of the proposed party-wall arrangements to the side boundaries (north and south) at the lower levels. In this infill context, side elevations are likely be concealed by subsequent future redevelopment of neighbouring sites.
- The tower form is setback 3-5m from the southern boundary, 5m from the northern boundary and 2.5-5.5m from the eastern boundary. A reciprocal setback conditions on abutting sites will yield up to 6-10m building separation to the south, 10m to the north and 11m to the east, which are generally positive.



Proposed streetwall to upper level relationship to the centre sky terrace of the site (adapted from section B)

Overshadowing

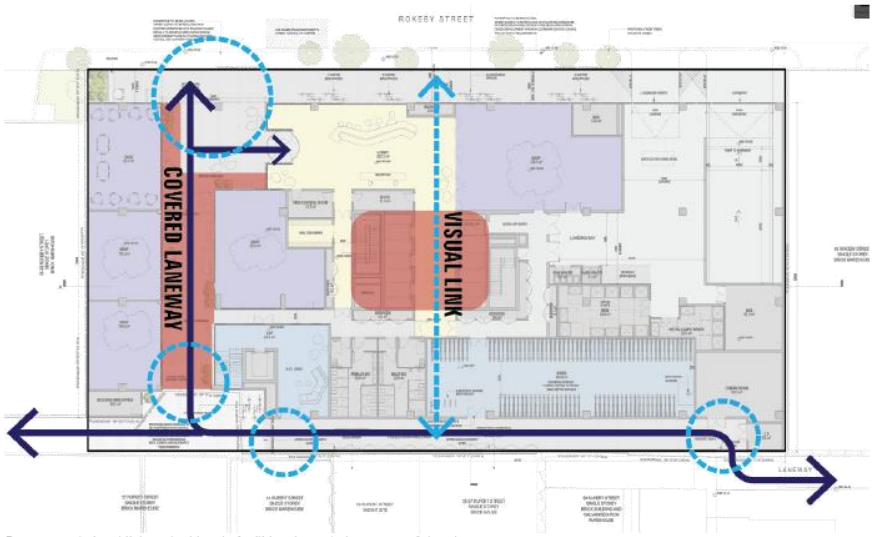
- Another important measure for urban design assessment relates to its overshadowing impact on the public realm. Following a review of the shadow diagrams at the equinox demonstrates the impact of shadow across the opposite footpath along Rokeby Street, part of Byron Street footpaths and No.9 Byron Street (currently at grade car park, but identified as open space in the Urban Context Report - p19) between 09.00 to 11.23am. Further clarification of No.9 Byron Street as an open space is needed to ascertain the appropriate level of solar access. It is also our opinion that a reasonable amount of solar access to the opposite footpath should be maintained at least during lunch hours (11am to 2pm on 22 September) at a minimum.
- In terms of overshadowing to the private realm, the proposal will cast shadows over the secluded private open space of existing residential properties to the east at No. 33-37 Rupert Street. We do not find the level of overshadowing unreasonable because this must be tempered by the fact that the area is subject to a certain level of change (being within the Commercial 2 Zone).

Site Planning and Functionality

- The ground level is setback from its Rokeby Street frontage (3m) for a wider footpath (5m). Within this ground level setback are visitor bike parking (aligned with the building façade), some landscaping and outdoor seating associated with the cafe. Providing a wider footpath to cater for increased pedestrian footfall on a narrow street is supported.
- The proposed development would activate the Rokeby Street frontage by positioning its commercial lobby and retail tenancies at ground level. Although the central lift lobby location is acceptable, it is primarily visible from the south- western approach only and concealed behind a retail tenancy from the south eastern approach. This should be addressed by either bringing the lift lobby closer to the laneway or increasing the south eastern entry provision.

Attachment 1 - Site location and zone map.

- The proposed site planning is underpinned by a centrally positioned circulation core and the creation of two new laneways (Urban Context Report Page Chapter 6). It comprises a new east – west lane (between 4.8m and 9.5m wide) connecting to Byron Street further west and ground level setback (2.9m) from the eastern boundary to connect existing north and south laneways. Access to the commercial lobby and some ground level shops are through the new east- west laneway. Both laneways as we understood it are not accessible to the public after hours (between 9pm to 6am).
- We agree with observations made in the Urban Context Report that the laneway network is a quintessential ingredient of the Gipps Street Precinct and indeed will bring about community benefits in the long term from pedestrian permeability perspective and maximising ground level vibrancy, consistent with Cl21.05 of the Yarra Planning Scheme.
- We note however that the community benefits highlighted in the Context Report hinges upon the creation of new pedestrian links that are truly publicly accessible, safe and amenable. We note where the upper levels arrangement would cover 100% of the proposed east – west laneway (at levels 1, 2 and above). Combined with its limited access (after hours) and its reliance on artificial lighting, we are not convinced that the east- west laneway will be perceived as an extension of the public realm, or one that is characteristically Collingwood.
- Further improvement to maximise ground level passive surveillance onto the rear laneway is needed. The laneway is currently presented as a semi-open and semi-public corridor (44m long) and not accessible to public after hours. Passive surveillance (during business hours) from upper levels may be compromised by the pergola structure and consideration for minimising downward overlooking to existing private open space at No. 35-37 Rupert Street (east).



Recommend visual link to the bicycle facilities through the centre of the site

- A visual and link between Rokeby Street and the rear laneway, through the commercial lift lobby and bike storage is encouraged. The rear laneway appears to be designed as the 'dedicated' front door to cyclists, however the inter-connection between the bike storage, lift lobby, and basement EOT currently perceived as a 'back of house' access. Further clarification with regards to how efficient circulation can be achieved is also required (ie. A cyclist will need to go through 4 separate door access/ security points between the bike storage and EOT facility in the basement).

Attachment 1 - Site location and zone map.

- Visibility to the commercial lobby (centrally positioned) and bike storage should be available on approach from Rokeby Street and the rear laneway for site orientation and to enhance the image of the proposal as one that is promoting active transport and relocating the booster cupboard elsewhere. All of which seeks to enhance pedestrian and cyclists experience within the new semi- public spaces in accordance with Cl15.01 (Objective 2) and Cl22.07 of the Yarra Planning Scheme and CPTED- Principle 1- Natural Surveillance.

Architectural Expression

- The architectural response highlights the distinction between the 'stepped' street wall 'base' and tower forms above. The contemporary design language restrained material palette represented through concrete, glazing and 'metal finish' for modulation and articulation.
- When assessed against its 'fit' within its evolving context, as well as recently completed commercial buildings within the Gipps Street precinct, the proposed architectural response 'speaks' to its commercial use and function.
- There is limited information in the Urban Context Report that explains the architectural design intent that drives the façade design and material selection (we note rationale for massing arrangement, setback, 'height' and ESD are provided). Such information will be very informative to understand the reason as to why the proposal sought to 'break' the contiguous street wall, and the relationship between the 'street wall' and 'tower' forms.
- We note the street wall 'lattice' façade enables flexibility to vary fenestration configuration and sizing. Its extension onto the fascia, visible when viewed from the public realm and new laneway is also positive to counterbalance the impact of a stepped building profile to the north. The resulting 'solid' and 'void' effect is generally positive in addressing potential visual bulk within the lower levels.
- Inclusion of artworks within the new east- west laneway 'soffit' is generally positive but needs to be further elaborated to clearly understand if it is intended to be permanent installation, or subject to a periodical rotation.
- The tower form is fully glazed with incorporated horizontal shading structure on its north, east and west façade, creating an unbroken presentation when viewed in the round from multiple vantage points within the public realm.
- The overall façade presentation will benefit from further enhancement of the floor plate expression, as sought by incorporating variation between MF01 and MF04 (currently presenting the same length and depth). The contrast between the less solid 'louvres' and the solid shading panel are less prominent when viewed from within Rokeby Street and further afield. We encourage a variation in 'depth', or profile of MF01 for added visual interest across the broad and tall elevations.

Conclusion

In summary, we consider that the subject site lends itself to a taller development (above 5-6 storeys) due to its policy and contextual attributes. However, we consider that the proposed built form response is unacceptable in its current form primarily to justify a building height of 15 storeys (with a roof plant). In summary, we believe that there are a number of matters which require refinement to warrant a supportable urban design outcome as follows:

- The proposal should be reduced in height to sit within the emerging 'height datum' (between 9 to 13 storeys).
- Improve the streetwall and tower relationship (setback, heights) to ensure that the base of the building is visually more prominent when viewed along Rokeby Street.
- Improve the tower relationship with the narrow street profile (setback, heights) to ensure openness to the sky for pedestrian amenity.
- Setting back the 'sky laneway terrace' from the street boundary and behind the street wall.
- Clarify the status of No.9 Byron Street as an open space (in response to Urban Context Report page 19).

Attachment 1 - Site location and zone map.

- Avoid overshadowing of footpath on Rokeby Street and Byron Street between 11am to 2pm on 22 September.
- Improve visibility to the commercial lobby (centrally positioned) and bike storage on approach from Rokeby Street and the rear laneway.
- Reduce the extent of covered area along the east – west laneway.
- Additional information that explains the architectural design intent that drives the façade design and material selection.
- Provide more information on the artworks (within the building's soffit) to clearly understand its extent, and if it is a permanent installation, or a periodical rotation.
- Further improvement to the tower 'façade' design to facilitate a more legible articulation when viewed from the immediate and long-range views.

We trust the above urban design review will assist in the planning assessment of the proposal. For any queries, please contact the urban design team on 9654 8844.

Yours faithfully,

Hansen Partnership Pty Ltd

Hansen Urban Design Team

22/07/2020

Attachment 1 - Site location and zone map.

Vipac Engineers and Scientists Limited

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City of Yarra

PO Box 168

Richmond, 3121, Australia

25/05/2020

Ref: 30N-20-0113-GCO-6778625-0

Attention: John Theodosakis

Dear John Theodosakis,

40-50 Rokeby Street, Collingwood - Peer Review

This peer review of the SLR Consulting Australia's Qualitative Wind Assessment (Report: 650.12053-R01-V1.2) is based on Vipac's experience as a wind-engineering consultancy. No wind tunnel studies have been undertaken to support this review.

Our comments are as follows:

- The SLR Consulting Australia's Qualitative Wind Assessment has been prepared based on consultancy experience and no wind tunnel testing or CFD Simulation analysis has been carried out to support their assessment. We have no issue with this method for a desktop study as this is a common approach to provide architects, developments and responsible authorities advice on the wind impact of the proposed design.

- SLR Consulting has made an observation on the surrounding area, and utilised local weather data from Melbourne Airport and St Kilda Harbour RMYS for the wind assessment. Vipac has no issues with this method, but notes that SLR Consulting have not nominated a terrain category or identified averaging upwind distance for terrain wind exposure.

- Vipac generally agrees with the SLR Consulting's observations on the local wind environment, and agrees that the proposed development will received some low-level shielding from surrounding buildings, channelling wind flows along Rokeby Street, and that the nearby future developments is expected to causing complex flows in the immediate area.

- Vipac has no issues with the nominated criteria used to assess the pedestrian wind environment at the proposed development, however we note that the applied criterion for open terraces is quite stringent .Vipac does not recommend that the high level terraces are required to fulfil the sitting comfort criterion, as high level terraces in an office building are only expected to be used on fair weather days. In general, Vipac would recommend the walking comfort criterion for high level terraces unless some stringent requirements be specified.

Attachment 1 - Site location and zone map.

- The report analysed wind effects on the streetscapes along Rokeby Street, the eastern laneway, alfresco dining areas and high level terraces. SLR Consulting concluded the following:
    - The Rokeby Street Footpath may experience wind conditions above the recommended walking criterion for northerly and southerly winds. However it would be similar to existing conditions.
    - Wind conditions along the pedestrian walkway (laneway to the east of the development) is expected to have wind conditions wind the recommended walking criterion.
    - Wind conditions at the seating areas through the ground floor arcade are expected to exceed the recommended standing/seating criterion due to high south-westerly and westerly winds. SLR Consulting has recommended detailed analysis via Wind Tunnelling or CFD for the exact design of required wind control measures.
    - Wind conditions at the high level terraces are expected to be within the recommended sitting comfort criterion.

  Vipac generally agrees with SLR Consulting's comments, concerns and recommendations on the Wind Assessment of the proposed development. However, we believe that vegetation in the public realm (such as street trees) should not be considered.

In conclusion, the SLR Consultants Qualitative Wind Assessment adequately analysed the wind effects on the pedestrian level surrounding the proposed development, and on the communal terraces in detail. It found that the proposed design would be expected to have an acceptable wind environment in accordance to the City of Yarra with the exception of the sitting areas in the arcade beneath the building, and at certain locations along Rokeby Street. Vipac agrees with SLR Consulting that further analysis (wind tunnel testing or CFD analysis) is recommended to verify the predictions in this report.

Yours sincerely,

Vipac Engineers & Scientists Ltd

Eric Yuen

Wind Engineer

Attachment 1 - Site location and zone map.

Files Reviewed (*Received 13/05/2020*):

- Plus Architectural and Shadows Part 1
- Plus Architectural and Shadows Part 1
- Plus Architectural and Shadows Part 1
- Wind Assessment

Attachment 2 - Section 57(a) amendment request and associated documents in response to referrals.

URBIS

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ABN 50 105 256 228

28 August 2020

John Theodosakis
Principal Planner
City of Yarra
PO Box 168
Richmond VIC 3121

Dear John,

SECTION 57A APPLICATION & RESPONSE TO REFERRAL COMMENTS PLN20/0168 – 40 & 50 ROKEBY STREET, COLLINGWOOD

Urbis continue to act on behalf of Landream Development Pty Ltd with respect to the above planning application for the land at No. 40 & 50 Rokeby Street, Collingwood. We have been instructed to lodge an application under Section 57A of the *Planning and Environment Act 1987* to amend the planning application currently under assessment after notice has been given. As you are aware, our client has considered Council's feedback, referral comments and also the submissions received during Notice.

We enclose the following documentation to support the application:

- Amended Architectural Package and Statement of Changes, prepared by Rothelowman Architects
- An updated Sustainable Management Plan, prepared by Stantec (formally Wood & Grieve Engineers)
- Landscape Package, prepared by Eckersley Garden Architecture

With regards to the associated fee, we request Council provide us with an invoice.

The following letter provides a brief response to address concerns raised by Council.

1. AMENDMENTS TO THE PLANS

The feedback received from Council Officers, referral advice and submissions during notice have been thoroughly considered. To collaboratively work with Council in this regard we are pleased to provide the following amended plans pursuant to Section 57A of the *Planning and Environment Act* 1987.

The amended plans incorporate the following key changes (amongst others):

- Reduction in the overall building height from 15 to 13 storeys, with two levels deleted from the 'middle levels' to ensure the two-step height variation continues to be provided. This has reduced the maximum overall building height from AHD 84.35 to AHD 77.05
- Reconfiguration of the ground floor layout to improve visibility between Rokeby Street and the rear laneway

Attachment 2 - Section 57(a) amendment request and associated documents in response to referrals.

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- Further public realm improvements such additional roadside trees, public seating, and landscaping
- Further improvements to the proposed rear pedestrian walkway (north-south) including lighting and planting. We also have provided additional detail, in-line with referral comments from Council external and internal Urban Designers
- 'Future proofing' of the proposed rear pedestrian walkway (north-south) to ensure the connection with the adjoining development's pedestrian laneway can provide the connectivity between Rupert and Rokeby Streets

We trust these changes result in a more refined built form outcome that is worthy of Council's support.

We have provided an updated SMP and Landscape Package, however we note that a number of other existing submitted consultant reports will not be required to be revised or superseded at this time in order to progress the application. We submit that any further revisions can be required by way of condition, on any permit to be issued.

2. RESPONSE TO REFERRAL COMMENTS

A number of referral comments have been provided on the application from various Council departments and external referrals. We seek to provide a direct response to, as follows:

2.1. EXTERNAL URBAN DESIGN

In response to the comments received from Council's external Urban Designer we have proposed the following amendments to the plans (with these shown on the substituted plans):

- Reduction in height by two levels, from 15 to 13 storeys. These have been removed from between the previous Levels 5 to 12 (now Levels 5 to 10) to allow for the two-level height variation to be retained. This ensures the proposal fits within the emerging 'height datum' as referred to by Council's external Urban Designer and also improves the tower relationship with the narrow street profile, in addition to the already provided, substantial setbacks
- Setting back the *'sky laneway terrace'* by an additional 1.15m to ensure it sits behind the title boundary and street wall. This ensures the podium is the more prominent element when viewed from the street and improves the sense of openness in the street for pedestrian amenity
- The status of No. 9 Byron Street is confirmed as being an open-air car park and not a pocket park/open space as previously annotated in the Urban Context Report
- As a result of the reduction in height, the shadowing to the opposite footpath has been reduced from 11.23am to 11.15am. In terms of shadows to the opposite footpath, we submit that in light of the above improvement, and considering that by 11.15am, the western footpath will be entirely free of any shadow, this is acceptable
- Improved visibility to the commercial lobby from Rokeby Street through the removal of the fire booster, and its replacement with an additional entrance directly fronting the primary street. This allows for a direct line of sight (visual link) to the bike store and the proposed rear pedestrian walkway
- Glazing is proposed along the bike store wall where it interfaces with the lobby. This is aligned with the entrance from the proposed rear pedestrian walkway into the bike store. This would allow for any person entering the bike store, from the proposed rear pedestrian walkway, to have a direct line of sight to Rokeby Street, and vice versa

Attachment 2 - Section 57(a) amendment request and associated documents in response to referrals.

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- The entrance lobby directly connects with the EOT lobby. This improves efficiency in terms of circulation and reduces the number of access/security points that cyclists will need to go through
- Greater detail has been provided with regards to the public artwork including a notation provided to TP02-01 confirming periodic rotation

With respect to the street wall/tower relationship, we submit that the reduction in height by two levels and increased setback of the sky laneway terraces in addition to the substantial setbacks already provided (between 3m and 10m) is sufficient to ensure the podium is the visually more prominent element when viewed along Rokeby Street. This is further enhanced through the detailing and articulation provided by the design of the podium.

Responding to Council's external Urban Designer request for further architectural intent, architects, Rothelowman have provide the following:

The design of the podium responds to the rich context of Collingwood. The crafted podium facade aims to capture the characteristic Collingwood warehouse 'feel' and materiality of masonry and a gridded pattern, but also offer a contemporary and distinctive architectural fabric to the streetscape. The podium facade also steps to offer street height variation to complement the existing streetscape.

In contrast to the podium, the tower design, which is comprised of glazing and metal shading elements, is clean and simple and integrates environmentally sustainable design through the carefully considered shading system.

It is not proposed to reduce the extent of covered area along the east-west laneway as suggested by Council's external Urban Designer. The covered areas provide weather projection for year-round use of the laneway (which is essential in Melbourne). Significant openings have been provided which allow for adequate solar access for this transitional area.

2.2. INTERNAL URBAN DESIGN

In response to the comments received from Council's internal Urban Designer (relating to the public realm) we have proposed the following amendments to the plans (with these shown on the substituted plans):

- Additional greenery has been provided to the ground floor setback area, as shown on TP01-04. This is in the form of raised planter beds along the building's edge, and adjacent to the car park entry and loading bay entry (both between the entries and to the north of the car park entry). The proposed landscaping in this area is low level and will not affect/obstruct the sight lines of drivers. The landscape elevations show the planting as low level
- Additional public seating has been provided as part of the raised planter beds
- The number of visitor bike spaces within the Rokeby Street frontage has been reduced to 10, with the four remaining spaces relocated to the to the rear laneway near proposed bike spaces (outside E.O.T lobby)
- Detailed Landscape Plans have been submitted, and prepared by Eckersley Garden Architecture
- Additional design detail provided such as footpath and laneway RLs, confirmation of security lighting and infrastructure notations such as parking signs and fire hydrants
- Confirmation of flush transition proposed between level of existing footpath and proposed new laneway

Attachment 2 - Section 57(a) amendment request and associated documents in response to referrals.

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- Confirmation that the security gate along the east-west pedestrian walkway will be time programmed with sensor lights. An additional plan, TP06.01, provides further details with regards to the main security gate. This includes permeability, materials and additional visualisations.
- The proposed rear pedestrian walkway (north-south) has incorporated a number of improvements such as:
  - Increased active frontage through an enlarged EOT lobby and additional openings/glazing to the bike storage area
  - Additional landscaping
  - Confirmation that the pedestrian walkway is largely open to the sky, except for a small portion which is covered at first floor
  - Confirmation that lighting is provided along the length of the walkway
  - Confirmation that the after-hours security gates will be time programmed with sensor lights
  - The provision of openings to the future pedestrian connection of the adjacent development
- The paving/surface material within title boundaries has been nominated as brick, with a notation confirmation that the Council footpath will be retained as asphalt surface finish, and the Council laneway will be re-sheeted with sawn bluestone pavers. This also clearly delineates the public and private boundaries
- Additional footpath and roadside tree plantings have been provided. We confirm that our client would accept any permit conditions to contribute to the cost of planting six (6) new street trees, which would cover tree sourcing, planting and 2 years of maintenance. We understand the total cost for the trees would be $4,806. Please note that our landscape plans have shown the tree species as *Tristaniopsis laurina* and *Brachychiton* 'Bella Donna'.

A number of the matters raised by Council's internal Urban Designer are subject to further detailed design (such as falls of pavements, reconstruction of pavements, location of drainage pits etc) and can be resolved via permit conditions. We would consent to such conditions being included on any permit to be issued.

2.3. ENGINEERING

We consent to the Design Items to be included as conditions on any permit to be issued.

We consent to conditions being included on any permit to be issued related to the Infrastructure and Construction Activities, with these specifically relating to:

- Footpath and Kerb and Channel Reconstruction
- Redundant Vehicle Crossings
- Existing Grated Side Entry-Pit
- Materials with Setback Area abutting the Laneway

2.4. CONSTRUCTION MANAGEMENT

We consent to the Council's Construction Management Unit's suggested permit conditions to be included on any permit to be issued. These are as follows:

Attachment 2 - Section 57(a) amendment request and associated documents in response to referrals.

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- A Section 173 Agreement to address public lighting matter relating to the relocation of the power lines, and public lighting into the façade of the building
- A Section 173 Agreement to address public lighting in the existing laneway to allow for after-hours use
- Confirmation of the undergrounding of the power supply

As noted on the architectural plans provided, the power lines are proposed to be relocated underground, with the power poles in front of the site to become redundant. This will be confirmed with the relevant authority for removal.

2.5. ESD

In response to Council's Environmentally Sustainable Development Officer's referral comments and further discussions to date, we have provided an updated Sustainability Management Plan and accompanying letter.

Please refer to the updated Sustainable Management Plan, prepared by Stantec (formally Wood & Grieve Engineers)

2.6. WASTE

Council's Waste Officer confirmed that the submitted WMP was satisfactory.

No further response is required.

2.7. WIND

We consent to a permit condition requiring a wind tunnel test, prior to the endorsement of plans, to be included as part of any permit to be issued.

We note that our submitted Wind Report did not include street trees as part of the assessment, despite the ViPac report suggesting that it was.

3. CONCLUSION

We trust that the above and submitted information presents an acceptable response and will allow Council to make a favourable assessment of the proposal.

Should you have any further queries, please do not hesitate to contact the undersigned on 9617 6617 or via email at vgrillakis@urbis.com.au.

Yours sincerely,

Vicky Grillakis
Associate Director
9617 6617
vgrillakis@urbis.com.au

Attachment 2 - Section 57(a) amendment request and associated documents in response to referrals.

rothelowman

Brisbane, Melbourne, Sydney
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Statement of Changes

40-50 Rokeby Street, Collingwood

Project no.	Status	Rev	Date
219093	TP	B	14/08/2020

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Attachment 2 - Section 57(a) amendment request and associated documents in response to referrals.

rothelowman

The following is a list of changes between the RFI drawings dated 6th April 2020 and revised drawings dated 14th August 2020 for Application No. PLN20/0168.

General

Change	Drawing Ref.	Reason
Height of building reduced from 15 storeys to 13 storeys.	TP02.01-TP02.08 TP03.01 TP03.02 TP05.01	In response to the urban design comments provided by Hansen Partnership
Communal terraces to office tower levels reduced in depth – setback 1150mm from Rokeby Street site boundary.	TP01.08 TP01.09 TP02.02 TP02.04 TP02.06 TP02.08 TP03.02	In response to the urban design comments provided by Hansen Partnership
Shadow diagrams updated to reflect reduced building height.	TP04.01 – TP04.08	For clarity of information
Plans updated to include landscape design by Eckersley	TP00.01 TP01.04 - TP01.10 TP02.01	In response to the internal urban design comments provided by council.
Roof plant screen raised by 700mm and roof covering added to rooftop plant	TP02.01 – TP02.08 TP03.01 TP03.02	To comply with recent services engineer's advice for building functionality.

Plans

Item	Change	Drawing Ref.	Reason
1.	Clarification of the periodic rotation nature of the public artwork to the podium soffit provided	TP02.01 TP02.05	In response to the urban design comments provided by Hansen Partnership
2.	New lobby entry provided to Rokeby Street aligned with the central lift lobby.	TP01.04 TP02.01 TP02.05	To improve visibility to commercial lobby entry on approach from Rokeby Street and for visual connection between the lobby, lift lobby and EOT bike storage.

Attachment 2 - Section 57(a) amendment request and associated documents in response to referrals.

Item	Change	Drawing Ref.	Reason
3.	Reconfiguration of ground floor layout to allow for direct access between bike storage and End of Trip facilities.	TP 01.04	For improved circulation for users and amend perception of the 'back of house' access to the high quality EOT facilities.
4.	Additional glazing incorporated to rear EOT space	TP 01.04	For improved visual connection between public laneway and EOT and to increase passive surveillance to rear public walkway.
5.	Clarification of No. 9 Byron Street on grade open car park.	TP00.01 TP00.02 TP04.01 – TP04.08	In response to the urban design comments provided by Hansen Partnership
6.	Clarification of proposed relocation of existing infrastructure to Rokeby Street including electricity poles and crossovers.	TP00.02 TP01.04	In response to the internal urban design comments provided by council.
7.	Street trees, landscaping and seating features integrated to Rokeby Street and vertical planting added to rear public laneway wall. Refer to landscape design by Eckersley for details.	TP 01.04	In response to the internal urban design comments provided by council.
8.	4 visitor bike spaces to front setback relocated to rear (East) of site	TP 01.04	In response to the internal urban design comments provided by council.
9.	Additional spot levels provided to ground floor plan to reflect seamless floor finish transitions	TP 01.04	In response to the internal urban design comments provided by council.
10.	Additional details of main security gate provided.	TP06.01	For clarification in response to the internal urban design comments provided by council.
11.	Clarification of portion of rear public laneway open to sky.	TP01.04 TP01.05	For clarification in response to the internal urban design comments provided by council.
12.	Incorporation of time programmed sensor lights to after hours security gates	TP01.04 TP02.03 TP06.01	For clarification in response to the internal urban design comments provided by council.
13.	Clarification of pavement materiality for clarity of public and private land along Rokeby Street and laneways.	TP01.04	To delineate between public and private land in response to the internal urban design comments provided by council.

Attachment 2 - Section 57(a) amendment request and associated documents in response to referrals.

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Email: enquiries.mel@stantec.com www.stantec.com

20 August 2020

Enquiries: Nicholas Johnson
Project No: 44250

Yarra City Council
PO BOX 168
Richmond VIC 3121

Attention: John Theodosakis

Dear John,

RE: PLN20/0168 – 40-50 Rokeby Street, Collingwood – Revised Sustainability Management Plan

The following provides commentary and a summary overview of the changes documented within the revised Sustainability Management Plan (18.08.2020) in response to Council's Referral Response dated, 10.06.2020. The amendments have also been made in consultation with correspondence received from Euan Williamson, Environmentally Sustainable Development Officer, City of Yarra, dated 15.07.2020.

The following information is provided in direct response to the items included within Section 3 (outstanding information) of the Referral Response.

Item – Referral Response, dated 10.06.2020	Project Design Response
Clarify operability of windows and provisions for fresh air to offices on all levels to achieve cross ventilation.	The intent of the design is to have mixed-mode ventilation. The building is a commercial building in nature and due to the proposed height not suitable for operable window design. As documented within Section 4.3 of the SMP, energy efficiency initiatives have been included within the design to improve the energy impact on mechanical based ventilation. Initiatives include CO2 monitors, energy recovery ventilators and economy cycle function.
Provide a daylight analysis to support claim including VLT assumptions.	Daylight calculations have been included within Appendix B of the revised report. Compliance is demonstrated via the hand calculation methodology. Min. 40% VLT in accordance with Green Star methodology.

Attachment 2 - Section 57(a) amendment request and associated documents in response to referrals.

Provide preliminary Section J report with glazing and insulation specifications and calculations to support improvement over the reference case.	In period between the SMP submission to Council & the amended response referred to within this statement, the BESS tool has been upgraded to include suitable function to support a compliance methodology in line with BCA Section J 2019 methodology. As such, a revised BESS assessment has been provided within Appendix A of the amended SMP. Stantec are not presently engaged to provide an energy model assessment prior to the development approval. In response to this, Stantec contacted Council ESD Officer, Ewan Williamson and received correspondence dated, 15.07.2020 in response to the proposed approach. The project will achieve compliance with BCA Section J 2019 methodology as part of the detailed design process. Whilst, the revised BESS report includes a DTS compliance pathway, it is the intent of the project to demonstrate compliance via a JV3 solution post development approval. A BCA Section J report (Jv3) will be provided to Council prior to commencement of construction in support of this position. We further note, the proposed design includes the provision of on-site solar PV. It is noted, the intent shall be to demonstrate building fabric compliance in accordance with BCA Section J without the inclusion of solar PV.
Identify improvement over reference case for lighting	With reference to commentary provided above, the change to BCA 2019 methodology and nomination within BESS no-longer supports the previous SMP claim. No further evidence is provide & SMP has been amended to reflect this position.
Clarify the proportion of energy use covered by solar PV.	Further in line with commentary provided above, this will be provided prior to the commencement of construction as DTS BESS pathway has been utilised for the revised SMP in accordance with BCA 2019 methodology.
Confirm PVC content by weight or cost	The project commits to the standard by 'cost' in line with recognised Green Star standards. Refer Section 4.9 of amended SMP.

Attachment 2 - Section 57(a) amendment request and associated documents in response to referrals.

Include recycling targets within a site-specific EMP to be implemented by Head Contractor.	Minimum commitment of 80% construction & demolition waste to be recycled by the Head Contractor. Refer amendment within Section 4.7 of the SMP.
Clarify strategy around organic waste	Food & garden waste to be collected via weekly provision with on-site storage facility. Refer additional commentary provided within the site Waste Management Plan.
Please provide a planting schedule to clarify selection of locally indigenous and drought tolerant species.	Refer supporting documentation provide by Landscape Architect.
The evaluation of credit claims needs to be modified.	The amended SMP / BESS includes relevant changes as advised by Council.
Confirm a construction management plan with min. 80% recycling or reuse target for demolition and construction waste.	As per commentary above, this has been included – refer SMP Section 4.7.

We have included a revised SMP and BESS assessment in support of the above information and trust this position satisfies Council's requests for additional information to be provided in support of the development application.

Please do not hesitate to contact the undersigned if you have any queries.

Yours sincerely

Stantec Australia Pty Ltd

Nicholas Johnson
Senior Sustainability Project Engineer, Principal

Encl (Amended SMP – dated, 18.08.2020 & Amended BESS Certificate)

Attachment 2 - Section 57(a) amendment request and associated documents in response to referrals.

40-50 Rokeby Street, Collingwood VIC

Sustainability Management Plan

Development Application Report

Prepared for: Landream Collingwood Pty Ltd

Attention: Uday Bir Singh

Date: 20 August 2020

Prepared by: Alex Yip

Ref: 44250

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Stantec

Attachment 2 - Section 57(a) amendment request and associated documents in response to referrals.

Revision

Revision	Date	Comment	Prepared By	Approved By
01	28/02/2020	Draft Issue	MRD	NCJ
02	04/03/2020	Issue for Town Planning	MRD	NCJ
03	10/03/2020	Issue for Town Planning (revised)	MRD	NCJ
04	18/08/2020	Response to Council RFIs	AXY	NCJ
05	20/08/2020	Response to Council RFIs (revised)	AXY	NCJ

Attachment 2 - Section 57(a) amendment request and associated documents in response to referrals.

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Attachment 2 - Section 57(a) amendment request and associated documents in response to referrals.

1. Executive Summary

This report has been prepared at the request of Landream Collingwood Pty Ltd and is intended to provide an overview of the Environmentally Sustainable Design (ESD) initiatives in support of the Planning Permit Application for the proposed development at 40-50 Rokeby Street, Collingwood.

This Sustainability Management Plan (SMP) has been prepared to inform Yarra City Council of the proposed development's commitment to sustainability, measured against the documented performance guidelines in accordance with Yarra City Council's Planning Scheme. The Built Environment Sustainability Scorecard (BESS) has been utilised as the sustainability tool to demonstrate the project exemplary commitment to ESD.

This amendment has been provided in response to feedback received from Yarra City Council, dated 10.06.2020 and following further consultation with Council ESD division, dated 15.07.2020.

The vision of this project is to provide new high-quality office amenity to the Collingwood area that achieves a high level of environmental performance standards and provides social and economic uplift to the community. The project will aim to meet the needs of the expected building users through features such as sustainable transport amenity, flexible and open working space, and access to natural light and biophilia.

The project will achieve the following key sustainability targets:

- **BESS "Australian Excellence"** score - minimum 70%
- **High performance building fabric** for reduced energy demand

The following key Sustainability benchmarks where adopted by the project team and underpin the design approach included within the Development Application:

- Reduce energy demand through a **high-performance building façade** featuring thoughtful placement & concept design of glazing, external shading and high-performance building fabric detail;
- Create **healthy interiors**, including reduction in the use of harmful VOCs in glues, sealants and paints, and protection from dust and other external airborne pollutants;
- **Minimise consumption** of natural resources, including **water and raw materials;**
- Minimise environmental impacts through **construction**, including **embodied energy;**
- Minimise environmental impacts through **operation**, including **energy consumption, waste creation** and discharge of **pollutants**;
- Promote **urban ecology** through the use of communal terraces and integrated landscape design; and
- Provide **sustainable, integrated, convenient travel** through enhanced bicycle amenity and improved convenience of public transport

Attachment 2 - Section 57(a) amendment request and associated documents in response to referrals.

1.1 BESS Score

The development has completed a Built Environment Sustainability Scorecard (BESS) assessment to guide the environmental performance and provide an equivalent rating for the building's overall sustainability performance.

The project will achieve a minimum of 71% in BESS, aligned with what is considered 'Australian Excellence'.

The score that this development has achieved in BESS is summarised in the table below:

BESS Assessment Score		
Category	**Required Score**	**Score**
Management	0%	67%
Water	50%	57%
Energy	50%	73%
Stormwater	50%	100%
IEQ	50%	67%
Transport	0%	88%
Waste	0%	67%
Urban Ecology	0%	24%
Innovation	0%	70%
Overall Score	**50%**	**71%**

Attachment 2 - Section 57(a) amendment request and associated documents in response to referrals.

2. Project Information

2.1 Project Overview

The proposed development will see a building of 12 levels and 13,191 m² of leasable office, retail & gymnasium space contributed to the developing commercial region in Collingwood.

The development will provide new high-quality office amenity to the Collingwood area that achieves a high level of environmental performance standards and provides social and economic benefit to the local area. The project will aim to meet the needs of the expected building users through features such as ample amenities for cyclists, new activated laneways, flexible and open working space, and access to natural light and biophilia.

2.2 Development Summary

The proposed built form can be summarised as follows:

Floor Level	Description
Basement 1-2	Shared car parking facility, rainwater tank storage, end of trip lounge and facilities,
Ground	Retail tenancies, entrance lobby, cafe, end of trip lobby, secure bicycle storage, visitor bicycle parking, bike repair station etc.
Level 1	Office tenancies, gym/yoga space
Levels 2-11	Office tenancies, communal outdoor terraces
Level 12	Office tenancies

Attachment 2 - Section 57(a) amendment request and associated documents in response to referrals.

2.3 Concept Design Impression

Image 2.3.1 – Concept design by Rothe Lowman Architects.

2.4 Project Site

The proposed development has a total site area of **2,200 m²**. The project site in relation to nearby main roads and public amenities is shown in the image below.

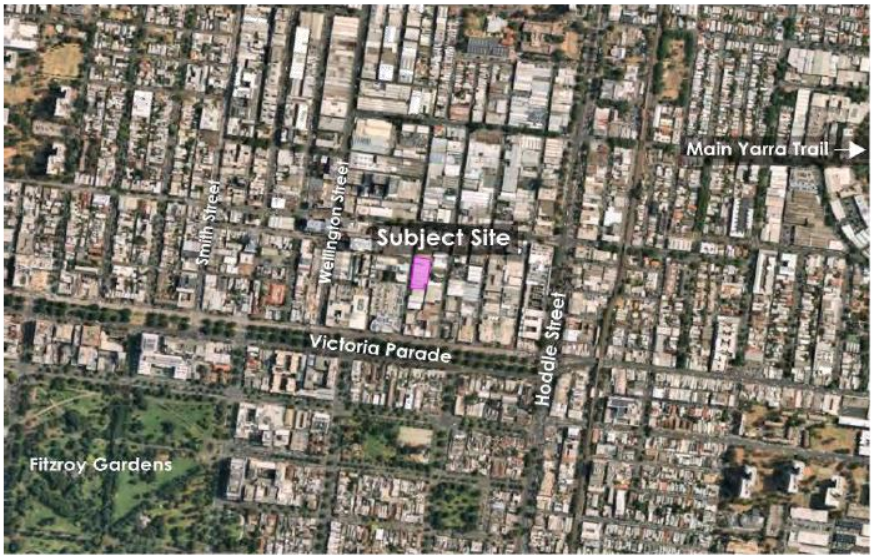


Image 2.4.1 – Subject Site. Source: Google Images.

Attachment 2 - Section 57(a) amendment request and associated documents in response to referrals.

2.5 Design Documentation

For further development summary information, please refer to the relevant design drawings documented by Rothe Lowman Architects as nominated below:

- TOWN PLANNING ISSUE– Rothe Lowman Architects – (Revised TP Issue) 14.08.2020

2.6 Applicable Policy Requirements

The Project and ESD requirements for the development have been based on the following documents:

- Yarra Planning Scheme
- ABCB National Construction Code (NCC) 2019

2.6.1 Planning Scheme Requirements – City of Yarra

Table 1 of Clause 22.17 of the Yarra Planning Scheme requires proposed development of a non-residential building with a gross floor area of more than 1000m² to propose a Sustainability Management Plan (SMP) as part of the application requirement. The overarching objective is that development should achieve best practice in ESD from the design stage through to construction and operation in the following categories:

- Energy Performance
- Water Resources
- Indoor Environment Quality
- Stormwater Management
- Transport
- Waste Management
- Urban Ecology

This Sustainability Management Plan has been put together to provide a detailed assessment of the development and identify achievable environmental performance outcomes with regards to the overarching objectives. Sustainability assessment tools such as BESS/Green Star and STORM/MUSIC are encouraged to be utilised as a guide to demonstrate that the building has the design potential to achieve the relevant environmental performance outcomes given the site's opportunities and constraints.

2.6.2 ABCB National Construction Code – NCC 2019

The National Construction Code (NCC) via Section J – energy efficiency sets the minimum mandatory building design performance required for Australian buildings. Performance requirement JP1 Energy Use states, a building including its services, must have the features that facilitate the efficient use of energy appropriate to-

- the function and use of the building; and
- the level of human comfort required for the building use; and
- solar radiation being
  - utilised for heating; and
  - controlled to minimise energy for cooling; and
- the energy source of the services; and
- the sealing of the building envelope against air leakage; and
- for a conditioned space, achieve an hourly regulated energy consumption in line with stated figures.

Additional commentary is provided within Section 3.2.2 in response to the above.

Attachment 2 - Section 57(a) amendment request and associated documents in response to referrals.

3. Project Sustainability Commitments

3.1 Sustainability Vision

The development at 40-50 Rokeby Street, Collingwood aims to effectively implement sustainable practises in order to reduce the project's overall environmental footprint through energy efficient design & operation, effective Water Sensitive Urban Design (WSUD), rainwater reuse, vegetated open terraces, encouraging alternative modes of transport such as cycling and walking, and healthy interiors.

3.2 Sustainability Commitments & Targets

Sustainability is a fundamental guiding principle embedded in the development of 40-50 Rokeby Street.

The project will achieve the following key targets:

- **BESS "Australian Excellence (70%)"** score
- **High performance building fabric** for reduced energy demand

3.2.1 Built Environment Sustainability Scorecard (BESS)

The development has completed a Built Environment Sustainability Scorecard (BESS) assessment to guide the environmental performance and provide an equivalent rating for the building's overall sustainability performance. The project will achieve a minimum of 70% in BESS, aligned with what is considered 'Australian Excellence'. The outcome is a demonstration of the project's commitment to ESD and exceeds the minimum performance benchmarks outlined within the City of Yarra Planning Scheme.

The score that this development has achieved in BESS is summarised in the table below:

BESS Assessment Score		
Category	**Required Score**	**Score**
Management	0%	67%
Water	50%	57%
Energy	50%	73%
Stormwater	50%	100%
IEQ	50%	67%
Transport	0%	88%
Waste	0%	67%
Urban Ecology	0%	24%
Innovation	0%	70%
Overall Score	**50%**	**71%**

Attachment 2 - Section 57(a) amendment request and associated documents in response to referrals.

4. ESD Initiatives

In line with the sustainability commitments and vision for this development, the sustainability management plan has been broken into 10 major categories.

These categories provide the framework to the create a development with a holistic and thorough approach to environmental sustainability. The project design details have been carefully reviewed and curated to address each category and provide innovative solutions wherever applicable.

Attachment 2 - Section 57(a) amendment request and associated documents in response to referrals.

4.1 Management

In order to create an integrated design and construction process which in turn leads to effective operational and on- going building performance, the development seeks to address this category through the following on-site initiatives.

Building Users Guide	A Building Users Guide will be provided to residents to inform them of the ESD features of the building and how to minimise their own ecological footprint. As a minimum, the guide shall include: - Energy & Environmental Strategy - Monitoring and targeting - Building services overview - Transport facilities available to building occupants - Materials and waste policy/procedure - Expansion and retro-fit considerations - References and sources of further information
Building Management Responsibilities	Building management to ensure the upkeep and maintenance of the building in order to maintain the following design initiatives: - Building fabric maintained in order to preserve the thermal efficiency of the building – i.e. glazing and façade maintenance. - Centralised hot water system to be maintained as per design specification. - Common area air conditioning to be serviced and maintained as per design specification. - Common area lighting to be LED or low-voltage with replacement fixtures adhering to the relevant design documentation. - Lighting control systems to be maintained as specified. - Bicycle store to remain clean, accessible and secure for all users. - Operational recycling and waste management to be enforced. - Common area spares (tiles, lights, etc) to be keep on site or readily accessible.
Metering and Monitoring	All major services will be metered via smart meters that can be monitored via an intelligent Building Management System (BMS). All major common areas and all individual tenancies will be sub-metered separately to allow for better user control and optimisation over the energy and water consumption of each part of the building.
Contractor Responsibilities	Comprehensive construction/environmental management plan to be implemented by the head-contractor during the construction phase of the project.

Attachment 2 - Section 57(a) amendment request and associated documents in response to referrals.

4.2 Water Conservation

With people becoming more aware of our water security issues, properties that are designed to use water more efficiently are becoming highly regarded by potential residents. Water saving measures such as water efficient fittings and fixtures (taps, shower heads etc.) and reuse systems are key features for water efficient design.

Overall the development will seek to address water efficiency and reduce the potable water demand for the building through the below initiatives.

Amenity Water Demand	Potable water demand reductions within the development are to be achieved by using water efficient fixtures and fittings. The architectural specification shall nominate Water Efficient Labelling Scheme (WELS) rated fittings with the following star ratings, as a minimum: - 3 Star WELS rated showerheads (>6.0 but <=7.5L minute) - 4 Star WELS rated cisterns (4.5/3L flush) - 4 Star WELS rated urinals - 6 Star WELS rated tap-ware
Fire Systems Test Water Consumption	Fire system test water will minimise its potable water consumption by 80% from an equivalent benchmark. 80% of typical system maintenance test water shall be captured and re-used within the project.
Rainwater Harvesting	A rainwater harvesting system with a capacity of 30,000L is proposed for the site to offset potable water demand for irrigation and toilet flushing. The rainwater capture and reuse system will also assist in managing stormwater flows. The rainwater tank is proposed to be located in Basement 02 as indicated in the architectural drawings.
Landscape Irrigation	Vegetation selection within the project landscape design will focus on a reduced potable water demand. Development irrigation demand shall be sourced from on-site rainwater storage tank and irrigation systems will be sub-soil drip systems to reduce evaporative losses.

Attachment 2 - Section 57(a) amendment request and associated documents in response to referrals.

4.3 Energy Efficiency

Energy and more specifically, energy efficiency and reductions in Greenhouse Gas Emissions, remains a key driver for sustainability within the project. The built environment within Australia contributes over 40% of our total greenhouse gas emissions annually which is among the highest per capita in the world. Operational energy use within buildings represents approximately 23% all energy related greenhouse gas emissions in Australia (ABSEC, 2007). By planning for greater energy efficiency within new developments, we can set about lowering these annual greenhouse emissions.

This development has sought to include several sustainable initiatives designed in order to maximise the energy efficiency of the development. Energy efficiency initiatives proposed for inclusion within the development are outlined below:

Building Envelope Performance	In accordance with the current version of the National Construction Code (NCC 2019) and BESS DTS requirements, the project is required to achieve the following minimum thermal performance benchmarks: - Development to achieve compliance with BCA 2019 Section J requirements - All wall and glazing to meet or exceed NCC2019 insulation levels for floors and ceilings. - Demonstration of compliance to be provided via JV3 energy modelling post development application. Further to correspondence with Council dated 15.07.2020 a JV3 report shall be provided to Council prior to construction commencement. Final review and certification will then be provided to the relevant Building Surveyor.
Building Fabric & Design	An energy efficient building fabric design will reduce heating and cooling demands. The development will incorporate high levels of wall insulation, suspended soffit insulation, roof insulation, external shading elements and thermally efficient glass selections. External shading will be achieved via eaves on the North and West facades. Eaves will be adequately spaced to provide effective shading to the majority of the glazed façade. Spandrel will be utilized on East and South facades to improve the thermal performance of the building's façade overall. Generally double glazing will be applied throughout the development with the extent of low-E double glazing to be applied as required.
Energy Sub-Metering	Sub-metering of the body corporate common services energy consumption will assist with ongoing building tuning works by the facility manager Individual energy, potable water and domestic hot water meters shall be provided to each tenancy. Smart meters will allow occupants to effectively monitor and manage their energy bills.
Energy Efficient Appliances	Reduction of energy consumption will be met through the selection of energy efficient appliances where applicable (i.e. dishwashers, etc).
Solar PV	The development will incorporate a minimum of 20kW of rooftop Solar PV, to be installed above the roof mounted air handling plant. Final location & documentation to be determined following further design resolution of roof top plant locations.
Lighting	The lighting design will incorporate energy efficient lighting fixtures (typically LED types) along with energy efficient lighting controls. Motion sensors to transient zones and night-setback modes of operation will be utilised to minimise the sites lighting energy consumption. Night-setback modes of operation will all be utilised to minimise the site's lighting energy consumption.

Attachment 2 - Section 57(a) amendment request and associated documents in response to referrals.

Air Leakage Minimisation	Air leakage to be minimised through best practice building fabric design to ensure that air infiltration does not have a significant impact on the building. All mechanical exhaust points shall be self-closing when not in use.
Efficient HVAC System	All heating & cooling systems shall be within one Star of the most efficient equivalent capacity unit available or have CoP & EERs not less than 85% of the most efficient equivalent capacity unit available. Water cooled chillers provide a high co-efficient of performance (COP) whilst, low-temperature VAV boxes (levels 2-11) combined with fan-coil units (Ground common / retail) provide a highly efficient system. Outside air intake will be controlled via CO2 sensors optimising energy efficiency, whilst energy recovery ventilators will be incorporated into end of trip facilities. Zoning controls shall be sized in accordance with PCA A-grade standards along with economy cycle functions, whilst all system fans will be fitted with variable speed-drives for improved efficiency. BMS HVAC controls will ensure overall system efficiency & optimised commissioning once installed.
Energy Efficient Fans and Pumps	All centralized systems are to be supplied with variable speed drives (VSD) to lower energy use when demand is low.
Car park ventilation	Car park mechanical systems to include variable speed fan drives and Carbon Monoxide (CO) monitoring systems to improve energy efficiency and ensure systems only run when required.
Domestic Hot Water	Water heating systems shall be within one star of the best available, or 85% or better than the most efficient equivalent capacity unit to minimise greenhouse gas emissions from the domestic hot water demand from the facility.
Peak Electricity Demand Reduction	The services design includes the allocation of minimum 20kW of Solar PV contribution which will assist building power demand & reduce peak demand reduction on the main grid energy supply.
Commissioning	The commissioning process of the building services and equipment will ensure that “design” energy efficiency translates to “operational” energy efficiency. This initiative will also include preparation of As-Built Operation and Maintenance Manuals for further transfer of knowledge to the site’s facility management team. At minimum all Mechanical and Hydraulic plant and equipment shall be commissioned to the required design conditions prior to practical completion. A formal report should then be provided to the facility management team stating the outcome of commissioning works.

Attachment 2 - Section 57(a) amendment request and associated documents in response to referrals.

4.4 Stormwater Management

The design team recognizes and embraces that by reducing stormwater run-off from the site the project has the potential to improve natural ecosystem health and improve natural ecology beyond the site boundary. Measures taken to reduce stormwater runoff include:

Stormwater Management Requirements	The project acknowledges that Council's Storm water management (WSUD) recommend a project achieve a 100% within the BESS rating tool, through the use of either Melbourne Water's STORM online calculator or a MUSIC model. A rainwater capture and reuse system with a capacity of 30kL will be provided within the development. Rainfall will be captured from non-trafficable roof areas to be stored and reused from the rainwater tank. Rainfall landing on trafficable and landscaped terraces will be treated via SPEL treatment devices, a raingarden, and an ODS Tank. A MUSIC model has been developed and pollution reduction targets set by the City of Yarra have been met via the stormwater management strategy. A detailed Water Sensitive Urban Design (WSUD) strategy has been developed by Weber Design. Details of this strategy, including MUSIC modelling results can be found in the Stormwater Management Plan, issued under separate cover.
MUSIC Modelling Results	The following results are from the preliminary MUSIC model as defined in the Stormwater Management Plan. Flow Reduction – 57.8% Total Suspended Solids – 93% Total Phosphorous – 81.8% Total Nitrogen – 80.1% Gross Pollutant – 100% The outcome above is a high-performance outcome & in line with industry best practice for innovation claims and hence, an innovation credit claim has been included within the BESS Certificate based upon the above performance.

Attachment 2 - Section 57(a) amendment request and associated documents in response to referrals.

4.5 Indoor Environmental Quality

Indoor Environment Quality (IEQ) has been defined as a key sustainable building category in order to improve indoor environments for building occupants which in turn aims to improve their overall wellbeing. According to the Department of Environment, Australians spend **90% or more of their time indoors**. Therefore, consideration to improving indoor environmental quality it a vital step within the design process for any modern building.

The preliminary design response for the proposed residential development has been to create a healthy building which benefits all building user groups. In order to provide Council with examples of the design commitment, the proposed development seeks to improve the overall Indoor Environmental Quality (IEQ) for building occupants by addressing the following elements:

Thermal Comfort	The building fabric and mechanical design will target a development that aims to achieve a high level of thermal comfort. Building fabric types and the zoning of mechanical plant (for both heating and cooling) will be selected to ensure the building targets an improved level of occupant amenity.
Provision of outdoor air	Outdoor air shall be provided through energy efficient mechanical systems & BMS controls where necessary in order to achieve flow rates 50% in excess of AS 1668 levels in accordance with Green Star best practice standards aimed to improve internal indoor air quality. CO2 control is also included within the HVAC services design to ensure optimal internal air conditions are achieved.
Solar Protection	The building will incorporate external shading devices and internal blinds to control glare and shade from direct sun while still achieving high levels of daylight. Glazing selections will also have solar control properties to help manage direct sunlight penetration and glare.
Daylight	Building orientation, eave and facade design, glazing and material selection have all been designed with the intent to improve and achieve high levels of natural daylight within the building. Glazing will be selected to maximise access to daylight while prioritising thermal performance necessary to achieve the targeted energy consumption outcomes. Preliminary daylight analysis indicates a total compliant nominated area of 63% (Refer to appendix B for Preliminary Daylight Mark ups)
External Views	The development has been designed to optimise external views for all occupants. All facades incorporate glazing to maximise access to views for all office occupants. The North and West facades will incorporate full height glazing to maximise views of the city and surrounding area. These facades have integrated external shading to maintain thermal performance levels.
Hazardous Materials and VOCs	All interior paints, adhesives, sealants, carpets and wall coverings will all be selected to minimise Volatile Organic Compounds (VOCs) off-gassing to improve the indoor environment quality of the facility. As a minimum the following limits will be adhered to; interior paints – 20g/l, timber varnishes and wood stains – 80g/l, multipurpose construction and carpet adhesives – 70 g/l, carpets – 0.75 mg/m²/hr.
Formaldehyde Minimisation	Selection of Low Formaldehyde composite wood products to further improve the indoor environment quality. As a minimum all wood products will have a formaldehyde emission rating of E1.
Private External Space	The inclusion of communal outdoor terraces throughout the development presents occupants with the opportunity to access the outdoors without having to exit the building.

Attachment 2 - Section 57(a) amendment request and associated documents in response to referrals.

4.6 Alternative Transport

The adoption of sustainable transport methods is encouraged by building designs which provide appropriate facilities for occupants and visitors. Site proximity to major transport infrastructure also lends itself to building residents adopting and utilising sustainable methods of transport.

The table below summarises the sustainable transport features of the proposed development. Please refer to the Green Travel Plan, prepared under separate cover, for more details.

Sustainable Transport Infrastructure	The subject site is well served by a number of public transport services, with the following services operating nearby: • North Richmond train station is approximately 600m walking distance from the site and provides services to/from the city and services Hurstbridge and Mernda lines. • Tram Routes 12, 109 and 86 are all within 600m of the site and run services between Toorak & West Coburg, and Balaclava via Prahran & North Richmond. • Bus routes 246, 302, 303, 304, 305, 309, 318, 350, 905, 906, 907, 908
Provision of Car Parks	A total of 82 car parking spaces will be provided, equating to 0.65 cars per 100m2 of Office NLA.
Motorbike Parking and Car Sharing	The building will incorporate a car sharing scheme via offering building users membership options with GoGet or a similar entity. The building user's guide will include information about nearby car sharing spots (on surrounding streets). Dedicated motorbike parking will be provided (5 parks) to encourage alternative modes of transport to single occupancy vehicles.
EV Charging	At least one EV charging point will be provided with the electrical infrastructure installed for up to 5 EV charging points to be installed in the future.
Providing Bike Storage	188 secure bicycle spaces will be provided within a secure enclosure at ground level adjacent to the main entry to the development. An additional 6 parking spots with charging points will be provided for eBikes. This equates to a ~200% increase on statutory requirements for bicycle parking. A bicycle repair station will be provided within the secure bicycle parking area.
Provision of Visitor Bike Storage	18 visitor bicycle spaces will be provided along the street frontage, ground floor public area and throughout the site.
End of Trip Facilities	End of Trip facilities will be provided in Basement 01 of the building, plus an EOT lobby on Ground Floor. Ample lockers have been provided, at a rate in excess of 2 lockers per secure bicycle storage space (total 428/188). The facilities also include showers, toilets and changerooms.

Attachment 2 - Section 57(a) amendment request and associated documents in response to referrals.

4.7 Waste Minimisation

Construction and demolition activities account for a large percentage of the waste and recycling generated by a site when compared to its general operation. There is now a growing level of interest in 'green' buildings, which through careful design use less resources and energy than conventional buildings and provide healthier environments for staff.

Construction Environmental Management Plan	The head contractor will be required to prepare a site-specific construction Waste Management Plan. This will require the contractor to retain waste records and provide quarterly reports to the building owner during the construction period. A minimum of 80% construction & demolition waste is to be recycled. The site specific EMP shall include a requirement that the head contractor shall reuse or recycle a minimum of 80% of construction and demolition waste (by weight) to minimise the volume of waste to landfill. Material waste sorting shall include, but not be limited to: - Concrete, bricks, asphalt - Timber - Soil - Steel and other metals - Paper, glass, plastics, cardboard packaging - Carpet, ceiling tiles, plumbing fixtures and equipment - Mechanical equipment, lighting fixtures and electrical components
Operational Waste Management Plan	With regards to the reduction of operational building waste, a site-specific Waste Management Plan has been prepared and submitted as part of the planning application. The design of the facility has incorporated an allowance for recycling throughout the waste collection facilities. Please refer to this document for further clarification in this regard. Provision for effective recycling waste storage – dedicated recycling and waste storage facilities have been included within the design to enable greater recycling rates from operational waste streams. Waste collection systems which provide equal ease for the disposal of both garbage and recyclables generate considerably higher recycling volumes than systems which employ waste separation off site. This project will reduce the overall total waste that would be delivered to landfill during typically operation through the introduction of dedicated recycling waste facilities and systems which will give the users the ability to subdivide their waste at source.
Onsite Management of Organic Waste	As part of the waste management plan, residents shall have access to a weekly collection system for both food and garden waste, to be collected weekly. Additional information is provided with the site-specific waste management plan.

Attachment 2 - Section 57(a) amendment request and associated documents in response to referrals.

4.8 Urban Ecology

In order to protect and enhance the local biodiversity and urban ecology, the development seeks to address this ESD category through the following on-site initiatives.

Communal Terraces	Communal terraces with integrated landscaping will be provided throughout the development, providing direct access to nature and biophilia via views of the terraces and planter boxes.
Integrative Design	The development will integrate a celebration of local Collingwood culture and heritage and a celebration of place into the design through the incorporation of active laneways, street art, setback public interfaces and a warehouse mezzanine. This will include the integration of urban vegetation, indoor plants, climbers, and planter boxes on terraces.

4.9 Sustainable Building Materials

A significant amount of material is expected to be used within the development. Embodied energy is often a key consideration overlooked in material selection. The proposed development seeks to address and manage the selection and specification of sustainable building materials.

Sustainable Timber	Where timber is to be incorporated into the development, Forest Stewardship Council (FSC) Certified / Plantation Timbers are to be used. FSC Certification is an internationally recognised scheme ensuring that timber is sourced from sustainable sources.
Paints, Adhesives and Sealants	All interior paints, adhesives and sealant specifications will limit Volatile Organic Compounds (VOC's).
Carpets	All interior carpet specifications will limit VOC's
PVC	90% (by cost) of all formwork, pipes, flooring, blinds and cables to be either PVC free or meet best practice guidelinesGuidelines for PVC in the built environment.
Steel	All reinforcing steel shall be sourced from an environmentally responsible steel maker, exceed the 500MPa strength grade and be produced using energy reducing processes in manufacture.

Attachment 2 - Section 57(a) amendment request and associated documents in response to referrals.

4.10 Sustainability Innovation

These are strategies which encourage innovative technology, design and processes in all aspects of the development, which positively influence the sustainability of the building.

Improved Stormwater pollution reduction targets	Stormwater pollution reduction shall achieve the targets stated within Column B of the Greenstar v1.3 table 26.2 Pollution Reduction Targets as follows: • Total Suspended Solids – 80% reduction (achieved 93%) • Gross Pollutants – 90% reduction (achieved 100%) • Total Nitrogen – 45% reduction (achieved 81.8%) • Total Phosphorus – 60% reduction (achieved 80.1)
Enhanced Bicycle Amenity	A bicycle repair station as well as 6 eBike charging points shall be provided to further encourage uptake of sustainable transport.
Ultra-Low VOC Paints	At least 50% of all paints used (by volume) in the development shall have a maximum TVOC content of 5g/L
100% GreenPower	100% of the building's offsite electricity demand will be from certified GreenPower sources, reducing the building's operational GHG emissions and supporting the renewable energy sector.
Future-Proofed Asset	The building will integrate electrical infrastructure to allow for future uptake of EV charging points as well as integrating a high quality BMS system to allow for improved control over building systems to optimise operation and reduce energy/water consumption.

Attachment 2 - Section 57(a) amendment request and associated documents in response to referrals.

Appendix A: BESS Report

Attachment 2 - Section 57(a) amendment request and associated documents in response to referrals.

BESS Report

This BESS report outlines the sustainable design commitments of the proposed development at 40-50 Rokeby St Collingwood VIC 3066. The BESS report and accompanying documents and evidence are submitted in response to the requirement for a Sustainable Design Assessment or Sustainability Management Plan at Yarra City Council.

Note that where a Sustainability Management Plan is required, the BESS report must be accompanied by a report that further demonstrates the development's potential to achieve the relevant environmental performance outcomes and documents the means by which the performance outcomes can be achieved.

40-50 Rokeby St, Collingwood 3066 Collingwood

Site area: 2260 m^2 · Building Floor Area: 13395 m^2 ·
Date of Assessment: 19 Aug 2020 ·
Version: V5, 1.6.2-B.292 ·
Applicant: marelle.davey@wge.com.au

Project Identifier
53595ECE

Published
http://bess.net.au/projects/53595ECE-V1

Your BESS score is

+71%

0% 10% 20% 30% 40% 50% 60% 70% 80% 90% 100%

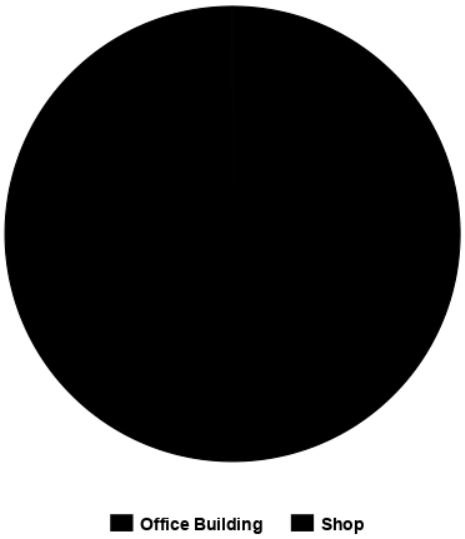
50% + Best Practice

70% + Excellence

% of Total	Category	Score	Pass
3 %	Management	67 %	
5 %	Water	57 %	✓
20 %	Energy	73 %	✓
14 %	Stormwater	100 %	✓
11 %	IEQ	67 %	✓
8 %	Transport	88 %	
4 %	Waste	67 %	
1 %	Urban Ecology	24 %	
6 %	Innovation	70 %	

Attachment 2 - Section 57(a) amendment request and associated documents in response to referrals.

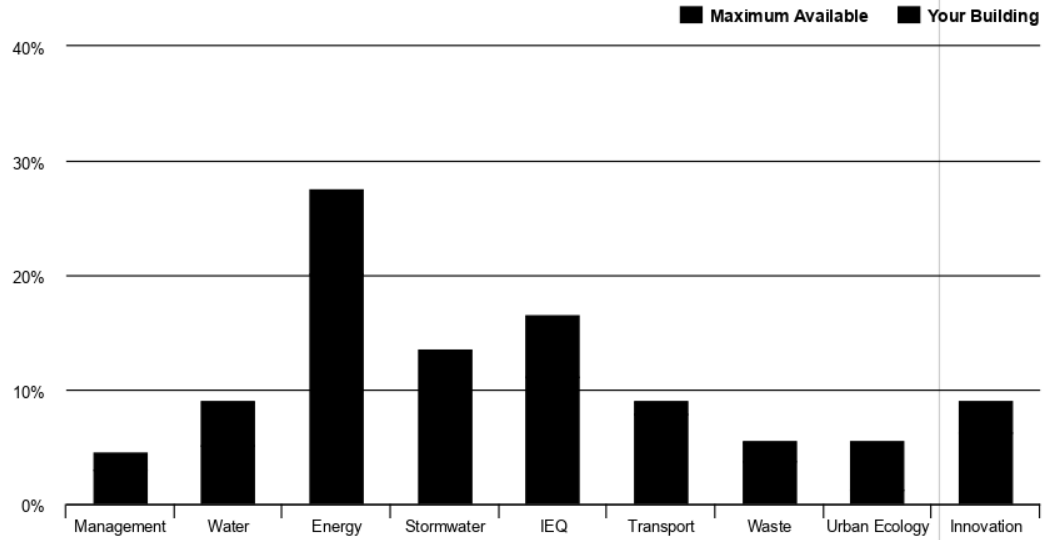
Building Composition



Non-Residential Spaces

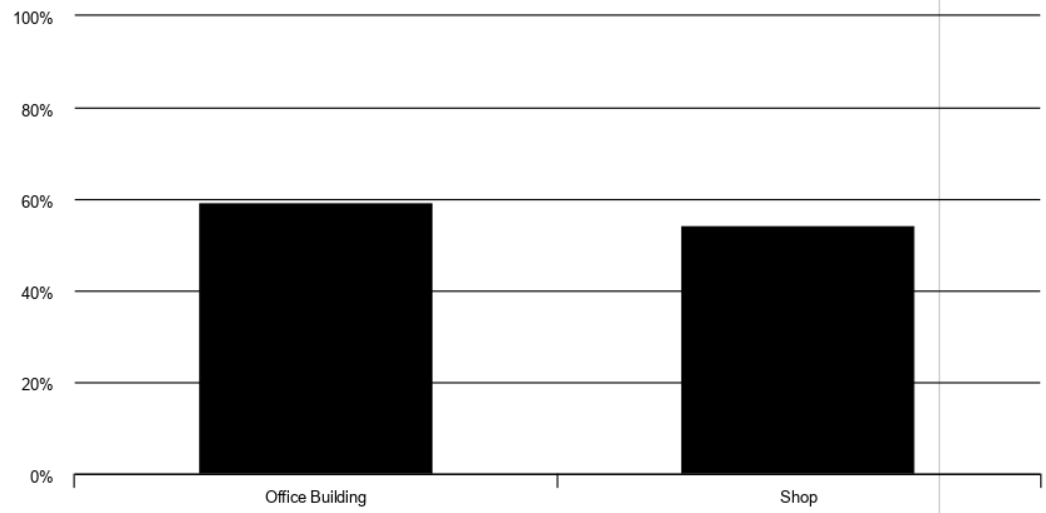
Office Building	12,847 m²
Shop	548 m²

How did this Development Perform in each Environmental Category?



Attachment 2 - Section 57(a) amendment request and associated documents in response to referrals.

How does each Dwelling or Non-Residential Space type perform?



Sustainable design commitments by category

The sustainable design commitments for this project are listed below. These are to be incorporated into the design documentation and subsequently implemented.

Management

67% - contributing 3% to overall score

Credit	Disabled	Scoped out	Score
Management 1.1 Pre-Application Meeting			100 %
Management 3.2 Metering			100 %
Management 3.3 Metering			100 %
Management 4.1 Building Users Guide			100 %

Management 1.1 Pre-Application Meeting

100%

Score Contribution	This credit contributes 33.3% towards this section's score.
Aim	To encourage the involvement of suitably qualified ESD professionals in the project team from the early design stage.

Attachment 2 - Section 57(a) amendment request and associated documents in response to referrals.

Notes	The credit has been claimed on the basis Stantec have engaged with COY throughout the application process. Due to COVID restriction, face-to-face meeting has not taken place, rather correspondence via phone & email. Records dated 15.07.20 indicate suitable correspondence with Council ESD department.

Questions

Has an ESD professional been engaged to provide sustainability advice from schematic design to construction? AND Has the ESD professional been involved in a pre-application meeting with Council? *

Project wide
Yes

Management 3.2 Metering 100%

Score Contribution	This credit contributes 11.1% towards this section's score.
Aim	To provide building users with information that allows monitoring of energy and water consumption

Questions

Have utility meters been provided for all individual commercial tenants? *

Office Building	Shop
Yes	Yes

Management 3.3 Metering 100%

Score Contribution	This credit contributes 11.1% towards this section's score.
Aim	To provide building users with information that allows monitoring of energy and water consumption

Questions

Have all major common area services been separately submetered? *

Office Building	Shop
Yes	Yes

Management 4.1 Building Users Guide 100%

Score Contribution	This credit contributes 11.1% towards this section's score.

Attachment 2 - Section 57(a) amendment request and associated documents in response to referrals.

Aim	To encourage and recognise initiatives that will help building users to use the building efficiently

Questions

Will a building users guide be produced and issued to occupants? *

Project wide

Yes

Water

57% - contributing 5% to overall score

Credit	Disabled	Scoped out	Score
Water 1.1 Potable water use reduction			40 %
Water 3.1 Water Efficient Landscaping			100 %
Water 4.1 Building Systems Water Use Reduction			100 %

Water Approachs

What approach do you want to use Water?	Use the built in calculation tools
Do you have a reticulated third pipe or an on-site water recycling system?	No
Are you installing a swimming pool?	No
Are you installing a rainwater tank?	Yes

Water fixtures, fittings and connections

	Office	Retail
Showerhead	4 Star WELS (>= 6.0 but <= 7.5)	Scope out
Bath	Scope out	Scope out
Kitchen Taps	>= 6 Star WELS rating	>= 6 Star WELS rating
Bathroom Taps	>= 6 Star WELS rating	>= 6 Star WELS rating
Dishwashers	Scope out	Scope out
WC	>= 4 Star WELS rating	>= 4 Star WELS rating
Urinals	>= 4 Star WELS rating	>= 4 Star WELS rating
Washing Machine Water Efficiency	Scope out	Scope out
Which non-potable water source is the dwelling/space connected to?	Tank 1	Tank 1
Non-potable water source connected to Toilets	Yes	Yes

Attachment 2 - Section 57(a) amendment request and associated documents in response to referrals.

	Office	Retail
Non-potable water source connected to Laundry (washing machine)	No	No
Non-potable water source connected to Hot Water System	No	No

Rainwater Tanks

	Tank 1
Name	Tank 1
What is the total roof area connected to the rainwater tank? Square Metres	1095.0
Tank Size Litres	30000.0
Irrigation area connected to tank Square Metres	300.0
Is connected irrigation area a water efficient garden?	Yes

Water 1.1 Potable water use reduction 40%

Score Contribution	This credit contributes 71.4% towards this section's score.
Aim	Water 1.1 Potable water use reduction (interior uses) What is the reduction in total water use due to efficient fixtures, appliances, and rainwater use? To achieve points in this credit there must be >25% potable water reduction. You are using the built in calculation tools. This credit is calculated from information you have entered above.
Criteria	What is the reduction in total potable water use due to efficient fixtures, appliances, rainwater use and recycled water use? To achieve points in this credit there must be >25% potable water reduction.

Calculations

Reference (kL) *

Project wide
21243

Proposed (excluding rainwater and recycled water use) (kL) *

Project wide
13875

Rainwater or recycled water supplied (Internal + External) (kL) *

Project wide
663

Proposed (including rainwater and recycled water use) (kL) *

Project wide
13212

Attachment 2 - Section 57(a) amendment request and associated documents in response to referrals.

% Reduction in Potable Water Consumption * Percentage %

Project wide

37 %

Water 3.1 Water Efficient Landscaping 100%

Score Contribution	This credit contributes 14.3% towards this section's score.
Aim	Are water efficiency principles used for landscaped areas? This includes low water use plant selection (e.g. xeriscaping). Note: food producing landscape areas and irrigation areas connected to rainwater or an alternative water source are excluded from this section.

Questions

Will water efficient landscaping be installed? *

Project wide

Yes

Water 4.1 Building Systems Water Use Reduction 100%

Score Contribution	This credit contributes 14.3% towards this section's score.
Aim	Will the project minimise water use for building systems such as evaporative cooling and fire testing systems?

Questions

Where applicable, have measures been taken to reduce potable water consumption by >80% in the buildings air-conditioning chillers and when testing fire safety systems? *

Project wide

Yes

Energy 73% - contributing 20% to overall score

Credit	Disabled	Scoped out Score
Energy 1.1 Thermal Performance Rating - Non-Residential		38 %
Energy 2.1 Greenhouse Gas Emissions		100 %
Energy 2.2 Peak Demand		100 %

Attachment 2 - Section 57(a) amendment request and associated documents in response to referrals.

Energy 2.3 Electricity Consumption	100 %
Energy 2.4 Gas Consumption	100 %
Energy 3.1 Carpark Ventilation	100 %
Energy 3.2 Hot Water	100 %
Energy 3.7 Internal Lighting - Non-Residential	100 %
Energy 4.1 Combined Heat and Power (cogeneration / trigeneration)	N/A
Energy 4.2 Renewable Energy Systems - Solar	96 %

Use the BESS Deem to Satisfy (DtS) method for Energy?	Yes
Do all exposed floors and ceilings (forming part of the envelope) demonstrate a minimum 10% improvement in required NCC2019 insulation levels (total R-value upwards and downwards)?	Yes
Does all wall and glazing demonstrate meeting the required NCC2019 facade calculator (or better than the total allowance)?	Yes
Are heating and cooling systems within one Star of the most efficient equivalent capacity unit available, or Coefficient of Performance (CoP) & Energy Efficiency Ratios (EER) not less than 85% of the CoP & EER of the most efficient equivalent capacity unit available?	Yes
Are water heating systems within one star of the best available, or 85% or better than the most efficient equivalent capacity unit?	Yes
Are you installing a cogeneration or trigeneration system?	No

Non-Residential Spaces Energy Profiles

		Office	Retail
Heating - Gas Reference fabric & services	MJ	0.0	0.0
Heating - Gas Proposed fabric & reference services	MJ	0.0	0.0
Heating - Gas Proposed fabric & services	MJ	0.0	0.0
Hot Water - Gas Reference	MJ	0.0	0.0
Hot Water - Gas Proposed	MJ	0.0	0.0

Solar Photovoltaic systems

		Solar PV
Name		Solar PV
System Size (lesser of inverter and panel capacity)	kW peak	20.0
Orientation (which way is the system facing)?		North
Inclination (angle from horizontal)	Angle (degrees)	5.0
Which Building Class does this apply to?		Office Building

Energy 1.1 Thermal Performance Rating - Non-Residential 38%

Attachment 2 - Section 57(a) amendment request and associated documents in response to referrals.

Score Contribution	This credit contributes 36.4% towards this section's score.
Aim	Reduce reliance on mechanical systems to achieve thermal comfort in summer and winter - improving comfort, reducing greenhouse gas emissions, energy consumption, and maintenance costs.
Criteria	What is the % reduction in heating and cooling energy consumption against the reference case (NCC 2019 Section J)?

Energy 2.1 Greenhouse Gas Emissions 100%

Score Contribution	This credit contributes 9.1% towards this section's score.
Aim	Reduce the building's greenhouse gas emissions
Criteria	What is the % reduction in annual greenhouse gas emissions against the benchmark?
Notes	TBC by energy modelling following town planning approval.

Energy 2.2 Peak Demand 100%

Score Contribution	This credit contributes 4.5% towards this section's score.
Aim	Reduce demand on electrical infrastructure during peak cooling periods
Criteria	What is the % reduction in the instantaneous (peak-hour) demand against the benchmark?

Energy 2.3 Electricity Consumption 100%

Score Contribution	This credit contributes 9.1% towards this section's score.
Aim	Reduce consumption of electricity
Criteria	What is the % reduction in annual electricity consumption against the benchmark?
Notes	TBC by energy modelling following town planning approval.

Energy 2.4 Gas Consumption 100%

Score Contribution	This credit contributes 9.1% towards this section's score.
Aim	Reduce consumption of gas

Attachment 2 - Section 57(a) amendment request and associated documents in response to referrals.

Criteria	What is the % reduction in annual gas consumption against the benchmark?

Energy 3.1 Carpark Ventilation 100%

Score Contribution	This credit contributes 9.1% towards this section's score.

Questions

If you have an enclosed carpark, is it: (a) fully naturally ventilated (no mechanical ventilation system) or (b) 40 car spaces or less with Carbon Monoxide monitoring to control the operation and speed of the ventilation fans? *

Project wide
Yes

Energy 3.2 Hot Water 100%

Score Contribution	This credit contributes 4.5% towards this section's score.
Criteria	What is the % reduction in annual hot water system energy use (gas and electricity) against the benchmark?

Energy 3.7 Internal Lighting - Non-Residential 100%

Score Contribution	This credit contributes 9.1% towards this section's score.
Aim	Reduce energy consumption associated with internal lighting

Questions

Does the maximum illumination power density (W/m2) in at least 90% of the area of the relevant building class meet the requirements in Table J6.2a of the NCC 2019 Vol 1? *

Office Building	**Shop**
Yes	Yes

Energy 4.1 Combined Heat and Power (cogeneration / trigeneration) N/A

This credit was scoped out: No reason provided

This credit was disabled: No cogeneration or trigeneration system in use.

Aim	Reduce energy consumption

Attachment 2 - Section 57(a) amendment request and associated documents in response to referrals.

Criteria	Does the CHP system reduce the class of buildings GHG emissions by more than 25%?

Energy 4.2 Renewable Energy Systems - Solar 96%

Score Contribution	This credit contributes 4.5% towards this section's score.
Aim	To encourage the installation of on-site renewable energy generation
Criteria	Does the solar power system provide 5% of the estimated energy consumption of the building class it supplies?

Calculations

Solar Power - Energy Generation per year * kWh

Office Building
23324.6

% of Building's Energy * Percentage %

Office Building
5 %

Stormwater 100% - contributing 14% to overall score

Credit	Disabled	Scoped out	Score
Stormwater 1.1 Stormwater Treatment			100 %

Which stormwater modelling are you using?	MUSIC or other modelling software

Stormwater 1.1 Stormwater Treatment 100%

Score Contribution	This credit contributes 100.0% towards this section's score.
Aim	To achieve best practice stormwater quality objectives through reduction of pollutant load (suspended solids, nitrogen and phosphorus)
Criteria	Has best practice stormwater management been demonstrated?
Notes	MUSIC modelling and WSUD strategy included in Stormwater Management Plan

Questions

Attachment 2 - Section 57(a) amendment request and associated documents in response to referrals.

STORM score achieved *

Project wide

101

Flow (ML/year) * % Reduction

Project wide

57.8

Total Suspended Solids (kg/year) * % Reduction

Project wide

93.0

Total Phosphorus (kg/year) * % Reduction

Project wide

81.8

Total Nitrogen (kg/year) * % Reduction

Project wide

80.1

IEQ

67% - contributing 11% to overall score

Credit	Disabled	Scoped out	Score
IEQ 1.4 Daylight Access - Non-Residential			67 %

IEQ 1.4 Daylight Access - Non-Residential 67%

Score Contribution	This credit contributes 100.0% towards this section's score.
Aim	To provide a high level of amenity and energy efficiency through design for natural light.
Criteria	What % of the nominated floor area has at least 2% daylight factor?
Notes	As the ground retail accounts for only 3% of NLA. The figures below are reflective of the percentage achieved across the whole development & representative of the typical floor profile of the building. As the hand calculation method has been used, this is considered to be a conservative figure.

Questions

% Achieved ? *

Attachment 2 - Section 57(a) amendment request and associated documents in response to referrals.

Office Building	Shop
63 %	63 %

Transport

88% - contributing 8% to overall score

Credit	Disabled	Scoped out	Score
Transport 1.4 Bicycle Parking - Non-Residential			100 %
Transport 1.5 Bicycle Parking - Non-Residential Visitor			100 %
Transport 2.1 Electric Vehicle Infrastructure			100 %
Transport 2.2 Car Share Scheme			100 %
Transport 2.3 Motorbikes / Mopeds			100 %

Transport 1.4 Bicycle Parking - Non-Residential

100%

Score Contribution	This credit contributes 25.0% towards this section's score.
Aim	To encourage and recognise initiatives that facilitate cycling
Criteria	Have the planning scheme requirements for employee bicycle parking been exceeded by at least 50% (or a minimum of 2 where there is no planning scheme requirement)?

Questions

Have the planning scheme requirements for employee bicycle parking been exceeded by at least 50% (or a minimum of 2 where there is no planning scheme requirement)? *

Office Building	Shop
Yes	Yes

Transport 1.5 Bicycle Parking - Non-Residential Visitor

100%

Score Contribution	This credit contributes 12.5% towards this section's score.
Aim	To encourage and recognise initiatives that facilitate cycling
Criteria	Have the planning scheme requirements for visitor bicycle parking been exceeded by at least 50% (or a minimum of 1 where there is no planning scheme requirement)?

Questions

Have the planning scheme requirements for visitor bicycle parking been exceeded by at least 50% (or a minimum of 1 where there is no planning scheme requirement)? *

Attachment 2 - Section 57(a) amendment request and associated documents in response to referrals.

Office Building	Shop
Yes	Yes

Transport 2.1 Electric Vehicle Infrastructure 100%

Score Contribution	This credit contributes 25.0% towards this section's score.
Aim	To facilitate the expansion of infrastructure to support electric vehicle charging

Questions

Are facilities are provided for the charging of electric vehicles? *

Project wide
Yes

Transport 2.2 Car Share Scheme 100%

Score Contribution	This credit contributes 12.5% towards this section's score.
Aim	To encourage and recognise initiatives that help to minimise the use of private passenger vehicles

Questions

Has a formal car sharing scheme been integrated into the development? *

Project wide
Yes

Transport 2.3 Motorbikes / Mopeds 100%

Score Contribution	This credit contributes 12.5% towards this section's score.
Aim	To encourage and recognise initiatives that help to minimise the use of private passenger cars

Questions

Are a minimum of 5% of vehicle parking spaces designed and labelled for motorbikes (must be at least 5 motorbike spaces)? *

Project wide
Yes

Attachment 2 - Section 57(a) amendment request and associated documents in response to referrals.

Waste

67% - contributing 4% to overall score

Credit	Disabled	Scoped out	Score
Waste 2.1 - Operational Waste - Food & Garden Waste			100 %
Waste 2.2 - Operational Waste - Convenience of Recycling			100 %

Waste 2.1 - Operational Waste - Food & Garden Waste

100%

Score Contribution	This credit contributes 33.3% towards this section's score.
Aim	To minimise organic waste going to landfill

Questions

Are facilities provided for on-site management of food and garden waste? *

Project wide

Yes

Waste 2.2 - Operational Waste - Convenience of Recycling

100%

Score Contribution	This credit contributes 33.3% towards this section's score.
Aim	To minimise recyclable material going to landfill

Questions

Are the recycling facilities at least as convenient for occupants as facilities for general waste? *

Project wide

Yes

Urban Ecology

24% - contributing 1% to overall score

Credit	Disabled	Scoped out	Score
Urban Ecology 1.1 Communal Spaces			96 %
Urban Ecology 2.1 Vegetation			25 %

Urban Ecology 1.1 Communal Spaces

96%

Attachment 2 - Section 57(a) amendment request and associated documents in response to referrals.

Score Contribution	This credit contributes 12.5% towards this section's score.
Aim	To encourage and recognise initiatives that facilitate interaction between building occupants
Criteria	Is there at least the following amount of common space measured in square meters : * 1m² for each of the first 50 occupants * Additional 0.5m² for each occupant between 51 and 250 * Additional 0.25m² for each occupant above 251?

Questions

Common space provided * Square Metres

Office Building	Shop
806.0	50.0

Calculations

Minimum Common Space Required * Square Metres

Office Building	Shop
394	52

Urban Ecology 2.1 Vegetation 25%

Score Contribution	This credit contributes 50.0% towards this section's score.
Aim	To encourage and recognise the use of vegetation and landscaping within and around developments
Criteria	How much of the site is covered with vegetation, expressed as a percentage of the total site area?

Questions

Percentage Achieved ? * Percentage %

Project wide
5 %

Innovation 70% - contributing 6% to overall score

Credit	Disabled	Scoped out	Score
Innovation 1.1 Innovation			70 %

Attachment 2 - Section 57(a) amendment request and associated documents in response to referrals.

Innovations

	100% GreenPower	Future-Proofed Asset	Enhanced Bicycle Amenity
Name	100% GreenPower	Future-Proofed Asset	Enhanced Bicycle Amenity
Description	100% of the building's offiste electricity demand will be from certified GreenPower sources, reducing the building's operational GHG emissions and supporting the renewable energy sector.	The building will integrate electrical infrastructure to allow for future uptake of EV charging points as well as integrating a high quality BMS system to allow for improved control over building systems to optimise operation and reduce energy/water consumption.	Bicycle repair stations as well as eBike charging points will be provided.
Points Targeted	2	2	1

	Stormwater Pollution Targets	Ultra Low VOC Paints
Name	Stormwater Pollution Targets	Ultra Low VOC Paints
Description	Achieve Stormwater pollution reduction targets from Column B of the Greenstar v1.3 table 26.2 Pollution Reduction Targets	50% of paints (by volume) specified in the building have a maximum TVOC content of 5g/L
Points Targeted	1	1

Innovation 1.1 Innovation 70%

Score Contribution	This credit contributes 100.0% towards this section's score.
Criteria	What percentage of the Innovation points have been claimed (10 points maximum)?

Items to be marked on floorplans

0 / 15 floorplans & elevation notes complete.

Management 3.2: Individual utility meters annotated	Incomplete
Management 3.3: Common area submeters annotated	Incomplete
Water 3.1: Water efficient garden annotated	Incomplete
Energy 3.1: Carpark with natural ventilation or CO monitoring system	Incomplete
Energy 4.2: Floor plans showing location of photovoltaic panels as described.	Incomplete

Attachment 2 - Section 57(a) amendment request and associated documents in response to referrals.

Stormwater 1.1: Location of any stormwater management systems used in STORM or MUSIC modelling (e.g. Rainwater tanks, raingarden, buffer strips)	Incomplete
Transport 1.4: All nominated non-residential bicycle parking spaces	Incomplete
Transport 1.5: All nominated non-residential visitor bicycle parking spaces	Incomplete
Transport 2.1: Location of electric vehicle charging infrastructure	Incomplete
Transport 2.2: Location of car share parking space	Incomplete
Transport 2.3: All nominated motorbicycle parking spaces	Incomplete
Waste 2.1: Location of food and garden waste facilities	Incomplete
Waste 2.2: Location of recycling facilities	Incomplete
Urban Ecology 1.1: Size and location of communal spaces	Incomplete
Urban Ecology 2.1: Vegetated areas	Incomplete

Documents and evidence

0 / 6 supporting evidence documentation complete.

Energy 1.1: Energy Report showing calculations of reference case and proposed buildings	Incomplete
Energy 3.1: Provide a written explanation of either the fully natural carpark ventilation or carbon monxide monitoring, describing how these systems will work, what systems are required for them to be fully integrated and who will be responsible for their implementation throughout the design, procurement and operational phases of the building life.	Incomplete
Energy 3.7: Provide a written description of the average lighting power density to be installed in the development and specify the lighting type(s) to be used.	Incomplete
Energy 4.2: Specifications of the solar photovoltaic system(s).	Incomplete
Stormwater 1.1: STORM report or MUSIC model	Incomplete
IEQ 1.4: A short report detailing assumptions used and results achieved.	Incomplete

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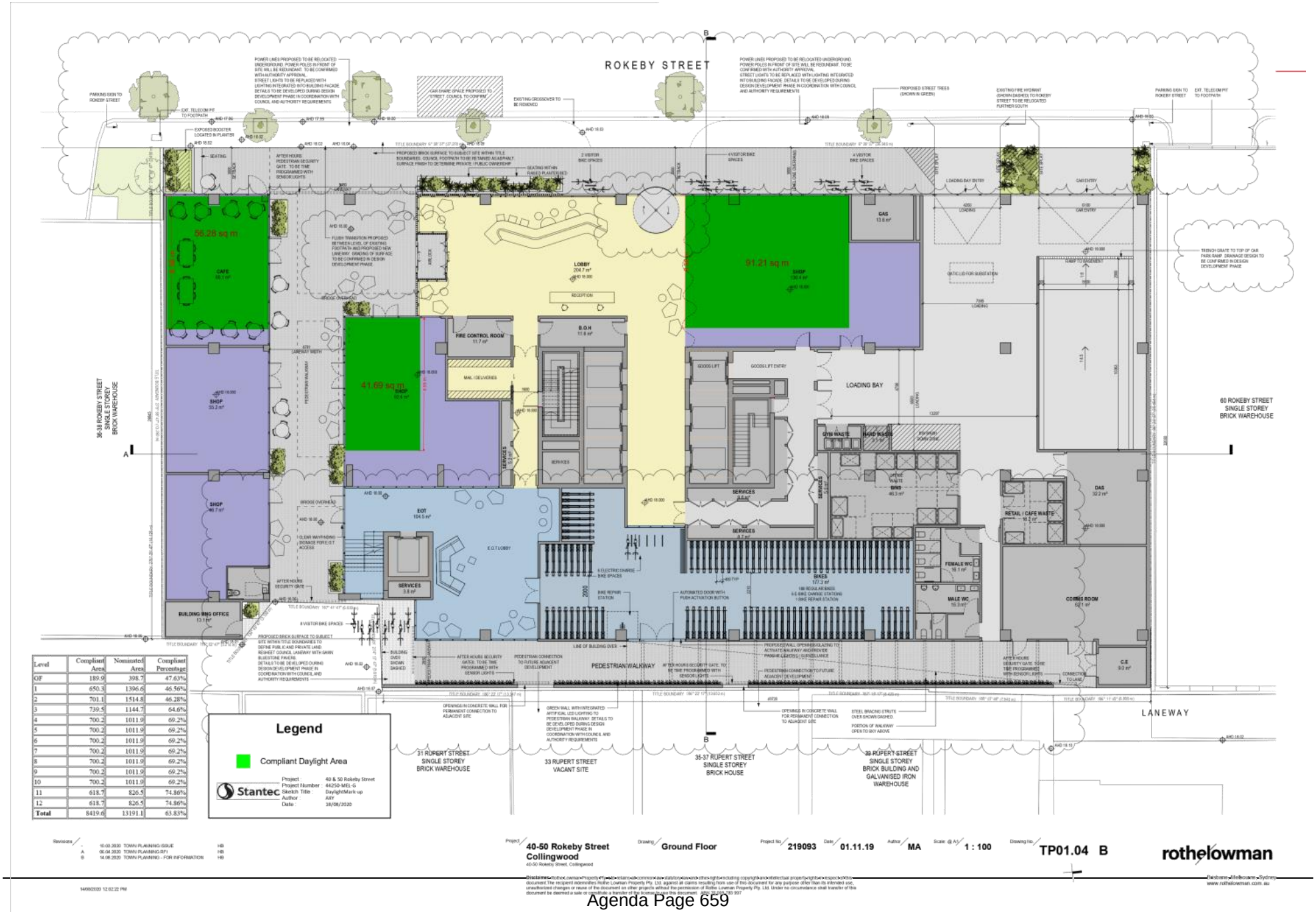
Attachment 2 - Section 57(a) amendment request and associated documents in response to referrals.

Appendix B: Daylight Mark up

Attachment 2 - Section 57(a) amendment request and associated documents in response to referrals.



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3	739.5	1144.7	64.6%
4	700.2	1011.9	69.2%
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6	700.2	1011.9	69.2%
7	700.2	1011.9	69.2%
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9	700.2	1011.9	69.2%
10	700.2	1011.9	69.2%
11	618.7	826.5	74.86%
12	618.7	826.5	74.86%
Total	8419.6	13191.1	63.83%

Revisions
- 10.03.2020 TOWN PLANNING ISSUE HB
A 06.04.2020 TOWN PLANNING RFI HB
B 14.06.2020 TOWN PLANNING - FOR INFORMATION HB

Project: 40-50 Rokeby Street Collingwood
40-50 Rokeby Street, Collingwood

Drawing: Ground Floor

Project No: 219093 Date: 01.11.19 Author: MA Scale: @ A1 1 : 100 Drawing No: TP01.04 B

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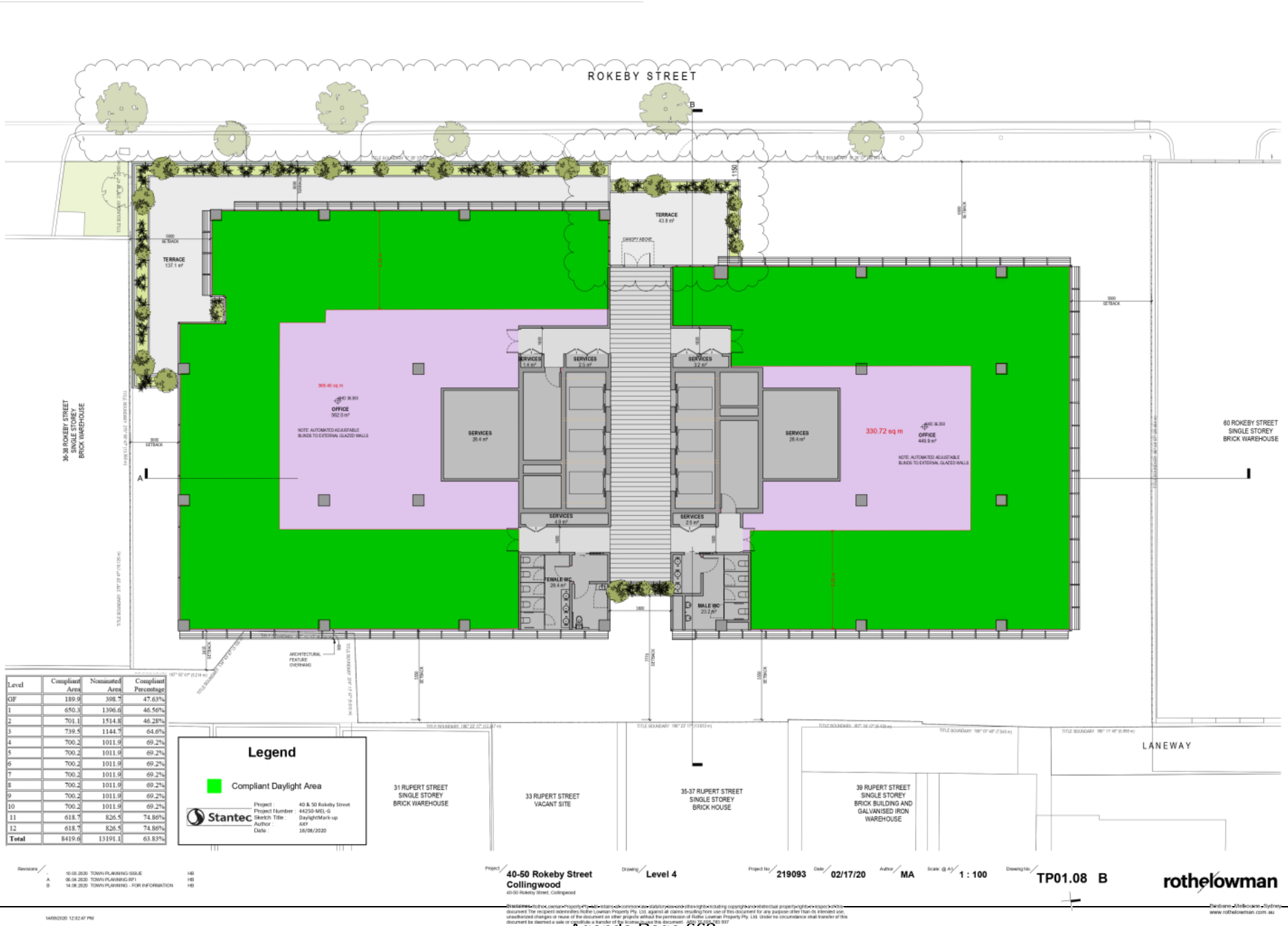

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Revisions			
-	10.03.2020	TOWN PLANNING ISSUE	HB
A	06.04.2020	TOWN PLANNING RFI	HB
B	14.08.2020	TOWN PLANNING - FOR INFORMATION	HB

14/08/2020 12:02:47 PM

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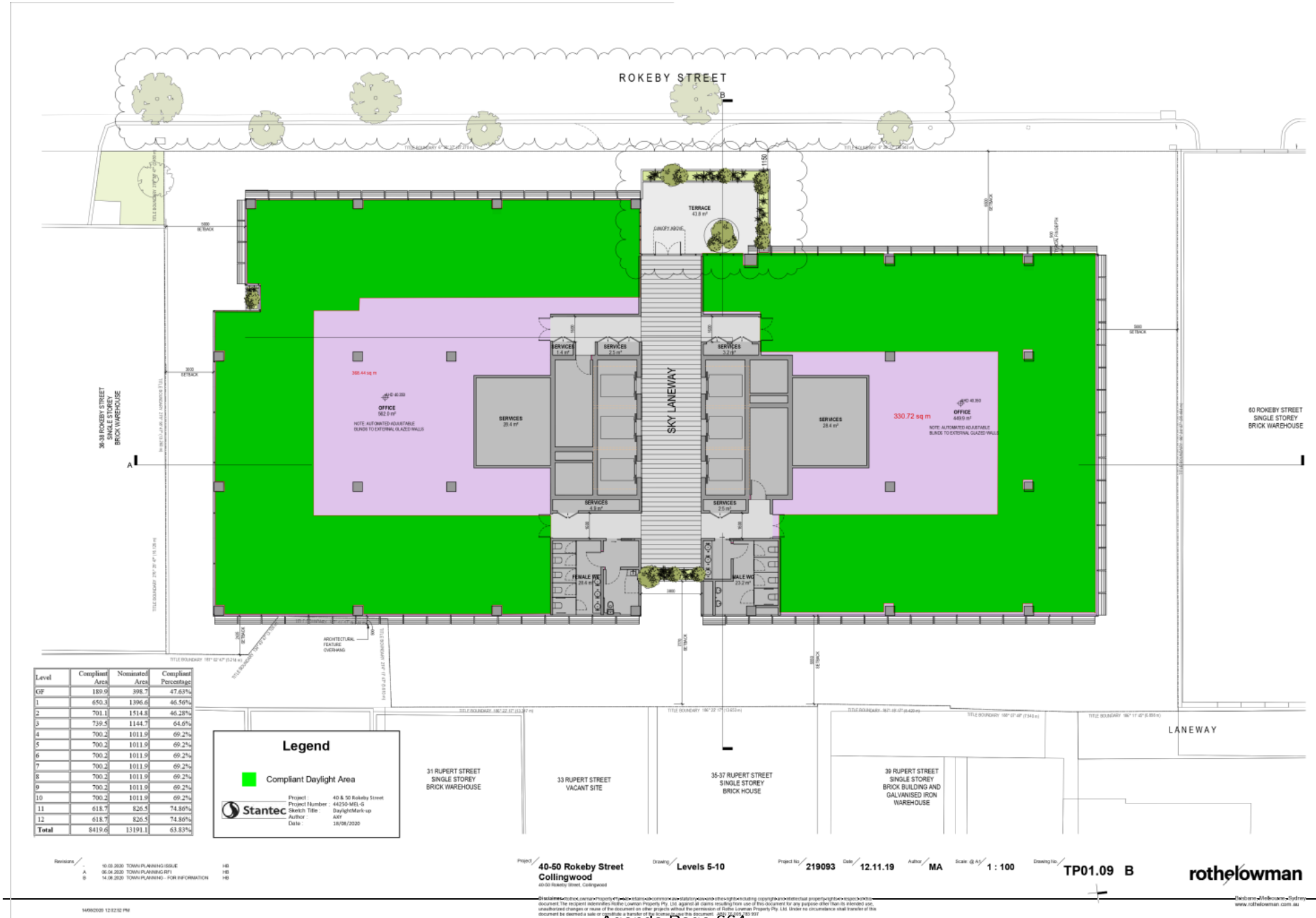

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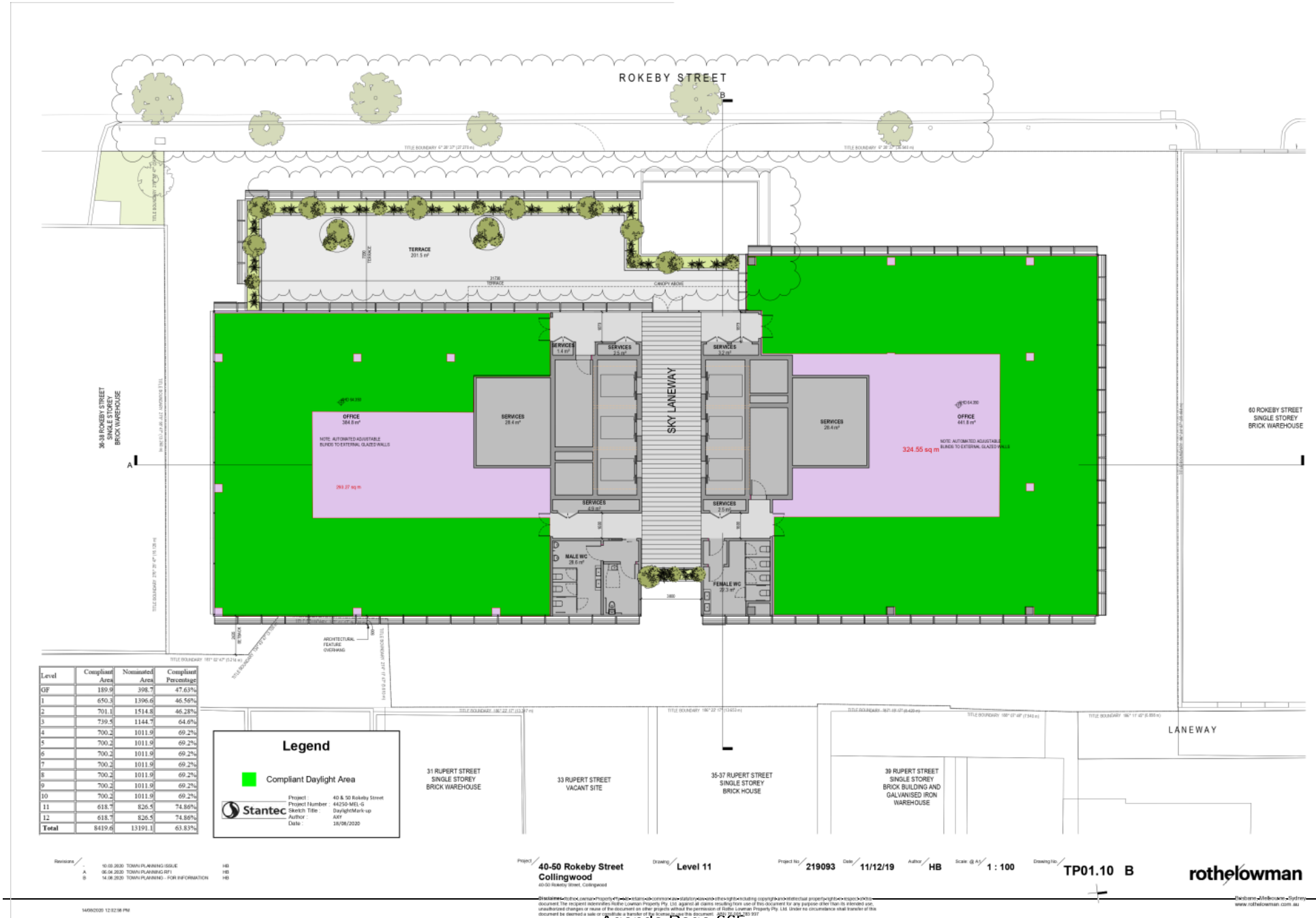

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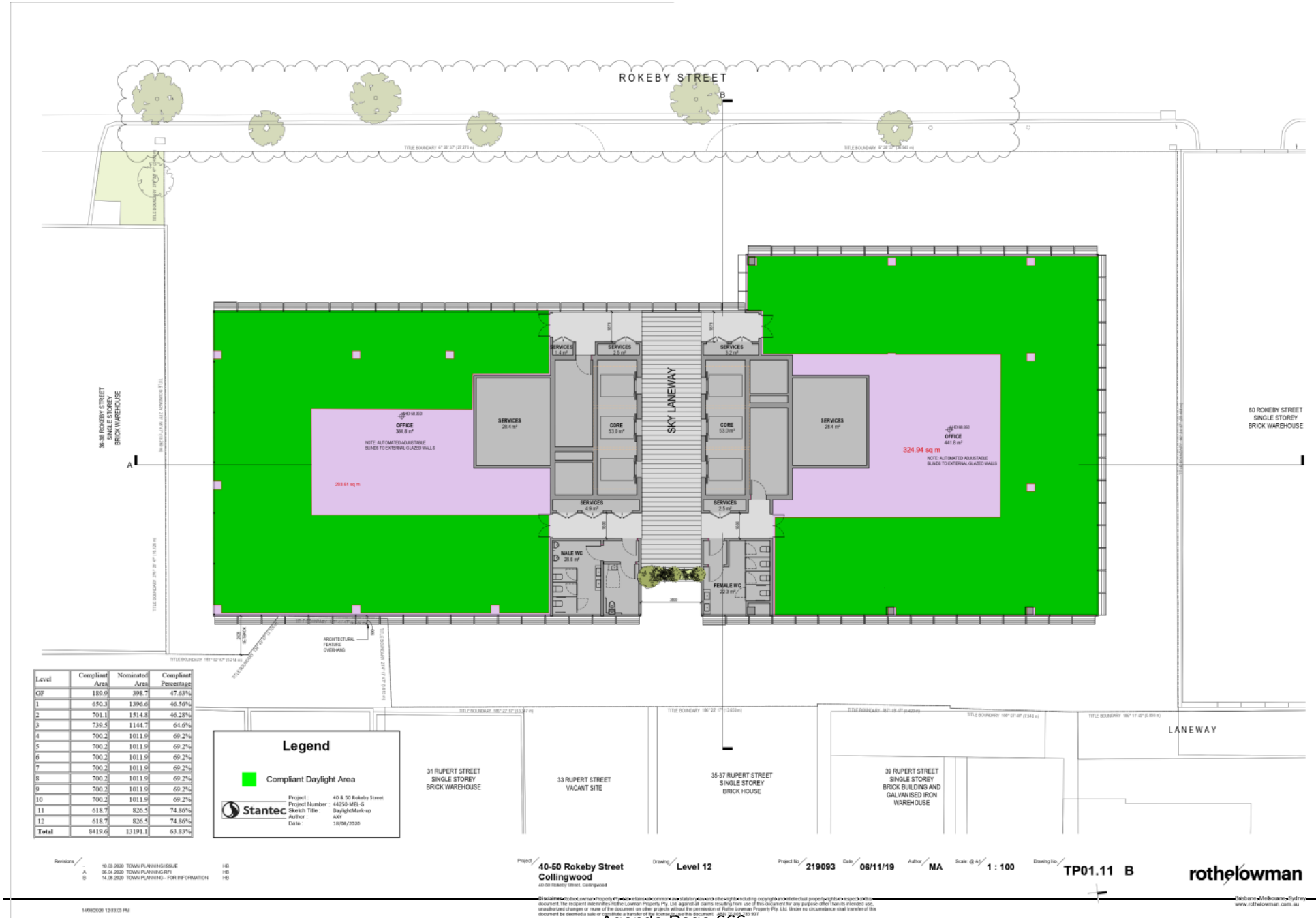

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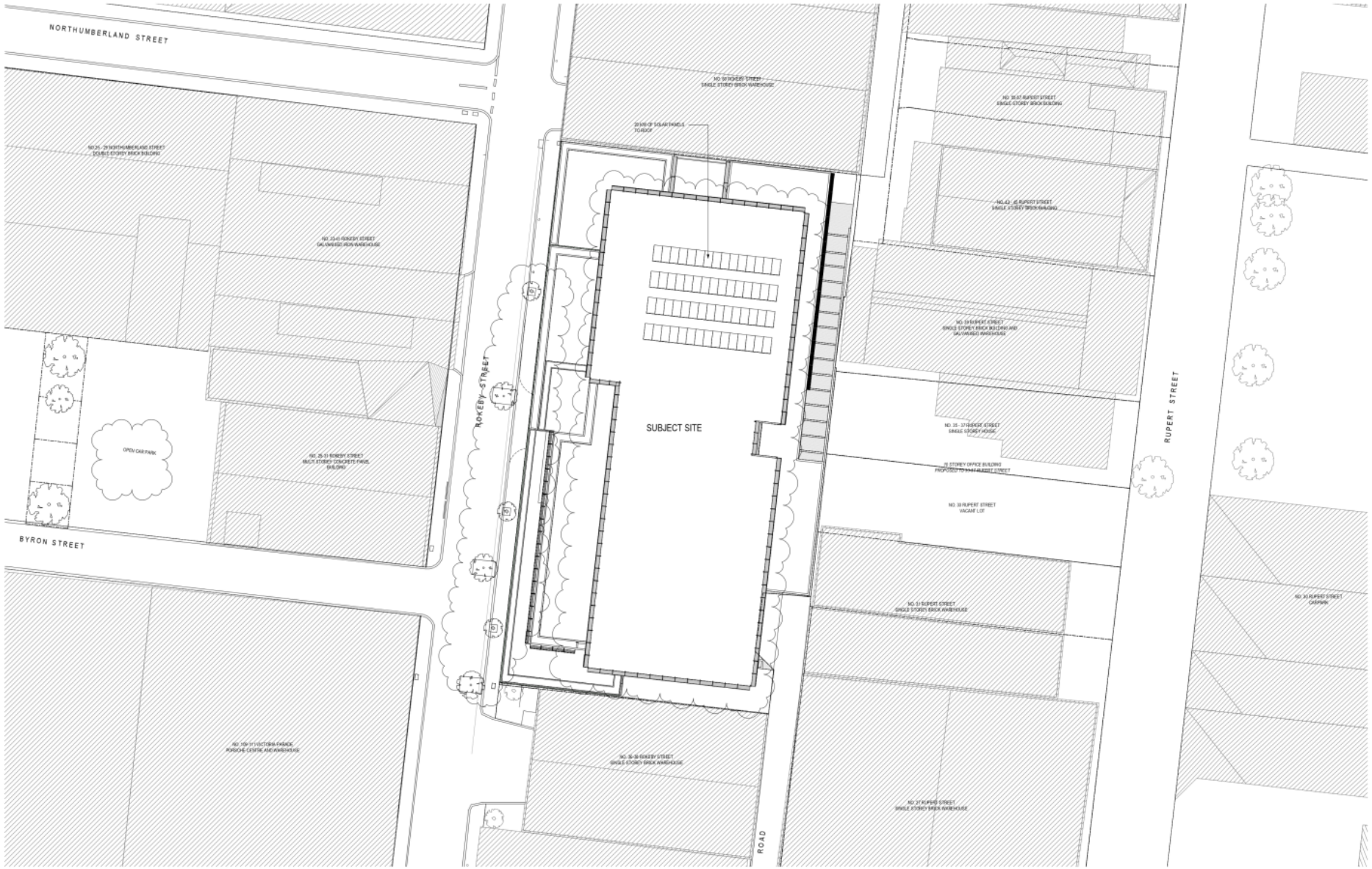
Attachment 2 - Section 57(a) amendment request and associated documents in response to referrals.

Attachment 3 - S57(a) amended plans.



Attachment 3 - S57(a) amended plans.

TOWN PLANNING

Revisions			
-	10.03.2020	TOWN PLANNING ISSUE	HB
A	06.04.2020	TOWN PLANNING RFI	HB
B	14.08.2020	TOWN PLANNING - FOR INFORMATION	HB

Project: 40-50 Rokeby Street Collingwood
40-50 Rokeby Street, Collingwood

Drawing: Demolition Plan

Project No: 219093 | Date: 04.11.19 | Author: KV | Scale: @ A1 1 : 200 | Drawing No: TP00.02 B

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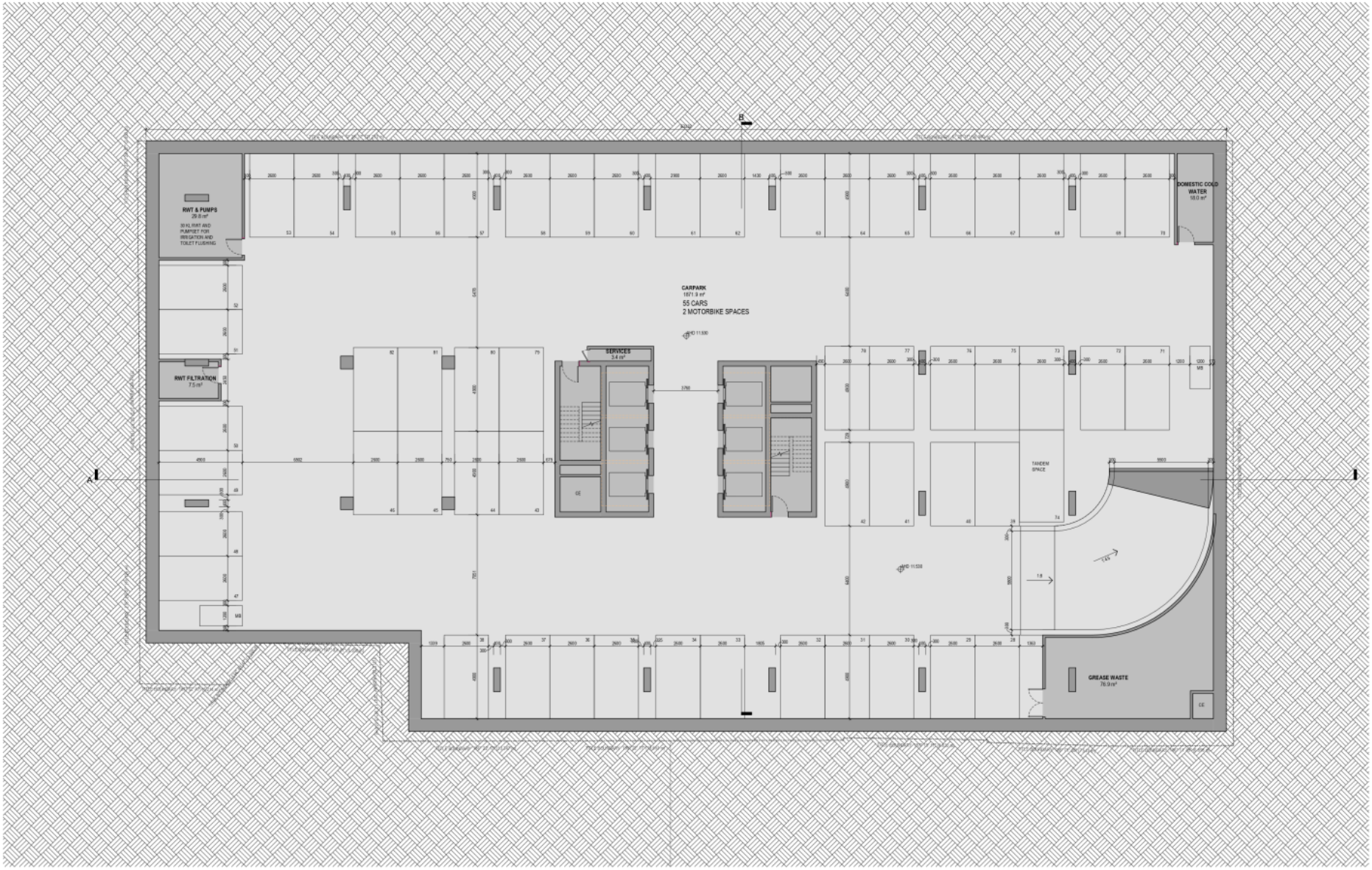
Attachment 3 - S57(a) amended plans.



Revisions
- 10.03.2020 TOWN PLANNING ISSUE HB
A 06.04.2020 TOWN PLANNING RFI HB
B 14.08.2020 TOWN PLANNING - FOR INFORMATION HB

Project 40-50 Rokeby Street Collingwood
40-50 Rokeby Street, Collingwood

Drawing Basement 2

Project No. 219093 Date 01/11/19 Author MA Scale @ A1 1 : 100 Drawing No. TP01.02 B

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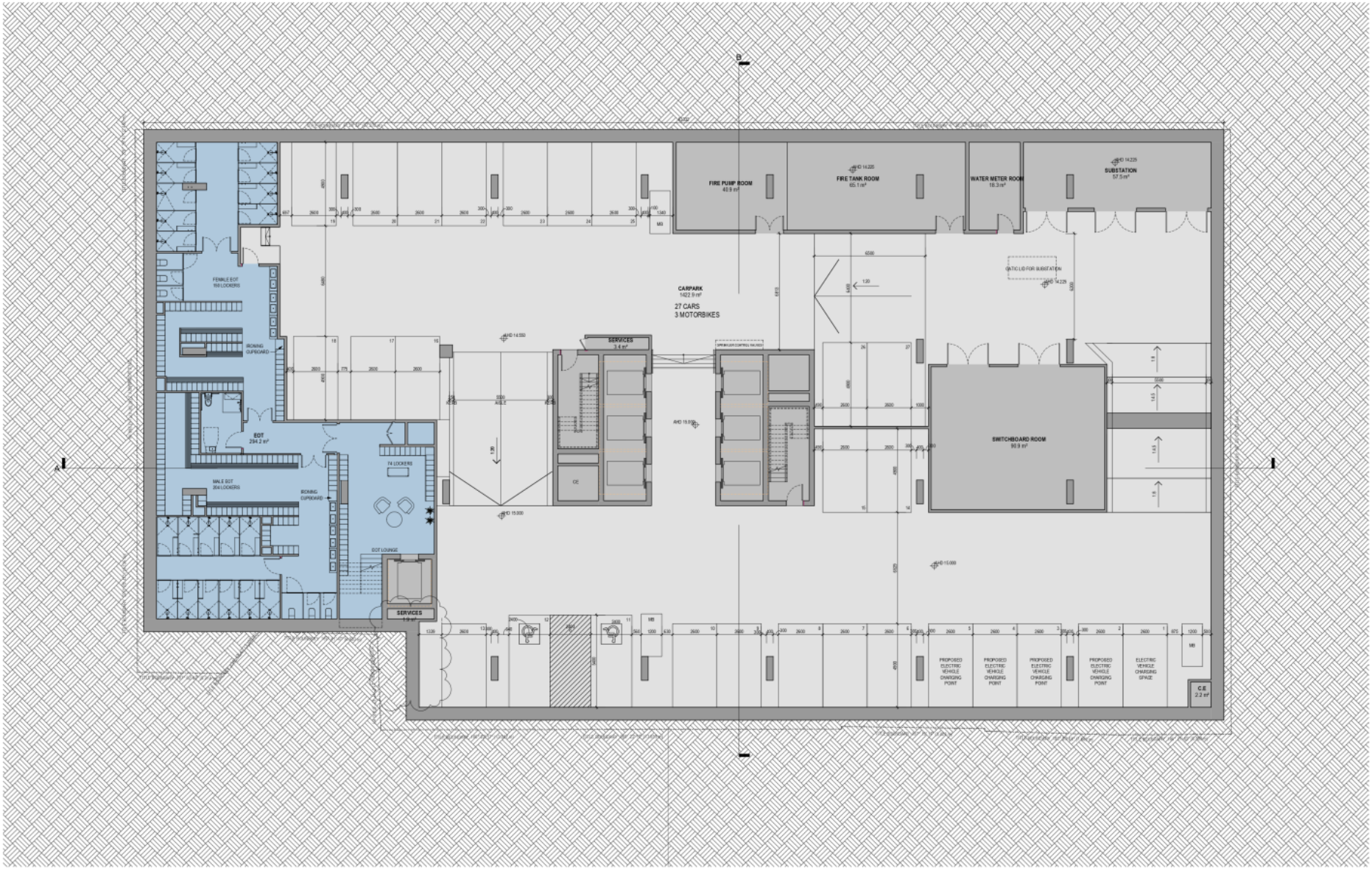
Attachment 3 - S57(a) amended plans.



Revisions
- 10.03.2020 TOWN PLANNING ISSUE HB
A 06.04.2020 TOWN PLANNING RFI HB
B 14.08.2020 TOWN PLANNING - FOR INFORMATION HB

Project 40-50 Rokeby Street Collingwood
40-50 Rokeby Street, Collingwood

Drawing Basement 1

Project No 219093 Date 01.11.19 Author MA Scale @ A1 1 : 100 Drawing No TP01.03 B

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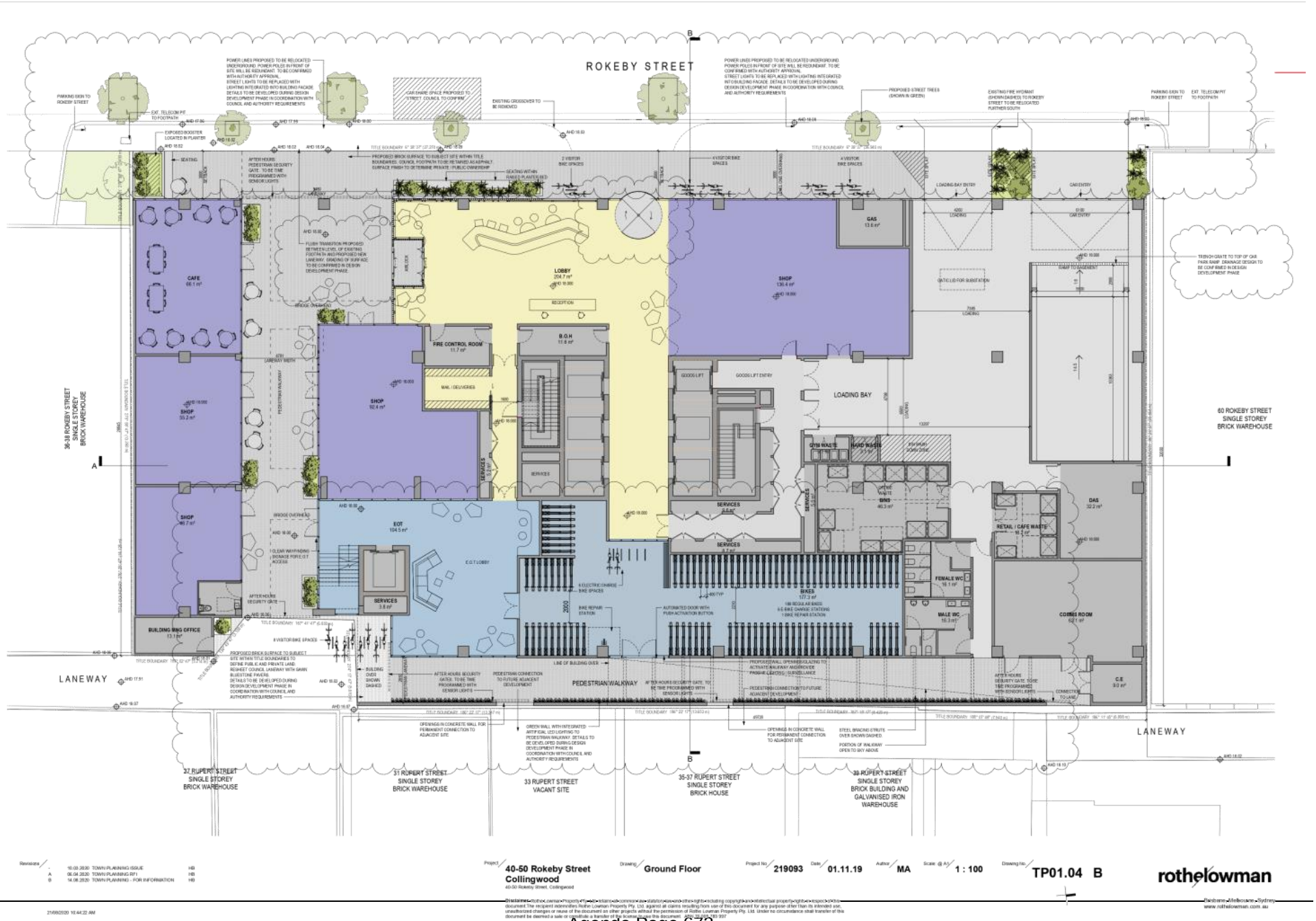

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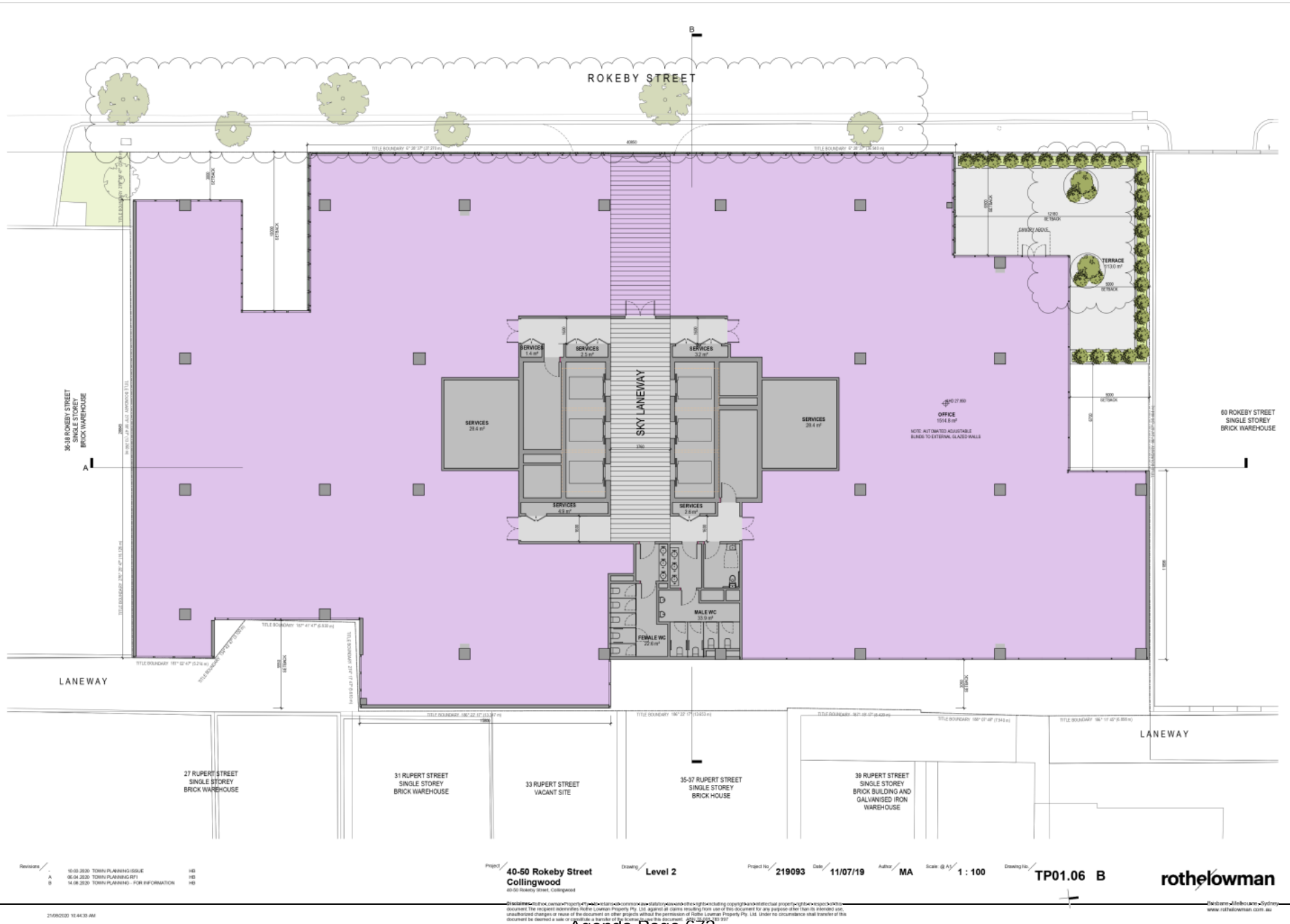

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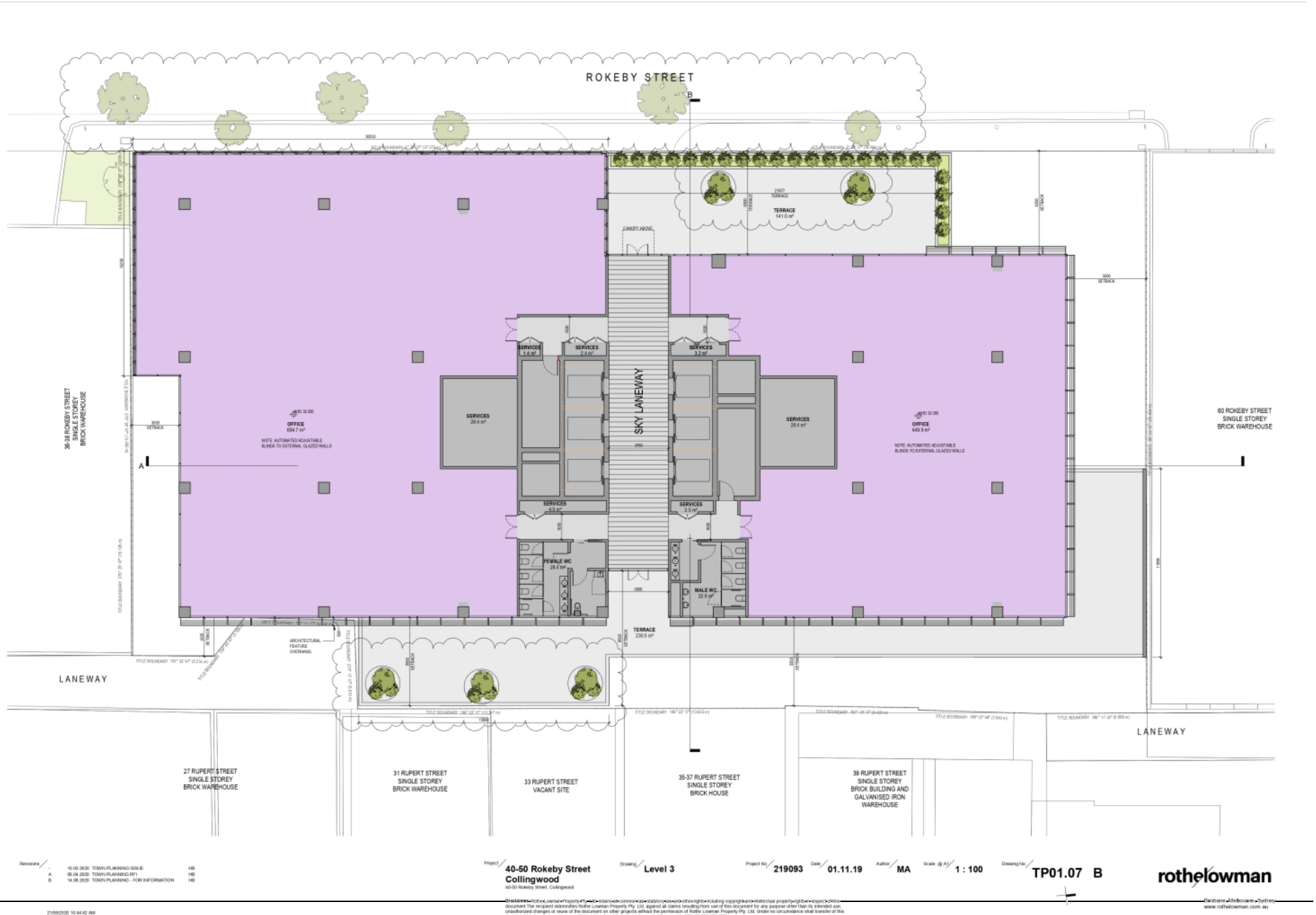

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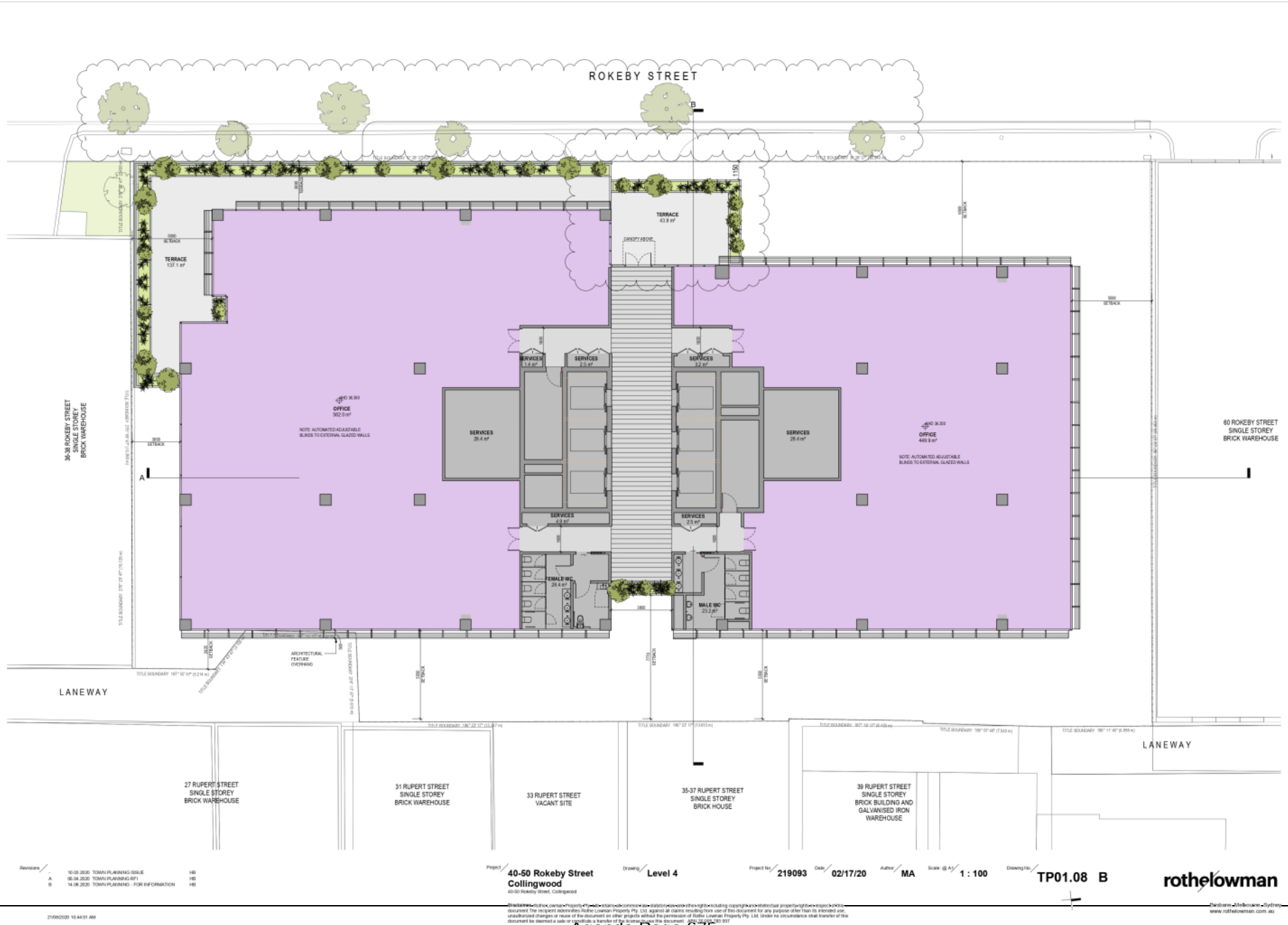
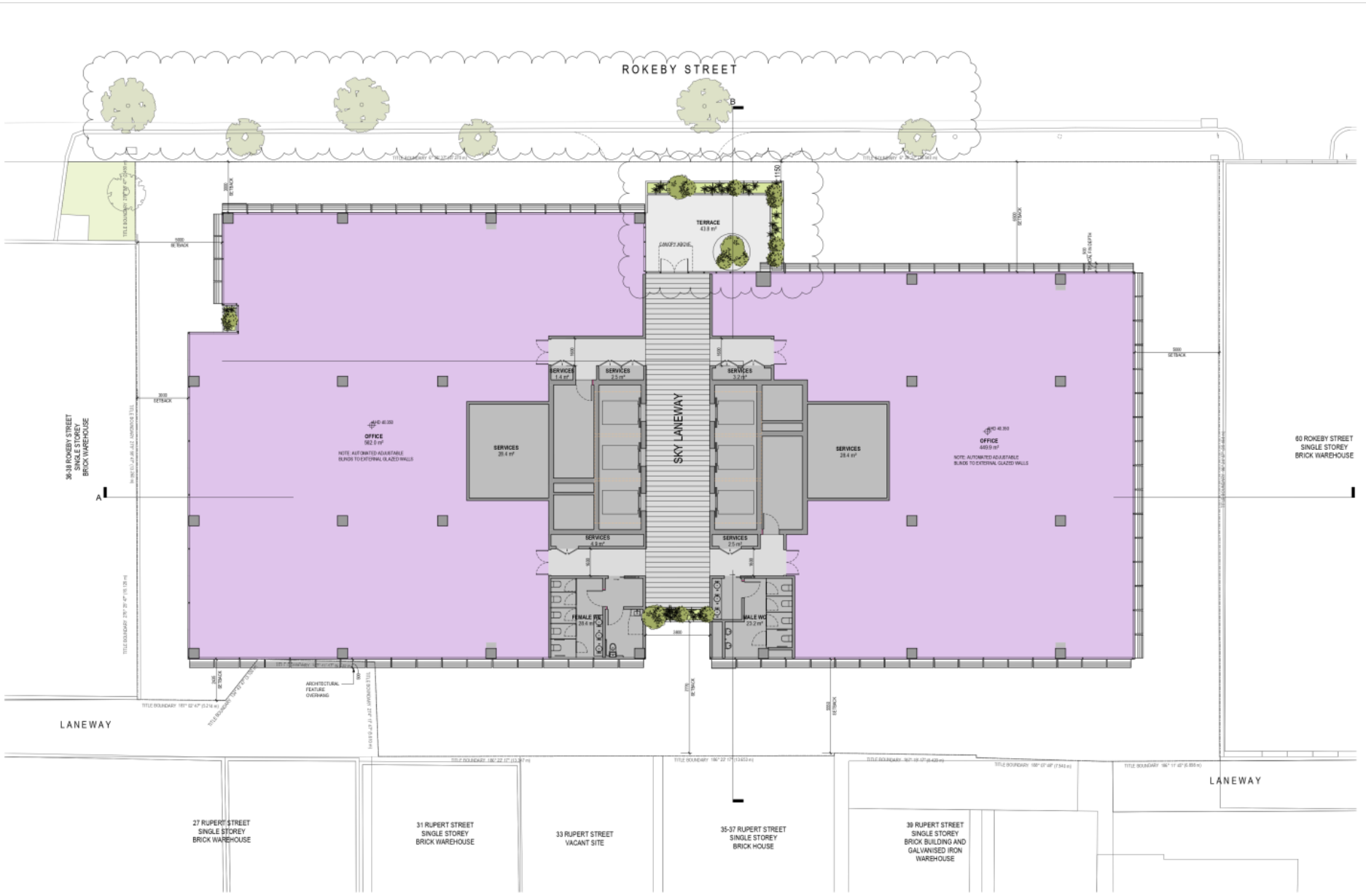
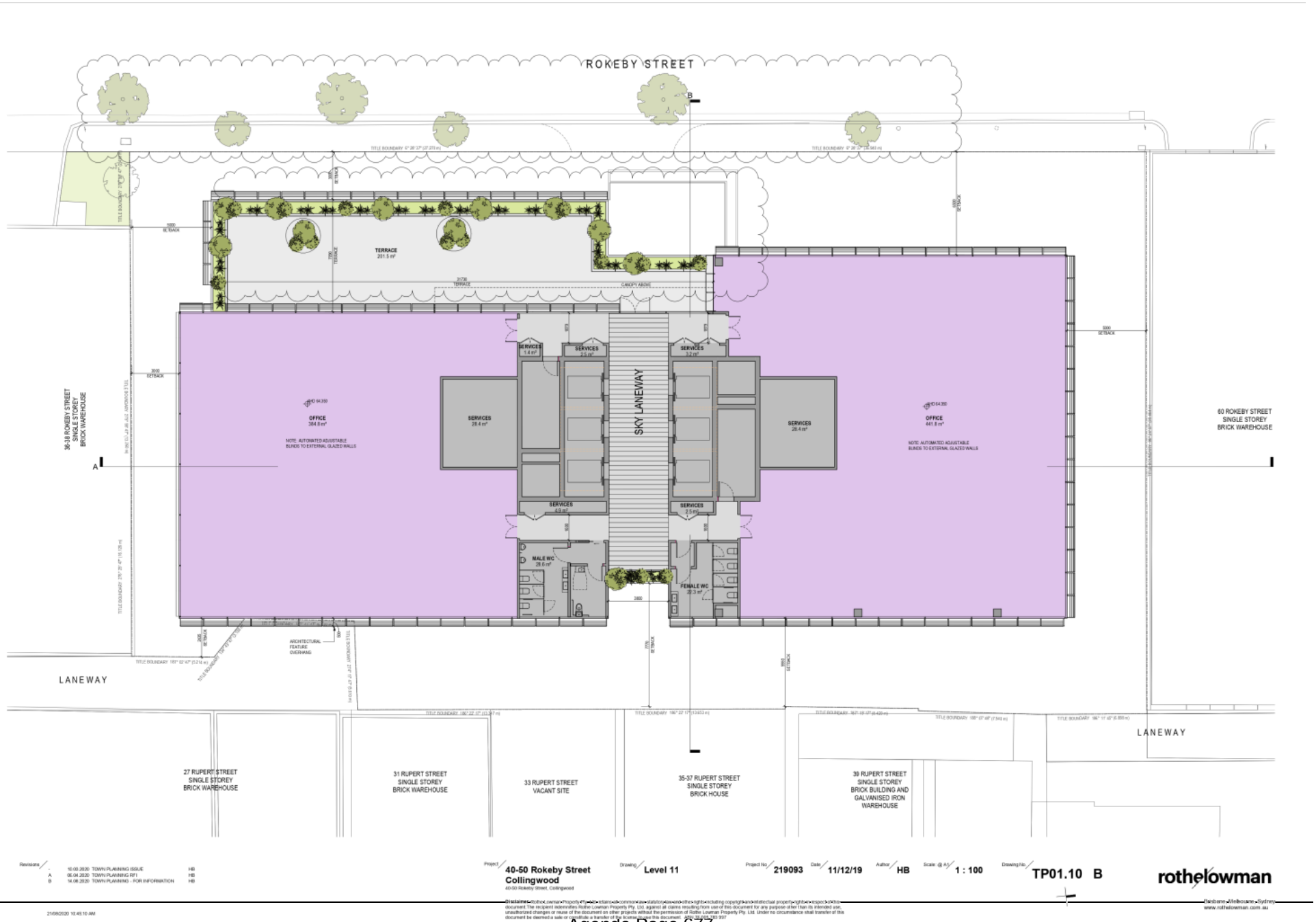


Attachment 3 - S57(a) amended plans.



Attachment 3 - S57(a) amended plans.



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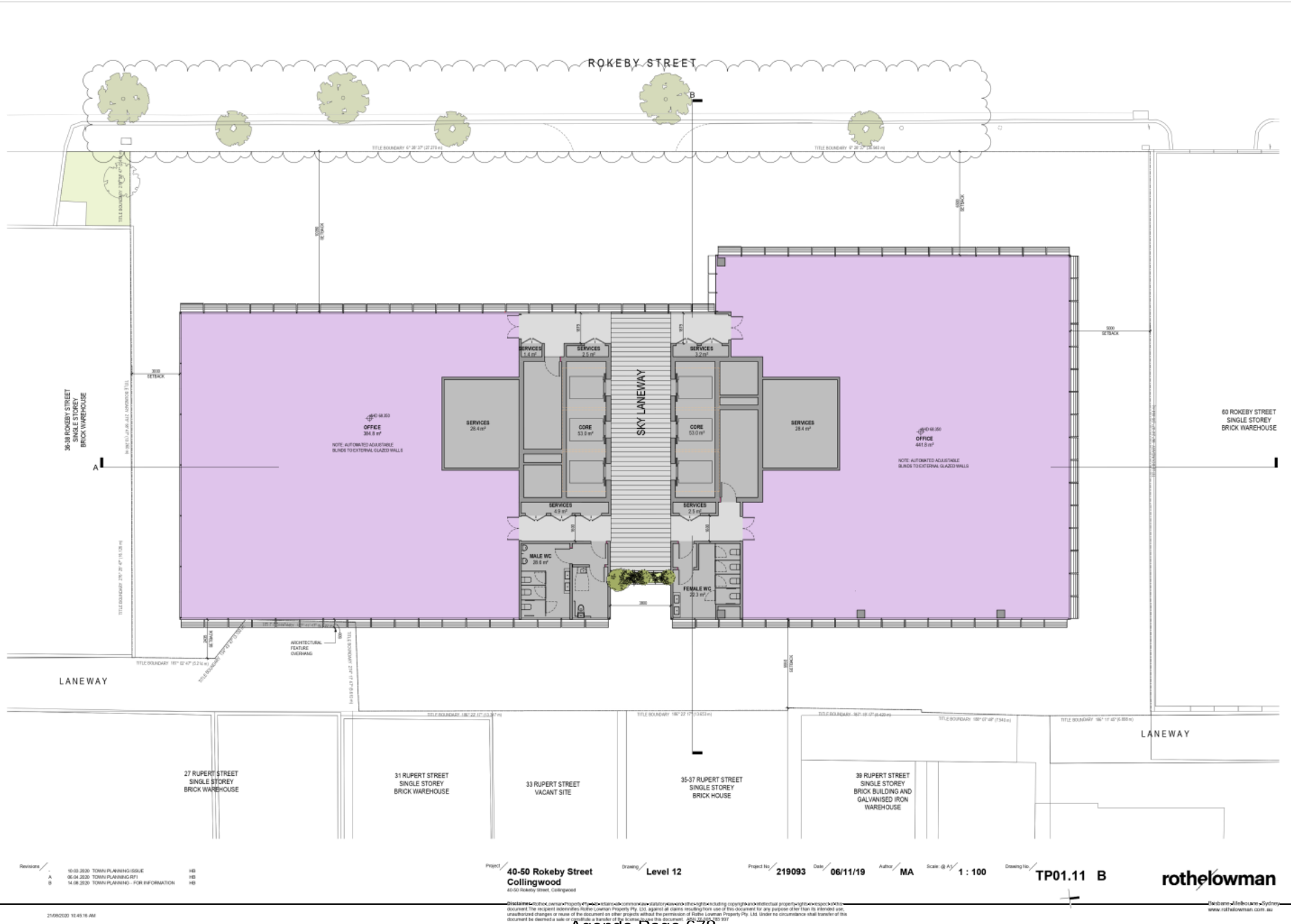
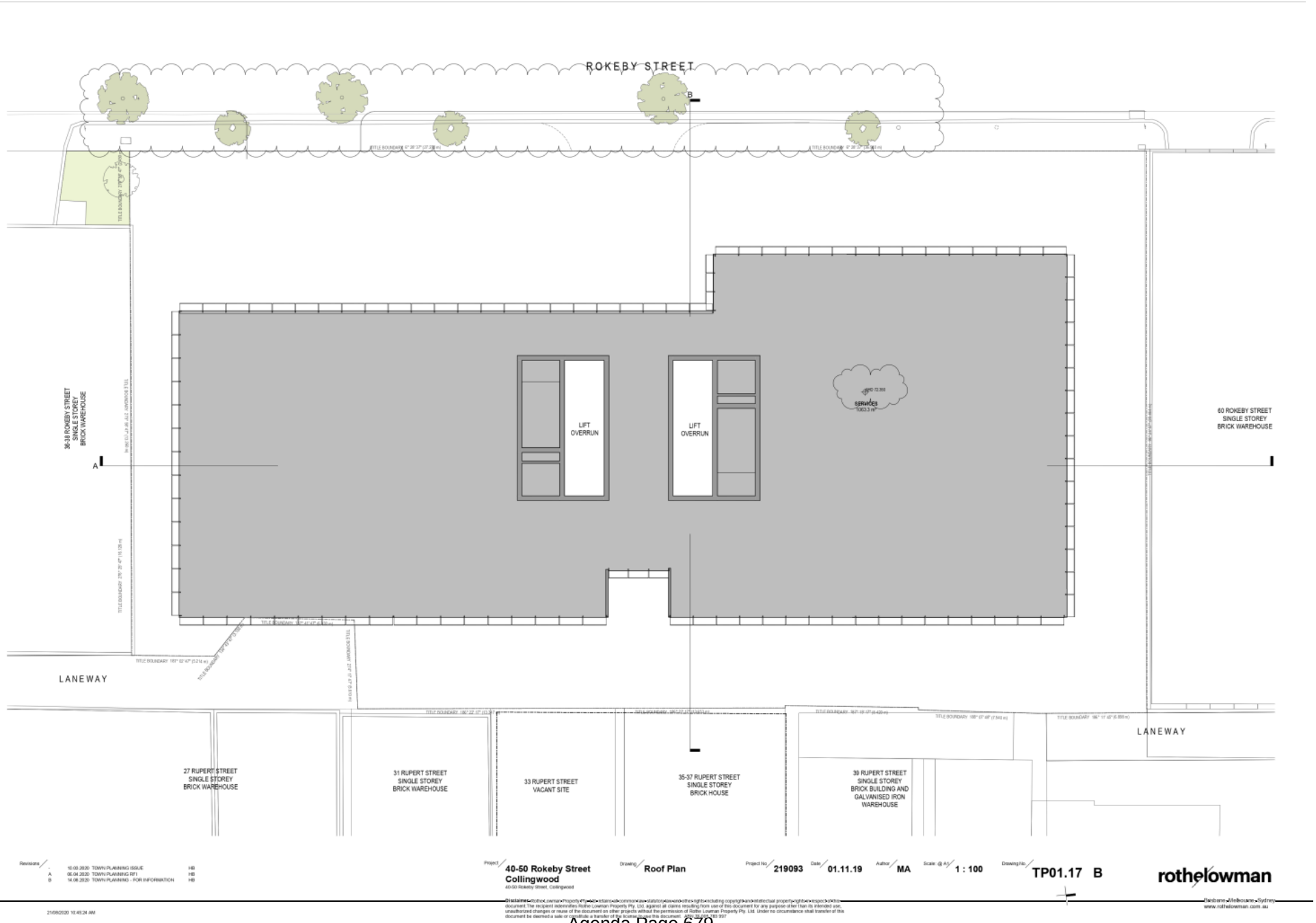
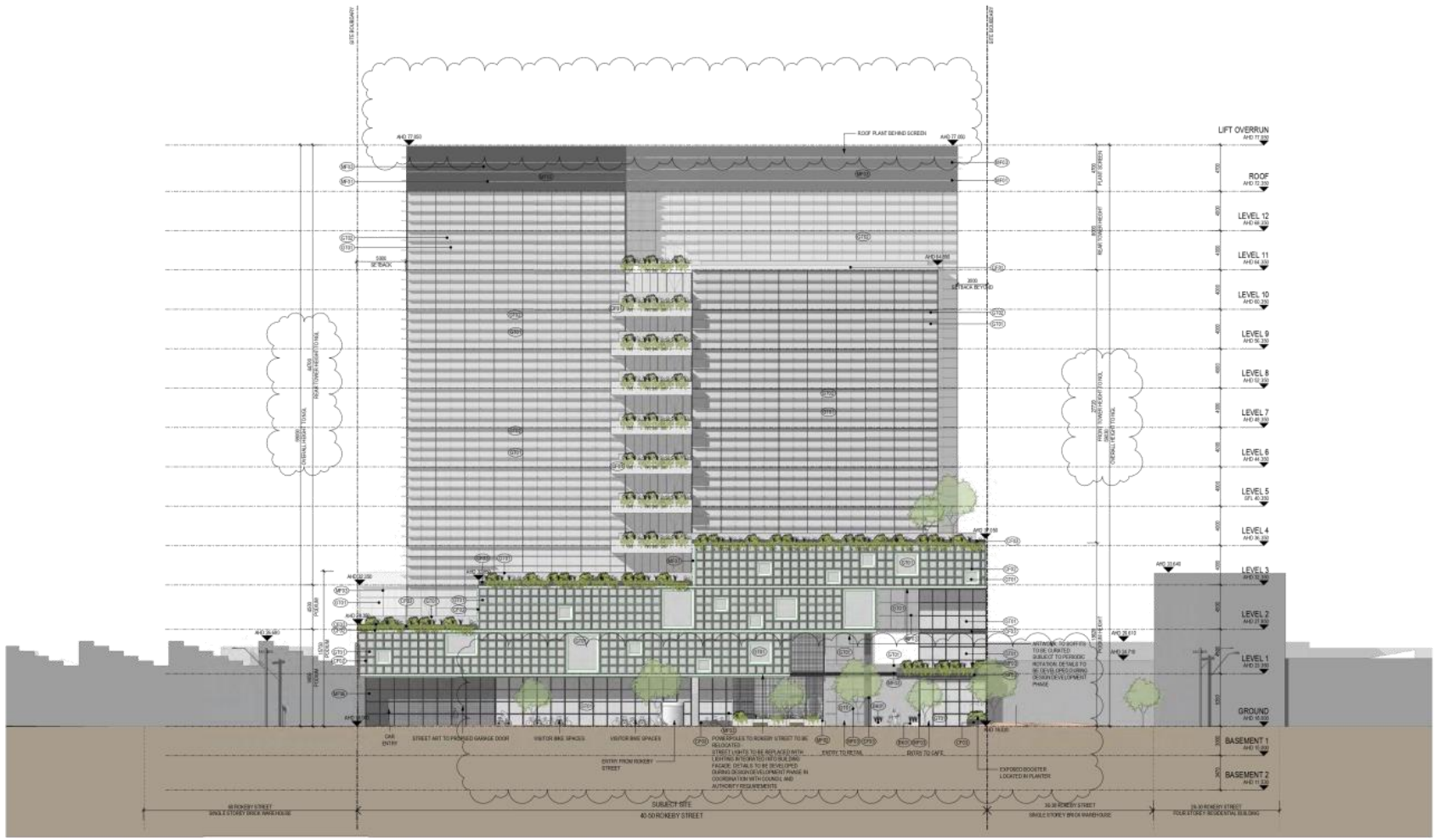


Attachment 3 - S57(a) amended plans.



Attachment 3 - S57(a) amended plans.



Revisions
- 10.03.2020 TOWN PLANNING ISSUE HB
A 06.04.2020 TOWN PLANNING RFI HB
B 14.08.2020 TOWN PLANNING - FOR INFORMATION HB

Materials
CF01 CONCRETE FINISH - NATURAL
CF02 CONCRETE FINISH - PALE GREEN VERDIGRIS COLOUR
BK01 BRICK PATTERN - NATURAL
GT01 GLAZING - CLEAR
GT02 GLAZING - SPANDREL
FT01 FAMA FINISH - DUBBOSEL
MF01 METAL FINISH - SILVER
MF02 METAL FINISH - WHITE
MF03 METAL FINISH - DARK GREY
MF04 METAL FINISH - SILVER SHADE LOUVRES
MF05 METAL FINISH - DARK GREY SHADE LOUVRES
MF06 METAL FINISH - PERFORMED GARAGE SCREEN
MF07 METAL FINISH - TO MATCH CF02

Project 40-50 Rokeby Street Collingwood
40-50 Rokeby Street, Collingwood

Drawing West Elevation

Project No. 219093 Date 06/03/13 Author SC Scale @ A1 1 : 200 Drawing No. TP02.01 B

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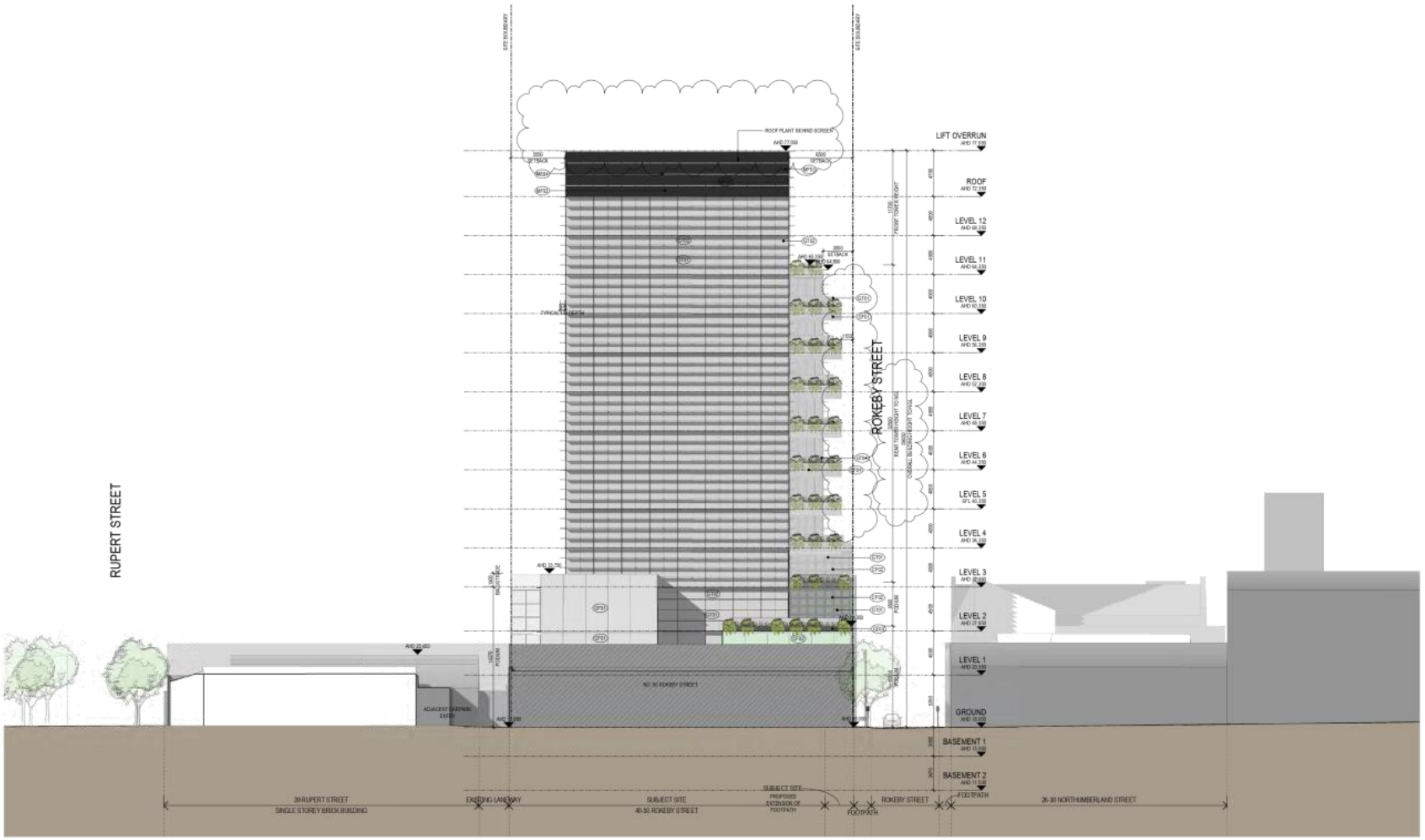
Attachment 3 - S57(a) amended plans.



Revisions
- 10.03.2020 TOWN PLANNING ISSUE HB
A 06.04.2020 TOWN PLANNING RFI HB
B 14.06.2020 TOWN PLANNING - FOR INFORMATION HB

Materials

CF01	CONCRETE FINISH - NATURAL	MF01	METAL FINISH - SILVER
CF02	CONCRETE FINISH - PALE GREEN VERIDORIS COLOUR	MF02	METAL FINISH - WHITE
BR01	BRICK PATTERN - NATURAL	MF03	METAL FINISH - DARK GREY
GT01	GLAZING - CLEAR	MF04	METAL FINISH - SILVER SHADE LOUVRES
GT02	GLAZING - SPANDREL	MF05	METAL FINISH - DARK GREY SHADE LOUVRES
PT01	PAINT FINISH - GARAGES	MF06	METAL FINISH - PERFORATED GARAGE SCREEN
		MF07	METAL FINISH - TO MATCH CF02

Project 40-50 Rokeby Street Collingwood
40-50 Rokeby Street, Collingwood

Drawing North Elevation

Project No 219093 Date 11/21/19 Author SC Scale @ A1 1 : 200 Drawing No TP02.02 B

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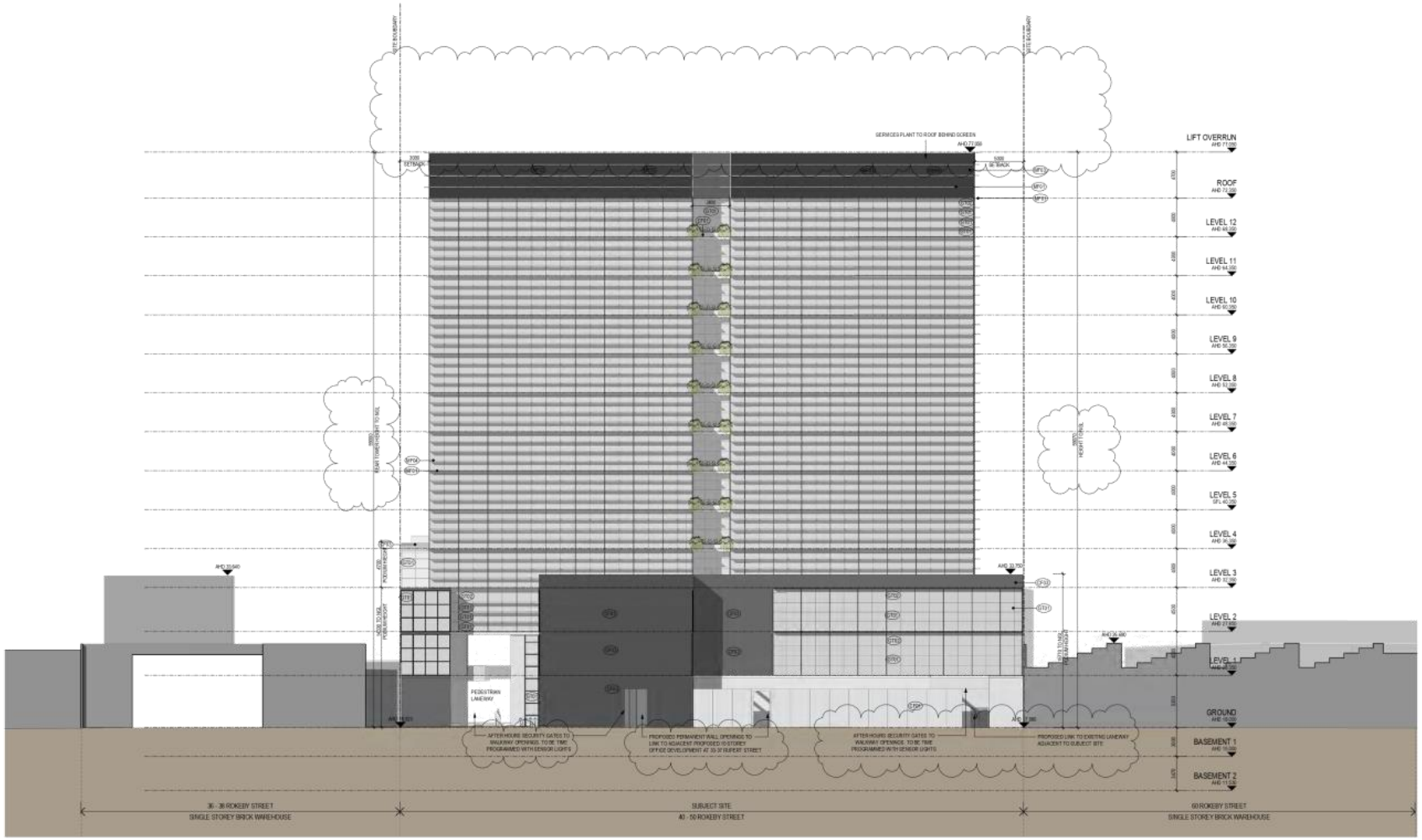

Revisions		
-	10.03.2020	TOWN PLANNING ISSUE
A	06.04.2020	TOWN PLANNING RFI
B	14.06.2020	TOWN PLANNING - FOR INFORMATION

Materials

CF01	CONCRETE FINISH - NATURAL	MF01	METAL FINISH - SILVER
CF02	CONCRETE FINISH - PALE GREEN VERSIONS COLOUR	MF02	METAL FINISH - WHITE
BR01	BRICK PATTERN - NATURAL	MF03	METAL FINISH - DARK GREY
GT01	GLAZING - CLEAR	MF04	METAL FINISH - SILVER SHADE LOUVRES
GT02	GLAZING - SPANDREL	MF05	METAL FINISH - DARK GREY SHADE LOUVRES
PT01	PAINT FINISH - GARAGES	MF06	METAL FINISH - PERFORATED GARAGE SCREEN
		MF07	METAL FINISH - TO MATCH CF02

Project: **40-50 Rokeby Street Collingwood**
40-50 Rokeby Street, Collingwood

Drawing: **East Elevation**

Project No: **219093** Date: **11/21/19** Author: **SC** Scale: @ A1 **1 : 200** Drawing No: **TP02.03 B**

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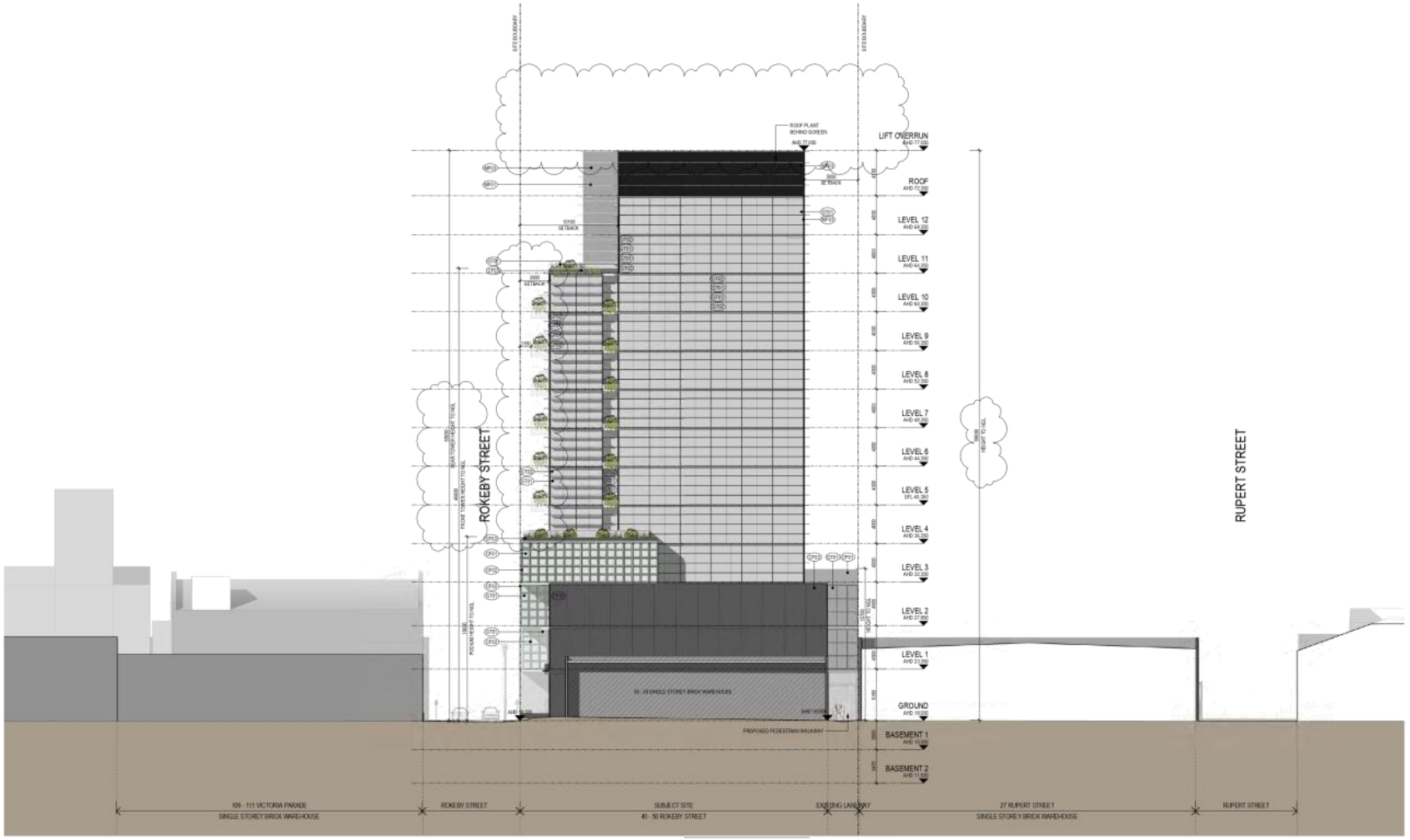

Revisions
- 10.03.2020 TOWN PLANNING ISSUE HB
A 06.04.2020 TOWN PLANNING RFI HB
B 14.06.2020 TOWN PLANNING - FOR INFORMATION HB

Materials
CF01 CONCRETE FINISH - NATURAL
CF02 CONCRETE FINISH - PALE GREEN VERIDIRIS COLOUR
BR01 BRICK PATTERN - NATURAL
GT01 GLAZING - CLEAR
GT02 GLAZING - SPANDREL
FC1 CMAW FINISH - GARAGES
MF01 METAL FINISH - SILVER
MF02 METAL FINISH - WHITE
MF03 METAL FINISH - DARK GREY
MF04 METAL FINISH - SILVER SHADE LOUVRES
MF05 METAL FINISH - DARK GREY SHADE LOUVRES
MF06 METAL FINISH - PERFORATED GARAGE SCREEN
MF07 METAL FINISH - TO MATCH CF02

Project 40-50 Rokeby Street Collingwood
40-50 Rokeby Street, Collingwood

Drawing South Elevation

Project No 219093

Date 11/21/19

Author SC

Scale @ A1 1 : 200

Drawing No TP02.04 B

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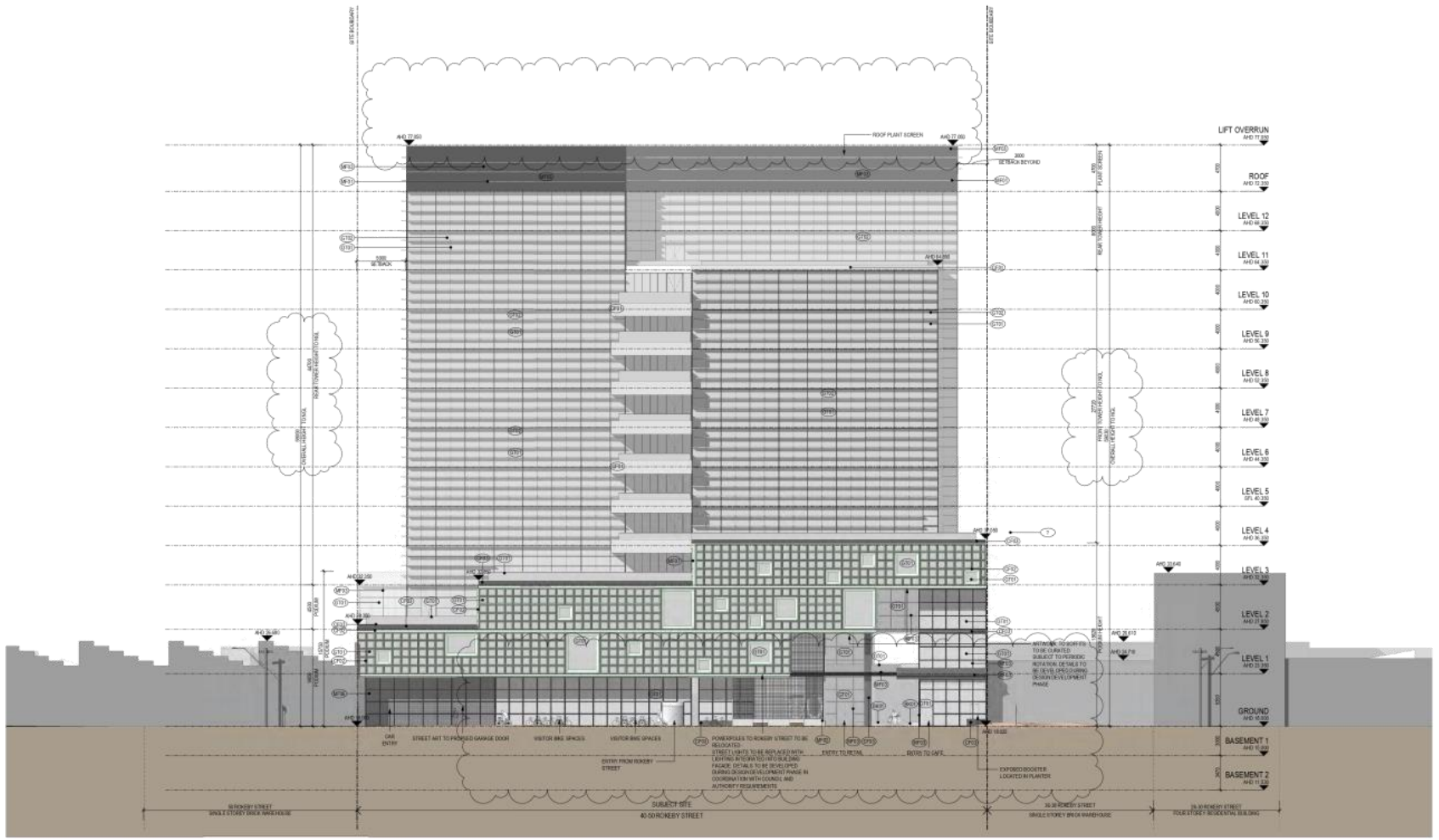

Revisions			
-	10.03.2020	TOWN PLANNING ISSUE	HB
A	06.04.2020	TOWN PLANNING RFI	HB
B	14.06.2020	TOWN PLANNING - FOR INFORMATION	HB

Materials			
CF01	CONCRETE FINISH - NATURAL	MF01	METAL FINISH - SILVER
CF02	CONCRETE FINISH - PALE GREEN WERRIBBIRI COLOUR	MF02	METAL FINISH - WHITE
BK01	BRICK PATTERN - NATURAL	MF03	METAL FINISH - DARK GREY
GT01	GLAZING - CLEAR	MF04	METAL FINISH - SILVER SHADE LOUVRES
GT02	GLAZING - SPANDREL	MF05	METAL FINISH - DARK GREY SHADE LOUVRES
PT01	PAINT FINISH - DARK GREY	MF06	METAL FINISH - PERFORATED GARAGE SCREEN
		MF07	METAL FINISH - TO MATCH CF02

Project: **40-50 Rokeby Street Collingwood**
40-50 Rokeby Street, Collingwood

Drawing: **West Elevation - No Planting**

Project No: **219093** Date: **02/28/20** Author: **SC** Scale: @ A1 **1 : 200** Drawing No: **TP02.05 B**

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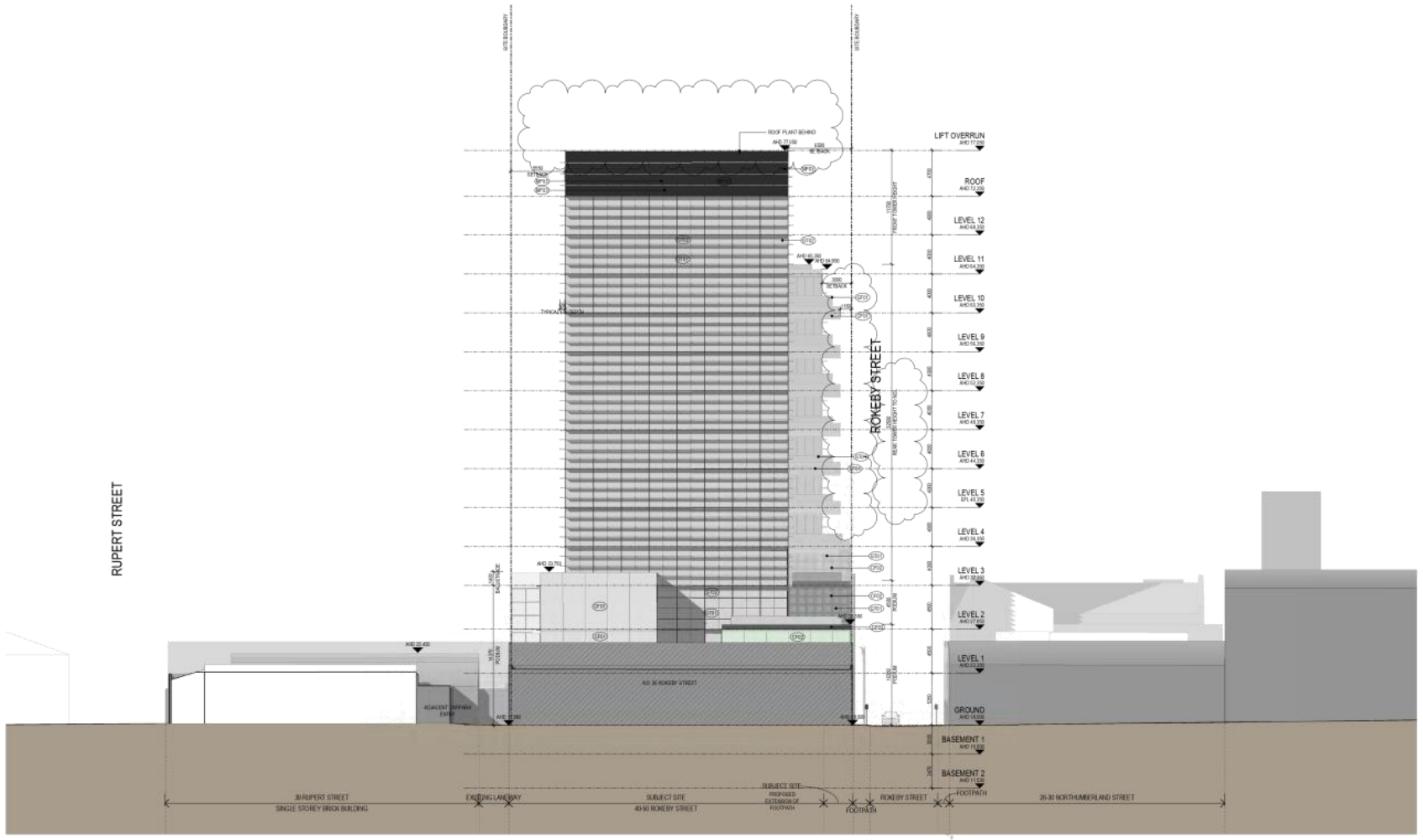
Attachment 3 - S57(a) amended plans.



Revisions
- 10.03.2020 TOWN PLANNING ISSUE HB
A 06.04.2020 TOWN PLANNING RFI HB
B 14.06.2020 TOWN PLANNING - FOR INFORMATION HB

Materials
CF01 CONCRETE FINISH - NATURAL
CF02 CONCRETE FINISH - PALE GREEN VERIDORIS COLOUR
BR01 BRICK PATTERN - NATURAL
GT01 GLAZING - CLEAR
GT02 GLAZING - SPANDREL
FC1 CMAW FINISH - CLADDING
MF01 METAL FINISH - SILVER
MF02 METAL FINISH - WHITE
MF03 METAL FINISH - DARK GREY
MF04 METAL FINISH - SILVER SHADE LOUVRES
MF05 METAL FINISH - DARK GREY SHADE LOUVRES
MF06 METAL FINISH - PERFORATED GARAGE SCREEN
MF07 METAL FINISH - TO MATCH CF02

Project 40-50 Rokeby Street Collingwood
40-50 Rokeby Street, Collingwood

Drawing North Elevation - No Planting

Project No 219093 Date 02/28/20 Author SC Scale @ A1 1 : 200 Drawing No TP02.06 B

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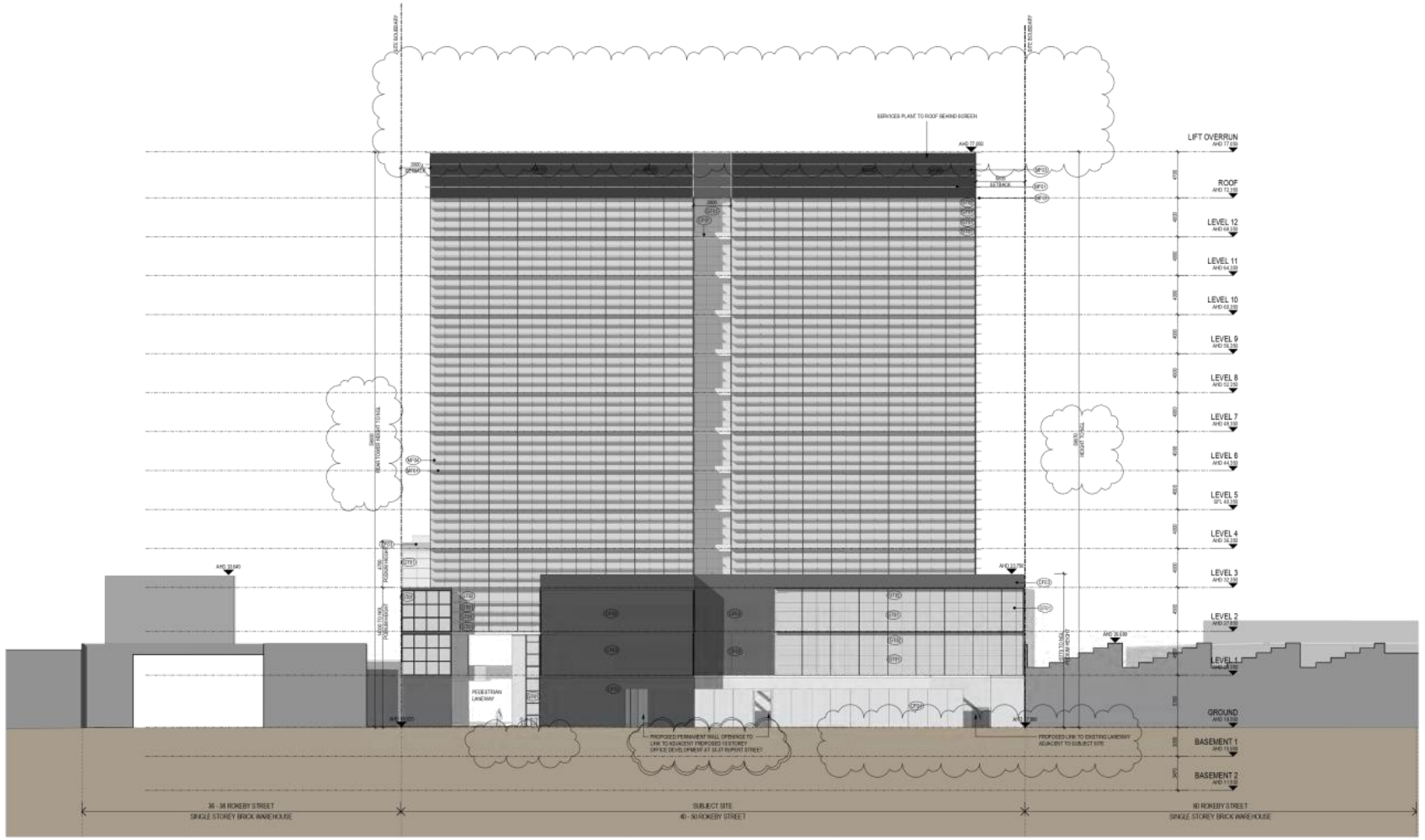
Attachment 3 - S57(a) amended plans.



Revisions

-	10.03.2020	TOWN PLANNING ISSUE	HB
A	06.04.2020	TOWN PLANNING RFI	HB
B	14.06.2020	TOWN PLANNING - FOR INFORMATION	HB

Materials

CF01	CONCRETE FINISH - NATURAL	MF01	METAL FINISH - SILVER
CF02	CONCRETE FINISH - PALE GREEN VERSIONS COLOUR	MF02	METAL FINISH - WHITE
BR01	BRICK PATTERN - NATURAL	MF03	METAL FINISH - DARK GREY
GT01	GLAZING - CLEAR	MF04	METAL FINISH - SILVER SHADE LOUVRES
GT02	GLAZING - SPANDREL	MF05	METAL FINISH - DARK GREY SHADE LOUVRES
PT01	PAINT FINISH - CLEAR	MF06	METAL FINISH - PERFORATED GARAGE SCREEN
		MF07	METAL FINISH - TO MATCH CF02

Project: **40-50 Rokeby Street Collingwood**
40-50 Rokeby Street, Collingwood

Drawing: **East Elevation - No Planting**

Project No: **219093** Date: **02/28/20** Author: **SC** Scale: @ A1 **1 : 200** Drawing No: **TP02.07 B**

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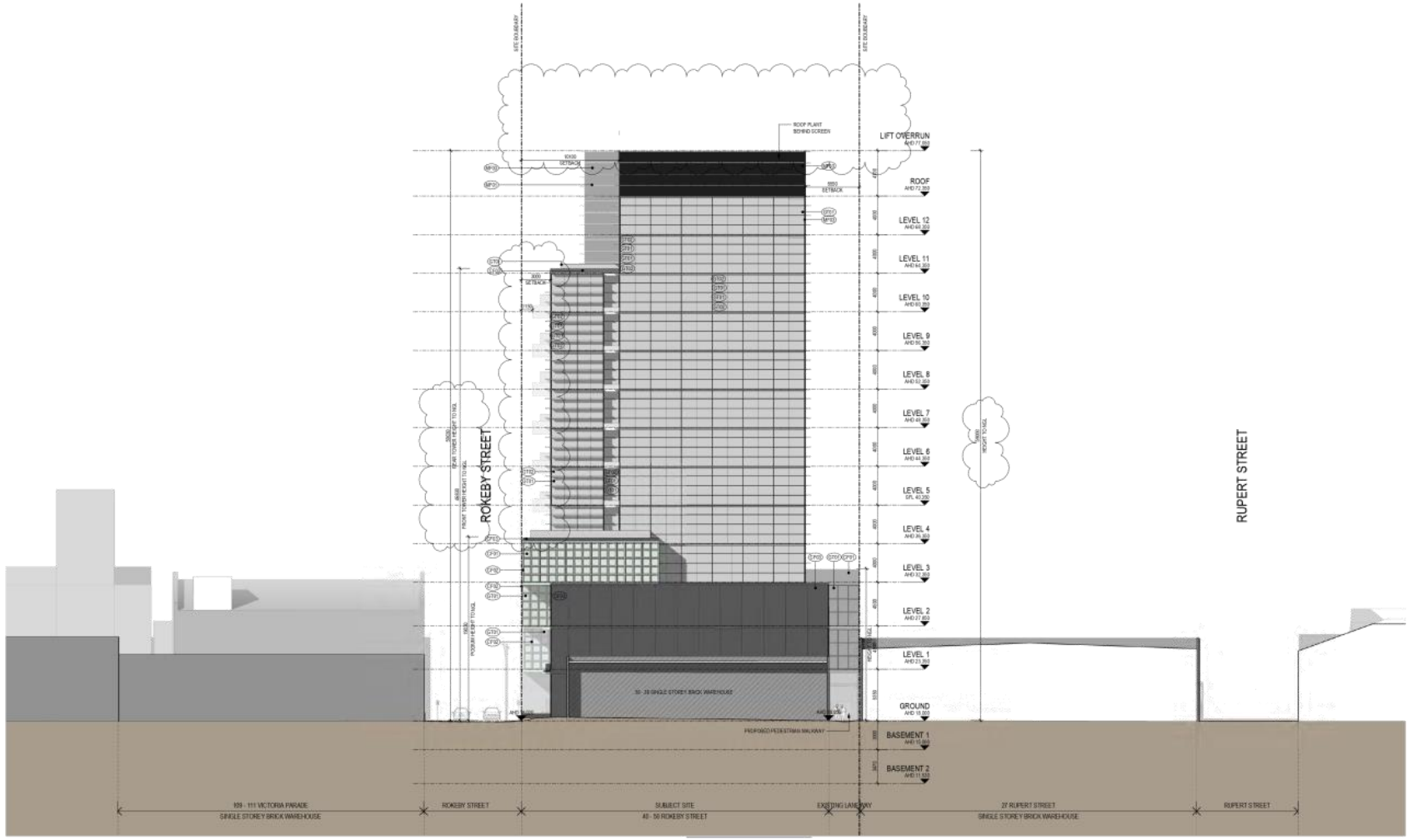
Attachment 3 - S57(a) amended plans.



Revisions

-	10.03.2020	TOWN PLANNING ISSUE	HB
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B	14.06.2020	TOWN PLANNING - FOR INFORMATION	HB

Materials

CF01	CONCRETE FINISH - NATURAL	MF01	METAL FINISH - SILVER
CF02	CONCRETE FINISH - PALE GREEN XEROGRIS COLOUR	MF02	METAL FINISH - WHITE
BR01	BRICK PATTERN - NATURAL	MF03	METAL FINISH - DARK GREY
GT01	GLAZING - CLEAR	MF04	METAL FINISH - SILVER SHADE LOUVRES
GT02	GLAZING - SPANDREL	MF05	METAL FINISH - DARK GREY SHADE LOUVRES
PT01	PAINT FINISH - FC/RC/SHEET	MF06	METAL MESH - PERFORATED GARAGE SCREEN
		MF07	METAL FINISH - TO MATCH CF02

Project: 40-50 Rokeby Street Collingwood
40-50 Rokeby Street, Collingwood

Drawing: South Elevation - No Planting

Project No: 219093 | Date: 02/28/20 | Author: SC | Scale: @ A1: 1 : 200 | Drawing No: TP02.08 B

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Attachment 3 - S57(a) amended plans.

Revisions			
-	10.03.2020	TOWN PLANNING ISSUE	HB
A	06.04.2020	TOWN PLANNING RFI	HB
B	14.08.2020	TOWN PLANNING - FOR INFORMATION	HB

Project: 40-50 Rokeby Street Collingwood
40-50 Rokeby Street, Collingwood

Drawing: Section A

Project No: 219093 | Date: 01.11.19 | Author: KV | Scale @ A1: 1 : 200 | Drawing No: TP03.01 B

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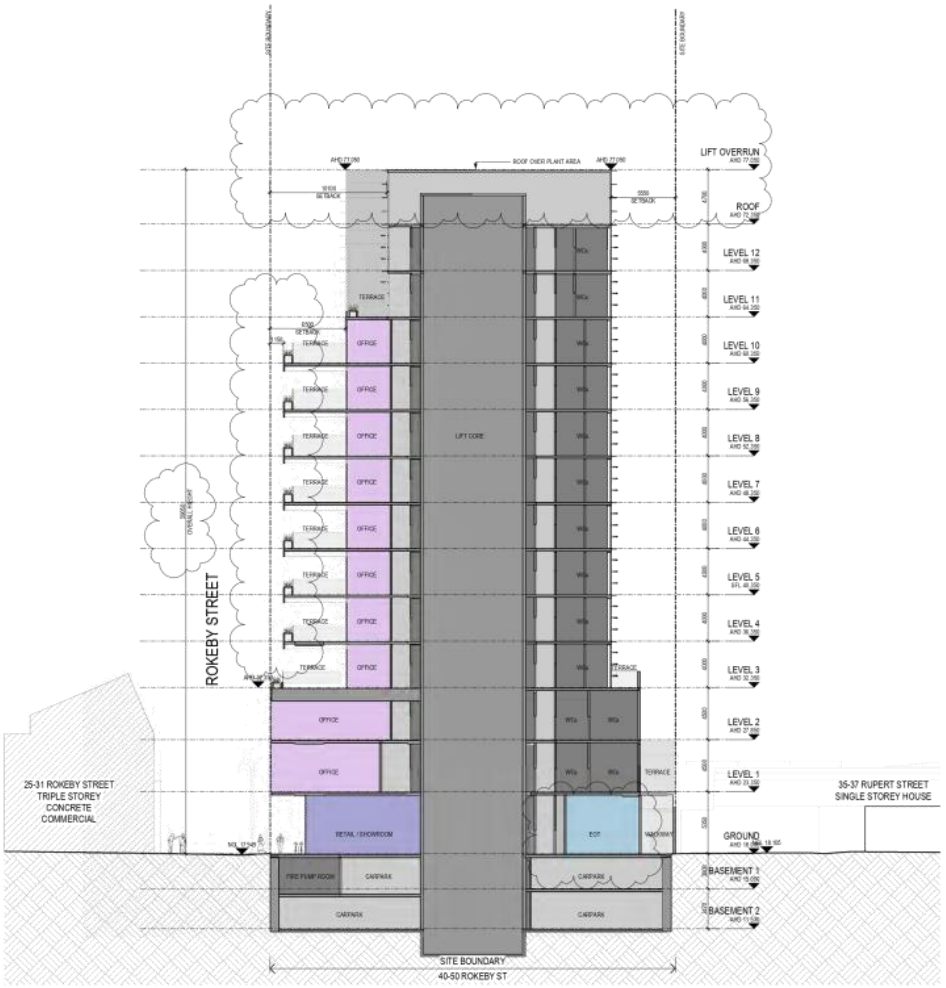
Attachment 3 - S57(a) amended plans.



Revisions
- 10.03.2020 TOWN PLANNING ISSUE HB
A 06.04.2020 TOWN PLANNING RFI HB
B 14.08.2020 TOWN PLANNING - FOR INFORMATION HB

Project 40-50 Rokeby Street Collingwood
40-50 Rokeby Street, Collingwood

Drawing Section B

Project No. 219093 Date 01.11.19 Author KV Scale @ A1 1 : 200 Drawing No. TP03.02 B

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Attachment 3 - S57(a) amended plans.

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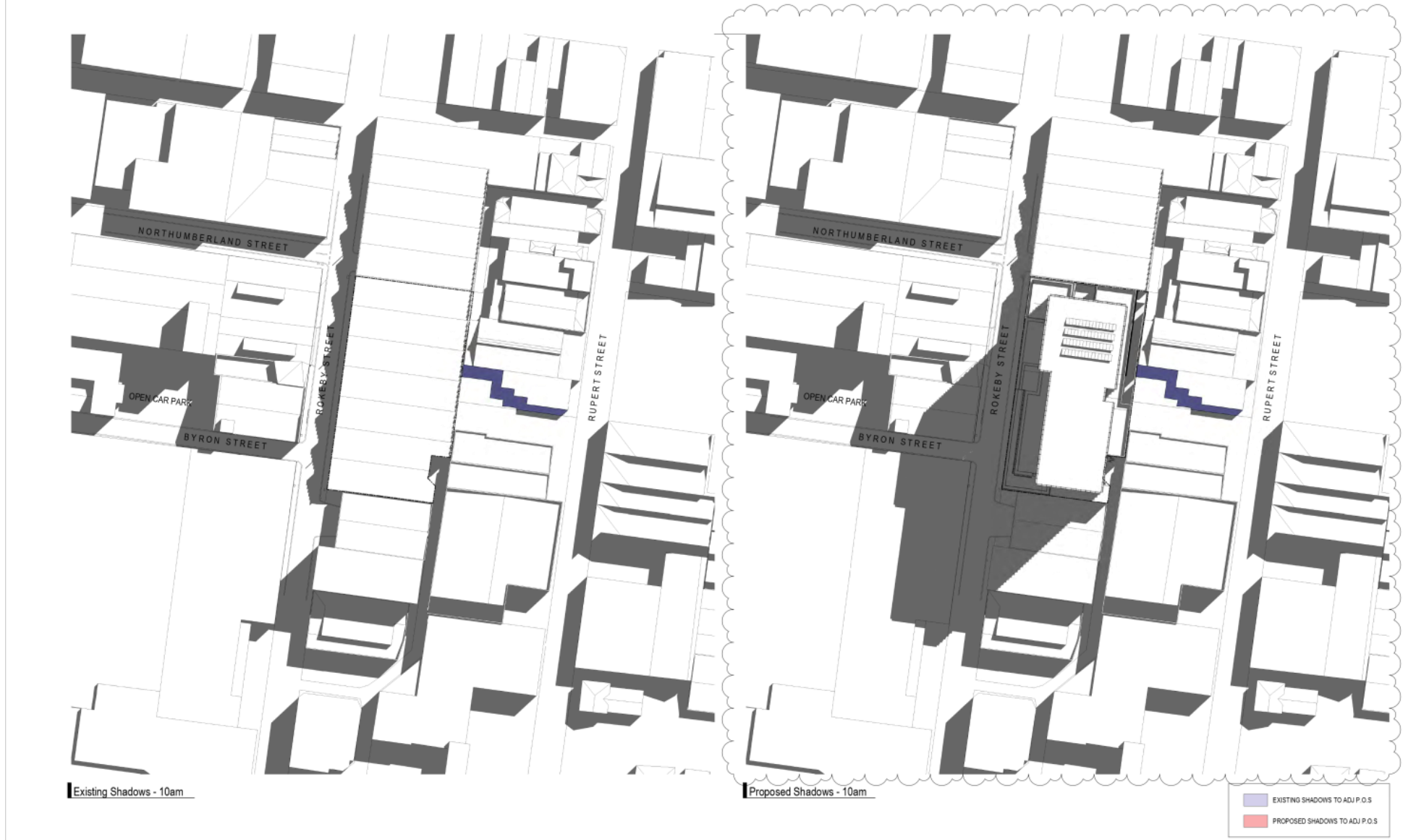

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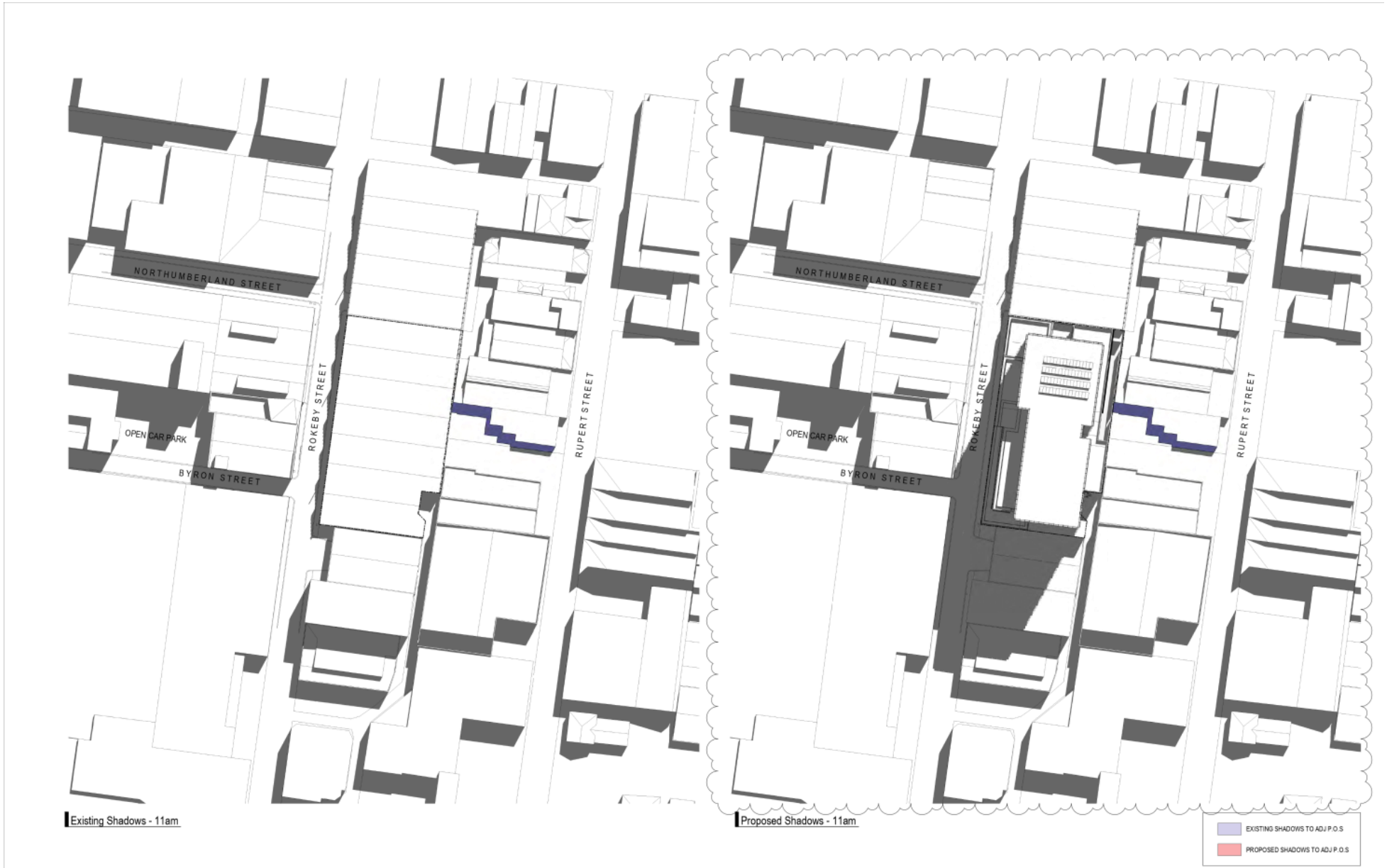
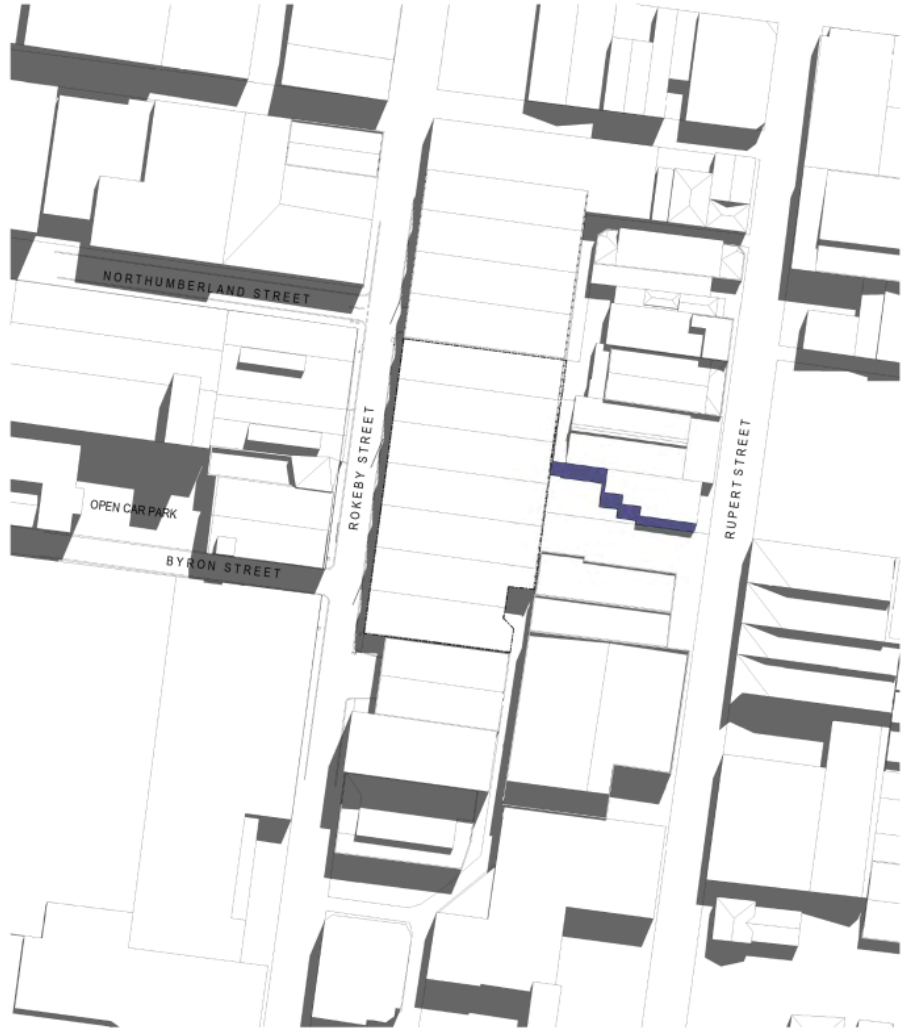
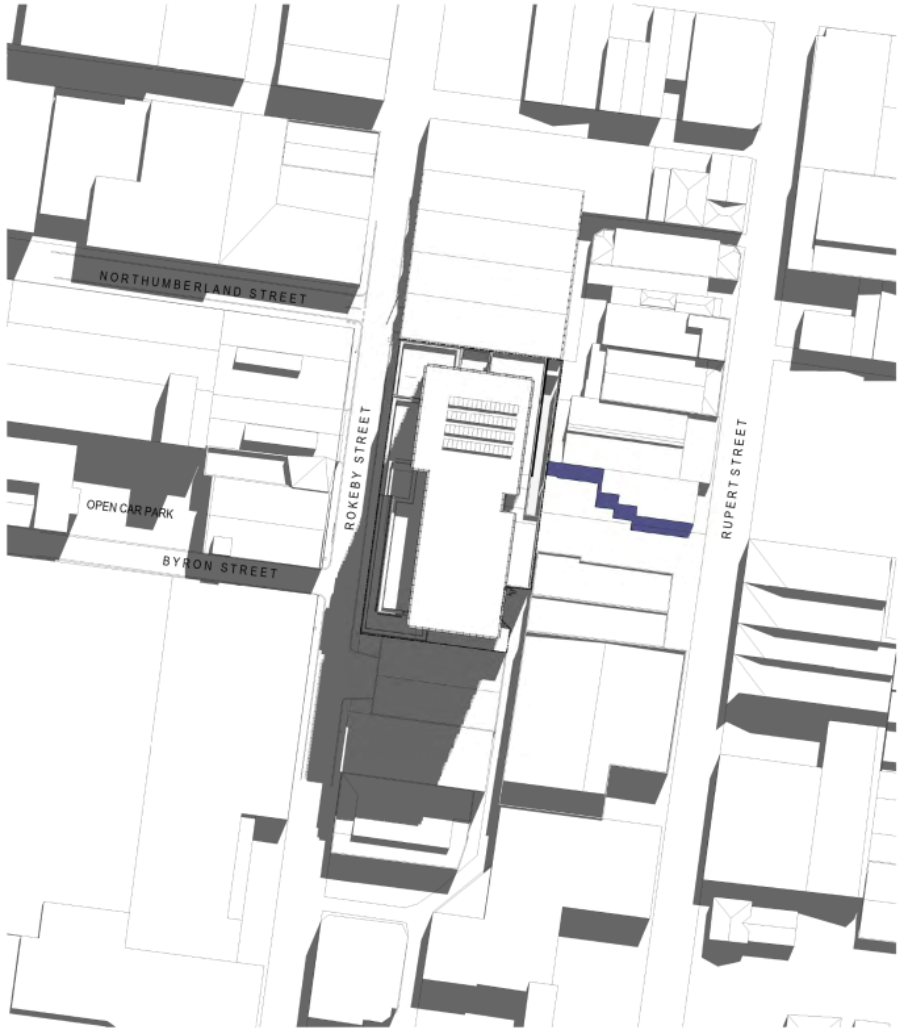


Attachment 3 - S57(a) amended plans.



Existing Shadows - 11-15am



Proposed Shadows - 11-15am

TOWNPLANNING

Revisions - 14.08.2020 TP - FOR INFORMATION HB

Project 40-50 Rokeby Street Collingwood | Drawing Shadows - 11-15am | Project No 219093 | Date 08/21/20 | Author HB | Scale @ A1 1 : 500 | Drawing No TP04.03A-

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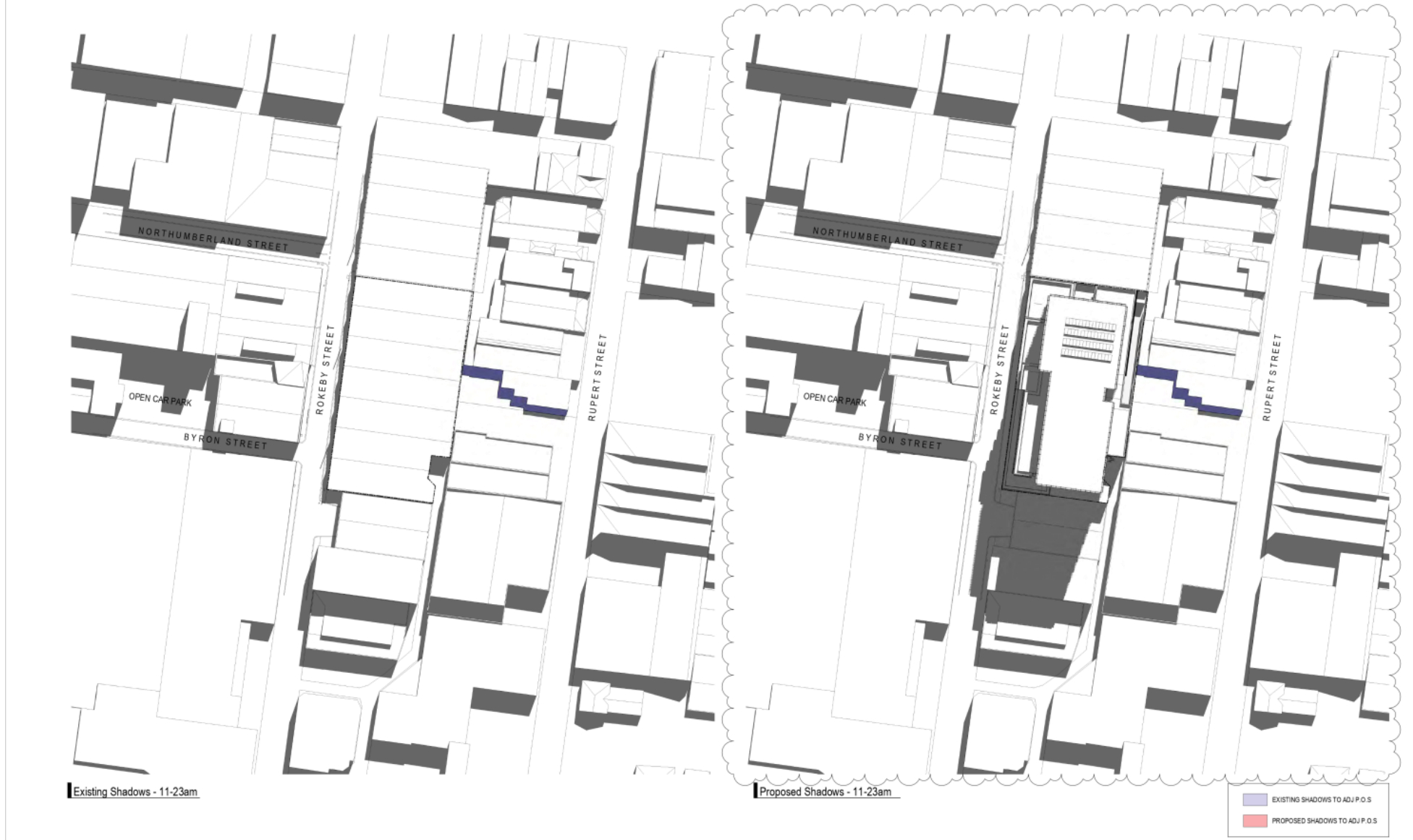
Attachment 3 - S57(a) amended plans.



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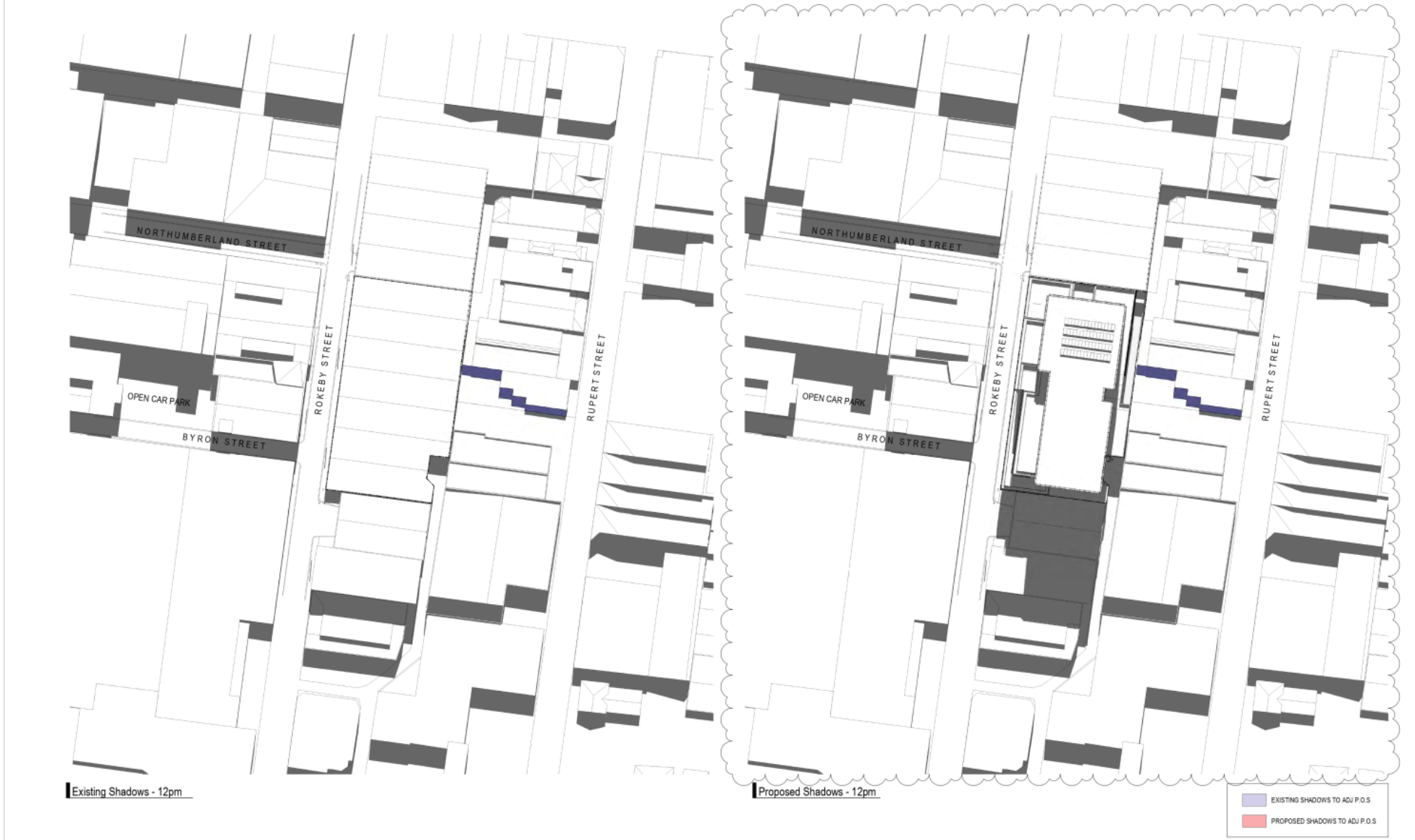

Attachment 3 - S57(a) amended plans.

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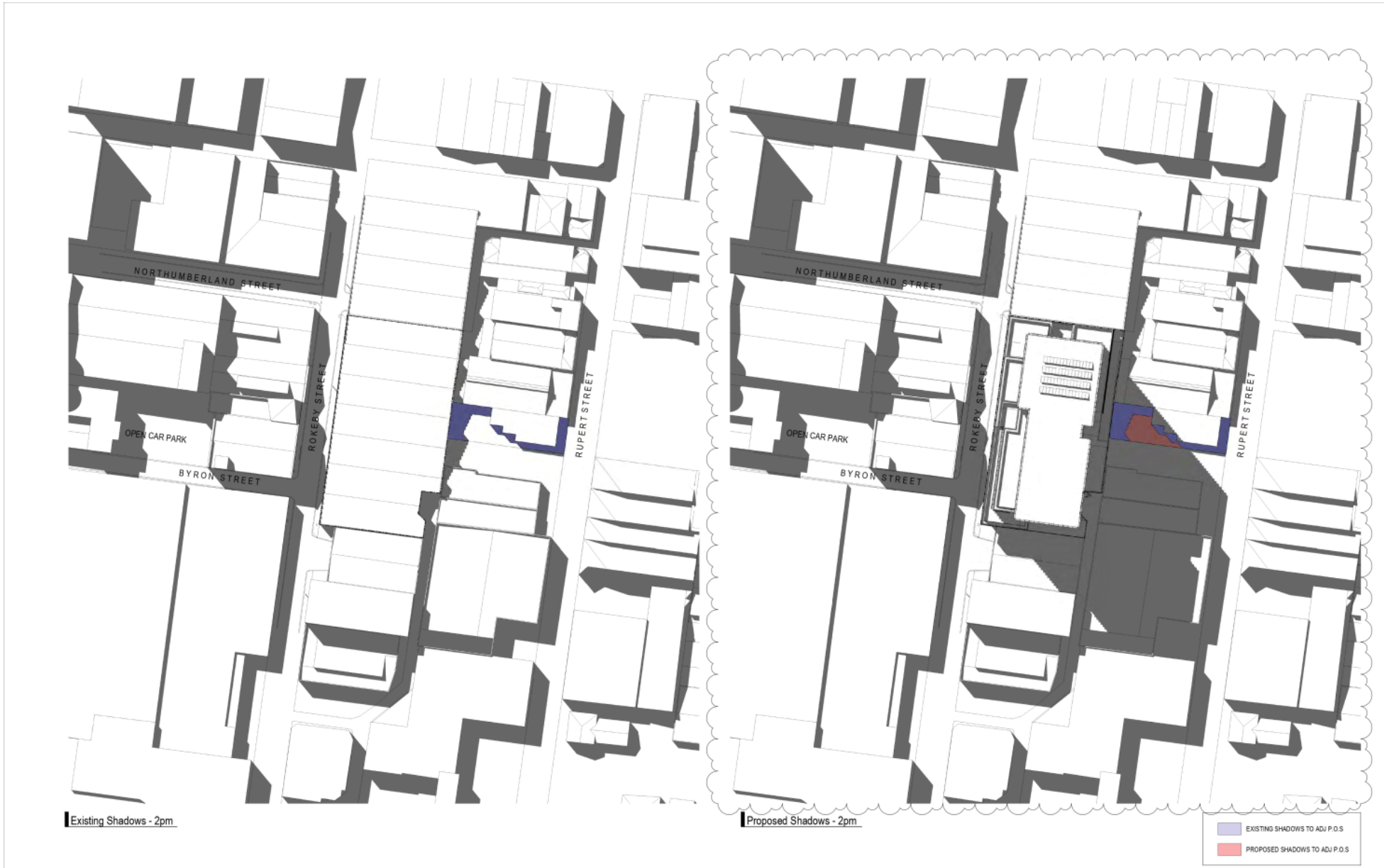

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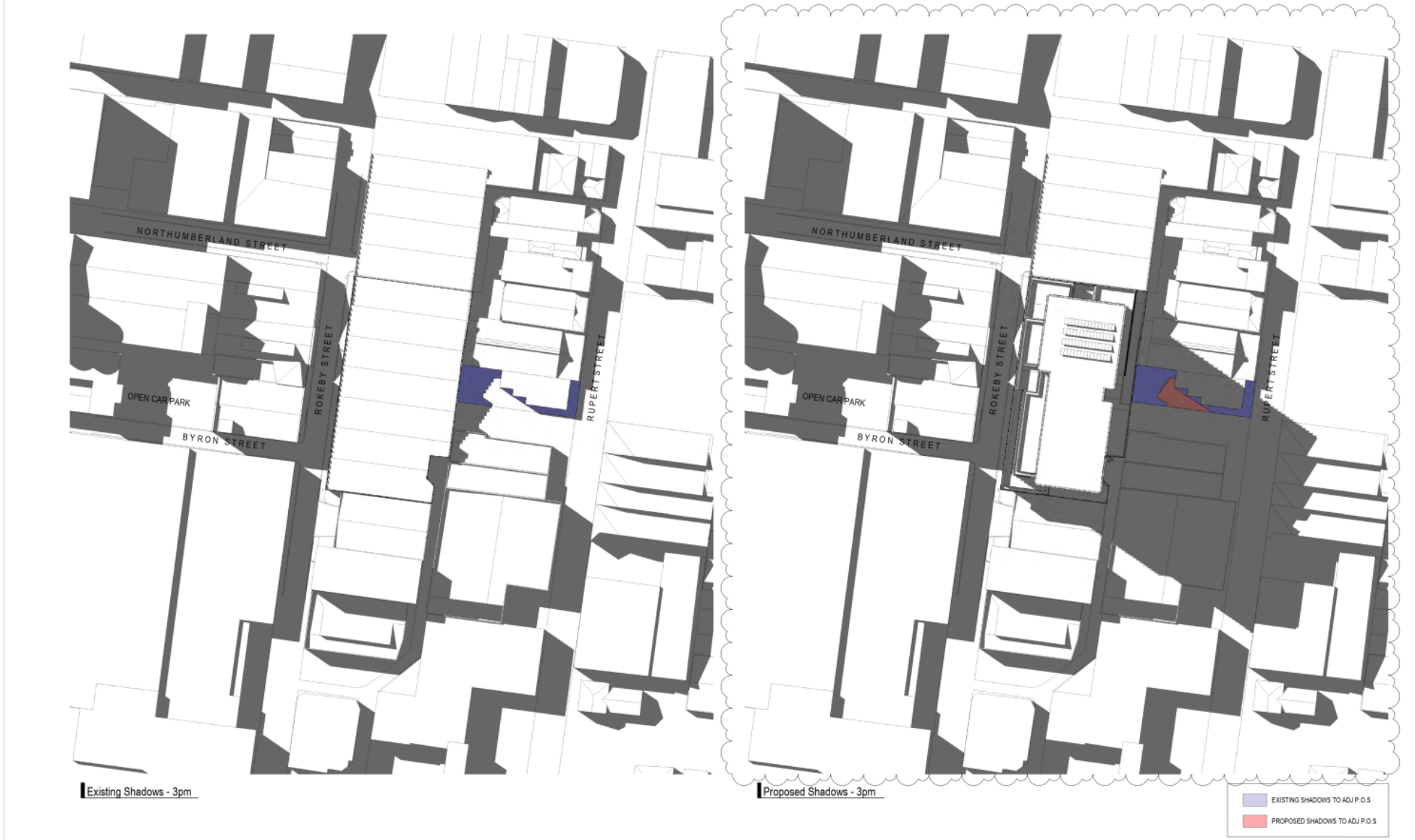

Attachment 3 - S57(a) amended plans.

Level	GFA (Excluding Terrace)	GFA Basement Parking	GFA Loading & Vehicle Access	NLA Retail	NLA Office	NLA Gym	NSA/NLA Total	End of Trip	WC Amenity	Office Lobby	External Walkways	Circulation	Lift/Stair Core	Services	Communal Terrace
BASEMENT 2	2113.4 m²	1871.9 m²	0.0 m²	0.0 m²	0.0 m²	0.0 m²	0.0 m²	0.0 m²	0.0 m²	0.0 m²	0.0 m²	0.0 m²	106.0 m²	135.6 m²	0.0 m²
BASEMENT 1	2113.4 m²	1422.9 m²	0.0 m²	0.0 m²	0.0 m²	0.0 m²	0.0 m²	294.2 m²	0.0 m²	0.0 m²	0.0 m²	0.0 m²	116.2 m²	280.1 m²	0.0 m²
GROUND	2158.3 m²	0.0 m²	356.0 m²	398.7 m²	0.0 m²	0.0 m²	398.7 m²	281.9 m²	32.4 m²	204.7 m²	456.3 m²	48.7 m²	99.8 m²	279.7 m²	0.0 m²
LEVEL 1	1850.0 m²	0.0 m²	0.0 m²	0.0 m²	1246.9 m²	149.7 m²	1396.6 m²	0.0 m²	59.6 m²	0.0 m²	0.0 m²	262.3 m²	116.2 m²	15.3 m²	43.1 m²
LEVEL 2	1860.7 m²	0.0 m²	0.0 m²	0.0 m²	1514.8 m²	0.0 m²	1514.8 m²	0.0 m²	58.7 m²	0.0 m²	0.0 m²	89.1 m²	106.0 m²	92.2 m²	113.0 m²
LEVEL 3	1492.9 m²	0.0 m²	0.0 m²	0.0 m²	1144.7 m²	0.0 m²	1144.7 m²	0.0 m²	51.2 m²	0.0 m²	0.0 m²	111.1 m²	106.0 m²	79.9 m²	371.5 m²
LEVEL 4	1354.2 m²	0.0 m²	0.0 m²	0.0 m²	1011.9 m²	0.0 m²	1011.9 m²	0.0 m²	51.6 m²	0.0 m²	0.0 m²	111.0 m²	106.0 m²	73.7 m²	43.8 m²
LEVEL 5	1354.2 m²	0.0 m²	0.0 m²	0.0 m²	1011.9 m²	0.0 m²	1011.9 m²	0.0 m²	51.6 m²	0.0 m²	0.0 m²	111.0 m²	106.0 m²	73.7 m²	43.8 m²
LEVEL 6	1354.2 m²	0.0 m²	0.0 m²	0.0 m²	1011.9 m²	0.0 m²	1011.9 m²	0.0 m²	51.6 m²	0.0 m²	0.0 m²	111.0 m²	106.0 m²	73.7 m²	43.8 m²
LEVEL 7	1354.2 m²	0.0 m²	0.0 m²	0.0 m²	1011.9 m²	0.0 m²	1011.9 m²	0.0 m²	51.6 m²	0.0 m²	0.0 m²	111.0 m²	106.0 m²	73.7 m²	43.8 m²
LEVEL 8	1354.2 m²	0.0 m²	0.0 m²	0.0 m²	1011.9 m²	0.0 m²	1011.9 m²	0.0 m²	51.6 m²	0.0 m²	0.0 m²	111.0 m²	106.0 m²	73.7 m²	43.8 m²
LEVEL 9	1354.2 m²	0.0 m²	0.0 m²	0.0 m²	1011.9 m²	0.0 m²	1011.9 m²	0.0 m²	51.6 m²	0.0 m²	0.0 m²	111.0 m²	106.0 m²	73.7 m²	0.0 m²
LEVEL 10	1354.2 m²	0.0 m²	0.0 m²	0.0 m²	1011.9 m²	0.0 m²	1011.9 m²	0.0 m²	51.6 m²	0.0 m²	0.0 m²	111.0 m²	106.0 m²	73.7 m²	43.8 m²
LEVEL 11	1154.2 m²	0.0 m²	0.0 m²	0.0 m²	826.5 m²	0.0 m²	826.5 m²	0.0 m²	50.9 m²	0.0 m²	0.0 m²	99.4 m²	106.0 m²	71.3 m²	201.5 m²
LEVEL 12	1154.2 m²	0.0 m²	0.0 m²	0.0 m²	826.5 m²	0.0 m²	826.5 m²	0.0 m²	50.9 m²	0.0 m²	0.0 m²	99.4 m²	106.0 m²	71.3 m²	0.0 m²
ROOF	1126.3 m²	0.0 m²	0.0 m²	0.0 m²	0.0 m²	0.0 m²	0.0 m²	0.0 m²	0.0 m²	0.0 m²	0.0 m²	0.0 m²	44.8 m²	1081.5 m²	0.0 m²
	24502.7 m²	3294.7 m²	356.0 m²	398.7 m²	12642.8 m²	149.7 m²	13191.1 m²	576.1 m²	665.1 m²	204.7 m²	456.3 m²	1487.2 m²	1648.5 m²	2622.9 m²	991.6 m²

Level	CARPARKS Office	Motorbike Parks
BASEMENT 2	55	2
BASEMENT 1	27	3
GROUND	0	0
	82	5

0.65 Cars per 100 m² Office NLA
0.62 Cars per 100 m² Total NLA

5 MOTORCYCLE SPACES

NLA areas are a guide only and include potential facade setbacks for architectural expression.

STATUTORY BICYCLE PARKING REQUIREMENT: 55
TENANT BICYCLE PARKING PROVIDED: 188
TENANT E-BIKE CHARGING STATIONS: 6
VISITOR BICYCLE PARKING: 18

*For preliminary feasibility purposes. Areas are not to be used for purpose of lease or sale agreements. Layouts may not comply with building regulations or other regulatory requirements. The information contained in this schedule is believed to be correct at the time of printing. Areas are generally measured in accordance with the Property Council of Australia Method of Measurement.

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Revisions
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B 14.06.2020 TOWN PLANNING - FOR INFORMATION HB

Project: 40-50 Rokeby Street Collingwood
40-50 Rokeby Street, Collingwood

Drawing: Development Summary
Project No: 219093
Date: 01.08.19
Author: DL
Scale: @ A1
Drawing No: TP05.01 B

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Attachment 4 - Internal and external referral advice collated.

Department of Transport

GPO Box 2392
Melbourne, VIC 3001 Australia
Telephone: +61 3 9651 9999
www.transport.vic.gov.au
DX 201292

5/11/2020

John Theodosakis
Yarra City Council
PO BOX 168
RICHMOND VIC 3121

Dear Mr. Theodosakis,

PLANNING APPLICATION NO.:	**PLN200186**
DEPARTMENT REFERENCE NO:	**PPR 34425/20**
PROPERTY ADDRESS:	**40-50 ROKEBY STREET, COLLINGWOOD VIC 3066**

Section 55 – No Objection

Thank you for your referring the above application to the Head, Transport for Victoria under Section 55 of the *Planning and Environment Act 1987.*

The Head, Transport for Victoria has considered this application and does not object to the grant of a permit.

Please forward a copy of any decision to this office as required under the *Planning and Environment Act 1987*.

Should you have any enquiries regarding this matter, please contact Gillian Menegas on 9313-1148 or Gillian.Menegas@roads.vic.gov.au.

Yours sincerely

Gillian Menegas

Gillian Menegas
SENIOR PLANNER- Statutory Planning Referrals Metro North West Region
Under delegation from the Head, Transport for Victoria
5/11/2020

VICTORIA State Government

Attachment 4 - Internal and external referral advice collated.

CITY OF YARRA

MeMO

TO:	John Theodosakis (Statutory Planning)
FROM	Amruta Pandhe (Urban Design)
DATE:	04 June 2020
SUBJECT:	40-72 Rokeby Street, Collingwood
APPLICATION NO:	PLN20/0168
DESCRIPTION:	Development of a fifteen storey building and use of the land for shop, food and drink premises and office, including a reduction in the associated car parking requirement.

COMMENTS SOUGHT

Urban Design comments have been sought on public realm matters. The comments are based on Architectural Plans dated 1st November 2019.

COMMENTS SUMMARY

In summary, the drawings are not yet acceptable from an Urban Design perspective. Detailed comments are provided below and we request that the applicant provides a response to each of these items.

It is also requested that the applicant provides detailed landscape plans prepared by a landscape architect and these need to be assessed by Council's Open Space team. The landscape plan should incorporate below recommendations.

COMMENTS

Additional details and amendments that are required on the drawings are discussed in the relevant sections below and overleaf.

Ground Floor Rokeby Street Interface

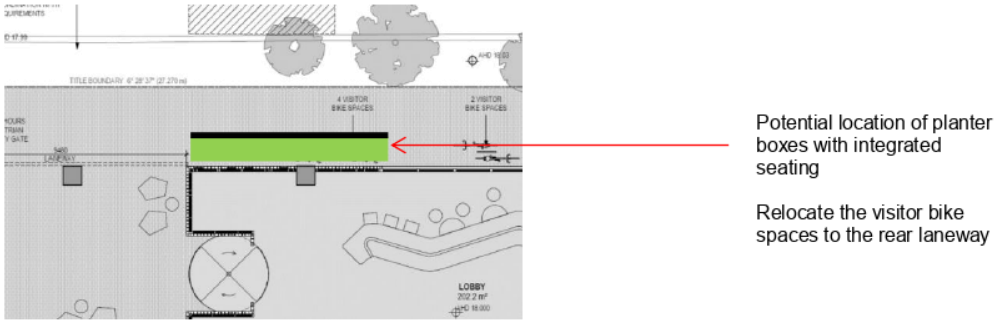
The ground floor is setback by 3m along Rokeby Street. Currently there are seven bike hoops and some landscaping proposed within this space. Pedestrian and vehicular access to the development is provided via Rokeby Street.

The ground floor building interface is generally supported, with good level of transparency to the street. Existing footpath in front of the subject site is only 2m. Hence, the ground floor setback is highly supported. This space presents a great opportunity to provide an engaging, safe and elegant pedestrian environment. Provision of visitor bike spaces within this setback is supported. However, the space needs more greenery (including vertical greenery) to reduce the hard edge created by building façade and garage doors. We also recommend that some public seating be provided within this space to accommodate anticipated use within the public realm.

There are total 14 visitor bike spaces provided within the front setback. It is recommended that these are reduced to 10 visitor bike spaces and the remaining four are relocated to the rear laneway near proposed

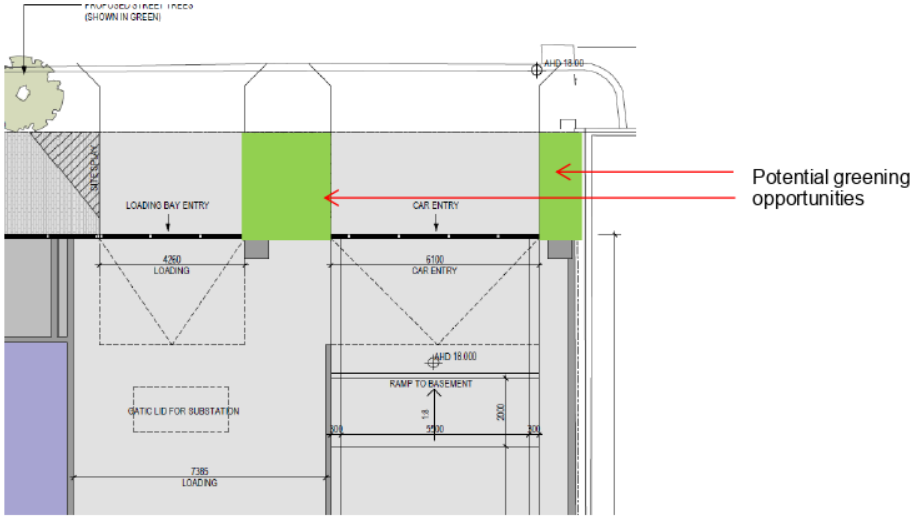
Attachment 4 - Internal and external referral advice collated.

bike spaces (outside E.O.T lobby). This will contribute in decluttering the space and provides an opportunity to have landscaping and seating within this space.



Ground Floor Plan (section near the main pedestrian entrance)

There are other landscaping opportunities (including vertical greenery), like the space between the car park entry and loading bay entry. Provision of landscaping in this space will also help in creating a clear separation between the two entries. The section on north of car park entry also provides landscaping opportunity. It is important to ensure that any landscape treatment and structures do not obstruct any sight lines of drivers.



Ground Floor Plan (section near vehicular entrances)

It is recommended that a detail Landscape Plan is prepared incorporating these recommendations and these need be assessed by Council's Open Space team.

The drawings need to provide more information and/or clarification about:

- There is insufficient detail about the 9.5m long security gate shown across the pedestrian walkway. Further material and design details for the gates should be provided, including their level of transparency as this will impact the pedestrian environment during weekends and evenings.
- Provide additional spot levels on the plan to clarify the height differences between the footpath and paving. We would expect a seamless transition between the footpath and paving, with any height differences resolved through grading of the paving to ensure no steps will be required.
- Show location of all existing infrastructure on footpath like electricity pole, parking signs, street name sign. If any of this infrastructure is proposed to be relocated show the proposed new locations.

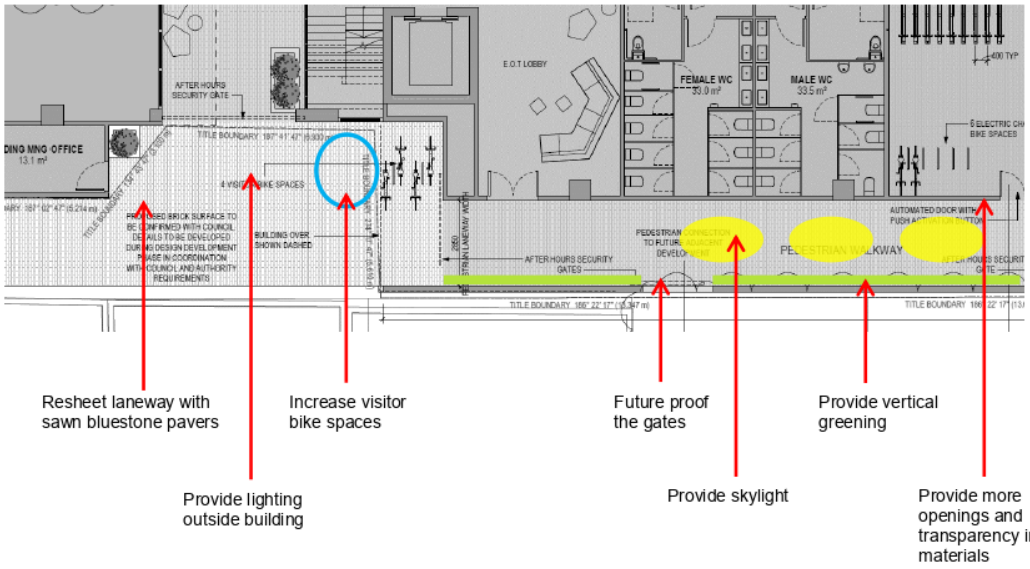
- Show general Grading and Drainage information (including within the laneway) to ensure the site layout is universally accessible, appropriate and well-designed.
  - RLs at all building entries and street interfaces.
  - Falls of pavements, including extents of significant falls (i.e. steeper than 1:33 and 1:20).
  - Drainage pits (and associated RLs).
  - Show drainage infrastructure, such as trench grates on plans.

Pedestrian Walkways

The development proposes pedestrian walkways connecting Rokeby Street to the laneways and potentially to the future adjacent development. Please note the east-west pedestrian walkway is referred as main walkway and the north-south pedestrian walkway connecting the two lanes is referred as rear walkway in below comments.

The provision of these connections are supported in principle but there are some major concerns particularly along the rear walkway about safety and the quality of space being proposed. We would like to confirm the intended audience for the rear walkway. Will it be mainly used by the cyclist to access the bike storage or are pedestrians expected to walk through this space? If the rear walkway is expected to be a thoroughfare then it needs to be pedestrian friendly. CEPTED principles need to be given high consideration due to lack of activation, limited solar access, pedestrian permeability and natural surveillance. Below recommendations are provided to make the rear walkway more acceptable from an urban design perspective:

- Explore providing some active frontages along the walkway.
- The wall along bike storage, EOT lobby and comms room can provide more transparency through use of materials and openings.
- The wall along the eastern boundary can incorporate vertical greenery.
- Confirm whether the walkway is covered or open to sky. If it is covered it is recommended to provide natural skylight openings to allow natural light into the walkway. Confirm that artificial lighting will be provided within the walkway.
- To mitigate this risk of anti-social behaviour or loitering in the laneway / outside security gates, confirm that there will be security / sensor lights at each of these.
- Ensure future proofing the gates that provide pedestrian connection to future adjacent development. This can be achieved by providing openings in the wall and using material that can easily be replaced with gates when the adjacent development is built.



Ground Floor Plan (section near rear laneways)

Attachment 4 - Internal and external referral advice collated.

Pavements

All pavements along Rokeby Street are to be reinstated as asphalt footpaths with concrete kerbs and channels for the full length of the site as per *City of Yarra's Infrastructure – Road Materials Policy*. All redundant vehicle crossovers are to be demolished. Proposed kerbs and channels and vehicle crossovers to be shown on drawings as per *Yarra Standard Drawings*.

The proposed brick surface within the Council land along the laneway is not supported. All pavements within Council land are to be reinstated as sawn bluestone pavers as per *Yarra Standard Drawings*.

All proposed paving in the pedestrian walkways must be compliant with Australian Standards for slip resistance and DDA.

The drawings need to provide more information and/or clarification about:

- Confirm delineation between public and private land. There needs to be a clear distinction between public and private realm along Rokeby Street and laneways.
- Confirm Paving / Surface material within the 3m setback space including the vehicular crossovers and all pedestrian walkways.
- Council engineer should be consulted in regard to storm water management and grading along Rokeby Street and laneways. This to ensure that the overland flow at big rain events will not cause any flooding issues.

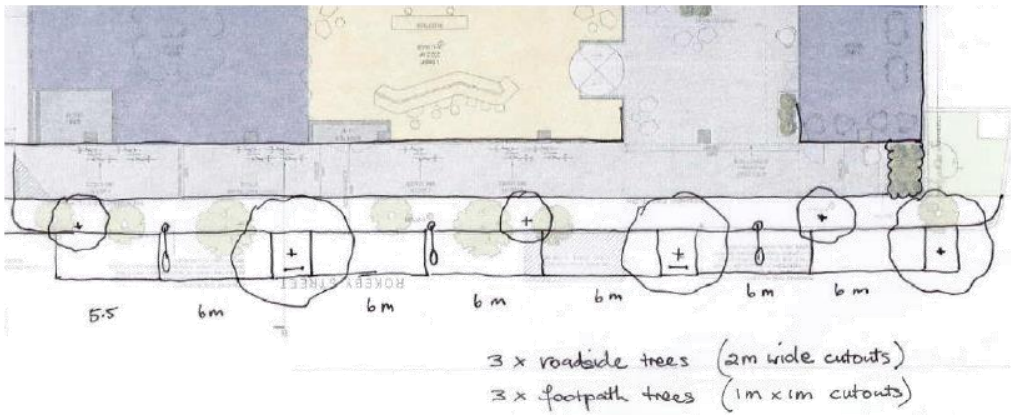
Street Tree Planting

Rokeby Street has been identified to be planted as part of Council's street tree planting program. Further, the proposed 3m setback on the ground floor provides a great opportunity to plant new trees on footpath. Hence, it is recommended to plant some trees on the footpath and some roadside trees. Provision of trees in front of the main pedestrian walkway will also contribute in mitigating the wind effect that might potentially be created due to the scale of the development. The applicant is requested to contribute to the cost of planting six (6) new street trees, which would cover tree sourcing, planting and 2 years of maintenance. The total cost for the trees would be $4,806.

Below are further details and a sketch layout showing the potential location of trees which takes into account parking and the street lighting along the site. The following tree species are recommended:

- Footpath – 3 X Brachychiton 'Bella Donna' (5-6m height x 3-5m spread); approximate cost $565 per tree
- Roadside – 3 X Eucalyptus scoparia (8m height x 6m spread); approximate cost $1037 per tree

Council's tree planting contractor will source and plant the street tree. However, please keep Council updated as the project progresses so when the plans are approved Council can ensure trees are placed on order in time for completion.



Suggested layout showing tree locations along Rokeby Street

Attachment 4 - Internal and external referral advice collated.

CITY OF YARRA

MEMO

To:	**John Theodosakis**	
From:	**Mark Pisani**	
Date:	**14 July 2020**	
Subject:	**Application No:**	**PLN20/0168**
	Description:	**Major Development; 15-Storey Mixed Use Building**
	Site Address:	**40-72 Rokeby Street, Collingwood**

I refer to the above Planning Application received on 13 May 2020 in relation to the proposed development at 40-72 Rokeby Street, Collingwood. Council's Civil Engineering unit provides the following information:

Drawings and Documents Reviewed

	Drawing No. or Document	Revision	Dated
Rothe Lowman Architects	TP01.02 *Basement 2*	A	6 April 2020
	TP01.03 *Basement 1*	A	6 April 2020
	TP01.04 *Ground Floor*	A	6 April 2020
	TP01.05 *Level 1*	A	6 April 2020
	TP02.01 *West Elevation*	A	6 April 2020
	TP02.02 *North Elevation*	A	6 April 2020
	TP02.03 *East Elevation*	A	6 April 2020
	TP02.04 *South Elevation*	A	6 April 2020
	TP02.05 *West Elevation – No Planting*	A	6 April 2020
	TP03.01 *Section A*	A	6 April 2020
	TP03.02 *Section B*	A	6 April 2020
	TP05.01 *Development Summary*	A	6 April 2020
Ratio Consultants	*Traffic Impact* report	RepF02	8 April 2020

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 4 - Internal and external referral advice collated.

Proposed Use	Quantity/ Size	Statutory Parking Rate*	No. of Spaces Required	No. of Spaces Allocated
Office	14,666.5 m²	3.0 spaces per 100 m² of net floor area	439	77
Retail	338.8m²	3.5 spaces per 100 m² of leasable floor area	11	4
Food and Drink	66.1 m²	3.5 spaces per 100 m² of leasable floor area	2	1
		Total	**452 spaces**	**82 spaces**

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

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

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

Parking Demand Consideration	Details
Parking Demand for Office Use	The office would be providing on-site car parking at a rate of 0.53 spaces per 100 m² of floor area. Office developments throughout the municipality have been approved by Council with reduced rates. A few examples include: ▪ 60-88 Cremorne Street, Cremorne – 0.72 spaces/100 m² ▪ 51 Langridge Street, Collingwood – 0.54 spaces/100m² ▪ 2-16 Northumberland Street, Collingwood – 0.89 spaces/100m² Although lower than the rates listed above, the proposed office parking rate of 0.53 spaces per 100 square metres of floor space is considered appropriate, as the proposal seeks to minimise private car dependency and promote more sustainable forms of transport.
Parking Demand for Retail Use	For the retail use, a staff car parking rate of 1.0 space per 100 m² of floor area could be adopted. For the proposed retail use, this would equate to three to four spaces. The balance of the parking generated by this use would be customers, who would park off-site.
Parking Demand for Food and Drink Use	Similarly with the retail use (above), a staff car parking rate of 1.0 space per 100 m² of floor area could also be adopted for the food and drink use. This would equate to a staff parking demand of one space.

- *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:
    - Smith Street-Gertrude Street trams – 550 metre walk
    - Langridge Street bus interchange (on Hoddle Street) – 420 metre walk
    - Victoria Parade trams – 350 metre walk
    - North Richmond railway station – 690 metre walk

- *Multi-Purpose Trips within the Area*. Clients and customers to the office and retail uses might combine their visit by engaging in other activities or business whilst in the area.
- *Convenience of Pedestrian and Cyclist Access*. The site is well positioned in terms of pedestrian access to public transport nodes and other nearby businesses and facilities. The site has good access to the on-road bicycle network.

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

- *Availability of Car Parking*. Ratio Consultants had undertaken an on-street parking occupancy survey of the surrounding area on Wednesday 20 November 2019 between 8:00am and 7:00pm. The survey area encompassed Rokeby Street, Glasgow Street, Northumberland Street, Byron Street Montague Street and sections of Langridge Street and Rupert Street. The times and extent of the survey are considered appropriate. An inventory of 57 publicly available parking spaces was identified. The results of the survey recorded that the peak parking occupancy had occurred at 2:00pm with the on-street parking within the study area to be fully occupied. Whilst the level of parking the area is very high, the short-stay parking regularly turns over.
- *Relevant Local Policy or Incorporated Document*. The proposed development is considered to be in line with the objectives contained in Council's *Strategic Transport Statement*. The site is ideally located with regard to sustainable transport alternatives and the reduced provision of on-site car parking would potentially discourage private motor vehicle ownership and use.

Adequacy of Car Parking
From a traffic engineering perspective, the waiver of parking associated with the commercial uses on the site is considered appropriate in the context of the development and the surrounding area. The operation of the development should not adversely impact existing on-street parking conditions in the area. Since the demand for on-street parking in the area is very high, employees at the development would be inclined to use more sustainable forms of transport (public transport, bicycles) to commute to and from the site.

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

TRAFFIC IMPACT
Trip Generation
The trip generation for the site adopted by Ratio Consultants is as follows:

Proposed Use	Adopted Traffic Generation Rate	Peak Hour	
		AM	PM
Office (77 spaces)	0.5 trips per space in each peak hour	39	39
Retail (4 spaces)	1.0 trip per space in each peak hour	4	4
Food and Drink (1 space)	1.0 trip per space in each peak hour	1	1
	Total	**44 trips**	**44 trips**

Attachment 4 - Internal and external referral advice collated.

As Rokeby Street has a one-way traffic operation in the south bound direction, nearly all traffic would enter the street via Langdridge Street and exit onto Victoria Parade. Adopting a directional split of 90% inbound (40 trips) and 10% outbound (4 trips) in the AM peak hour (reversed in the PM peak hour), we agree that the traffic generated by this site should not adversely impact Rokeby Street or the surrounding road network.

DEVELOPMENT LAYOUT DESIGN
Layout Design Assessment

Item	Assessment
Access Arrangements	
Development Entrance	The development entrance has a width of 6.1 metres which satisfies the Australian/New Zealand Standard AS/NZS 2890.1:2004.
Visibility	A pedestrian sight triangle has been superimposed at the exit lane of the development and satisfies *Design standard 1 – Accessways* of Clause 52.06-9.
Headroom Clearance	Not dimensioned on the drawings.
Internal Ramped Accessways	The internal ramped accessways have been provided with a minimum width of 5.5 metres with additional 300 mm wide kerbs and satisfy AS/NZS 2890.1:2004.
Car Parking Modules	
At-grade Parking Spaces	The dimensions of the parking spaces (2.6 metres by 4.9 metres) satisfy *Design standard 2 – Car parking spaces*.
Accessible Parking Spaces	The accessible parking spaces and shared area satisfy the Australian/New Zealand Standard AS/NZS 2890.6:2009.
Tandem Parking Space – Basement 2	The length of the tandem parking space (space No. 74) has not been dimensioned.
Aisles	Aisle widths range from 6.4 metres to 7.051 metres and satisfy *Table 2: Minimum dimensions of car parking spaces and accessways* of Clause 52.06-9.
Column Depths and Setbacks	Not dimensioned on the drawings. A number of columns have been positioned 300 mm from the spaces and comply with *Diagram 1 Clearance to car parking spaces*. Columns that are immediately adjacent to spaces also comply with *Diagram 1* (please see appended diagram).
Clearances to Walls	Clearances of no less than 300 mm have been provided for spaces adjacent to walls and satisfy *Design standard 2*.
Motorcycle Spaces	Motorcycle spaces have widths of 1.2 metres. Lengths of these spaces have not been dimensioned.
Gradients	
Ramp Grade for First 5.0 metres inside Property	The gradient for the first 5.0 metre inside the property is flat and satisfies *Design standard 3: Gradients*.

Attachment 4 - Internal and external referral advice collated.

Item	Assessment
Ramp Grades and Changes of Grade	The ramp grades and changes of grade satisfy *Table 3 Ramp Gradients* of Clause 52.06-9. According to Ratio Consultants, the 1 in 4.5 ramp within the curved ramped applies to the inside radius (standard convention). The applicant needs to reflect his on the drawings.
Transition Grade at Base of 1 in 4.5 Ramp Grade Section	The transition grades at the bases of the 1 in 4.5 ramp sections should be lengthened to 2.5 metres (applied to ramp sections that have grades steeper than 1 in 5).
Longitudinal Grades	The maximum grade of 1 in 20 along the aisle in Basement 1 (in front of spaces 26 and 27) satisfies AS/NZS 2890.1:2004.
Loading	
Loading Bay	The loading bay is irregular in shape and has a width of 4.798 metres at its narrowest point. The loading bay is considered satisfactory (please see below in the section 'Swept Path Analysis').
Swept Path Analysis	
Truck Entry Movements Via Rokeby Street 16571-SK008-B* Sheet 1 of 8	The swept path diagram for a 6.4-metre long small rigid vehicle entering the site via Rokeby Street and entering the loading bay is considered satisfactory.
Truck Exit Movements Via Rokeby Street 16571-SK008-B Sheet 1 of 8	The swept path diagram for a 6.4-metre long small rigid vehicle reversing out of the loading bay and exiting onto Rokeby Street is considered satisfactory.
Vehicle Turning Movements Development Entrance 16571-SK008-B Sheet 2 of 8	The swept path diagrams for the B99 design vehicle entering and exiting the development site via Rokeby Street are considered satisfactory.
Vehicle Turning Movements Spaces 19 and 27 16571-SK008-B Sheet 3 of 8	The swept path diagrams for a B85 design vehicle entering spaces 19 and 27 are considered satisfactory.
Vehicle Reversing Movements Spaces 19 and 27 16571-SK008-B Sheet 4 of 8	The swept path diagrams for a B85 design vehicle reversing out of spaces 19 and 27 are considered satisfactory.
Vehicle Passing Movements Basement 1 – North Side 16571-SK008-B Sheet 5 of 8	The vehicle passing movements at the north side of Basement 1 of a B95 design vehicle and an oncoming B99 design vehicle are considered satisfactory.
Vehicle Passing Movements Basement 2 – Curved Ramp 16571-SK008-B Sheet 6 of 8	The vehicle passing movements at the base of the curved ramp of Basement 2 of a B95 design vehicle and an oncoming B99 design vehicle are considered satisfactory.
Vehicle Turning Movements Basement 2 – Space 28 16571-SK008-B Sheet 7 of 8	The swept path diagrams for a B85 design vehicle entering and exiting space 28 are considered satisfactory.
Vehicle Turning Movements Basement 2 – Space 39 16571-SK008-B Sheet 7 of 8	The swept path diagrams for a B85 design vehicle entering and exiting space 39 are considered satisfactory.

* Ratio Consultants swept path diagram drawing number

Attachment 4 - Internal and external referral advice collated.

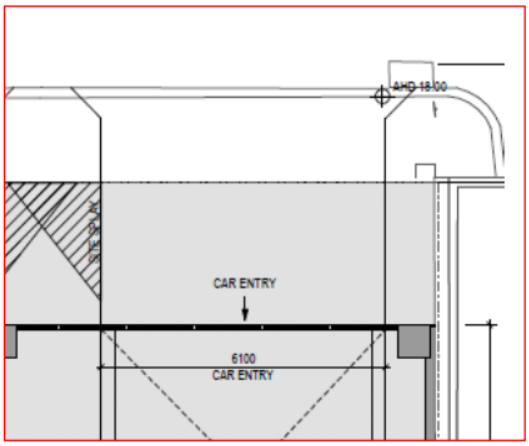
Item	Assessment
Other Items	
Development Entrance Proposed Vehicle Crossing – Ground Clearance Check	A vehicle crossing ground clearance check for the development entrance is to be undertaken by the applicant's designer to confirm that a B99 design vehicle can enter and exit the property without scraping out (Please see under '*Design Items to be Addressed*' section).

Design Items to be Addressed

Item	Details
Headroom Clearance	To be dimensioned on the drawings at the development entrance and at critical points on the ramped accessways.
Tandem Parking Space – Basement 2	The length of the tandem parking space is to be dimensioned on the drawings and be no less than 5.4 metres as required by AS/NZS 2890.1:2004.
Column Depths and Setbacks	To be dimensioned on the drawings.
Motorcycle Spaces	The lengths of the motorcycle spaces are to be dimensioned on the drawings and comply with AS/NZS 2890.1:2004.
Transition Grade at Base of 1 in 4.5 Ramp Grade Section	To be lengthened to t 2.5 metres.
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 out on site 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, Rokeby Street. 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.

Attachment 4 - Internal and external referral advice collated.

INFRASTRUCTURE ITEMS AND CONSTRUCTION ACTIVITIES

Item	Details
Rokeby Street	
Footpath and Kerb and Channel Reconstruction	Construction works at the site and the occupation of the footpath during works will impact on the condition of the footpath and kerb and channel. The Permit Holder must reconstruct the footpaths and kerb and channel along the property's Rokeby Street road frontage.
Redundant Vehicle Crossings	To be demolished and reinstated with paving, kerb and channel.
Road Pavement Re-sheet	Construction activities on site and the passage of heavy vehicles will impact the pavement of Rokeby Street, outside the property frontage. A half-width re-sheet of the road is required once all construction works have been completed.
Existing Grated Side Entry Pit	The proposed vehicle crossing servicing the development entrance will impact the existing grated side entry pit. This pit is an important junction pit and must remain intact. The north edge of the vehicle crossing shall be positioned 1.0 metre south of the edge of the lintel of the pit.  Please see appended diagram for the 1.0 metre clearance required for the pit.
Rear Laneway abutting South East Corner of Site	
Materials with Setback Area abutting the Laneway	The materials to be used in the setback area abutting the laneway must be different to that of the bluestone pavement of the laneway. The boundary of the laneway must be clearly defined.

Attachment 4 - Internal and external referral advice collated.

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 Rokeby Street road frontage must be reconstructed to Council's satisfaction and at the Permit Holder's cost.
- The footpath along the property's Rokeby Street frontage must be reconstructed in asphalt to Council's satisfaction and at the Permit Holder's cost. The footpath (constructed in asphalt) must have a cross-fall of no steeper than 1 in 33 or unless otherwise specified by Council.
- The half width road pavement of Rokeby Street (in between the east kerb and the centreline of the road) must be profiled (grinded) and re-sheeted to Council's satisfaction and at the Permit Holder's cost. These re-sheeting works are be undertaken outside the property's Rokeby Street frontage, in between the northern boundary and the southern boundary. Any isolated areas of pavement failure must be reinstated with full-depth asphalt.
- All redundant vehicle crossings are to be demolished and reinstated with paving, and kerb and channel to Council's satisfaction and at the Permit Holder's cost.
- All redundant property drain outlets are to be demolished and reinstated with paving, and kerb and channel to Council's satisfaction and at the Permit Holder's cost.
- The grate of the existing grated side entry pit on the east side of Rokeby Street, near the northern boundary of the site, must be replaced with a galvanised bike safe grate and is to be funded by the Permit Holder.

Vehicle Crossing

Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the new vehicle crossings 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 B85 design vehicle or B99 design vehicle (where applicable), 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, 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

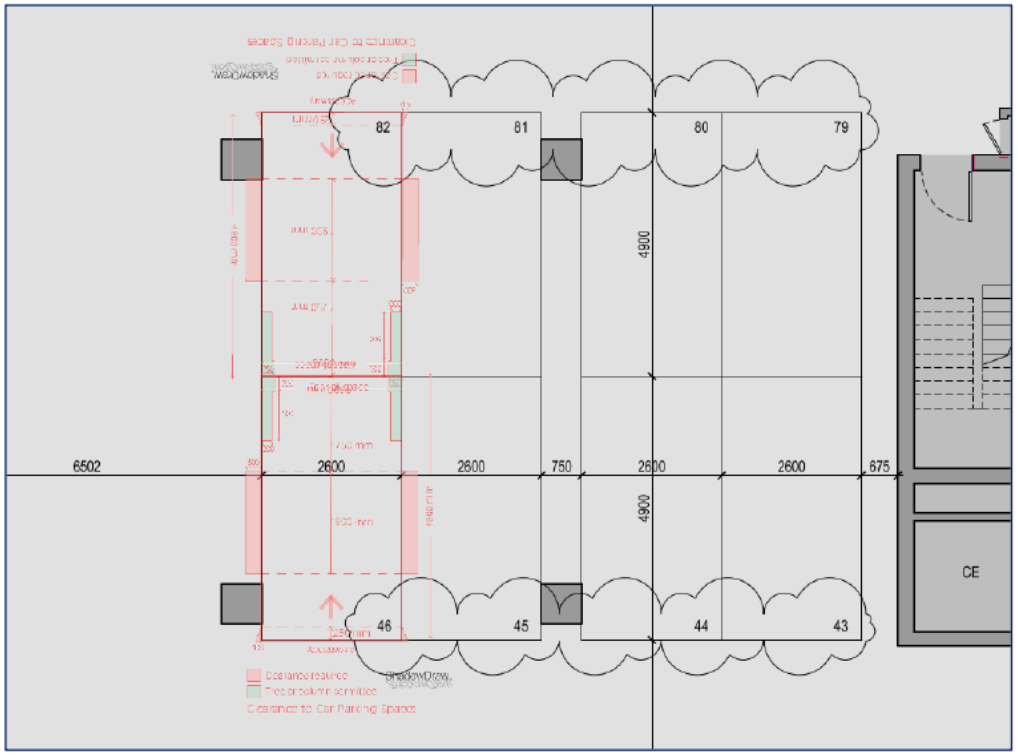
- No parking restriction signs or line-marked on-street parking bays are to be removed, adjusted, changed or relocated without approval or authorisation from Council's Parking Management unit and Construction Management branch.
- Any on-street parking reinstated as a result of development works must 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.

Attachment 4 - Internal and external referral advice collated.

CLEARANCES TO PARKING SPACES – BASEMENT 2



Columns adjacent to spaces 81, 82, 45 and 46 are positioned outside of the parking space clearance envelopes as per *Diagram 1 Clearance to car parking spaces* in Clause 52.06-9.

Column depths and setbacks are to be dimensioned.

Attachment 4 - Internal and external referral advice collated.

CLEARANCE REQUIRED FOR EXISTING GRATED SIDE ENTRY PIT – ROKEBY STREET FRONTAGE

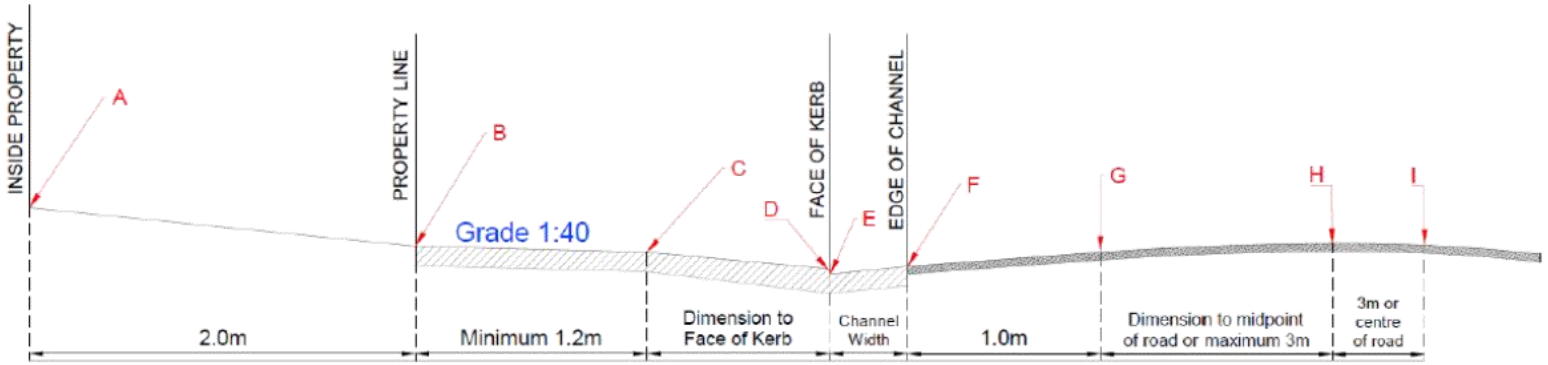
Attachment 4 - Internal and external referral advice collated.

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 4 - Internal and external referral advice collated.

Planning Referral

To:	John Theodosakis
From:	Julian Wearne
Date:	26/10/2020
Subject:	Strategic Transport Comments
Application No:	PLN20/0168
Description:	Development (buildings and works) of a fifteen-storey building and use of the land for shop, food and drink premises and office, including a reduction in the associated car parking requirement.
Site Address	40-50 Rokeby Street, Collingwood

I refer to the above Planning Application referred on 13/05/2020, and the accompanying Traffic report prepared by Ratio in relation to the proposed development at 40 – 50 Rokeby Street, Collingwood. Council's Strategic Transport unit provides the following information:

Access and Safety

The following safety and access concerns should be addressed:

Bicycle access dependant on laneway surface

The location of the bicycle store is supported, providing the surface of the laneway is composed of a smooth surface. It is noted that the applicant has indicated the laneway will be paved with sawn bluestone pavers. This would be acceptable from a strategic transport perspective, but if this laneway is not re-surfaced (due to heritage or other concerns) – bicycle access will need to be reconsidered.

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:

Office (other than specified in the table)	12643 sqm	1 employee space to each 300 sqm of net floor area if the net floor area exceeds 1000 sqm	42 employee spaces	
		1visitor space to each 1000 sqm of net floor area if the net floor area exceeds 1000 sqm	13 visitor spaces.	
Retail premises (other than specified in this table)	67 sqm	1 employee space to each 300 sqm of leasable floor area	0 employee spaces	
		1visitor space to each 500 sqm of leasable floor area	0 visitor spaces.	
Shop	330 sqm	1 employee space to each 600 sqm of leasable floor area if the leasable floor area exceeds 1000 sqm	0 employee spaces	

Attachment 4 - Internal and external referral advice collated.

		1 visitor space to each 500 sqm of leasable floor area if the leasable floor area exceeds 1000 sqm	0 visitor spaces.	
Bicycle Parking Spaces Total			**42 employee spaces**	**194 employee spaces**
			13 visitor spaces	**18 visitor spaces**
Showers / Change rooms		1 to the first 5 employee spaces and 1 to each additional 10 employee spaces	**5 showers / change rooms**	**20 showers / change rooms**

The development provides a total of 152 additional employee spaces and 5 additional visitor spaces above the requirements of the planning scheme.

Adequacy of visitor spaces
18 spaces are noted as visitor bicycle parking spaces. The provision of the visitor spaces is acceptable given:

- The provision exceeds the statutory rate by 5 spaces; and whilst it does not meet Council's best practice rate of 25 spaces
    - All spaces are well designed and located to be suitable for visitor use.
    - The development provides well in excess of the employee rate.
    - The subject site has excellent public transport access, which is likely to provide similar benefits.

Adequacy of employee spaces
Number of spaces
The number of employee bicycle spaces exceeds the statutory rate and Council's Best Practice rate (127 spaces[1]) and is acceptable.

Design and location of employee spaces and facilities
The bicycle parking facility and end-of-trip facilities are of a very high standard, and appear to exceed all requirements of AS2890.3.

Electric vehicles / share cars
The provision of 5 electric vehicle charging facilities is supported.

The Sustainability Management Plan mentions the inclusion of a car share scheme within the building, however this does not appear to be noted on the plans. It is preferred if this detail is shown.

Green Travel Plan
It is noted most required information regarding travel options is provided within the Traffic Impact Assessment, however no Green Travel Plan (GTP) has been provided. Given the development has a total non-residential floor area of more than 1,000sqm, pursuant to Clause 22.17-4 a GTP must be provided.

Recommendations
The following should be shown on the plans before endorsement:

1. It is recommended the provision of a car share bay be shown on the plans.

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

Attachment 4 - Internal and external referral advice collated.

A Green Travel Plan should be provided.

Regards

Julian Wearne

Senior Transport Planner
Strategic Transport Unit

Attachment 4 - Internal and external referral advice collated.

Hi John,

The waste management plan for 40 & 50 Rokeby Street, Collingwood authored by Ratio and dated 9/4/20 is satisfactory from a City Works Branch's perspective.

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

From: Theodosakis, John
Sent: Wednesday, 13 May 2020 10:36 AM
To: Engineering Referral Unit <EngineeringReferalUnit@yarracity.vic.gov.au>; Athanasi, Atha <Atha.Athanasi@yarracity.vic.gov.au>; Wearne, Julian <Julian.Wearne@yarracity.vic.gov.au>; Urban Design Unit <UrbanDesignUnit@yarracity.vic.gov.au>
Cc: Dionisio, Simone <Simone.Dionisio@yarracity.vic.gov.au>
Subject: Planning application No. PLN20/0168 - Referral - 40-72 Rokeby Street, Collingwood.

Dear all,

I have an application for:

Development (buildings and works) of a fifteen storey building and use of the land for shop, food and drink premises and office, including a reduction in the associated car parking requirement.

I would like to get your comments from your perspective with regard to your areas of expertise.

Urban Design, I would like your comments in relation to the public realm only.

The relevant attachments can be found by clicking on the following link:

https://www.yarracity.vic.gov.au/services/planning-and-development/planning-applications/advertised-planning-applications/2020/04/29/pln200168

If you have any queries or require any additional info, please let me know.

Kind Regards,

John

Attachment 4 - Internal and external referral advice collated.

John Theodosakis
Principal Statutory Planner

City of Yarra PO BOX 168 Richmond VIC 3121
T: (03) 9205 5307 **F**: (03) 8417 6666
E: John.Theodosakis@yarracity.vic.gov.au **W**: www.yarracity.vic.gov.au

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D19/238620	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising 16a. Tenant Charter
D19/238619	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising 16. Rupert Street Vision Book
D19/238618	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising 15. Molonglo Backgrounder
D19/238617	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising 14a. Letter of Support
D19/238616	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising 14. Industry Support Letter
D19/238615	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising 13. Public Participation Report
D19/238610	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising 12. Wind Report
D19/238609	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising 11. Acoustic Report
D19/238608	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising 10. Economic Report
D19/238607	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising 9. Sustainable Management Plan
D19/238603	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising 8. Waste Management Plan
D19/238601	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising 7. Green Travel Plan
D19/238600	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising 6c. Building Surveyor Bike Mezza
D19/238599	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising 6b. Compliance Report Excerpt -
D19/238598	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising 6a. Traffic RFI Letter
D19/238597	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising 6. Traffic Impact Assessment
D19/238593	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising 5. Heritage Expert Report
D19/238591	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising _5 Certificate of Title and Title Pla
D19/238590	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising _5 MPL Certificate
D19/238589	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising 4. Planning Report
D19/238588	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising 3. Landscape Plans
D19/238587	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising _3 Application Form and Notice
D19/238586	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising _2 Cover Letter
D19/238584	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising 1 RFI Response Covering Letter
D19/238583	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising 1_Molonglo Rupert Street Summ
D19/238582	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising 2C. Materials Board
D19/237415	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising 2B. Urban Context Report
D19/237365	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising 2A. Architectural Plans
D19/237364	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising 1_Molonglo Rupert Street Summ
D19/237363	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising _5 MPL Certificate
D19/237362	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising _4 Certificate of Title and Title Pla
D19/237361	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising _2 Cover Letter
D19/237360	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising _1 RFI Response Covering Letter
D19/237359	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising _3 Application Form and Notice

If you have any queries or require any additional info, please let me know.

Kind Regards,

John

John Theodosakis
Principal Statutory Planner

City of Yarra PO BOX 168 Richmond VIC 3121

Attachment 4 - Internal and external referral advice collated.

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Yarra City Council acknowledges the Wurundjeri Woi Wurrung 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 - Internal and external referral advice collated.

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.

Attachment 4 - Internal and external referral advice collated.

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

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Attachment 4 - Internal and external referral advice collated.

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

Assessment Summary:

Responsible Planner:	John Theodosakis
ESD Advisor:	Gavin Ashley
Date:	10.06.2020
Subject Site:	PLN20/0168 40-50 Rokeby Street, Collingwood VIC 3066
Site Area:	Approx. 2,200 m²
Project Description:	Development with a fifteen storey building uses for shop, food and drinks premises and office, including a reduction in the associated car parking requirement.
Pre-application meeting(s):	Unknown.
Documents Reviewed:	○ Sustainability Management Plan [10.03.20], Wood & Grieve Engineers (3 parts) ○ Architectural Plans [06.04.20], RotheLowman (3 parts) ○ Green Travel Plan [08.04.20], Ratio Consultants ○ Stormwater Management Plan [Ver A, 10.03.20], Webber Design ○ Waste Management Plan [09.04.20], Ratio COnsultants

The standard of the ESD will likely meet Council's Environmental Sustainable Design (ESD) standards, subject to the provision of further information.

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:

- The development is claiming a BESS score of 71%, suggesting 'Australian Excellence'.
- Building User Guide will be provided to building occupants with the intent to reduce energy and water consumption.
- All major common areas and all individual tenancies will be sub-metered separately to allow for better user control and optimisation over the energy and water consumption of each part of the building.
- Water efficient fixtures and taps.
- Fire system test water will minimise its potable water consumption by 80% from an equivalent benchmark
- A STORM report with a 104% STORM score has been submitted that demonstrates best practice and relies on ~290m² of roof connected to a 6,000 litre rainwater tank connected to toilets
- The development will incorporate a minimum of 20kW of rooftop Solar PV, to be installed above the roof mounted air handling plant.
- The Development achieves compliance with BCA 2019 Section J requirements with a minimum 20% improvement on BCA 2016 reference case energy consumption.
- High efficiency centralised gas fired domestic hot water system.
- All centralized systems are to be supplied with variable speed drives (VSD) to lower energy use when demand is low.
- The commissioning process of the building services and equipment will ensure that "design" energy efficiency translates to "operational" energy efficiency.

Attachment 4 - Internal and external referral advice collated.

- The North and West facades will incorporate full height glazing to maximise views of the city and surrounding area. These facades have integrated external shading to maintain thermal performance levels.
- Low VOC and formaldehyde products specified throughout.
- At least one EV charging point will be provided with the electrical infrastructure installed for up to 4 EV charging points to be installed in the future.
- 188 secure bicycle spaces will be provided along with a repair station and EOT facilities and an additional 6 parking spots with charging points for eBikes (representing a 200% increase in statutory requirements).
- Head contractor to reuse or recycle a minimum of 80% of construction and demolition waste (by weight) to minimise the volume of waste to landfill.
- Onsite facilities will be provided for collecting and processing food and garden waste
- 100% of the building's offsite electricity demand will be from certified GreenPower sources, reducing the building's operational GHG emissions and supporting the renewable energy sector.

(2) Application ESD Deficiencies:

- No obvious deficiencies.

(3) Outstanding Information:

- Clarify operability of windows and provision of fresh air to offices on all levels to achieve cross-ventilation.
- Provide preliminary daylight analysis to support claim including VLT assumptions.
- Provide a preliminary Section J report with glazing and insulation specifications and calculations to support improvement over reference case.
- Identify improvement over reference case for lighting.
- Clarify proportion of energy use covered by solar PV. Because 'dummy' figures have been used for energy consumption (pending Section J report) the solar is not referenced to a reasonable energy load (and will be providing benefit in scoring beyond its capacity).
- Confirm PVC content by weight or cost.
- Satisfactory. Include recycling targets within a site-specific Environmental Management Plan to be implemented by Head Contactor.
- Clarify strategy around organic waste.
- Satisfactory. Please provide a planting schedule to clarify selection of locally indigenous and drought tolerant species.
- The evaluation of credits claimed for innovation needs to be modified, as points are already awarded in the tool for bicycle parking which exceeds statutory requirements, thermal fabric improvements and the activated laneways while a good architectural feature is not considered innovative. The Green Power and Future Proofed EV wiring are satisfactory credit claims and should be supported with 2 points each subject to the Green Power contract being at least a 5-year commitment. 4 innovation points in total are acceptable.
- Confirm a construction management plan and include 80+% recycling or reuse target for demolition and construction waste.

(4) ESD Improvement Opportunities

- Satisfactory approach to HW. Consider using a heat pump.
- Consider selecting a % of materials (by weight or cost) that are either recycled or contain recycled content.
- Satisfactory. Consider calculating the reduction in GHG emissions associated with 'energy reducing' processes, and consider conducting an LCA on other components (such as concrete) to identify methods to reduce embodied carbon further.
- Consider a small pallet of materials and construction techniques that can assist in disassembly.
- Consider the provision of additional vegetation, or specification of light (high) SRI materials for example, the roof.
- Consider a green roof or wall to improve the ecological value of this site.
- Consider head contractor to be ISO14001 accredited.

Attachment 4 - Internal and external referral advice collated.

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

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

Attachment 4 - Internal and external referral advice collated.

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	Natural ventilation will be assisted by energy efficient mechanical systems & BMS controls where necessary in order to achieve flow rates 50% in excess of AS 1668 levels in accordance with Green Star best practice.	Clarify operability of windows and provision of fresh air to offices on all levels to achieve cross-ventilation.	3
Daylight & Solar Access	Both the SMP and BESS report indicate a minimum 60% of the nominated floor area will achieve a DF>2%.	Provide preliminary daylight analysis to support claim including VLT assumptions.	3
External Views	All facades incorporate glazing to maximise access to views for all office occupants.	Satisfactory.	
Hazardous Materials and VOC	All internal sealants and paints, adhesives, and carpets will be low VOC, and all wood products will have a formaldehyde emission rating of E1.	Satisfactory.	
Thermal Comfort	Building fabric types and the zoning of mechanical plant (for both heating and cooling) will be selected to ensure the building targets an improved level of occupant amenity.	Satisfactory.	

*** Council Assessment Ratings:**

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

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

Attachment 4 - Internal and external referral advice collated.

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	The Development achieves compliance with BCA 2019 Section J requirements, with a minimum 20% improvement on BCA 2016 reference case energy consumption.	Provide a preliminary Section J report with glazing and insulation specifications and calculations to support improvement over reference case.	3
Thermal Performance	The BESS report indicates a 25% reduction in heating and cooling compared to the BCA 2016 reference case.	Include calculations in Section J report.	3
Greenhouse Gas Emissions	The BESS report indicates a 17% reduction in GHG emissions.	Include calculations in Section J report.	3
Hot Water System	High efficiency centralised gas fired domestic hot water plant will be installed.	Satisfactory approach to HW. Consider using a heat pump.	4
Peak Energy Demand	The services design includes the allocation of minimum 20kW of Solar PV contribution which will assist building power demand & reduce peak demand reduction on the main grid energy supply.	Include calculations in Section J report.	3
Effective Shading	External shading will be achieved via eaves on the North and West facades. Eaves will be adequately spaced to provide effective shading to the majority of the glazed façade. Spandrels will be utilized on East and South facades to improve the thermal performance of the building's façade overall.	Satisfactory.	1
Efficient HVAC system	Water cooled chillers, low- temperature VAV boxes (levels 2-14) and fan-coil units (Ground common / retail) provide a highly efficient system. Outside air intake will be controlled via CO2 sensors optimising energy efficiency, whilst energy recovery ventilators will be incorporated into end of trip facilities.	Satisfactory.	1
Car Park Ventilation	CO monitoring.	Satisfactory.	1
Efficient Lighting	LEDs to be typically used throughout, with motion sensors and timers to maximise energy efficiency, however no improvement in LPD claimed.	Identify improvement over reference case for lighting.	3
Electricity Generation	The proposal includes a (minimum) 20Kw rooftop solar PV system – with the BESS report claiming it is capable of generating approximately 35,000kWh or 21204% of the buildings energy use.	Clarify proportion of energy use covered by solar PV. Because 'dummy' figures have been used for energy consumption (pending Section J report) the solar is not referenced to a reasonable energy load (and will be providing benefit in scoring beyond its capacity).	3
Other	-	-	

Attachment 4 - Internal and external referral advice collated.

*** Council Assessment Ratings:**

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

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

Attachment 4 - Internal and external referral advice collated.

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: 6 star • Toilets: 4 star • Showers: 3 star • Dishwashers 5 star • Urinals: 5 star	Satisfactory.	
Water for Toilet Flushing	A rainwater harvesting system with a capacity of 30,000L is proposed for the site to offset potable water demand for irrigation and toilet flushing	Satisfactory.	
Water Meter	All major common areas and all individual tenancies will be sub-metered separately to allow for better user control and optimisation over the energy and water consumption of each part of the building.	Satisfactory.	
Landscape Irrigation	Water sensitive landscape design with on-site rainwater storage tank and irrigation systems will be sub-soil drip systems to reduce evaporative losses.	Satisfactory.	
Other	-	-	

*** Council Assessment Ratings:**

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

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

Attachment 4 - Internal and external referral advice collated.

4. Stormwater Management

Objectives:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
STORM Rating	The proposal includes a Stormwater Management Plan and MUSIC modelling which identifies an improvement on Best Practice pollution removal rates.	Satisfactory. (Stormwater Report, p. 10).	
Discharge to Sewer	It is proposed the site will be drained to a single connection point to the existing council pipe, via a new internal stormwater system, on-site detention tank and flow control pit.	Stormwater Report, p. 6	-
Stormwater Diversion	A total (non-trafficable) area of 1,345.89 m² is diverted to the rainwater tank, with the additional area (approximately 800 m²) diverted to OSD or raingardens.	Stormwater Report, p. 10	-
Stormwater Detention	The total volume of the On-Site Detention will be 14,500 L.	Stormwater Report, p. 8	-
Stormwater Treatment	Stormwater will be treated via a variety of mechanisms including: Raingardens, SPEL filtration pod in OSD, SPEL Stormsack and rainwater tank (for non-trafficable areas).	Stormwater Report, p. 10	-
Others	-	-	-

*** Council Assessment Ratings:**

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

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

Attachment 4 - Internal and external referral advice collated.

5. Building Materials

Objectives:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
Reuse of Recycled Materials	No information has been provided.	Consider selecting a % of materials (by weight or cost) that are either recycled or contain recycled content.	4
Embodied Energy of Concrete and Steel	All reinforcing steel shall be sourced from an environmentally responsible steel maker, exceed the 500MPa strength grade and be produced using energy reducing processes in manufacture.	Satisfactory. Consider calculating the reduction in GHG emissions associated with 'energy reducing' processes, and consider conducting an LCA on other components (such as concrete) to identify methods to reduce embodied carbon further.	4
Sustainable Timber	All feature timber will be recycled or from accredited sustainably harvested plantation sources (FSC or AFS).	Satisfactory.	1
Design for Disassembly	No information has been provided.	Consider a small pallet of materials and construction techniques that can assist in disassembly.	4
PVC	Use of Low PVC content or PVC free material where possible.	Confirm PVC content by weight or cost.	3

*** Council Assessment Ratings:**

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

References and useful information:
SDAPP Fact Sheet: 5. Building Materials
Building Materials, Technical Manuals www.yourhome.gov.au
Embodied Energy Technical Manual www.yourhome.gov.au
Good Environmental Choice Australia Standards www.geca.org.au
Forest Stewardship Council Certification Scheme www.fsc.org
Australian Green Procurement www.greenprocurement.org

Attachment 4 - Internal and external referral advice collated.

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	A total of 82 car parking spaces will be provided, equating to 0.56 cars per 100m2 of Office.	Satisfactory.	1
Bike Parking Spaces	188 secure bicycle spaces will be provided at ground level in addition to 18 visitor spaces (on street), and 6 parking spots with charging points for eBikes (representing a 200% increase in statutory requirements).	Great.	1
End of Trip Facilities	End of trip facilities have been provided in the basement.	Satisfactory.	1
Car Share Facilities	Car share facilities are discussed in the Green Travel Plan.	Satisfactory.	1
Electric vehicle charging	At least one EV charging point will be provided with the electrical infrastructure installed for up to 4 EV charging points to be installed in the future.	Satisfactory.	1
Green Travel Plan	A Green Travel plan 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: 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

Attachment 4 - Internal and external referral advice collated.

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	It is proposed that the head contractor shall reuse or recycle a minimum of 80% of construction and demolition waste (by weight) to minimise the volume of waste to landfill.	Satisfactory. Include recycling targets within a site-specific Environmental Management Plan to be implemented by Head Contactor.	3
Operational Waste Management	An operational Waste Management Plan has been submitted that outlines waste generation (including food waste) and management practices.	Satisfactory.	1
Storage Spaces for Recycling and Green Waste	Separate waste facilities are provided for the offices, and retail/café uses respectively, with adequate space for recycling. In regards to organics, the SMP claims onsite facilities will be provided for collecting and processing food and garden waste however the WMP identifies weekly collection.	Clarify strategy around organic 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: 7. Waste Management
Construction and Waste Management www.sustainability.vic.gov.au
Preparing a WMP www.epa.vic.gov.au
Waste and Recycling www.resourcesmart.vic.gov.au
Better Practice Guide for Waste Management in Multi-Unit Dwellings (2002) www.environment.nsw.gov.au
Waste reduction in office buildings (2002) www.environment.nsw.gov.au

Attachment 4 - Internal and external referral advice collated.

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	Communal terraces with integrated landscaping will be provided throughout the development, providing direct access to nature and biophilia via views of the terraces and planter boxes.	Satisfactory. Please provide a planting schedule to clarify selection of locally indigenous and drought tolerant species.	3
Heat Island Effect	No information has been provided.	Consider the provision of additional vegetation, or specification of light (high) SRI materials for example, the roof.	4
Other			
Green wall, roofs, facades	No information has been provided.	Consider a green roof or wall to improve the ecological value of this site.	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: 8. Urban Ecology
Department of Sustainability and Environment www.dse.vic.gov.au
Australian Research Centre for Urban Ecology www.arcue.botany.unimelb.edu.au
Greening Australia www.greeningaustralia.org.au
Green Roof Technical Manual www.yourhome.gov.au

Attachment 4 - Internal and external referral advice collated.

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	-10 Innovation points are claimed.	The evaluation of credits claimed for innovation needs to be modified, as points are already awarded in the tool for bicycle parking which exceeds statutory requirements, thermal fabric improvements and the activated laneways while a good architectural feature is not considered innovative. The Green Power and Future Proofed EV wiring are satisfactory credit claims and should be supported with 2 points each subject to the Green Power contract being at least a 5-year commitment. 4 innovation points in total are acceptable.	3-
Innovative Social Improvements	-	-	-
New Technology	-	-	-
New Design Approach	-	-	-
Others	-	-	-

*** Council Assessment Ratings:**

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

References and useful information:
SDAPP Fact Sheet: 9. Innovation
Green Building Council Australia www.gbca.org.au
Victorian Eco Innovation lab www.ecoinnovationlab.com
Business Victoria www.business.vic.gov.au
Environment Design Guide www.environmentdesignguide.com.au

Attachment 4 - Internal and external referral advice collated.

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	Sub-metering of the body corporate common services energy consumption will assist with ongoing building tuning works by the facility manager.	Satisfactory.	1
Building Users Guide	A Building Users Guide will be provided to residents to inform them of the ESD features of the building and how to minimise their own ecological footprint.	Satisfactory.	1
Contractor has Valid ISO14001 Accreditation	No information has been provided.	Consider head contractor to be ISO14001 accredited.	4
Construction Management Plan	A comprehensive construction/environmental management plan is to be implemented by the head-contractor during the construction phase of the project.	Confirm a construction management plan and include 80+% recycling or reuse target for demolition and 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

Attachment 4 - Internal and external referral advice collated.

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 4 - Internal and external referral advice collated.

Urban Design Memo

To:	John Theodosakis	Date:	22/07/2020
Company:	City of Yarra	From:	Hansen Urban Design Team
Re:	40-50 Rokeby Street, Collingwood		

Thank you for the opportunity to review the application package for the proposed 15 storey office development at 40-50 Rokeby Street, Collingwood. Our assessment is based on the preliminary planning application plans prepared by Rothelowman, dated 1.11.2019 as well as site investigations and a comprehensive review of relevant Planning Policies.

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

Site & Context

Site identification

Attachment 4 - Internal and external referral advice collated.

The subject site is located on the east side of Rokeby Street opposite the intersection with Northumberland Street, approximately 150m to the north of the intersection with Victoria Parade. The site is regular in shape with a frontage to Rokeby Street of 64m and depth of 29.4m and 35.5m, resulting in a total site area of 2,193m². The site currently comprises of a set of single storey brick warehouses built to the site boundary with a unique 'serrated sawtooth' parapet and roof form. The building operates as an automotive repairs shop and also consists of some offices. Vehicular access is afforded from Rokeby Street and two separate laneways to the rear originating from Rokeby Street (to the south) and Rupert Street (to the north).

The subject site is located within the traditional industrial pocket of Collingwood between Wellington Street (to the west) and Hoddle Street (to the east). This area comprises a broad urban grid (with blocks of some 200m in length) with a diverse mix of traditional warehouse forms of 1 and 2 storeys, more recent commercial buildings from the 90s and 00s of up to 3 storeys and scattered pockets of single storey heritage cottages (primarily to the north). It is acknowledged that this area of Collingwood serves an important role as an employment and industry hub within the municipality. The site has the following interfaces:

- To the **north**, the subject site has a direct interface with 60 Rokeby Street, a segment of the single storey brick warehouse which also includes the subject site. The ground level is setback from the site boundary to the intersection of Rokeby and Montague Street, enabling undercroft car parking. Montague Street is a 6.5m wide road reserve which permits one way traffic movement (exiting into Rokeby Street). Across Montague Street is 96-97 Langridge Street, an at grade car park access from Langridge Street, a tree-lined east-west connection with dedicated bike lanes and marked on-street parking on both sides of the road reserve. Further north is a range of recent developments such as Yorkshire Brewery (17, 14 storeys) and 71-93 Gipps Street (11 storeys).
- To the immediate **east**, are two 3m wide, disconnected laneways accessed from the north via Rupert Street and south via Rokeby Street. The site also directly abuts 31, 33 and 39 Rupert Street, comprising of single storey commercial and residential buildings with a setback to the rear (common boundary). Rupert Street is a 10m wide road reserve with marked on-street parking on one side (east), extending beyond Langridge Street to the north and to Victoria Parade to the south. Further east is a mix of 1 to 4 storey commercial buildings of varied lot dimensions built to site boundary, with pockets of at-grade parking facilities. Hoddle Street, a major arterial road (45m wide) is located within 260m from the subject site.
- To the **south**, the site has a direct interface with 36-38 Rokeby Street, a single storey brick warehouse, setback from the street by 4.8m. A single crossover bound by two pockets of grassed landscape provides access to both vehicles and pedestrians. A palm tree abuts the common boundary to the north. Further south is 26-30 Rokeby Street, a recently constructed 4 storey office building built to the boundary. Prince Patrick Hotel (135 Victoria Parade, an important heritage landmark at the intersection of Rokeby Street and Victoria Parade is a 2 storey pub with a site-specific heritage overlay and 'individually significant' grading. Opposite the property is 109-111 Victoria Parade, a Strategic Redevelopment Site (as identified within the Yarra Planning Scheme) currently comprising of a single storey car showroom and associated warehouse. Further south is Victoria Parade (approximately 70m wide), a key east-west arterial road comprising of 6 vehicular lanes, bus lanes and marked on-street parking to one side. A central tramway bound by trees within wide landscaped verges buffers the tracks from the vehicular lanes.
- To the **west**, the site has a direct frontage with Rokeby Street, a 10m wide road reserve extending between Gipps Street in the north and Victoria Parade in the south. This street supports one-way vehicular movement towards the south. Directly opposite the subject site are 2 and 3 storey buildings of commercial or warehouse typologies with varying roof profiles. Further west are 2 and 3 storey office buildings and an at-grade car park located along Byron Street (turning into Northumberland Street). A cluster of red brick buildings associated with the former silos at 21 Northumberland Street (11 storeys) and distillery at 26 Wellington Street are located further west with a mix of building heights of 2 and 6 storeys. Beyond this development is Wellington Street, a 20m wide road reserve with vehicular traffic in both directions. A sizeable development at 1-57 Wellington Street is currently under construction and is to accommodate a series of buildings ranging up to 11 storeys.

Attachment 4 - Internal and external referral advice collated.

Planning and Design Framework

The site is located within the **Commercial 2 Zone (C2Z)**. The purpose of the zone is:

- *To encourage commercial areas for offices, appropriate manufacturing and industries, bulky goods retailing, other retail uses, and associated business and commercial services.*
- *To ensure that uses do not affect the safety and amenity of adjacent, more sensitive uses.*

The site is subject to **Schedule 11 of the Design and Development Overlay (DDO11- Gipps Precinct)**.
Relevant design objectives include:

- *To recognise the Precinct as a **vibrant commercial precinct** with a narrow street network.*
- *To provide a **pedestrian friendly environment** along all street frontages.*
- *To ensure building design responds to the inherent **industrial character** of the Precinct.*
- *To ensure building design will **protect the amenity** of existing pockets of residential development.*
- *To encourage improvements to the **public domain**, including the provision of public open space.*
- *To ensure that new development does not adversely impact on **pedestrian, cycling and vehicular accessibility**.*
- *To ensure a high standard of **architectural design**.*

The following Planning Policies are considered relevant to this urban design assessment:

- Clause 15 – Built Environment and Heritage;
    - Clause 15.01-1S – Urban Design;
    - Clause 15.01-1R – Urban design – Metropolitan Melbourne;
    - Clause 15.01-2S – Building design;
- Clause 21.03 – Vision;
- Clause 21.05 – Built Form;
- Clause 22.02 – Development guidelines for sites subject to the Heritage Overlay; and
- Clause 22.10 – Built form and design policy.

Other relevant documents include;

- Urban Design Guidelines for Victoria (2017).
- Victorian Urban Design Charter (2010).

Zone and Overlay Maps

Attachment 4 - Internal and external referral advice collated.

The Proposal

The proposal includes the demolition of all structures on site for the subsequent construction of a 15 storey commercial building with 2 levels of basement comprising of retail and office floorspace. Specifically, the proposal includes;

- A podium and tower arrangement rising to approximately 65.85m NGL, comprising of a stepped street wall transitioning from 2 storeys or 9.85m (north) to 4 storeys or 18.62m (south). To the rear of the site, the podium rises to a maximum of 15.7m with an overall building height of 66.3m.
- Ground level is setback by 3m to Rokeby Street comprising of a range of retail tenancies with outdoor seating, a central lift core with associated lobby extending to the primary interface, 188 regular bike parking spaces, 6 e-bike charge stations, 1 bike repair station and allied end-of-trip facilities.
- Access to the basement and loading bay area within the ground level is gained via Rokeby Street. A network of internal laneways originating from the double height entrance to Rokeby Street links into the existing laneways to the rear, enabling seamless pedestrian access from all 3 points.
- Level 1 comprising of gym/yoga room and office spaces interconnected with a 'sky laneway'. Level 2 to 12 typically consist of 2 office tenancies positioned to either side of a central corridor and lift lobby.
- A total office floor area of 15,221m^2. Above the podium, the upper levels have varied setbacks influenced by the abutting interface - 6.5m and 3m to the west, 3m and 5m to the south, 5m to the north and 5.5m to the west.
- The design language of the proposed building seeks to reference the traditional industrial warehouse character of this part of Collingwood and define an enhanced relationship to the street with the use of a range of materials in a minimalist expression of form. The recessed upper levels adopt full height glazing with corridors terminating in 'pop out' terraces that provide opportunities for landscape.

Artistic impression of 40-50 Rokeby Street by Rothelowman

Attachment 4 - Internal and external referral advice collated.

URBAN DESIGN ASSESSMENT

Strategic context and urban form

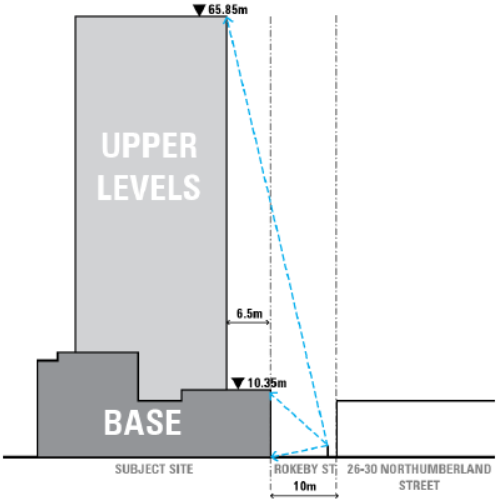
- The Yarra Planning Scheme seeks to maintain the City's urban character as a 'low-rise urban form with pockets of higher development'. Clause 21.05 – 2 states that low- rise building heights within the municipality predominantly vary between 1-2 storeys, with instances of 3-4 storey buildings. Pockets for higher development are Strategic Redevelopment Sites or within Activity Centres and should generally be no more than 5-6 storeys, unless specific benefits can be achieved. While the subject site is not located within an Activity Centres or a designated Strategic Redevelopment Site, there is a clear ambition that the site is located where 'more' can potentially be achieved as demonstrated by a number of approvals and recently constructed developments in its surrounds – thereby transforming this historically low-rise context into one of the pockets of higher development.
- A design response to the existing or preferred neighbourhood character and a contextual urban design response having regard to ambitions for the area is contemplated through the provisions in the Planning Scheme (Clause 15 (Built Environment and Heritage), Clause 21.05 (Built Form), Clause 22.10 (Design and Built Form) and Schedule 11 of the Design and Development Overlay. Importantly, the objectives in Clause 22.10-3.3 seeks 'to ensure that the height of new development is appropriate to the context of the area (as identified in the Site Analysis Plan and Design Response) and respects the prevailing pattern of heights of the area where this is a positive contribution to neighbourhood character'. The overall height of new development may exceed the prevailing building height of the area if the site does not cause off-site impacts and is either located on a corner site of a main road, or of substantial land area.
- Observation of the site's physical context reveals an established character with little evolution characterised by factory and warehouse buildings of 2-3 storeys. A transformation of this character is emerging with a number of multi-storey developments punctuating the skyline. Notable developments (or approvals) within proximity to the site are shown to the right (adapted from Rothelowman's Urban Context Report). The Yorkshire Brewery – a designated Strategic Development Site development in the Yarra Planning Scheme (at 17 storeys), and a number of recent multi-level developments (constructed and approved) ranging between 7 and 13 storeys, particularly within the Gipps Street Precinct, reflect the emerging 'height datum' for the area.

Notable development or approvals (adapted from Rothelowman's Context Report) ranging between 7 and 13 storeys, particularly within the Gipps Precinct

- With this in mind, we are not convinced that the proposed development at a height of 15 storeys will sit comfortably within the emerging 'height datum' of the area. While the site is not a designated strategic development site and does not benefit from corner of a main road to demarcate a junction, we recognise that the site has a substantial land area which could potentially absorb and sensitively conceal an increase in development scale – as is invited in Clause 22.10 (Design and Built Form).
- The assessment of taller development in this part of Collingwood will need to be assessed against a series of urban design tests to determine an acceptable maximum height. Clause 22.10 suggest the use of 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, and any off-site amenity impacts. More specific guidance is provided in DDO11, which states that development over 4 storeys should demonstrate a high standard of architectural design and minimise overshadowing of adjoining streets, public spaces or private properties.
- A response to these matters will be discussed below (Street Wall and Massing, Overshadowing and Architectural Expression).

Massing and Setbacks

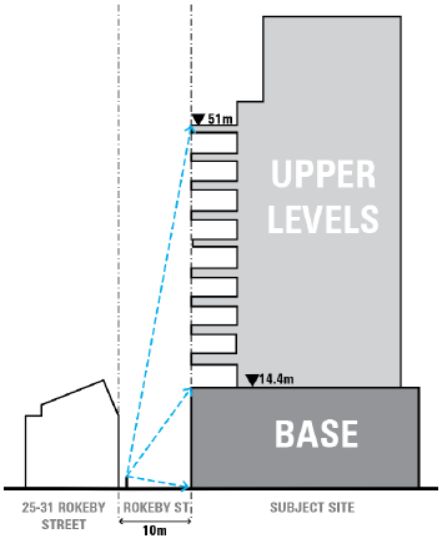
- DDO11 seeks to ensure that there is 'a consistent streetscape with active street-frontages and well-articulated buildings with street facades built to a height of up to 3-4 storeys'. Clause 22.10-3.3 further reiterates that new development to conform to existing development scale of adjoining sites. Our review of the existing streetscape identifies a street wall height of 2-3 storeys, with the exception of a more recent development up to 4 storeys at 26-30 Rokeby Street. What can be gleaned from these policy and physical contexts is a 2-4 storey streetwall response that would be appropriate to the narrower street profile and represents a better fit within its existing and emerging streetscape. We support the proposed 4 storey streetwall with a transition to the 2 storeys to the north, particularly to mitigate the short-term effect of new development within a renewal precinct of this kind.
- The proposal has adopted a massing strategy comprising streetwall and a rising tower, which has been 'broken' up into 3 components: a 13 storey tower (setback 3m behind the street wall), a 15 storey tower (setback 6.5-10m behind the street wall) and a centrally positioned 15 storey 'sky laneway and terrace' (built to the street boundary at levels 5-12 and 6.5m above).
- Street wall continuity and its visual prominence when viewed in the oblique along narrow local streets represents inherent industrial character of this precinct (DDO11). Our concerns lie with the combination of the streetwall proportion, upper level setbacks and tower heights, which failed to maintain a visually prominent street wall when viewed in the oblique along Rokeby Street (10m street). This is clearly demonstrated at the northern tower (15 storey) setback 6.5m behind a 2-3 storey street wall and at the sky laneway (13 storey) built to the street boundary.



Proposed streetwall to upper level relationship to the north of the site (adapted from north elevation)

Attachment 4 - Internal and external referral advice collated.

- DDO11 does not seek to visually conceal upper levels behind the street walls. However, the cumulative impact of a narrow street profile and a 15-storey tower development that proportionally and visually dominate the street wall is not considered a positive pedestrian environment along Rokeby Street. This effect will be further exacerbated when replicated on adjoining sites, or across the road. A more appropriate urban design response along these narrow streets will be to establish a building height to street width ratio of 2 to 1.
- We are generally supportive of the proposed party-wall arrangements to the side boundaries (north and south) at the lower levels. In this infill context, side elevations are likely be concealed by subsequent future redevelopment of neighbouring sites.
- The tower form is setback 3-5m from the southern boundary, 5m from the northern boundary and 2.5-5.5m from the eastern boundary. A reciprocal setback conditions on abutting sites will yield up to 6-10m building separation to the south, 10m to the north and 11m to the east, which are generally positive.



Proposed streetwall to upper level relationship to the centre sky terrace of the site (adapted from section B)

Overshadowing

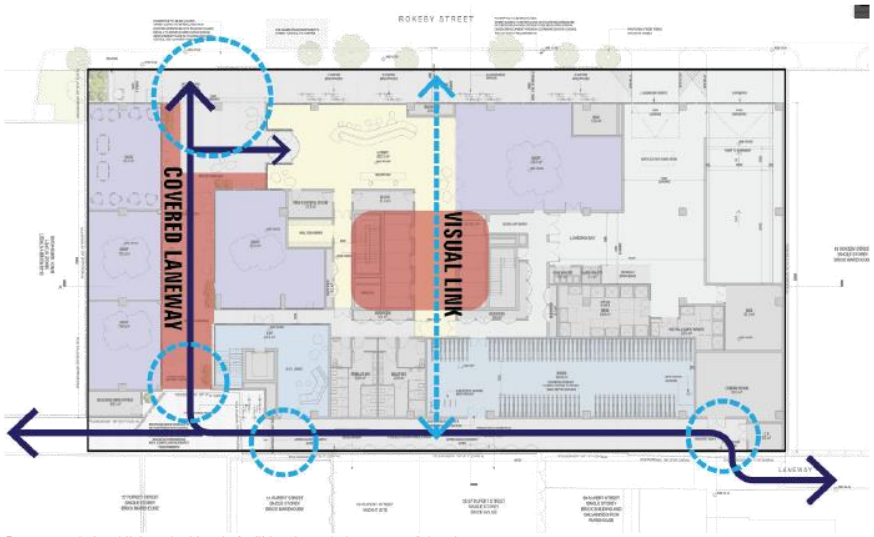
- Another important measure for urban design assessment relates to its overshadowing impact on the public realm. Following a review of the shadow diagrams at the equinox demonstrates the impact of shadow across the opposite footpath along Rokeby Street, part of Byron Street footpaths and No.9 Byron Street (currently at grade car park, but identified as open space in the Urban Context Report - p19) between 09.00 to 11.23am. Further clarification of No.9 Byron Street as an open space is needed to ascertain the appropriate level of solar access. It is also our opinion that a reasonable amount of solar access to the opposite footpath should be maintained at least during lunch hours (11am to 2pm on 22 September) at a minimum.
- In terms of overshadowing to the private realm, the proposal will cast shadows over the secluded private open space of existing residential properties to the east at No. 33-37 Rupert Street. We do not find the level of overshadowing unreasonable because this must be tempered by the fact that the area is subject to a certain level of change (being within the Commercial 2 Zone).

Site Planning and Functionality

- The ground level is setback from its Rokeby Street frontage (3m) for a wider footpath (5m). Within this ground level setback are visitor bike parking (aligned with the building façade), some landscaping and outdoor seating associated with the cafe. Providing a wider footpath to cater for increased pedestrian footfall on a narrow street is supported.
- The proposed development would activate the Rokeby Street frontage by positioning its commercial lobby and retail tenancies at ground level. Although the central lift lobby location is acceptable, it is primarily visible from the south- western approach only and concealed behind a retail tenancy from the south eastern approach. This should be addressed by either bringing the lift lobby closer to the laneway or increasing the south eastern entry provision.

Attachment 4 - Internal and external referral advice collated.

- The proposed site planning is underpinned by a centrally positioned circulation core and the creation of two new laneways (Urban Context Report Page Chapter 6). It comprises a new east – west lane (between 4.8m and 9.5m wide) connecting to Byron Street further west and ground level setback (2.9m) from the eastern boundary to connect existing north and south laneways. Access to the commercial lobby and some ground level shops are through the new east- west laneway. Both laneways as we understood it are not accessible to the public after hours (between 9pm to 6am).
- We agree with observations made in the Urban Context Report that the laneway network is a quintessential ingredient of the Gipps Street Precinct and indeed will bring about community benefits in the long term from pedestrian permeability perspective and maximising ground level vibrancy, consistent with Cl21.05 of the Yarra Planning Scheme.
- We note however that the community benefits highlighted in the Context Report hinges upon the creation of new pedestrian links that are truly publicly accessible, safe and amenable. We note where the upper levels arrangement would cover 100% of the proposed east – west laneway (at levels 1, 2 and above). Combined with its limited access (after hours) and its reliance on artificial lighting, we are not convinced that the east- west laneway will be perceived as an extension of the public realm, or one that is characteristically Collingwood.
- Further improvement to maximise ground level passive surveillance onto the rear laneway is needed. The laneway is currently presented as a semi-open and semi-public corridor (44m long) and not accessible to public after hours. Passive surveillance (during business hours) from upper levels may be compromised by the pergola structure and consideration for minimising downward overlooking to existing private open space at No. 35-37 Rupert Street (east).



Recommend visual link to the bicycle facilities through the centre of the site

- A visual and link between Rokeby Street and the rear laneway, through the commercial lift lobby and bike storage is encouraged. The rear laneway appears to be designed as the 'dedicated' front door to cyclists, however the inter-connection between the bike storage, lift lobby, and basement EOT currently perceived as a 'back of house' access. Further clarification with regards to how efficient circulation can be achieved is also required (ie. A cyclist will need to go through 4 separate door access/ security points between the bike storage and EOT facility in the basement).

- Visibility to the commercial lobby (centrally positioned) and bike storage should be available on approach from Rokeby Street and the rear laneway for site orientation and to enhance the image of the proposal as one that is promoting active transport and relocating the booster cupboard elsewhere. All of which seeks to enhance pedestrian and cyclists experience within the new semi- public spaces in accordance with Cl15.01 (Objective 2) and Cl22.07 of the Yarra Planning Scheme and CPTED- Principle 1- Natural Surveillance.

Architectural Expression

- The architectural response highlights the distinction between the 'stepped' street wall 'base' and tower forms above. The contemporary design language restrained material palette represented through concrete, glazing and 'metal finish' for modulation and articulation.
- When assessed against its 'fit' within its evolving context, as well as recently completed commercial buildings within the Gipps Street precinct, the proposed architectural response 'speaks' to its commercial use and function.
- There is limited information in the Urban Context Report that explains the architectural design intent that drives the façade design and material selection (we note rationale for massing arrangement, setback, 'height' and ESD are provided). Such information will be very informative to understand the reason as to why the proposal sought to 'break' the contiguous street wall, and the relationship between the 'street wall' and 'tower' forms.
- We note the street wall 'lattice' façade enables flexibility to vary fenestration configuration and sizing. Its extension onto the fascia, visible when viewed from the public realm and new laneway is also positive to counterbalance the impact of a stepped building profile to the north. The resulting 'solid' and 'void' effect is generally positive in addressing potential visual bulk within the lower levels.
- Inclusion of artworks within the new east- west laneway 'soffit' is generally positive but needs to be further elaborated to clearly understand if it is intended to be permanent installation, or subject to a periodical rotation.
- The tower form is fully glazed with incorporated horizontal shading structure on its north, east and west façade, creating an unbroken presentation when viewed in the round from multiple vantage points within the public realm.
- The overall façade presentation will benefit from further enhancement of the floor plate expression, as sought by incorporating variation between MF01 and MF04 (currently presenting the same length and depth). The contrast between the less solid 'louvres' and the solid shading panel are less prominent when viewed from within Rokeby Street and further afield. We encourage a variation in 'depth', or profile of MF01 for added visual interest across the broad and tall elevations.

Conclusion

In summary, we consider that the subject site lends itself to a taller development (above 5-6 storeys) due to its policy and contextual attributes. However, we consider that the proposed built form response is unacceptable in its current form primarily to justify a building height of 15 storeys (with a roof plant). In summary, we believe that there are a number of matters which require refinement to warrant a supportable urban design outcome as follows:

- The proposal should be reduced in height to sit within the emerging 'height datum' (between 9 to 13 storeys).
- Improve the streetwall and tower relationship (setback, heights) to ensure that the base of the building is visually more prominent when viewed along Rokeby Street.
- Improve the tower relationship with the narrow street profile (setback, heights) to ensure openness to the sky for pedestrian amenity.
- Setting back the 'sky laneway terrace' from the street boundary and behind the street wall.
- Clarify the status of No.9 Byron Street as an open space (in response to Urban Context Report page 19).

Attachment 4 - Internal and external referral advice collated.

- Avoid overshadowing of footpath on Rokeby Street and Byron Street between 11am to 2pm on 22 September.
- Improve visibility to the commercial lobby (centrally positioned) and bike storage on approach from Rokeby Street and the rear laneway.
- Reduce the extent of covered area along the east – west laneway.
- Additional information that explains the architectural design intent that drives the façade design and material selection.
- Provide more information on the artworks (within the building's soffit) to clearly understand its extent, and if it is a permanent installation, or a periodical rotation.
- Further improvement to the tower 'façade' design to facilitate a more legible articulation when viewed from the immediate and long-range views.

We trust the above urban design review will assist in the planning assessment of the proposal. For any queries, please contact the urban design team on 9654 8844.

Yours faithfully,

Hansen Partnership Pty Ltd

Hansen Urban Design Team

22/07/2020

Attachment 4 - Internal and external referral advice collated.

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City of Yarra

PO Box 168

Richmond, 3121, Australia

25/05/2020

Ref: 30N-20-0113-GCO-6778625-0

Attention: John Theodosakis

Dear John Theodosakis,

40-50 Rokeby Street, Collingwood - Peer Review

This peer review of the SLR Consulting Australia's Qualitative Wind Assessment (Report: 650.12053-R01-V1.2) is based on Vipac's experience as a wind-engineering consultancy. No wind tunnel studies have been undertaken to support this review.

Our comments are as follows:

- The SLR Consulting Australia's Qualitative Wind Assessment has been prepared based on consultancy experience and no wind tunnel testing or CFD Simulation analysis has been carried out to support their assessment. We have no issue with this method for a desktop study as this is a common approach to provide architects, developments and responsible authorities advice on the wind impact of the proposed design.

- SLR Consulting has made an observation on the surrounding area, and utilised local weather data from Melbourne Airport and St Kilda Harbour RMYS for the wind assessment. Vipac has no issues with this method, but notes that SLR Consulting have not nominated a terrain category or identified averaging upwind distance for terrain wind exposure.

- Vipac generally agrees with the SLR Consulting's observations on the local wind environment, and agrees that the proposed development will received some low-level shielding from surrounding buildings, channelling wind flows along Rokeby Street, and that the nearby future developments is expected to causing complex flows in the immediate area.

- Vipac has no issues with the nominated criteria used to assess the pedestrian wind environment at the proposed development, however we note that the applied criterion for open terraces is quite stringent .Vipac does not recommend that the high level terraces are required to fulfil the sitting comfort criterion, as high level terraces in an office building are only expected to be used on fair weather days. In general, Vipac would recommend the walking comfort criterion for high level terraces unless some stringent requirements be specified.

Attachment 4 - Internal and external referral advice collated.

- The report analysed wind effects on the streetscapes along Rokeby Street, the eastern laneway, alfresco dining areas and high level terraces. SLR Consulting concluded the following:
    - The Rokeby Street Footpath may experience wind conditions above the recommended walking criterion for northerly and southerly winds. However it would be similar to existing conditions.
    - Wind conditions along the pedestrian walkway (laneway to the east of the development) is expected to have wind conditions wind the recommended walking criterion.
    - Wind conditions at the seating areas through the ground floor arcade are expected to exceed the recommended standing/seating criterion due to high south-westerly and westerly winds. SLR Consulting has recommended detailed analysis via Wind Tunnelling or CFD for the exact design of required wind control measures.
    - Wind conditions at the high level terraces are expected to be within the recommended sitting comfort criterion.

  Vipac generally agrees with SLR Consulting's comments, concerns and recommendations on the Wind Assessment of the proposed development. However, we believe that vegetation in the public realm (such as street trees) should not be considered.

In conclusion, the SLR Consultants Qualitative Wind Assessment adequately analysed the wind effects on the pedestrian level surrounding the proposed development, and on the communal terraces in detail. It found that the proposed design would be expected to have an acceptable wind environment in accordance to the City of Yarra with the exception of the sitting areas in the arcade beneath the building, and at certain locations along Rokeby Street. Vipac agrees with SLR Consulting that further analysis (wind tunnel testing or CFD analysis) is recommended to verify the predictions in this report.

Yours sincerely,

Vipac Engineers & Scientists Ltd

Eric Yuen

Wind Engineer

Attachment 4 - Internal and external referral advice collated.

Files Reviewed (*Received 13/05/2020*):

- Plus Architectural and Shadows Part 1
- Plus Architectural and Shadows Part 1
- Plus Architectural and Shadows Part 1
- Wind Assessment

6.5 PLN20/0184 - 1027 Drummond Street Carlton North

Executive Summary

Purpose

1. This report provides Council with an assessment of planning permit application PLN20/0184 submitted for 1027 Drummond Street Carlton North. The application seeks approval for the full demolition of existing built form on-site and construction of a double-storey dwelling. The report recommends approval of the application, subject to conditions.

Key Planning Considerations

2. Key planning considerations include:
   (a) Clause 15.3-1 – Heritage conservation;
   (b) Clause 22.02 – Development guidelines for sites subject to the heritage overlay;
   (c) Clause 43.01 – Heritage overlay; and
   (d) Clause 54 – Single dwelling on a lot.

Key Issues

3. The key issues for Council in considering the proposal relate to:
   (a) Clause 54 – Single dwellings on a lot;
   (b) Heritage; and
   (c) Objector concerns.

Submissions Received

4. Eight (8) objections were received to the application and can be summarised as:
   (a) Out of keeping with neighbourhood character / Heritage;
   (b) Inappropriate design and overdevelopment (height, scale, bulk);
   (c) Off-site amenity (daylight/solar access to habitable room windows, overshadowing, overlooking); and
   (d) Discrepancies on plans (location of habitable room windows and light-courts).

Conclusion

5. Based on the following report, the proposal is considered to comply with the relevant planning policy and key considerations, and should therefore be supported, subject to conditions generally requiring limited design changes.

CONTACT OFFICER: **Nish Goonetilleke**
TITLE: **Senior Statutory Planner**
TEL: **9205 5005**

6.5 PLN20/0184 - 1027 Drummond Street Carlton North

Reference	D20/157190
Author	Nish Goonetilleke - Senior Statutory Planner
Authoriser	Senior Coordinator Statutory Planning

Ward:	Nicholls Ward
Proposal:	Full demolition of existing built form on-site and construction of a double-storey dwelling
Existing use:	Dwelling
Applicant:	Human Habitats Pty Ltd
Zoning / Overlays:	Neighbourhood Residential Zone (Schedule 1) Heritage Overlay (Schedule 326) Special Building Overlay
Date of Application:	26 March 2020
Application Number:	PLN20/0184

Planning History

1. Council records indicate that there is no planning permit history for the subject site.

Background

2. The application was received by Council on 26 March 2020 and additional information was received on 10 June 2020. The application was advertised on 16 June 2020 with eight (8) objections received.

   Section 57A Plans

3. The permit applicant submitted a set of amended plans to Council under Section 57(a) of the *Planning and Environment Act* (1987) (the "Act") on 25 September 2020 in response to concerns raised by Council's Planning Officer, Heritage Advisor, Engineering Unit, Melbourne Water and objectors. The Section 57(a) plans included the following changes:

   (a) Increased southern setback of the rear, first floor studio/bedroom from zero to a minimum 1.56m;
   (b) RL levels to the front and rear of the site revised from RL35.85 to RL36.18 and RL36.20 to RL36.23 respectively, but with the overall height maintained at 7.18m above natural ground level (NGL); and the height of previously proposed built form along the southern boundary decreased between 0.4m – 0.52m at ground floor and 0.07m – 0.4m at first floor;
   (c) Size of the ground floor window on the front façade increased;
   (d) Ground clearance check for the proposed garage; and
   (e) Identifying the location of north-facing windows of No. 1025 Drummond Street.

4. The amended plans were not advertised, with the application given a discretionary exemption at Council's internal Development Assessment Panel (DAP) meeting held on 9 October 2020, on the basis that the proposed amendments were a reduction in built form and would not result in material detriment. However, a copy of the S57A plans were circulated with the Planning Decision Committee invitations to all objectors.

5. The assessment in this report is based on the amended S57A plans submitted to Council on 25 September 2020.

The Proposal

6. The application seeks approval for full demolition of existing built form on-site and construction of a double-storey dwelling. The proposal is summarised as follows:

Demolition

(a) Full demolition of all structures on-site including fences;

Development

7. The proposed dwelling will be two-storeys, with a flat roof form and have a maximum height of 7.18m above NGL. Details of the proposed dwelling are as follows:

(a) The ground floor consists of a front yard, two bedrooms, laundry, bathroom, an open plan living/dining/kitchen area providing access to secluded private open space (SPOS), followed by a powder-room and single car garage;
(b) The ground floor is setback 3.42m from the eastern (front) boundary, built along the full length of the western (rear) boundary, as well as the majority of the northern and southern boundaries, with the exception of a 3.43m northern setback and two southern light-courts; 2.54m and 3.53m deep;
(c) The first floor will consist of a master bedroom with an ensuite, followed by a corridor and retreat. The perimeter of the east-facing, first floor window will also consist of a 1m high steel balustrade;
(d) The first floor would be built flush to the ground floor to the east, built along the northern boundary for a length of 21.89m and built along the southern boundary for a length of 10.4m (with a 3.53m deep light-court) before being setback a minimum 1.34m from this boundary. A studio/bedroom is proposed above the garage; built along the full length of the rear boundary, along the northern boundary for a length of 7.48m and setback a minimum 1.56m from the southern boundary;
(e) Proposed northern and southern boundary wall heights range between 2.41m to 6.6m and 2.26m to 6.48m above NGL, respectively;
(f) A rain-garden within the ground floor courtyard and non-trafficable green roof areas are proposed above the ground floor bathroom and living room, including a front fence with a maximum height of 1.4m constructed of steel blades and a rendered base;
(g) The materials proposed will be combination of rendered brick (mid-grey tones), steel blades (black), timber battens and glazing.

Existing Conditions

Subject Site

8. The subject site is located on the western side of Drummond Street, between Park Street to the north and Mary Street to the south; with Rathdowne Street approximately 130m to the east and Lygon Street approximately 60m to the west, in Carlton North. The site has a frontage of 4.89m to Drummond Street and a depth of 48.62m, constituting an overall area of approximately 238sqm. The western boundary abuts a 3.68m wide ROW. The land slopes from north to south and west to east.

9. The site is occupied by a single-storey, rendered brick dwelling, with a hipped roof form. The dwelling is setback a minimum 1.95m from the eastern (front) boundary which accommodates a maximum 1.2m high, part brick, part wrought-iron front fence and garden. At ground floor, the dwelling is built along the northern and southern boundaries for lengths of 30.44m and 22.73m, respectively, with the exception of a 1m wide southern light-court.

   A single-car garage is built along the northern and southern boundaries for lengths of 6.77m and 6.13m, respectively and setback 0.7m for the majority of the rear boundary. SPOS is located between the dwelling and the garage. The ground floor consists of three bedrooms, a bathroom, living room, laundry and an open plan dining/kitchen area providing access to the central SPOS. The existing front boundary fence is located outside of the subject site's title boundary, and encroaches on to the footpath fronting Drummond Street.

The subject site when viewed from Drummond Street (Google Maps, July 2019)

Title

10. There are no restrictive covenants or easements listed against the certificate of title provided for the subject site.

Surrounding Land

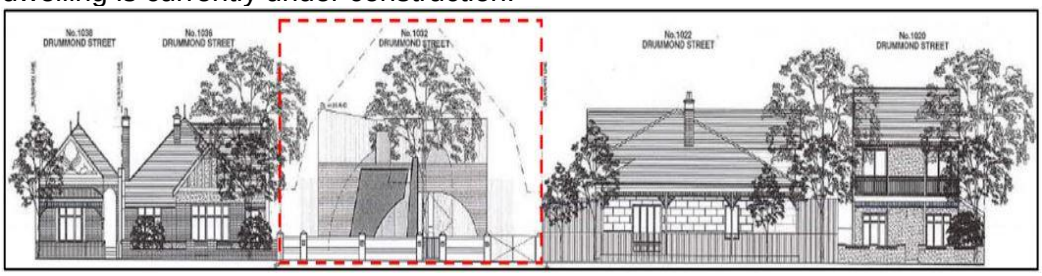
The subject site and surrounding land (Council GIS, September 2020)

11. The surrounding neighbourhood is largely residential, with a mixture of single and double-storey dwellings and an increasing number of first floor additions or contemporary developments. While building types vary within Drummond Street, high site coverage and the construction of walls on boundary are common elements, with the majority of buildings being constructed on at least one (if not both) side boundaries. A number of dwellings are setback between 1.95m to over 6m from the front title boundaries to accommodate either front gardens or open car parking, accessed from Drummond Street. Areas of SPOS are predominantly located at ground level, between the dwelling and rear garage/shed/outbuilding.

12. Abutting the subject site to the north is No. 1029 Drummond Street; a double-storey, Victorian-era, brick terrace, with a ground floor extension. A garage with a studio above is located at the rear of the site. The dwelling is setback a minimum 1.95m from the front boundary, built along the majority of the southern boundary, aside from a 1m wide central light-court and setback a minimum 20m from the rear boundary. SPOS is located between the dwelling and the garages at the rear. This dwelling has been graded as being "contributory" to the heritage precinct.

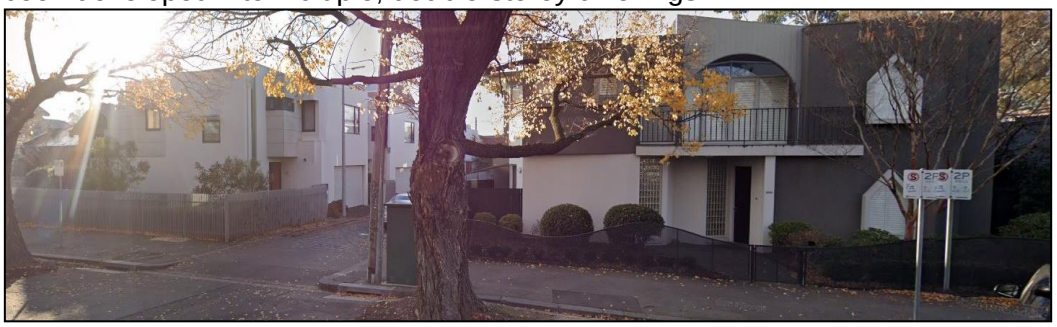
13. Abutting the subject site to the south is No. 1025 Drummond Street; a single-storey brick dwelling with a first floor addition approved under Planning Permit No. 990098, on 11 March 1999. At ground floor this dwelling has a front setback of 3.42m, and is then built abutting the subject site for a length of approximately 28m; with the exception of two, north-facing light-courts, and setback approximately 17m from the rear boundary to accommodate SPOS. The first floor addition is setback 13.51m from the front boundary, and is built to the boundary with two northern setbacks to accommodate light-courts. The first floor addition cantilevers over the second light-court at ground floor (associated with the ground floor dining area) by 0.86m and provides a first floor terrace area. The first floor addition is setback over 20m from the rear boundary. This dwelling is graded as being "contributory" to the heritage precinct.

14. Immediately to the east of the subject site, across Drummond Street are a mix of single and double-storey dwellings, some with heritage significance. More recent developments can be found at No. 1032 Drummond Street; north-east of the subject site, where Planning Permit PLN17/1067 was approved on 12 October 2018 for the *full demolition of the existing dwelling and construction of a double-storey dwelling with basement (Clause 54 not applicable)*. This dwelling is currently under construction.



The approved dwelling at No. 1032 Drummond Street (Endorsed Plans: Time Architects, March 2020)

15. As shown below, further south-east of the subject site is No. 1008 Drummond Street where Planning Permit PL03/0265 allowed for *alterations to the existing dwelling and the development of three additional double-storey dwellings*. No. 1002 Drummond Street has also been developed into multiple, double-storey dwellings.



No. 1008 Drummond Street on the left and No. 1002 Drummond Street to the right (Google Maps, July 2019)

16. To the west of the subject site, across the ROW are the rear boundaries of developments fronting Lygon Street. Occupying the rear of these properties are a mix of open spaces and single to double-storey outbuildings constructed to the rear boundary. Immediately to the west of the subject site is a triple-storey apartment building fronting Lygon Street. The first floor terraces of these apartments face the subject site.

17. Drummond Street consists of a variety of front fence designs, ranging from cast-iron to timber-pickets to brick fences, in different heights.

Planning Scheme Provisions

Zoning

18. The subject site is zoned Neighbourhood Residential Zone (Schedule 1). The following provisions apply:

    (a) Pursuant to *Clause 32.09-4* of the Yarra Planning Scheme (the Scheme), the mandatory minimum garden area requirement applies to lots over 400sqm. The overall subject site is only 238sqm in area and therefore the minimum garden area requirement does not apply.
    (b) Pursuant to *Clause 32.09-5* of the Scheme a planning permit is required to:
        (i) construct one dwelling on lot less than 500sq.m. *Clause 54* (one dwelling on a lot) applies.
        (ii) construct or extend a front fence within 3 metres of a street if, *the fence is associated with one dwellings on a lot and the fence exceeds the maximum height specified in Clause 54.06-2.*

19. Under the zone, a planning permit is required for the proposed dwelling. The proposed front fence along the eastern boundary will have a maximum height of 1.2m, which meets the 1.5m height recommended by the standard. As such, a permit is not required for this fence under the zone.

    (c) Pursuant to *Clause 32.09-10* of the Scheme, a maximum building height of 9m and two-storeys apply. The proposed dwelling is two-storeys and has an overall height of 7.18m, and therefore satisfies this requirement.

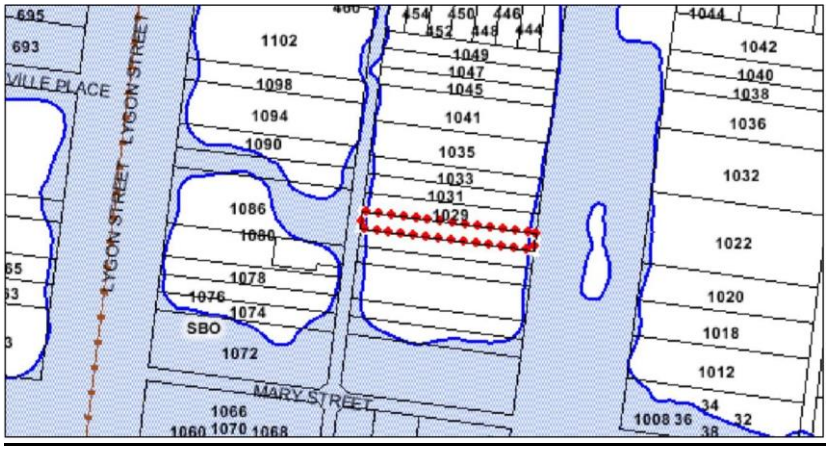
Overlays

20. The subject site is affected by the Heritage Overlay (Schedule 326 – North Carlton Precinct). The following provisions apply:

    (a) Pursuant to *Clause 43.01-1* of the Scheme, *a planning permit is required to*:
        (i) *Demolish or remove a building, and;*
        (ii) *Construct and carry out works*, including, *a fence, if the fence is visible from a street (other than a laneway) or public park.*

21. A planning permit is triggered under the overlay for the demolition and proposed works, including the proposed front fence as it is visible from Drummond Street.

22. As shown in blue below, the front and rear sections of the subject site are affected by the Special Building Overlay (SBO). The following provisions apply:



Location of the SBO affecting the subject site (Planning Maps Online, November 2020)

(a) Pursuant to *Clause 44.05-2* of the Scheme, a planning permit is required *to construct a building or to construct or carry out works*.

Particular Provisions

Clause 52.06 Car Parking

23. This clause is relevant given that a new dwelling is proposed. The number of car parking spaces required under *Clause 52.06-5* of the Scheme or in a schedule to the Parking Overlay must be provided to the satisfaction of the responsible authority before:
    (a) *a new use commences; or*
    (b) *the floor area or site area of an existing use is increased; or*
    (c) *an existing use is increased by the measure specified in Column C of Table 1 in Clause 52.06-5 for that use.*

24. Pursuant to *Clause 52.06-5* of the Scheme, two (2) car spaces are required to each three or more bedroom dwellings.

25. The current dwelling consists of 3 bedrooms and provides one car space, with the new dwelling consisting of 4 bedrooms with one car space provided on-site. Given that the car parking rate under the existing conditions and the proposed conditions are the same, with no reduction to the number of car parking spaces provided on-site, a reduction in the car parking requirements does not apply to this application.

Clause 54 – One dwelling on a lot

26. Pursuant to Clause 54 of the Scheme, the provisions apply for a new dwelling on a lot under 500sqm.

General Provisions

Clause 65 - Decision Guidelines

27. 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)

28. Relevant clauses are as follows:

Clause 15.01-1S – Urban design

29. The relevant 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 15.01-5S –Neighbourhood character

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

Clause 15.02-1S Energy and resource efficiency

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

Clause 15.03 – Heritage

32. The relevant objective of this clause is *to ensure the conservation of places of heritage significance.*

Local Planning Policy Framework (LPPF)

Clause 21.05-1 – Heritage

33. The relevant objective of this clause is:
    (a) *Objective 14 – To protect and enhance Yarra's heritage places.*

Clause 21.05-2 – Urban design

34. The relevant objectives of this clause are:
    (a) *Objective 16 – To reinforce the existing urban framework of Yarra.*
    (b) *Objective 18 – To retain, enhance and extend Yarra's fine grain street pattern.*
    (c) *Objective 20 – To ensure that new development contributes positively to Yarra's urban fabric.*

Clause 21.07 Environmental Sustainability

35. The relative objective of this clause is:
    (a) *Objective 34 – To promote ecologically sustainable development.*

Clause 21.08-3 North Carlton – Princes Hill

36. This clause describes the neighbourhood as being a residential neighbourhood *noted for the consistency of its spacious brick or render late Victorian and Edwardian streetscapes and for its consistent residential character*.

37. The built form character map at Figure 10 identifies the subject site as being within a Heritage Overlay and the specific development guideline is to *ensure that development does not adversely affect the significance of the heritage place.*

Relevant Local Policies

Clause 22.02 – Development guidelines for sites subject to the Heritage Overlay

38. *Clause 22.02* of the Scheme applies to all development where a planning permit is required under the Heritage Overlay. The objectives of the policy include:
    (a) *to conserve Yarra's natural and cultural heritage;*

(b) *to conserve the historic fabric and maintain the integrity of places of cultural heritage significance;*
(c) *to retain significant view lines to, and vistas of, heritage places;*
(d) *to preserve the scale and pattern of streetscapes in heritage places;*
(e) *to ensure that additions and new woks to a heritage place respect the significance of the place;*
(f) *to encourage the retention of 'individually significant' and 'contributory' heritage places.*

39. *Clause 22.02-5.1* generally encourages the retention of a building in a heritage place, unless the building is identified as being "not-contributory".

Clause 22.02-5.7 New Development, Alterations or Additions

40. The relevant policies of *Clause 22.02-5.7.1*, in relation to the development subject of this application, encourages the design of new development and alterations and additions to a heritage place to:
(a) *Respect the pattern, rhythm, orientation to the street, spatial characteristics, fenestration, roof form, materials and heritage character of the surrounding historic streetscape.*
(b) *Be articulated and massed to correspond with the prevailing building form of the heritage place or contributory elements to the heritage place.*
(c) *Be visually recessive and not dominate the heritage place.*
(d) *Be distinguishable from the original historic fabric.*
(e) *Not remove, cover, damage or change original historic fabric.*
(f) *Not obscure views of principle façades.*
(g) *Consider the architectural integrity and context of the heritage place or contributory element.*

Clause 22.07 – Development Abutting Laneways

41. 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 22.16 – Stormwater management (Water Sensitive Urban Design)

42. This policy applies to applications for new buildings (amongst others). Under this clause it is policy to:
(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).*
(b) *To promote the use of water sensitive urban design, including stormwater re-use.*
(c) *To mitigate the detrimental effect of development on downstream waterways, by the application of best practice stormwater management through water sensitive urban design for new development.*
(d) *To minimise peak stormwater flows and stormwater pollutants to improve the health of water bodies, including creeks, rivers and bays.*
(e) *To reintegrate urban water into the landscape to facilitate a range of benefits including microclimate cooling, local habitat and provision of attractive spaces for community use and well-being.*

Incorporated Documents

43. Appendix 8 to the City of Yarra Review of Heritage Areas, 2007 – The site is identified as being "not-contributory" to the North Carlton Precinct (as identified by Schedule 326 to the Heritage Overlay).

Advertising

44. The originally submitted application was advertised under the provisions of Section 52 of the *Planning and Environment Act (1987)* by 35 letters sent to surrounding owners and occupiers and by one sign displayed on site; at the Drummond Street frontage.

45. Council received 8 objections, the grounds of which are summarised as follows:
    (a) Out of keeping with neighbourhood character / Heritage;
    (b) Inappropriate design and overdevelopment (height, scale, bulk);
    (c) Off-site amenity (daylight/solar access to habitable room windows, overshadowing, overlooking); and
    (d) Discrepancies on plans (location of habitable room windows and light-courts).

46. On 25 September 2020, the applicant submitted revised plans under Section 57(A) of the Act. Following the submission of amended plans, the application was not advertised and was given a discretionary exemption at Council's internal Development Assessment Panel meeting held on 9 October 2020, as the proposed amendments were a reduction in built form. However, a copy of the plans were circulated to objectors with the PDC invitations.

Referrals

External Referrals

47. Pursuant to *Clause 44.05-6* of the Scheme, the application was referred to Melbourne Water who responded that there was no objection to the proposal, subject to conditions. The referral comments have been included as an attachments to this report.

48. The amended (S57A) plans were also formally referred to Melbourne Water who were supportive of the amended proposal, with the previous conditions now removed. These comments have also been included as an attachment to this report.

Internal Referrals

49. The originally advertised application was formally referred to Council's Heritage Advisor and Engineering Unit. The referral comments have been included as an attachments to this report.

50. The amended (S57A) plans were informally referred to Council's Heritage Advisor and Engineering Unit and these comments have also been included as an attachment to this report.

OFFICER ASSESSMENT

51. The following key issues and policies will be used to frame the assessment of this planning permit application:
    (a) Clause 54 – One dwelling on lot;
    (b) Heritage;
    (c) Special building overlay;
    (d) Development abutting laneways;
    (e) Objector concerns; and
    (f) Other matters.

Clause 54 – One dwelling on lot

52. The following is an assessment of the proposal against the relevant provisions of ResCode (*Clause 54*). This particular provision comprises of 19 design objectives and standards to guide the assessment of new residential development. Given the site's location within a built up inner city residential area, strict application of the standard is not always appropriate, whether the proposal meets the objective is the relevant test.

A1 – Neighbourhood character objective

53. The immediate streetscape character contains a variety of dwelling designs, varying in height and setbacks. Aside from the single and double-storey Victorian/Edwardian-era dwellings found along both sides of Drummond Street, there are examples of existing and emerging contemporary double-storey buildings along both sides of Drummond Street (Nos. 999, 1011, 1002, 1008 and 1032 Drummond Street), as well as three-storey apartment buildings along Lygon Street to the rear.

54. Considering the context of the site with a mixture of heritage and non-traditional housing stock, the design response is respectful of the existing neighbourhood character. The proposed dwelling responds appropriately to the height of the dwellings on either side of the subject site, with front setbacks at both levels providing a degree of transition from north to south. This design responds effectively to the context of each site.

55. As stated earlier in the report, construction of walls along site boundaries is a common feature of the neighbourhood, especially to the north and south of the subject site. Furthermore, the proposed site coverage too is generally consistent with the character of the street which is typically high given the minimal setbacks and variety of lot sizes which are evident. The location of the proposed SPOS, between the main dwelling and garage to the rear (albeit connected by a gallery), is similar to that of other dwellings along Drummond Street.

56. The contemporary design with a flat roof form reflects the parapet forms of the dwellings particularly on the western side of the street, while the materials used (rendered brick, glazing, steel blades and timber battens) and the inclusion of vertical window proportions to the front façade at both levels presents visual interest to the streetscape. As such, the proposed dwelling compliments the mixture of building styles and materials found within the surrounding and the emerging housing stock and therefore, will not appear out of context.

57. Overall, the proposal is a site and neighbourhood responsive design response, meeting the objective.

A2 – Integration with the street objective

58. Standard A2 recommends that *developments should be oriented to front existing and proposed streets*.

59. The proposed dwelling will continue to be orientated to Drummond Street, with a 1.2m high, steel front fence and will positively integrate with the street and promote passive surveillance. The proposed vertical habitable room windows at both levels will provide for passive surveillance opportunities between the public and private realm, including a good degree of interaction with the streets. Similar to the existing dwelling on-site and other dwellings along Drummond Street, landscaping is proposed within the front setback.

60. The development will integrate appropriately with Drummond Street, as encouraged by the objective and standard.

A3 – Street setback objective

61. The proposed front setback of 3.42m is similar to the front setbacks of other developments along Drummond Street, and most notably the abutting dwellings to the north (which sits further forward at 1.95m to 3.42m) and the southern dwelling (3.42m to 3.69m). Therefore, the proposed ground floor setback complies with Standard A3 – Street Setback of the Scheme.

A4 – Building height objective

62. The maximum building height of the proposed dwelling extension will be 7.18m above NGL. This is below the maximum 9m prescribed by this standard and is respectful of the neighbourhood character and essentially lower than the height of the abutting site to the north.

A5 – Site coverage objective

63. This Standard states that the site area covered by buildings should not exceed 60%. The proposed increase in site coverage from approximately 70% to 74% continues to exceed the requirement of the Standard.

64. However, this is similar to the properties to the immediate north and south. The additional site coverage of 4% is reasonable in the context of the site in an inner urban environment on a lot that is 238sqm, and where the established neighbourhood character is of high site coverage.

A6 – Permeability objectives

65. The existing permeable surfaces are located within the front and central SPOS of the subject site, equating to 12sqm or 5% of the overall site. A minimum of 20% site permeability is recommended by this Standard.

66. The proposal incorporates 47sqm or 20% of permeable surfaces consisting of garden area and crushed rock within the front and side setbacks at ground floor, which meets the standard. This is an improvement from the existing conditions and would continue to assist in reducing storm water run-off on-site.

67. In order to improve the STORM rating of a site, *Clause 22.16* of the Scheme requires appropriate treatments to be provided for an extension over 50sqm. The STORM report prepared by Wellard Architects shows a 100mm deep x 1.50sqm raingarden and a STORM rating of 105%; which would assist to reduce water-runoff. The plans confirm that this raingarden located within the southern courtyard will be in accordance with the WSUD Report and STORM Report.

A7 – Energy efficiency protection objectives

68. It is considered that the proposed development will have a good level of energy efficiency given:
    (a) The proposal incorporates an area of private open space at the rear of the dwelling which will gain access to direct northern sunlight, and is located directly off the main living room, thereby achieving good solar access and reducing the reliance on artificial lighting;
    (b) East and west-facing windows will provide adequate natural lighting to the ground floor living room. Similarly, east, west and south-facing operable windows will provide natural lighting and ventilation to the first floor bedroom and retreat area; and
    (c) The majority of the built form of the proposed dwelling would be adjacent existing on-boundary built form, thereby not unreasonably impacting daylight or solar access to neighbouring dwellings. This will be discussed later in the report.

A8 – Significant trees objective

69. There are no trees proposed to be removed on-site.

A10 – Side and rear setbacks objective

70. This standard stipulates the following:
    (a) *"A new building not on or within 200mm of a boundary should be set back from side or rear boundaries:*
        (i) At least the distance specified in a schedule to the zone, or
        (ii) If no distance is specified in a schedule to the zone, 1 metre, plus 0.3 metres for every metre of height over 3.6 metres up to 6.9 metres, plus 1 metre for every metre of height over 6.9 metres".

71. The following table compares the proposed building setbacks with those prescribed by the standard.

Wall Description	Proposed height	Required setback	Proposed setback	Compliance/ Variation
Northern Wall Ground floor	2.41m	1m	3.43m	Complies
Southern Wall Ground floor	2.26m	1m	2.54m - 3.53m	Complies
First floor	5.8m - 6.63m	1.66m – 1.91m	1.34m - 3.53m	Variation Required
Rear Studio/Bedroom Wall	5.39m – 5.59m	1.53m – 1.59m	1.56m – 1.61m	Complies

72. As demonstrated above, whilst the northern and ground floor southern walls associated with the dwelling complies with the setbacks prescribed by the standard, the first floor southern dwelling wall does not.

Southern Wall

73. Whilst the proposed 5.8m high wall associated with the first floor gallery/stairs meets the required southern setback by the standard at 2.54m, the 5.8m high first floor retreat does not.

74. The majority of the overall dwelling wall will be adjacent to existing built form of No. 1025 Drummond Street. A length of 0.9m of this overall wall (the retreat), will be adjacent to a 1.34m wide light-court and a first floor terrace of No. 1025 Drummond Street. The proposed variation to this standard is acceptable as the first floor terrace is not POS as it is not accessed from a living area. The main SPOS is located further to the rear of No. 1025 Drummond Street and is not impacted by the retreat wall.

A11 – Walls on boundaries objective

75. This standard stipulates the following:
    (a) The total length of walls along the northern and southern boundaries should not exceed 19.65m, *unless abutting an existing or simultaneously constructed wall*; and
    (b) *The maximum height of all boundary walls should not exceed an average 3.2m height, with no part higher than 3.6m unless abutting a higher existing or simultaneously constructed wall on an adjoining lot*.

Northern boundary

76. Currently there is a 30.44m long dwelling wall and 6.77m long garage wall along the northern boundary with staggered heights, reaching to a total height of 5m above NGL. As such, the existing wall along this boundary exceeds the length and height set by the standard.

77. At ground floor, the majority of the proposed northern boundary walls are to be constructed abutting existing built form at No. 1029 Drummond Street. However, a section of the proposed ground floor wall will also be adjacent to a 1.4m deep south-facing light-court and the SPOS of No. 1029 Drummond Street. The light-court will be discussed later in the report. Whilst there is some 7m of ground floor wall that would be adjacent the SPOS of No. 1029 Drummond Street, the proposed wall will have a maximum height of 2.4m above NGL and would act much like a boundary fence. This height is also well below the 3.2m permitted on the boundary and is considered to be an appropriate response to the south side of SPOS. Therefore, the length variation to this standard is acceptable as it does not cause visual bulk when viewed from the SPOS of No. 1029 Drummond Street.

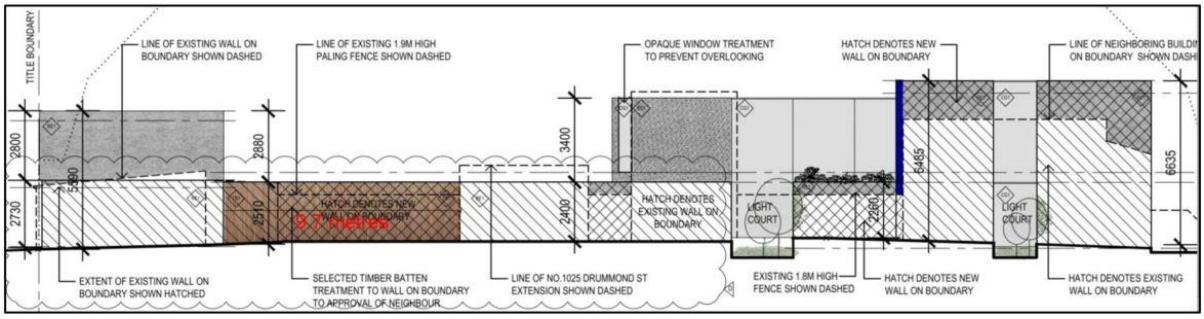
78. At first floor, the proposal incorporates two walls; one at a length of 21.89m and the other at a length of 7.48m (bedroom/studio). All new first floor northern boundary walls will abut existing built form of the abutting site to the north, with the exception of the south-facing light-court. However, as a result of the existing conditions, the south-facing light-court of No. 1029 Drummond Street is already visually impacted by the 5m high boundary wall on the subject site. Furthermore, the principal SPOS of this neighbouring dwelling to the north is located further west and therefore, the variation to this standard is considered acceptable.

Southern boundary

79. Currently there are two sections of ground floor wall on the boundary (10.73m long, followed by a 12m long wall), at a maximum height of 5m above NGL. The rear garage wall is constructed for a length of 6.13m at a height of 3m above NGL. Therefore, the existing wall along the southern boundary exceeds the allowable wall length and height set by the Standard. The abutting dwelling to the south at No. 1025 Drummond Street has two, ground floor, north-facing habitable room windows (study and dining room) as well as their SPOS facing the subject site.

80. At ground floor, the majority of the proposed southern boundary walls are to be constructed abutting existing built form at No. 1025 Drummond Street. However, these proposed ground floor walls are also intercepted by courtyards on-site. Nonetheless, the following outlines the separate ground floor wall sections which are not adjacent to existing built form of the neighbouring dwelling to the south:

    (a) A section of southern boundary wall runs for a length of 8.15m. Whilst this section of wall will be adjacent to the neighbouring north-facing study window, it is considered acceptable as the overall height of this wall is limited to 2.26m above NGL (meeting the average height of 3.2m set by the standard). As a result of the existing 1.8m high timber paling fence on the neighbouring site to the south, only a height of 0.46m will be visible from this north-facing study window. Therefore, the length variation is considered acceptable.
    (b) The remainder of the southern boundary will consist of a 28.01m long wall at varied heights between 2.4m to 2.73m above NGL. However, the majority of this wall will abut existing built form with only a length of 9.7m of this wall built abutting the SPOS of No. 1025 Drummond Street. Currently, this neighbouring southern SPOS is already visually affected by the existing on-site dwelling wall and garage wall (to the rear). However, in order to break up the visual bulk of the overall proposed wall length, the proposal utilises both rendered brick and timber battens. This is shown on the image below. Furthermore, whilst a section of the 2.4 high wall will be adjacent to the northern-facing dining room window of No. 1025 Drummond Street, this window is already visually impacted by the existing first floor on-site as it cantilevers for a depth of 0.86m over the ground floor. In addition, this habitable room has alternate outlooks to the east and west. Therefore, the variation to the standard is acceptable.



Proposed south elevation (Wellard Architects September 2020)

81. The first floor incorporates a 4.65m long wall x 6.63m high wall associated with the master bedroom. Whilst this varies from the height required by the standard, this wall will abut existing built form and therefore is considered acceptable.

82. The remaining first floor southern boundary wall will be built for a length of 5.75m at an overall height of 6.46m above NGL. The majority of this wall will abut existing built form of the southern property, with the exception of a length of 0.3m. As highlighted in blue on the image above, only a small section of this boundary wall will be visible from the ground floor light-court and north-facing study window of No. 1025 Drummond Street. The new boundary construction marginally exceeds the length of the existing boundary construction (0.3m) at No. 1025 Drummond Street. Keeping in mind that the north-facing light-court of No. 1025 Drummond Street is not SPOS, this marginal increase in wall length is considered acceptable; particularly as the window would does not directly face the area of wall. Therefore this proposed wall at first floor will not cause visual bulk impacts when viewed from this neighbouring HRW to the south.

Western boundary

83. The western boundary will be built to the full length at a maximum height of 5.59m above NGL. The proposed western boundary walls will be adjacent to the 3.68m wide ROW. On the opposite side of the ROW are a ground floor garage and first floor terrace associated with an apartment building fronting Lygon Street (further west).
In consideration of the objective, the proposed boundary walls will not appear out of character in context of the current boundary construction that exists within the subject site and the adjacent dwellings to the west. The direct interface of the wall with a ROW provides a 3.68m wide buffer, also ensuring there will be no unreasonable visual bulk or amenity impacts when viewed from the neighbouring first floor terrace. The use of a variety of materials along this boundary; i.e. rendered brick and timber battens, in combination with window fenestrations will provide further articulation to the proposed western boundary construction and will not appear as a continuous wall. Therefore a variation to this standard is acceptable as the objective is considered met.

84. Based on the above the location, lengths, heights of proposed walls will meet the objectives of the standard.

A12 – Daylight to existing windows objective

85. As stated earlier in the report, the dwelling at No. 1025 Drummond has two, north-facing, HRWs at ground floor adjacent to the subject site. At a wall height of 2.26m, 2.4m and 5.8m above NGL, setbacks of 1.13m, 1.2 and 2.9m, respectively are required to be provided for this window.

86. The proposed ground floor wall will be constructed to the boundary, with the neighbouring study window only setback 0.77m from this wall. Whilst this does not meet the required setback of 1.13m, this variation is considered acceptable given the limited width of both the subject site and the neighbouring site. Furthermore, this window is associated with a study and not a living area or bedroom. Impacts to solar access associated with this window which is a more onerous standard will be discussed later in the report. Nonetheless, the applicant proposes to use a light coloured material such as mid-grey which would will further assist in providing reflective light to this study.

87. The first floor addition will be setback 2.54m from the southern boundary, with a total setback of 3.31m from this neighbouring study window. This setback exceeds the required setback of 2.9m set by the standard.

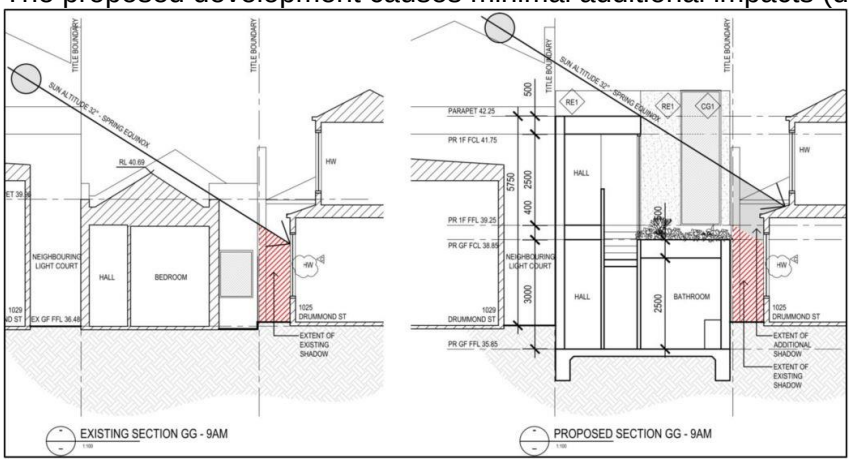
88. The proposed 2.4m high ground floor wall will be constructed to the southern boundary adjacent the north-facing dining room window. However, given that this window is setback 2.2m from the shared boundary, this meets the required setback of 1.2m set by the standard. The proposed first floor addition will be setback a total of 3.54m from this dining room window, thereby meeting the setback of 2.9m set by the standard.

A13 – North-facing windows objective

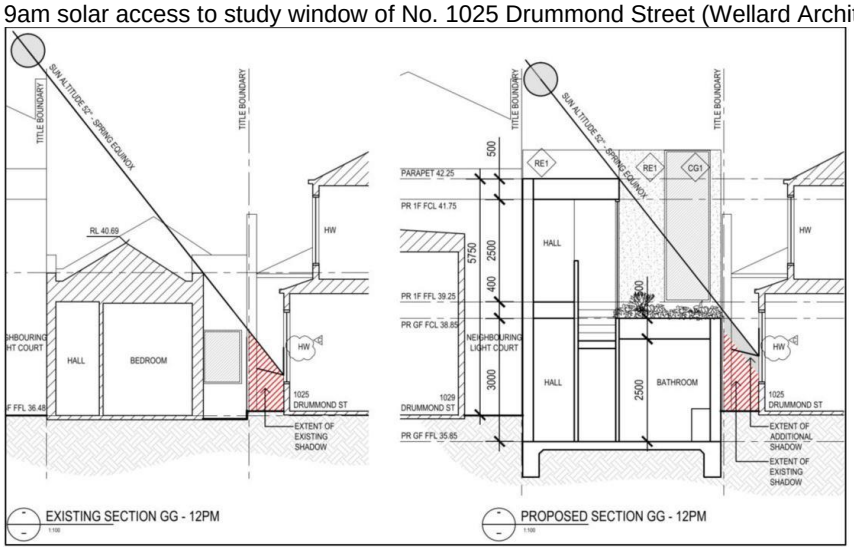
89. Standard A13 requires a wall within 3m of a north-facing habitable room window to be setback 1m from the boundary, plus 600mm for every metre of height over 3.6m. As stated previously, No. 1025 Drummond Street has two north-facing HRWs at ground floor; one associated with a study and the other a dining room.

90. A wall height of 2.26m and 5.8m requires a setback of 1m and 2.32m from this north-facing study window of the abutting property to the south. The 2.26m high wall will be built to the southern boundary, with the 5.8m high wall setback 2.54m from the southern boundary. Therefore, whilst the first floor meets the required setback under the standard, the ground floor does not.

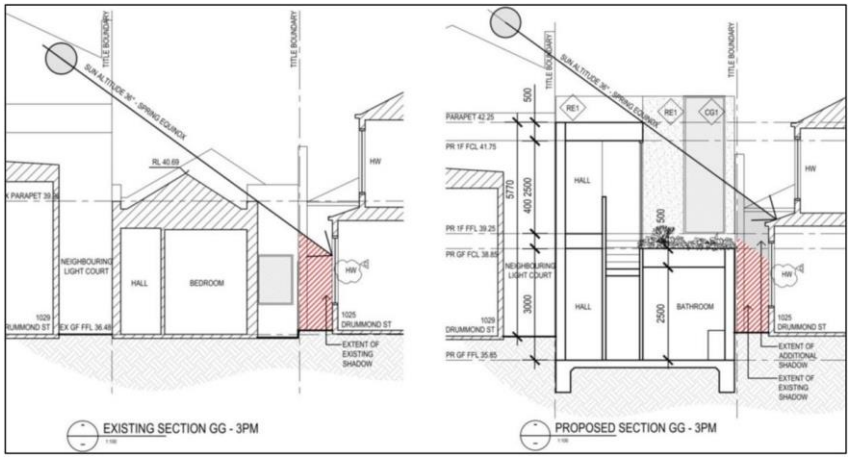
91. The applicant provided cross-sectional diagrams showing solar access to this window under both existing and proposed conditions. As illustrated below, between 9am, 12noon and 3pm, this window is already heavily impacted under existing conditions (depicted in red hatching). The proposed development causes minimal additional impacts (depicted in light grey).



9am solar access to study window of No. 1025 Drummond Street (Wellard Architects September 2020)



12noon solar access to study window of No. 1025 Drummond Street (Wellard Architects September 2020)

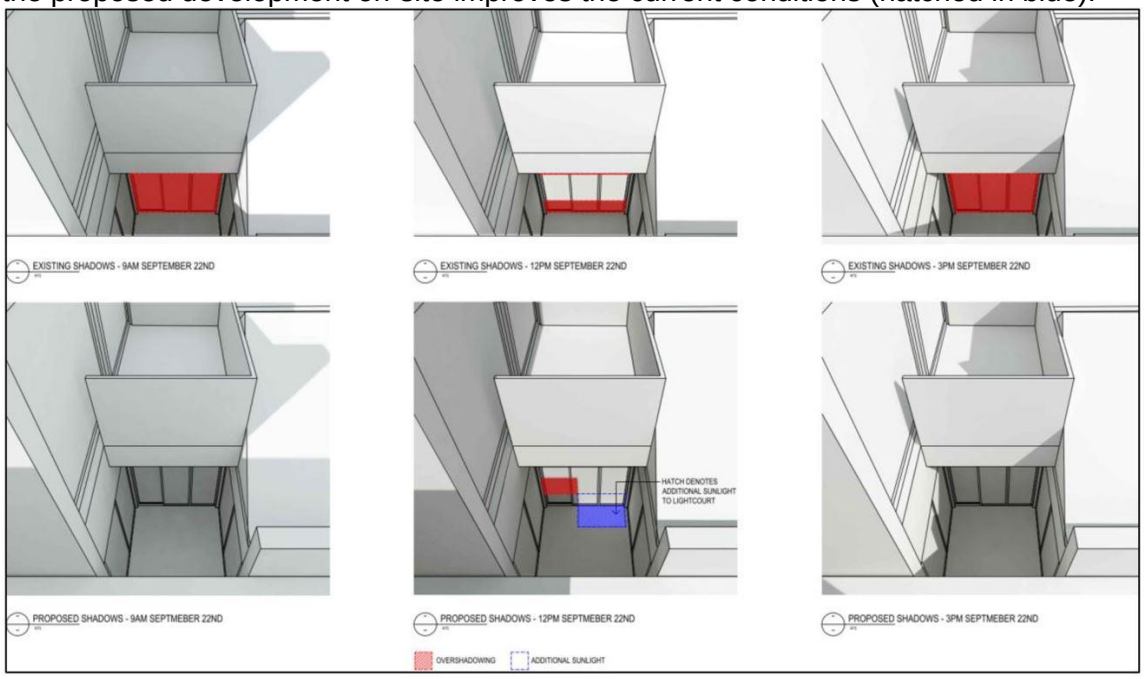


3pm solar access to study window of No. 1025 Drummond Street (Wellard Architects September 2020)

92. As shown above whilst solar access to this window will be impacted under the proposed conditions, this window is already heavily impacted under the existing conditions. The study window will continue to receive adequate solar access at 12pm. Therefore, given that the study is already a compromised space and on balance, this variation is considered acceptable.

93. A wall height of 2.4m and 5.8m requires a setback of 1m and 2.32m from the north-facing dining room window of the abutting property to the south. The 2.4m high wall will be built to the southern boundary, with the 5.8m high wall setback 1.34m from the southern boundary. Therefore, neither the ground floor not first floor addition meets the required setback under the standard. Nonetheless, only a length of 0.8m of the first floor will be adjacent to this north-facing, dining room window.

94. The following 3D images show existing (hatched in red) and proposed impacts (grey shadows) to the north-facing dining room. Solar access into the existing dining room window at 9am and 3pm are already compromised by the existing first floor cantilevering over the ground floor. Whilst this neighbouring window receives solar access at 12pm to the majority of this window, the proposed development on-site improves the current conditions (hatched in blue).



9am, 12noon, 3pm solar access to north-facing dining room window of No. 1025 Drummond Street (Wellard Architects September 2020)

95. Whilst solar access to this dining room window is not altered at 9am and 3pm, at 12 noon more than 50% of this window will receive adequate solar access as a result of the proposed setback design from the southern boundary. Therefore, the variation is considered acceptable.

A14 – Overshadowing open space objective

96. The standard states, *where sunlight to the secluded private open space of an existing dwelling is reduced, at least 75 per cent, or 40 square metres with minimum dimension of 3 metres, whichever is the lesser area, of the secluded private open space should receive a minimum of five hours of sunlight between 9 am and 3 pm on 22 September. If existing sunlight to the secluded private open space of an existing dwelling is less than the requirements of this standard, the amount of sunlight should not be further reduced.*

97. Given the east-west orientation of the site and based on the September Equinox, the proposed development will result in additional overshadowing to the SPOS of No. 1025 Drummond Street between 9.00am to 3.00pm. This abutting site to the south consists of 84sqm of SPOS within the rear setback. The following table prepared by the Planning Officer is a comparison between existing unshadowed SPOS, proposed unshadowed SPOS and the increase in overall shadows:

Time	Unshadowed Area (Existing) SPOS	Unshadowed Area (Proposed) SPOS	Increase in Overall Shadows
9.00am	26sqm	27sqm	No increase
10.00am	33sqm	32sqm	1sqm
11.00am	41sqm	36sqm	5sqm
12.00pm	49sqm	40sqm	9sqm
1.00pm	49sqm	41sqm	8sqm
2.00pm	48sqm	40sqm	8sqm
3.00pm	44sqm	38sqm	6sqm

98. The SPOS of this dwelling is already shadowed by existing built form and fencing. As outlined above, the marginal increases in shadows (maximum of 9sqm at 12 noon) are considered acceptable as they will not significantly alter the use of the neighbouring SPOS area which is already affected by shadows cast under the existing conditions. Whilst this dwelling will be most impacted at 12noon, this is limited to a one hour time frame, with the extent of additional shadows reducing for the rest of the afternoon. The SPOS of the No. 1025 Drummond Street will continue to be suitable for recreational needs of residents.

99. Given the narrow lot sizes, high built form in the area and the site's east-west orientation it is common to see some level of overshadowing. The impact of the additional overshadowing on the SPOS of the adjacent dwelling to the south is reasonable and will continue to allow solar access, generally in accordance with the objective.

A15 – Overlooking objective

100. This standard stipulates that a habitable room window, balcony, terrace, deck should be located and designed to avoid direct views into the SPOS of an existing dwelling (or a habitable room window) within a horizontal distance of 9 metres (measured at ground level) of the window. Views should be measured within a 45 degree angle from the plane of the window and from a height of 1.7m above floor level.

101. The above standard does not apply to a new habitable room window, deck or patio which faces a property boundary where there is a visual barrier at least 1.8m high and the floor level of the habitable room window, deck or patio is less than 800mm above ground level at the boundary.

102. Most overlooking opportunities at ground level would be suitably limited by proposed boundary fences that are up to/above 2.4m in height (and given that floor levels are less than 800mm above natural ground). However, as a result of removing the existing 1.8m high boundary fence (as per the demolition plan) between the subject site and No. 1025 Drummond Street (adjacent to the central light-court), there would be potential for overlooking from this courtyard and into the HRW of No. 1025 Drummond Street.

103. Similarly, the height of the proposed northern boundary fence is not clearly shown on the proposed floor plans. Therefore a condition will require fence along the northern and southern boundaries clearly shown demonstrating compliance with Standard A15 (Overlooking objective) at Clause 54 of the Yarra Planning Scheme. In addition to this, a condition will require the proposed southern elevation amended to delete references to existing fences along the southern boundary (adjacent to the central courtyard) as this fence is proposed to be removed (as notated on demolition plan) and show new fencing.

104. Views from the east-facing, first floor master bedroom window will fall within the public realm (Drummond Street) and therefore does not require screening. Views from the south-facing, master bedroom window (adjacent to the courtyard on-site) will fall within existing built form and therefore, does not require screening.

105. The first floor, south-facing window associated with the gallery and stairs do not require screening as this is a non-habitable area. However, the east-facing retreat window appears while using obscure glazing seems to show the window as openable, and as such there is a possibility of overlooking into the ground floor HRW of No. 1025 Drummond Street. Therefore, a condition will require the first floor east-facing retreat window to demonstrate compliance with the objective of Standard A15 (Overlooking objective) of Clause 54 of the Scheme.

106. The south-facing retreat window at first floor is to consist of opaque glazing to the full length of the window. However, the plans do not confirm that the opaque glazing will be fixed, therefore resulting in possible overlooking impacts to the ground floor HRW and first floor terrace of No. 1025 Drummond Street. Therefore, a condition will require the first floor south-facing retreat window to demonstrate compliance with the objective of Standard A15 (Overlooking objective) of Clause 54 of the Scheme.

107. In relation to the studio/bedroom at first floor to the rear, this standard requires consideration to be given to any direct line of site at ground floor within the 9m arc. The three-storey apartment building to the west has garages at ground floor and first floor terraces. The proposal incorporates a first floor, west-facing bedroom/study window to the rear which will consist of clear glazing and partly operable. Therefore, there are no sensitive interfaces within the 9m overlooking arc, with the majority of the ground floor on neighbouring sites to the west consisting of garages and car parks. Therefore, no screening is required to the west-facing windows.

A16 – Daylight to new windows objective

108. All of the proposed windows will face an area with a minimum 3sqm and minimum dimension of 1m clear to the sky, thereby complying with the standard.

A17 – Private open space objective

109. The standard states that a dwelling should have POS of an area consisting of 80sqm or 20% of the area of the lot, whichever is the lesser, but not less than 40sqm. Furthermore, at least one part of the POS should consist of SPOS with a minimum area of 25sqm and a minimum dimension of 3m at the side or rear of the dwelling with convenient access from a living room.

110. Whilst the proposed site plan (PL02) states that the dwelling would provide approximately 38sqm or 16% of POS, this appears to be a clerical error. The site provides 47sqm or 20% of POS within the front and side setbacks at ground floor. Of this area, 25sqm of SPOS is provided at ground floor within the northern setback. This complies with the minimum area of 25sqm required by the standard, with this area continuing to provide for the reasonable enjoyment of the occupiers and is easily accessible from the main living area.

A18 – Solar access to open space objective

111. The open space at ground floor is orientated to the north and will receive full northerly solar access; meeting this objective.

A19 – Design detail objective

112. The design of the addition is supported given:
    (a) The presentation, siting and proportions of the dwelling is considered to achieve a design response which respects the existing heritage character of the area;
    (b) The materials are generally respectful of the existing neighbourhood character; rendered brick, timber battens, steel blades, glazing, as well as steel and timber boundary fences that can be found within the subject building and neighbouring sites, ensuring that the proposed materials are generally sympathetic to the surrounding area;
    (c) The use of both traditional materials (rendered brick) and contemporary materials (timber battens) would appropriately distinguish the new addition from original heritage fabric on either side of the site; and
    (d) The proportions of the new dwelling complement the neighbourhood setting and will provide no visual intrusion when viewed from Drummond Street.

A20 – Front fences objective

113. Does not apply as the proposed fence is under 1.5m; i.e. 1.2m above NGL.

114. Overall, subject to conditions as discussed above, the proposal is considered to generally respond to the features of the site and the surrounding area, contributing to the emerging and preferred neighbourhood character.

Heritage

115. The relevant purpose of the Heritage Overlay is to ensure that development does not adversely affect the significance of heritage places. The subject site is included in HO326, and is identified as a 'not-contributory' building within this site. *Clause 22.02* articulates Council's local planning policy in relation to development guidelines for sites subject to the heritage overlay.

Demolition

116. The proposed demolition of the existing dwelling, including all other structures on-site is consistent with the directions provided under *Clause 22.02-5.1* of the Scheme which states *generally encourage the retention of a building in a heritage place, unless the building is identified as being not contributory.* The subject dwelling is identified as a not-contributory building, therefore the extent of demolition is supported and will not adversely impact the heritage significance of the heritage precinct. Overall, the proposed demolition is acceptable and will not adversely impact the heritage significance of the heritage precinct. Council's Heritage Advisor is supportive of the demolition.

Proposed development

117. *Clause 22.02-5.7* provides direction as to the appropriate design and location of a new development. The proposed two-storey dwelling is appropriate for a number of reasons.

118. The proposed front setback at both floors will be 3.42m, which is similar to the adjoining buildings to the north (1.95m to 3.42m) and south (3.42m to 3.69), and meets the heritage policy which *encourages setbacks from the principal street frontage to be similar to those of adjoining contributory buildings*. Council's Heritage Advisor is supportive of the proposed front setback.

119. Council's Heritage Advisor is also supportive of the majority of the ground and first floor walls along the northern and southern boundaries having zero setbacks. This is also consistent with the current and emerging pattern of development in the street.

120. Council's Heritage Advisor is supportive of the proposed façade height of 7.18m and the overall scale of the proposed building as it is *an acceptable transition between the differing heights of the buildings on either side.* The façade heights of contributory buildings within the overall heritage precinct generally vary from 6m for single-storey buildings to 9m for double-storey buildings, and therefore, the proposed double-storey dwelling height is acceptable.

121. The proposed roof form is a flat roof which is contemporary in style. Whilst the surrounding contributory dwellings along Drummond and Lygon Streets consist of a mix of hipped or gabled roof forms, the newer developments to the north-east (1032 Drummond Street) and to the south-east (Nos. 1002 and 1008 Drummond Street) consist of flat roof forms, and as such the proposed flat roof form is supported; especially as many of the pitched roofs are located behind parapets and are therefore not visible.

122. Council's Heritage Advisor is supportive of the overall contemporary design, including the mid-grey tones combined with the *contrast created by the window spandrel and door*. Whilst Council's Heritage Advisor did not raise concerns with the east-facing operable windows at first floor, it was stated that *the lack of reference to the traditional fenestration of houses in the street* at ground floor is a concern.

123. The comments further stated that *the proposal to create a green wall on the ground floor façade is not considered a suitable design response to the lack of fenestration to the street frontage at ground level.* As a result, Council's Heritage Advisor recommended that *the door and window openings in the ground floor façade should be of traditional proportions and make up about 40% of the ground floor façade*.

    In response, the applicant lodged amended plans under S57A of the Act, showing an increase in the size of the ground floor window, resulting in 45% of the front façade consisting of door and window openings. Council's Heritage Advisor has confirmed that the *proportion of the window at ground level currently appears to satisfy the condition in regard to proportion*. As shown below, the first floor, operable, front façade windows are also considered acceptable from a heritage perspective as it picks up on contributory elements from the abutting double-storey dwelling to the north, which has a first floor balcony.

124. The proposed steel blade front fence is 1.2m in height and will respect the pattern, rhythm, materials and heritage character of the surrounding dwellings. Whilst it is not a traditional fence, the use of a simple steel fence of an appropriate height is considered acceptable for a new contemporary style building. Therefore, the proposed style, height, and material used for the front fence are considered to be appropriate and will not adversely affect the appearance or significance of the heritage place. The appearance of the proposed front fence is also supported by Council's Heritage Advisor.

125. Overall, the proposal appropriately responds to the particular requirements contained within *Clause 22.02* and *Clause 43.01* of the Scheme, and therefore, is considered acceptable in relation to the heritage context of the street and would not unreasonably impact the heritage significance of the North Carlton Heritage Precinct.

    <u>Special Building Overlay</u>

126. The site is included in the SBO. In instances where development applications are included in the SBO area, Council relies on advice of the relevant floodplain management authority (Melbourne Water) with regard to flooding.

127. Melbourne Water did not object to the advertised plans, subject to the following conditions:
    (a) *Prior to the endorsement of plans, amended plans must be submitted to Council and Melbourne Water addressing Melbourne Water's conditions. Plans must be submitted with surface and floor levels to Australian Height Datum (AHD) and must be modified to show:*

(i) Finished floor levels of the dwelling set no lower than 36.18 metres to AHD.
(ii) Finished floor levels of the garage set no lower than 36.23 metres to AHD.

(b) *The dwelling must be constructed with finished floor levels set no lower than 36.18 metres to Australian Height Datum, which is 300mm above the applicable flood level at location of development at 36.18m to AHD.*

(c) *The garage must be constructed with finished floor levels set no lower than the applicable flood level at location of development at 36.23m to AHD.*

128. In response, the applicant lodged amended plans under S57A of the Act, revising the floor levels. Melbourne Water reviewed the amended plans and confirmed that the plans are in compliance with the minimum finished floor level requirements, with no additional conditions recommended.

Development abutting laneways

129. As noted earlier, the rear ROW is flanked with rear boundary fences, SPOS, garages and outbuildings of dwellings fronting Lygon Street. Policy at *Clause 22.07* requires development to respect the scale of surrounding built form along the ROW. There is currently one on-site car parking space for the subject site. The proposal will continue this one car space on-site within the new single garage. In response to the decision guidelines above, the following is provided:

(a) The main pedestrian access to the property will continue to be from Drummond Street. This policy requires pedestrian entries to *be separate from vehicle entries*. Therefore, the vehicle entrance and pedestrian entrance will be separated and there will be no conflict between vehicles and pedestrians.

(b) Council's Engineering Unit support the dimensions (3.5m wide x 6m deep) of the proposed car space, including the garage entrance of 4.28m and headroom clearance of 2.4m and consider the car parking arrangements to be satisfactory. However, it was recommended that in order to *demonstrate the provision of the 40mm lip from the edge of the laneway to the finished floor level of the front edge of the slab at ground level, the applicant must prepare a 1 in 20 scale cross sectional drawing showing the reduced level of the west and east edge of the laneway, the centreline of the laneway and the finished floor level of the slab*.

Whilst the applicant provided a 1:20 scaled cross-sectional drawing, Council's Engineering Unit have advised that *According to the submitted cross-sectional drawing, the level along the eastern edge of the laneway is 36.19. The provision of the 40 millimetre lip and 1 in 8 ramp (20 millimetres) would not result in a level of 36.23.* Therefore, a condition will require the applicant to *demonstrate the provision of the 40mm lip from the edge of the laneway to the finished floor level of the front edge of the slab at ground level, by providing a 1 in 20 scale cross sectional drawing showing the reduced level of the west and east edge of the laneway, the centreline of the laneway and the finished floor level of the slab*;

130. All proposed works, including the rear studio are within the title boundaries of the subject site and therefore will not obstruct access to the other properties in the ROW, including all doors will be wholly contained (and inward opening) within the title boundaries of the subject site.

131. Subject to condition, the proposed development complies with the requirements of *Clause 22.07* of the Scheme.

Objector concerns

132. Objector concerns are outlined and discussed below:
(a) *Out of keeping with neighbourhood character / heritage*

Neighbourhood character is discussed in paragraphs 53 to 60. Heritage has been discussed in paragraphs 115 to 125.

(b) *Inappropriate design and overdevelopment (height, scale, bulk)*
Design and overdevelopment are discussed in paragraphs 62 to 67.

(c) *Off-site amenity (daylight/solar access to habitable room windows, overshadowing, overlooking)*
Daylight/Solar access to existing HRW is discussed in paragraphs 85 to 95. Overshadowing and overlooking are discussed in paragraphs 96 to 99 and 100 to 107, respectively.

(d) *Discrepancies on plans (location of habitable room windows and light-courts)*
The applicant lodged S57A plans correctly identifying the location of the habitable room windows of No. 1025 Drummond Street. The advertised plans already identified the location of the existing light-courts of this neighbouring dwelling to the south.

Other matters

133. Currently the proposed northern and southern elevations reference existing on-boundary walls of adjacent sites to the north and south. A condition will require the northern and southern elevations amended to show proposed on-boundary walls (not adjacent walls). Similarly, as discussed earlier in the report, a condition will require the proposed southern elevation to show new timber fencing and not existing timber fencing (which is proposed to be removed on the demolition plan).

Conclusion

Based on the report, the proposal is considered to comply with the relevant policies of the Yarra Planning Scheme and is recommended for approval, subject to conditions.

RECOMMENDATION

That having considered all relevant planning policies, the Committee resolves to issue a Notice of Decision to Grant a Planning Permit PLN20/0184 for full demolition of existing built form on-site and construction of a double-storey dwelling at 1027 Drummond Street Carlton North VIC 3054, subject to the following conditions:

1. Before the development starts, amended plans to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plans will be endorsed and will then form part of the permit. The plans must be drawn to scale with dimensions and three copies must be provided. The plans must be generally in accordance with the plans prepared by Wellard Architects, dated 22.09.2020 (Rev E: PL03, PL04, PL05, PL06, PL07, PL08 and PL16), but modified to show the following:
   (a) Fences along the northern and southern boundaries clearly shown demonstrating compliance with Standard A15 (Overlooking objective) at Clause 54 of the Yarra Planning Scheme;
   (b) First floor, east and south-facing retreat windows screened to comply with the objective of Standard A15 (Overlooking objective) at Clause 54 of the Yarra Planning Scheme;
   (c) North and south elevations to show proposed on-boundary walls (not adjacent walls);
   (d) Southern elevation to show new timber fence (not existing); and
   (e) The provision of the 40mm lip from the edge of the laneway to the finished floor level of the front edge of the slab at ground level, by providing a 1 in 20 scale cross-sectional drawing showing the reduced level of the west and east edge of the laneway, the centreline of the laneway and the finished floor level of the slab.
2. The development as shown on the endorsed plans must not be altered (unless the Yarra Planning Scheme specifies that a permit is not required) without the prior written consent of the Responsible Authority
3. Before the development 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.
4. Before the development is occupied, or by such later date as approved in writing by the Responsible Authority, all screening and other measures to prevent overlooking as shown on the endorsed plans must be installed to the satisfaction of the Responsible Authority. Once installed the screening and other measures must be maintained to the satisfaction of the Responsible Authority.
5. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, 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.
6. Except with the prior written consent of the Responsible Authority, demolition or construction works must not be carried out:
   (a) Monday-Friday (excluding public holidays) before 7 am or after 6 pm;
   (b) Saturdays and public holidays (other than ANZAC Day, Christmas Day and Good Friday) before 9 am or after 3 pm;
   (c) Sundays, ANZAC Day, Christmas Day and Good Friday at any time.
7. This permit will expire if:
   (a) the development is not commenced within two years of the date of this permit;

(b) the development is not completed within four years of the date of this permit.

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

Notes:

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

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

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.

Attachments

1 PLN20/0184 - 1027 Drummond Street Carlton North - Site Location Plan
2 PLN20/0184 - 1027 Drummond Street Carlton North - Advertised Plans
3 PLN20/0184 - 1027 Drummond Street Carlton North - Heritage Comments (Advertised Plans)
4 PLN20/0184 - 1027 Drummond Street Carlton North - Melbourne Water Comments (Advertised Plans)
5 PLN20/0184 - 1027 Drummond Street Carlton North - Engineering Referral Comments (Advertised Plans)
6 PLN20/0184 - 1027 Drummond Street Carlton North - S57A Plans
7 PLN20/0184 - 1027 Drummond Street Carlton North - Melbourne Water Comments (S57A Plans)
8 PLN20/0184 - 1027 Drummond Street Carlton North - Heritage Comments (S57A Plans)
9 PLN20/0184 - 1027 Drummond Street Carlton North - Engineering Referral Comments (S57A Plans)

Attachment 1 - PLN20/0184 - 1027 Drummond Street Carlton North - Site Location Plan

SUBJECT LAND: 1027 Drummond Street Carlton North ⇧ North ▭ Subject Site

Attachment 2 - PLN20/0184 - 1027 Drummond Street Carlton North - Advertised Plans

TOWN PLANNING ISSUE

1027 DRUMMOND STREET, CARLTON NORTH

DRAWING		SCALE
PL01	EXISTING SITE PLAN / SITE ANALYSIS	1:250
PL02	PROPOSED SITE PLAN / DESIGN RESPONSE	1:250
PL03	GROUND DEMOLITION AND PROPOSED GROUND FLOOR PLAN	1:200
PL04	PROPOSED FIRST FLOOR AND PROPOSED ROOF PLAN	1:200
PL05	DEMOLITION ELEVATIONS	1:200
PL06	PROPOSED ELEVATIONS	1:200
PL07	PROPOSED SECTIONS AA B CC DD EE FF	1:200
PL08	PROPOSED SECTIONS GG HH II	1:200
PL09	EXISTING AND PROPOSED SHADOWS 9AM	1:200
PL10	EXISTING AND PROPOSED SHADOWS 10AM	1:200
PL11	EXISTING AND PROPOSED SHADOWS 11AM	1:200
PL12	EXISTING AND PROPOSED SHADOWS 12PM	1:200
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PL14	EXISTING AND PROPOSED SHADOWS 2PM	1:200
PL15	EXISTING AND PROPOSED SHADOWS 3PM	1:200
PL16	MATERIALS SCHEDULE	NTS
PL17	3D VIEWS	NTS
PL18	3D VIEWS	NTS
PL19	GROUND DEMOLITION PLAN	1:100
PL20	GARAGE DEMOLITION AND PROPOSED PLAN	1:100
PL21	PROPOSED GROUND FLOOR PLAN	1:100
PL22	PROPOSED FIRST FLOOR PLAN	1:100
PL23	PROPOSED ROOF PLAN	1:100
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PL25	DEMOLITION NORTH AND EAST ELEVATIONS	1:100
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PL27	PROPOSED NORTH AND EAST ELEVATIONS	1:100
PL28	PROPOSED SOUTH AND WEST ELEVATIONS	1:100
PL29	PROPOSED SECTION AA	1:100
PL30	PROPOSED SECTION BB CC	1:100
PL31	PROPOSED SECTION DD EE FF GG	1:100
PL32	PROPOSED SECTIONS GG HH JJ	1:100
PL33	HERITAGE RESPONSE DIAGRAMS	NTS
PL34	HERITAGE RESPONSE DIAGRAMS	NTS

AERIAL SITE PHOTOGRAPH

SUMMARY:

SITE ADDRESS:	1027 DRUMMOND STREET CARLTON NORTH 3054
EXISTING USE:	RESIDENTIAL
PROPOSED USE:	RESIDENTIAL
TITLE INFORMATION:	VOL 8058 FOL 007 TP 219888Q

AREA ANALYSIS:

SITE AREA:	240 M2	100%
PRO. BLDG COVERAGE:	178M2	74%
PRO. SITE PERMEABILITY:	47M2	20%
PRO. PRIVATE OPEN SPACE:	38M2	16%
PRO. CARPARKS	1	

TOWN PLANNING

WELLARD.

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REVISION	DATE	DESCRIPTION
A	06.05.20	RESPONSE TO RFI

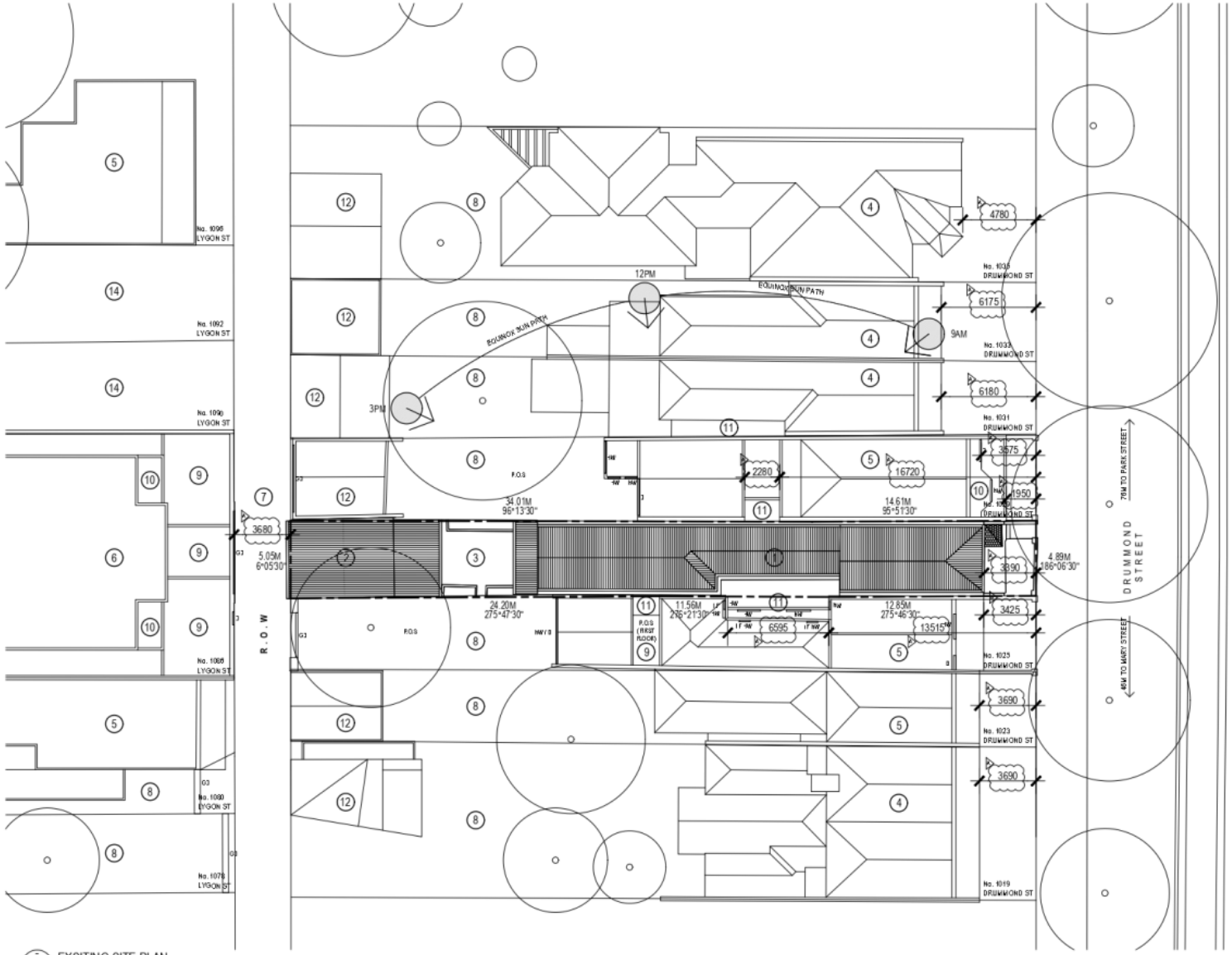
PROJECT
1027 DRUMMOND STREET, CARLTON NORTH

CLIENT
VIRTUS PROGRESSIO PTY LTD

DRAWING TITLE
DRAWING INDEX

SCALE	NTS	DATE	18.03.20
		JOB NO.	19019
DRAWN	MM	DRW NO.	PL00
CHECK	HW	REV.	A

Attachment 2 - PLN20/0184 - 1027 Drummond Street Carlton North - Advertised Plans



EXSITING SITE PLAN

SITE ANALYSIS:

1. EXISTING BUILDING TO BE DEMOLISHED
2. REAR GARAGE AND PERGOLA TO BE DEMOLISHED
3. REAR WEST FACING COURTYARD
4. NEIGHBOURING SINGLE STOREY DWELLING
5. NEIGHBOURING DOUBLE STOREY DWELLING
6. NEIGHBOURING TRIPLE STOREY APARTMENT BUILDING
7. ADJOINING LANEWAY
8. NEIGHBOURING PRIVATE OPEN SPACE
9. NEIGHBOURING FIRST FLOOR TERRACE
10. NEIGHBOURING BALCONY
11. NEIGHBOURING LIGHT COURT
12. NEIGHBOURING GARAGE
13. NEIGHBOURING GARAGE / STUDIO
14. OPEN CARPARK

AREA ANALYSIS:

SITE AREA:	240	sqm	100%
EX. BLDG COVERAGE	168	sqm	70%
EX. SITE PERMEABILITY	11.5	sqm	5%
EX. PRIVATE OPEN SPACE	46	sqm	19%
EX. CARPARKS	1		

H.W. - HABITABLE WINDOW
N.H.W. - NON HABITABLE WINDOW
G.D. - GARAGE DOOR
D - DOOR

TOWN PLANNING

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REVISION	DATE	DESCRIPTION
A	06.05.20	RESPONSE TO RFI

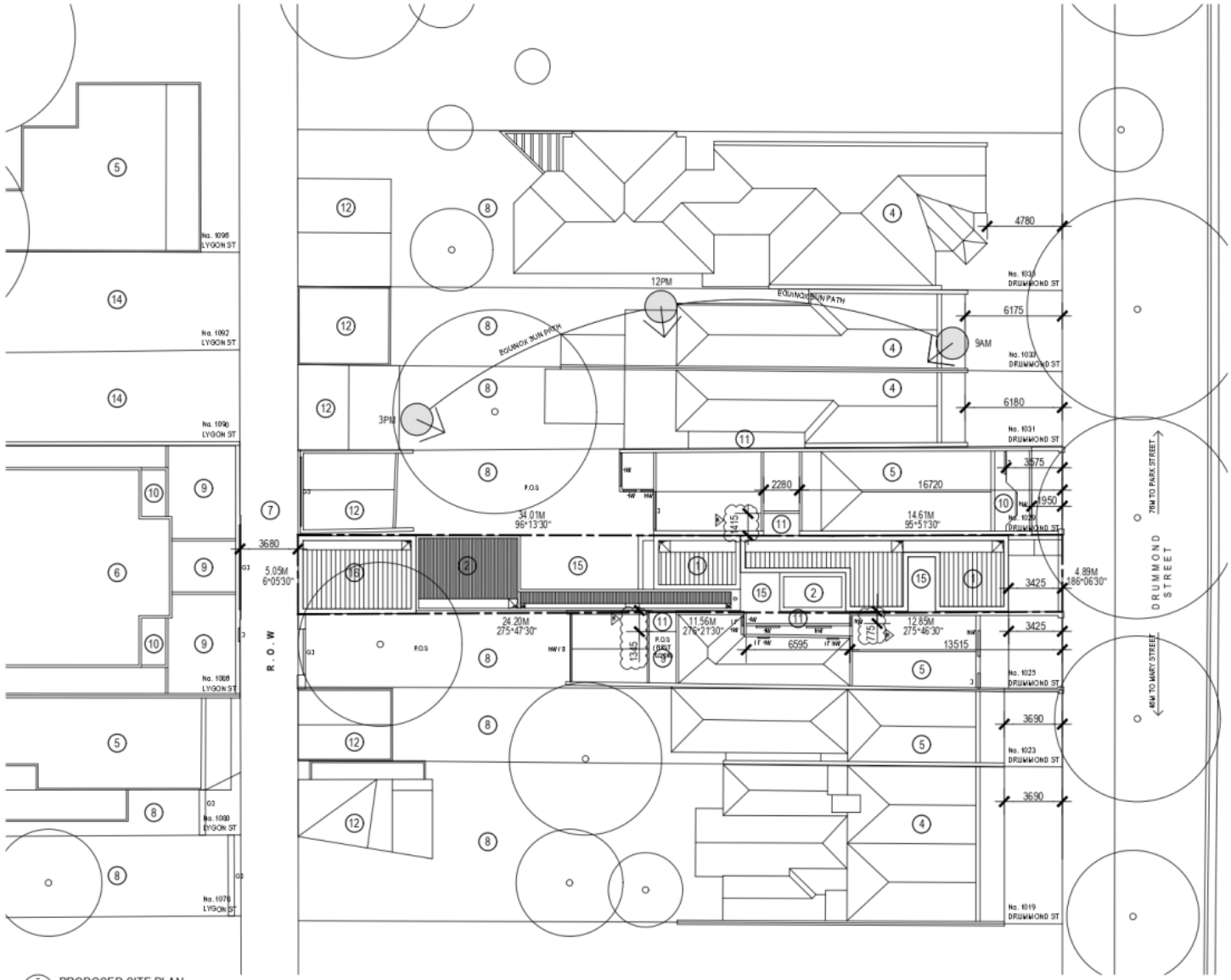
PROJECT
1027 DRUMMOND STREET, CARLTON NORTH

CLIENT
VIRTUS PROGRESSIO PTY LTD

DRAWING TITLE
EXISTING SITE PLAN / SITE ANALYSIS

SCALE	1:250_A3	DATE	18.03.20
		JOB NO.	19019
DRAWN	MM	DRW NO.	PL01
CHECK	HW	REV.	A

Attachment 2 - PLN20/0184 - 1027 Drummond Street Carlton North - Advertised Plans



PROPOSED SITE PLAN
1:250

HERITAGE STATEMENT

THE SUBJECT SITE IS LOCATED AT 1027 DRUMMOND STREET, CARLTON NORTH. THE SITE DIMENSIONS ARE APPROX. 4.9 METRES WIDE BY 48.5 METRES IN LENGTH. THE WESTERN BOUNDARY ABUTS A REAR R.O.W. THE PROPERTY HAS BEEN IDENTIFIED AS 'NON-CONTRIBUTORY' AS PART OF THE YARRA PLANNING SCHEME.

THE EXISTING HOUSE IS OF A 'VICTORIAN' ERA BUT HAS BEEN HEAVILY MODIFIED OVER THE YEARS RESULTING IN A BUILDING WITH LITTLE OR NO HERITAGE APPEAL FROM THE STREET INTERFACE. THERE ARE NO HERITAGE FEATURES IN THE EXISTING HOUSE WHICH HAS BEEN STRIPPED OF ITS ORIGINAL DOORS, WINDOWS AND EXTERNAL CLADDING. INTERNALLY THE ORIGINAL FLOORS, ARCHITRAVES, SKIRTING'S AND CORNICES HAVE ALL BEEN REMOVED AT SOME POINT IN TIME.

THE PROPOSED DWELLING IS DOUBLE STOREY IN HEIGHT WITH A FRONT PARAPET THAT REFERENCES THE EXISTING PROPORTIONS OF THE NEIGHBOURING BUILDINGS, PROVIDES A TRANSITION BETWEEN THE LARGE DOUBLE STOREY DWELLING AT 1029 DRUMMOND AND THE SINGLE STOREY DWELLING AT 1025 DRUMMOND ST. A NUMBER OF DOUBLE HEIGHT COURTYARDS HAVE BEEN INTRODUCED TO REDUCE THE OVERALL BUILDING MASS WHILE ALSO ALLOWING FOR CONSIDERED DROPS IN BUILDING HEIGHTS. THE LOCATION OF THESE HAS BEEN CONSIDERED TO RESPOND TO THE NEIGHBOURING CONDITIONS AND PROVIDES RELIEF ALONG THE BOUNDARY AND P.O.S CONDITIONS. GLAZED METAL FRAMED SLIDING WINDOWS CAN BE CONCEALED BEHIND A RENDERED WALL TO PROVIDE A GENEROUS OPENING WITHIN THE FRONT FACADE REFERENCING THE NEIGHBOURING FIRST FLOOR BALCONY CONDITION WITHOUT THE FEAR OF COPYING OR TOO CLOSELY REFERENCING NEIGHBOURING HERITAGE CONDITION.

THE PROPOSED FRONT FENCE IS A CONTEMPORARY RESPONSE TO THE ADJACENT TRADITIONAL WROUGHT IRON FENCES PRESENT IN THE SURROUNDING AREA. HIGHLY DETAILED STEEL BLADES FIXED TO A RENDERED PLINTH REFERENCE THE PROPORTIONS OF ADJACENT FENCES YET DON'T ATTEMPTING TO MIMIC EXISTING DETAILING AND MATERIALITY IN A PEDESTRIAN MANNER.

THE PROPOSAL IS OF A HIGH DESIGN QUALITY AND INTERPRETS AND RESPONDS POSITIVELY TO ITS HERITAGE CONTEXT.

SITE ANALYSIS / DESIGN RESPONSE:

1. PROPOSED DOUBLE STOREY DWELLING
2. PROPOSED SINGLE STOREY DWELLING
3. REAR WEST FACING COURTYARD
4. NEIGHBOURING SINGLE STOREY DWELLING
5. NEIGHBOURING DOUBLE STOREY DWELLING
6. NEIGHBOURING TRIPLE STOREY APARTMENT BUILDING
7. ADJOINING LANEWAY
8. NEIGHBOURING PRIVATE OPEN SPACE

V9. NEIGHBOURING FIRST FLOOR TERRACE

10. NEIGHBOURING BALCONY
11. NEIGHBOURING LIGHT COURT
12. NEIGHBOURING GARAGE
13. NEIGHBOURING GARAGE / STUDIO
14. OPEN CARPARK
15. PROPOSED LIGHT COURT
16. PROPOSED DOUBLE STOREY GARAGE / STUDIO

AREA ANALYSIS:

SITE AREA:	240	sqm	100%
EX. BLDG COVERAGE	168	sqm	70%
EX. SITE PERMEABILITY	11.5	sqm	5%
EX. PRIVATE OPEN SPACE	46	sqm	19%
PRO. BLDG COVERAGE	178	sqm	74%
PRO. SITE PERMEABILITY	47	sqm	20%
PRO. PRIVATE OPEN SPACE	38	sqm	16%
CARPARKS	1		

H.W. - HABITABLE WINDOW
N.H.W. - NON HABITABLE WINDOW
G.D. - GARAGE DOOR
D - DOOR

TOWN PLANNING

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REVISION	DATE	DESCRIPTION
A	06.05.20	RESPONSE TO RFI
B	09.06.20	RESPONSE TO RFI

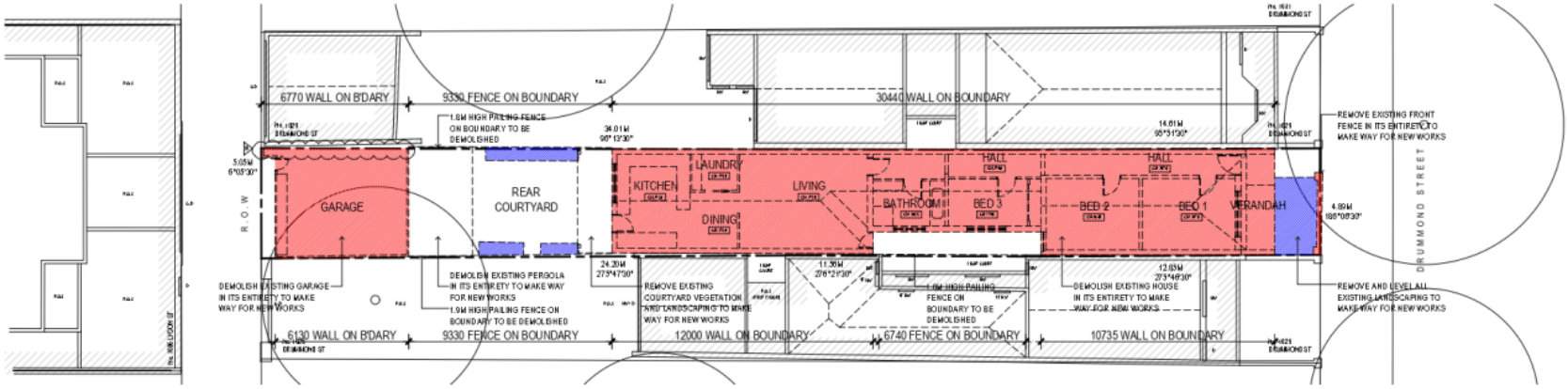
PROJECT
1027 DRUMMOND STREET, CARLTON NORTH

CLIENT
VIRTUS PROGRESSIO PTY LTD

DRAWING TITLE
PROPOSED SITE PLAN / DESIGN RESPONSE

SCALE	1:250_A3	DATE	18.03.20
		JOB NO.	19019
DRAWN	MM	DRW NO.	PL02
CHECK	HW	REV.	B

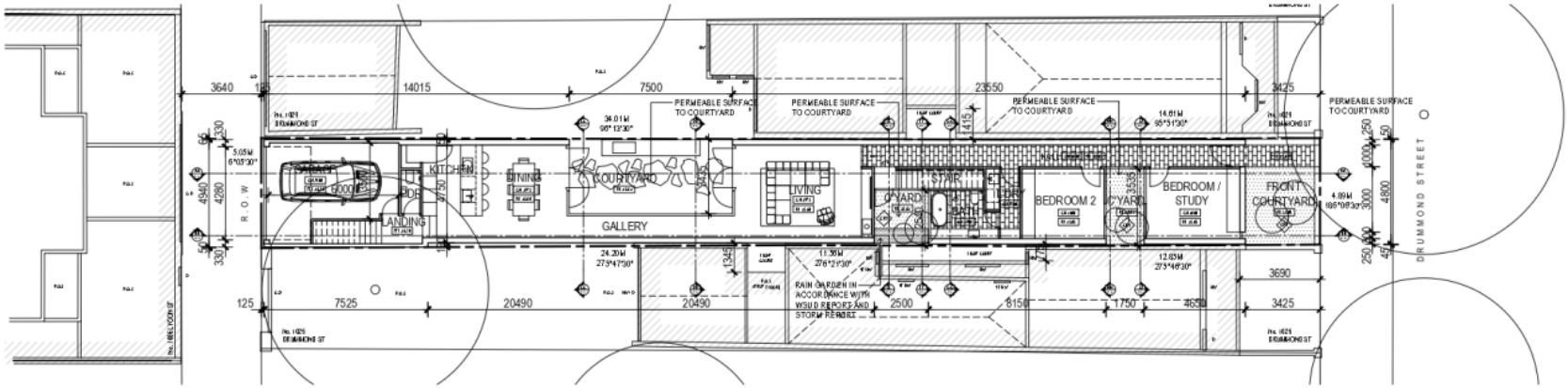
Attachment 2 - PLN20/0184 - 1027 Drummond Street Carlton North - Advertised Plans



GROUND DEMOLITION PLAN

DEMOLITION LEGEND:

- EXISTING CONDITIONS DEMOLITION PLAN
- WALLS TO BE DEMOLISHED
- WINDOWS TO BE DEMOLISHED
- DOORS TO BE DEMOLISHED
- EXTENT OF DEMOLITION
- EXISTING PERMEABLE SURFACE



PROPOSED GROUND FLOOR PLAN

TOWN PLANNING

WELLARD.

REVISION	DATE	DESCRIPTION
A	06.05.20	RESPONSE TO RFI
B	09.06.20	RESPONSE TO RFI

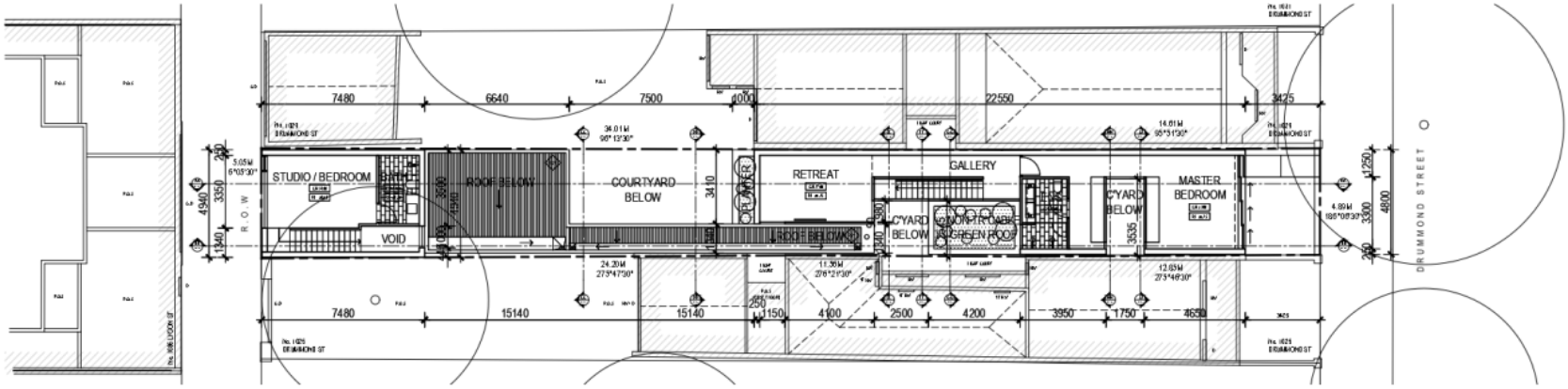
PROJECT
1027 DRUMMOND STREET, CARLTON NORTH

CLIENT
VIRTUS PROGRESSIO PTY LTD

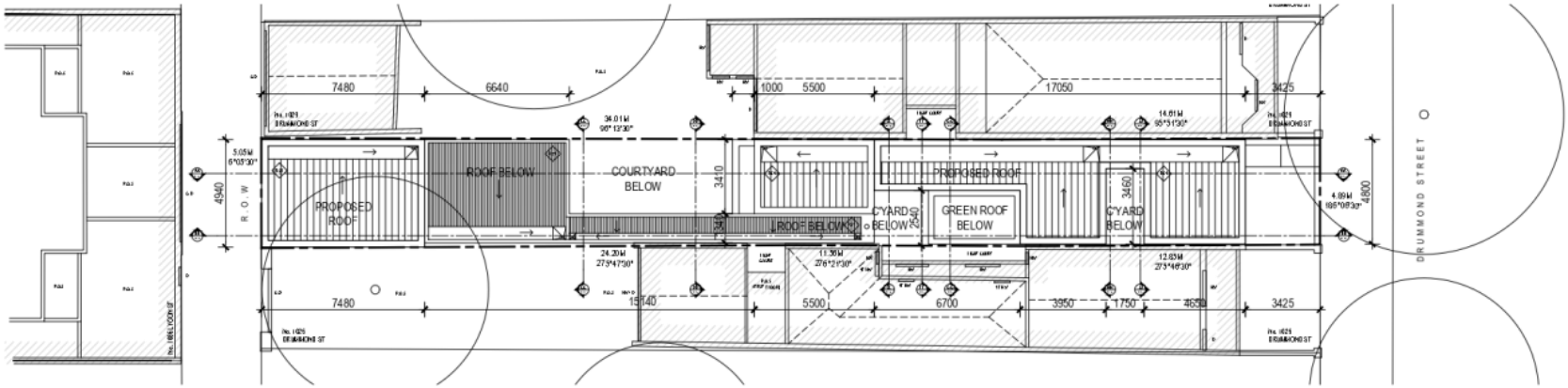
DRAWING TITLE
GROUND DEMOLITION AND PROPOSED GROUND FLOOR PLAN

SCALE	1:200_A3	DATE	18.03.20
		JOB NO.	19019
DRAWN	MM	DRW NO.	PL03
CHECK	HW	REV.	B

Attachment 2 - PLN20/0184 - 1027 Drummond Street Carlton North - Advertised Plans



PROPOSED FIRST FLOOR PLAN



PROPOSED ROOF PLAN

TOWN PLANNING

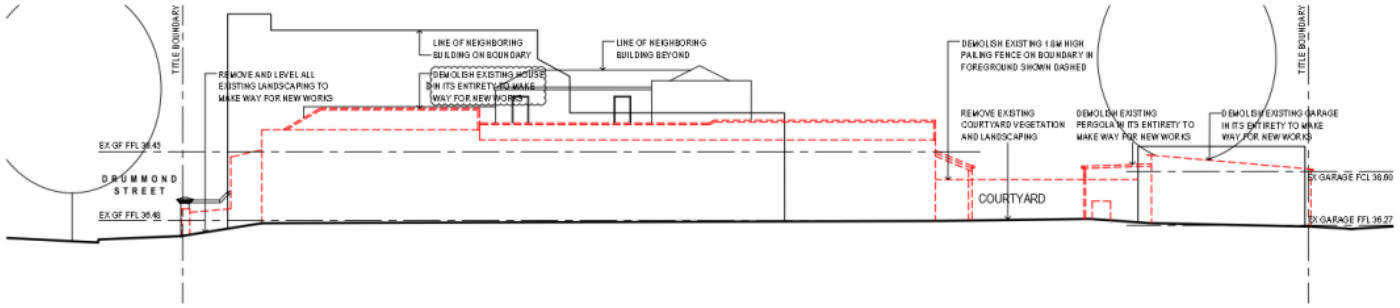
WELLARD.

REVISION	DATE	DESCRIPTION
A	06.05.20	RESPONSE TO RFI

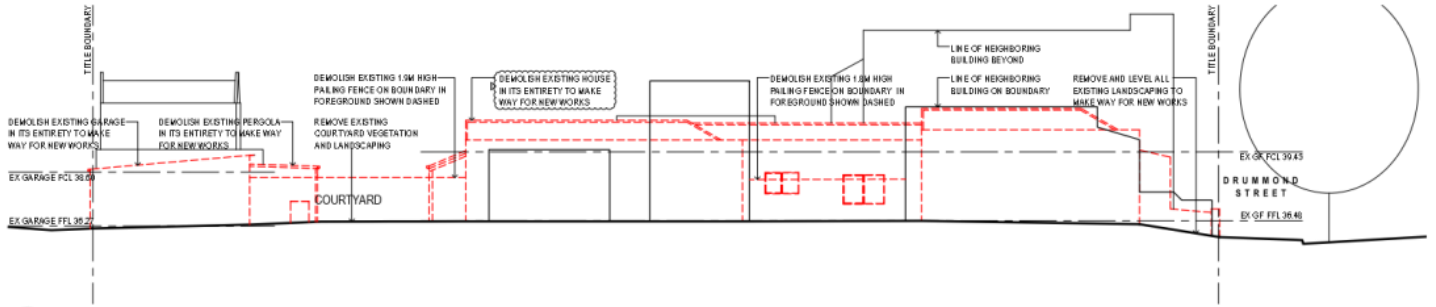
PROJECT: **1027 DRUMMOND STREET, CARLTON NORTH**
CLIENT: VIRTUS PROGRESSIO PTY LTD
DRAWING TITLE: PROPOSED FIRST FLOOR AND PROPOSED ROOF PLAN

SCALE	1:200_A3	DATE	18.03.20
		JOB NO.	19019
DRAWN	MM	DRW NO.	PL04
CHECK	HW	REV.	A

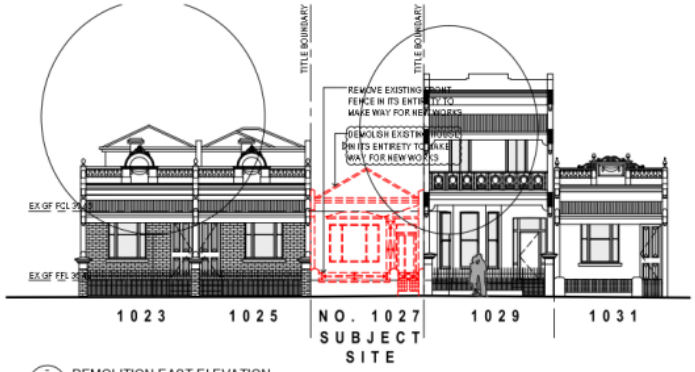
Attachment 2 - PLN20/0184 - 1027 Drummond Street Carlton North - Advertised Plans



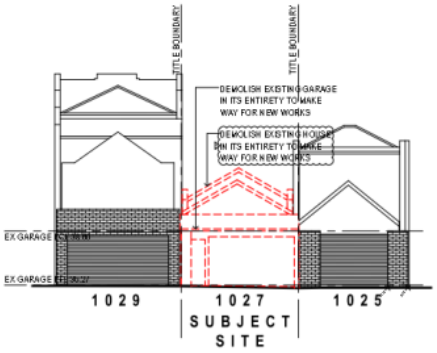
DEMOLITION NORTH ELEVATION



DEMOLITION SOUTH ELEVATION



DEMOLITION EAST ELEVATION



DEMOLITION WEST ELEVATION

FINISHES	FIN
XF01	EXISTING ROOF SHEETING
XF02	EXISTING RENDERED BRICKWORK
XF03	EXISTING GLAZING
XF04	EXISTING ROOF TILES
XF05	EXISTING PAINTED BRICKWORK
XF06	EXISTING METAL DOOR
CG1	SELECTED CLEAR GLAZING
CR1	SELECTED CRUSHED ROCK
OG1	SELECTED OPAQUE GLAZING
RE1	SELECTED SAND BASED RENDER
RS1	SELECTED ROOF SHEETING
SB1	SELECTED STEEL BLADES
TB1	SELECTED TIMBER BATTENS

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REVISION	DATE	DESCRIPTION
A	06.05.20	RESPONSE TO RFI

PROJECT
1027 DRUMMOND STREET, CARLTON NORTH

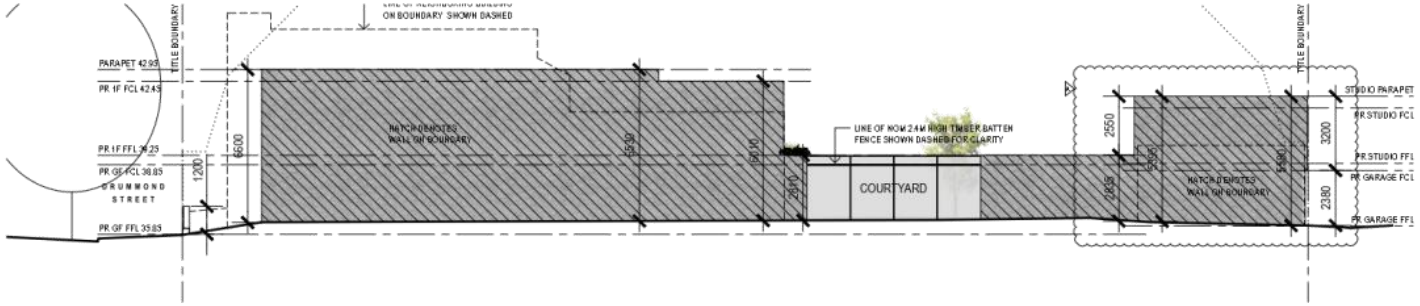
CLIENT
VIRTUS PROGRESSIO PTY LTD

DRAWING TITLE
DEMOLITION ELEVATIONS

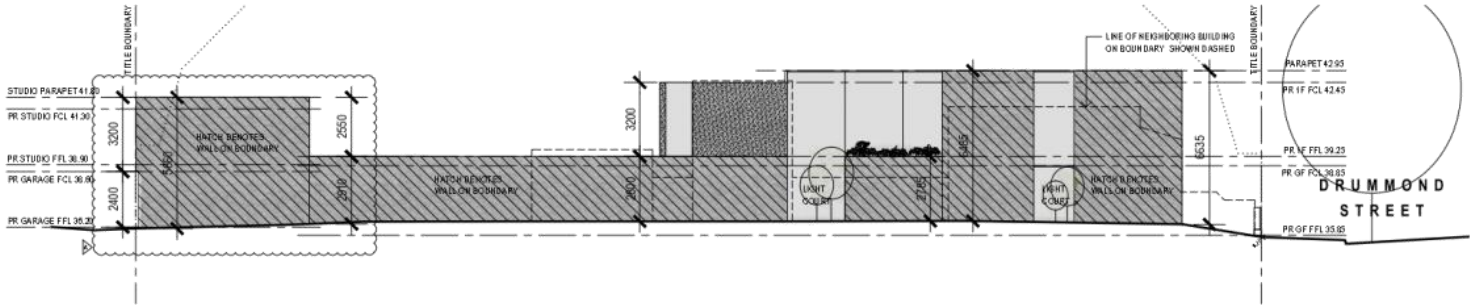
TOWN PLANNING

SCALE	1:200_A3	DATE	18.03.20
		JOB NO.	19019
DRAWN	MM	DRW NO.	PL05
CHECK	HW	REV.	A

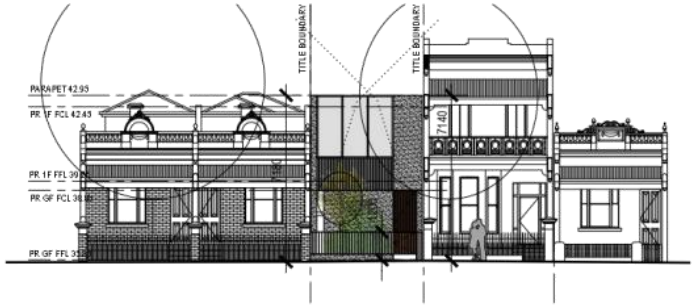
Attachment 2 - PLN20/0184 - 1027 Drummond Street Carlton North - Advertised Plans



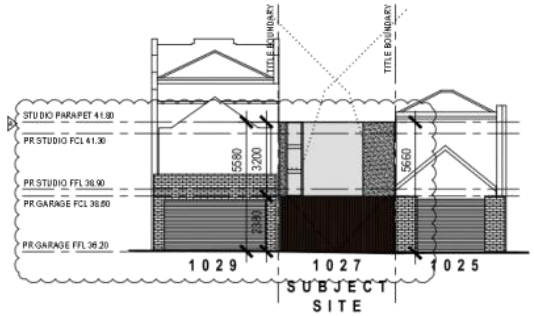
PROPOSED NORTH ELEVATION



PROPOSED SOUTH ELEVATION



PROPOSED EAST ELEVATION



PROPOSED WEST ELEVATION

FINISHES	FIN
XF01	EXISTING ROOF SHEETING
XF02	EXISTING RENDERED BRICKWORK
XF03	EXISTING GLAZING
XF04	EXISTING ROOF TILES
XF05	EXISTING PAINTED BRICKWORK
XF06	EXISTING METAL DOOR
CG1	SELECTED CLEAR GLAZING
CR1	SELECTED CRUSHED ROCK
OG1	SELECTED OPAQUE GLAZING
RE1	SELECTED SAND BASED RENDER
RS1	SELECTED ROOF SHEETING
SB1	SELECTED STEEL BLADES
TB1	SELECTED TIMBER BATTENS

TOWN PLANNING

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REVISION	DATE	DESCRIPTION
A	06.05.20	RESPONSE TO RFI

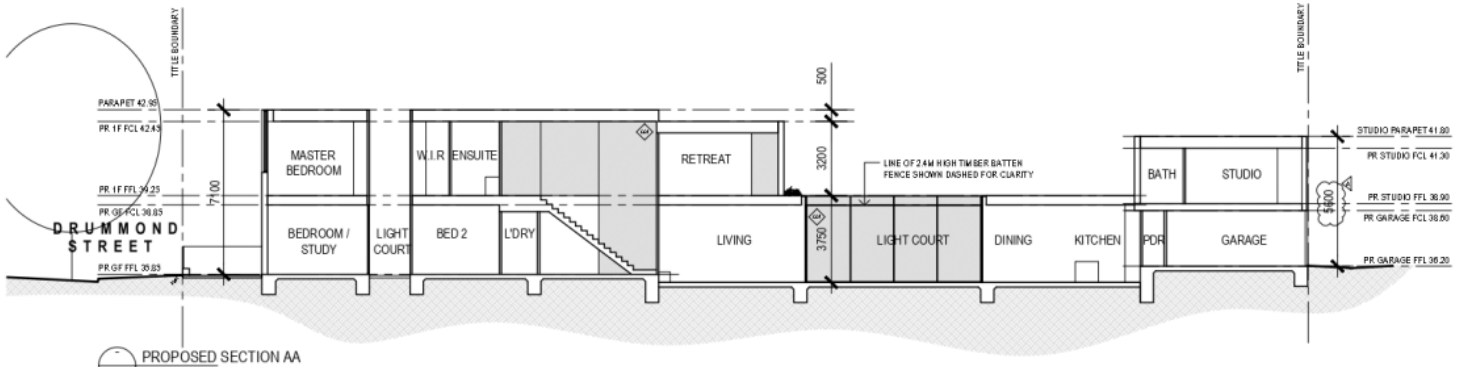
PROJECT
1027 DRUMMOND STREET, CARLTON NORTH

CLIENT
VIRTUS PROGRESSIO PTY LTD

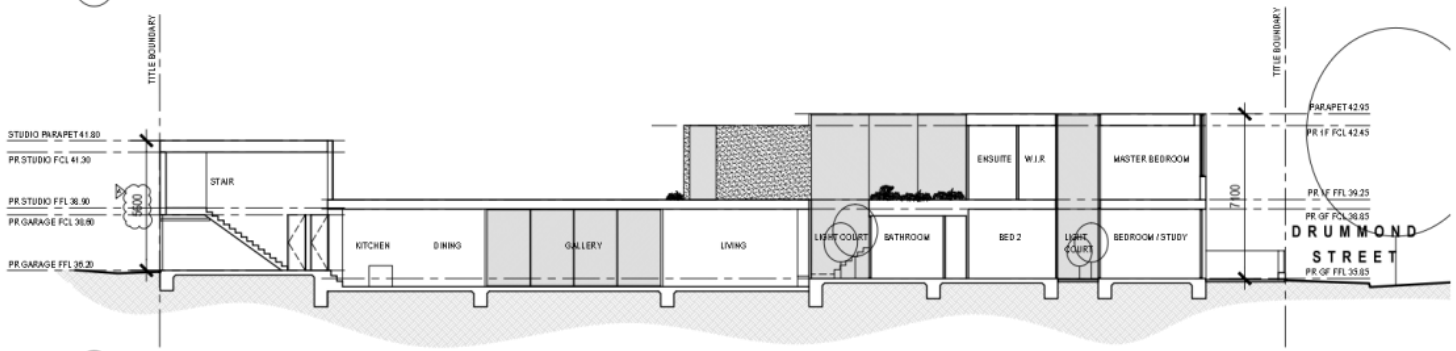
DRAWING TITLE
PROPOSED ELEVATIONS

SCALE	1:200_A3	DATE	18.03.20
		JOB NO.	19019
DRAWN	MM	DRW NO.	PL06
CHECK	HW	REV.	A

Attachment 2 - PLN20/0184 - 1027 Drummond Street Carlton North - Advertised Plans



PROPOSED SECTION AA



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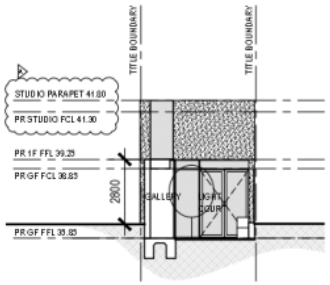
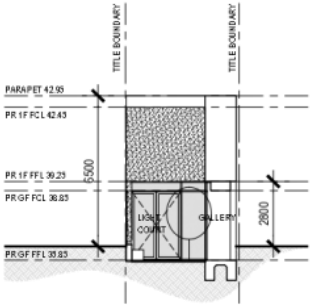
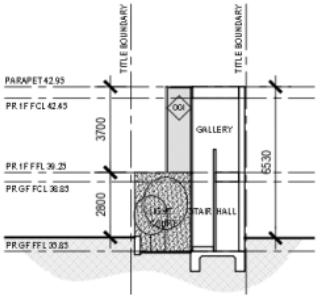


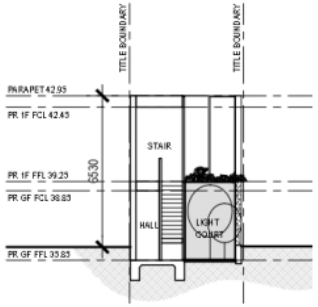
PROPOSED SECTION CC



PROPOSED SECTION DD



PROPOSED SECTION EE



PROPOSED SECTION FF

FINISHES	FIN
XF01	EXISTING ROOF SHEETING
XF02	EXISTING RENDERED BRICKWORK
XF03	EXISTING GLAZING
XF04	EXISTING ROOF TILES
XF05	EXISTING PAINTED BRICKWORK
XF06	EXISTING METAL DOOR
CG1	SELECTED CLEAR GLAZING
CR1	SELECTED CRUSHED ROCK
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RS1	SELECTED ROOF SHEETING
SB1	SELECTED STEEL BLADES
TB1	SELECTED TIMBER BATTENS

TOWN PLANNING

WELLARD.

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REVISION	DATE	DESCRIPTION
A	06.05.20	RESPONSE TO RFI

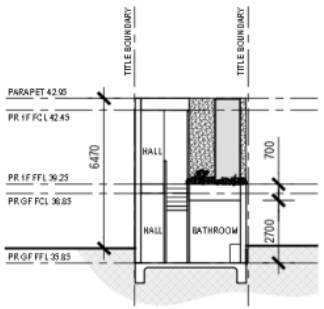
PROJECT
1027 DRUMMOND STREET, CARLTON NORTH

CLIENT
VIRTUS PROGRESSIO PTY LTD

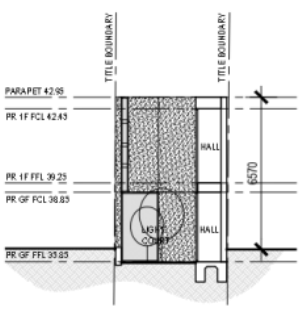
DRAWING TITLE
PROPOSED SECTION AA BB CC DD EE + FF

SCALE	1:200_A3	DATE	18.03.20
		JOB NO.	19019
DRAWN	MM	DRW NO.	PL07
CHECK	HW	REV.	A

Attachment 2 - PLN20/0184 - 1027 Drummond Street Carlton North - Advertised Plans



PROPOSED SECTION GG



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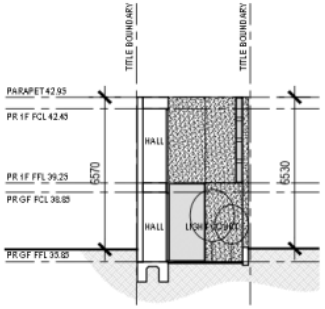

PROPOSED SECTION JJ

FINISHES	FIN
XF01	EXISTING ROOF SHEETING
XF02	EXISTING RENDERED BRICKWORK
XF03	EXISTING GLAZING
XF04	EXISTING ROOF TILES
XF05	EXISTING PAINTED BRICKWORK
XF06	EXISTING METAL DOOR
CG1	SELECTED CLEAR GLAZING
CR1	SELECTED CRUSHED ROCK
OG1	SELECTED OPAQUE GLAZING
RE1	SELECTED SAND BASED RENDER
RS1	SELECTED ROOF SHEETING
SB1	SELECTED STEEL BLADES
TB1	SELECTED TIMBER BATTENS

TOWN PLANNING

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REVISION	DATE	DESCRIPTION
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PROJECT
1027 DRUMMOND STREET, CARLTON NORTH

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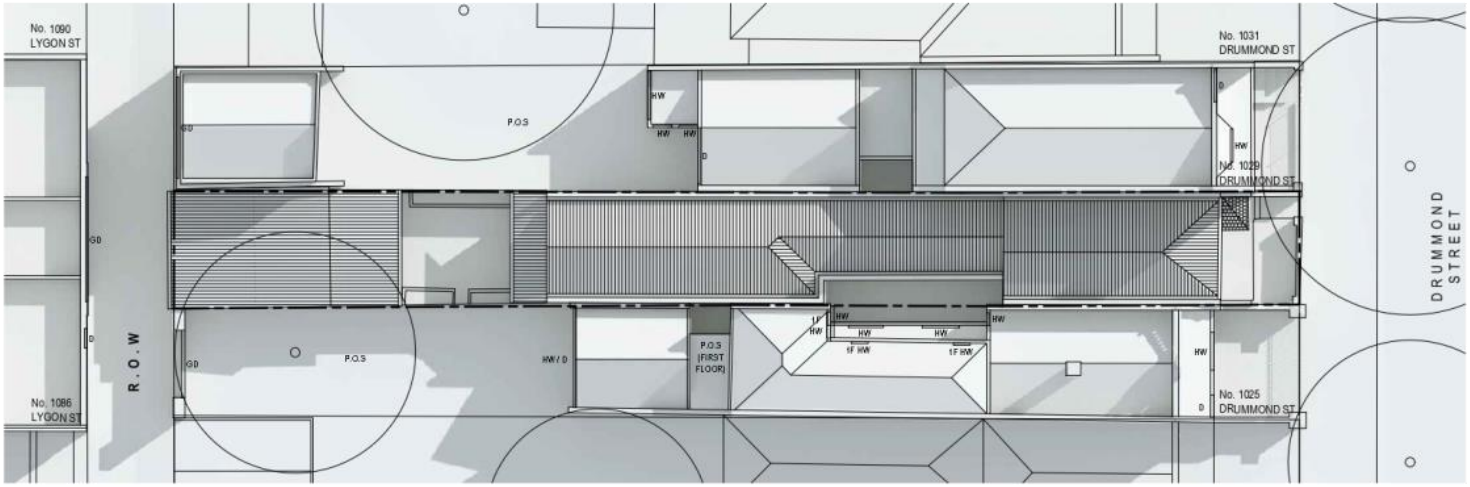
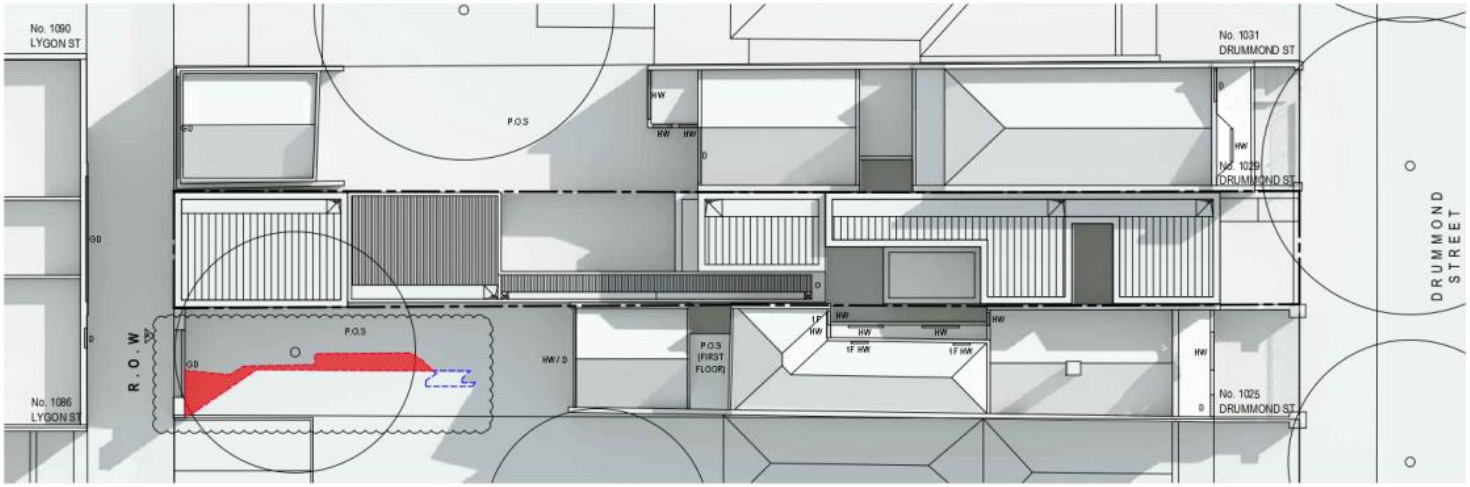
DRAWING TITLE
PROPOSED SECTIONS GG, HH + JJ

SCALE	1:200_A3	DATE	18.03.20
		JOB NO.	19019
DRAWN	MM	DRW NO.	PL08
CHECK	HW	REV.	A

Attachment 2 - PLN20/0184 - 1027 Drummond Street Carlton North - Advertised Plans



EXISTING SHADOWS - 9AM SEPTEMBER 22ND



PROPOSED SHADOWS - 9AM SEPTMEBER 22ND

1025 DRUMMOND STREET
PRIVATE OPEN SPACE: 84.37m2
AMOUNT OF EXISTING SUNLIGHT TO P.O.S: 26.42m2 (31.3%)
AMOUNT OF PROPOSED SUNLIGHT TO P.O.S: 20.55m2 (24.4%)
ADDITIONAL SHADOW: 6.96m2
ADDITIONAL SUNLIGHT: 1.07m2

PROPOSED OVERSHADOWING
ADDITIONAL SUNLIGHT

TOWN PLANNING

WELLARD.

REVISION	DATE	DESCRIPTION
A	06.05.20	RESPONSE TO RFI

PROJECT
1027 DRUMMOND STREET, CARLTON NORTH

CLIENT
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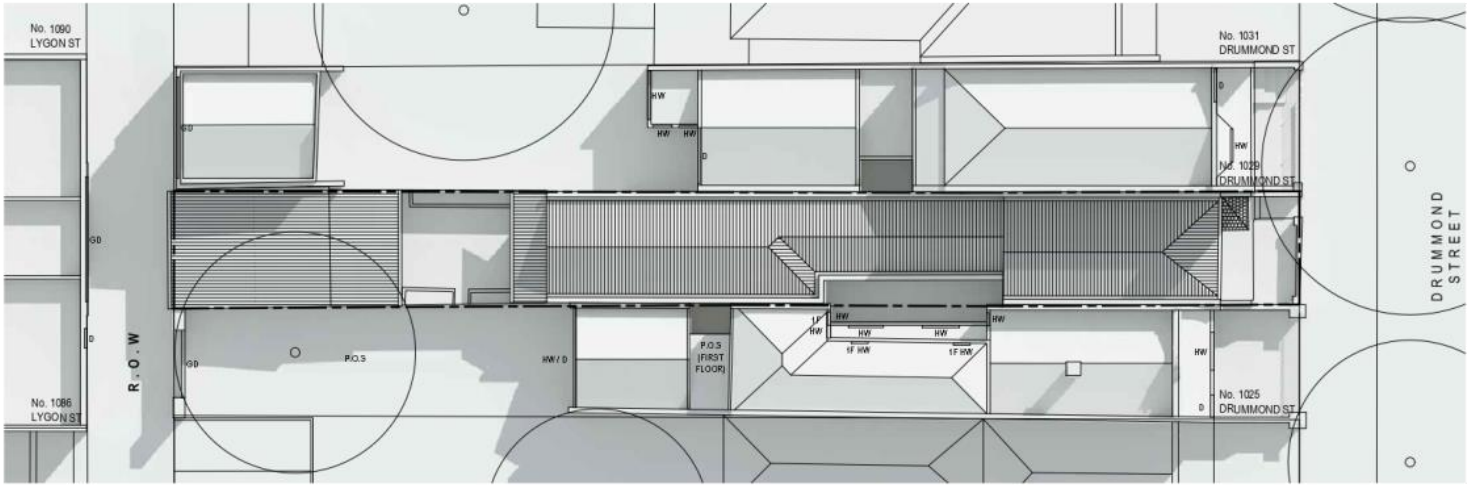
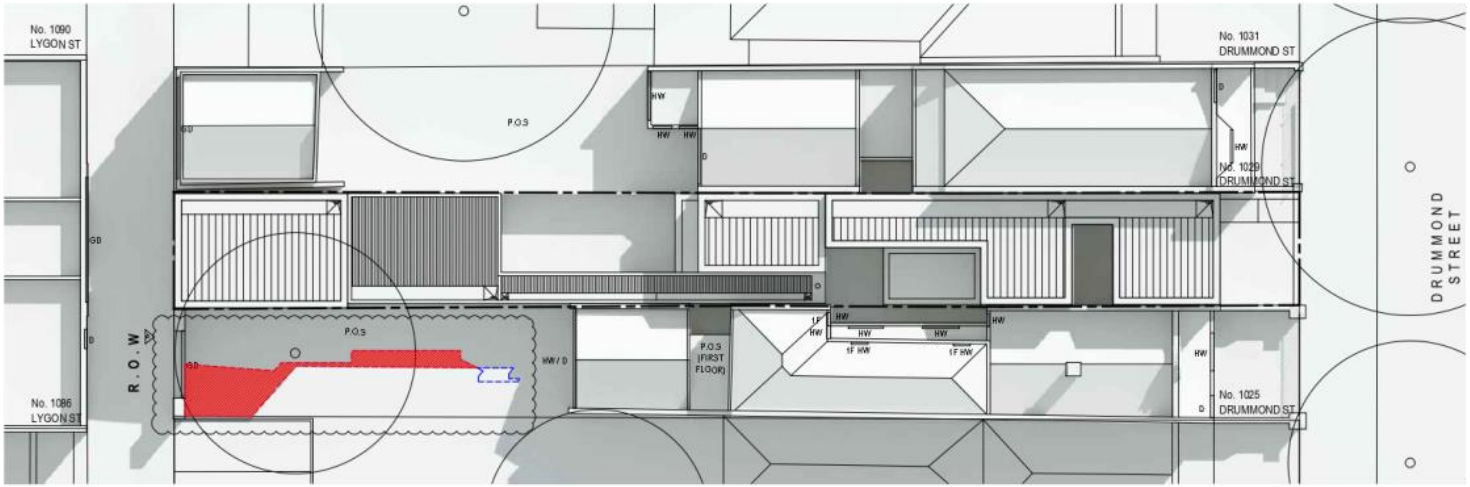
DRAWING TITLE
EXISTING AND PROPOSED SHADOWS 9AM

SCALE	1:200_A3	DATE	18.03.20
		JOB NO.	19019
DRAWN	MM	DRW NO.	PL09
CHECK	HW	REV.	A

Attachment 2 - PLN20/0184 - 1027 Drummond Street Carlton North - Advertised Plans



EXISTING SHADOWS - 10AM SEPTEMBER 22ND



PROPOSED SHADOWS - 10AM SEPTMEBER 22ND

1025 DRUMMOND STREET
PRIVATE OPEN SPACE: 84.37m2
AMOUNT OF EXISTING SUNLIGHT TO P.O.S: 33.44m2 (39.6%)
AMOUNT OF PROPOSED SUNLIGHT TO P.O.S: 22.38m2 (26.5%)
ADDITIONAL SHADOW: 11.97m2
ADDITIONAL SUNLIGHT: 0.83m2

PROPOSED OVERSHADOWING
ADDITIONAL SUNLIGHT

TOWN PLANNING

WELLARD.

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REVISION	DATE	DESCRIPTION
A	06.05.20	RESPONSE TO RFI

PROJECT
1027 DRUMMOND STREET, CARLTON NORTH

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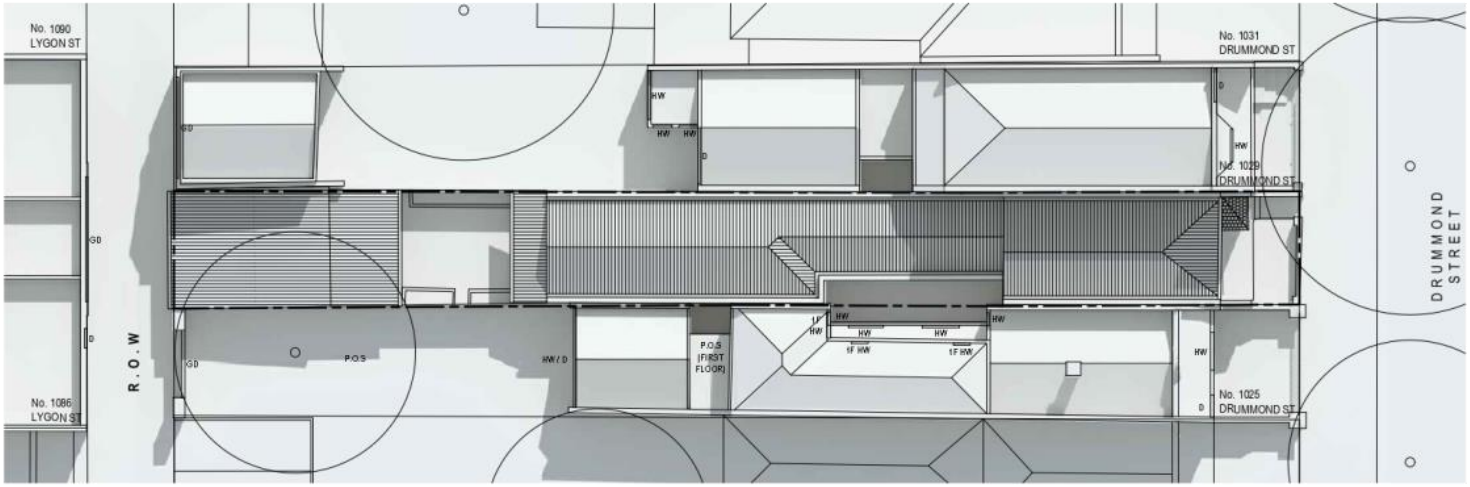
VIRTUS PROGRESSIO PTY LTD

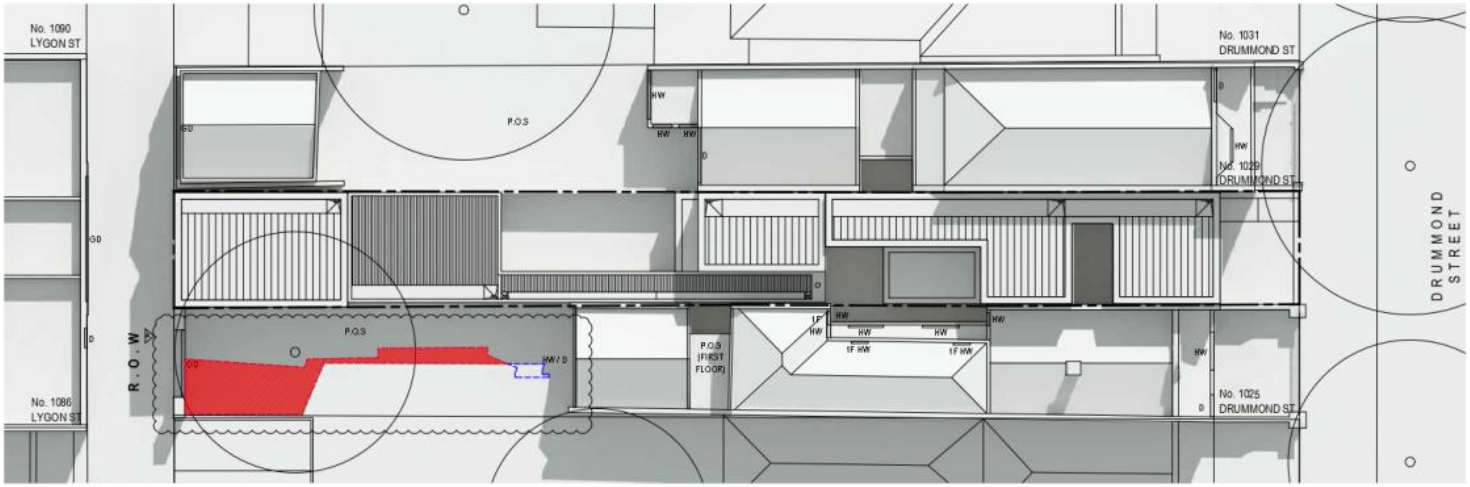
DRAWING TITLE
EXISTING AND PROPOSED SHADOWS 10AM

SCALE	1:200_A3	DATE	18.03.20
		JOB NO.	19019
DRAWN	MM	DRW NO.	PL10
CHECK	HW	REV.	A

Attachment 2 - PLN20/0184 - 1027 Drummond Street Carlton North - Advertised Plans



EXISTING SHADOWS - 11AM SEPTEMBER 22ND



PROPOSED SHADOWS - 11AM SEPTMEBER 22ND

1025 DRUMMOND STREET
PRIVATE OPEN SPACE: 84.37m2
AMOUNT OF EXISTING SUNLIGHT TO P.O.S: 41.47m2 (49.2%)
AMOUNT OF PROPOSED SUNLIGHT TO P.O.S: 26.19m2 (31.0%)
ADDITIONAL SHADOW: 16.05m2
ADDITIONAL SUNLIGHT: 0.75m2

PROPOSED OVERSHADOWING
ADDITIONAL SUNLIGHT

TOWN PLANNING

WELLARD.

REVISION	DATE	DESCRIPTION
A	06.05.20	RESPONSE TO RFI

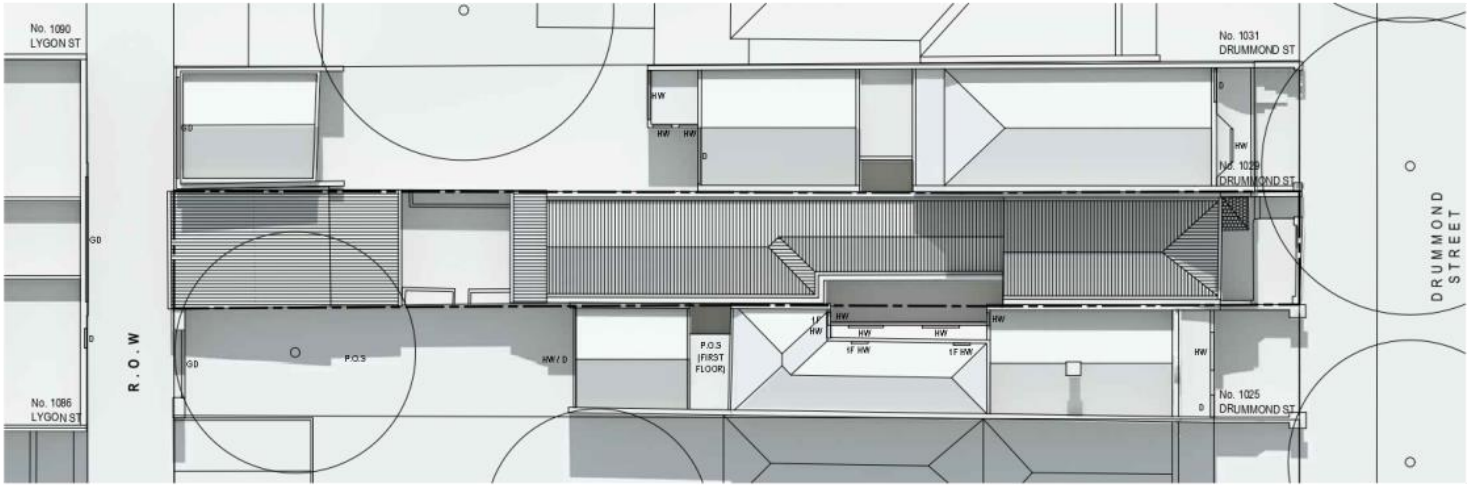
PROJECT
1027 DRUMMOND STREET, CARLTON NORTH

CLIENT
VIRTUS PROGRESSIO PTY LTD

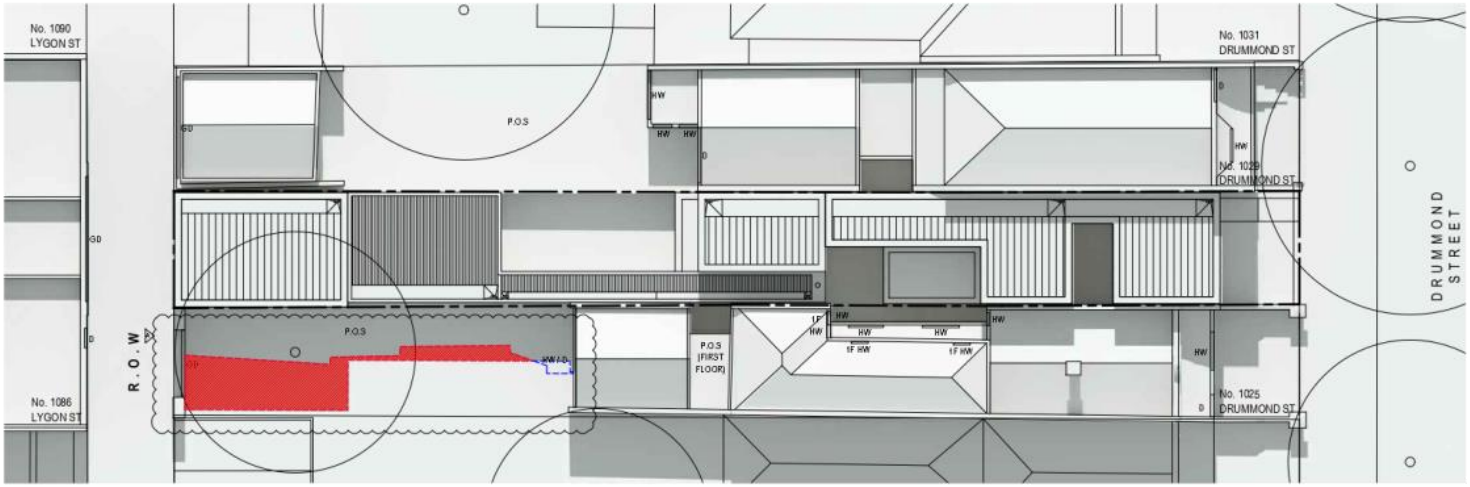
DRAWING TITLE
EXISTING AND PROPOSED SHADOWS 11AM

SCALE	1:200_A3	DATE	18.03.20
		JOB NO.	19019
DRAWN	MM	DRW NO.	PL11
CHECK	HW	REV.	A

Attachment 2 - PLN20/0184 - 1027 Drummond Street Carlton North - Advertised Plans



EXISTING SHADOWS - 12PM SEPTEMBER 22ND



PROPOSED SHADOWS - 12PM SEPTMEBER 22ND

1025 DRUMMOND STREET
PRIVATE OPEN SPACE: 84.37m2
AMOUNT OF EXISTING SUNLIGHT TO P.O.S: 48.69m2 (57.7%)
AMOUNT OF PROPOSED SUNLIGHT TO P.O.S: 30.40m2 (36.03%)
ADDITIONAL SHADOW: 18.86m2
ADDITIONAL SUNLIGHT: 0.60m2

PROPOSED OVERSHADOWING
ADDITIONAL SUNLIGHT

TOWN PLANNING

WELLARD.

REVISION	DATE	DESCRIPTION
A	06.05.20	RESPONSE TO RFI

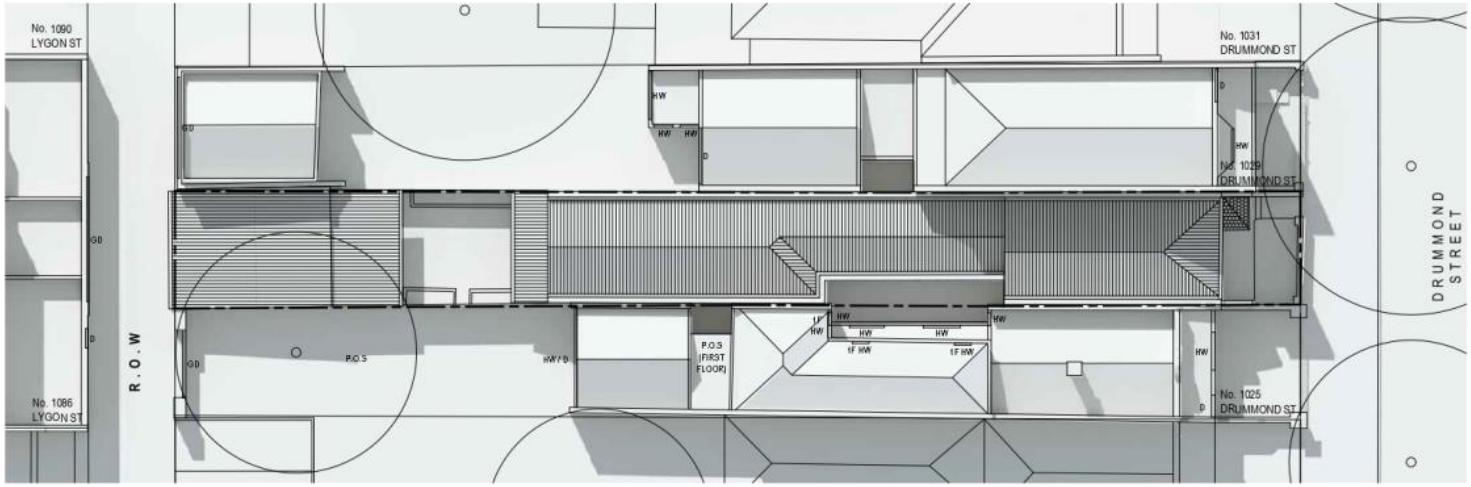
PROJECT
1027 DRUMMOND STREET, CARLTON NORTH

CLIENT
VIRTUS PROGRESSIO PTY LTD

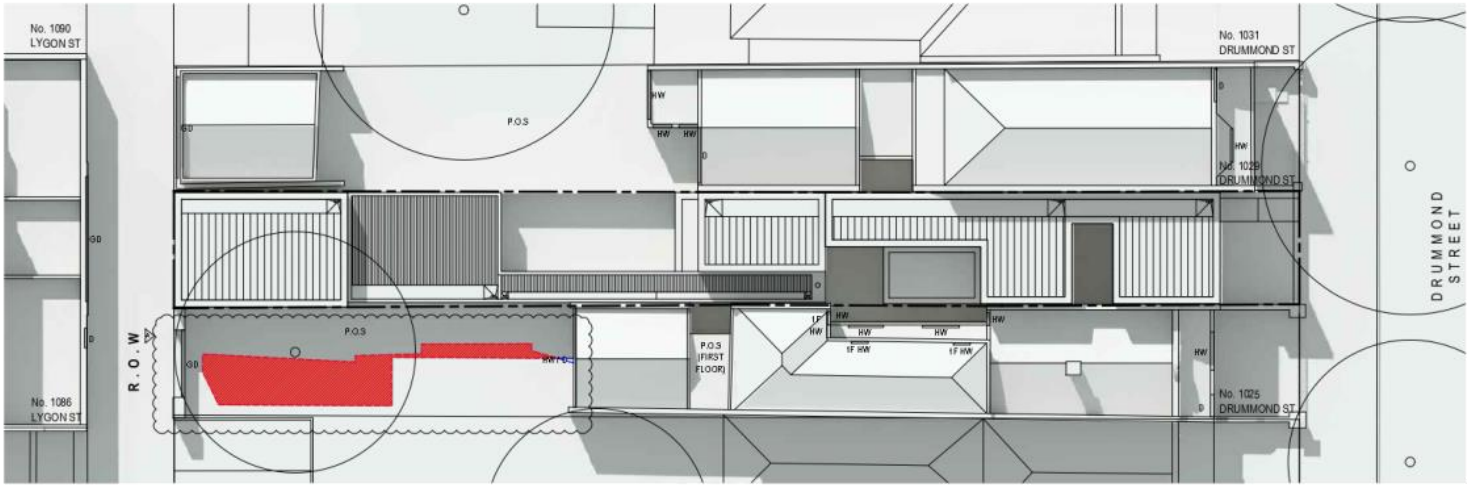
DRAWING TITLE
EXISTING AND PROPOSED SHADOWS 12PM

SCALE	1:200_A3	DATE	18.03.20
		JOB NO.	19019
DRAWN	MM	DRW NO.	PL12
CHECK	HW	REV.	A

Attachment 2 - PLN20/0184 - 1027 Drummond Street Carlton North - Advertised Plans



EXISTING SHADOWS - 1PM SEPTEMBER 22ND



PROPOSED SHADOWS - 1PM SEPTMEBER 22ND

1025 DRUMMOND STREET
PRIVATE OPEN SPACE: 84.37m2
AMOUNT OF EXISTING SUNLIGHT TO P.O.S: 48.67m2 (57.7%)
AMOUNT OF PROPOSED SUNLIGHT TO P.O.S: 29.25m2 (34.7%)
ADDITIONAL SHADOW: 19.53m2
ADDITIONAL SUNLIGHT: 0.07m2

PROPOSED OVERSHADOWING
ADDITIONAL SUNLIGHT

TOWN PLANNING

WELLARD.

REVISION	DATE	DESCRIPTION
A	06.05.20	RESPONSE TO RFI

PROJECT
1027 DRUMMOND STREET, CARLTON NORTH

CLIENT
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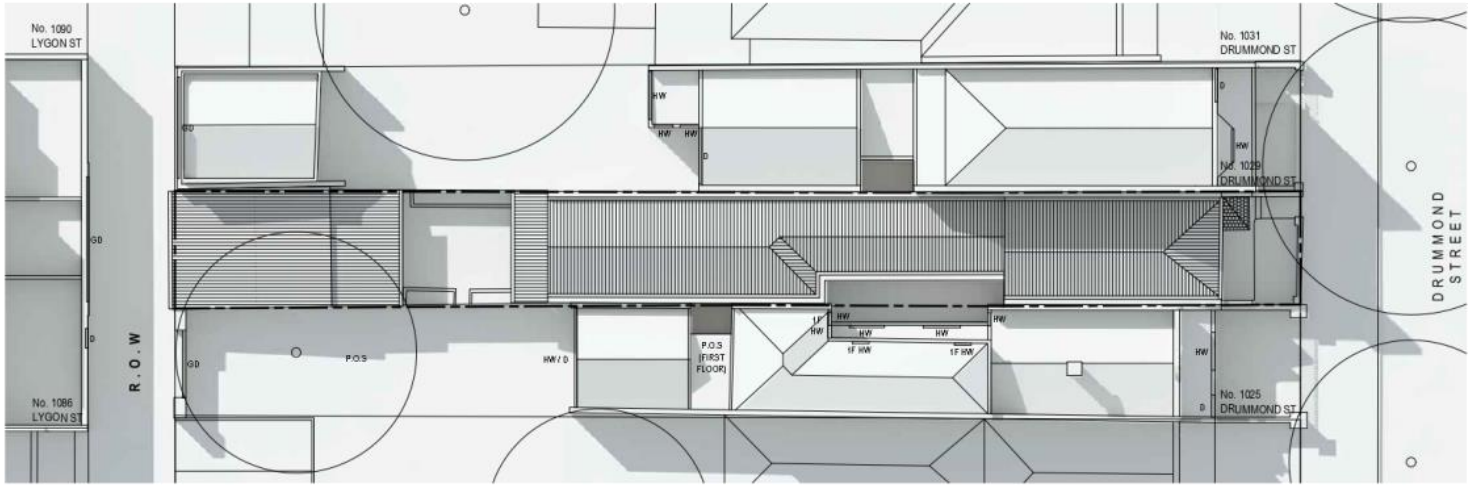
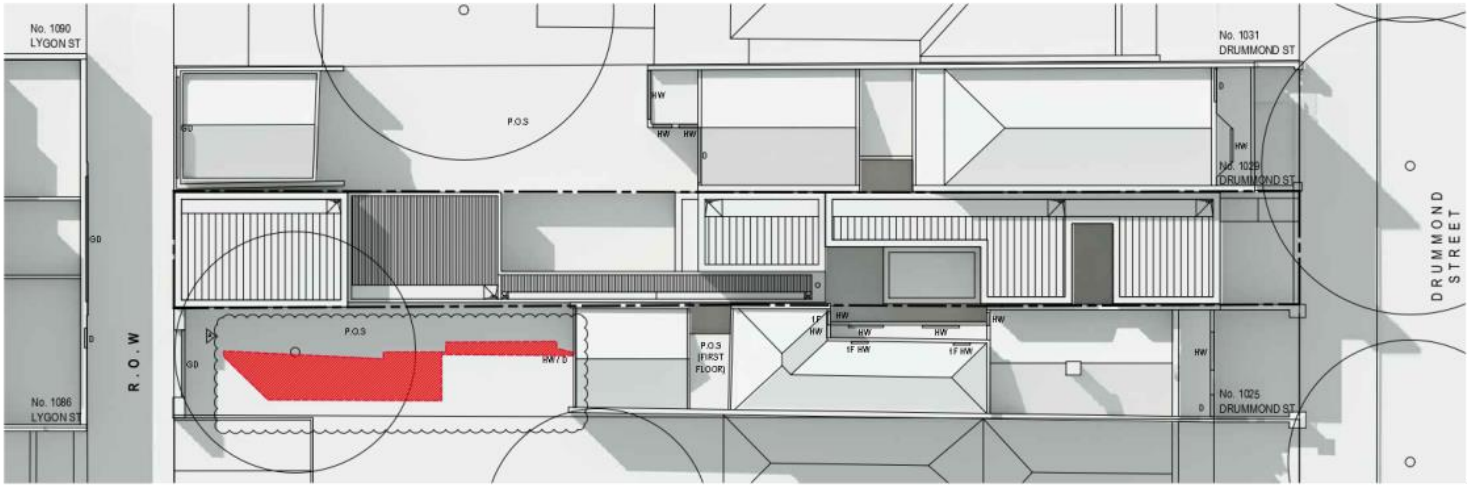
DRAWING TITLE
EXISTING AND PROPOSED SHADOWS 1PM

SCALE	1:200_A3	DATE	18.03.20
		JOB NO.	19019
DRAWN	MM	DRW NO.	PL13
CHECK	HW	REV.	A

Attachment 2 - PLN20/0184 - 1027 Drummond Street Carlton North - Advertised Plans



EXISTING SHADOWS - 2PM SEPTEMBER 22ND



PROPOSED SHADOWS - 2PM SEPTMEBER 22ND

1025 DRUMMOND STREET
PRIVATE OPEN SPACE: 84.37m2
AMOUNT OF EXISTING SUNLIGHT TO P.O.S: 47.66m2 (56.5%)
AMOUNT OF PROPOSED SUNLIGHT TO P.O.S: 28.06m2 (33.3%)
ADDITIONAL SHADOW: 19.68m2

PROPOSED OVERSHADOWING
ADDITIONAL SUNLIGHT

TOWN PLANNING

WELLARD.

REVISION	DATE	DESCRIPTION
A	06.05.20	RESPONSE TO RFI

PROJECT
1027 DRUMMOND STREET, CARLTON NORTH

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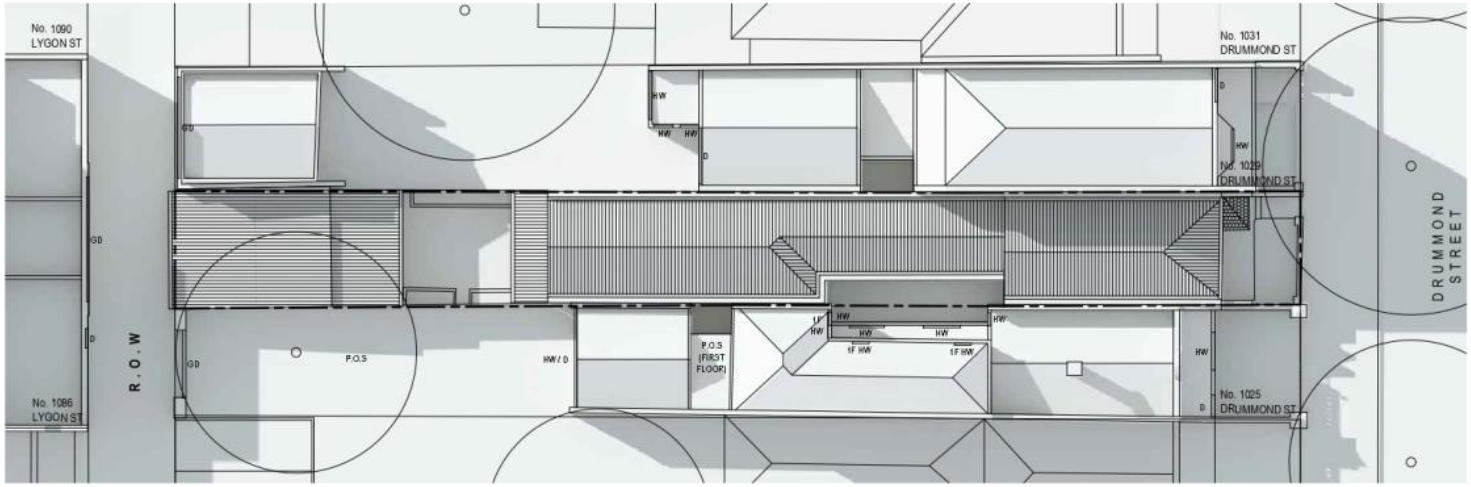
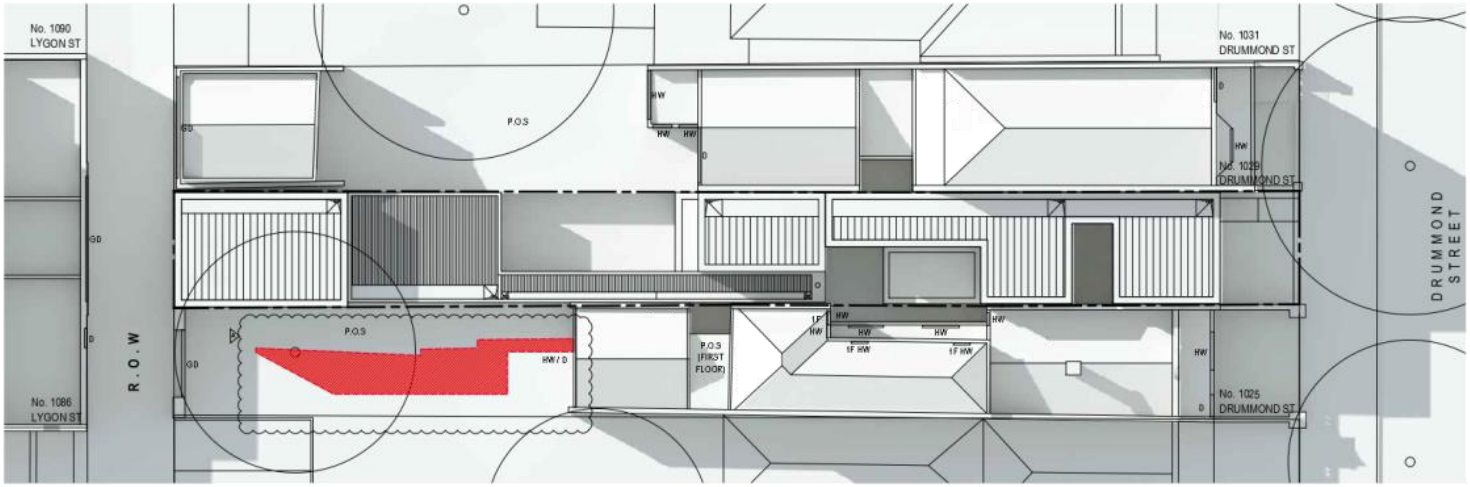
DRAWING TITLE
EXISTING AND PROPOSED SHADOWS 2PM

SCALE	1:200_A3	DATE	18.03.20
		JOB NO.	19019
DRAWN	MM	DRW NO.	PL14
CHECK	HW	REV.	A

Attachment 2 - PLN20/0184 - 1027 Drummond Street Carlton North - Advertised Plans



EXISTING SHADOWS - 3PM SEPTEMBER 22ND



PROPOSED SHADOWS - 3PM SEPTMEBER 22ND

1025 DRUMMOND STREET
PRIVATE OPEN SPACE: 84.37m2
AMOUNT OF EXISTING SUNLIGHT TO P.O.S: 43.97m2 (52.1%)
AMOUNT OF PROPOSED SUNLIGHT TO P.O.S: 24.65m2 (29.2%)
ADDITIONAL SHADOW: 19.38m2

PROPOSED OVERSHADOWING
ADDITIONAL SUNLIGHT

TOWN PLANNING

WELLARD.

REVISION	DATE	DESCRIPTION
A	06.05.20	RESPONSE TO RFI

PROJECT
1027 DRUMMOND STREET, CARLTON NORTH

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DRAWING TITLE
EXISTING AND PROPOSED SHADOWS 3PM

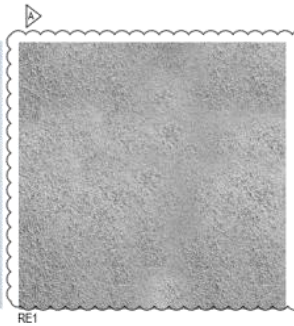
SCALE	1:200_A3	DATE	18.03.20
		JOB NO.	19019
DRAWN	MM	DRW NO.	PL15
CHECK	HW	REV.	A

Attachment 2 - PLN20/0184 - 1027 Drummond Street Carlton North - Advertised Plans

CR1
SELECTED CRUSHED ROCK

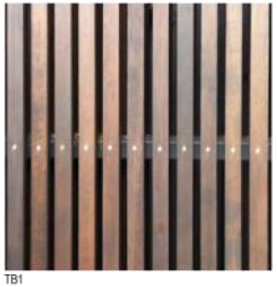
CG1
SELECTED CLEAR GLAZING

OG1
SELECTED OPAQUE GLAZING



RE1
SELECTED SAND BASED RENDER FINISH

SB1
SELECTED STEEL BLADES



TB1
SELECTED TIMBER BATTENS

MATERIAL SCHEDULE

FINISHES	FIN
XF01	EXISTING ROOF SHEETING
XF02	EXISTING RENDERED BRICKWORK
XF03	EXISTING GLAZING
XF04	EXISTING ROOF TILES
XF05	EXISTING PAINTED BRICKWORK
XF06	EXISTING METAL DOOR
CG1	SELECTED CLEAR GLAZING
CR1	SELECTED CRUSHED ROCK
OG1	SELECTED OPAQUE GLAZING
RE1	SELECTED SAND BASED RENDER
RS1	SELECTED ROOF SHEETING
SB1	SELECTED STEEL BLADES
TB1	SELECTED TIMBER BATTENS

TOWN PLANNING

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REVISION	DATE	DESCRIPTION
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PROJECT
1027 DRUMMOND STREET, CARLTON NORTH

CLIENT
VIRTUS PROGRESSIO PTY LTD

DRAWING TITLE
MATERIALS SCHEDULE

SCALE	NTS	DATE	18.03.20
		JOB NO.	19019
DRAWN	MM	DRW NO.	PL16
CHECK	HW	REV.	A

Attachment 2 - PLN20/0184 - 1027 Drummond Street Carlton North - Advertised Plans

EXTERNAL - 01
DRUMMOND STREET PERSPECTIVE

EXTERNAL - 02
DRUMMOND STREET PERSPECTIVE

EXTERNAL - 03
DRUMMOND STREET - WINDOWS CLOSED

EXTERNAL - 04
DRUMMOND STREET - WINDOWS OPEN

TOWN PLANNING

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REVISION	DATE	DESCRIPTION
A	06.05.20	RESPONSE TO RFI

PROJECT
1027 DRUMMOND STREET, CARLTON NORTH

CLIENT
VIRTUS PROGRESSIO PTY LTD

DRAWING TITLE
ARTIST IMPRESSIONS

SCALE	NTS	DATE	18.03.20
		JOB NO.	19019
DRAWN	MM	DRW NO.	PL17
CHECK	HW	REV.	A

Attachment 2 - PLN20/0184 - 1027 Drummond Street Carlton North - Advertised Plans

EXTERNAL - 01
REAR LANEWAY PERSPECTIVE

INTERNAL - 01
HALLWAY COURTYARD PERSPECTIVE

INTERNAL - 02
CENTRAL COURTYARD PERSPECTIVE

TOWN PLANNING

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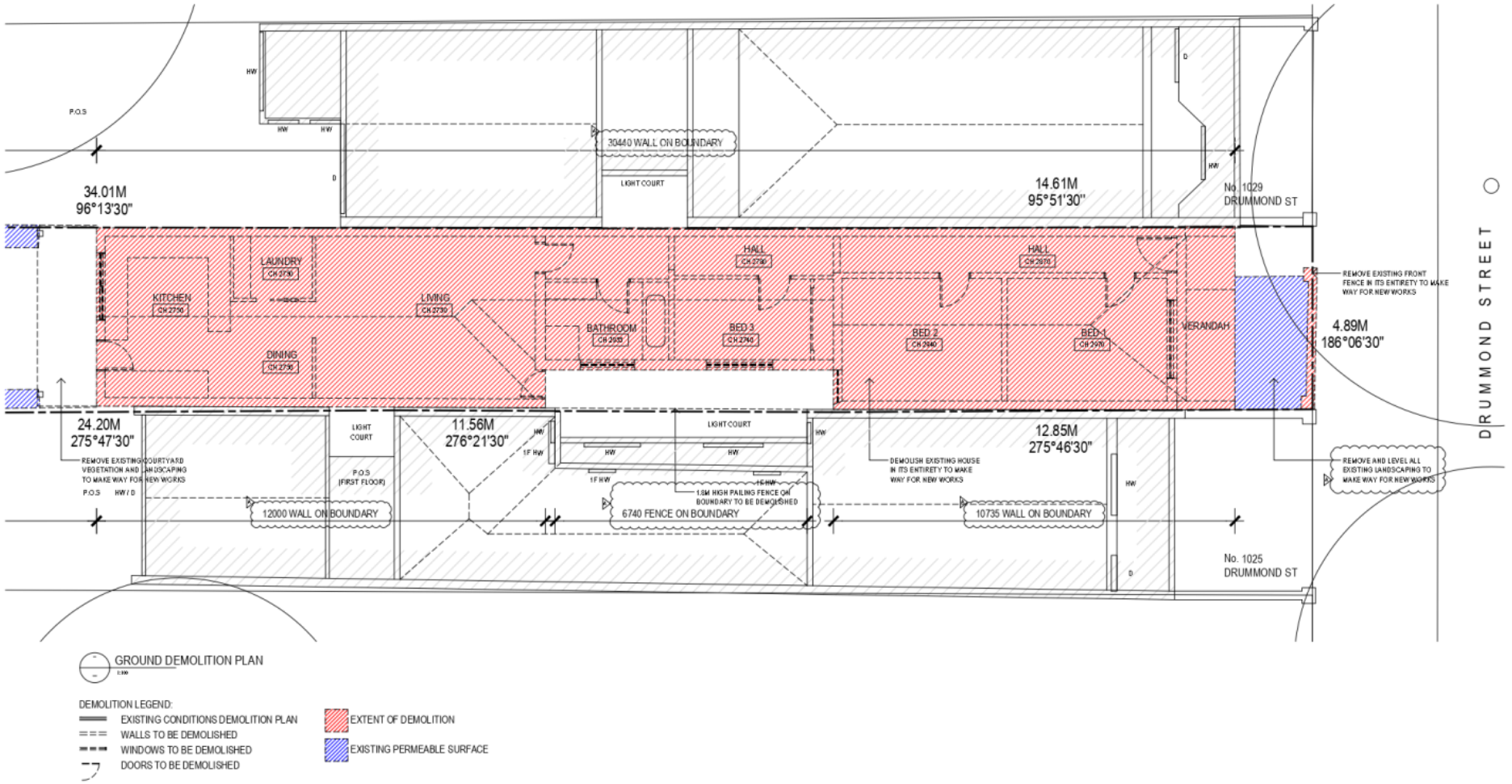
PROJECT
1027 DRUMMOND STREET, CARLTON NORTH

CLIENT
VIRTUS PROGRESSIO PTY LTD

DRAWING TITLE
ARTIST IMPRESSIONS

SCALE	NTS	DATE	18.03.20
		JOB NO.	19019
DRAWN	MM	DRW NO.	PL18
CHECK	HW	REV.	A

Attachment 2 - PLN20/0184 - 1027 Drummond Street Carlton North - Advertised Plans



WELLARD.

REVISION	DATE	DESCRIPTION
A	06.05.20	RESPONSE TO RFI

PROJECT
1027 DRUMMOND STREET, CARLTON NORTH

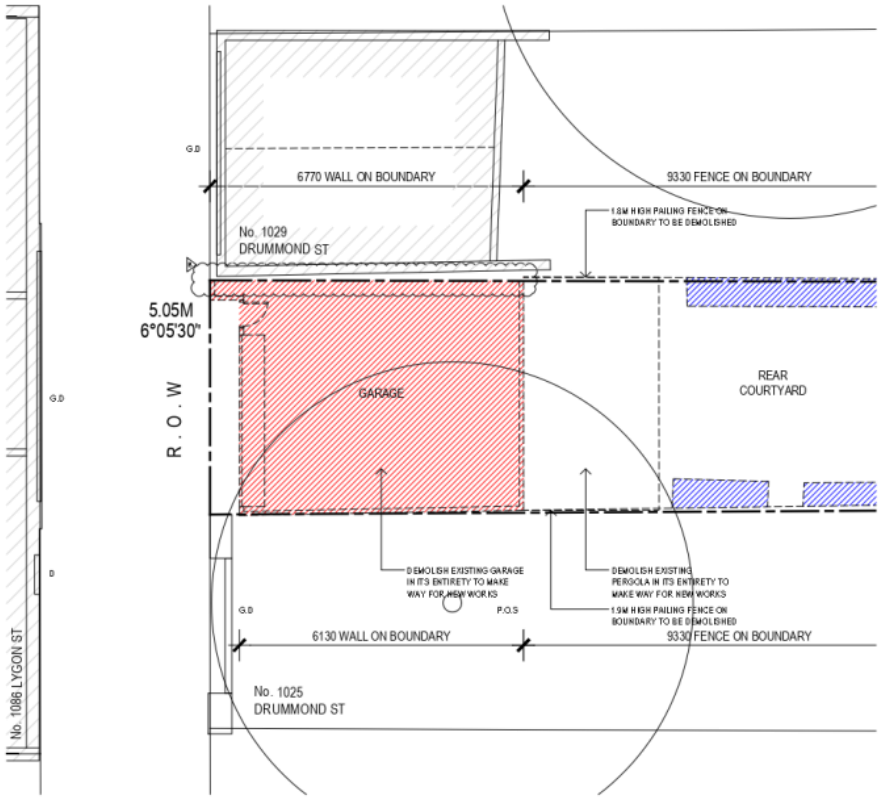
CLIENT
VIRTUS PROGRESSIO PTY LTD

DRAWING TITLE
GROUND DEMOLITION PLAN

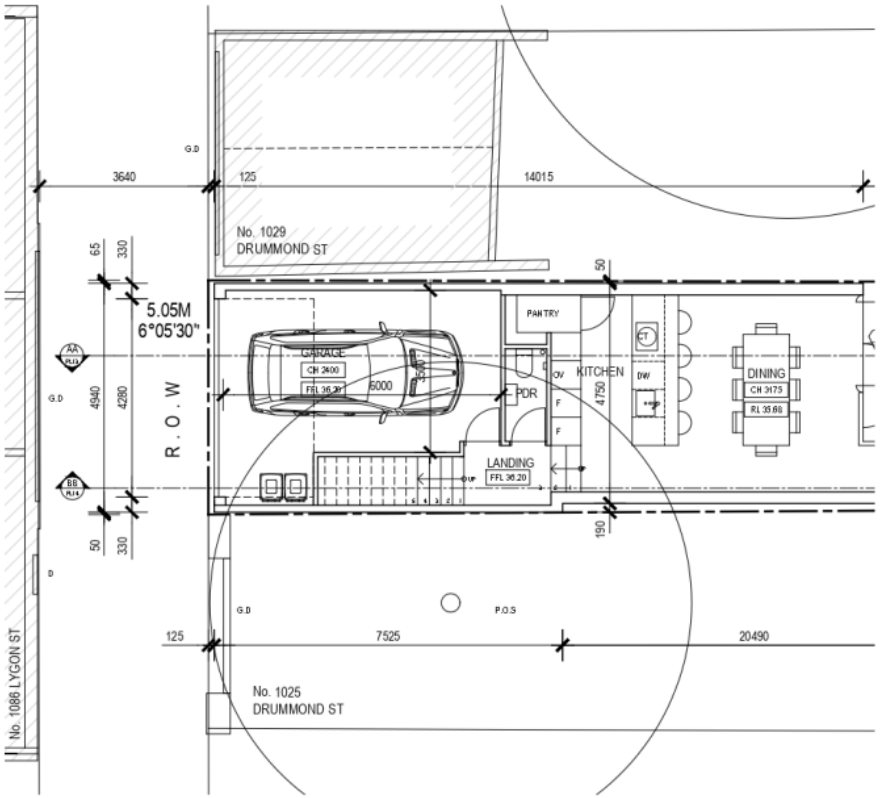
TOWN PLANNING

SCALE	1:100_A3	DATE	18.03.20
		JOB NO.	19019
DRAWN	MM	DRW NO.	PL19
CHECK	HW	REV.	A

Attachment 2 - PLN20/0184 - 1027 Drummond Street Carlton North - Advertised Plans



GARAGE DEMOLITION PLAN



PROPOSED GARAGE PLAN

DEMOLITION LEGEND:

- EXISTING CONDITIONS DEMOLITION PLAN
- WALLS TO BE DEMOLISHED
- WINDOWS TO BE DEMOLISHED
- DOORS TO BE DEMOLISHED
- EXTENT OF DEMOLITION
- EXISTING PERMEABLE SURFACE

WELLARD.

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REVISION	DATE	DESCRIPTION
A	06.05.20	RESPONSE TO RFI
B	09.06.20	RESPONSE TO RFI

PROJECT
1027 DRUMMOND STREET, CARLTON NORTH

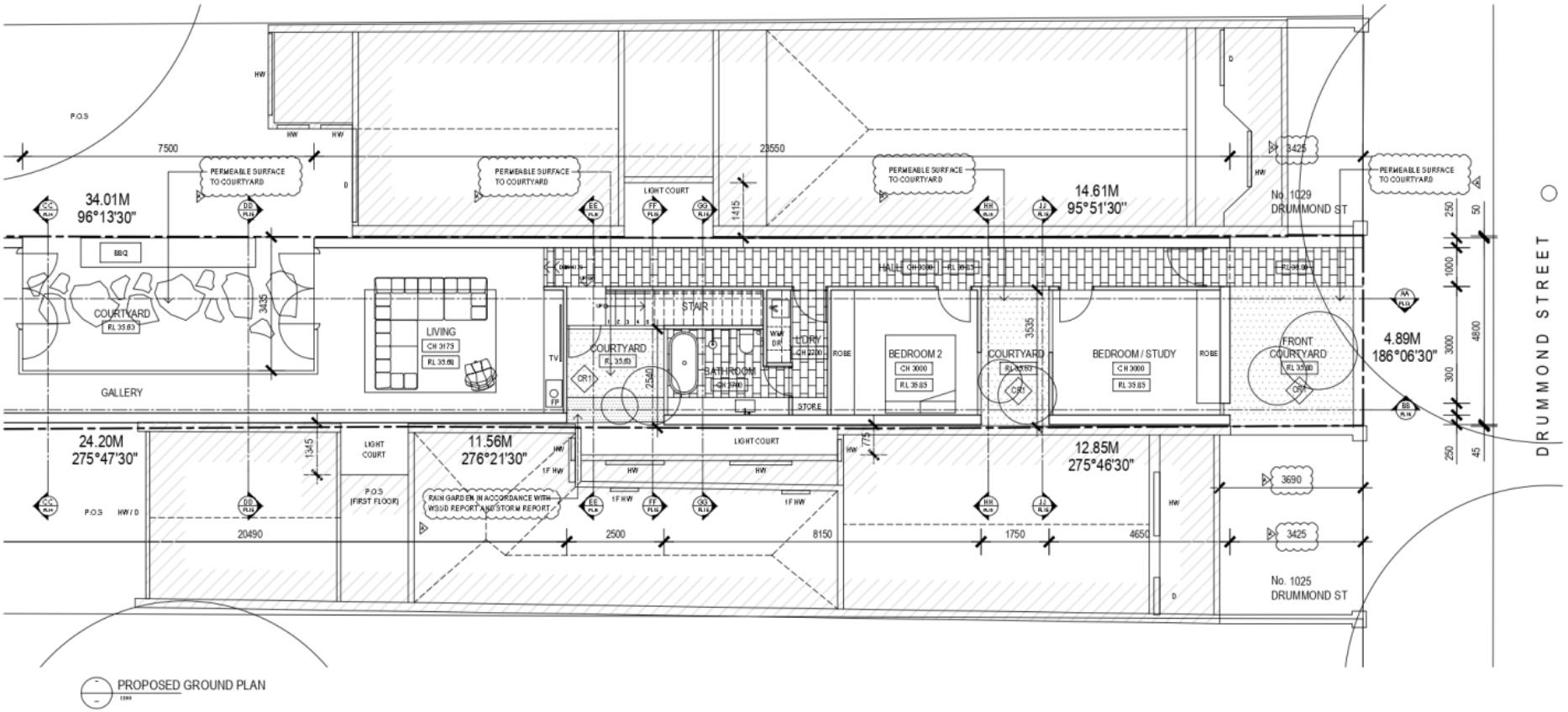
CLIENT
VIRTUS PROGRESSIO PTY LTD

DRAWING TITLE
GARAGE DEMOLITION AND PROPOSED PLAN

TOWN PLANNING

SCALE	1:100_A3	DATE	18.03.20
		JOB NO.	19019
DRAWN	MM	DRW NO.	PL20
CHECK	HW	REV.	B

Attachment 2 - PLN20/0184 - 1027 Drummond Street Carlton North - Advertised Plans



WELLARD.

REVISION	DATE	DESCRIPTION
A	06.05.20	RESPONSE TO RFI

PROJECT
1027 DRUMMOND STREET, CARLTON NORTH

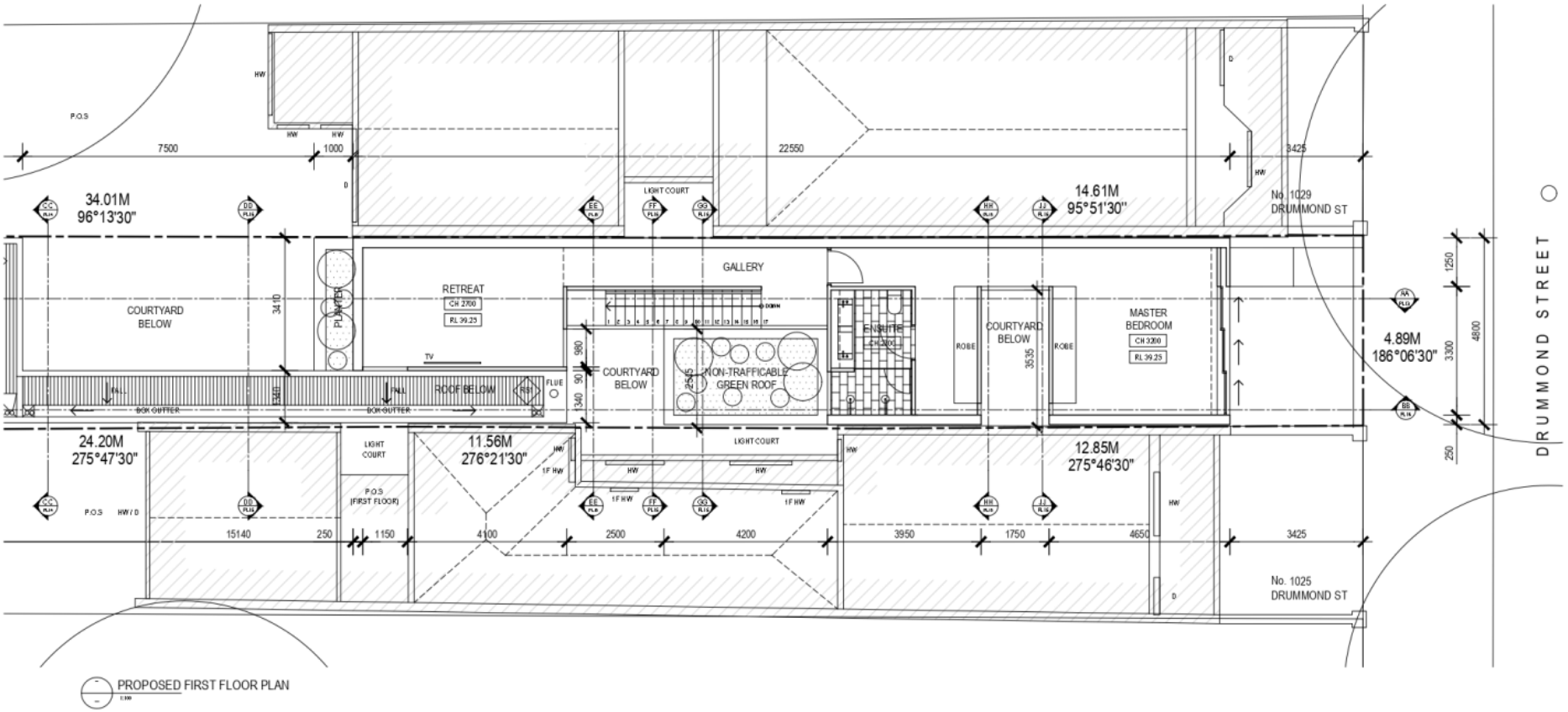
CLIENT
VIRTUS PROGRESSIO PTY LTD

DRAWING TITLE
PROPOSED GROUND FLOOR PLAN

TOWN PLANNING

SCALE	1:100_A3	DATE	18.03.20
		JOB NO.	19019
DRAWN	MM	DRW NO.	PL21
CHECK	HW	REV.	A

Attachment 2 - PLN20/0184 - 1027 Drummond Street Carlton North - Advertised Plans



WELLARD.

REVISION	DATE	DESCRIPTION
A	06.05.20	RESPONSE TO RFI

PROJECT
1027 DRUMMOND STREET, CARLTON NORTH

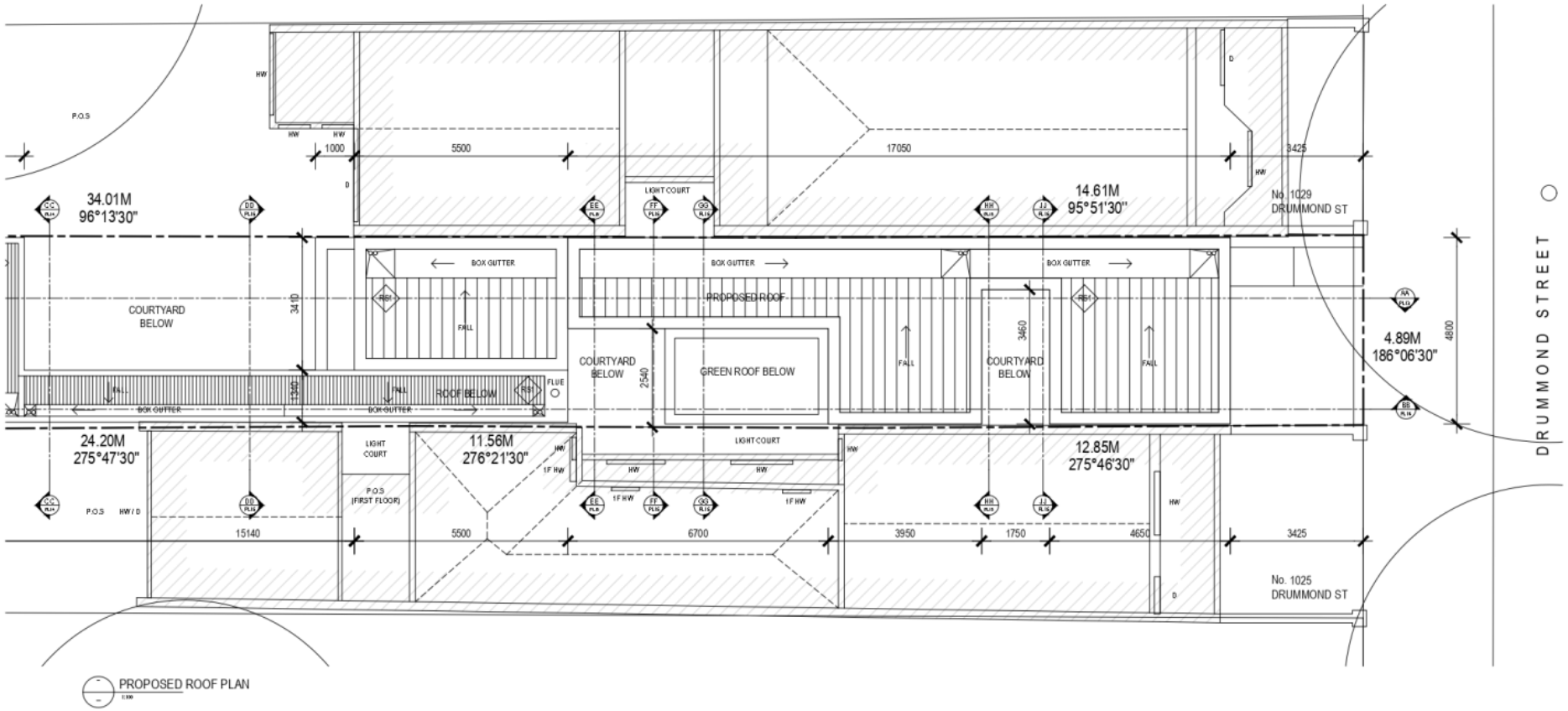
CLIENT
VIRTUS PROGRESSIO PTY LTD

DRAWING TITLE
PROPOSED FIRST FLOOR PLAN

TOWN PLANNING

SCALE	1:100_A3	DATE	18.03.20
		JOB NO.	19019
DRAWN	MM	DRW NO.	PL22
CHECK	HW	REV.	A

Attachment 2 - PLN20/0184 - 1027 Drummond Street Carlton North - Advertised Plans



PROPOSED ROOF PLAN

WELLARD.

REVISION	DATE	DESCRIPTION
A	06.05.20	RESPONSE TO RFI

PROJECT
1027 DRUMMOND STREET, CARLTON NORTH

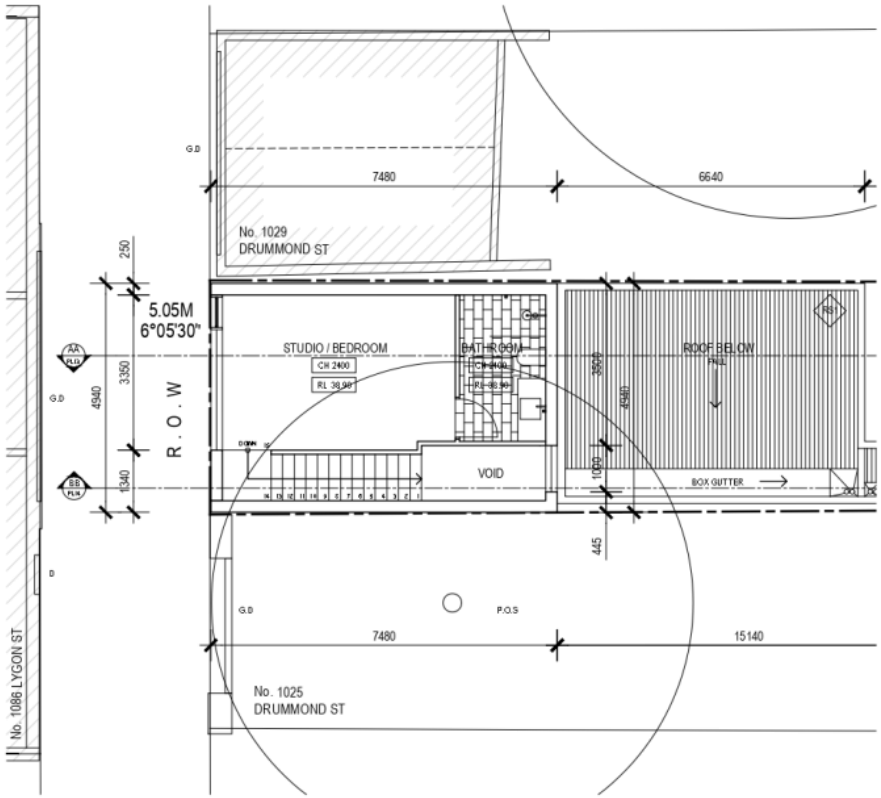
CLIENT
VIRTUS PROGRESSIO PTY LTD

DRAWING TITLE
PROPOSED ROOF PLAN

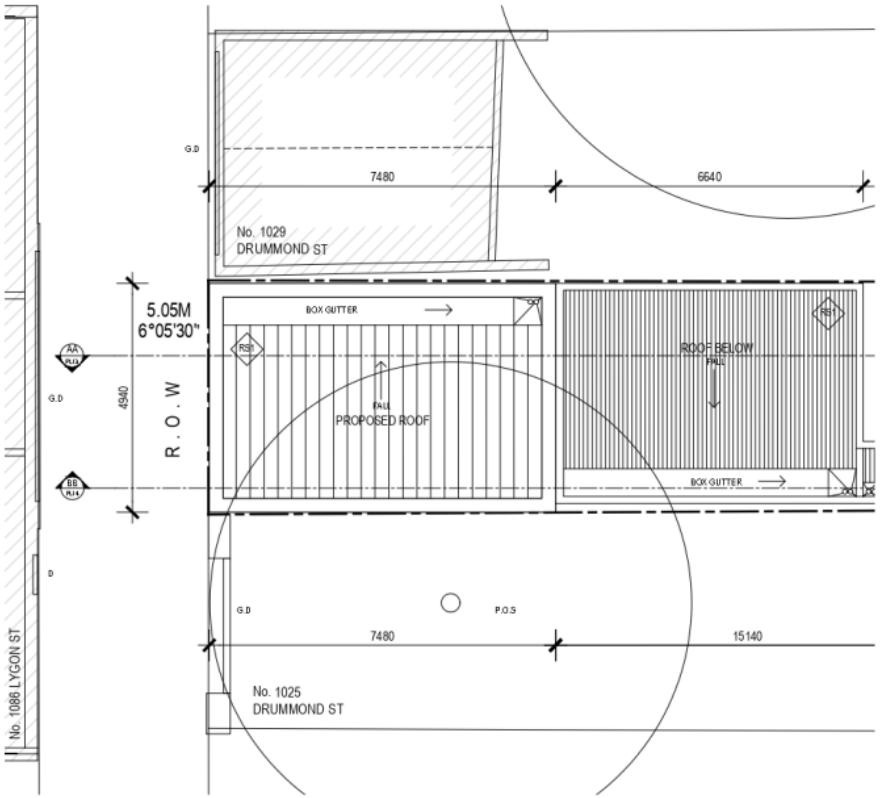
TOWN PLANNING

SCALE	1:100_A3	DATE	18.03.20
		JOB NO.	19019
DRAWN	MM	DRW NO.	PL23
CHECK	HW	REV.	A

Attachment 2 - PLN20/0184 - 1027 Drummond Street Carlton North - Advertised Plans



PROPOSED FIRST FLOOR STUDIO PLAN



PROPOSED GARAGE ROOF PLAN

WELLARD.

REVISION	DATE	DESCRIPTION
A	06.05.20	RESPONSE TO RFI

PROJECT
1027 DRUMMOND STREET, CARLTON NORTH

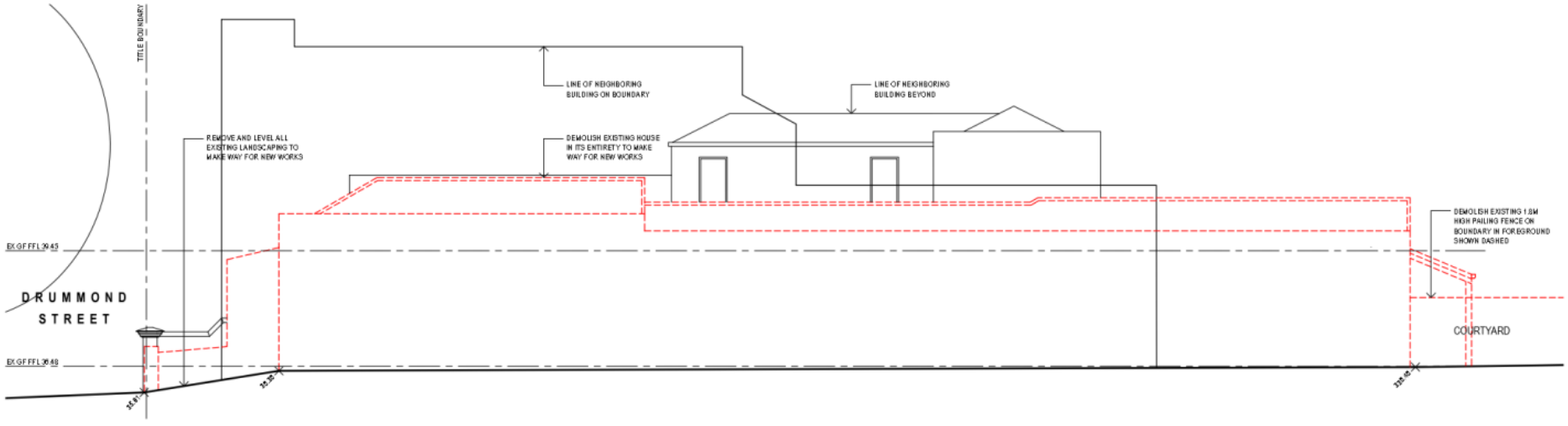
CLIENT
VIRTUS PROGRESSIO PTY LTD

DRAWING TITLE
PROPOSED STUDIO PLAN AND GARAGE ROOF PLAN

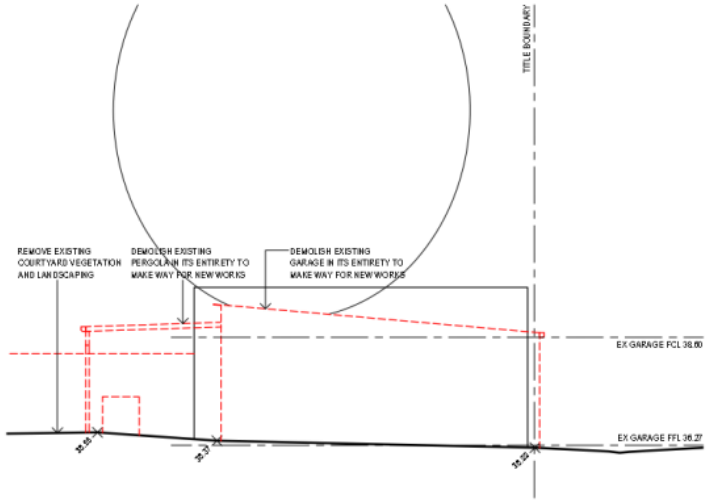
TOWN PLANNING

SCALE	1:100_A3	DATE	18.03.20
		JOB NO.	19019
DRAWN	MM	DRW NO.	PL24
CHECK	HW	REV.	A

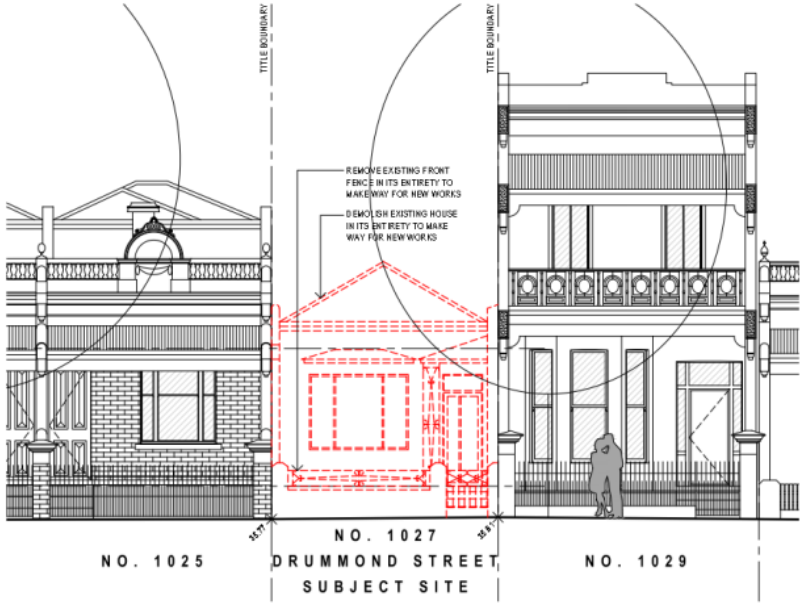
Attachment 2 - PLN20/0184 - 1027 Drummond Street Carlton North - Advertised Plans



DEMOLITION NORTH ELEVATION - 1/2



DEMOLITION NORTH ELEVATION - 2/2



DEMOLITION EAST ELEVATION

FINISHES	
XF01	EXISTING ROOF SHEETING
XF02	EXISTING RENDERED BRICKWORK
XF03	EXISTING GLAZING
XF04	EXISTING ROOF TILES
XF05	EXISTING PAINTED BRICKWORK
XF06	EXISTING METAL DOOR
CG1	SELECTED CLEAR GLAZING
CR1	SELECTED CRUSHED ROCK
OG1	SELECTED OPAQUE GLAZING
RE1	SELECTED SAND BASED RENDER
RS1	SELECTED ROOF SHEETING
SB1	SELECTED STEEL BLADES
TB1	SELECTED TIMBER BATTENS

TOWN PLANNING

WELLARD.

REVISION	DATE	DESCRIPTION
A	06.05.20	RESPONSE TO RFI

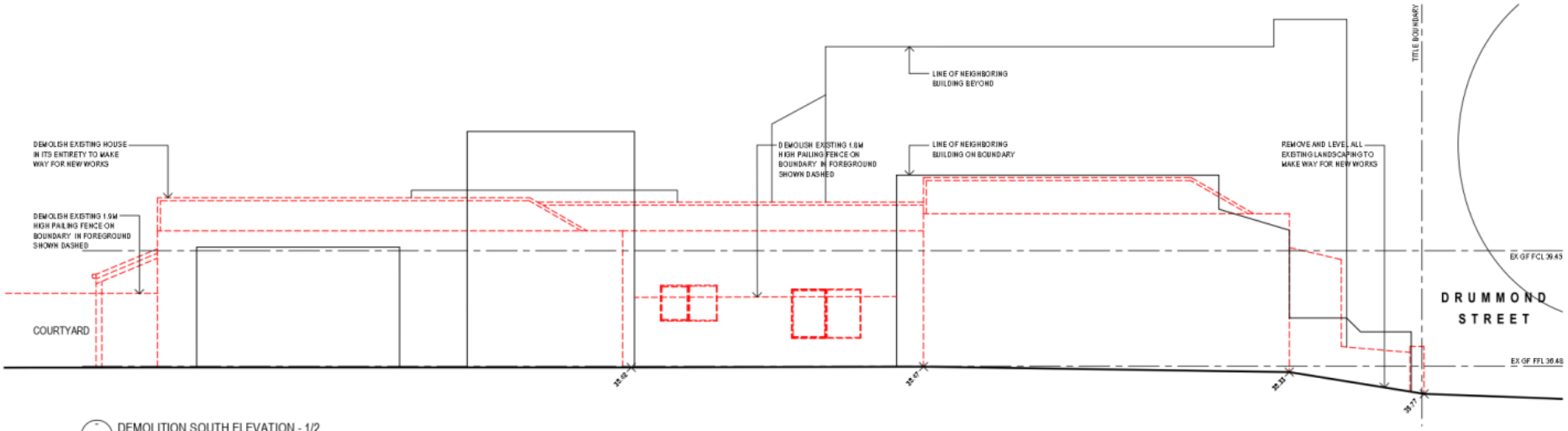
PROJECT
1027 DRUMMOND STREET, CARLTON NORTH

CLIENT
VIRTUS PROGRESSIO PTY LTD

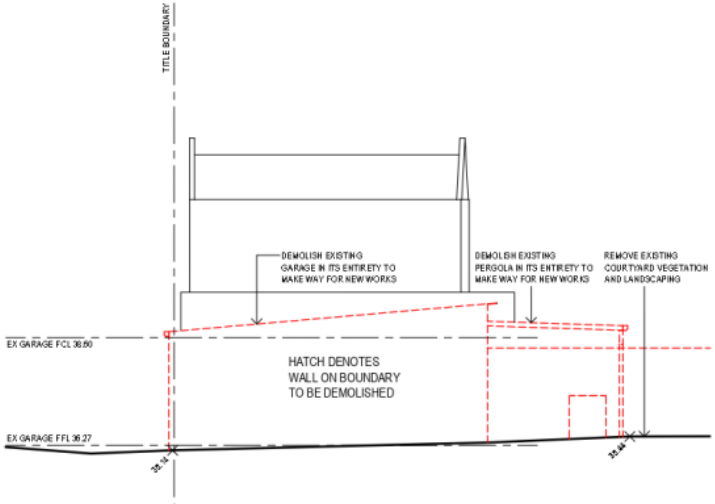
DRAWING TITLE
DEMOLITION NORTH AND EAST ELEVATIONS

SCALE	1:100_A3	DATE	18.03.20
		JOB NO.	19019
DRAWN	MM	DRW NO.	PL25
CHECK	HW	REV.	A

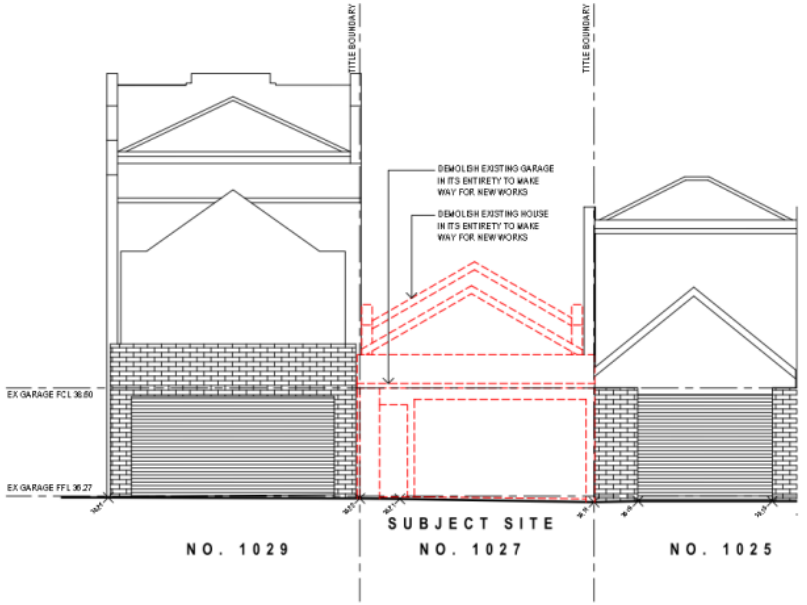
Attachment 2 - PLN20/0184 - 1027 Drummond Street Carlton North - Advertised Plans



DEMOLITION SOUTH ELEVATION - 1/2



DEMOLITION SOUTH ELEVATION - 2/2



DEMOLITION WEST ELEVATION

FINISHES	FIN
XF01	EXISTING ROOF SHEETING
XF02	EXISTING RENDERED BRICKWORK
XF03	EXISTING GLAZING
XF04	EXISTING ROOF TILES
XF05	EXISTING PAINTED BRICKWORK
XF06	EXISTING METAL DOOR
CG1	SELECTED CLEAR GLAZING
CR1	SELECTED CRUSHED ROCK
OG1	SELECTED OPAQUE GLAZING
RE1	SELECTED SAND BASED RENDER
RS1	SELECTED ROOF SHEETING
SB1	SELECTED STEEL BLADES
TB1	SELECTED TIMBER BATTENS

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REVISION	DATE	DESCRIPTION
A	06.05.20	RESPONSE TO RFI

PROJECT
1027 DRUMMOND STREET, CARLTON NORTH

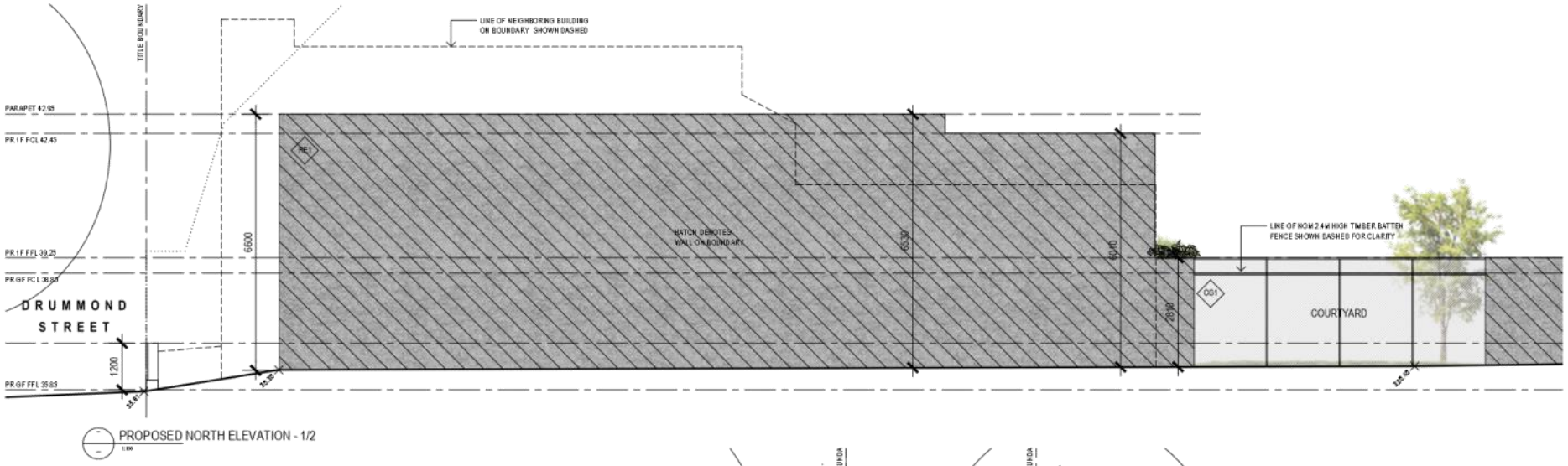
CLIENT
VIRTUS PROGRESSIO PTY LTD

DRAWING TITLE
DEMOLITION SOUTH AND WEST ELEVATIONS

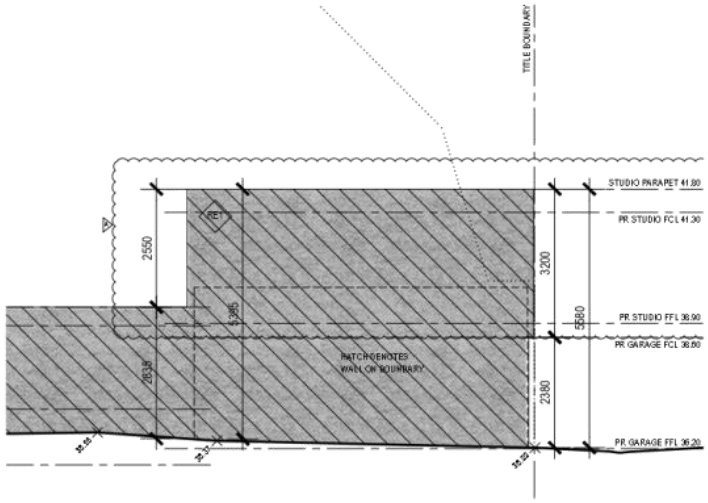
TOWN PLANNING

SCALE	1:100_A3	DATE	18.03.20
		JOB NO.	19019
DRAWN	MM	DRW NO.	PL26
CHECK	HW	REV.	A

Attachment 2 - PLN20/0184 - 1027 Drummond Street Carlton North - Advertised Plans



PROPOSED NORTH ELEVATION - 1/2



PROPOSED NORTH ELEVATION - 2/2

PROPOSED EAST ELEVATION

FINISHES	FIN
XF01	EXISTING ROOF SHEETING
XF02	EXISTING RENDERED BRICKWORK
XF03	EXISTING GLAZING
XF04	EXISTING ROOF TILES
XF05	EXISTING PAINTED BRICKWORK
XF06	EXISTING METAL DOOR
CG1	SELECTED CLEAR GLAZING
CR1	SELECTED CRUSHED ROCK
OG1	SELECTED OPAQUE GLAZING
RE1	SELECTED SAND BASED RENDER
RS1	SELECTED ROOF SHEETING
SB1	SELECTED STEEL BLADES
TB1	SELECTED TIMBER BATTENS

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REVISION	DATE	DESCRIPTION
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PROJECT
1027 DRUMMOND STREET, CARLTON NORTH

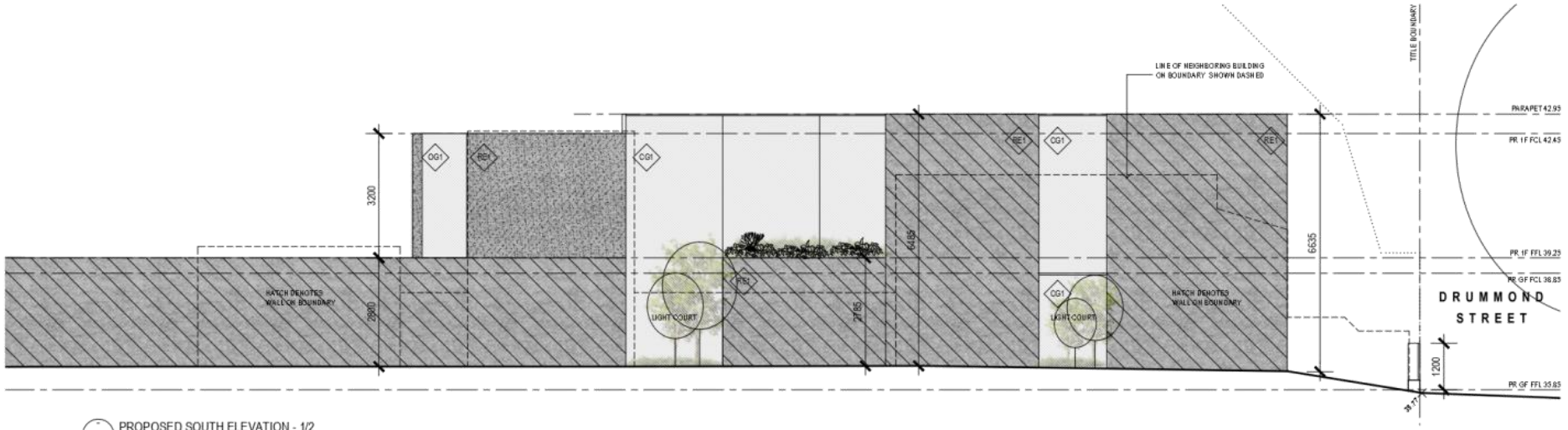
CLIENT
VIRTUS PROGRESSIO PTY LTD

DRAWING TITLE
PROPOSED NORTH AND EAST ELEVATIONS

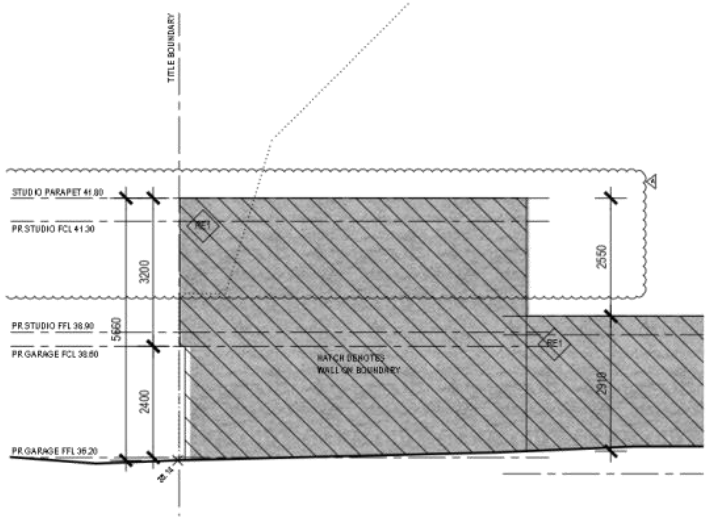
TOWN PLANNING

SCALE	1:100_A3	DATE	18.03.20
		JOB NO.	19019
DRAWN	MM	DRW NO.	PL27
CHECK	HW	REV.	A

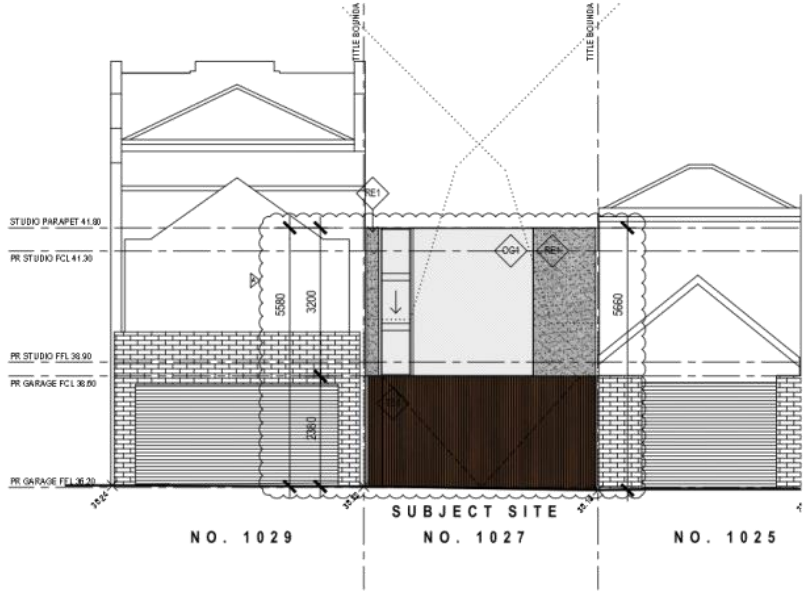
Attachment 2 - PLN20/0184 - 1027 Drummond Street Carlton North - Advertised Plans



PROPOSED SOUTH ELEVATION - 1/2



PROPOSED SOUTH ELEVATION - 2/2



PROPOSED WEST ELEVATION

FINISHES	FIN
XF01	EXISTING ROOF SHEETING
XF02	EXISTING RENDERED BRICKWORK
XF03	EXISTING GLAZING
XF04	EXISTING ROOF TILES
XF05	EXISTING PAINTED BRICKWORK
XF06	EXISTING METAL DOOR
CG1	SELECTED CLEAR GLAZING
CR1	SELECTED CRUSHED ROCK
OG1	SELECTED OPAQUE GLAZING
RE1	SELECTED SAND BASED RENDER
RS1	SELECTED ROOF SHEETING
SB1	SELECTED STEEL BLADES
TB1	SELECTED TIMBER BATTENS

TOWN PLANNING

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REVISION	DATE	DESCRIPTION
A	06.05.20	RESPONSE TO RFI

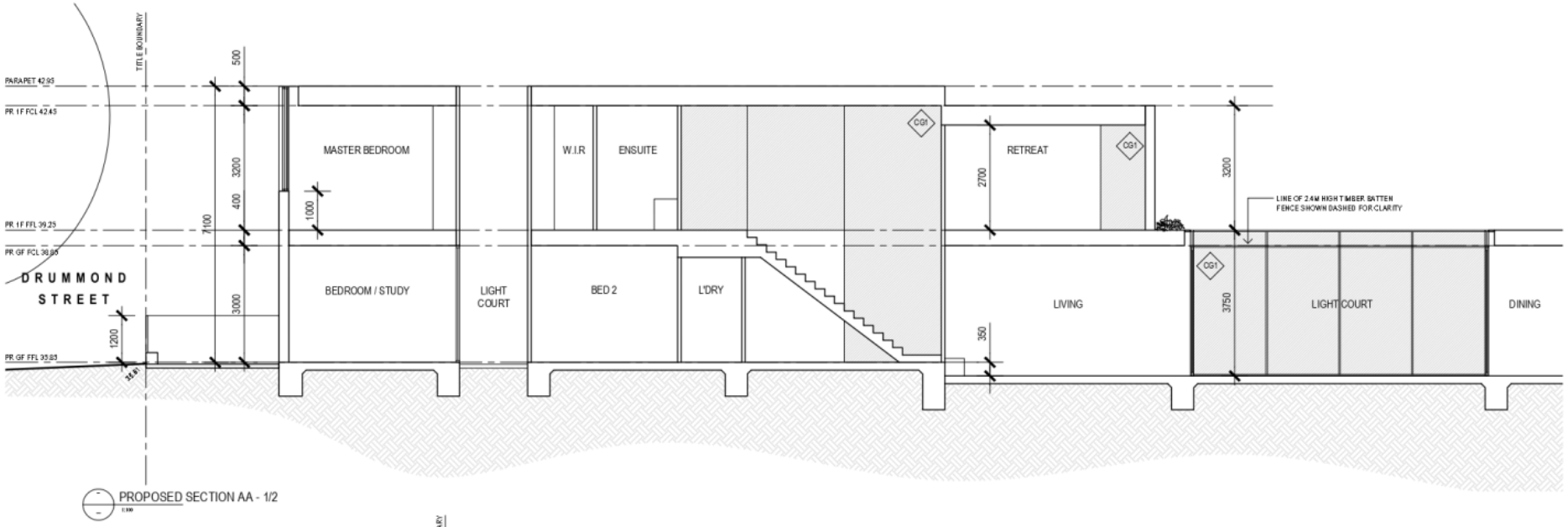
PROJECT
1027 DRUMMOND STREET, CARLTON NORTH

CLIENT
VIRTUS PROGRESSIO PTY LTD

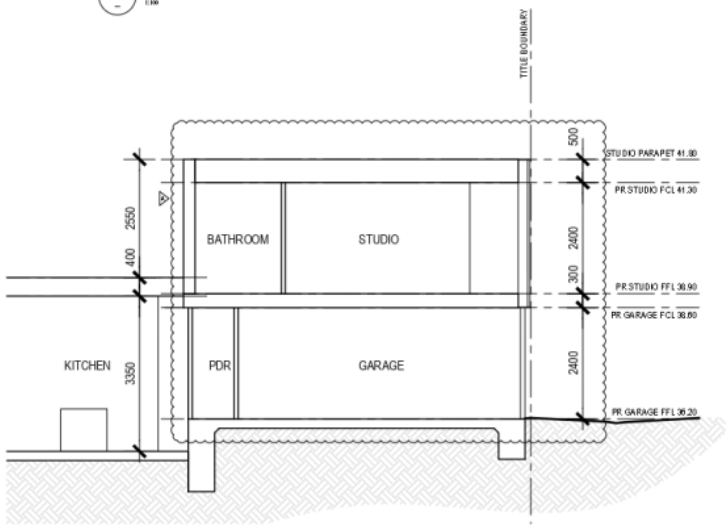
DRAWING TITLE
PROPOSED SOUTH AND WEST ELEVATIONS

SCALE	1:100_A3	DATE	18.03.20
		JOB NO.	19019
DRAWN	MM	DRW NO.	PL28
CHECK	HW	REV.	A

Attachment 2 - PLN20/0184 - 1027 Drummond Street Carlton North - Advertised Plans



PROPOSED SECTION AA - 1/2



PROPOSED SECTION AA - 2/2

FINISHES	FIN
XF01	EXISTING ROOF SHEETING
XF02	EXISTING RENDERED BRICKWORK
XF03	EXISTING GLAZING
XF04	EXISTING ROOF TILES
XF05	EXISTING PAINTED BRICKWORK
XF06	EXISTING METAL DOOR
CG1	SELECTED CLEAR GLAZING
CR1	SELECTED CRUSHED ROCK
OG1	SELECTED OPAQUE GLAZING
RE1	SELECTED SAND BASED RENDER
RS1	SELECTED ROOF SHEETING
SB1	SELECTED STEEL BLADES
TB1	SELECTED TIMBER BATTENS

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REVISION	DATE	DESCRIPTION
A	06.05.20	RESPONSE TO RFI

PROJECT
1027 DRUMMOND STREET, CARLTON NORTH

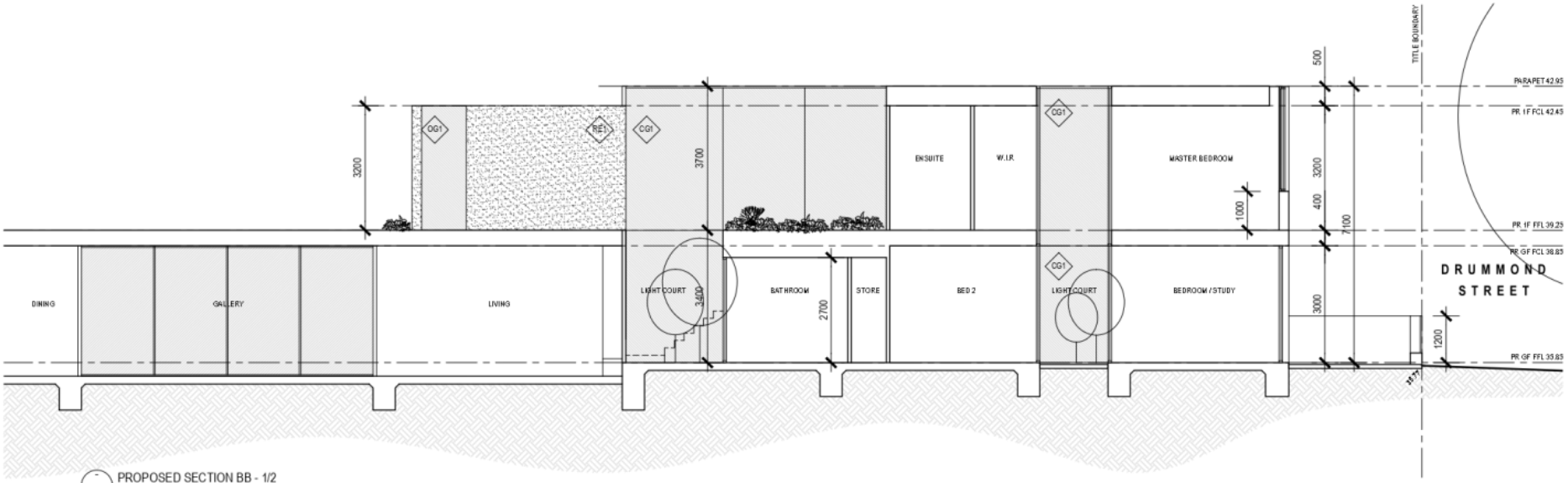
CLIENT
VIRTUS PROGRESSIO PTY LTD

DRAWING TITLE
PROPOSED SECTION AA

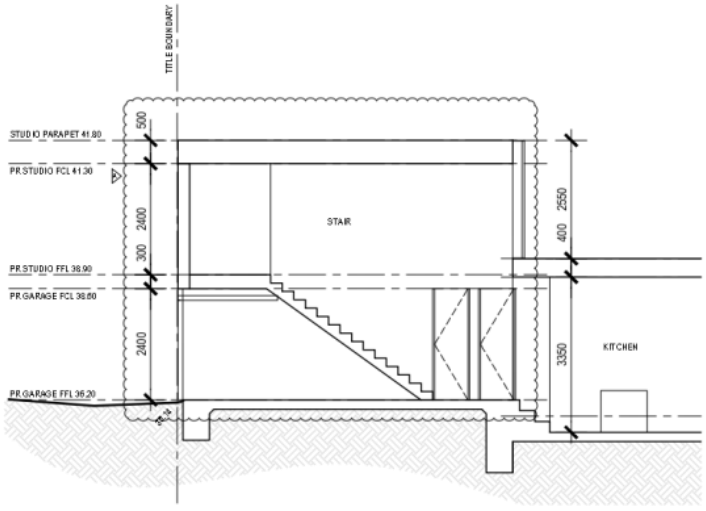
TOWN PLANNING

SCALE	1:100_A3	DATE	18.03.20
		JOB NO.	19019
DRAWN	MM	DRW NO.	PL29
CHECK	HW	REV.	A

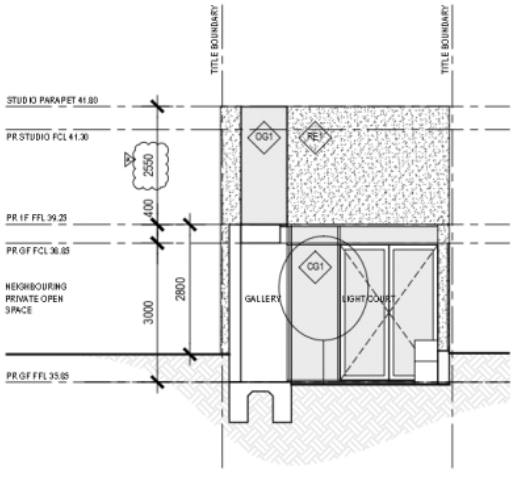
Attachment 2 - PLN20/0184 - 1027 Drummond Street Carlton North - Advertised Plans



PROPOSED SECTION BB - 1/2



PROPOSED SECTION BB - 2/2



PROPOSED SECTION CC

FINISHES	
XF01	EXISTING ROOF SHEETING
XF02	EXISTING RENDERED BRICKWORK
XF03	EXISTING GLAZING
XF04	EXISTING ROOF TILES
XF05	EXISTING PAINTED BRICKWORK
XF06	EXISTING METAL DOOR
CG1	SELECTED CLEAR GLAZING
CR1	SELECTED CRUSHED ROCK
OG1	SELECTED OPAQUE GLAZING
RE1	SELECTED SAND BASED RENDER
RS1	SELECTED ROOF SHEETING
SB1	SELECTED STEEL BLADES
TB1	SELECTED TIMBER BATTENS

TOWN PLANNING

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REVISION	DATE	DESCRIPTION
A	06.05.20	RESPONSE TO RFI

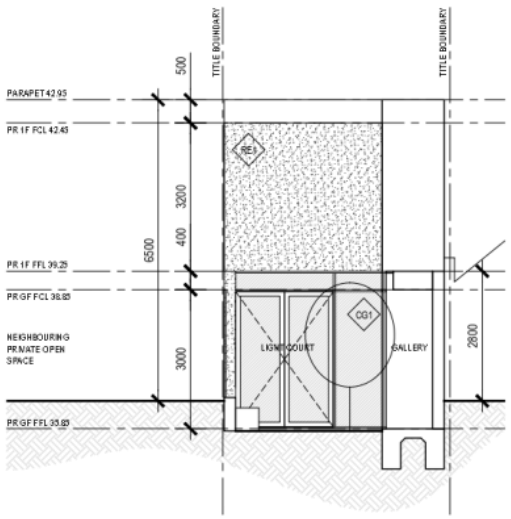
PROJECT
1027 DRUMMOND STREET, CARLTON NORTH

CLIENT
VIRTUS PROGRESSIO PTY LTD

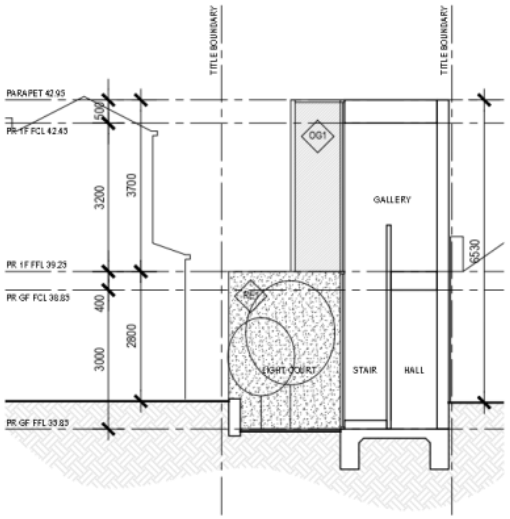
DRAWING TITLE
PROPOSED SECTION BB + CC

SCALE	1:100_A3	DATE	18.03.20
		JOB NO.	19019
DRAWN	MM	DRW NO.	PL30
CHECK	HW	REV.	A

Attachment 2 - PLN20/0184 - 1027 Drummond Street Carlton North - Advertised Plans



PROPOSED SECTION DD



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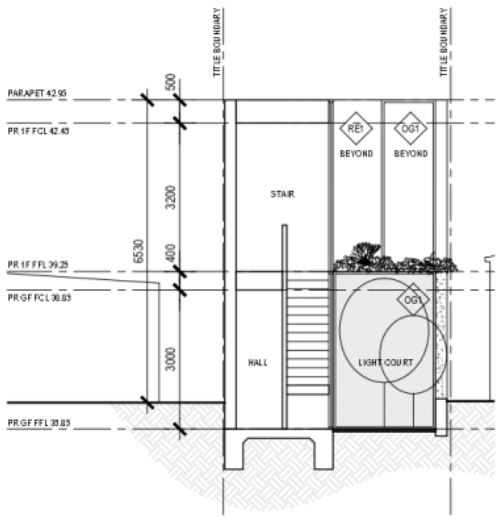
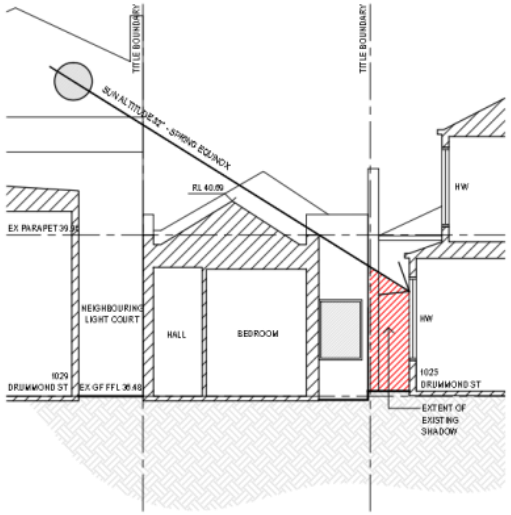
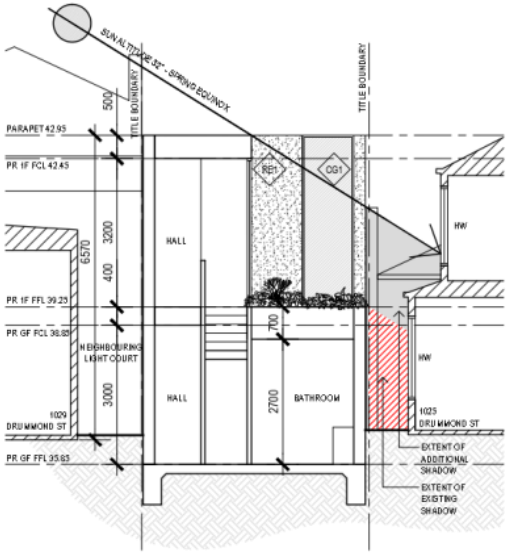


PROPOSED SECTION FF



EXISTING SECTION GG - 9AM



PROPOSED SECTION GG - 9AM

FINISHES	FIN
XF01	EXISTING ROOF SHEETING
XF02	EXISTING RENDERED BRICKWORK
XF03	EXISTING GLAZING
XF04	EXISTING ROOF TILES
XF05	EXISTING PAINTED BRICKWORK
XF06	EXISTING METAL DOOR
CG1	SELECTED CLEAR GLAZING
CR1	SELECTED CRUSHED ROCK
OG1	SELECTED OPAQUE GLAZING
RE1	SELECTED SAND BASED RENDER
RS1	SELECTED ROOF SHEETING
SB1	SELECTED STEEL BLADES
TB1	SELECTED TIMBER BATTENS

TOWN PLANNING

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REVISION	DATE	DESCRIPTION
A	06.05.20	RESPONSE TO RFI

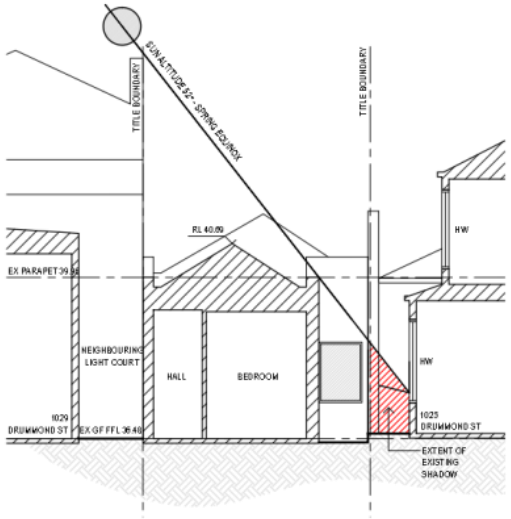
PROJECT
1027 DRUMMOND STREET, CARLTON NORTH

CLIENT
VIRTUS PROGRESSIO PTY LTD

DRAWING TITLE
PROPOSED SECTIONS DD, EE, FF + GG

SCALE	1:100_A3	DATE	18.03.20
		JOB NO.	19019
DRAWN	MM	DRW NO.	PL31
CHECK	HW	REV.	A

Attachment 2 - PLN20/0184 - 1027 Drummond Street Carlton North - Advertised Plans



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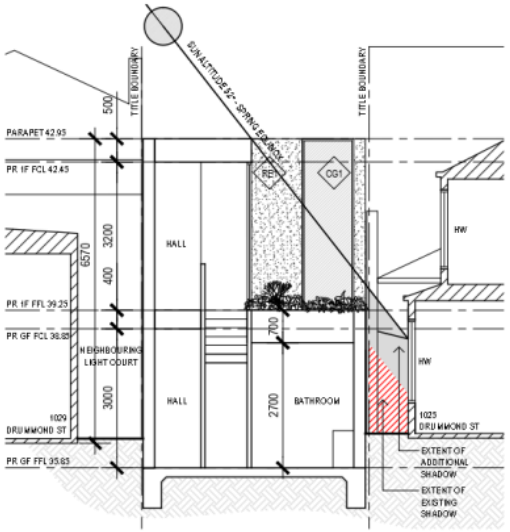

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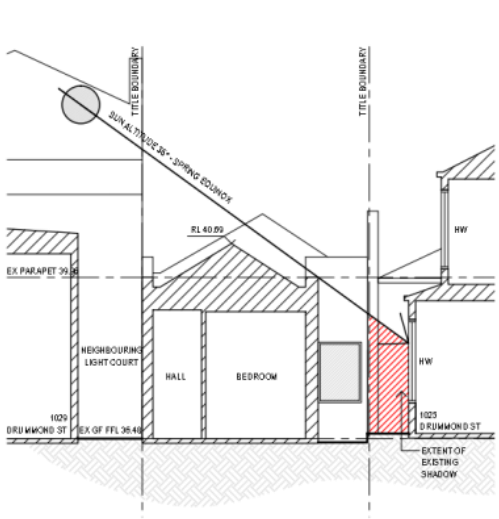

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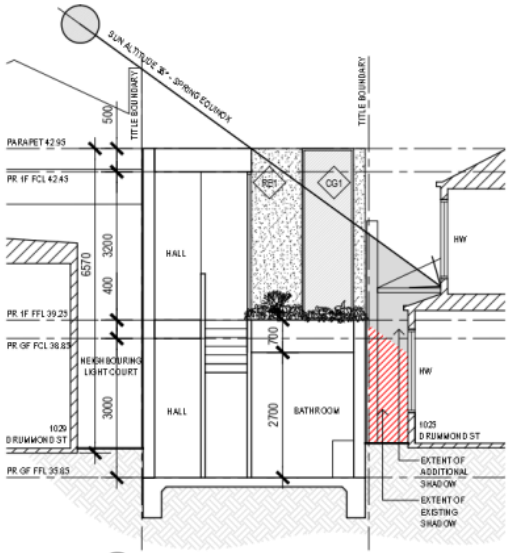

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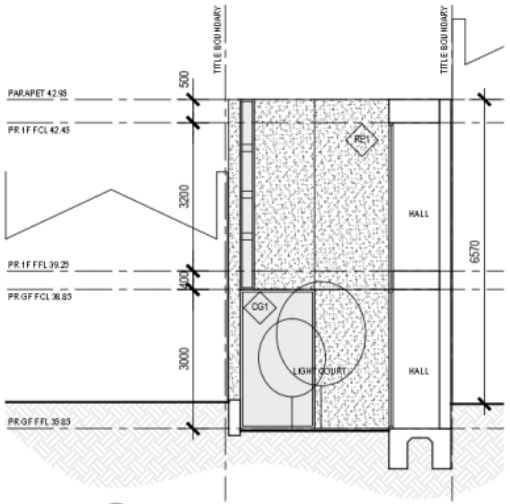
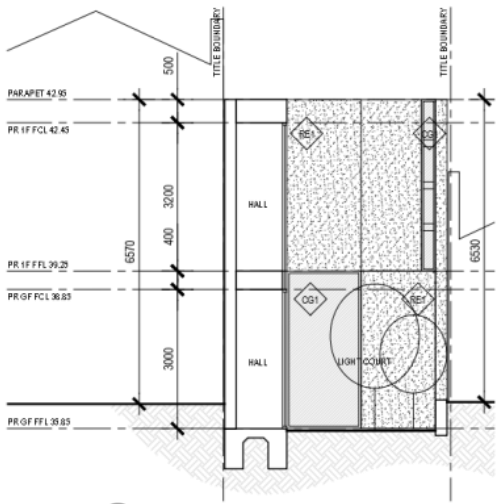


PROPOSED SECTION HH



PROPOSED SECTION JJ

FINISHES	FIN
XF01	EXISTING ROOF SHEETING
XF02	EXISTING RENDERED BRICKWORK
XF03	EXISTING GLAZING
XF04	EXISTING ROOF TILES
XF05	EXISTING PAINTED BRICKWORK
XF06	EXISTING METAL DOOR
CG1	SELECTED CLEAR GLAZING
CR1	SELECTED CRUSHED ROCK
OG1	SELECTED OPAQUE GLAZING
RE1	SELECTED SAND BASED RENDER
RS1	SELECTED ROOF SHEETING
SB1	SELECTED STEEL BLADES
TB1	SELECTED TIMBER BATTENS

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REVISION	DATE	DESCRIPTION
A	06.05.20	RESPONSE TO RFI

PROJECT
1027 DRUMMOND STREET, CARLTON NORTH

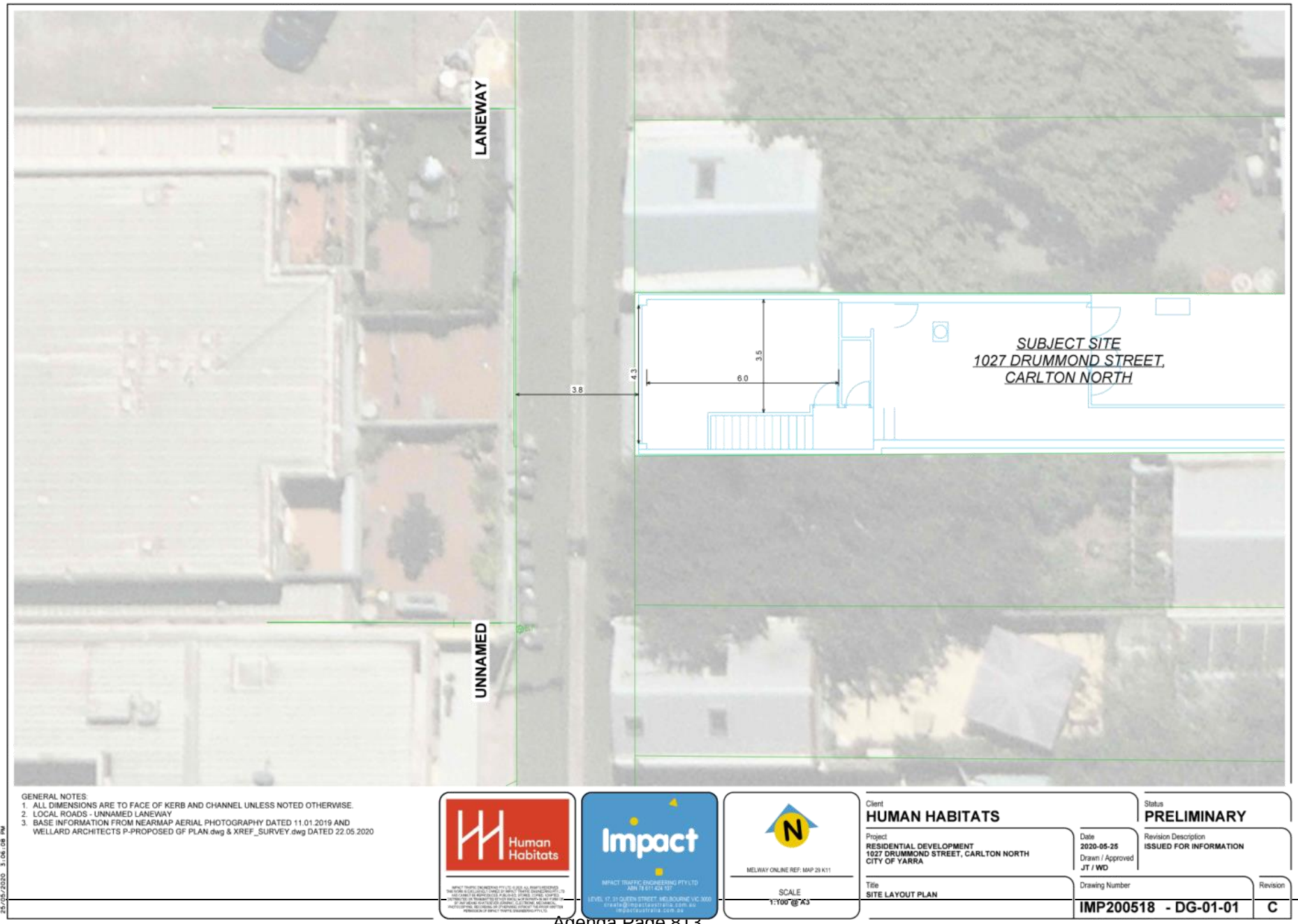
CLIENT
VIRTUS PROGRESSIO PTY LTD

DRAWING TITLE
PROPOSED SECTIONS GG, HH + JJ

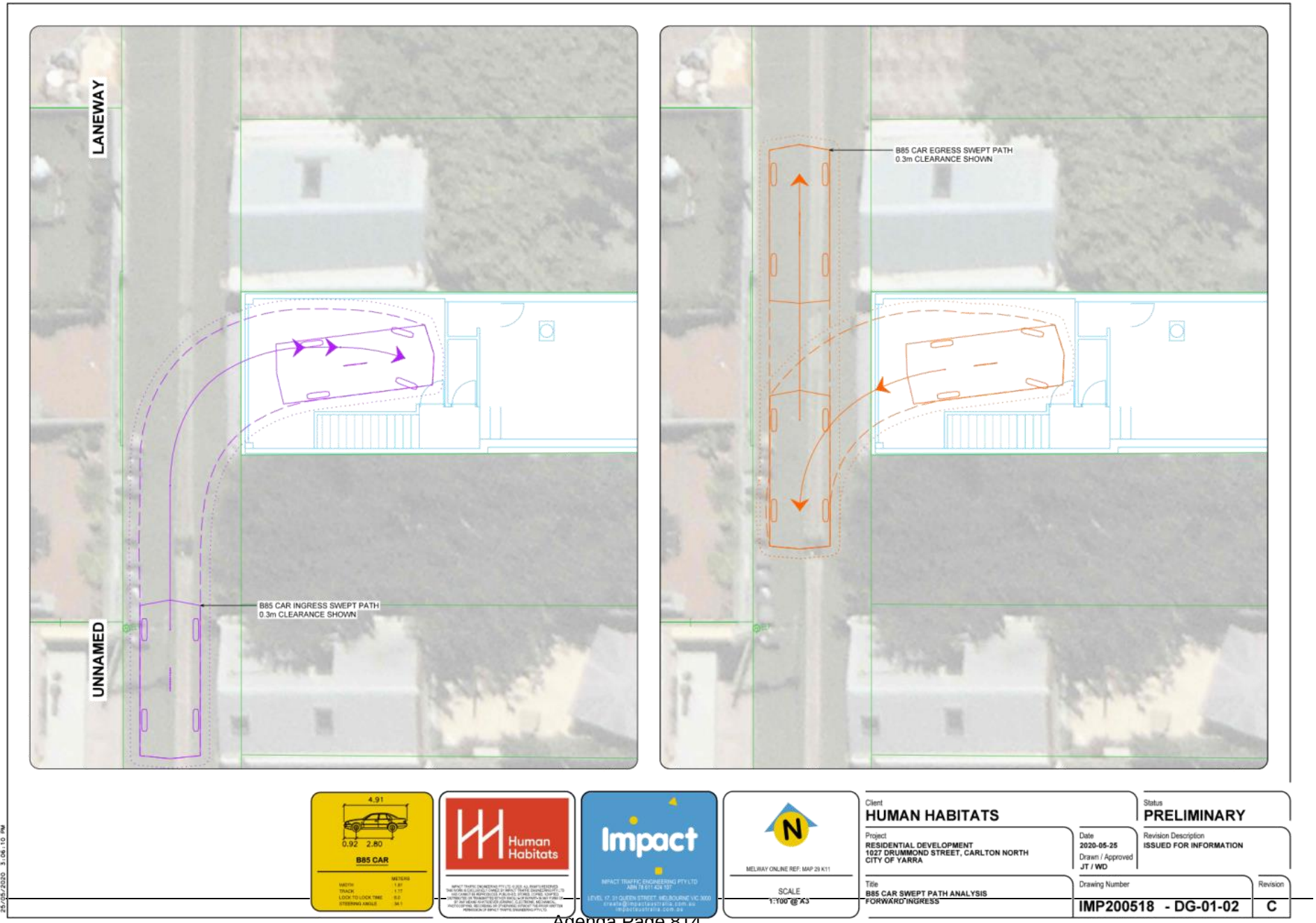
TOWN PLANNING

SCALE	1:100_A3	DATE	18.03.20
		JOB NO.	19019
DRAWN	MM	DRW NO.	PL32
CHECK	HW	REV.	A

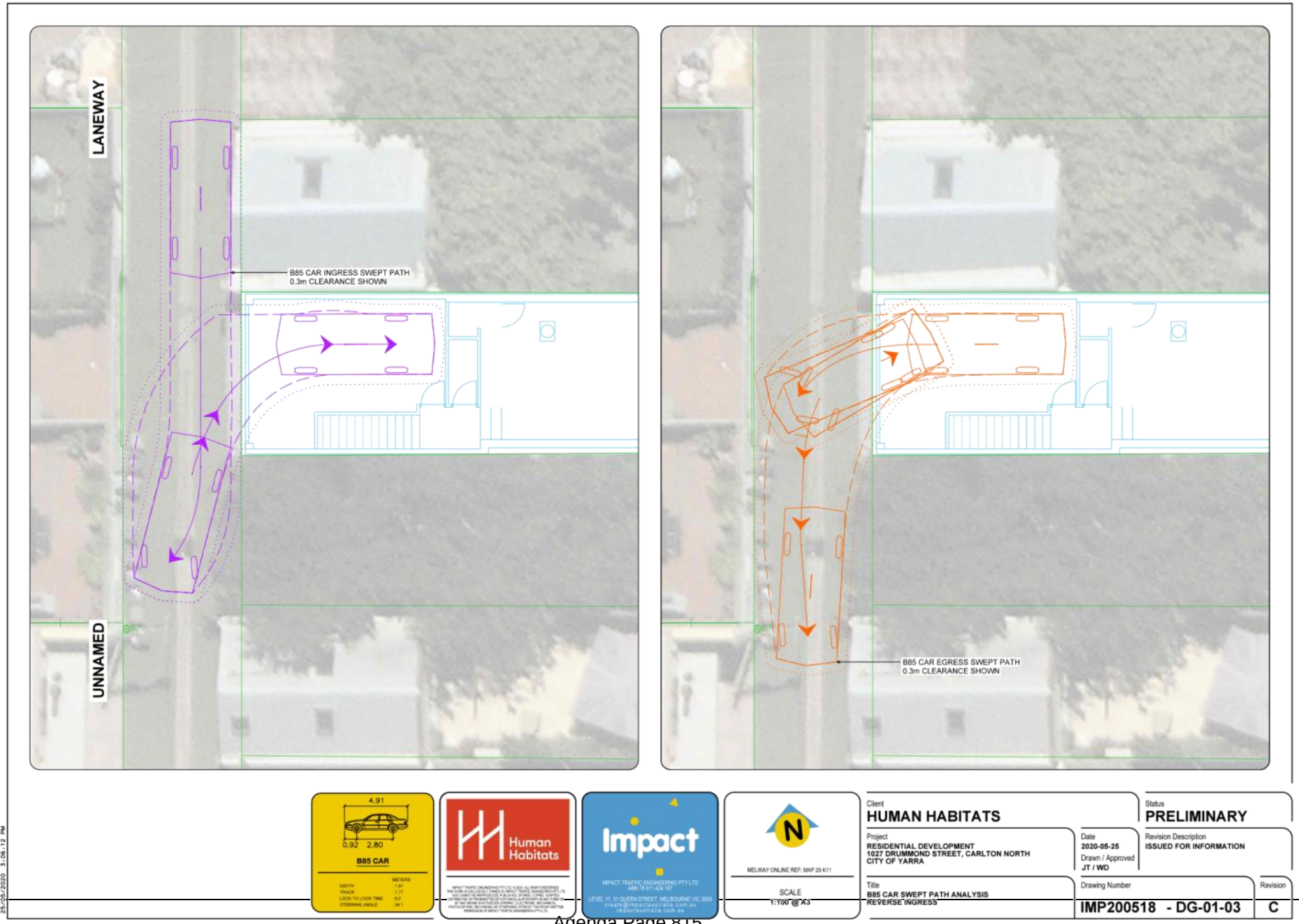
Attachment 2 - PLN20/0184 - 1027 Drummond Street Carlton North - Advertised Plans



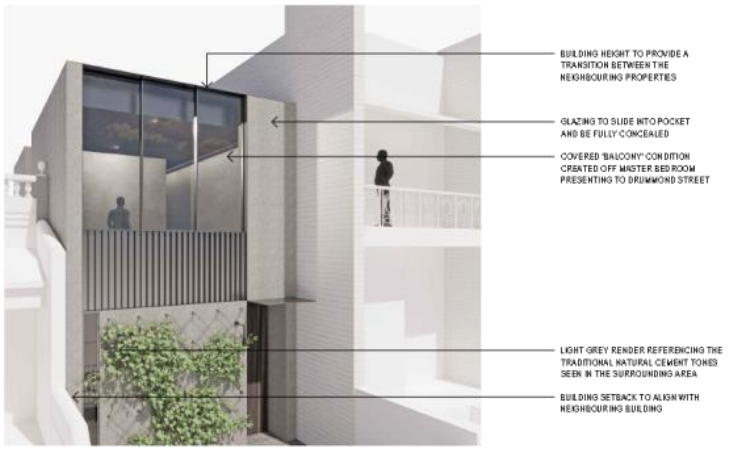
Attachment 2 - PLN20/0184 - 1027 Drummond Street Carlton North - Advertised Plans



Attachment 2 - PLN20/0184 - 1027 Drummond Street Carlton North - Advertised Plans



Attachment 2 - PLN20/0184 - 1027 Drummond Street Carlton North - Advertised Plans



HERITAGE RESPONSE DIAGRAM 01
NTS

HERITAGE RESPONSE DIAGRAM 02
NTS

TOWN PLANNING

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REVISION	DATE	DESCRIPTION
A	06.05.20	RESPONSE TO RFI

PROJECT
1027 DRUMMOND STREET, CARLTON NORTH

CLIENT
VIRTUS PROGRESSIO PTY LTD

DRAWING TITLE
HERITAGE RESPONSE DIAGRAMS

SCALE	NTS	DATE	18.03.20
		JOB NO.	19019
DRAWN	MM	DRW NO.	PL33
CHECK	HW	REV.	A

Attachment 2 - PLN20/0184 - 1027 Drummond Street Carlton North - Advertised Plans

GLAZING HEAD TO ALIGN WITH TOP OF BUILDING PARAPET TO INCREASE EXTENT OF OPERABLE GLAZING

GENEROUS WINDOW GLAZING.

WINDOW HEAD TO CONTINUE BEYOND CEILING LINE TO PARAPET HEIGHT TO INCREASE THE OVERALL OPENING SIZE

TIMBER BATTEN CEILING TREATMENT

GENEROUS WINDOW GLAZING.

WINDOW HEAD TO CONTINUE BEYOND CEILING LINE TO PARAPET HEIGHT TO INCREASE THE OVERALL OPENING SIZE

INTERNAL LOW HEIGHT WALL TO ACT AS BALUSTRADE AND SUPPORT FEATURE STEEL BLADE TREATMENT

GLAZING HEAD TO ALIGN WITH TOP OF BUILDING PARAPET TO INCREASE EXTENT OF OPERABLE GLAZING

TIMBER BATTEN CEILING TREATMENT

GENEROUS WINDOW GLAZING.

WINDOW HEAD TO CONTINUE BEYOND CEILING LINE TO PARAPET HEIGHT TO INCREASE THE OVERALL OPENING SIZE

NEIGHBOURING HERITAGE IRON LACEWORK

BUILDING SETBACK TO ALIGN WITH NEIGHBOURING BUILDING

STEEL BLADE TREATMENT TO 1M HIGH TO ACT AS BALUSTRADE WHILE DETAILED TO RESPOND TO THE NEIGHBOURING HERITAGE LACEWORK IN A CONTEMPORARY MANNER

GENEROUS WINDOW GLAZING.

WINDOW HEAD TO CONTINUE BEYOND CEILING LINE TO PARAPET HEIGHT TO INCREASE THE OVERALL OPENING SIZE

WALL TO FULLY CONCEAL GLAZING

HERITAGE RESPONSE DIAGRAM 03

HERITAGE RESPONSE DIAGRAM 04

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REPORT ARCHITECT IMMEDIATELY OF ANY DISCREPANCIES

REVISION	DATE	DESCRIPTION
A	06.05.20	RESPONSE TO RFI

PROJECT
1027 DRUMMOND STREET, CARLTON NORTH

CLIENT
VIRTUS PROGRESSIO PTY LTD

DRAWING TITLE
HERITAGE RESPONSE DIAGRAMS

TOWN PLANNING

SCALE	NTS	DATE	18.03.20
		JOB NO.	19019
DRAWN	MM	DRW NO.	PL34
CHECK	HW	REV.	A

Attachment 3 - PLN20/0184 - 1027 Drummond Street Carlton North - Heritage Comments (Advertised Plans)

City of Yarra
Heritage Advice

Application No.:	*PLN20/0184*
Address of Property:	***1027 Drummond St Carlton North***
Planner:	*Nish Goonetilleke*
Yarra Planning Scheme References:	• *Clause 15.03 Heritage* • *Clause 21.05-1 Built Form (Heritage)* • *Clause 22.02 Development Guidelines for sites subject to the Heritage Overlay* • *Clause 43.01 Heritage Overlay* • *Clause 59.07 Applications Under A Heritage Overlay*
Heritage Overlay No. & Precinct:	*HO326 - North Carlton Precinct*
Level of significance:	*Not contributory, constructed 1850-1890 (City of Yarra Review of Heritage Areas 2007 Appendix 8 (as updated from time to time)*
General description:	*Full demolition of existing built form on-site and construction of a double-storey dwelling*
Drawing Nos.:	*Set of 38 drawings, entitled "1027 Drummond Street, Carlton North ", prepared by Wellard Architects received by Council*

CONTEXT IMAGES:

Attachment 3 - PLN20/0184 - 1027 Drummond Street Carlton North - Heritage Comments (Advertised Plans)

PREVIOUSLY ISSUED COMMENTS

The following pre-application comments on this application were issued on 28 April 2020:

Demolition:

Full demolition: OK, building identified as non-contributory

New building:

Setback front: The front setback of the new building at ground level is slightly forward of the adjoining properties on either side. There is no reason why the setback cannot match.

Setback sides: The side setbacks (zero) on both sides are supported.

Scale: The scale of the proposed building is acceptable as a transition between the differing heights of the buildings on either side.

Roof: The roofs on either side of the subject site are basically concealed from the street by parapets. The proposed flat roof of the new building therefore could be supported as it mimics the appearance of the adjacent parapet without adornment.

Appearance: The appearance of the proposed new building will be alien in the street.

The dark rendered facade at ground level will present to the street as a blank wall with nothing more than a slit window to one side. The lack of reference to the traditional fenestration of houses in the street will make the proposed building stand out rather than respectfully sit amongst the existing houses in the street.

It is strongly suggested that the colour of the rendered facade be modified to a colouring closer to natural cement to avid the new building having such a bold, monolithic appearance within a streetscape characterised by facade that are composed of traditional colours and materials combined with finer details.

A front verandah, even a stylised version, is suggested to enable the building to reflect the Victorian character of the nearby properties.

ASSESSMENT OF PROPOSED WORKS:

Based on the comments above, there were only two heritage concerns regarding this application:

Front setback:

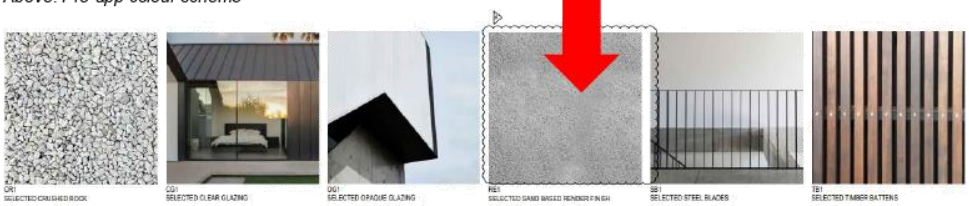
The proposed front setback has been increased from 3.33 metres to 3.43 metres, in line with the front walls of adjoining properties.

This is supported.

Appearance:

In response to the previous heritage comments, the only change to the proposed material schedule is the change from the very dark rendered wall finish to a mid-grey coloured finish. This is considered acceptable. The contrast created by the window spandrel and door is also acceptable.

Above: Pre-app colour scheme

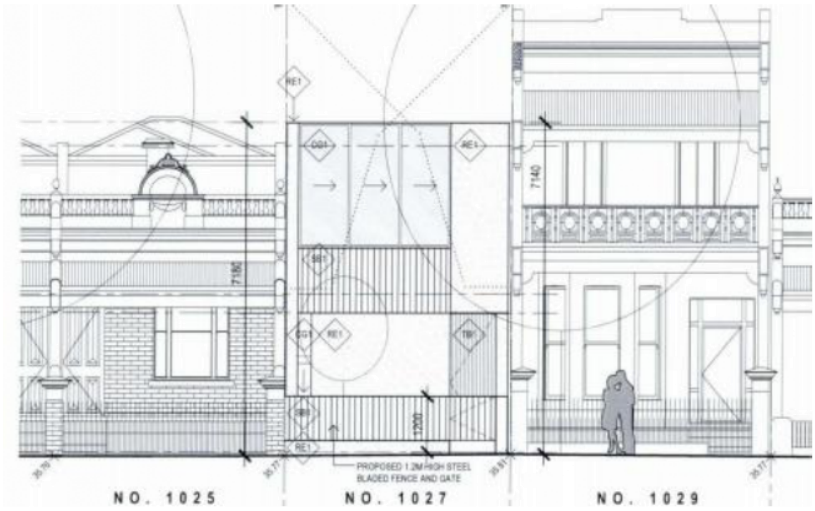


Above: Current proposed colour scheme

Above: Pre-app façade proposal

Above: Current façade proposal

Attachment 3 - PLN20/0184 - 1027 Drummond Street Carlton North - Heritage Comments (Advertised Plans)



Above: Current proposed façade, no change from pre-app design

The lack of reference to the traditional fenestration of houses in the street continues to remain a concern for this proposal as the design has not changed.

The proposal to create a green wall on the ground floor façade is not considered a suitable design response to the lack of fenestration to the street frontage at ground level. There are no guarantees that the proposed vegetation will grow or remain alive. The proposal must be acceptable, with or without the soft landscaping.

The extent of first floor glazing is acceptable as it loosely relates to the upper floor façade of the neighbouring property.

The appearance of the proposed front fence is acceptable.

RECOMMENDATIONS:

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

	Suggested condition	***Explanation***
1.	That the door and window openings in the ground floor façade should be of traditional proportions and make up about 40% of the ground floor façade.	*The character of the heritage precinct is identified by various contributory elements including street facades that are comprised with openings such as windows and doors that make up about 40%.*

SIGNED:

Diahnn McIntosh

DATED: 27 July 2020

Attachment 4 - PLN20/0184 - 1027 Drummond Street Carlton North - Melbourne Water Comments (Advertised Plans)

Melbourne Water

10 August 2020

Nish Goonetilleke
Yarra City Council
333 Bridge Road
Richmond VIC 3121

Dear Nish,

Proposal: Construction of dwelling
Site location: Lot No 2, 1027 DRUMMOND STREET CARLTON NORTH 3054

Melbourne Water reference: MWA-1179769
Date referred: 14/07/2020

Our Decision

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

1. Prior to the endorsement of plans, amended plans must be submitted to Council and Melbourne Water addressing Melbourne Water's conditions. Plans must be submitted with surface and floor levels to Australian Height Datum (AHD) and must be modified to show:
   a. Finished floor levels of the dwelling set no lower than 36.18 metres to AHD.
   b. Finished floor levels of the garage set no lower than 36.23 metres to AHD.

2. The dwelling must be constructed with finished floor levels set no lower than 36.18 metres to Australian Height Datum, which is 300mm above the applicable flood level at location of development at 36.18m to AHD.

3. The garage must be constructed with finished floor levels set no lower than the applicable flood level at location of development at 36.23m to AHD.

Advice

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

Regards,

Segujja Kakembo
Development Planning Services

VICTORIA State Government

Page 1

Melbourne Water ABN 81 945 386 953
990 La Trobe Street Docklands VIC 3008
PO Box 4342 Melbourne VIC 3001 Australia
T 131 722 F +61 3 9679 7099
melbournewater.com.au

Attachment 5 - PLN20/0184 - 1027 Drummond Street Carlton North - Engineering Referral Comments (Advertised Plans)

CITY OF YARRA

MEMO

To: Nish Goonetilleke

From: Artemis Bacani

Date: 13 August 2020

Subject: **Application No:** PLN20/0184
Description: Rear Garage and Vehicle Access
Site Address: 1027 Drummond Street, Carlton North

I refer to the above Planning Application received on 14 July 2020 in relation to the proposed development at 1027 Drummond Street, Carlton North. Council's Civil Engineering unit provides the following information:

Drawings and Documents Reviewed

	Drawing No. or Document	Revision	Dated
Wellard	PL03 *Ground Demolition and Proposed Ground Floor Plan*	B	9 June 2020
	PL06 *Proposed Elevations*	A	6 May 2020

DEVELOPMENT LAYOUT DESIGN
Layout Design Assessment

Item	Assessment
Access Arrangements	
Laneway Width	The rear laneway has a carriageway width of 3.64 metres.
Garage Doorway Width	The garage doorway is 4.28 metres in width. Off A 3.63 metre apron, the doorway width is considered adequate to provide satisfactory turning movements into and out of the garage for a B85 design vehicle.
Garage Headroom Clearance	A headroom clearance of 2.38 metres has been provided to satisfy *Design standard 1 – Accessways*.
Car Parking Modules	
Single Garage	The internal dimensions of the single garage of 3.5 metres wide by 6.0 metres in depth to satisfy *Design standard 2 – Car parking spaces*.
Other Items	
Proposed Vehicle Access – Off the Laneway	To demonstrate the provision of the 40mm lip from the edge of the laneway to the finished floor level of the front edge of the slab at ground level, the applicant must prepare a cross sectional drawing showing the reduced level of the north and south edge of the laneway, the centreline of the laneway and the finished floor level of the slab.

Attachment 5 - PLN20/0184 - 1027 Drummond Street Carlton North - Engineering Referral Comments (Advertised Plans)

Design Items to be Addressed

Item	Details
Proposed Vehicle Access – Off the Laneway	To demonstrate the provision of the 40mm lip from the edge of the laneway to the finished floor level of the front edge of the slab at ground level, the applicant must prepare a 1 in 20 scale cross sectional drawing showing the reduced level of the west and east edge of the laneway, the centreline of the laneway and the finished floor level of the slab. 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.

ENGINEERING CONDITIONS

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.

Impact of Assets on Proposed Development

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

ADDITIONAL ENGINEERING ADVICE FOR THE APPLICANT

Item	Details
Legal Point of Discharge	The applicant must apply for a Legal Point of Discharge under Regulation 133 – Stormwater Drainage of the *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.
Clearances to Electrical Assets	Overhead power lines run along the east side of the laneway, 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 6 - PLN20/0184 - 1027 Drummond Street Carlton North - S57A Plans

PRELIMINARY ISSUE

1027 DRUMMOND STREET, CARLTON NORTH

DRAWING		SCALE
PL01	EXISTING SITE PLAN / SITE ANALYSIS	1:250
PL02	PROPOSED SITE PLAN / DESIGN RESPONSE	1:250
PL03	GROUND DEMOLITION AND PROPOSED GROUND FLOOR PLAN	1:200
PL04	PROPOSED FIRST FLOOR AND PROPOSED ROOF PLAN	1:200
PL05	DEMOLITION ELEVATIONS	1:200
PL06	PROPOSED ELEVATIONS	1:200
PL07	PROPOSED SECTIONS AA B CC DD EE FF	1:200
PL08	PROPOSED SECTIONS GG HH JJ AND LANEWAY	VARIES
PL09	EXISTING AND PROPOSED SHADOWS 9AM	1:200
PL10	EXISTING AND PROPOSED SHADOWS 10AM	1:200
PL11	EXISTING AND PROPOSED SHADOWS 11AM	1:200
PL12	EXISTING AND PROPOSED SHADOWS 12PM	1:200
PL13	EXISTING AND PROPOSED SHADOWS 1PM	1:200
PL14	EXISTING AND PROPOSED SHADOWS 2PM	1:200
PL15	EXISTING AND PROPOSED SHADOWS 3PM	1:200
PL16	MATERIALS SCHEDULE	NTS
PL17	3D VIEWS	NTS
PL18	3D VIEWS	NTS
PL19	GROUND DEMOLITION PLAN	1:100
PL20	GARAGE DEMOLITION AND PROPOSED PLAN	1:100
PL21	PROPOSED GROUND FLOOR PLAN	1:100
PL22	PROPOSED FIRST FLOOR PLAN	1:100
PL23	PROPOSED ROOF PLAN	1:100
PL24	PROPOSED STUDIO AND GARAGE ROOF PLAN	1:100
PL25	DEMOLITION NORTH AND EAST ELEVATIONS	1:100
PL26	DEMOLITION SOUTH AND WEST ELEVATIONS	1:100
PL27	PROPOSED NORTH AND EAST ELEVATIONS	1:100
PL28	PROPOSED SOUTH AND WEST ELEVATIONS	1:100
PL29	PROPOSED SECTION AA	1:100
PL30	PROPOSED SECTION BB CC	1:100
PL31	PROPOSED SECTION DD EE FF GG	1:100
PL32	PROPOSED SECTIONS GG HH JJ	1:100
PL33	HERITAGE RESPONSE DIAGRAMS	NTS
PL34	HERITAGE RESPONSE DIAGRAMS	NTS
PL35	LIGHT COURT SHADOW DIAGRAMS	NTS

AERIAL SITE PHOTOGRAPH

SUMMARY:

SITE ADDRESS:	1027 DRUMMOND STREET CARLTON NORTH 3054
EXISTING USE:	RESIDENTIAL
PROPOSED USE:	RESIDENTIAL
TITLE INFORMATION:	VOL 8058 FOL 007 TP 219888Q

AREA ANALYSIS:

SITE AREA:	240 M2	100%
PRO. BLDG COVERAGE:	178M2	74%
PRO. SITE PERMEABILITY:	47M2	20%
PRO. PRIVATE OPEN SPACE:	38M2	16%
PRO. CARPARKS	1	

PRELIMINARY

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REVISION	DATE	DESCRIPTION
A	06.05.20	RESPONSE TO RFI
B	26.08.20	PLANS TO NEIGHBOUR FOR COMMENT

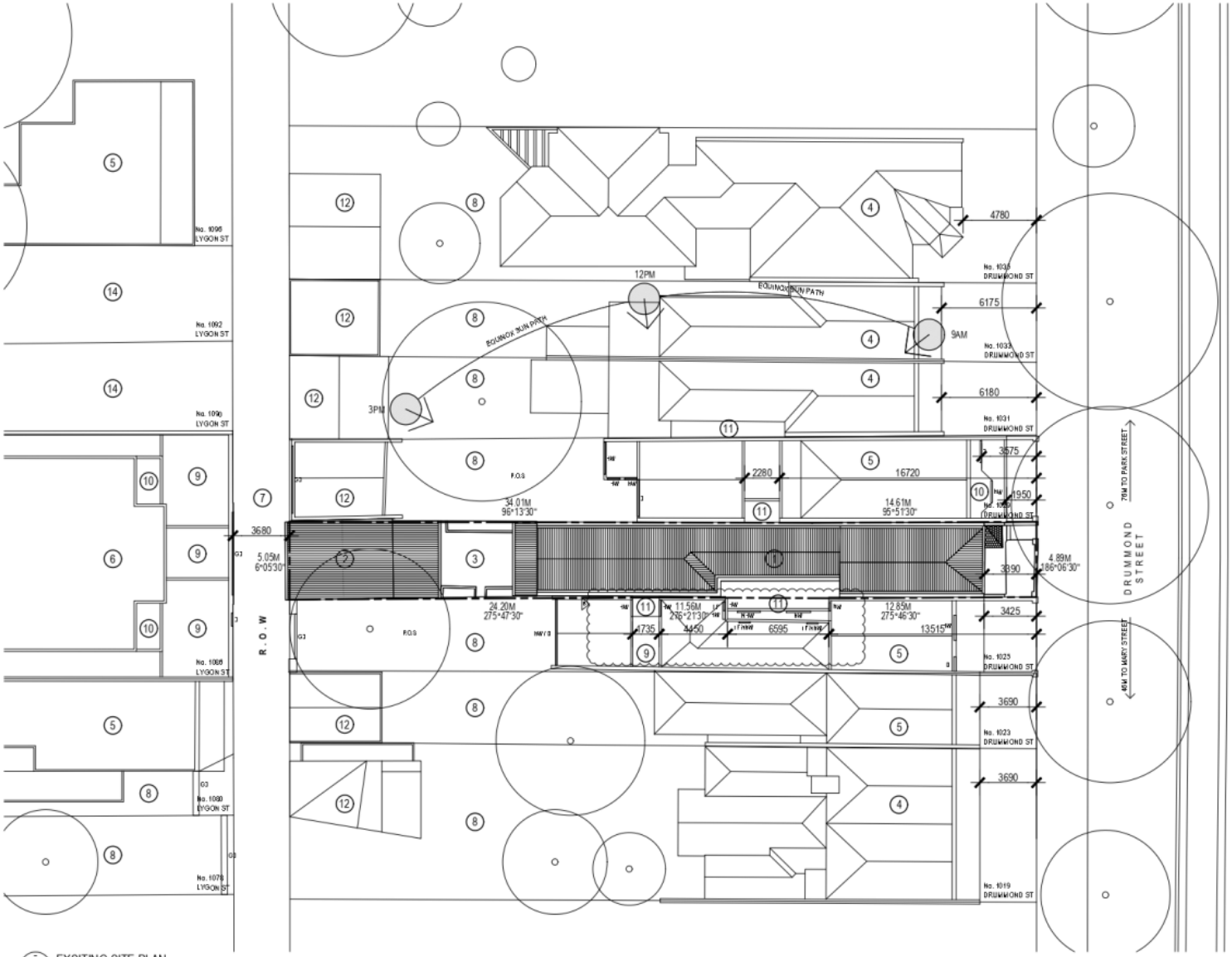
PROJECT
1027 DRUMMOND STREET, CARLTON NORTH

CLIENT
VIRTUS PROGRESSIO PTY LTD

DRAWING TITLE
DRAWING INDEX

SCALE	NTS	DATE	18.03.20
		JOB NO.	19019
DRAWN	MM	DRW NO.	PL00
CHECK	HW	REV.	B

Attachment 6 - PLN20/0184 - 1027 Drummond Street Carlton North - S57A Plans



EXSITING SITE PLAN

SITE ANALYSIS:

1. EXISTING BUILDING TO BE DEMOLISHED
2. REAR GARAGE AND PERGOLA TO BE DEMOLISHED
3. REAR WEST FACING COURTYARD
4. NEIGHBOURING SINGLE STOREY DWELLING
5. NEIGHBOURING DOUBLE STOREY DWELLING
6. NEIGHBOURING TRIPLE STOREY APARTMENT BUILDING
7. ADJOINING LANEWAY
8. NEIGHBOURING PRIVATE OPEN SPACE
9. NEIGHBOURING FIRST FLOOR TERRACE
10. NEIGHBOURING BALCONY
11. NEIGHBOURING LIGHT COURT
12. NEIGHBOURING GARAGE
13. NEIGHBOURING GARAGE / STUDIO
14. OPEN CARPARK

AREA ANALYSIS:

SITE AREA:	240	sqm	100%
EX. BLDG COVERAGE	168	sqm	70%
EX. SITE PERMEABILITY	11.5	sqm	5%
EX. PRIVATE OPEN SPACE	46	sqm	19%
EX. CARPARKS	1		

H.W. - HABITABLE WINDOW
N.H.W. - NON HABITABLE WINDOW
G.D. - GARAGE DOOR
D - DOOR

PRELIMINARY

WELLARD.

REVISION	DATE	DESCRIPTION
A	06.05.20	RESPONSE TO RFI
B	22.09.20	GF H.W NOTED

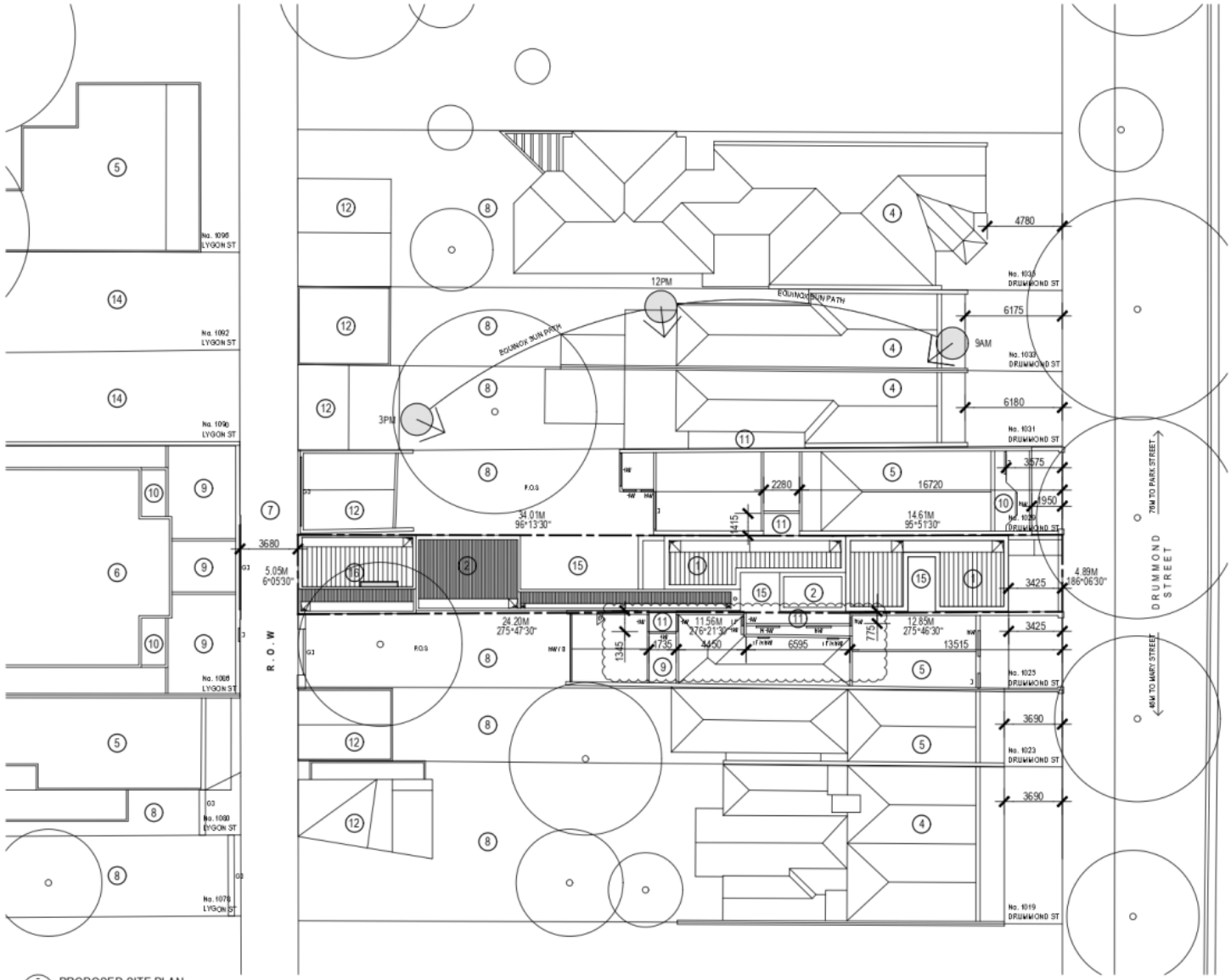
PROJECT
1027 DRUMMOND STREET, CARLTON NORTH

CLIENT
VIRTUS PROGRESSIO PTY LTD

DRAWING TITLE
EXISTING SITE PLAN / SITE ANALYSIS

SCALE	1:250_A3	DATE	18.03.20
		JOB NO.	19019
DRAWN	MM	DRW NO.	PL01
CHECK	HW	REV.	B

Attachment 6 - PLN20/0184 - 1027 Drummond Street Carlton North - S57A Plans



PROPOSED SITE PLAN

HERITAGE STATEMENT

THE SUBJECT SITE IS LOCATED AT 1027 DRUMMOND STREET, CARLTON NORTH. THE SITE DIMENSIONS ARE APPROX. 4.9 METRES WIDE BY 48.5 METRES IN LENGTH. THE WESTERN BOUNDARY ABUTS A REAR R.O.W. THE PROPERTY HAS BEEN IDENTIFIED AS 'NON-CONTRIBUTORY' AS PART OF THE YARRA PLANNING SCHEME.

THE EXISTING HOUSE IS OF A 'VICTORIAN' ERA BUT HAS BEEN HEAVILY MODIFIED OVER THE YEARS RESULTING IN A BUILDING WITH LITTLE OR NO HERITAGE APPEAL FROM THE STREET INTERFACE. THERE ARE NO HERITAGE FEATURES IN THE EXISTING HOUSE WHICH HAS BEEN STRIPPED OF ITS ORIGINAL DOORS, WINDOWS AND EXTERNAL CLADDING. INTERNALLY THE ORIGINAL FLOORS, ARCHITRAVES, SKIRTING'S AND CORNICES HAVE ALL BEEN REMOVED AT SOME POINT IN TIME.

THE PROPOSED DWELLING IS DOUBLE STOREY IN HEIGHT WITH A FRONT PARAPET THAT REFERENCES THE EXISTING PROPORTIONS OF THE NEIGHBOURING BUILDINGS, PROVIDES A TRANSITION BETWEEN THE LARGE DOUBLE STOREY DWELLING AT 1029 DRUMMOND AND THE SINGLE STOREY DWELLING AT 1025 DRUMMOND ST. A NUMBER OF DOUBLE HEIGHT COURTYARDS HAVE BEEN INTRODUCED TO REDUCE THE OVERALL BUILDING MASS WHILE ALSO ALLOWING FOR CONSIDERED DROPS IN BUILDING HEIGHTS. THE LOCATION OF THESE HAS BEEN CONSIDERED TO RESPOND TO THE NEIGHBOURING CONDITIONS AND PROVIDES RELIEF ALONG THE BOUNDARY AND P.O.S CONDITIONS. GLAZED METAL FRAMED SLIDING WINDOWS CAN BE CONCEALED BEHIND A RENDERED WALL TO PROVIDE A GENEROUS OPENING WITHIN THE FRONT FACADE REFERENCING THE NEIGHBOURING FIRST FLOOR BALCONY CONDITION WITHOUT THE FEAR OF COPYING OR TOO CLOSELY REFERENCING NEIGHBOURING HERITAGE CONDITION.

THE PROPOSED FRONT FENCE IS A CONTEMPORARY RESPONSE TO THE ADJACENT TRADITIONAL WROUGHT IRON FENCES PRESENT IN THE SURROUNDING AREA. HIGHLY DETAILED STEEL BLADES FIXED TO A RENDERED PLINTH REFERENCE THE PROPORTIONS OF ADJACENT FENCES YET DON'T ATTEMPTING TO MIMIC EXISTING DETAILING AND MATERIALITY IN A PEDESTRIAN MANNER.

THE PROPOSAL IS OF A HIGH DESIGN QUALITY AND INTERPRETS AND RESPONDS POSITIVELY TO ITS HERITAGE CONTEXT.

SITE ANALYSIS / DESIGN RESPONSE:

1. PROPOSED DOUBLE STOREY DWELLING
2. PROPOSED SINGLE STOREY DWELLING
3. REAR WEST FACING COURTYARD
4. NEIGHBOURING SINGLE STOREY DWELLING
5. NEIGHBOURING DOUBLE STOREY DWELLING
6. NEIGHBOURING TRIPLE STOREY APARTMENT BUILDING
7. ADJOINING LANEWAY
8. NEIGHBOURING PRIVATE OPEN SPACE

V9. NEIGHBOURING FIRST FLOOR TERRACE

10. NEIGHBOURING BALCONY
11. NEIGHBOURING LIGHT COURT
12. NEIGHBOURING GARAGE
13. NEIGHBOURING GARAGE / STUDIO
14. OPEN CARPARK
15. PROPOSED LIGHT COURT
16. PROPOSED DOUBLE STOREY GARAGE / STUDIO

AREA ANALYSIS:

SITE AREA:	240	sqm	100%
EX. BLDG COVERAGE	168	sqm	70%
EX. SITE PERMEABILITY	11.5	sqm	5%
EX. PRIVATE OPEN SPACE	46	sqm	19%
PRO. BLDG COVERAGE	178	sqm	74%
PRO. SITE PERMEABILITY	47	sqm	20%
PRO. PRIVATE OPEN SPACE	38	sqm	16%
CARPARKS	1		

H.W. - HABITABLE WINDOW
N.H.W. - NON HABITABLE WINDOW
G.D. - GARAGE DOOR
D - DOOR

PRELIMINARY

WELLARD.

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REVISION	DATE	DESCRIPTION
A	06.05.20	RESPONSE TO RFI
B	09.06.20	RESPONSE TO RFI
C	26.08.20	PLANS TO NEIGHBOUR FOR COMMENT
D	22.09.20	GF H.W NOTED

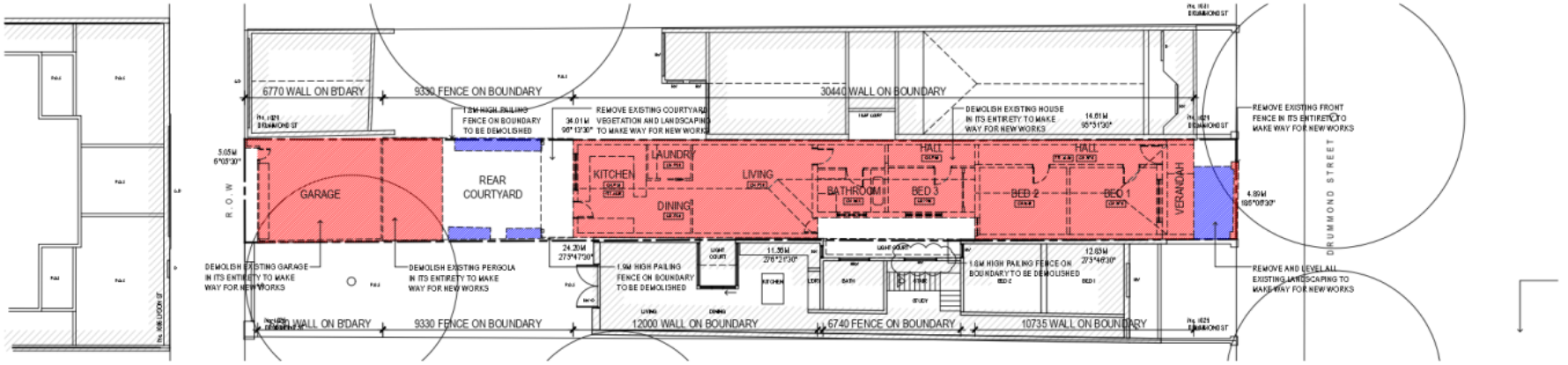
PROJECT
1027 DRUMMOND STREET, CARLTON NORTH

CLIENT
VIRTUS PROGRESSIO PTY LTD

DRAWING TITLE
PROPOSED SITE PLAN / DESIGN RESPONSE

SCALE	1:250_A3	DATE	18.03.20
		JOB NO.	19019
DRAWN	MM	DRW NO.	PL02
CHECK	HW	REV.	D

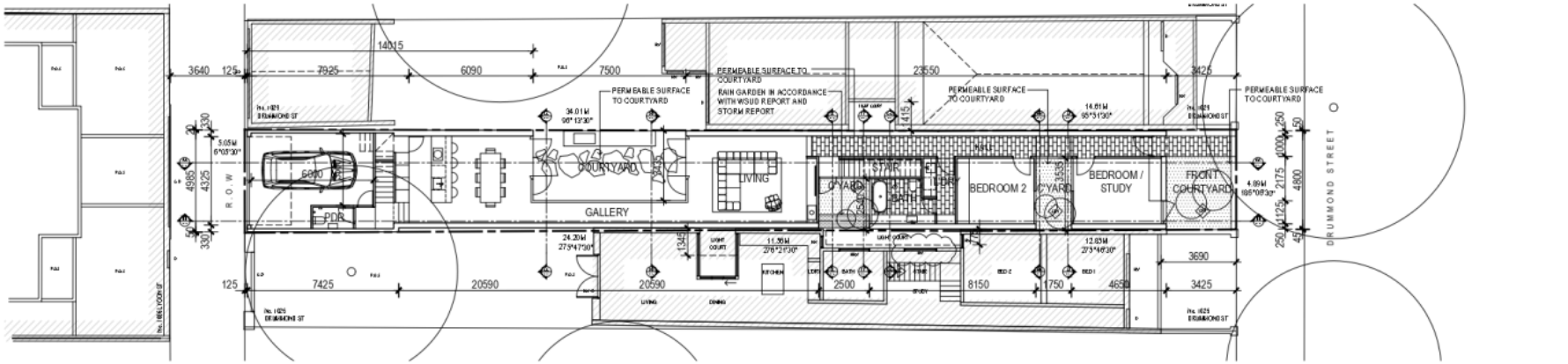
Attachment 6 - PLN20/0184 - 1027 Drummond Street Carlton North - S57A Plans



GROUND DEMOLITION PLAN

DEMOLITION LEGEND:

- EXISTING CONDITIONS DEMOLITION PLAN
- WALLS TO BE DEMOLISHED
- WINDOWS TO BE DEMOLISHED
- DOORS TO BE DEMOLISHED
- EXTENT OF DEMOLITION
- EXISTING PERMEABLE SURFACE



PROPOSED GROUND FLOOR PLAN

PRELIMINARY

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REVISION	DATE	DESCRIPTION
A	06.05.20	RESPONSE TO RFI
B	09.06.20	RESPONSE TO RFI
C	30.07.20	RESPONSE TO COUNCIL
D	26.08.20	PLANS TO NEIGHBOUR FOR COMMENT
E	22.09.20	GF H.W NOTED

PROJECT: **1027 DRUMMOND STREET, CARLTON NORTH**

CLIENT: VIRTUS PROGRESSIO PTY LTD

DRAWING TITLE: GROUND DEMOLITION AND PROPOSED GROUND FLOOR PLAN

SCALE	1:200_A3	DATE	18.03.20
		JOB NO.	19019
DRAWN	MM	DRW NO.	PL03
CHECK	HW	REV.	E

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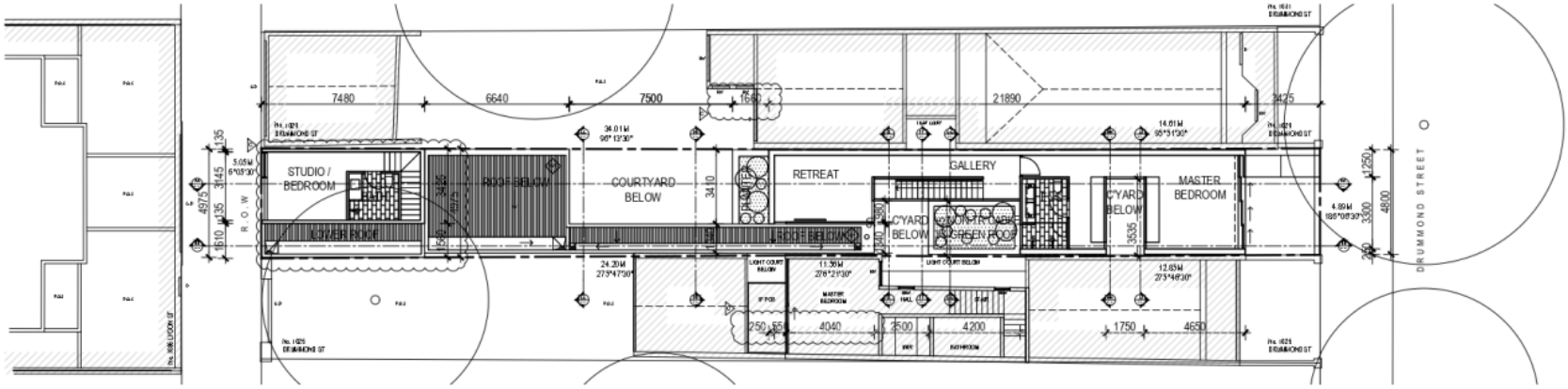
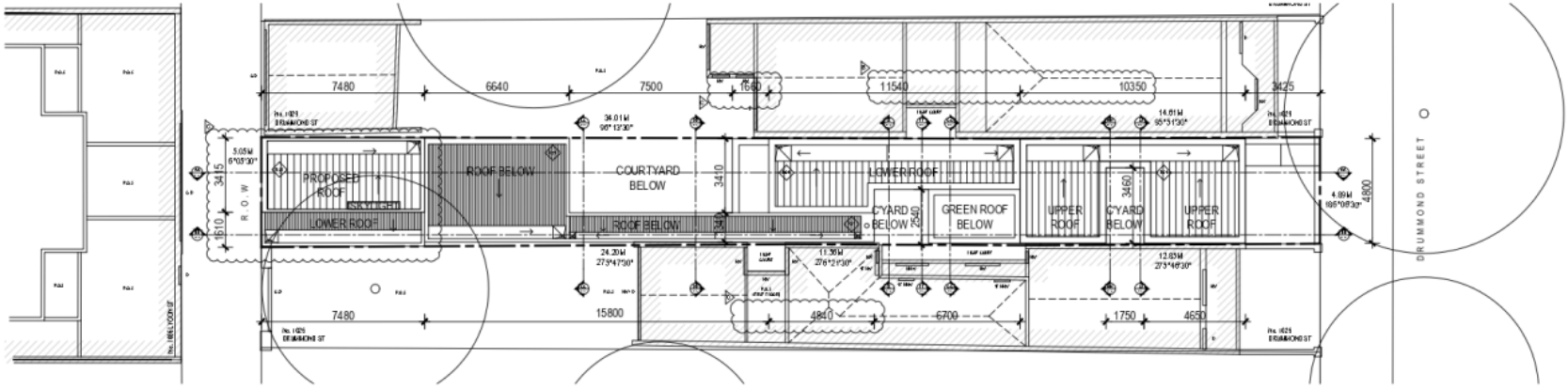


PROPOSED FIRST FLOOR PLAN



PROPOSED ROOF PLAN

PRELIMINARY

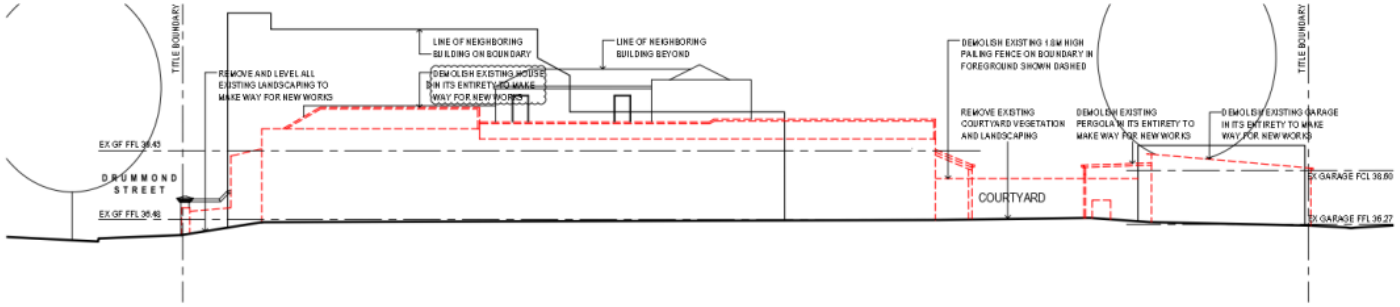
WELLARD.

REVISION	DATE	DESCRIPTION
A	06.05.20	RESPONSE TO RFI
B	28.07.20	RESPONSE TO COUNCIL
C	26.08.20	PLANS TO NEIGHBOUR FOR COMMENT

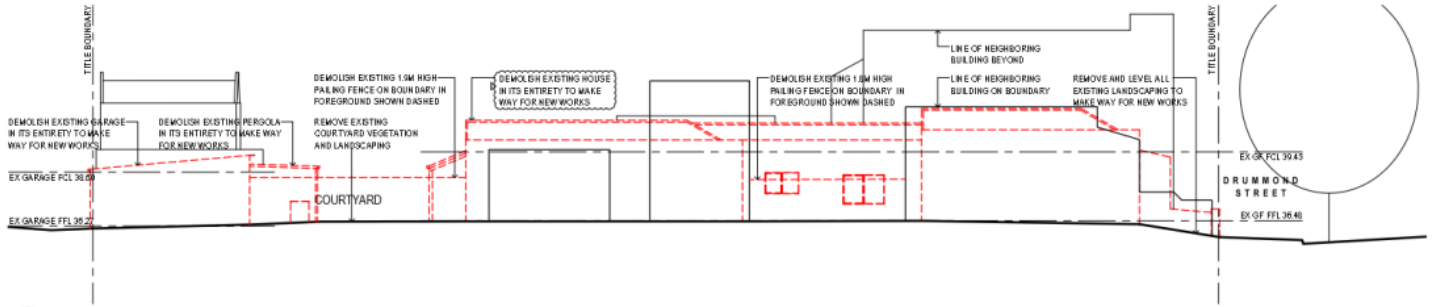
PROJECT: **1027 DRUMMOND STREET, CARLTON NORTH**
CLIENT: VIRTUS PROGRESSIO PTY LTD
DRAWING TITLE: PROPOSED FIRST FLOOR AND PROPOSED ROOF PLAN

SCALE	1:200_A3	DATE	18.03.20
		JOB NO.	19019
DRAWN	MM	DRW NO.	PL04
CHECK	HW	REV.	C

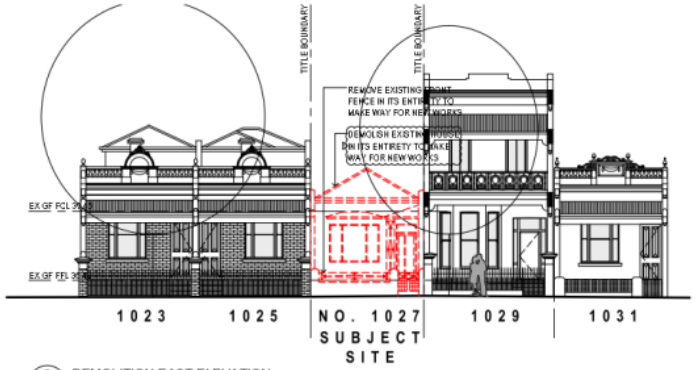
Attachment 6 - PLN20/0184 - 1027 Drummond Street Carlton North - S57A Plans



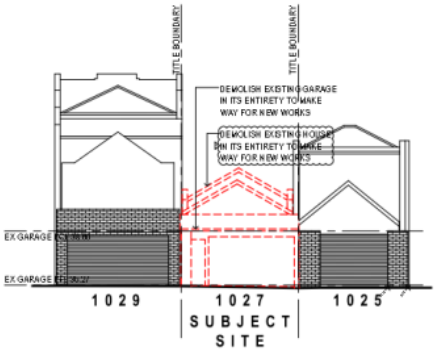
DEMOLITION NORTH ELEVATION



DEMOLITION SOUTH ELEVATION



DEMOLITION EAST ELEVATION



DEMOLITION WEST ELEVATION

FINISHES	FIN
XF01	EXISTING ROOF SHEETING
XF02	EXISTING RENDERED BRICKWORK
XF03	EXISTING GLAZING
XF04	EXISTING ROOF TILES
XF05	EXISTING PAINTED BRICKWORK
XF06	EXISTING METAL DOOR
CG1	SELECTED CLEAR GLAZING
CR1	SELECTED CRUSHED ROCK
OG1	SELECTED OPAQUE GLAZING
RE1	SELECTED SAND BASED RENDER
RS1	SELECTED ROOF SHEETING
SB1	SELECTED STEEL BLADES
TB1	SELECTED TIMBER BATTENS

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REVISION	DATE	DESCRIPTION
A	06.05.20	RESPONSE TO RFI

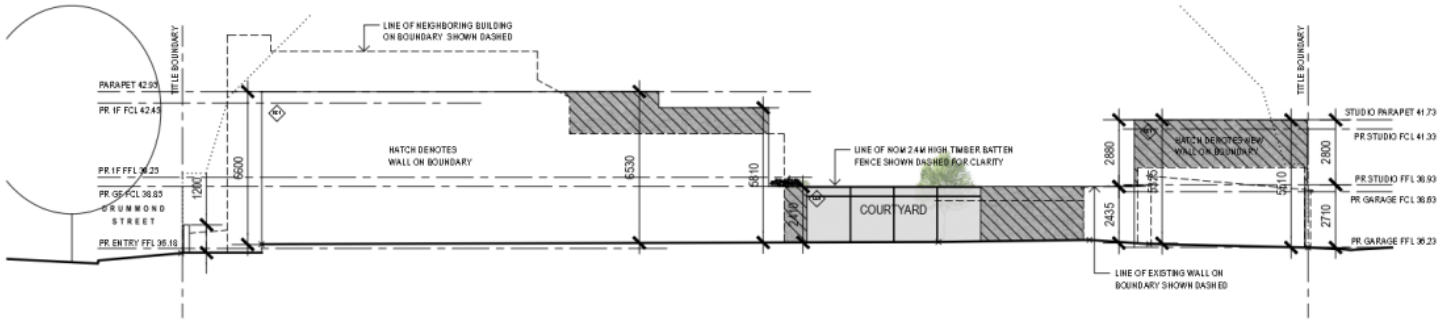
PROJECT
1027 DRUMMOND STREET, CARLTON NORTH

CLIENT
VIRTUS PROGRESSIO PTY LTD

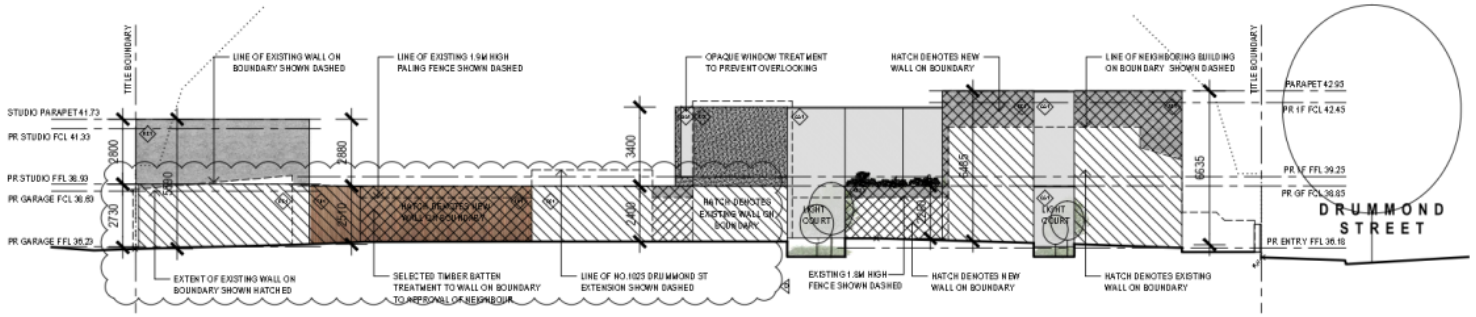
DRAWING TITLE
DEMOLITION ELEVATIONS

SCALE	1:200_A3	DATE	18.03.20
		JOB NO.	19019
DRAWN	MM	DRW NO.	PL05
CHECK	HW	REV.	A

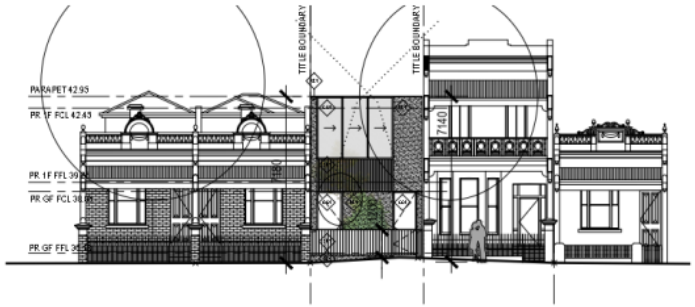
Attachment 6 - PLN20/0184 - 1027 Drummond Street Carlton North - S57A Plans



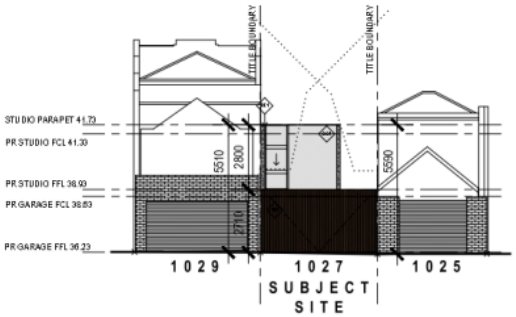
PROPOSED NORTH ELEVATION



PROPOSED SOUTH ELEVATION



PROPOSED EAST ELEVATION



PROPOSED WEST ELEVATION

FINISHES	
XF01	EXISTING ROOF SHEETING
XF02	EXISTING RENDERED BRICKWORK
XF03	EXISTING GLAZING
XF04	EXISTING ROOF TILES
XF05	EXISTING PAINTED BRICKWORK
XF06	EXISTING METAL DOOR
CG1	SELECTED CLEAR GLAZING
CR1	SELECTED CRUSHED ROCK
OG1	SELECTED OPAQUE GLAZING
RE1	SELECTED SAND BASED RENDER
RS1	SELECTED ROOF SHEETING
SB1	SELECTED STEEL BLADES
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REVISION	DATE	DESCRIPTION
A	06.05.20	RESPONSE TO RFI
B	31.07.20	SKETCH PLANS TO COUNCIL
C	26.08.20	PLANS TO NEIGHBOUR FOR COMMENT
D	22.09.20	TIMBER BATTEN TREATMENT TO BOUNDARY WALL

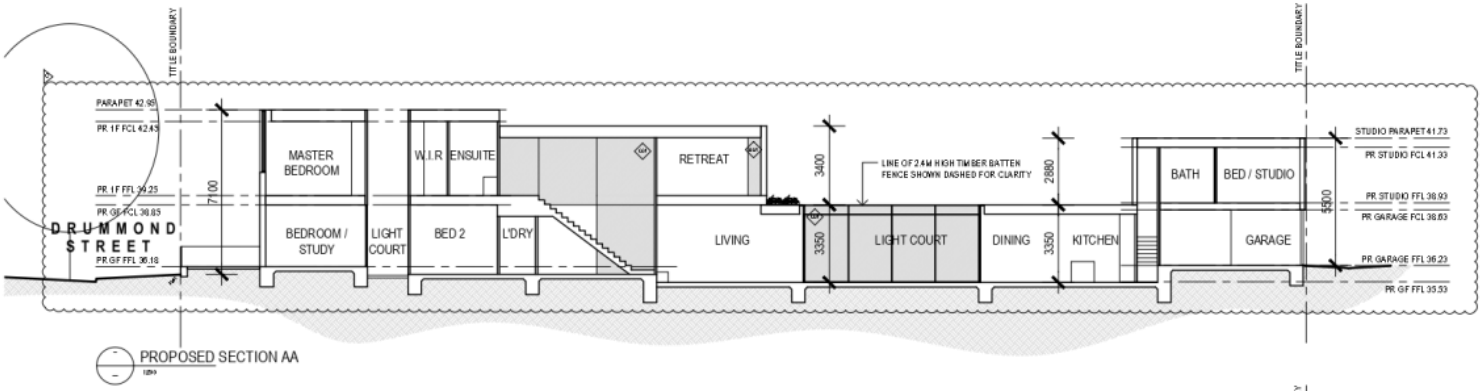
PROJECT
1027 DRUMMOND STREET, CARLTON NORTH

CLIENT
VIRTUS PROGRESSIO PTY LTD

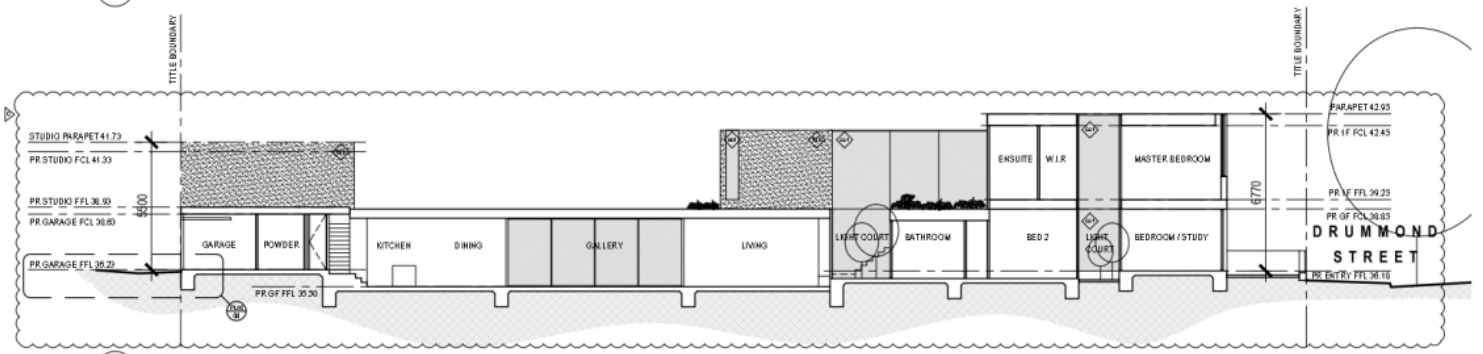
DRAWING TITLE
PROPOSED ELEVATIONS

SCALE	1:200_A3	DATE	18.03.20
		JOB NO.	19019
DRAWN	MM	DRW NO.	PL06
CHECK	HW	REV.	D

Attachment 6 - PLN20/0184 - 1027 Drummond Street Carlton North - S57A Plans



PROPOSED SECTION AA



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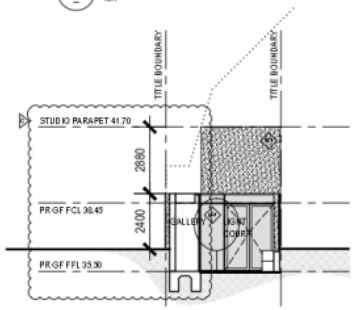

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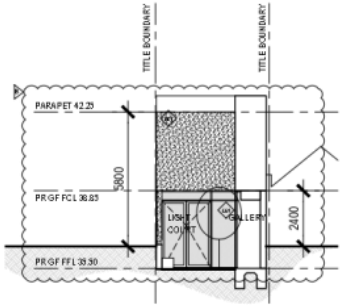
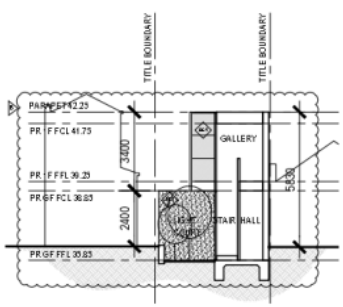
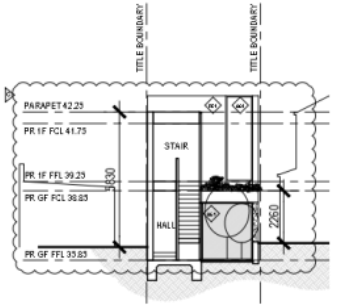


PROPOSED SECTION DD



PROPOSED SECTION EE



PROPOSED SECTION FF

FINISHES	FIN
XF01	EXISTING ROOF SHEETING
XF02	EXISTING RENDERED BRICKWORK
XF03	EXISTING GLAZING
XF04	EXISTING ROOF TILES
XF05	EXISTING PAINTED BRICKWORK
XF06	EXISTING METAL DOOR
CG1	SELECTED CLEAR GLAZING
CR1	SELECTED CRUSHED ROCK
OG1	SELECTED OPAQUE GLAZING
RE1	SELECTED SAND BASED RENDER
RS1	SELECTED ROOF SHEETING
SB1	SELECTED STEEL BLADES
TB1	SELECTED TIMBER BATTENS

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REVISION	DATE	DESCRIPTION
A	06.05.20	RESPONSE TO RFI
B	30.07.20	RESPONSE TO COUNCIL
C	26.08.20	PLANS TO NEIGHBOUR FOR COMMENT

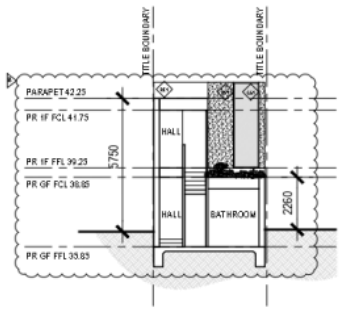
PROJECT
1027 DRUMMOND STREET, CARLTON NORTH

CLIENT
VIRTUS PROGRESSIO PTY LTD

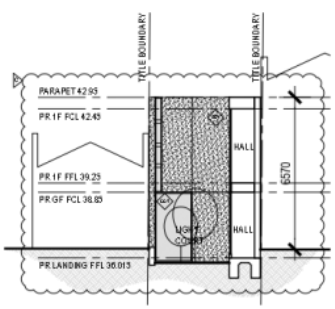
DRAWING TITLE
PROPOSED SECTION AA BB CC DD EE + FF

SCALE	1:200_A3	DATE	18.03.20
		JOB NO.	19019
DRAWN	MM	DRW NO.	PL07
CHECK	HW	REV.	C

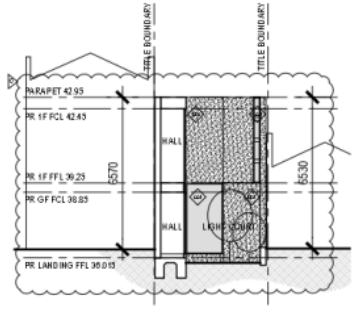
Attachment 6 - PLN20/0184 - 1027 Drummond Street Carlton North - S57A Plans



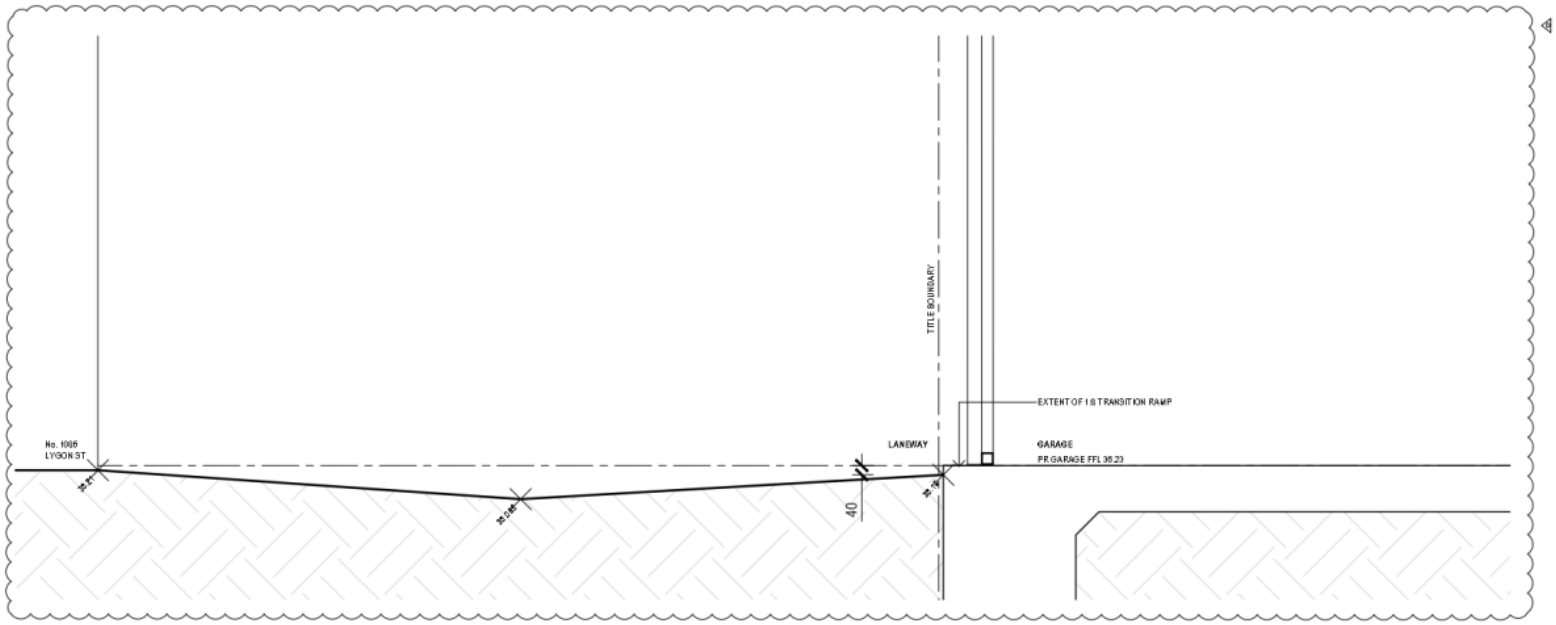
01 PROPOSED SECTION GG



02 PROPOSED SECTION HH



03 PROPOSED SECTION JJ



04 LANEWAY SECTION DETAIL

FINISHES	
XF01	EXISTING ROOF SHEETING
XF02	EXISTING RENDERED BRICKWORK
XF03	EXISTING GLAZING
XF04	EXISTING ROOF TILES
XF05	EXISTING PAINTED BRICKWORK
XF06	EXISTING METAL DOOR
CG1	SELECTED CLEAR GLAZING
CR1	SELECTED CRUSHED ROCK
OG1	SELECTED OPAQUE GLAZING
RE1	SELECTED SAND BASED RENDER
RS1	SELECTED ROOF SHEETING
SB1	SELECTED STEEL BLADES
TB1	SELECTED TIMBER BATTENS

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REVISION	DATE	DESCRIPTION
A	06.05.20	RESPONSE TO RFI
B	30.07.20	RESPONSE TO COUNCIL
C	26.08.20	PLANS TO NEIGHBOUR FOR COMMENT
D	21.10.20	REVISED GARAGE THRESHOLD

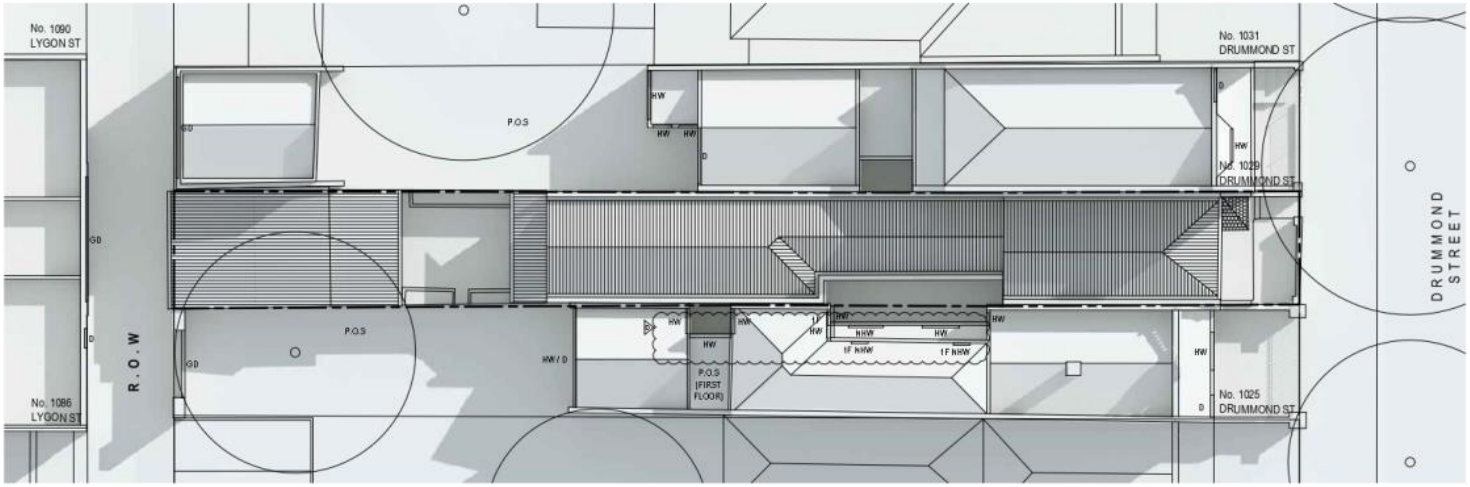
PROJECT
1027 DRUMMOND STREET, CARLTON NORTH

CLIENT
VIRTUS PROGRESSIO PTY LTD

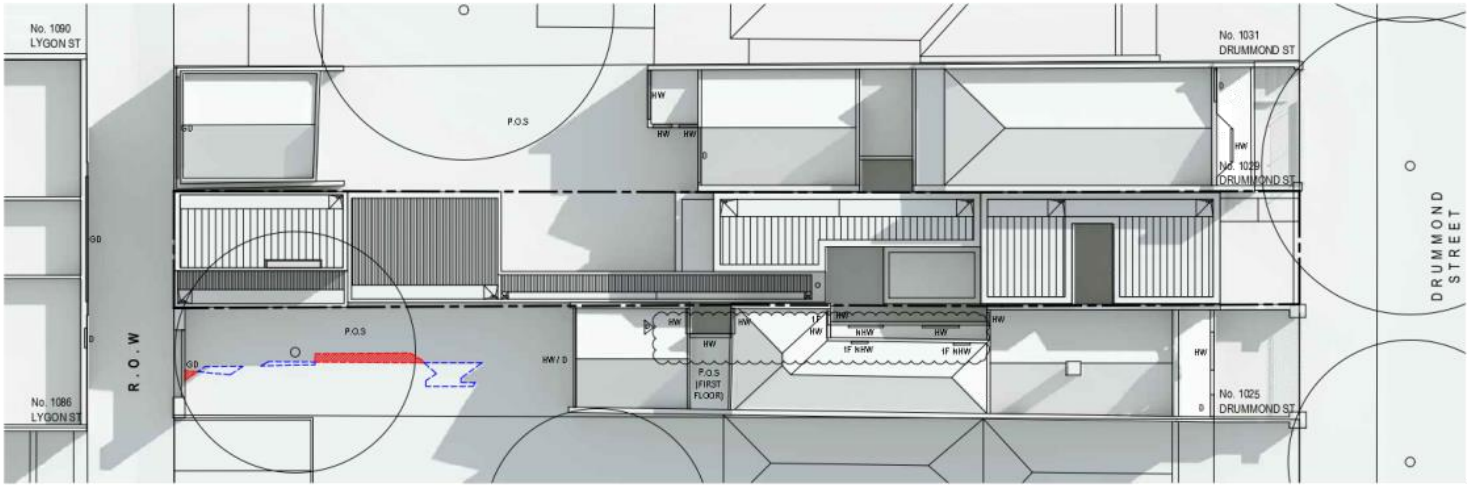
DRAWING TITLE
PROPOSED SECTIONS GG, HH + JJ

SCALE	VARIES	DATE	18.03.20
		JOB NO.	19019
DRAWN	MM	DRW NO.	PL08
CHECK	HW	REV.	D

Attachment 6 - PLN20/0184 - 1027 Drummond Street Carlton North - S57A Plans



EXISTING SHADOWS - 9AM SEPTEMBER 22ND



PROPOSED SHADOWS - 9AM SEPTMEBER 22ND

1025 DRUMMOND STREET
PRIVATE OPEN SPACE: 84.37m2
AMOUNT OF EXISTING SUNLIGHT TO P.O.S: 26.42m2 (31.3%)
AMOUNT OF PROPOSED SUNLIGHT TO P.O.S: 27.21m2 (32.3%)
ADDITIONAL SHADOW: 1.84m2
ADDITIONAL SUNLIGHT: 2.58m2

PREVIOUSLY ADVERTISED 1025 DRUMMOND STREET
AMOUNT OF PROPOSED SUNLIGHT TO P.O.S: 20.55m2 (24.4%)
ADDITIONAL SHADOW: 6.96m2
ADDITIONAL SUNLIGHT: 1.07m2

PROPOSED OVERSHADOWING
ADDITIONAL SUNLIGHT

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REVISION	DATE	DESCRIPTION
A	06.05.20	RESPONSE TO RFI
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C	26.08.20	PLANS TO NEIGHBOUR FOR COMMENT
D	22.09.20	GF ROW NOTED

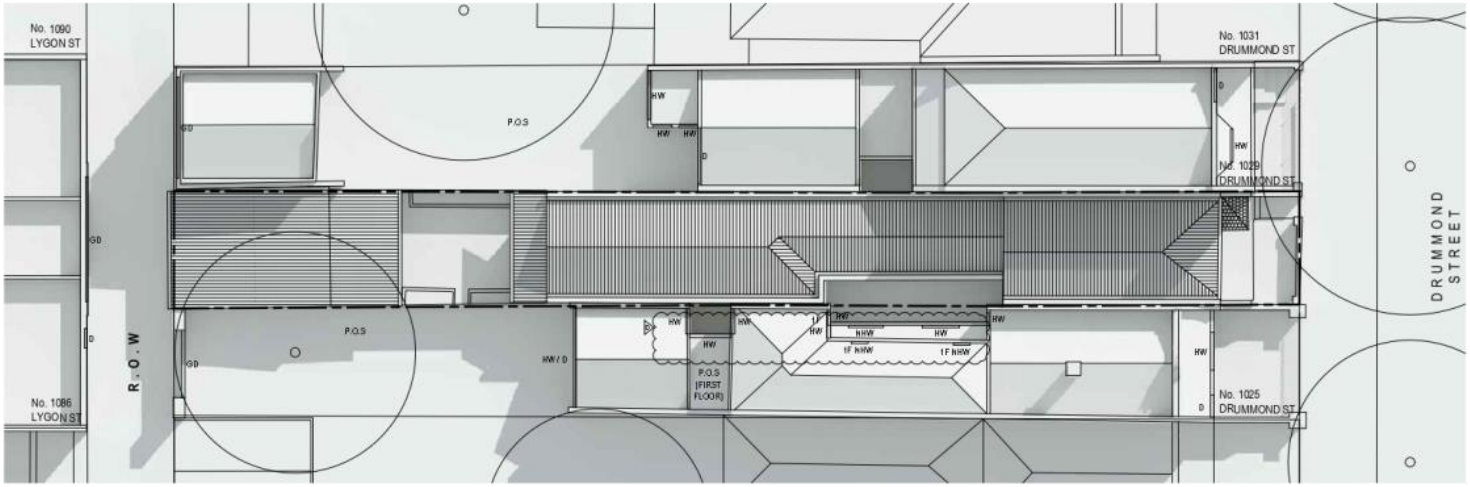
PROJECT
1027 DRUMMOND STREET, CARLTON NORTH

CLIENT
VIRTUS PROGRESSIO PTY LTD

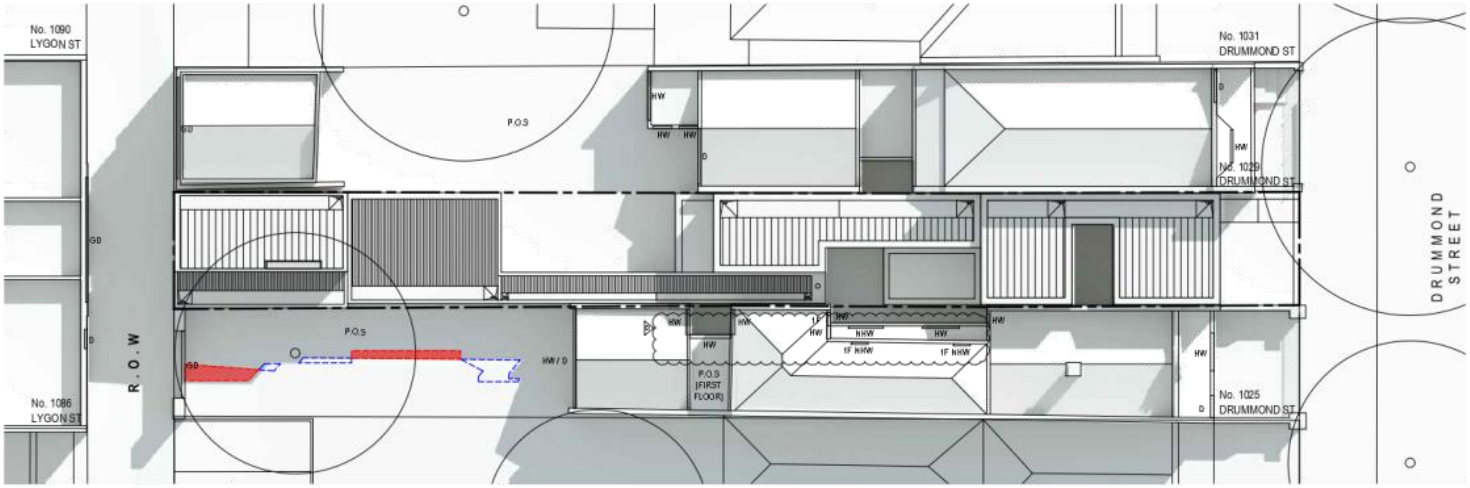
DRAWING TITLE
EXISTING AND PROPOSED SHADOWS 9AM

SCALE	1:200_A3	DATE	18.03.20
		JOB NO.	19019
DRAWN	MM	DRW NO.	PL09
CHECK	HW	REV.	D

Attachment 6 - PLN20/0184 - 1027 Drummond Street Carlton North - S57A Plans



EXISTING SHADOWS - 10AM SEPTEMBER 22ND



PROPOSED SHADOWS - 10AM SEPTMEBER 22ND

1025 DRUMMOND STREET
PRIVATE OPEN SPACE: 84.37m2
AMOUNT OF EXISTING SUNLIGHT TO P.O.S: 33.44m2 (39.6%)
AMOUNT OF PROPOSED SUNLIGHT TO P.O.S: 32.05m2 (37.99%)
ADDITIONAL SHADOW: 3.42m2
ADDITIONAL SUNLIGHT: 2.23m2

PREVIOUSLY ADVERTISED 1025 DRUMMOND STREET
AMOUNT OF PROPOSED SUNLIGHT TO P.O.S: 22.38m2 (26.5%)
ADDITIONAL SHADOW: 11.97m2
ADDITIONAL SUNLIGHT: 0.83m2

PROPOSED OVERSHADOWING
ADDITIONAL SUNLIGHT

PRELIMINARY

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REVISION	DATE	DESCRIPTION
A	06.05.20	RESPONSE TO RFI
B	30.07.20	RESPONSE TO COUNCIL
C	26.08.20	PLANS TO NEIGHBOUR FOR COMMENT
D	22.09.20	GF ROW NOTED

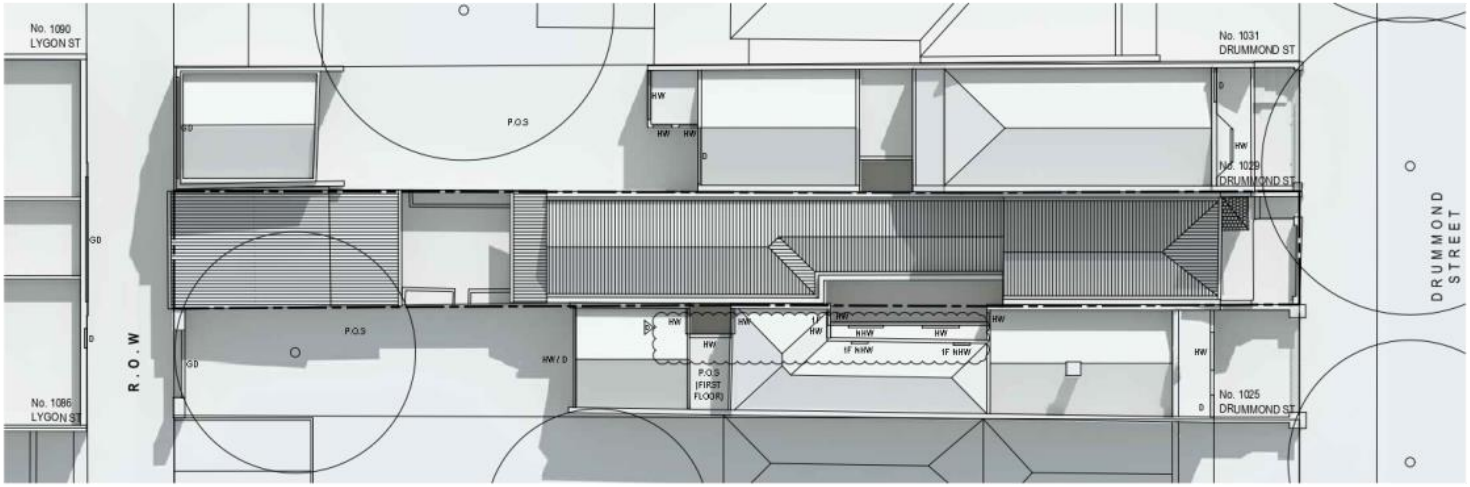
PROJECT
1027 DRUMMOND STREET, CARLTON NORTH

CLIENT
VIRTUS PROGRESSIO PTY LTD

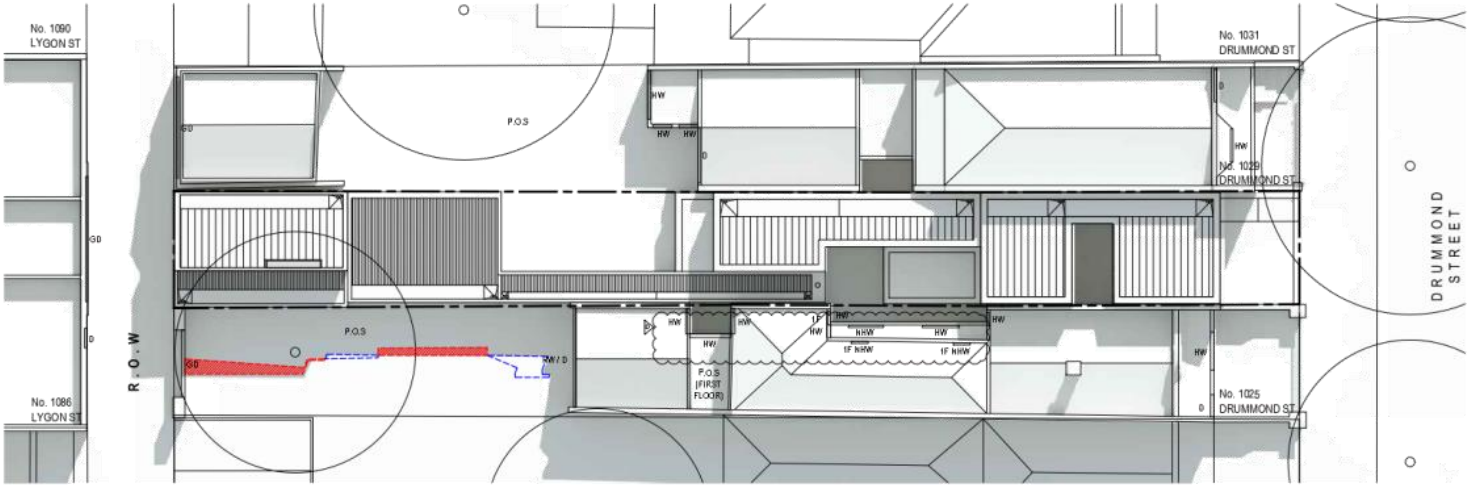
DRAWING TITLE
EXISTING AND PROPOSED SHADOWS 10AM

SCALE	1:200_A3	DATE	18.03.20
		JOB NO.	19019
DRAWN	MM	DRW NO.	PL10
CHECK	HW	REV.	D

Attachment 6 - PLN20/0184 - 1027 Drummond Street Carlton North - S57A Plans



EXISTING SHADOWS - 11AM SEPTEMBER 22ND



PROPOSED SHADOWS - 11AM SEPTMEBER 22ND

1025 DRUMMOND STREET
PRIVATE OPEN SPACE: 84.37m2
AMOUNT OF EXISTING SUNLIGHT TO P.O.S: 41.47m2 (49.2%)
AMOUNT OF PROPOSED SUNLIGHT TO P.O.S: 36.24m2 (42.95%)
ADDITIONAL SHADOW: 3.98m2
ADDITIONAL SUNLIGHT: 1.80m2

PREVIOUSLY ADVERTISED 1025 DRUMMOND STREET
AMOUNT OF PROPOSED SUNLIGHT TO P.O.S: 26.19m2 (31.0%)
ADDITIONAL SHADOW: 16.05m2
ADDITIONAL SUNLIGHT: 0.75m2

PROPOSED OVERSHADOWING
ADDITIONAL SUNLIGHT

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D	22.09.20	GF ROW NOTED

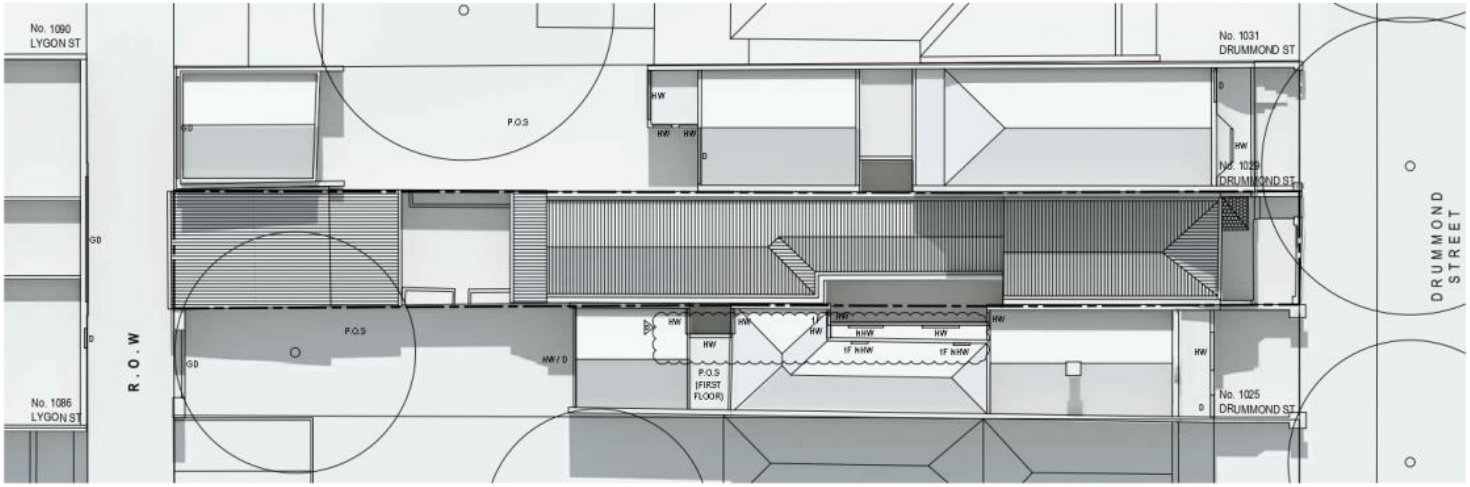
PROJECT
1027 DRUMMOND STREET, CARLTON NORTH

CLIENT
VIRTUS PROGRESSIO PTY LTD

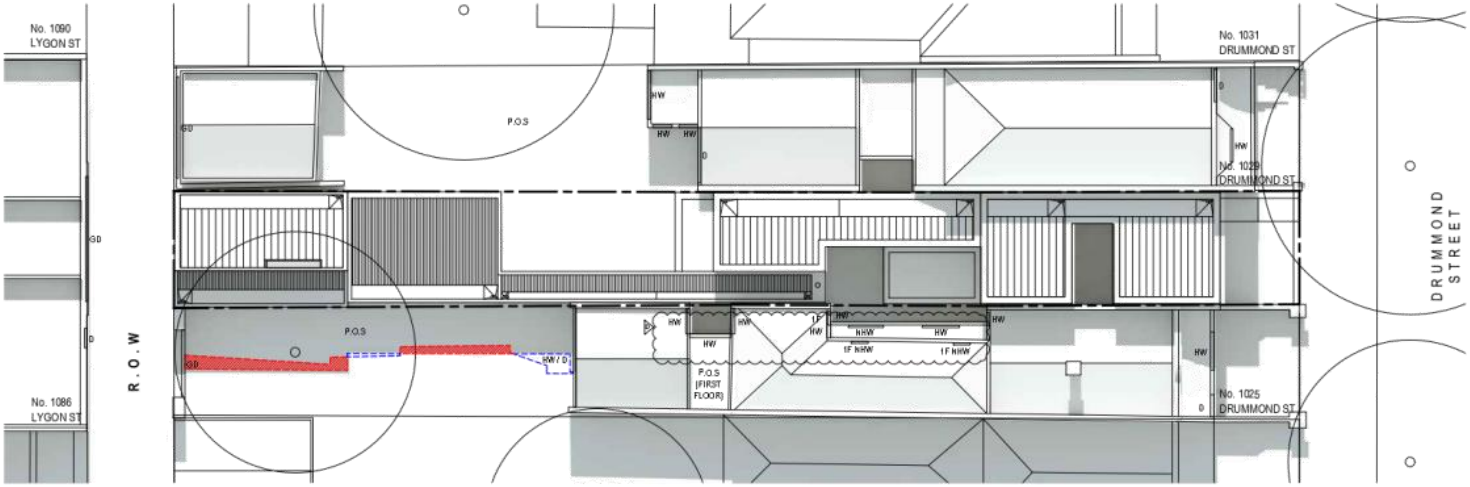
DRAWING TITLE
EXISTING AND PROPOSED SHADOWS 11AM

SCALE	1:200_A3	DATE	18.03.20
		JOB NO.	19019
DRAWN	MM	DRW NO.	PL11
CHECK	HW	REV.	D

Attachment 6 - PLN20/0184 - 1027 Drummond Street Carlton North - S57A Plans



EXISTING SHADOWS - 12PM SEPTEMBER 22ND



PROPOSED SHADOWS - 12PM SEPTMEBER 22ND

1025 DRUMMOND STREET
PRIVATE OPEN SPACE: 84.37m2
AMOUNT OF EXISTING SUNLIGHT TO P.O.S: 48.69m2 (57.7%)
AMOUNT OF PROPOSED SUNLIGHT TO P.O.S: 40.05m2 (47.47%)
ADDITIONAL SHADOW: 4.62m2
ADDITIONAL SUNLIGHT: 1.49m2

PREVIOUSLY 1025 DRUMMOND STREET
AMOUNT OF PROPOSED SUNLIGHT TO P.O.S: 30.40m2 (36.0%)
ADDITIONAL SHADOW: 18.86m2
ADDITIONAL SUNLIGHT: 0.60m2

PROPOSED OVERSHADOWING
ADDITIONAL SUNLIGHT

PRELIMINARY

WELLARD.

REVISION	DATE	DESCRIPTION
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D	22.09.20	GF ROY NOTED

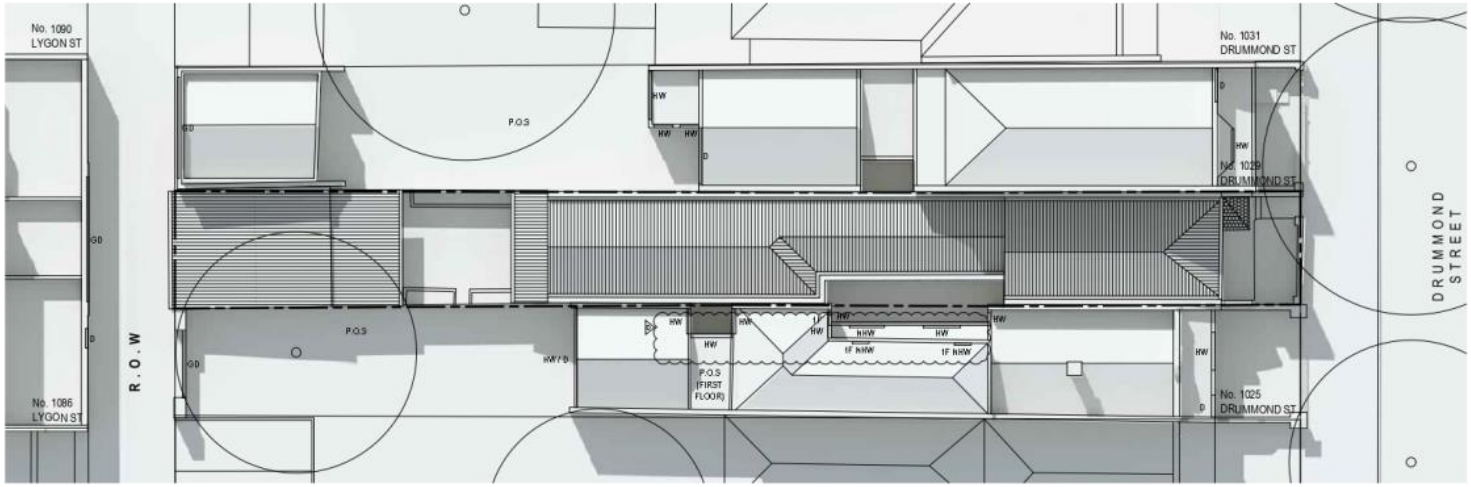
PROJECT
1027 DRUMMOND STREET, CARLTON NORTH

CLIENT
VIRTUS PROGRESSIO PTY LTD

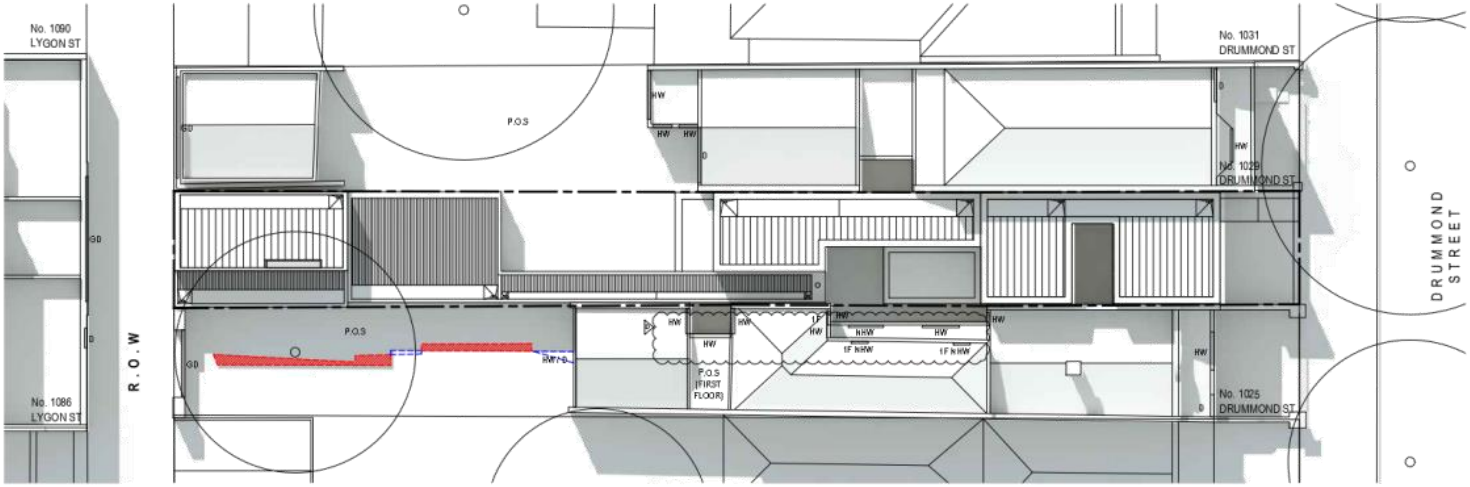
DRAWING TITLE
EXISTING AND PROPOSED SHADOWS 12PM

SCALE	1:200_A3	DATE	18.03.20
		JOB NO.	19019
DRAWN	MM	DRW NO.	PL12
CHECK	HW	REV.	D

Attachment 6 - PLN20/0184 - 1027 Drummond Street Carlton North - S57A Plans



EXISTING SHADOWS - 1PM SEPTEMBER 22ND



PROPOSED SHADOWS - 1PM SEPTMEBER 22ND

1025 DRUMMOND STREET
PRIVATE OPEN SPACE: 84.37m2
AMOUNT OF EXISTING SUNLIGHT TO P.O.S: 48.67m2 (57.7%)
AMOUNT OF PROPOSED SUNLIGHT TO P.O.S: 40.52m2 (48.03%)
ADDITIONAL SHADOW: 3.85m2
ADDITIONAL SUNLIGHT: 0.64m2

PREVIOUSLY ADVERTISED 1025 DRUMMOND STREET
AMOUNT OF PROPOSED SUNLIGHT TO P.O.S: 29.25m2 (34.7%)
ADDITIONAL SHADOW: 19.53m2
ADDITIONAL SUNLIGHT: 0.07m2

PROPOSED OVERSHADOWING
ADDITIONAL SUNLIGHT

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PROJECT
1027 DRUMMOND STREET, CARLTON NORTH

CLIENT
VIRTUS PROGRESSIO PTY LTD

DRAWING TITLE
EXISTING AND PROPOSED SHADOWS 1PM

SCALE	1:200_A3	DATE	18.03.20
		JOB NO.	19019
DRAWN	MM	DRW NO.	PL13
CHECK	HW	REV.	D

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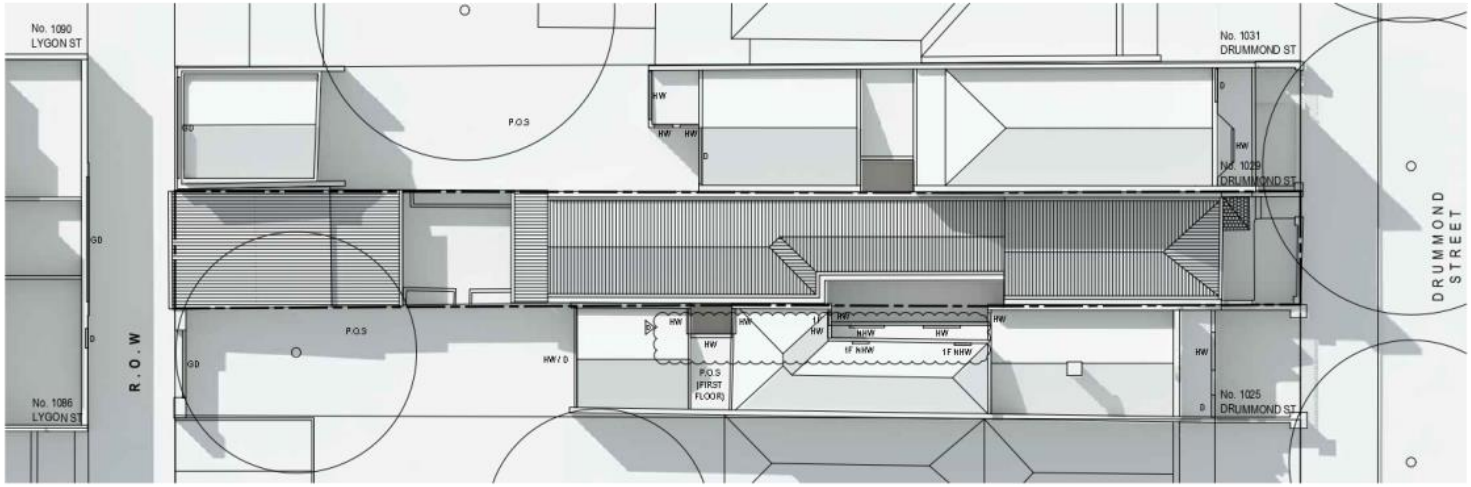
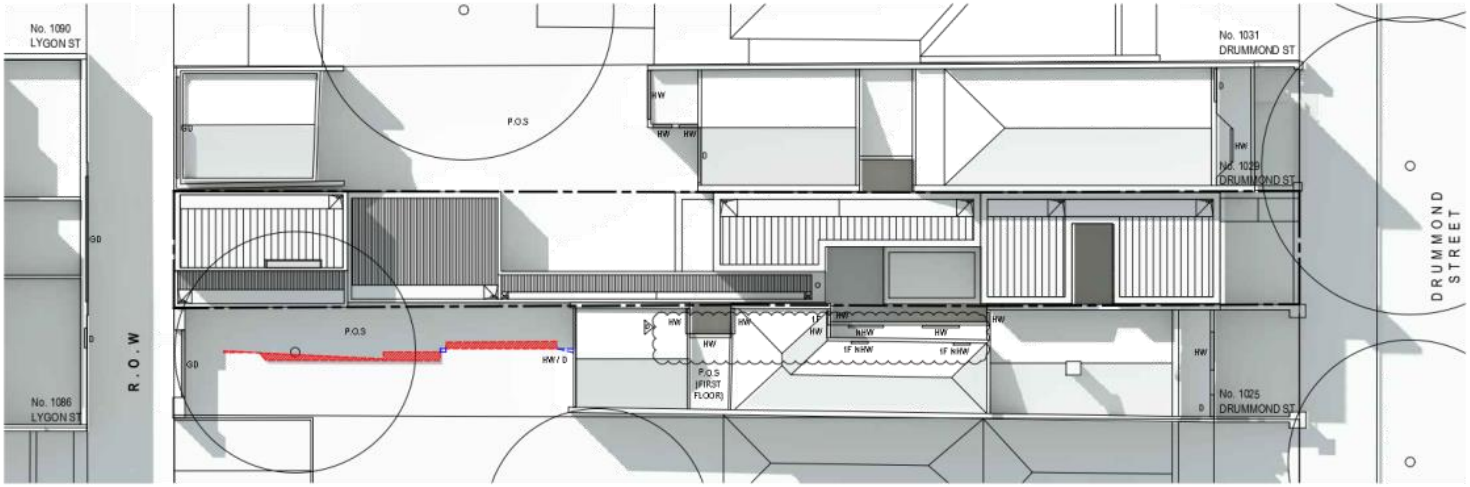


EXISTING SHADOWS - 2PM SEPTEMBER 22ND



PROPOSED SHADOWS - 2PM SEPTMEBER 22ND

1025 DRUMMOND STREET
PRIVATE OPEN SPACE: 84.37m2
AMOUNT OF EXISTING SUNLIGHT TO P.O.S: 47.66m2 (56.5%)
AMOUNT OF PROPOSED SUNLIGHT TO P.O.S: 40.20m2 (47.65%)
ADDITIONAL SHADOW: 3.30m2
ADDITIONAL SUNLIGHT: 0.08m2

PREVIOUSLY ADVERTISED 1025 DRUMMOND STREET
AMOUNT OF PROPOSED SUNLIGHT TO P.O.S: 28.06m2 (33.3%)
ADDITIONAL SHADOW: 19.68m2

PROPOSED OVERSHADOWING
ADDITIONAL SUNLIGHT

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D	22.09.20	GF ROW NOTED

PROJECT
1027 DRUMMOND STREET, CARLTON NORTH

CLIENT
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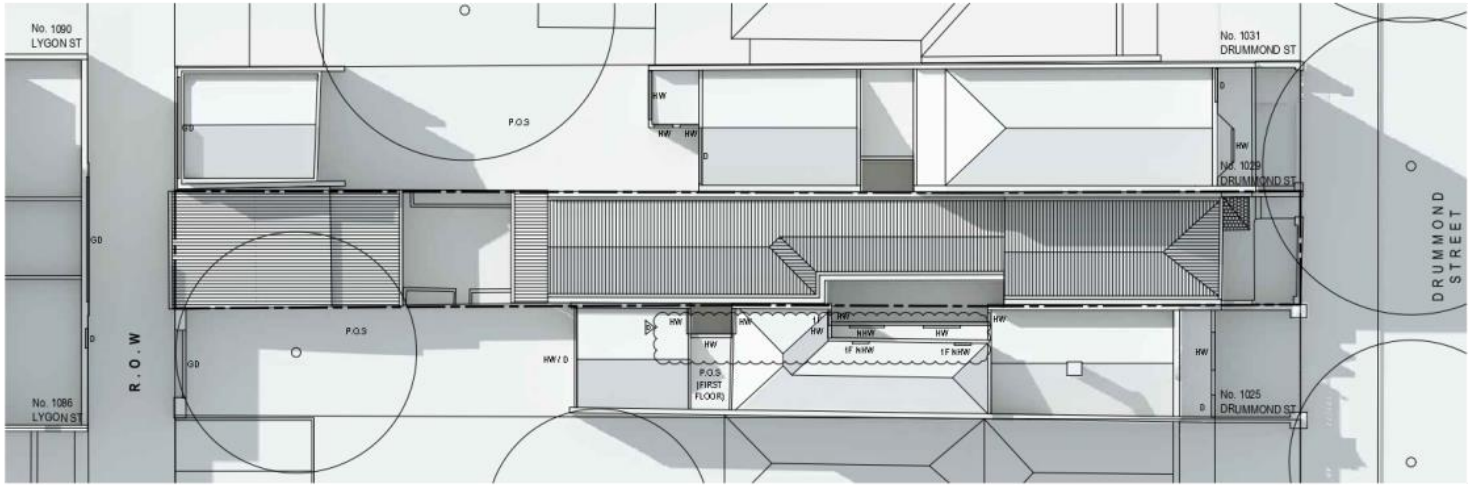
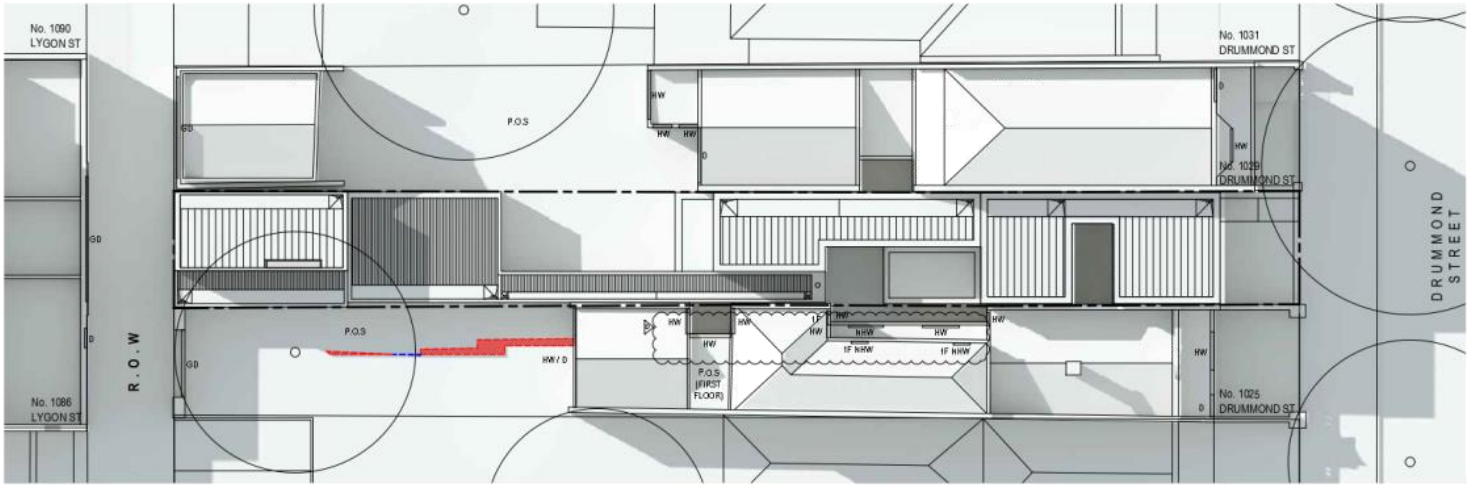
DRAWING TITLE
EXISTING AND PROPOSED SHADOWS 2PM

SCALE	1:200_A3	DATE	18.03.20
		JOB NO.	19019
DRAWN	MM	DRW NO.	PL14
CHECK	HW	REV.	D

Attachment 6 - PLN20/0184 - 1027 Drummond Street Carlton North - S57A Plans



EXISTING SHADOWS - 3PM SEPTEMBER 22ND



PROPOSED SHADOWS - 3PM SEPTMEBER 22ND

1025 DRUMMOND STREET
PRIVATE OPEN SPACE: 84.37m2
AMOUNT OF EXISTING SUNLIGHT TO P.O.S: 43.97m2 (52.1%)
AMOUNT OF PROPOSED SUNLIGHT TO P.O.S: 38.18m2 (45.25%)
ADDITIONAL SHADOW: 2.36m2

PREVIOUSLY ADVERTISED 1025 DRUMMOND STREET
AMOUNT OF PROPOSED SUNLIGHT TO P.O.S: 24.65m2 (29.2%)
ADDITIONAL SHADOW: 19.38m2

PROPOSED OVERSHADOWING
ADDITIONAL SUNLIGHT

PRELIMINARY

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REVISION	DATE	DESCRIPTION
A	06.05.20	RESPONSE TO RFI
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D	22.09.20	GF ROW NOTED

PROJECT
1027 DRUMMOND STREET, CARLTON NORTH

CLIENT
VIRTUS PROGRESSIO PTY LTD

DRAWING TITLE
EXISTING AND PROPOSED SHADOWS 3PM

SCALE	1:200_A3	DATE	18.03.20
		JOB NO.	19019
DRAWN	MM	DRW NO.	PL15
CHECK	HW	REV.	D

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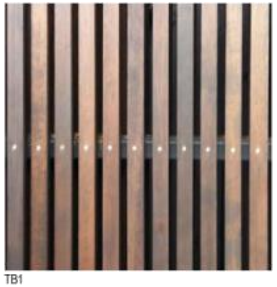
CR1
SELECTED CRUSHED ROCK

CG1
SELECTED CLEAR GLAZING

OG1
SELECTED OPAQUE GLAZING

RE1
SELECTED SAND BASED RENDER FINISH

SB1
SELECTED STEEL BLADES



TB1
SELECTED TIMBER BATTENS

MATERIAL SCHEDULE

FINISHES	FIN
XF01	EXISTING ROOF SHEETING
XF02	EXISTING RENDERED BRICKWORK
XF03	EXISTING GLAZING
XF04	EXISTING ROOF TILES
XF05	EXISTING PAINTED BRICKWORK
XF06	EXISTING METAL DOOR
CG1	SELECTED CLEAR GLAZING
CR1	SELECTED CRUSHED ROCK
OG1	SELECTED OPAQUE GLAZING
RE1	SELECTED SAND BASED RENDER
RS1	SELECTED ROOF SHEETING
SB1	SELECTED STEEL BLADES
TB1	SELECTED TIMBER BATTENS

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REVISION	DATE	DESCRIPTION
A	06.05.20	RESPONSE TO RFI

PROJECT
1027 DRUMMOND STREET, CARLTON NORTH

CLIENT
VIRTUS PROGRESSIO PTY LTD

DRAWING TITLE
MATERIALS SCHEDULE

SCALE	NTS	DATE	18.03.20
		JOB NO.	19019
DRAWN	MM	DRW NO.	PL16
CHECK	HW	REV.	A

Attachment 6 - PLN20/0184 - 1027 Drummond Street Carlton North - S57A Plans

EXTERNAL - 01
DRUMMOND STREET PERSPECTIVE

EXTERNAL - 02
DRUMMOND STREET PERSPECTIVE

EXTERNAL - 03
DRUMMOND STREET - WINDOWS CLOSED

EXTERNAL - 04
DRUMMOND STREET - WINDOWS OPEN

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REVISION	DATE	DESCRIPTION
A	06.05.20	RESPONSE TO RFI
B	23.09.20	HERITAGE UPDATES

PROJECT
1027 DRUMMOND STREET, CARLTON NORTH

CLIENT
VIRTUS PROGRESSIO PTY LTD

DRAWING TITLE
ARTIST IMPRESSIONS

SCALE	NTS	DATE	18.03.20
		JOB NO.	19019
DRAWN	MM	DRW NO.	PL17
CHECK	HW	REV.	B

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EXTERNAL - 01
REAR LANEWAY PERSPECTIVE

INTERNAL - 01
HALLWAY COURTYARD PERSPECTIVE

INTERNAL - 02
CENTRAL COURTYARD PERSPECTIVE

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REVISION	DATE	DESCRIPTION
A	06.05.20	RESPONSE TO RFI
B	23.09.20	REVISED LANEWAY IMAGE

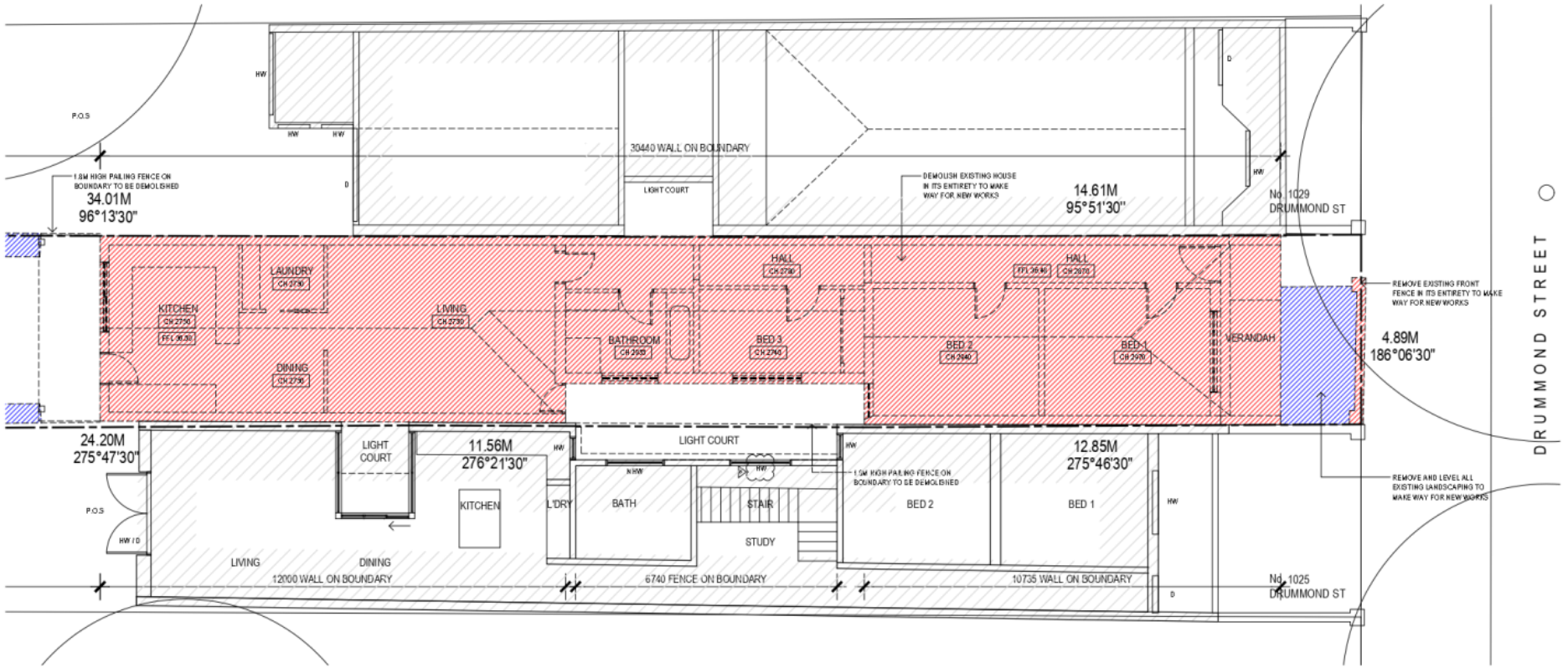
PROJECT
1027 DRUMMOND STREET, CARLTON NORTH

CLIENT
VIRTUS PROGRESSIO PTY LTD

DRAWING TITLE
ARTIST IMPRESSIONS

SCALE	NTS	DATE	18.03.20
		JOB NO.	19019
DRAWN	MM	DRW NO.	PL18
CHECK	HW	REV.	B

Attachment 6 - PLN20/0184 - 1027 Drummond Street Carlton North - S57A Plans



GROUND DEMOLITION PLAN

DEMOLITION LEGEND:

- EXISTING CONDITIONS DEMOLITION PLAN
- WALLS TO BE DEMOLISHED
- WINDOWS TO BE DEMOLISHED
- DOORS TO BE DEMOLISHED
- EXTENT OF DEMOLITION
- EXISTING PERMEABLE SURFACE

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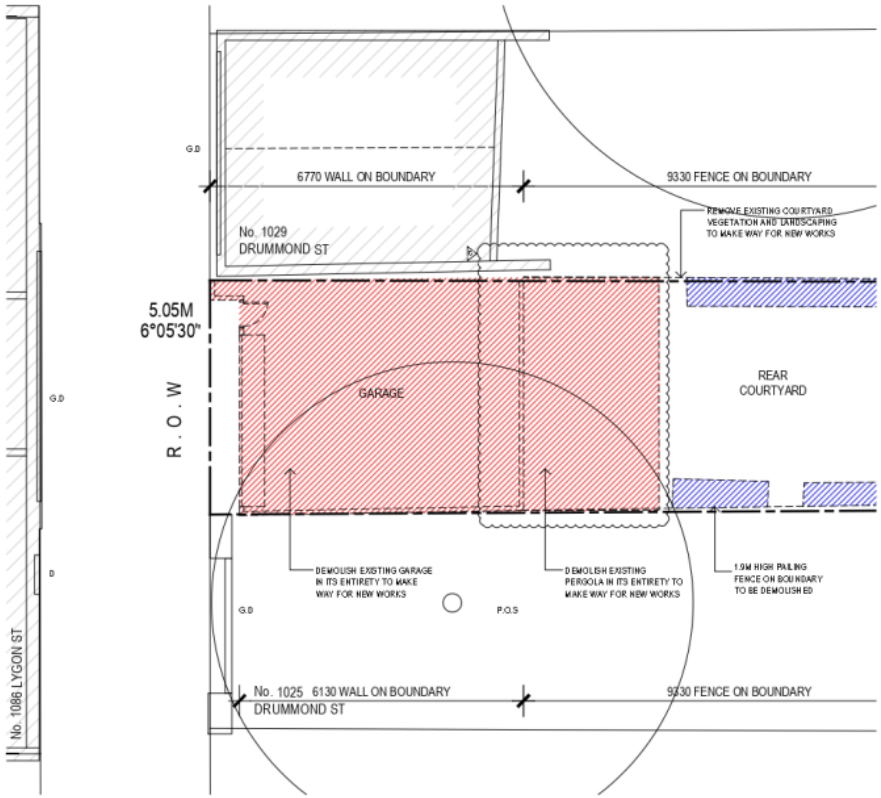
PROJECT
1027 DRUMMOND STREET, CARLTON NORTH

CLIENT
VIRTUS PROGRESSIO PTY LTD

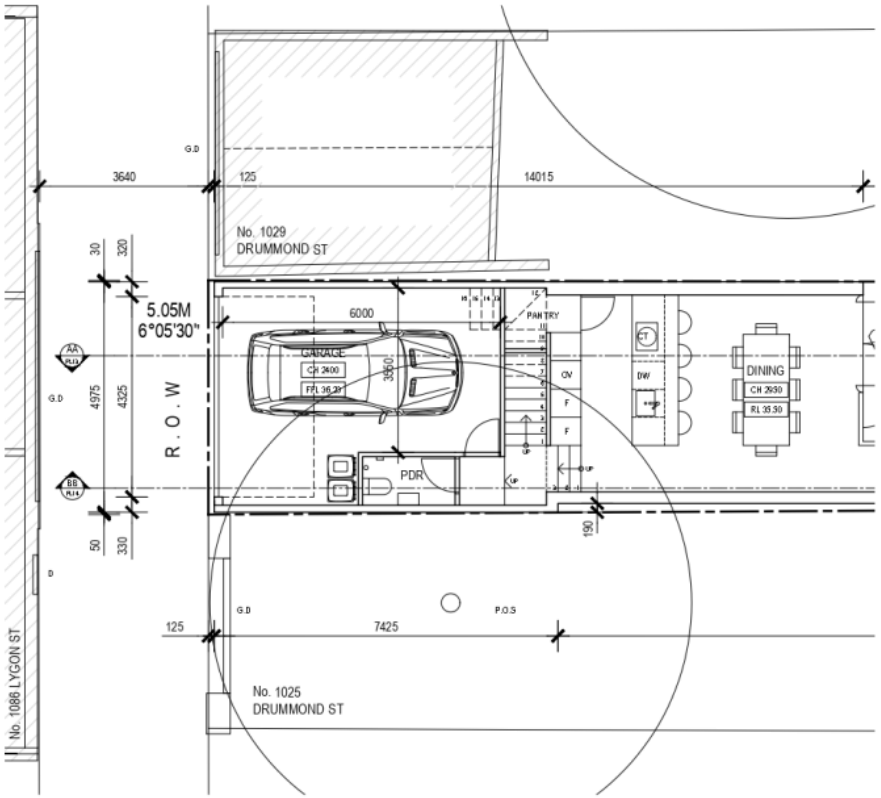
DRAWING TITLE
GROUND DEMOLITION PLAN

SCALE	1:100_A3	DATE	18.03.20
		JOB NO.	19019
DRAWN	MM	DRW NO.	PL19
CHECK	HW	REV.	B

Attachment 6 - PLN20/0184 - 1027 Drummond Street Carlton North - S57A Plans



GARAGE DEMOLITION PLAN



PROPOSED GARAGE PLAN

DEMOLITION LEGEND:

- EXISTING CONDITIONS DEMOLITION PLAN
- WALLS TO BE DEMOLISHED
- WINDOWS TO BE DEMOLISHED
- DOORS TO BE DEMOLISHED
- EXTENT OF DEMOLITION
- EXISTING PERMEABLE SURFACE

PRELIMINARY

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D	26.08.20	PLANS TO NEIGHBOUR FOR COMMENT

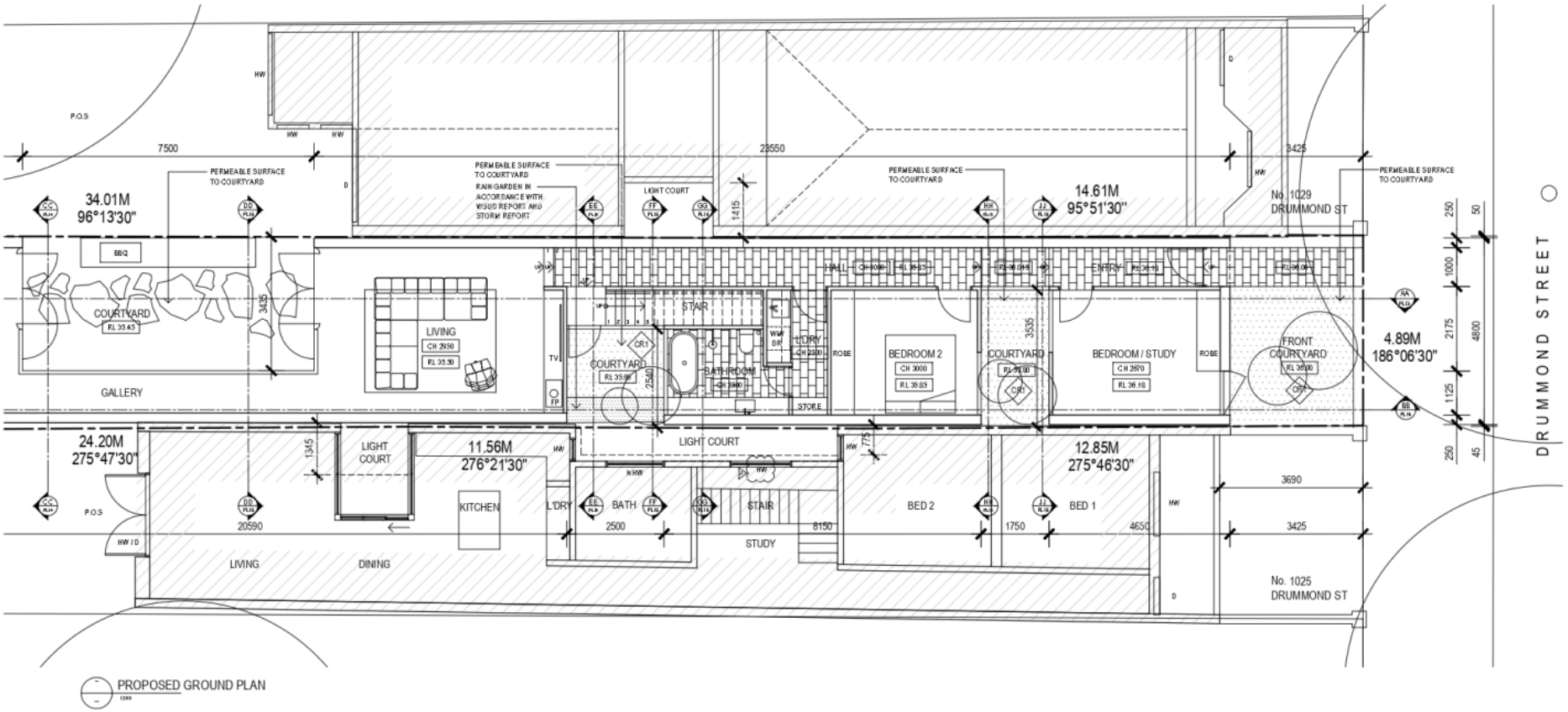
PROJECT
1027 DRUMMOND STREET, CARLTON NORTH

CLIENT
VIRTUS PROGRESSIO PTY LTD

DRAWING TITLE
GARAGE DEMOLITION AND PROPOSED PLAN

SCALE	1:100_A3	DATE	18.03.20
		JOB NO.	19019
DRAWN	MM	DRW NO.	PL20
CHECK	HW	REV.	D

Attachment 6 - PLN20/0184 - 1027 Drummond Street Carlton North - S57A Plans



PRELIMINARY

WELLARD.

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PROJECT
1027 DRUMMOND STREET, CARLTON NORTH

CLIENT
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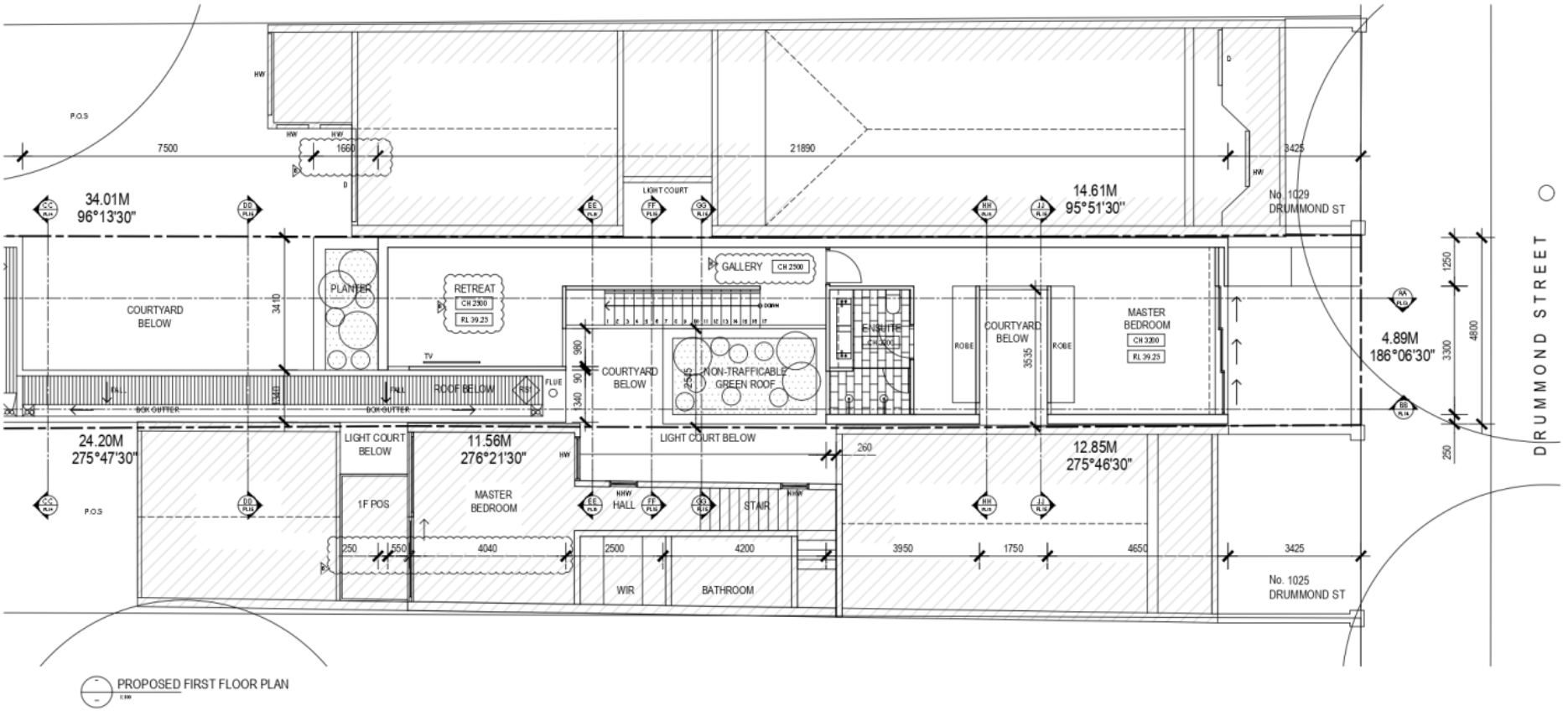
DRAWING TITLE
PROPOSED GROUND FLOOR PLAN

SCALE	1:100_A3	DATE	18.03.20
		JOB NO.	19019
DRAWN	MM	DRW NO.	PL21
CHECK	HW	REV.	D

Attachment 6 - PLN20/0184 - 1027 Drummond Street Carlton North - S57A Plans



PRELIMINARY

WELLARD.

REVISION	DATE	DESCRIPTION
A	06.05.20	RESPONSE TO RFI
B	26.08.20	PLANS TO NEIGHBOUR FOR COMMENT

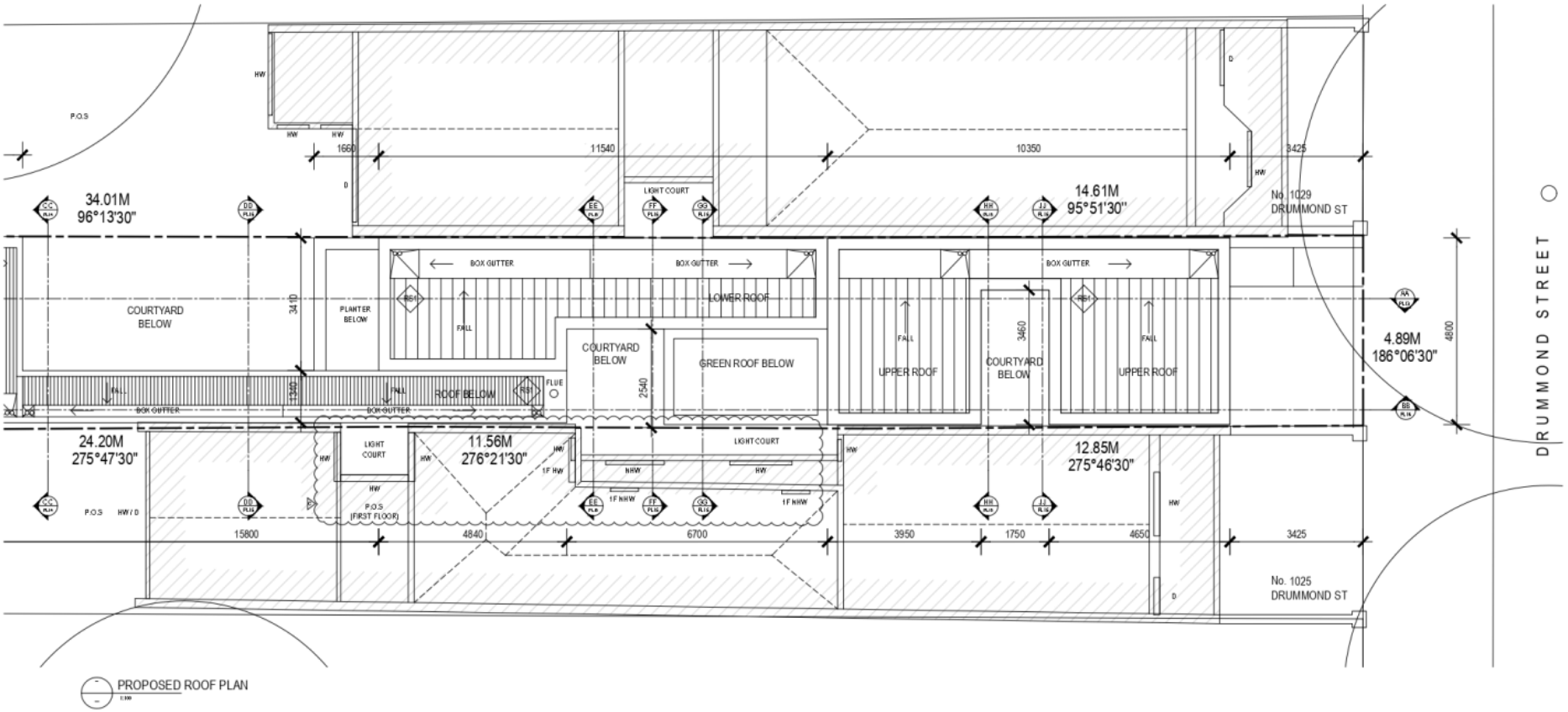
PROJECT
1027 DRUMMOND STREET, CARLTON NORTH

CLIENT
VIRTUS PROGRESSIO PTY LTD

DRAWING TITLE
PROPOSED FIRST FLOOR PLAN

SCALE	1:100_A3	DATE	18.03.20
		JOB NO.	19019
DRAWN	MM	DRW NO.	PL22
CHECK	HW	REV.	B

Attachment 6 - PLN20/0184 - 1027 Drummond Street Carlton North - S57A Plans



PROPOSED ROOF PLAN

WELLARD.

REVISION	DATE	DESCRIPTION
A	06.05.20	RESPONSE TO RFI
B	26.08.20	PLANS TO NEIGHBOUR FOR COMMENT
C	22.09.20	GF HW NOTED

PROJECT
1027 DRUMMOND STREET, CARLTON NORTH

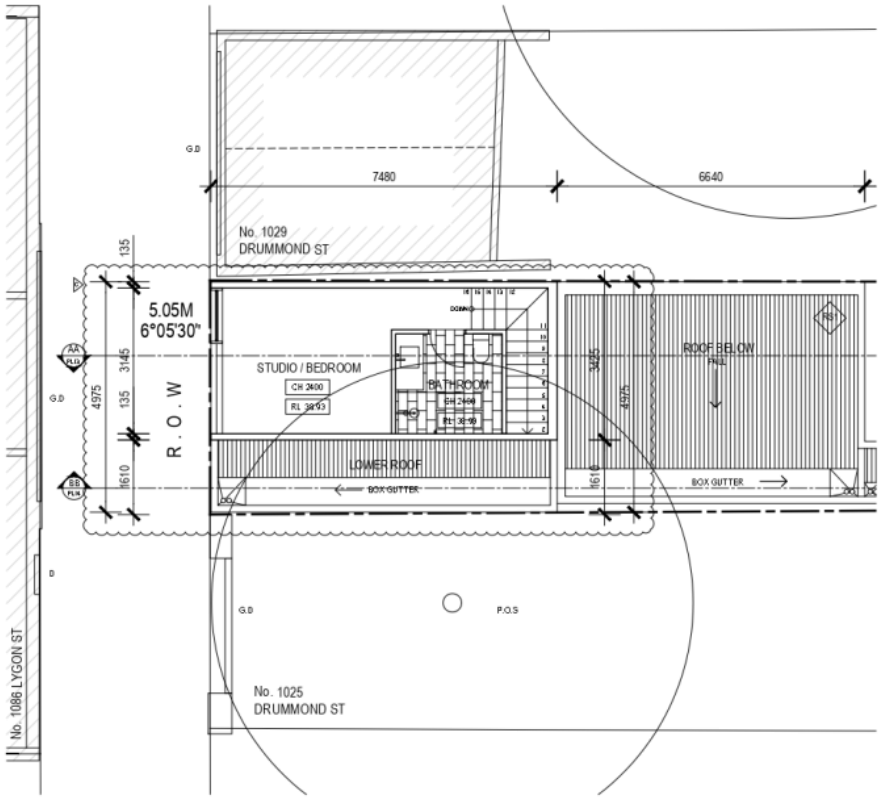
CLIENT
VIRTUS PROGRESSIO PTY LTD

DRAWING TITLE
PROPOSED ROOF PLAN

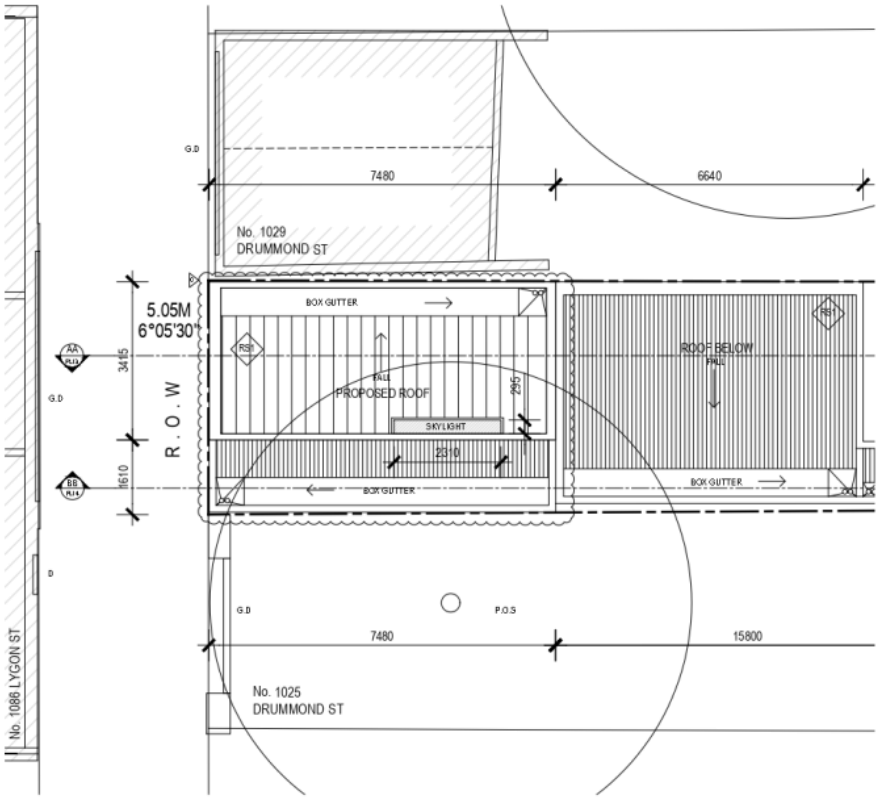
PRELIMINARY

SCALE	1:100_A3	DATE	18.03.20
		JOB NO.	19019
DRAWN	MM	DRW NO.	PL23
CHECK	HW	REV.	C

Attachment 6 - PLN20/0184 - 1027 Drummond Street Carlton North - S57A Plans



PROPOSED FIRST FLOOR STUDIO PLAN



PROPOSED GARAGE ROOF PLAN

PRELIMINARY

WELLARD.

REVISION	DATE	DESCRIPTION
A	06.05.20	RESPONSE TO RFI
B	30.07.20	RESPONSE TO COUNCIL
C	26.08.20	PLANS TO NEIGHBOUR FOR COMMENT

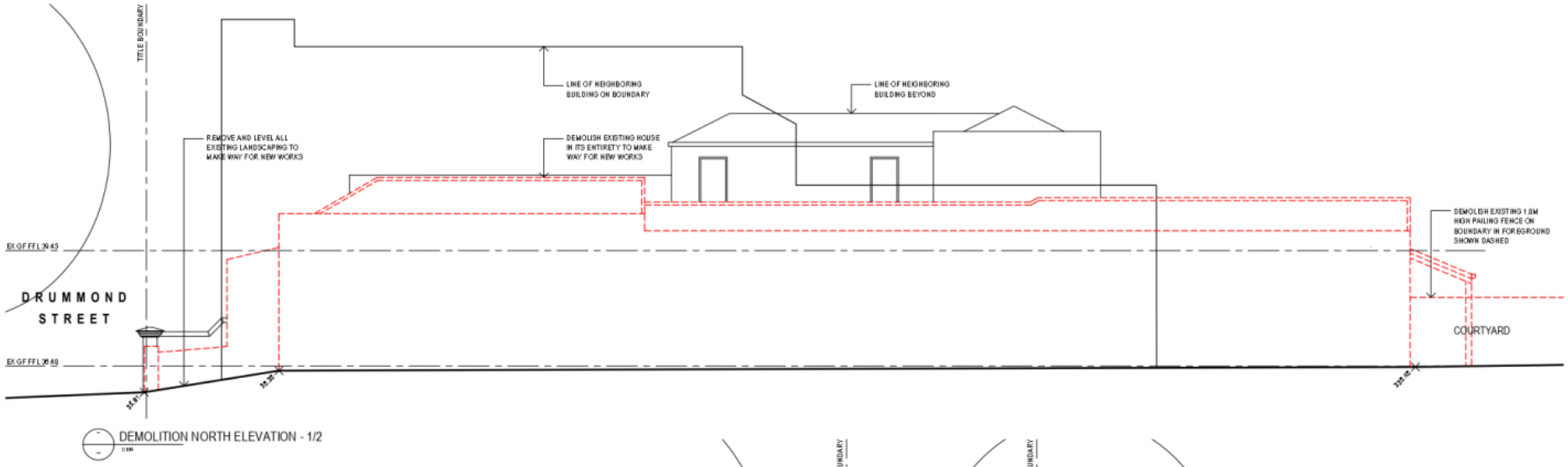
PROJECT: **1027 DRUMMOND STREET, CARLTON NORTH**

CLIENT: VIRTUS PROGRESSIO PTY LTD

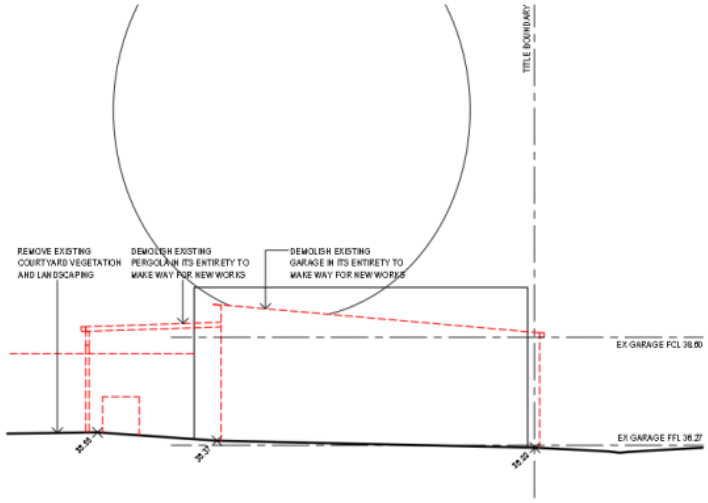
DRAWING TITLE: PROPOSED STUDIO PLAN AND GARAGE ROOF PLAN

SCALE	1:100_A3	DATE	18.03.20
		JOB NO.	19019
DRAWN	MM	DRW NO.	PL24
CHECK	HW	REV.	C

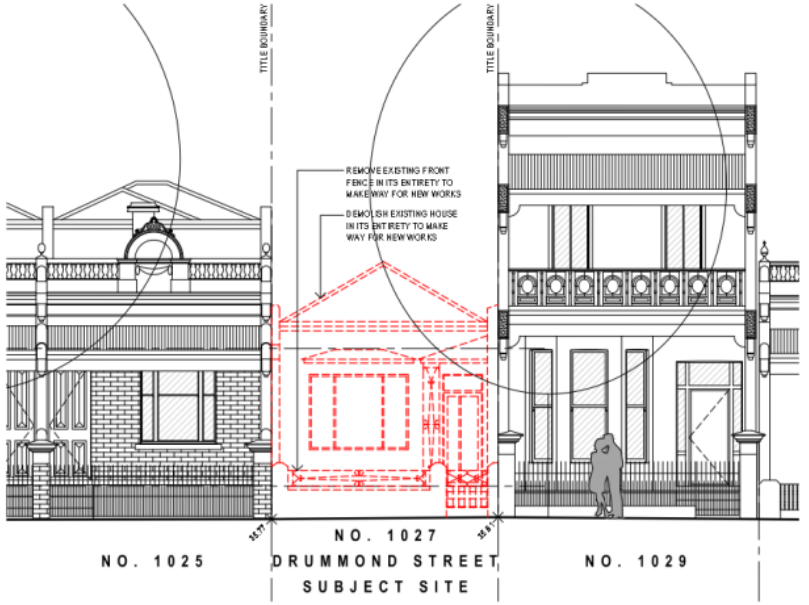
Attachment 6 - PLN20/0184 - 1027 Drummond Street Carlton North - S57A Plans



DEMOLITION NORTH ELEVATION - 1/2



DEMOLITION NORTH ELEVATION - 2/2



DEMOLITION EAST ELEVATION

FINISHES	FIN
XF01	EXISTING ROOF SHEETING
XF02	EXISTING RENDERED BRICKWORK
XF03	EXISTING GLAZING
XF04	EXISTING ROOF TILES
XF05	EXISTING PAINTED BRICKWORK
XF06	EXISTING METAL DOOR
CG1	SELECTED CLEAR GLAZING
CR1	SELECTED CRUSHED ROCK
OG1	SELECTED OPAQUE GLAZING
RE1	SELECTED SAND BASED RENDER
RS1	SELECTED ROOF SHEETING
SB1	SELECTED STEEL BLADES
TB1	SELECTED TIMBER BATTENS

WELLARD.

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ALERT ARCHITECT IMMEDIATELY OF ANY DISCREPANCIES

REVISION	DATE	DESCRIPTION
A	06.05.20	RESPONSE TO RFI

PROJECT
1027 DRUMMOND STREET, CARLTON NORTH

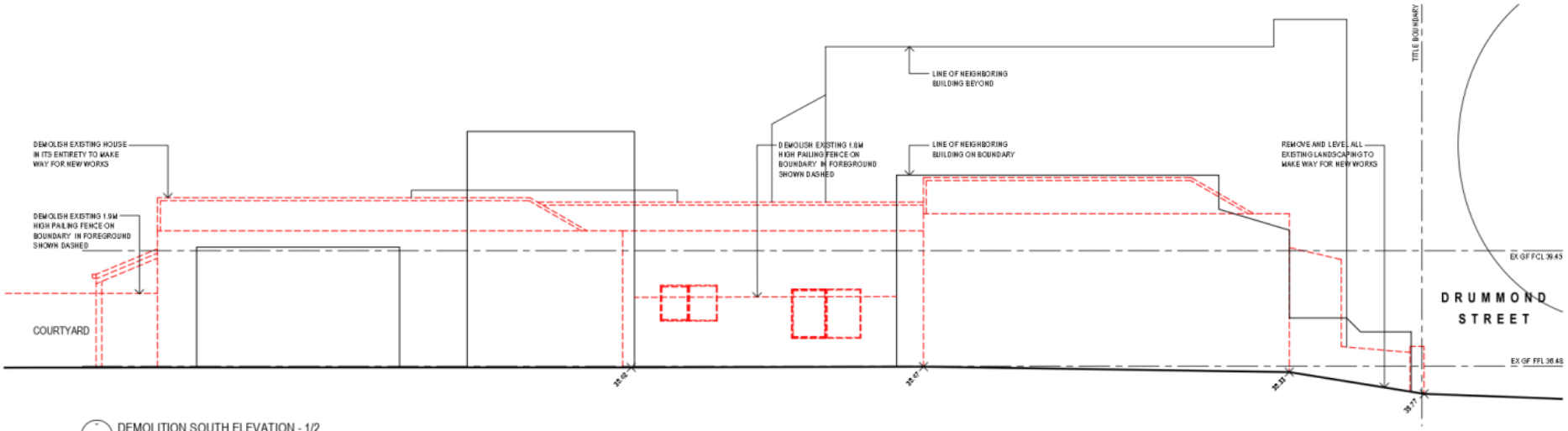
CLIENT
VIRTUS PROGRESSIO PTY LTD

DRAWING TITLE
DEMOLITION NORTH AND EAST ELEVATIONS

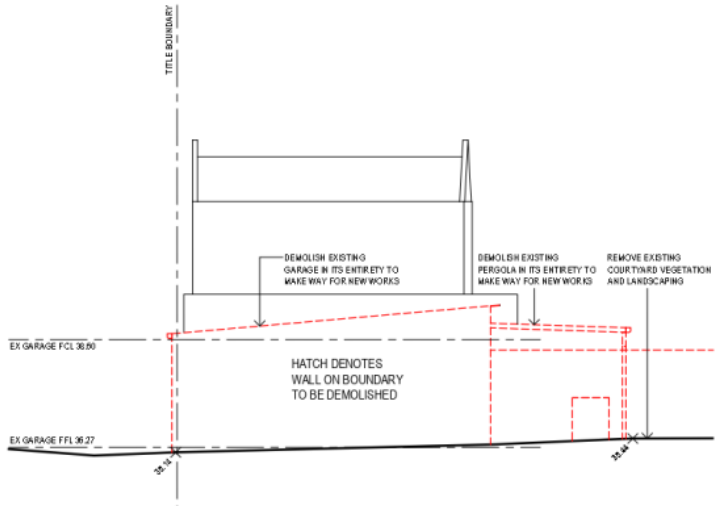
PRELIMINARY

SCALE	1:100_A3	DATE	18.03.20
		JOB NO.	19019
DRAWN	MM	DRW NO.	PL25
CHECK	HW	REV.	A

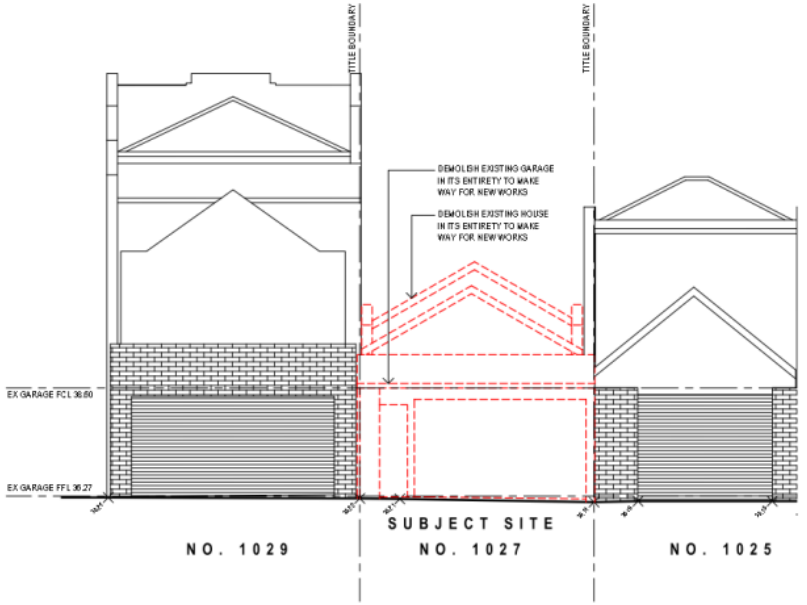
Attachment 6 - PLN20/0184 - 1027 Drummond Street Carlton North - S57A Plans



DEMOLITION SOUTH ELEVATION - 1/2



DEMOLITION SOUTH ELEVATION - 2/2



DEMOLITION WEST ELEVATION

FINISHES	FIN
XF01	EXISTING ROOF SHEETING
XF02	EXISTING RENDERED BRICKWORK
XF03	EXISTING GLAZING
XF04	EXISTING ROOF TILES
XF05	EXISTING PAINTED BRICKWORK
XF06	EXISTING METAL DOOR
CG1	SELECTED CLEAR GLAZING
CR1	SELECTED CRUSHED ROCK
OG1	SELECTED OPAQUE GLAZING
RE1	SELECTED SAND BASED RENDER
RS1	SELECTED ROOF SHEETING
SB1	SELECTED STEEL BLADES
TB1	SELECTED TIMBER BATTENS

WELLARD.

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REVISION	DATE	DESCRIPTION
A	06.05.20	RESPONSE TO RFI

PROJECT
1027 DRUMMOND STREET, CARLTON NORTH

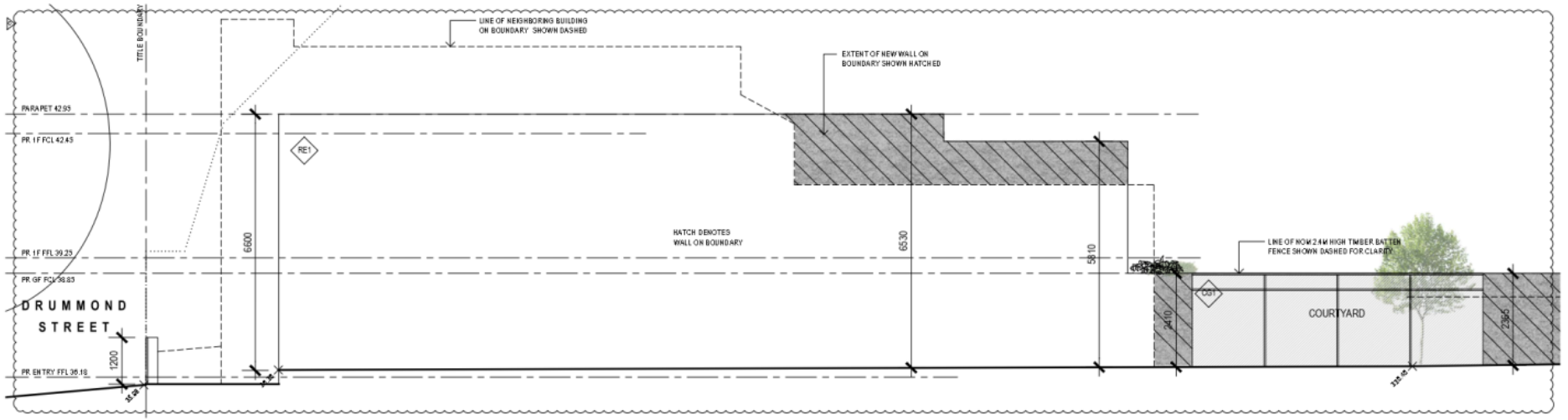
CLIENT
VIRTUS PROGRESSIO PTY LTD

DRAWING TITLE
DEMOLITION SOUTH AND WEST ELEVATIONS

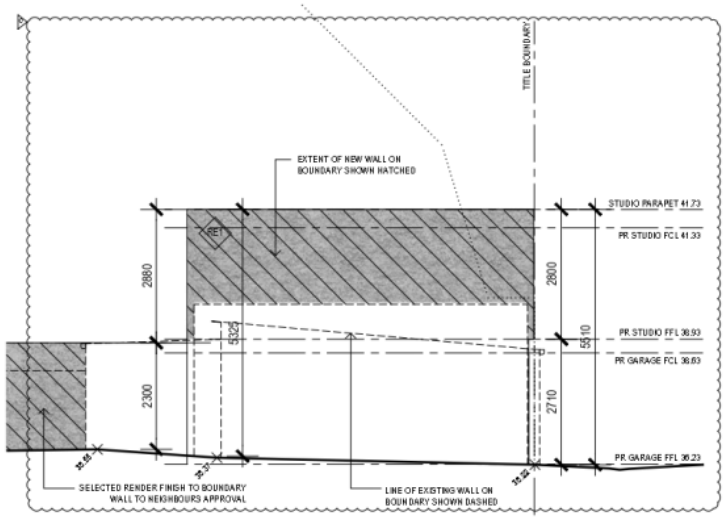
PRELIMINARY

SCALE	1:100_A3	DATE	18.03.20
		JOB NO.	19019
DRAWN	MM	DRW NO.	PL26
CHECK	HW	REV.	A

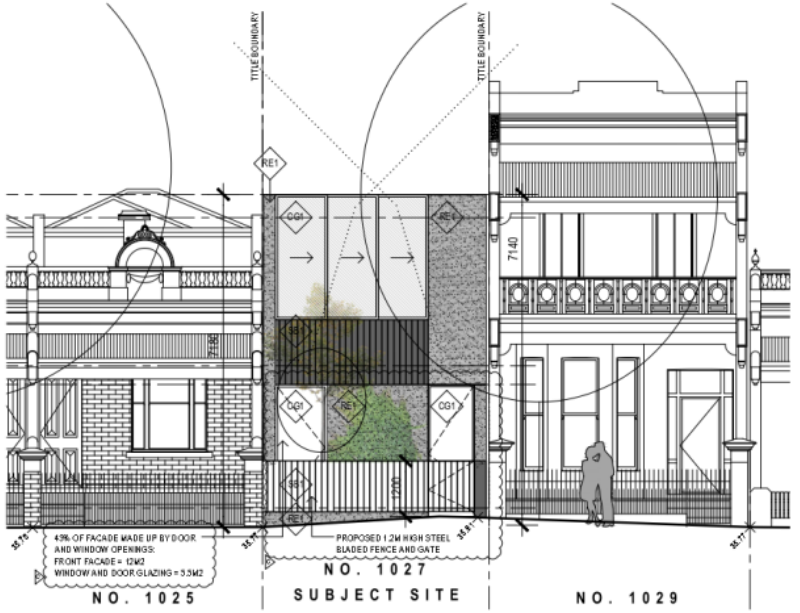
Attachment 6 - PLN20/0184 - 1027 Drummond Street Carlton North - S57A Plans



PROPOSED NORTH ELEVATION - 1/2



PROPOSED NORTH ELEVATION - 2/2



PROPOSED EAST ELEVATION

FINISHES	FIN
XF01	EXISTING ROOF SHEETING
XF02	EXISTING RENDERED BRICKWORK
XF03	EXISTING GLAZING
XF04	EXISTING ROOF TILES
XF05	EXISTING PAINTED BRICKWORK
XF06	EXISTING METAL DOOR
CG1	SELECTED CLEAR GLAZING
CR1	SELECTED CRUSHED ROCK
OG1	SELECTED OPAQUE GLAZING
RE1	SELECTED SAND BASED RENDER
RS1	SELECTED ROOF SHEETING
SB1	SELECTED STEEL BLADES
TB1	SELECTED TIMBER BATTENS

PRELIMINARY

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REVISION	DATE	DESCRIPTION
A	06.05.20	RESPONSE TO RFI
B	30.07.20	RESPONSE TO COUNCIL
C	26.08.20	PLANS TO NEIGHBOUR FOR COMMENT

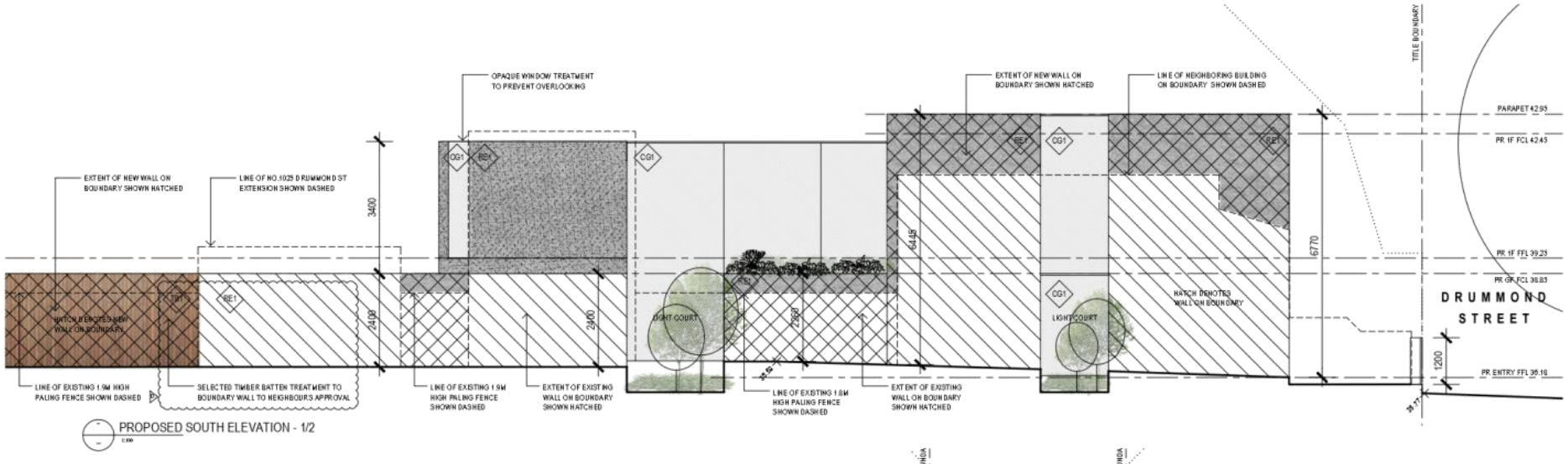
PROJECT
1027 DRUMMOND STREET, CARLTON NORTH

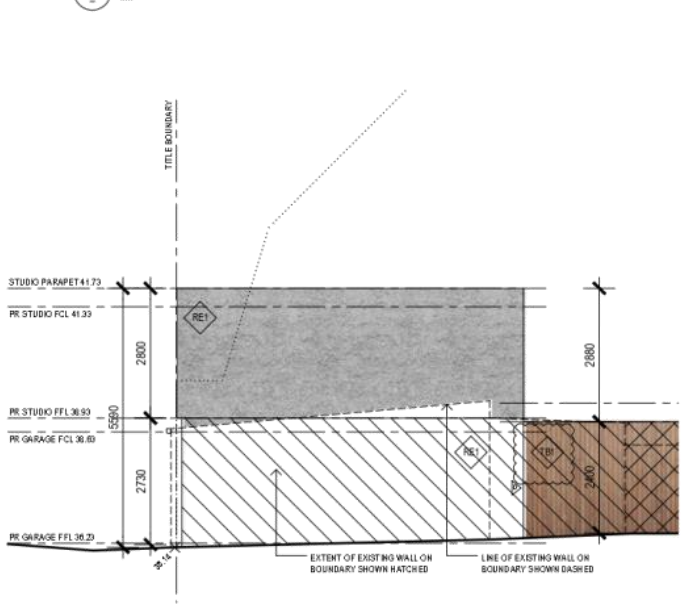
CLIENT
VIRTUS PROGRESSIO PTY LTD

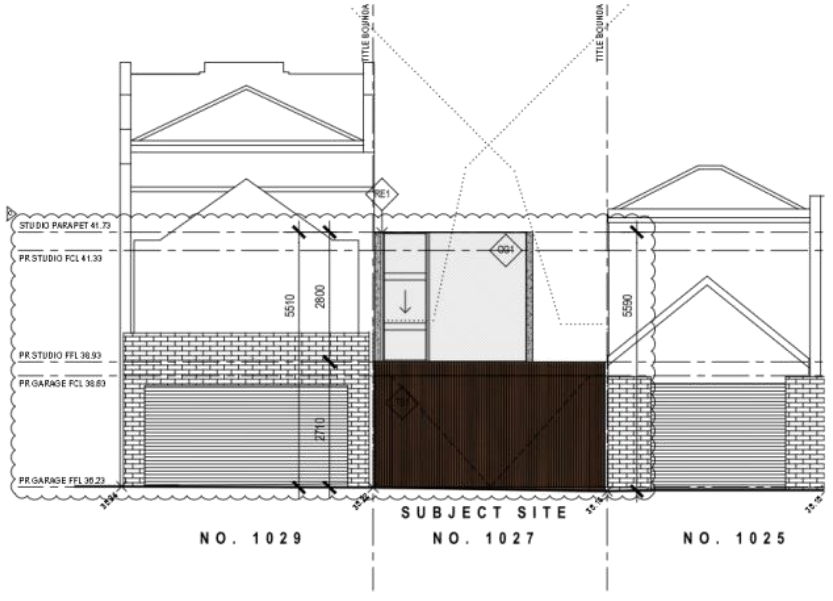
DRAWING TITLE
PROPOSED NORTH AND EAST ELEVATIONS

SCALE	1:100_A3	DATE	18.03.20
		JOB NO.	19019
DRAWN	MM	DRW NO.	PL27
CHECK	HW	REV.	C

Attachment 6 - PLN20/0184 - 1027 Drummond Street Carlton North - S57A Plans







FINISHES	FIN
XF01	EXISTING ROOF SHEETING
XF02	EXISTING RENDERED BRICKWORK
XF03	EXISTING GLAZING
XF04	EXISTING ROOF TILES
XF05	EXISTING PAINTED BRICKWORK
XF06	EXISTING METAL DOOR
CG1	SELECTED CLEAR GLAZING
CR1	SELECTED CRUSHED ROCK
OG1	SELECTED OPAQUE GLAZING
RE1	SELECTED SAND BASED RENDER
RS1	SELECTED ROOF SHEETING
SB1	SELECTED STEEL BLADES
TB1	SELECTED TIMBER BATTENS

PRELIMINARY

WELLARD.

REVISION	DATE	DESCRIPTION
A	06.05.20	RESPONSE TO RFI
B	31.07.20	SKETCH PLANS TO COUNCIL
C	26.08.20	PLANS TO NEIGHBOUR FOR COMMENT
D	22.09.20	REVISED BOUNDARY WALL TREATMENT

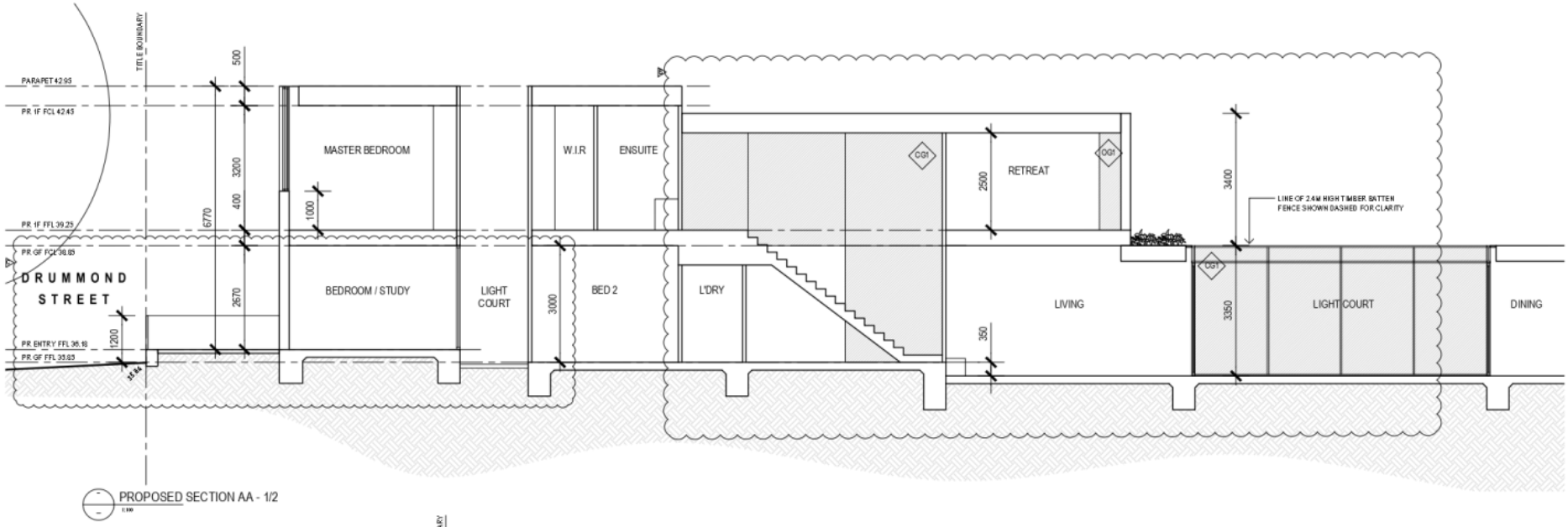
PROJECT
1027 DRUMMOND STREET, CARLTON NORTH

CLIENT
VIRTUS PROGRESSIO PTY LTD

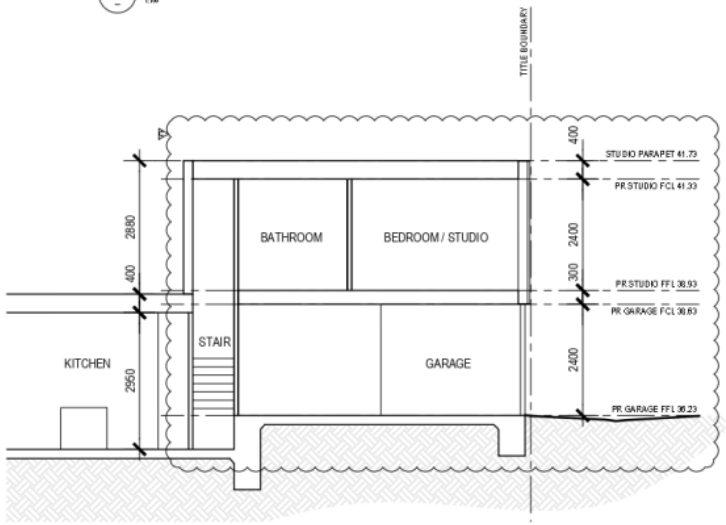
DRAWING TITLE
PROPOSED SOUTH AND WEST ELEVATIONS

SCALE	1:100_A3	DATE	18.03.20
		JOB NO.	19019
DRAWN	MM	DRW NO.	PL28
CHECK	HW	REV.	D

Attachment 6 - PLN20/0184 - 1027 Drummond Street Carlton North - S57A Plans



PROPOSED SECTION AA - 1/2



PROPOSED SECTION AA - 2/2

FINISHES	
XF01	EXISTING ROOF SHEETING
XF02	EXISTING RENDERED BRICKWORK
XF03	EXISTING GLAZING
XF04	EXISTING ROOF TILES
XF05	EXISTING PAINTED BRICKWORK
XF06	EXISTING METAL DOOR
CG1	SELECTED CLEAR GLAZING
CR1	SELECTED CRUSHED ROCK
OG1	SELECTED OPAQUE GLAZING
RE1	SELECTED SAND BASED RENDER
RS1	SELECTED ROOF SHEETING
SB1	SELECTED STEEL BLADES
TB1	SELECTED TIMBER BATTENS

PRELIMINARY

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REVISION	DATE	DESCRIPTION
A	06.05.20	RESPONSE TO RFI
B	30.07.20	RESPONSE TO COUNCIL
C	26.08.20	PLANS TO NEIGHBOUR FOR COMMENT

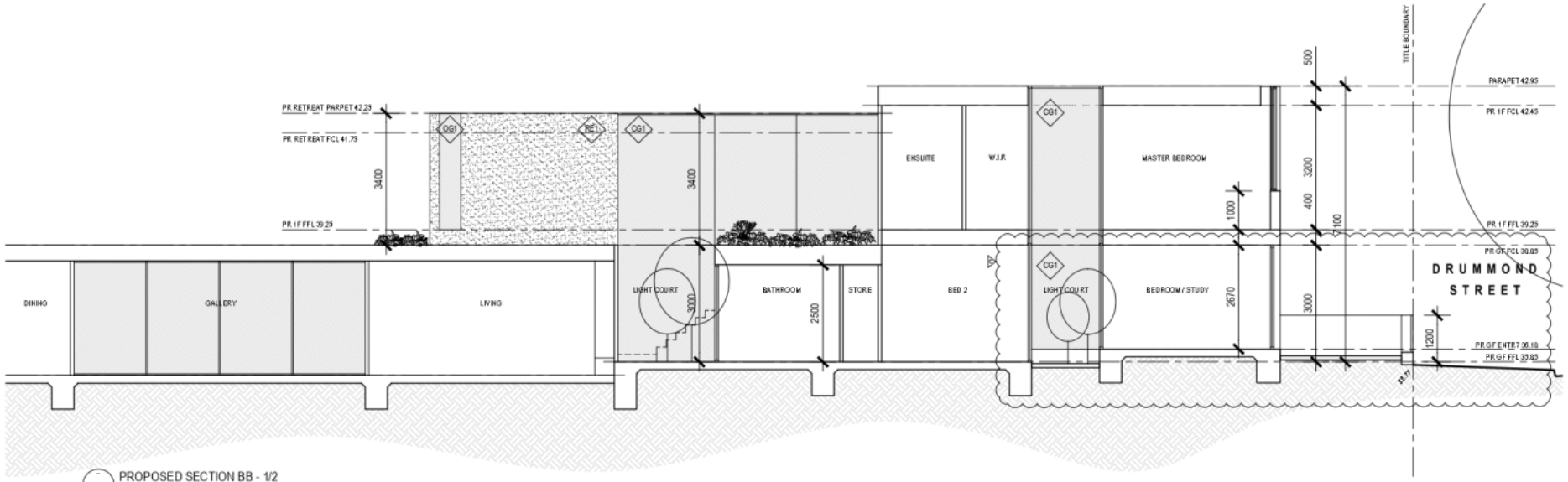
PROJECT
1027 DRUMMOND STREET, CARLTON NORTH

CLIENT
VIRTUS PROGRESSIO PTY LTD

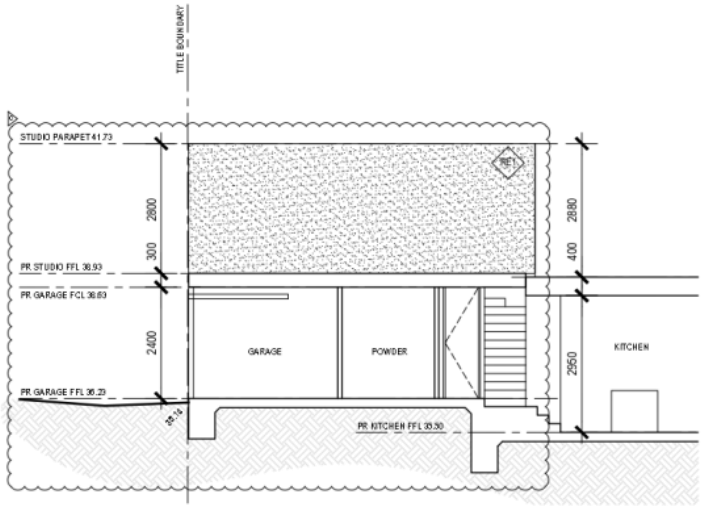
DRAWING TITLE
PROPOSED SECTION AA

SCALE	1:100_A3	DATE	18.03.20
		JOB NO.	19019
DRAWN	MM	DRW NO.	PL29
CHECK	HW	REV.	C

Attachment 6 - PLN20/0184 - 1027 Drummond Street Carlton North - S57A Plans



PROPOSED SECTION BB - 1/2



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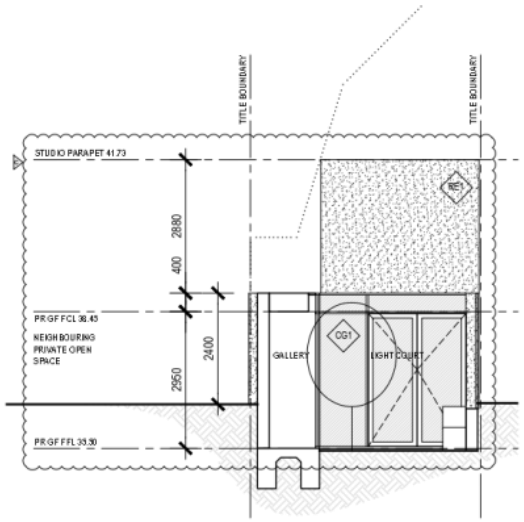

PROPOSED SECTION CC

FINISHES	FIN
XF01	EXISTING ROOF SHEETING
XF02	EXISTING RENDERED BRICKWORK
XF03	EXISTING GLAZING
XF04	EXISTING ROOF TILES
XF05	EXISTING PAINTED BRICKWORK
XF06	EXISTING METAL DOOR
CG1	SELECTED CLEAR GLAZING
CR1	SELECTED CRUSHED ROCK
OG1	SELECTED OPAQUE GLAZING
RE1	SELECTED SAND BASED RENDER
RS1	SELECTED ROOF SHEETING
SB1	SELECTED STEEL BLADES
TB1	SELECTED TIMBER BATTENS

PRELIMINARY

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REVISION	DATE	DESCRIPTION
A	06.05.20	RESPONSE TO RFI
B	28.07.20	RESPONSE TO COUNCIL
C	26.08.20	PLANS TO NEIGHBOUR FOR COMMENT

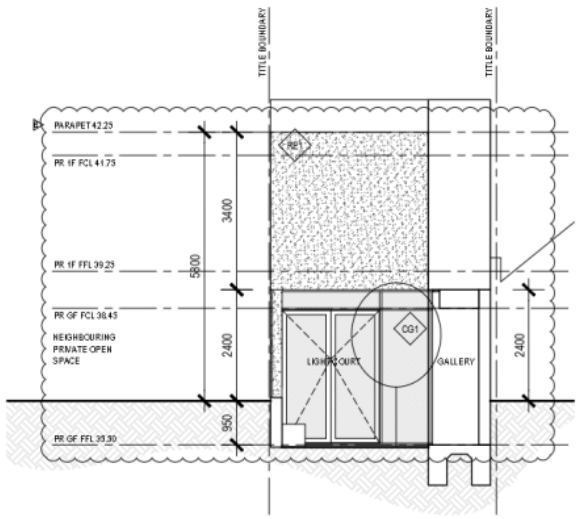
PROJECT
1027 DRUMMOND STREET, CARLTON NORTH

CLIENT
VIRTUS PROGRESSIO PTY LTD

DRAWING TITLE
PROPOSED SECTION BB + CC

SCALE	1:100_A3	DATE	18.03.20
		JOB NO.	19019
DRAWN	MM	DRW NO.	PL30
CHECK	HW	REV.	C

Attachment 6 - PLN20/0184 - 1027 Drummond Street Carlton North - S57A Plans



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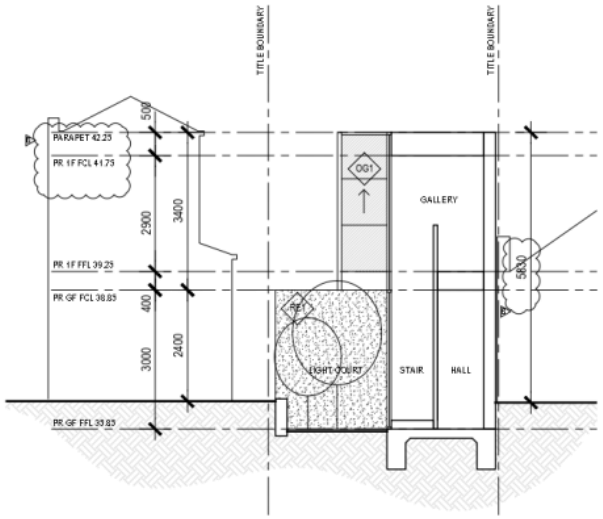

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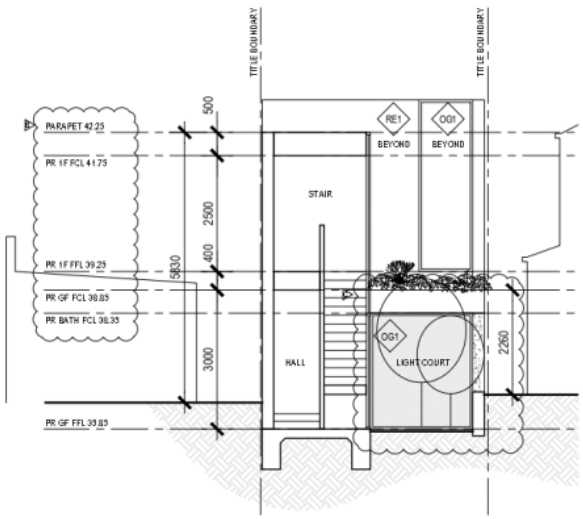
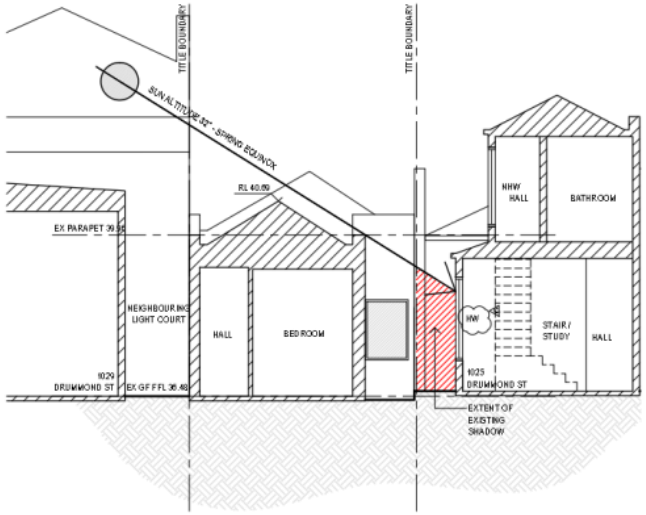
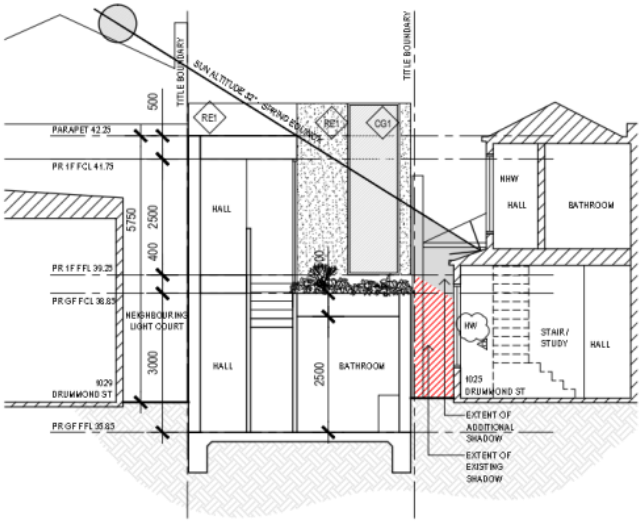


PROPOSED SECTION FF



EXISTING SECTION GG - 9AM



PROPOSED SECTION GG - 9AM

FINISHES	FIN
XF01	EXISTING ROOF SHEETING
XF02	EXISTING RENDERED BRICKWORK
XF03	EXISTING GLAZING
XF04	EXISTING ROOF TILES
XF05	EXISTING PAINTED BRICKWORK
XF06	EXISTING METAL DOOR
CG1	SELECTED CLEAR GLAZING
CR1	SELECTED CRUSHED ROCK
OG1	SELECTED OPAQUE GLAZING
RE1	SELECTED SAND BASED RENDER
RS1	SELECTED ROOF SHEETING
SB1	SELECTED STEEL BLADES
TB1	SELECTED TIMBER BATTENS

PRELIMINARY

WELLARD.

REVISION	DATE	DESCRIPTION
A	06.05.20	RESPONSE TO RFI
B	30.07.20	RESPONSE TO RFI
C	26.08.20	PLANS TO NEIGHBOUR FOR COMMENT

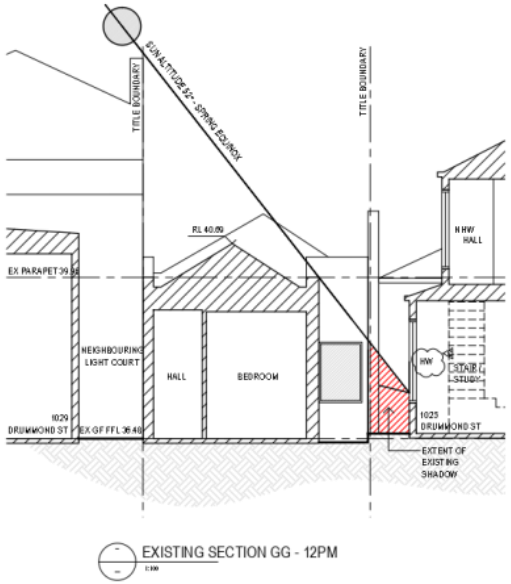
PROJECT
1027 DRUMMOND STREET, CARLTON NORTH

CLIENT
VIRTUS PROGRESSIO PTY LTD

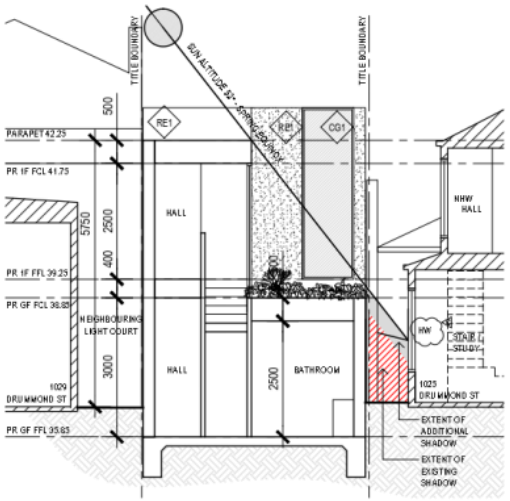
DRAWING TITLE
PROPOSED SECTIONS DD, EE, FF + GG

SCALE	1:100_A3	DATE	18.03.20
		JOB NO.	19019
DRAWN	MM	DRW NO.	PL31
CHECK	HW	REV.	C

Attachment 6 - PLN20/0184 - 1027 Drummond Street Carlton North - S57A Plans



EXISTING SECTION GG - 12PM



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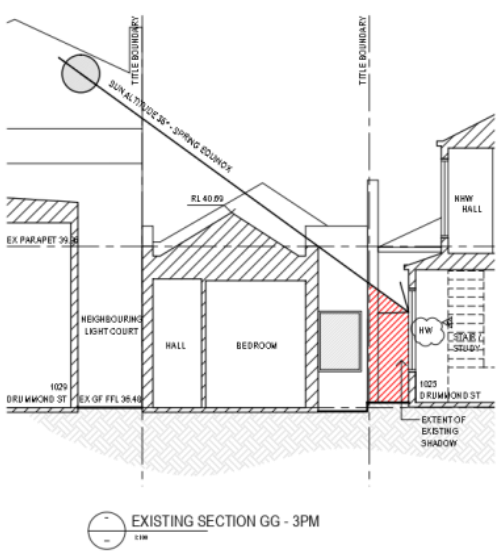

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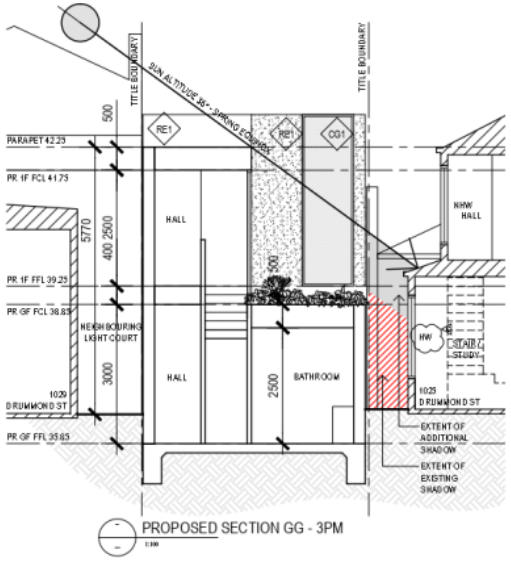

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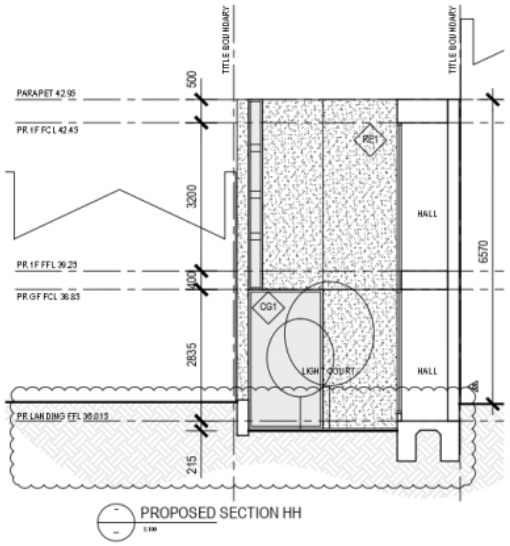
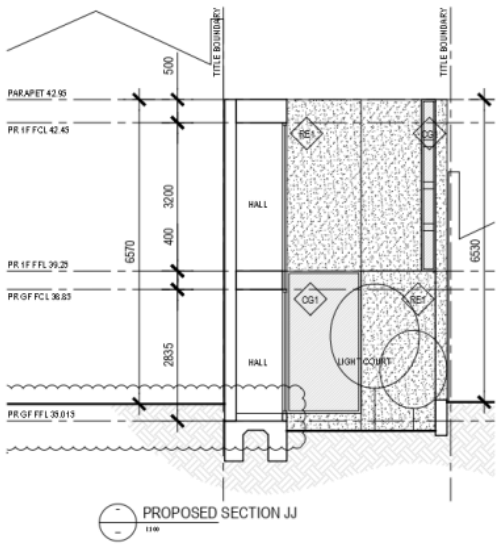


PROPOSED SECTION HH



PROPOSED SECTION JJ

FINISHES	FIN
XF01	EXISTING ROOF SHEETING
XF02	EXISTING RENDERED BRICKWORK
XF03	EXISTING GLAZING
XF04	EXISTING ROOF TILES
XF05	EXISTING PAINTED BRICKWORK
XF06	EXISTING METAL DOOR
CG1	SELECTED CLEAR GLAZING
CR1	SELECTED CRUSHED ROCK
OG1	SELECTED OPAQUE GLAZING
RE1	SELECTED SAND BASED RENDER
RS1	SELECTED ROOF SHEETING
SB1	SELECTED STEEL BLADES
TB1	SELECTED TIMBER BATTENS

PRELIMINARY

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REVISION	DATE	DESCRIPTION
A	06.05.20	RESPONSE TO RFI
B	30.07.20	RESPONSE TO COUNCIL
C	26.08.20	PLANS TO NEIGHBOUR FOR COMMENT

PROJECT
1027 DRUMMOND STREET, CARLTON NORTH

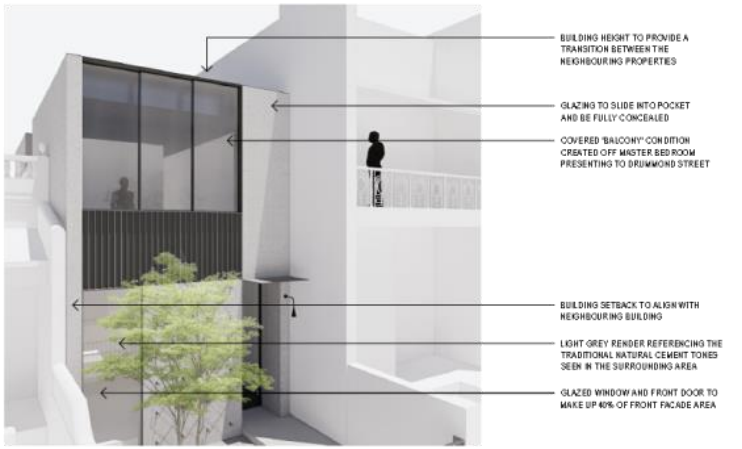
CLIENT
VIRTUS PROGRESSIO PTY LTD

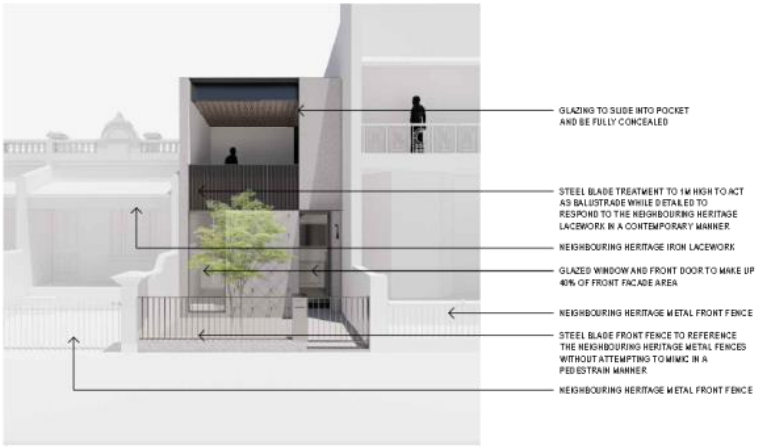
DRAWING TITLE
PROPOSED SECTIONS GG, HH + JJ

SCALE	1:100_A3	DATE	18.03.20
		JOB NO.	19019
DRAWN	MM	DRW NO.	PL32
CHECK	HW	REV.	C

Attachment 6 - PLN20/0184 - 1027 Drummond Street Carlton North - S57A Plans

HERITAGE RESPONSE DIAGRAM 01





HERITAGE RESPONSE DIAGRAM 02

PRELIMINARY

WELLARD.

REVISION	DATE	DESCRIPTION
A	06.05.20	RESPONSE TO RFI
B	23.09.20	HERITAGE UPDATES

PROJECT: **1027 DRUMMOND STREET, CARLTON NORTH**

CLIENT: VIRTUS PROGRESSIO PTY LTD

DRAWING TITLE: HERITAGE RESPONSE DIAGRAMS

SCALE	NTS	DATE	18.03.20
		JOB NO.	19019
DRAWN	MM	DRW NO.	PL33
CHECK	HW	REV.	B

Attachment 6 - PLN20/0184 - 1027 Drummond Street Carlton North - S57A Plans

GLAZING HEAD TO ALIGN WITH TOP OF BUILDING PARAPET TO INCREASE EXTENT OF OPERABLE GLAZING

GENEROUS WINDOW GLAZING.

WINDOW HEAD TO CONTINUE BEYOND CEILING LINE TO PARAPET HEIGHT TO INCREASE THE OVERALL OPENING SIZE

GLAZING HEAD TO ALIGN WITH TOP OF BUILDING PARAPET TO INCREASE EXTENT OF OPERABLE GLAZING

TIMBER BATTEN CEILING TREATMENT

GENEROUS WINDOW GLAZING.

WINDOW HEAD TO CONTINUE BEYOND CEILING LINE TO PARAPET HEIGHT TO INCREASE THE OVERALL OPENING SIZE

NEIGHBOURING HERITAGE IRON LACEWORK

BUILDING SETBACK TO ALIGN WITH NEIGHBOURING BUILDING

STEEL BLADE TREATMENT TO 1M HIGH TO ACT AS BALUSTRADE WHILE DETAILED TO RESPOND TO THE NEIGHBOURING HERITAGE LACEWORK IN A CONTEMPORARY MANNER

HERITAGE RESPONSE DIAGRAM 03

TIMBER BATTEN CEILING TREATMENT

GENEROUS WINDOW GLAZING.

WINDOW HEAD TO CONTINUE BEYOND CEILING LINE TO PARAPET HEIGHT TO INCREASE THE OVERALL OPENING SIZE

INTERNAL LOW HEIGHT WALL TO ACT AS BALUSTRADE AND SUPPORT FEATURE STEEL BLADE TREATMENT

GENEROUS WINDOW GLAZING.

WINDOW HEAD TO CONTINUE BEYOND CEILING LINE TO PARAPET HEIGHT TO INCREASE THE OVERALL OPENING SIZE

WALL TO FULLY CONCEAL GLAZING

HERITAGE RESPONSE DIAGRAM 04

PRELIMINARY

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REPORT ARCHITECT IMMEDIATELY OF ANY DISCREPANCIES

REVISION	DATE	DESCRIPTION
A	06.05.20	RESPONSE TO RFI

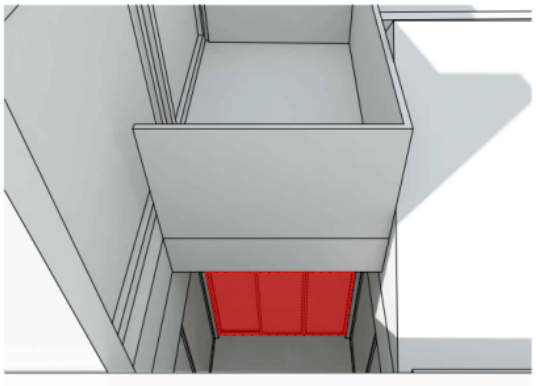
PROJECT
1027 DRUMMOND STREET, CARLTON NORTH

CLIENT
VIRTUS PROGRESSIO PTY LTD

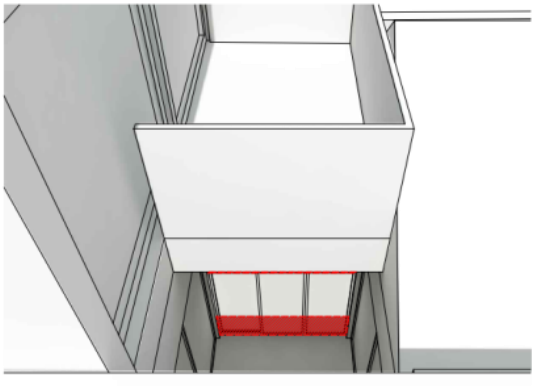
DRAWING TITLE
HERITAGE RESPONSE DIAGRAMS

SCALE	NTS	DATE	18.03.20
		JOB NO.	19019
DRAWN	MM	DRW NO.	PL34
CHECK	HW	REV.	A

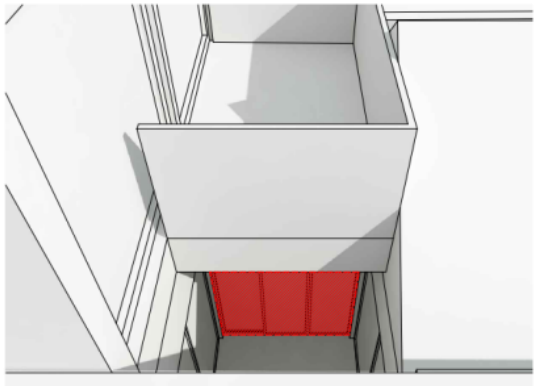
Attachment 6 - PLN20/0184 - 1027 Drummond Street Carlton North - S57A Plans



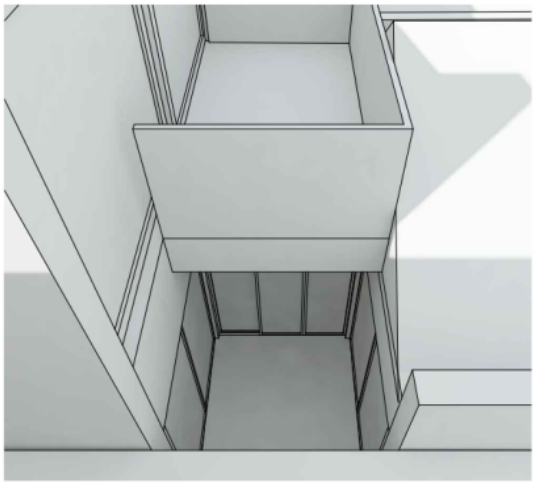
EXISTING SHADOWS - 9AM SEPTEMBER 22ND



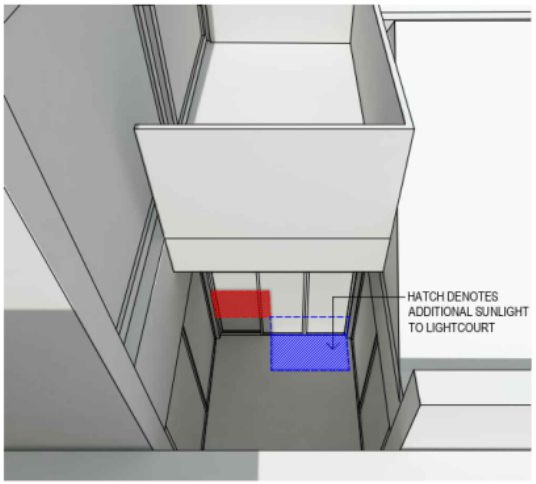
EXISTING SHADOWS - 12PM SEPTEMBER 22ND



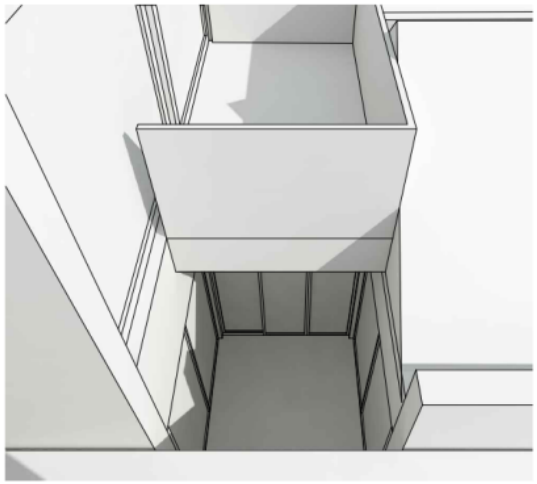
EXISTING SHADOWS - 3PM SEPTEMBER 22ND



PROPOSED SHADOWS - 9AM SEPTMEBER 22ND



PROPOSED SHADOWS - 12PM SEPTMEBER 22ND



PROPOSED SHADOWS - 3PM SEPTMEBER 22ND

OVERSHADOWING ADDITIONAL SUNLIGHT

1025 DRUMMOND STREET LIGHT COURT GLAZING - 12PM
AMOUNT OF EXISTING SUNLIGHT TO NORTH FACING WINDOW: 1.7m2
AMOUNT OF PROPOSED SUNLIGHT TO NORTH FACING WINDOW: 1.7m2

PRELIMINARY

WELLARD.

REVISION	DATE	DESCRIPTION
A	06.05.20	RESPONSE TO RFI
B	26.08.20	PLANS TO NEIGHBOUR FOR COMMENT

PROJECT
1027 DRUMMOND STREET, CARLTON NORTH

DRAWING TITLE
LIGHT COURT SHADOW DIAGRAMS

CLIENT
VIRTUS PROGRESSIO PTY LTD

SCALE	NTS	DATE	18.03.20
		JOB NO.	19019
DRAWN	MM	DRW NO.	PL35
CHECK	HW	REV.	B

Attachment 7 - PLN20/0184 - 1027 Drummond Street Carlton North - Melbourne Water Comments (S57A Plans)

Melbourne Water

14 October 2020

Nish Goonetilleke
Yarra City Council
333 Bridge Road
Richmond VIC 3121

Dear Nish,

Proposal: Review of amended plans
Site location: Lot No 2, 1027 DRUMMOND STREET CARLTON NORTH 3054

Melbourne Water reference: MWA-1188258
Date referred: 08/10/2020

Plan reference: Job no. 19019, Rev D, dated 22 September 2020.

Melbourne Water has reviewed the submitted information and confirms that the above referenced plans are in compliance with our minimum finished floor level requirements.

Advice

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

Regards,

Segujja Kakembo
Development Planning Services

VICTORIA State Government

Page 1

Melbourne Water ABN 81 945 386 953
990 La Trobe Street Docklands VIC 3008
PO Box 4342 Melbourne VIC 3001 Australia
T 131 722 F +61 3 9679 7099
melbournewater.com.au

Attachment 8 - PLN20/0184 - 1027 Drummond Street Carlton North - Heritage Comments (S57A Plans)

Goonetilleke, Nish

From: McIntosh, Diahnn
Sent: Wednesday, 14 October 2020 8:29 AM
To: Goonetilleke, Nish
Subject: Re: PLN20/0184 - 1027 Drummond Street Carlton North - Heritage Comments on S57A Plans

Dear Nish

I've looked at the original and modified plans of the front elevation.

The proportion of the window at ground level currently appears to satisfy the condition in regard to proportion.
I haven't got the necessary tools to calculate the ratio of openings to solid wall, but from what I can tell it appears to be about right.

Kind regards,

DIAHNN McINTOSH
Heritage Advisor

From: Goonetilleke, Nish <Nish.Goonetilleke@yarracity.vic.gov.au>
Sent: Tuesday, 13 October 2020 14:39
To: McIntosh, Diahnn <Diahnn.McIntosh@yarracity.vic.gov.au>
Subject: PLN20/0184 - 1027 Drummond Street Carlton North - Heritage Comments on S57A Plans

Good Afternoon Diahnn,

Hope you're well.

I had a question about the abovementioned application. I have already received formal heritage comments from you (see attached). The key recommendation was for *the door and window openings in the ground floor façade to be of traditional proportions and make up about 40% of the ground floor façade*.

The application is going up to an IDAC (now known as PDC) and I wanted to know if the changes made by the applicant are acceptable and sufficient.

I have attached the advertised plans (original plans) and S57A plans (amended plans).

Thank you very much.

Kind Regards,
Nish Goonetilleke
Senior Statutory Planner
STATUTORY PLANNING
City of Yarra PO Box 168 Richmond 3121
ABN 98 394 086 520

Attachment 8 - PLN20/0184 - 1027 Drummond Street Carlton North - Heritage Comments (S57A Plans)

T (03) 9205 5005
E Nish.Goonetilleke@yarracity.vic.gov.au
W www.yarracity.vic.gov.au

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 9 - PLN20/0184 - 1027 Drummond Street Carlton North - Engineering Referral Comments (S57A Plans)

CITY OF YaRRA

MEMO

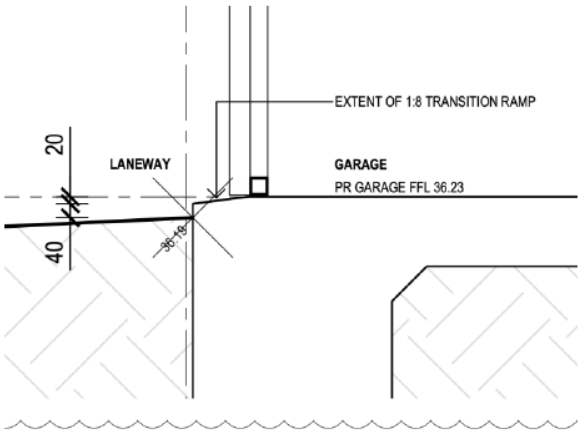
To:	**Nish Goonetilleke**	
From:	**Artemis Bacani**	
Date:	**21 October 2020**	
Subject:	**Application No:**	**PLN20/0184**
	Description:	**Ground Clearance Check**
	Site Address:	**1027 Drummond Street, Carlton North**

I refer to the above Planning Application received on 8 October 2020 in relation to the proposed development at 1027 Drummond Street, Carlton North. Council's Civil Engineering unit provides the following information:

Drawings and Documents Reviewed

	Drawing No. or Document	Revision	Dated
Wellard	PL08 *Proposed Sections GG, HH + JJ*	C	26 August 2020

DEVELOPMENT LAYOUT DESIGN
Design Items to be Addressed

Item	Details
Proposed Vehicle Access – Off the Laneway	The applicant is to confirm the finished floor level inside the garage. According to the submitted cross-sectional drawing, the level along the eastern edge of the laneway is 36.19. The provision of the 40 millimetre lip and 1 in 8 ramp (20 millimetres) would not result in a level of 36.23. 

6.6 PL05/1061.04 - 538 - 540 Heidelberg Road Alphington

Executive Summary

Purpose

1. This report provides Council with an assessment of an application at No. 538-540 Heidelberg Road, Alphington to amend the permit to allow for the change of the food and drink premises from a café to a restaurant and an associated reduction of car parking; an extension to the hours of operation; introduction of the sale and consumption of liquor on-site (restaurant and café licence); and additional buildings and works (construction of an acoustic fence).

Key Planning Considerations

2. Key planning considerations include:
   (a) Land Use (Clauses 32.09 & 22.01);
   (b) Liquor Service and Off-site amenity impacts (Clauses 22.09 & 52.27);
   (c) Car Parking (Clause 52.06); and
   (d) Special Building Overlay (Clause 44.05)

Key Issues

3. The key issues for Council in considering the proposal relate to:
   (a) Strategic context;
   (b) Land use (including extended hours of operation);
   (c) Sale and Consumption of Liquor;
   (d) Car Parking and traffic;
   (e) Buildings and works;
   (f) Objector Concerns; and
   (g) Other Matters

Submissions Received

4. Six (6) objections were received to the application, the grounds of objection can be summarised as follows:
   (a) Traffic congestion (from cars, waste and delivery vehicles) and associated safety risks to pedestrians, cyclists and drivers.
   (b) Car parking reduction (loss of on-street car parking and exacerbation of illegal parking)
   (c) Loss of residential amenity.
   (d) Noise (in particular from extension of trading hours; consumption of alcohol; smashing of bottles; and waste/delivery trucks).
   (e) Waste (pests and odour).
   (f) Adverse impact on neighbourhood character.
   (g) Social impacts (children exposed to public alcohol consumption).
   (h) Ongoing stress to residents associated with repeated planning applications for an extension to hours and/or patron capacity.

Conclusion

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

   (a) Plans amended to increase the height of the new acoustic fence along the western boundary to 2.4m, where adjacent the outdoor seated area.

   (b) No more than 75 patrons to be permitted on the land at any one time, including a maximum of 32 patrons within the outdoor dining area (courtyard).

   (c) Deliveries, waste collection and emptying of bottles into bins to be further restricted to no earlier than 9am on Sundays and Public Holidays.

CONTACT OFFICER: **Madeleine Moloney**
TITLE: **Senior Statutory Planner**
TEL: **92055009**

6.6 PL05/1061.04 - 538 - 540 Heidelberg Road Alphington

Reference: D20/152856
Authoriser: Coordinator Statutory Planning

Ward:	Langridge
Proposal:	To amend the permit to allow for the change of the food and drink premises from a café to a restaurant and an associated reduction of car parking; an extension to the hours of operation; introduction of the sale and consumption of liquor on-site (restaurant and café licence); and additional buildings and works (construction of an acoustic fence).
Existing use:	Food and drink premises (café)
Applicant:	Norma Steeneveld & Associates
Zoning / Overlays:	Neighbourhood Residential Zone (Schedule 2) Special Building Overlay
Date of Application:	2/5/2019
Application Number:	PL05/1061.04

Planning History

1. Planning Permit PL02/1263 was refused by Council on 17 April 2003. The application was for a mixed use development comprising two new dwellings and a caretaker residence.
2. Planning Permit PL03/0570 was issued by Council on 16 June 2004 for *Buildings and works for the construction of two (2), double storey dwellings and one (1) single storey dwelling with associated car parking and landscaping.* This permit has been subject to a number of amendments, however the permit has since expired on 16 June 2009. The built form associated with this permit was to be constructed in the location of the car park associated with the existing café.
3. Planning application PL04/0891 was lodged with Council on 10 September 2004 for the use of the site as a plant nursery. The application was subsequently withdrawn on 22 December 2004.
4. Planning Permit PL05/1061 was issued by Council on 31 January 2006 for the *Use of the site as a food and drink premises (café) and construction of a fence.*
5. On 26 September 2008, Planning Permit PL05/1061 was amended by Council to allow for the construction of a carport and vehicle crossover, relocation of bicycle spaces and a new gate.
6. On 22 August 2011, Planning Permit PL05/1061 was amended, at the direction of the Victorian Civil and Administrative Tribunal (VCAT) to allow for further changes to the permit. The changes included:
   (a) The extension of the use to include the courtyard / outdoor area to the west;
   (b) An increase to the patron numbers (i.e. seats provided) from 48 to 75;
   (c) An increase to the staff numbers from 4 to 12;
   (d) Deletion of the previously approved carport and the preamble amended to reflect this;
   (e) The provision of 14 car spaces at the rear (previously none provided on-site); and
   (f) The closing time on Sunday amended from 3.00pm to 3.30pm.

7. On 11 December 2014, Planning Permit PL05/1061 was amended, by Council, to modify Condition 3 of the permit to refer to hours of "operation" (rather than hours of "trade") and extend hours of operation as follows (underline denotes changes):
   (a) 7.00am to 6.00pm Monday to Friday (except the courtyard / outdoor area that must only operate from 8.00am); (previously commenced at 8:00am for all areas)
   (b) 8.00am to 4.00pm Saturday; (previously operated until 5:00pm) and
   (c) 8.00am to 4.00pm Sunday (previously operated until 3:30pm).
8. On 30 December 2015 Planning Permit PLN15/0954 was issued by Council *to construct and display advertising signs.*
9. On 29 April 2016 Planning Permit PLN15/0954 was amended by Council (associated endorsed plans only) to allow for the display of awning fascia signs.

Background

10. The amendment application was received by Council on 2 May 2019.
11. Following receipt of requested further information, the application was advertised in March 2020 and six (6) objections were received.
12. Due to COVID-19 (Coronavirus) restrictions, no planning consultation meeting occurred.
13. The application was concurrently referred to Melbourne Water (external referral authority) and various internal Council departments. It was also referred to Council's external Acoustic Consultant (SLR Consulting) who provided a review of the acoustic report prepared by Cogent Acoustics (revision dated 28 November 2019) (the "Advertised Acoustic Report") which was provided as a supporting document with the application.

Lodgment of revised acoustic report

14. Following the advertising period, in response to clarifications sought by Council's Acoustic Consultant in their referral response, the applicant submitted a revised acoustic report prepared by Cogent Acoustics (revision dated 10 August 2020) (the "Revised Acoustic Report") which provided additional information; some changes to methodology; and adoption of more conservative noise limit targets (as a result of revised background noise level calculations).
15. Of particular note, the Revised Acoustic Report recommendations were modified as follows:
   (a) The acoustic fence recommended to be constructed along the western boundary increased in height to 2.4m, where adjacent the outdoor seating area, with the remaining section at 2.1m (the original report recommended a height of 2.1m for the full length of the fence).
16. The Revised Acoustic Report was referred to Council's Acoustic Consultant who found this version of the report to be acceptable.
17. The application has not been formally amended to make any changes to the proposal since the advertising was undertaken. Hence, the buildings and works shown on the advertised plans (construction of a 2.1m high acoustic fence along the length of the western boundary) is still sought and thus is inconsistent with the revised recommendations of the Revised Acoustic Report. This will be further discussed in the assessment.

Planning Scheme Amendments

18. Since the original planning permit was issued there have been a number of changes to the Yarra Planning Scheme, including
   (a) the introduction of new residential zones (and associated re-zoning of the site from Residential 1 Zone to General Residential Zone and subsequently, Neighbourhood Residential Zone (Schedule 2));

(b) changes to the structure and content of the Planning Policy Framework (formerly the State Planning Policy Framework) and Local Planning Policy Framework; and

(c) changes to Clause 52.06 (Car Parking) of the Yarra Planning Scheme which include changes to the car parking rate for various uses and introduction of a car parking rate for a food and drink premises;

19. Despite the number of changes to the Scheme over the intervening years, similar policies and considerations still apply and it is considered that the food and drink premises (café) currently approved under planning permit PL05/1061 would still enjoy support under current planning policies.

The Proposal

20. The application seeks to amend planning permit PL05/1061 to allow for the change of the food and drink premises from a café to a restaurant and an associated reduction of car parking; an extension to the hours of operation; introduction of the sale and consumption of liquor on-site (restaurant and café licence); and additional buildings and works (construction of an acoustic fence). Details are as follows:

Land Use

21. The land use is proposed to be amended from a café to a restaurant (both types of food and drinks premises). No change is proposed to the layout of the use shown on the plans; the number of seats provided on-site (75); or the maximum number of staff permitted on-site (12).

22. The hours of operation are proposed to be extended from:

(a) 7.00am to 6.00pm Monday to Friday (except the courtyard / outdoor area that must only operate from 8.00am);

(b) 8.00am to 4.00pm Saturday; and

(c) 8.00am to 4.00pm Sunday.

To:

(d) 7.00am to 8.00pm Monday to Friday (except the courtyard/outdoor area which can only operate from 8am);

(e) 8.00am to 8.00pm Saturday and Sunday; and

(f) 8.00am to 8.00pm Good Friday and Anzac Day

Sale and consumption of liquor

23. The sale and consumption of liquor on the premises (restaurant and café licence) is proposed for a maximum of 75 patrons.

24. The proposed hours for sale and consumption of liquor are:

(a) 9.00am to 8.00pm Monday to Saturday;
(b) 10.00am to 8.00pm Sunday; and
(c) 12.00 noon to 8.00pm Good Friday and Anzac Day.

25. The plans have been amended to show the proposed licensed area (‘red line’ area) which includes all internal areas of the main building and the existing outdoor dining area (courtyard) to the west of the building.

Car and Bicycle Parking

26. The proposed restaurant retains the existing 14 car parking spaces in the open car park at the rear of the site, accessed from Yarraford Avenue.

27. The proposed restaurant retains the existing 8 bicycle spaces provided on-site.

Buildings and Works

28. A new 2.1m high acoustic fence/screen of timber construction is proposed along the length of the western boundary of the site (to replace the existing 1.63m to 1.8m high timber paling fence).

29. The plans have been amended to show the location and height of the fence and a separate elevation submitted showing indicative details of the fence.

Existing Conditions

Subject Site

30. The subject site is located on the western corner of Heidelberg Road and Yarraford Avenue. The site is predominantly rectangular and comprises two adjoining lots, with an overall frontage to Heidelberg Road of 16.8m; a maximum depth of 45.89m; and an overall site area of approximately 636sqm.

31. The site is currently used as a food and drink premises (café), operating under Planning Permit PL05/1061. The premises was previously occupied by "Apte Café" and the current café is called "Kissaten" and has operated (according to the applicant's submission) since 2018.

32. The site is occupied by a single-storey building which is located at the north-eastern corner of the site. On the western side of the building is a courtyard area which contains outdoor seating and a deck with umbrellas over. The southern part of the site is utlised as an open car parking area for the café accommodating a maximum of 14 vehicles. Vehicle access to the car park is from Yarraford Avenue, via an existing vehicle crossover. There is a small outbuilding (shed) located at the south-west corner of the site, adjacent the car parking area. Figures 1 and 2 are photographs of the site taken from Heidelberg Road and Yarraford Avenue, respectively.

Figure 1 – View of subject site from Heidelberg Road (March 2020)

Figure 2 – View of subject site from Yarraford Ave (Google Streetview January 2019)

Surrounding Land

33. The surrounding area is residential in nature, reflecting the land zoning, with the closest commercial premises (also fronting Heidelberg Road) located approximately 125m to the west and 200m to the east of the subject site, respectively. The zoning (and overlay) map is shown in figure 3.

34. In the immediate context to the subject site (see aerial photo in figure 4) are the following features:

    (a) To the north of the subject site is Heidelberg Road which is a main (arterial) road of Melbourne and zoned Road Zone (Category 1) and approximately 20m wide. Beyond are dwellings located within the City of Darebin (located within General Residential and Neighbourhood Residential zoned land). Heidelberg Road delineates the boundary between City of Yarra and City of Darebin municipalities.

    (b) Parking along this section of Heidelberg Road is unrestricted, other than during peak hours (am westbound and pm eastbound) on weekdays, when there is a clearway in place.

    (c) Parking in the nearest side streets surrounding the subject site, including Yarraford Avenue, is generally unrestricted. However, there are two permit only parking spaces on the eastern side of Yarraford Avenue directly opposite the subject site.

    (d) To the south of the subject site is a part single and part double-storey dwelling which fronts Yarraford Avenue (No. 51 Yarraford Ave). The dwelling has a vehicle crossover to Yarraford Avenue and a garage abutting the shared boundary with the subject site. The main building associated with the dwelling is located to the rear of the garage and has a small setback from the subject site. The dwelling has two north-facing habitable room windows but neither window is located directly opposite the subject site.

    (e) To the east of the subject site is Yarraford Avenue. Yarraford Avenue is approximately 12m wide, with parking on both sides. The southern-most end is a “no through road” with only pedestrian and bicycle access through to the Yarra River environs.

    (f) On the opposite side of Yarraford Avenue to the subject site is a single-storey dwelling fronting Heidelberg Road (No. 548 Heidelberg Road) a double-storey dwelling fronting Yarraford Avenue (No. 50 Yarraford Avenue) and a single-storey dwelling fronting Yarraford Avenue (No. 48 Yarraford Avenue). Each dwelling has a vehicle crossover from Yarraford Avenue.

(g) To the west of the subject site is a single storey dwelling fronting Heidelberg Road and an associated rear bungalow/outbuilding. The dwelling is set back from the shared boundary with the subject site by approximately 1.2m. Secluded private open space is provided at the rear of the dwelling and a garden at the front. One habitable room window and one non-habitable room window face the subject site.

A timber paling fence extends along the shared boundary between this dwelling and the subject site, however, the fence is not clearly visible from Heidelberg Road due to the presence of vegetation.

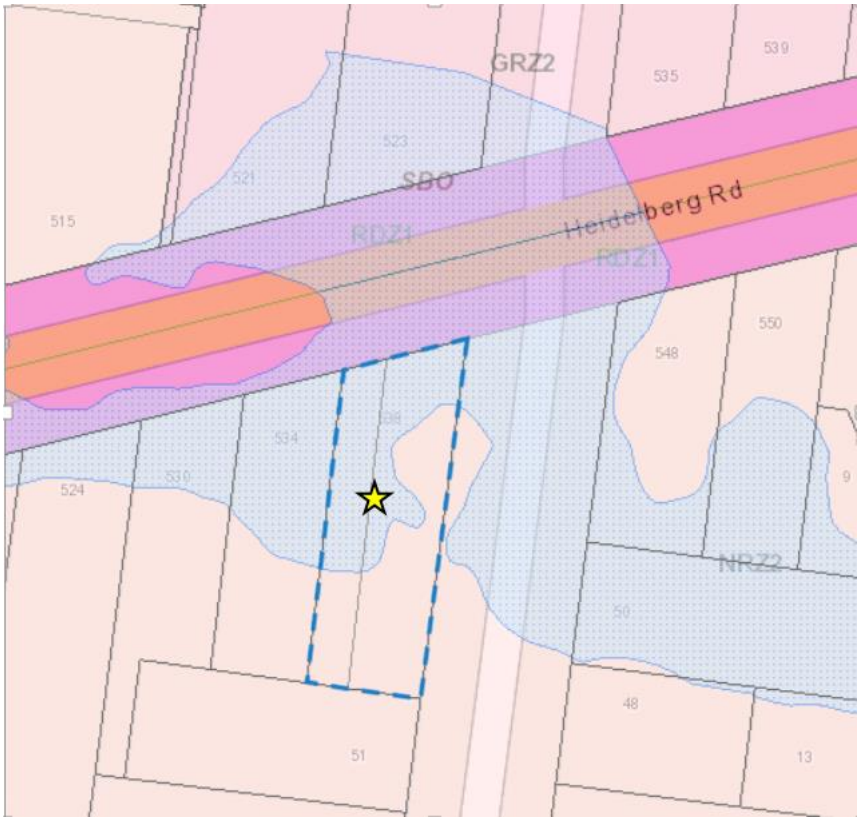


Figure 3 – Subject site and surrounds showing zones and extent of Special Building Overlay

Figure 4 – Subject site and surrounds aerial photography (Council GIS June 2020)

Legislation Provision

35. The amendment has been requested pursuant to Section 72 of the *Planning and Environment Act 1987* (the Act).

36. 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-*

        (i) *a permit or a part of a permit issued at the direction of the Tribunal, if the Tribunal has directed under section 85 that the responsible authority must not amend that permit or that part of the permit (as the case requires); or*

        (ii) *a permit issued under Division 6.*

37. The planning permit was issued on 31 January 2006 and subsequently amended by Council on two occasions and at the direction of VCAT on one occasion since this time. 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.

38. 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 32.09 – Neighbourhood Residential Zone (Schedule 2)

39. The site is located within the Neighbourhood Residential Zone (Schedule 2) (“NRZ2”). The relevant purposes of the Neighbourhood Residential Zone are as follows:

(a) *To recognise areas of predominantly single and double storey residential development.*

(b) *To manage and ensure that development respects the identified neighbourhood character, heritage, environmental or landscape characteristics.*

(c) *To allow educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs in appropriate locations.*

40. Pursuant to clause 32.09-2 a planning permit is required to use the land as a restaurant.

Overlays

Clause 44.05 – Special Building Overlay

41. The site is partly affected by the Special Building Overlay ("SBO"). The most relevant purposes of the SBO are:

(a) *To identify land in urban areas liable to inundation by overland flows from the urban drainage system as determined by, or in consultation with, the floodplain management authority.*

(b) *To ensure that development maintains the free passage and temporary storage of flood waters, minimises flood damage, is compatible with the flood hazard and local drainage conditions and will not cause any significant rise in flood level or flow velocity.*

(c) *To protect water quality in accordance with the provisions of relevant State Environment Protection Policies , particularly in accordance with Clauses 33 and 35 of the State Environment Protection Policy(Waters of Victoria).*

42. Pursuant to Clause 44.05-1, a planning permit is required to construct a building or to construct or carry out works, including a fence.

43. An application must also be referred under Section 55 of the Act to Melbourne Water.

Particular Provisions

44. Pursuant to Clause 52.06-1, the clause applies to a new use; thus, the clause applies to the proposed use of the site as a restaurant.

45. Pursuant to Clause 52.06-2, before a new use commences or the floor area of an existing use is increased, the number of car spaces required under the Clause 52.06-5 must be provided to the satisfaction of the responsible authority.

46. Pursuant to Clause 52.06-3, a permit is required to reduce (including reduce to zero) the number of car parking spaces required under Clause 52.06-5.

47. As the site is not located within the Principal Public Transport Network (PPTN) Area, the parking rat in Column A of table 1 of the Clause 52.06-5 applies to the proposal.

48. A permit is not required to reduce the number of car parking spaces required for a new use of land if the following requirements are met:

(a) *The number of car parking spaces required under Clause 52.06-5 or in a schedule to the Parking Overlay for the new use is less than or equal to the number of car parking spaces required under Clause 52.06-5 … for the existing use of the land.*

(b) *The number of car parking spaces currently provided in connection with the existing use is not reduced after the new use commences*

49. The following table compares the existing car parking arrangements for the approved café (food and drink premises) use to the proposed restaurant use under Clause 52.06 confirming that the number of car spaces required for the restaurant exceeds the number required for the café and there is a shortfall of on-site car parking.

Use	Quantity/ Size	Statutory Parking Rate	No. of Spaces Required by the Scheme	No. of Spaces Allocated	Reduction Required

Existing Food and drink premises (Café)	194.3 m^2 of leasable floor area	4 spaces to each 100sqm of leasable floor area	8	14	**N/A**
Restaurant	75 patrons	0.4 spaces to each patron permitted	30	14	**16**
Car Park reduction required for the amendment					**16**

50. 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

51. 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 has been provided on the land.

52. Table 1 of Clause 52.34-5 specifies the following rates:

(a) One (1) bicycle space for employees to each 100sqm of floor area available to the public (approximately 132sqm excluding staff only areas) associated with a restaurant (**resulting in 1**);

(b) Two (2), plus one (1), bicycle space for visitors to each 200sqm of floor area available to the public, if the floor area associated with a restaurant exceeds 400sqm (**resulting in 0**);

53. The current permit requires (at condition 14) that 8 bike spaces are provided on-site which is reflected on the endorsed plans. There is no change proposed to the on-site bicycle parking provision (8 spaces are maintained on the plans). The bicycle parking exceeds the required one bicycle space pursuant to Clause 52.34-5 of the Scheme and therefore no permit is required under this clause.

Clause 52.27 Licensed Premises

54. Pursuant to Clause 52.27 of the Scheme, a planning permit is required to use the land to sell or consume liquor if a license is required under the *Liquor Control Reform Act* 1998. The requirement to obtain a planning permit is therefore triggered under Clause 52.27 of the Scheme.

55. Before deciding on an application, the Responsible Authority must consider as appropriate:

(a) *The Municipal Planning Strategy of the Planning Policy Framework;*

(b) *The impact of the sale or consumption of liquor permitted by the liquor licence on the amenity of the surrounding area;*

(c) *The impact of the hours of operation on the amenity of the surrounding area;*

(d) *The impact of the number of patrons on the amenity of the surrounding area; and*

(e) *The cumulative impact of any existing licensed premises and the proposed licensed premises on the amenity of the surrounding area.*

General Provisions

Clause 65 – Decision Guidelines

56. The decision guidelines outlined at Clause 65.01 of the Scheme are relevant to this application. 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)

57. The following clauses of the PFF are most relevant:

Clause 13.03-1S Floodplain Management

58. The relevant objective of this clause is:

(a) *To assist the protection of: Life, property and community infrastructure from flood hazard*

Clause 13.05-1S Noise Abatement

59. The relevant objective of this clause is:

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

Clause 13.07-1S Land Use Compatibility

60. The relevant objective of this clause is:

(a) *To protect community amenity, human health and safety while facilitating appropriate commercial, industrial, infrastructure or other uses with potential adverse off-site impacts*

Clause 15.01-1S (Urban design)

61. 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)

62. The objective is:

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

Clause 15.01-5S (Neighbourhood character)

63. The relevant objective of this clause is

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

Clause 15.01-2S (Building design)

64. The relevant objective of this clause is:

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

Clause 17.01-1S Diversified economy

65. The objective of this clause is *to strengthen and diversify the economy*. A relevant strategy to achieve this is to:

(a) *Improve access to jobs closer to where people live.*

Clause 17.02-1S Business

66. The relevant objective of this clause is:

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

Clause 18.02-1S Sustainable Personal Transport

67. The relevant objective of this clause is to:

(a) *Ensure provision of bicycle end-of-trip facilities in commercial buildings.*

Clause 18.02-4S

68. The relevant objective of this clause is to:

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

Local Planning Policy Framework (LPPF)

Clause 21.04-1 Accommodation and housing

69. The relevant objective of this clause is :

(a) *To reduce potential amenity conflicts between residential and other uses.*

70. The relevant strategies are:

(a) *Discourage late night and 24 hour trading activities located near residential zones to minimize impacts on residential amenity.*

(b) *Apply the Licensed Premises policy at clause 22.09.*

(c) *Apply the Discretionary Uses in the Residential 1 Zone policy at clause 22.01.*

Clause 21.04-3 Industry, office and commercial

71. The objective of the clause is:

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

Clause 21.05-2 (Urban design)

72. The relevant objectives of this Clause are:

(a) *Objective 20 - To ensure that new development contributes positively to Yarra's urban fabric;*

Clause 21.05-3 (Built form character)

73. The general objective of this clause is:

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

74. The subject site is located within a *Garden Suburban Residential* area where the built form character type is described as *spacious garden settings and generous setbacks and spaces between buildings.*

Clause 21.06 - Transport

75. This clause recognises that Yarra needs to reduce car dependence by promoting walking, cycling and public transport use as viable and preferable alternatives.

Clause 21.06-1 (Walking and cycling)

76. The objective of this clause is:

(a) *To provide safe and convenient bicycle environments:*

Clause 21.06-2 (Public transport)

77. The objective of this clause is:

(a) *To facilitate public transport usage.*

Clause 21.06-3 (The road system and parking)

78. The objectives of this clause are:

(a) *To reduce the reliance on the private motor car.*

(b) *To reduce the impact of traffic.*

Clause 21.08-6 Neighbourhoods – Fairfield - Alphington

79. Relevant to this application, Clause 21.08-6 notes that *to the east of Yarra Bend Park is a green, leafy, residential area, comprising late Victorian, Edwardian and interwar dwellings*. A Neighbourhood Activity Centre is identified within the neighbourhood along Heidelberg Road (both sides) approximately 700m to the east of the subject site.

80. Figure 16 - Built Form Character Map: Fairfield-Alphington of Clause 21.08-6 identifies the subject site as being in a Garden Residential Suburban Area, the objectives of which are*: maintain the existing pattern of front setbacks; reinforce the garden character of the streetscape; accommodate second storey extensions, or second storeys of new buildings, within an envelope that maintains the low, horizontal form of existing dwellings.*

Relevant Local Policies

Clause 22.01 – Discretionary Uses in the Residential 1 Zone

81. This policy applies to land that was formerly in the Residential 1 Zone (now zoned as Neighbourhood Residential and General Residential).

82. The objective of this clause is:

    (a) *To ensure that residential amenity is not adversely affected by non-residential uses.*

Clause 22.09 Licensed Premises

83. The policy applies to an application under Clause 52.27 (Licensed Premises)

84. The objectives of this clause are:

    (a) *To protect the amenity of nearby properties and areas by effectively managing the location, size, operation and hours of licensed premises.*

    (b) *To encourage best practice venue design and venue operation for licensed premises.*

    (c) *To protect residential and other commercial uses from excess noise, traffic and car parking issues.*

    (d) *To provide for daytime trade and active street frontages in retail strips, while providing the reasonable commercial opportunities for the trading of licensed premises.*

Clause 22.10 (Built form and design policy

85. This policy applies to all new development not included in a Heritage Overlay. The relevant objective of this policy is to:

    (a) *Ensure that new development positively responds to the context of the development and respects the scale and form of surrounding development where this is a valued feature of the neighbourhood character.*

Advertising

86. Clause 44.05-5 states that an application under this overlay 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. The proposed acoustic fence thus is exempt from notice and review.

87. The application was advertised under the provisions of Section 52 of the *Planning and Environment Act (1987)* by 130 letters sent to surrounding owners and occupiers (including within the City of Darebin) and by two signs displayed on site. Council received 6 objections, the grounds of which are summarised as follows:

    (a) Traffic congestion (from cars, waste and delivery vehicles) and associated safety risks to pedestrians, cyclists and drivers.

    (b) Car parking reduction (loss of on-street car parking and exacerbation of illegal parking)

    (c) Loss of residential amenity.

    (d) Noise (in particular from extension of trading hours; consumption of alcohol; smashing of bottles; and waste/delivery trucks).

(e) Waste (pests and odour).

(f) Adverse impact on neighbourhood character.

(g) Social impacts (children exposed to public alcohol consumption).

(h) Ongoing stress to residents associated with repeated planning applications for an extension to hours and/or patron capacity.

Referrals

88. The referral comments are based on the decision plans and relevant advertised documents (unless otherwise specified).

External Referrals

89. The application was referred to the following authorities:

(a) Melbourne Water

90. Melbourne Water offered no objection to the application and did not require any conditions.

91. Melbourne Water's Referral response has been included as an attachment to this report.

Internal Referrals

92. The application was referred to the following internal departments and external consultants:

(a) Internal Departments:

(i) Engineering Services Unit

(ii) Civic Compliance Unit

(b) External Consultants:

(i) SLR Consulting (Acoustic Consultants) – referral of both the Advertised Acoustic Report and, subsequently, the Revised Acoustic Report occurred.

93. All internal referral comments have been included as attachments to this report.

OFFICER ASSESSMENT

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

(a) Strategic context;

(b) Land use (including extended hours of operation);

(c) Sale and Consumption of Liquor;

(d) Car Parking and traffic;

(e) Buildings and works;

(f) Objector Concerns; and

(g) Other Matters

Strategic Context

95. The proposal has a number of positive features which are consistent with broader objectives of the PPF and LPPF such as:

(a) Encouraging sustainable forms of transport such as cycling and walking and reducing reliance on motor vehicles (Clause 18.02-1S & 21.06);

(b) Provision of a conveniently accessible service to the local area; (Clause 17.02-1S); and

(c) Enhancing economic activity and improving access to jobs (Clause 17.01-1S, Clause 21.04-3).

96. There are also a number of objectives within the PPF and LPPF which focus on protecting residential amenity and minimising land use conflicts, such as those at Clause 13.05-1S; Clause 13.07-1S and 21.04-1 of the Scheme.

97. A more detailed analysis of the proposal against the relevant local policies and particular provisions is undertaken in the following sections of the assessment and finds that subject to a number of conditions, the proposal strikes an appropriate balance between protecting residential amenity, including in relation to traffic and car parking impacts, and allowing a commercial activity that services the local and wider area.

Land Use (including extended hours of operation)

98. The amendment proposes to change the type of food and drink premises from a café to a restaurant; and to extend the hours of operation to 8pm on all days (compared to the current closing time of 4pm on weekends and 6pm on weekdays).

99. The assessment of the appropriateness of the proposed restaurant use, including the proposed extension to operating hours, will be guided by the purpose and decision guidelines of the Neighbourhood Residential Zone ("NRZ") at Clause 32.09-13 of the Scheme and the policies at Clause 22.01 of the Scheme (Discretionary Uses in the Residential 1 Zone).

100. The Neighbourhood Residential Zone includes the following purpose: *to allow educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs in appropriate locations.*

101. Accordingly, the zone allows for the provision of certain non-residential uses to serve local community needs, including food and drink premises.

102. Relevant decision guidelines of Clause 32.09-13 pertinent to the proposed use are as follows:

    (a) *Whether the use or development is compatible with residential use.*

    (b) *Whether the use generally serves local community needs.*

    (c) *The scale and intensity of the use and development.*

    (d) *The provision of car and bicycle parking and associated accessways.*

    (e) *Any proposed loading and refuse collection facilities.*

    (f) *The safety, efficiency and amenity effects of traffic to be generated by the proposal.*

103. Pursuant to clause 22.01-3, it is policy that:

    (a) *Existing buildings constructed for non-residential purposes are the preferred location for non-residential uses.*

    (b) *Food and drink premises, places of assembly, places of worship and plant nurseries should have access to and adjoin a road in a Road Zone.*

    (c) *Except on land adjoining and gaining direct access from a road in a Road Zone:*

        (i) *all required car parking should be on-site.*

        (ii) *the scale of the proposed use should be compatible with providing service to the local residential community.*

    (d) *Hours of operation should be limited to 8am to 8pm except for convenience shop.*

    (e) *New buildings and works should be consistent with the scale, bulk and character of the area.*

    (f) *Noise emissions should be compatible with a residential environment.*

104. The granting of the permit for a food and drink premises (café) and subsequent amendments (including those issued at the direction of VCAT) established that the subject site is generally appropriate for a food and drink premises, subject to certain limitations in order to ensure the protection of residential amenity.

105. In relation to the restaurant use, there are only subtle differences between a café and restaurant in terms of operation. Both are food and drink premises that involve the preparation and service of food to patrons on-site and result in similar types of activities and impacts. Therefore, the crux of the assessment is whether the proposed intensification of the use, in particular, the expansion of hours is appropriate.

106. The sale and consumption of liquor is a separate permit trigger and will be addressed in a separate section of the assessment.

107. As is the case for the existing café, consistent with Clause 22.01 of the Scheme the site is a suitable location for a food and drink premises as:

    (a) The building is purpose-built for non-residential purposes;

    (b) The site is located on a main (arterial) road which is zoned “Road Zone Category 1”. Pedestrian access is gained directly from the Heidelberg Road frontage although it is acknowledged that *vehicular* access is via Yarraford Avenue.

    (c) While it would be anticipated that some patronage would be from the wider area, the modest scale of the premises (which is essentially unchanged as a result of the proposed amendments) accommodating 75 patrons, remains commensurate with providing a service to the local community.

108. In addition, in terms of the proposed changes to the permitted use and development sought, generally consistent with policies at Clause 22.01:

    (a) The application proposes only minor buildings and works (a new acoustic fence) the purpose of which is to reduce noise emissions to surrounding residences and no expansion of the areas accommodating patrons is sought. The buildings and works component will be assessed in a separate section in relation to other relevant policies and objectives.

    (b) While there is a shortfall of on-site car parking resulting from the statutory parking requirements of the new use, the subject site is adjacent and has (pedestrian) access to Heidelberg Road (within Road Zone Category 1). Although vehicular access is via Yarraford Avenue, this has been previously found to be an acceptable arrangement.

        It is also noted that the proposal does not seek to alter the overall number of patrons or provision of existing car parking on-site (14 spaces). A detailed assessment of car parking and associated impacts is undertaken later in the report and finds that the proposal would not cause unreasonable detriment to the residential amenity of the area.

109. The extension to the hours of operation until 8pm on all days is within the preferred hours of operation of policy at Clause 22.01. Although weekday commencement of operation of the restaurant would occur from 7am, this is already permitted for the café under condition 3 of the permit and the proposed restaurant use would not be anticipated to result in any additional off-site amenity impacts. It is also noted that the use of the courtyard is already limited by existing condition 3 of the permit to be utilised no earlier than 8am and this is not sought to be changed as part of the amendment.

110. Policy at Clause 22.01 stipulates that noise emissions should be compatible with the residential area.

111. There are a number of conditions on the permit which already control noise emissions from the site and which are not proposed to be altered. These will be referred to in the course of the assessment. In addition, as the scale of the premises is also not proposed to be altered, the noise emissions from the site are likely to be little changed during the hours of operation that have already been approved for the site.

112. Although Clause 22.01 does not stipulate that an acoustic report be provided in support of an application for a non-residential use, as detailed in the "background" section of this report, in support of the application an Acoustic Report, prepared by Cogent Acoustics (dated 28 November 2019) was submitted and formed part of the advertised material (the Advertised Acoustic Report). A revised version (prepared by Cogent Acoustics and dated 10 August 2020) - the Revised Acoustic Report included a key change to the original recommendations of the Advertised Acoustic Report.

113. Both the Advertised and Revised Acoustic Report recommended noise attenuation measures to address patron noise emissions from the premises and vehicle noise emissions from the rear car park, in summary:

    (a) No more than 32 patrons to be contained within the outdoor dining area (courtyard);

    (b) Construction of an acoustic fence (to certain specifications) along the length of the western boundary of the subject site.

114. The key difference between the recommendations of the Advertised Acoustic Report and Revised Acoustic Report relates to the height of the acoustic fence. Specifically, instead of a 2.1m high acoustic fence along the western boundary as recommended in the Advertised Acoustic Report, it was recommended that the part of the fence adjacent the outdoor courtyard be increased in height to 2.4m (i.e. 0.3m higher). Other specifications of the fence such as suitable materials and density of material are unchanged from the original recommendation.

115. As the Revised Acoustic Report addressed queries related to the Advertised Acoustic Report raised by Council's Acoustic Consultant and was subsequently found to be acceptable by Council's Acoustic Consultant (see attached comments), this will form the basis of the assessment as to potential noise impacts of the proposal. However, it is acknowledged that the applicant has not formally amended the proposal to reflect the revised recommendations (increased acoustic fence height) recommended by the Revised Acoustic Report.

116. Key noise sources associated the premises and addressed in this assessment are (corresponding to the sections of the Advertised and Revised Acoustic Report):

    (a) Mechanical equipment noise;

    (b) Music noise;

    (c) Patron Noise;

    (d) Vehicle noise from car park; and

    (e) Noise from waste disposal and collection.

117. It is noted that the nearest "Noise Sensitive Areas" identified and assessed in the Revised Acoustic Report are:

    (a) No. 534 Heidelberg Road (adjoining dwelling to the west);

    (b) No. 51 Yarraford Avenue (adjoining dwelling to the south);

    (c) No. 548 Heidelberg Road (dwelling on the opposite corner of Heidelberg Rd / Yarraford Ave).

    (d) No. 50 Yarraford Avenue (dwelling on the opposite side of and fronting Yarraford Ave)

Mechanical equipment noise

118. There is no new mechanical equipment proposed in association with the restaurant, however, existing mechanical equipment (rooftop flue and airconditioning unit on the eastern side of the roof) would operate for the longer hours proposed in association with the use (i.e. until 8pm instead of 4pm or 6pm).

119. Mechanical equipment noise from commercial premises in Victoria to residences is subject to mandatory EPA regulations, specifically the *State Environmental Protection Planning Policy N-1* (SEPP N-1).

120. The Revised Acoustic Report finds that mechanical noise associated with this existing equipment would comply with SEPPN-1 noise limits during all proposed hours of operation of the premises.

121. It is also noted that even though the SEPPN-1 regulations must be met regardless of any planning requirements, the existing condition 9 of the permit requires that: *The operator shall ensure that the level of noise emitted from the premises shall not exceed the relevant State Environment Protection Policy or other relevant noise policy.*

122. This condition would be retained on any amended permit and would ensure that the operator is aware of their ongoing compliance obligations.

123. Hence, it is considered that mechanical noise associated with the premises would be compatible with the residential area.

Music Noise

124. Under existing conditions, background music only is played within the main building and this is not proposed to change. This is controlled by the following conditions (which would be retained if an amended permit was to be issued):

    (a) Condition 6 of the permit which states: *Music on the site must be limited to background music only. No live music or entertainment.*

    (b) Condition 7 of the permit which states: *No music must be played outside the premises. No speakers must be sited outside the premises.*

125. However, due to the extended operations, the background music played internally to the building would continue until 8pm on all days (rather than 4pm or 6pm) and hence requires consideration.

126. Music noise from commercial premises in Victoria to residences is subject to mandatory EPA regulations, specifically the *State Environmental Protection Planning Policy N-2* (SEPP N-2).

127. The Revised Acoustic Report provides an assessment of music noise emissions to the nearest residences and finds that background music played inside the building would not breach SEPP N-2 limits at any time of the proposed operation, including to the closest residence to the east (No. 534 Heidelberg Road) which would be most affected by music noise due to its proximity to the building.

128. It is noted that the assessment does not take into account the replacement of the existing paling fence along the western boundary with the proposed acoustic fence which would result in a further reduction to any music noise emissions to the west-adjoining dwelling.

129. Hence, it is considered that the music noise emissions from the operation of the restaurant over the proposed hours would be compatible with the residential area.

130. As previously mentioned in the assessment of mechanical noise, condition 9 of the permit would also serve as a reminder to the permit holder in relation to their obligations regarding noise emissions.

Patron Noise

131. Although overall patron numbers, as indicated by existing and proposed seating arrangements and related condition no. 5 on the permit, are not proposed to be changed, the extended hours of operation would result in patrons frequenting the premises later in the evening – up until 8pm.

132. There are no EPA regulations that govern noise levels associated with patrons. It is common however to use SEPP N-1 noise limit targets (mechanical equipment noise) to guide assessment of patron noise and this is the assessment that has been undertaken in the Revised Acoustic Report, with agreement of Council's Acoustic Consultant.

133. The Revised Acoustic Report has assessed patron noise from the venue by modelling based on 43 patrons internal to the building and 32 patrons in the outdoor courtyard (consistent with existing and proposed seating arrangements and a maximum of 75 patrons). The assessment finds that without further acoustic treatments, the noise targets would not be achieved for the west-adjoining adjoining residence at No. 534 Heidelberg Road.

134. However, the Revised Acoustic Report calculates that provision of an acoustic fence along the western boundary of the site at a height of 2.4m where adjacent the outdoor courtyard and at a height of 2.1m for the remainder of the boundary, would result in a reduction in patron noise levels to No. 534 Heidelberg Road that would meet the specified noise targets.

135. Council's Acoustic Consultant has agreed with this finding and recommendation in the Revised Acoustic Report. They have also noted that it is important that the maximum patron number within the courtyard be limited to no more than 32 patrons (as also recommended in the Revised Acoustic Report).

136. The application has not been formally amended to reflect the modified recommendations of the Revised Acoustic Report in relation to the proposed acoustic fence, specifically, a 2.1m high acoustic fence is proposed along the entire length of the western boundary instead of having a higher (2.4m high) section where adjacent the outdoor courtyard. It is noted that otherwise the recommendations regarding the acoustic fence in relation to its specifications are identical between the Advertised Acoustic Report and the Revised Acoustic Report are the same – as is the fence elevation detail provided in Appendix E of the report.

137. Given that Council's Acoustic Consultant was not satisfied with the level of information provided in the Advertised Acoustic Report and has agreed with the more conservative targets in the Revised Acoustic Report, it is considered that the following conditions are necessary to protect the residential amenity of the area (specifically the west-adjoining dwelling at No. 534 Heidelberg Road) from excessive patron noise:

    (a) The maximum number of patrons on-site at any time limited to 75, including a maximum of 32 patrons in the outdoor courtyard at any one time.

    (b) Plans amended to show the proposed acoustic fence along the western boundary increased in height to 2.4m, where adjacent the outdoor dining area, as per the Revised Acoustic Report prepared by Cogent Acoustics and dated 10 August 2020.

138. It is also pertinent to include a standalone condition to ensure that the acoustic fence is constructed before the amended use (including the sale and consumption of liquor) commences. This condition would require that before the commencement of the restaurant use and sale and consumption of liquor authorised by the amended permit, or by such later date as approved in writing by the Responsible Authority, the acoustic fence along the western boundary, as shown on the endorsed plans, must be constructed to the satisfaction of the Responsible Authority.

139. Subject to these conditions, the patron noise level would be compatible with the residential environment.

Vehicle noise from car park

140. In relation to the car park noise, as per patron noise emissions, there are no applicable regulatory controls through the EPA. The applicant's Revised Acoustic Report has again used SEPP-N1 as a proxy for appropriate noise limit targets.

141. As per patron noise, the most significantly impacted residence in relation to noise from vehicles is the west-adjoining dwelling at No. 534 Heidelberg Road. However, the Revised Acoustic Report finds that installation of a 2.1m high acoustic fence along the western boundary would be sufficient to reduce noise levels to the identified closest noise sensitive areas in line with the specified targets.

142. Council's Acoustic Consultant did not provide specific comment on this section of the Revised Acoustic Report but found the report overall to be satisfactory. It is noted that in Council's Acoustic Consultants review of the Advertised Acoustic Report it was found that that proposed 2.1m high fence was acceptable and it was noted that: *Noise from vehicles in the carpark is not a high risk issue on this project given that operations are not proposed for the night period. We agree that SEPPN-1 limits do not formally apply. Given the above, we are satisfied that noise from use of the carpark will be adequately addressed by the proposed 2.1 m high acoustic fence*

143. Given the above it is considered that, given the inclusion of the acoustic fence as part of the proposal, noise from vehicles using the car park, including during the extended hours of operation, would not cause disturbance to the adjacent residences.

144. Given the existing fence is regarded to have little acoustic attenuation properties, the new acoustic fence would also likely improve the vehicle noise emissions compared to current conditions.

Noise from waste/delivery vehicles

145. Noise from waste and delivery vehicles would not be anticipated to change significantly as a result of the increase to operating hours, although it is acknowledged that the extension of the hours of operation would generate additional rubbish.

146. The existing permit includes the following conditions controlling the time of collection of waste and delivery of goods:

    (a) Condition 15 states: *Garbage collection by private contractor must be restricted between 7.00am and 10.00 pm on any day.*

    (b) Condition 16 states: *Deliveries to the site are only permitted between 7:00am and 6:00pm on any day. All deliveries must occur on site to the satisfaction of the Responsible Authority.*

147. The Revised Acoustic Report finds that due to the existing levels of background noise and road traffic noise there would not be any adverse impact from deliveries or waste collection to the adjacent residences provided that EPA guidelines are followed.

148. The EPA guidelines (provided in the table below from the Revised Acoustic Report) are in part more restrictive and in part less restrictive than the current permit conditions.

Activity Type	Permitted Times
Waste Collections	▪ 7 am to 8 pm Monday to Saturday ▪ 9 am to 8 pm Sunday and Public Holidays
Deliveries	▪ 7 am to 10 pm Monday to Saturday ▪ 9 am to 10 pm Sundays and Public Holidays

149. It should be noted that the EPA guidelines for deliveries and waste collection are not mandatory regulations but rather guidelines.

150. It is also pertinent to consider Council's current General Local Law (2016) pertaining to delivery to and collection from commercial premises which allows for deliveries/collections up until 10pm on any day; from 7am Monday to Saturday; and from 9am on Sunday or a Public Holiday.

151. The business is required to comply with Council's Local Laws regardless of the permit condition, however, to ensure the operator is aware of the current obligations and to ensure the residential amenity is protected adequately from any increased deliveries and waste collection, the existing conditions 15 and 16 of the permit must be updated to ensure waste collection and deliveries do not occur before 9am on a Sunday and a Public Holiday (rather than 7am as per the current conditions).

152. Although the EPA guidelines suggest that waste collection should not occur beyond 8pm on any day, these are not mandatory provisions but guidelines. It is considered that the existing 10pm limit under condition 15 is acceptable as it is still in alignment with Council's local law. Furthermore, the applicant has advised that collection would only occur once per week and thus given the limited frequency of collections this would not represent an unreasonable disturbance if undertaken after hours of operation.

153. It is noted that this will also bring the delivery and waste collection times into alignment with policies at Clause 22.09. Disposal of bottles into bins (currently restricted under condition 11 of the permit) will also be addressed under that policy later in the report.

154. Subject to the changes described to the commencement for deliveries, it is considered that there would not be any unreasonable disturbance from garbage collection or deliveries to the surrounding residential area.

Loading and Refuse Collection Facilities

155. The existing shed at the south-west corner of the site will continue (as per the current endorsed plans) to be utilised for waste storage. This has previously been found to be acceptable.

156. The applicant has stated that the existing bin storage and collection arrangements - 1X1100L recycle bin and 1X 1100L co-mingle bins, collected once per week - will be sufficient for the proposed restaurant operations.

157. Given the similarity of the operations and the similar nature of the use and limited changes to hours of operation, it is considered acceptable to continue the existing arrangements.

158. There are no specified loading facilities designated on the plans (either endorsed or proposed). However condition 16 of the existing permit which restricts hours for delivery also stipulates that all deliveries must occur on-site to the satisfaction of the Responsible Authority. There is no change to the layout of the car park that would preclude this arrangement from continuing and this requirement will be maintained as part of permit conditions.

159. In summary, the above assessment finds that, subject to the conditions outlined, the operation of the proposed restaurant over the extended hours would not adversely impact the residential amenity of the surrounding area. The following sections of the assessment will address the licensing and car parking/traffic arrangements.

<u>Sale and consumption of liquor</u>

160. The decision guidelines of Clause 52.27 Licensed Premises and policies at Clause 22.09 (Licensed premises policy) are most relevant to the considerations of the licensing of the premises.

161. The application proposes the sale and consumption of liquor on-site, in association with the restaurant use (restaurant and café licence) for a maximum of 75 patrons during the following hours:

    (a) 9.00am to 8.00pm Monday to Saturday;

    (b) 10.00am to 8.00pm Sunday; and

    (c) 12.00 noon to 8.00pm Good Friday and Anzac Day.

162. The below assessment is structured around the relevant sections and policies of Clause 22.09 as it draws from the decision guidelines and objectives of Clause 52.27 and provides more specific guidance to assess the proposal.

Location and Access

163. It is policy at Clause 22.09-3 of the Scheme that: *licensed premises should be located where:*

    (a) *The land is not zoned Residential (excluding the Mixed Use Zone).*

(b) *Potential amenity impacts from (but not limited to) patron noise, ingress and egress of patrons, queuing of patrons, smoking areas for patrons, and dispersal of patrons from the site can be appropriately managed or buffered.*
(c) *There is opportunity for a high level of public safety and surveillance of patrons as they enter and leave the premises.*
(d) *The premises would not result in an unreasonable cumulative impact on the amenity of the surrounding area.*

164. Although policy discourages licensed premises from being located on residentially zoned land, this is not a mandatory requirement. The sale and consumption of liquor is considered to be acceptable in this location due to the following factors:

(a) It is proposed in association with a food and drink premises (restaurant) and the type of license sought (restaurant and café licence) reflects this. This is a lower risk category of liquor licence which is for premises where the predominant activity on site is the service of meals, with liquor service being ancillary to this activity.

(b) The site fronts Heidelberg Road (an arterial road) and Yarraford Avenue is a "no-through-road" and hence both pedestrian and vehicular access to the site would largely be via Heidelberg Road (albeit with vehicles having to access the site via the northern part of Yarraford Road and with some patrons likely to park in Yarraford Avenue).

(c) The proposed hours for sale/consumption of liquor are in alignment with policy for residential areas (see later discussion) and are consistent with the service of alcohol in an ancillary capacity to food and the provision of a service mainly to local clientele from surrounding residences and other businesses.

(d) The previous section of the report assessing noise finds that noise associated with the site would be compatible with the residential environment, subject to a number of conditions.

(e) The existing building is designed so that the windows to internal patron areas face Heidelberg Road, again directing noise and internal patron activity away from the more sensitive Yarraford Avenue frontage.

(f) Council's Civic Amenity Unit support the proposed licensing of the venue and have also advised that no amenity complaints have been received in regards to the current café operation.

165. In terms of potential amenity impacts:

(a) Noise emissions have already been assessed in relation to the proposed restaurant use. Given the nature of the premises (restaurant) and the limited hours of operation (not past 8pm) the licensing of the premises would be unlikely, in and of itself, to lead to significantly higher noise levels to be generated from the premises. However, noise from disposal of bottles is discussed later in the assessment and will be addressed by condition.

(b) A smoking area has been designated within the car park at the rear of the building. Given the nature of the premises (a restaurant) with a predominant food focus and the relatively limited amount of time patrons are likely to spend at the site, it is unlikely that there would be a significant demand for smoking on-site. However, the provision of a smoking area would help to encourage any patron who does with to smoke to do so on the premises rather than in the surrounding streets.

(c) Queuing is not anticipated to be problematic given the nature of the venue, however, is discussed further under the following "venue design" section of the assessment.

(d) Patrons dispersing from the site would largely disperse towards and along Heidelberg Road given that Yarraford Avenue is a 'no through road'. Patrons who park within surrounding side streets, including Yarraford Avenue, would need to walk to their cars but given the relatively early closing time (8pm) any foot traffic along side streets would not be anticipated to cause unreasonable disturbance.

166. A cumulative impact assessment is not required to be submitted under Clause 22.09 for a restaurant and café licence where the preferred hours of the policy are met. Furthermore, the premises would be deemed a low risk venue for cumulative impact according to Practice Note 61 as it does not open after 11pm and is not located in an area with a "cluster" of licensed premises (the nearest permanently licenced premises is the Grand Hotel located approximately 400m to the west of the subject site on the northern side of Heidelberg Road).

167. Given all of the above, no further assessment of cumulative impact is required.

Venue Design

168. Clause 22.09-3 includes the following policy :

(a) *The layout and design of new licensed premises incorporate safe design principles as detailed in the Design Guidelines for Licensed Venues (Victorian Commission of* Gambling and Liquor Regulation 2017).

(b) *The entry and exits points of a licensed premise and the areas for queuing of patrons are located away from sensitive land uses.*

(c) *Waste management and storage is provided on-site, and noise enclosures are provided where bottle crushers are to be used.*

169. The proposal is considered to meet the venue design policies given that:

(a) The venue is a purpose-built commercial building and the main pedestrian entry/exit is to an arterial road (Heidelberg Road) – the least sensitive interface. Whilst it is unlikely that patrons would be queueing, given the nature of the premises, if this was to be the case, patrons would do so along the Heidelberg Road frontage. It is noted that the nearest dwelling to the front of the site (No. 534 Heidelberg Road) is set well back from Heidelberg Road and thus any patrons at the street frontage would not cause undue disturbance to the dwelling.

(b) The pedestrian entry/exit to the premises (to Heidelberg Road) is well-defined and adequately illuminated from internal lighting and street lighting for evening trade.

(c) The adjacent front façade glazing to the entry/exit would enable good supervision of patrons leaving and entering the establishment to ensure safety. Given the limited hours of operation (no later than 8pm) the nature of the proposal is not considered one where there would be a high level of risk to patrons leaving the venue.

(d) Waste from the licensed premises will be stored in the shed at the south-west corner of the site adjacent the car park, as per existing conditions. No bottle crushers are proposed. Noise associated with waste has already been discussed, however, further discussion of noise from disposal of bottles will be address in the noise section of the policy below.

170. However, a minor error on the proposed floor plan, which shows the licensed area has been identified on the plans. The red line depicting the licensed area is shown to continue along the length of the western boundary, including the car parking area. This appears to be an error, however, to ensure there is no confusion, a condition of any amended permit would require that the red line adjacent the car parking area is deleted.

Hours of Operation

171. Policy at Clause 22.09-3 as relevant to this application is that:

(a) *Licensed premises in a Residential zone (other than a Mixed Use Zone) should not provide for the sale and consumption of liquor beyond 8pm, unless the responsible authority is satisfied that it will not adversely affect the amenity of the area;*
(b) *For outdoor areas, including smoking areas, rooftops and open courtyards, the sale and consumption of liquor should not occur after 10pm, unless the responsible authority is satisfied that it will not adversely affect the amenity of the area.*
(c) *Licensed premises (including packaged liquor outlets) should not commence the sale and consumption of liquor before 9am.*

(d) *Deliveries to and waste collection from a licensed premises should not occur after 10pm on any day, before 7am Monday to Saturday, or before 9am on a Sunday or public holiday except for those allowed under any relevant local law.*
(e) *Emptying bottles into bins in outdoor areas should not occur after 10pm on any day, before 7am Monday to Saturday, or before 9am on a Sunday or public holiday*

172. The application proposes the sale and consumption of liquor on-site, in association with the restaurant use (restaurant and café licence) for a maximum of 75 patrons during the following hours (more restrictive than overall hours of operation):

(a) 9.00am to 8.00pm Monday to Saturday;

(b) 10.00am to 8.00pm Sunday; and

(c) 12.00 noon to 8.00pm Good Friday and Anzac Day.

173. The proposed hours for sale/consumption of liquor meet the preferred hours in the policy for residential zoned areas in terms of cessation (no later than 8pm) and the preferred hours for all areas in terms of commencement (no earlier than 9am). It is noted that even though the restaurant proposes to continue to operate earlier than 9am, it is not proposed to sell liquor before this time.

174. In relation to the preferred hours for deliveries, waste collection and bottle emptying, as detailed in the "Land Use" section of the assessment, Condition 15 and 16 would be amended, as a condition of support for the proposal, to be consistent with policy in relation to the earliest times for collection/delivery on Sundays and Public Holidays (i.e. no earlier than 9am). The latest hours for delivery of goods would continue to be more stringent than policy suggests.

175. Condition 11 of the permit stipulates that: *Any empty bottles associated with the use must be taken in bags and no emptying of bottles into garbage bins is permitted after 9.00 pm on any night or before 7.00 am on any day.*

176. Given the licensing of the premises may result in additional bottle waste being produced, it is considered prudent to modify condition 11 to also align with current policy requirements, i.e. to also preclude disposal of bottles into garbage bins before 9am on Sundays and Public Holidays. The latest hours for disposal of bottles would continue to be more stringent than policy suggests.

Patron numbers

177. It is policy at Clause 22.09-3 that:

(a) *The number of patrons should not exceed the safe and amenable operating capacity of the premises. An assessment of the maximum number of patrons that can be physically accommodated within a venue should be based on the VCGLR Liquor Licensing Fact Sheet – Maximum Patron Capacity (2016).*
(b) *The number of patrons reflects the strategic and physical context of the site and will not adversely affect the amenity of nearby properties and the surrounding area, including by any unreasonable cumulative impact.*

178. A maximum of 75 patrons are proposed to be accommodated within the licensed restaurant. This is consistent with the existing approved maximum 75 seats permitted under the current permit for the (unlicensed) café, which has previously been deemed to be acceptable.

179. Although the site is located in a residential area and is otherwise surrounded by residential uses, as previously highlighted, it has its main frontage to an arterial road (20m wide) which provides a buffer from residences opposite and in this context, the activity associated with the premises (noise, pedestrian and vehicular movement etc) would be less apparent than for more secluded portions of residential streets.

180. The number of patrons for a total area of 223.7sqm provided for patrons equates to 1 patron per 2.98sqm, this is well under the maximum density of 1 patron per 0.75sqm stipulated in the *VCGLR Liquor Licensing Fact Sheet – Maximum Patron Capacity (2016).*

181. As detailed in the noise assessment undertaken in the land use section of the assessment, subject to the increase in height for the section of the acoustic fence adjacent the courtyard and the a condition restricting the number of patrons within the courtyard to 32 (to ensure patron noise is kept to acceptable limits in relation to the dwelling at No. 534 Heidelberg Road) the proposed noise from patrons would not adversely impact the amenity of the surrounding area.

Noise

182. Clause 22.09 does not require a Noise and Amenity Action Plan to be submitted for applications for restaurant and café liquor licences, this recognises the low risk nature of these types of licences.

183. Further in relation to noise, it is policy at Clause 22.09-3 that:

(a) *Noise from the operation of the licensed premises should not have an unreasonable impact on the amenity of the area.*

(b) *Noise emissions from licensed premises should comply with the standards specified in the State Environmental Protection Policy or any other relevant requirement such as accepted sleep disturbance criteria or relevant Australian Standards.*

(c) *On-site noise attenuation measures should be applied for licensed premises where unreasonable amenity impacts on the surrounding area may result from the proposed activities.*

(d) *Where required, a licensed premise must be designed and managed in accordance with an acoustic report approved by the responsible authority.*

184. In relation to noise emissions, a detailed noise assessment has already been undertaken in the "land use" section of the assessment in addition to the earlier discussion regarding appropriate hours for emptying of bottles into bins. Subject to several conditions already outlined – which include modified noise attenuation measures (increase to the height of the acoustic fence) - the licensed restaurant would not adversely impact the amenity of the area through noise and would meet relevant State Environment Protection Policies (SEPP N-1 and SEPP N-2) pertaining to mechanical noise and music noise.

185. In addition to the conditions already outlined to control noise from the premises, as the licensed restaurant is to be located in a residential area, any amended permit issued should also include a standard condition requiring a sign to be displayed at the patron exit to the building requiring that patrons leave quietly to respect the amenity of adjacent residential areas and to leave in a quiet and orderly manner.

186. It is noted that policy at Clause 22.09 does not require an acoustic report to be provided for a liquor licence associated with a restaurant where the preferred hours are met and hence the applicant has gone beyond the stated application requirements under Clause 22.09 of the Scheme for this proposal.

This gives a high level of assurance that the proposed operation of the licensed premises will not result in detriment to the surrounding area in relation to noise emissions. There is no need to endorse an acoustic report as part of approval of any amendments to the permit as all recommendations can be translated into simple permit conditions.

<u>Car Parking and Traffic</u>

187. Collectively, the provisions of the Scheme noted above seek to produce balanced transport and parking outcomes by requiring uses and developments to provide adequate amounts of vehicle parking on-site but also encouraging sustainable forms of transport so that the municipality can reduce automobile reliance Relevant considerations are addressed below.

188. Clause 52.06 (Car parking) of the Scheme will be used to frame this car parking assessment.

189. Although there is no change to the number of car parking spaces provided on-site (14), due to the change of type of food and drink premises from a café to a restaurant a different car parking rate applies and thus there is a shortfall of 16 car parking spaces under Clause 52.06.

190. The applicant has submitted a traffic report (prepared by M L Traffic Engineers) which includes a survey of the surrounding street network in relation to car parking availability.

191. The relevant decision guidelines of Clause 52.06 will be considered in turn below.

The car parking demand assessment

192. The submitted traffic report notes that, of the various factors to be considered in assessing car parking demand, the site has good access to public transport, cycling paths and good pedestrian access (detailed further below).

193. An empirical demand or alternative rate of car parking demand is not provided in the submitted traffic report, as the car parking rate stipulated in the Scheme was deemed to be appropriate.

The availability of alternative car parking in the locality of the land.

194. The surrounding area has on-street car parking along Heidelberg Road and side streets, including Yarraford Avenue, most of which is unrestricted.

195. There is a clearway during the am peak hours on the southern side of Heidelberg Road and during the pm peak hours on the northern side of Heidelberg Road.

196. The traffic report finds that there is sufficient on-street car parking to meet the 16 space shortfall in the surrounding street network. The report includes a car parking survey of sections of Yarraford Avenue, Heidelberg Road and Hanslope Avenue closest to the subject site.

197. Council's Engineering Services Unit have reviewed the proposal including the accompanying traffic report and found that the reduction of car parking (sixteen spaces) could be accommodated in the surrounding street network and would not adversely affect on-street parking conditions.

On street parking in residential zones in the locality of the land that is intended to be for residential use.

198. On the eastern side of Yarraford Avenue, directly opposite the subject site, are two permit parking spaces which could be utilised by residents that have resident or visitor parking permits.

199. The reservation of these two space for residents/visitors would help to reduce competition for on-street car parking spaces for residents at the northern end of Yarraford Avenue.

The practicality of providing car parking on the site, particularly for lots of less than 300 square metres.

200. Although the site is well over 300sqm, it is still limited in its ability to provide any additional car parking spaces given the existing buildings on the site. Under existing conditions over half of the site is already dedicated to car parking and it is impractical to provide any additional car parking on the site.

Local traffic management in the locality of the land.

201. Council's Engineering Services Unit have advised that the proposed change of use would not be anticipated to generate additional traffic in the surrounding area in comparison to the existing use and would not be unduly high.

202. The access, layout and number of car parking spaces provided on-site are not proposed to be altered. Furthermore, no concerns have been raised by Council's Engineers in relation to traffic safety or conflicts with pedestrians, cyclists or the wider street network from traffic associated with the proposed restaurant use and expanded hours of operation.

203. Given the modest scale of the premises, deliveries and waste collection are unlikely to contribute substantially to traffic within the street. Furthermore, in terms of deliveries, as previously noted, condition 16 of the existing permit (to be retained) requires that deliveries occur on-site (to Council's satisfaction) which would facilitate deliveries in a manner that would not obstruct traffic flow in Yarraford Avenue.

    The impact of fewer car parking spaces on local amenity, including pedestrian amenity and the amenity of nearby residential areas.

204. Whilst there is a shortfall of car parking on-site as calculated by the rate in clause 52.06, effectively there would be little difference in amenity impacts from the demand for car parking comparison to the existing premises.

205. In approving the expansion of the premises to a 75 seat capacity in the 2011 amendment to the permit, VCAT found that at this scale the premises would result in an acceptable impact on traffic and car parking in the surrounding area and the maximum 75 patrons associated with the restaurant is an equivalent scale of operation.

206. The previous sections of the car parking assessment have ascertained that there is sufficient car parking available on the street to accommodate any overflow and that peak traffic impacts would be similar to the existing café use.

207. Thus it is considered that the existing conditions of the permit would provide adequate protection in relation to the amenity of the surrounding area, including residential streets (and in particular Yarraford Avenue) to accommodate the expanded hours of operation in association with the restaurant use.

208. *Access to or provision of alternative transport modes to and from the land.*

209. The site is accessible by public transport, with the closest access via bus services along Heidelberg Road (route 546) and the Chandler Highway (route 350 & 609). The Alphington and Fairfield railway stations are further afield but within walking distance (an approximately 10 minute walk to Fairfield Station).

210. In addition, Heidelberg Road has formal on-road bicycle lanes in each direction and the subject site is not far from the Main Yarra Trail (along the Yarra River) which also provides a formal off-road bicycle route.

211. The ongoing provision of eight (8) bicycle spaces on-site, as required by existing condition 14 of the permit, would continue to encourage both staff and patrons to access the site by bicycle and is well in excess of the minimum (1 space) prescribed under Clause 52.34 of the Scheme.

212. Furthermore, it is likely a proportion of trade would be from the immediately surrounding residential area (walk-up trade).

213. Hence, it would be anticipated that a proportion of staff and patrons would use alternative transportation options (walking, cycling or public transport) and not rely on car parking on-site or within the street network surrounding the site, reducing demand for car parking.

214. Overall, given the above considerations, the proposed reduction of car parking can be supported having regard to the impact existing on-street car parking and traffic conditions.

    <u>Buildings and works</u>

215. The proposed buildings and works are limited to the construction of the proposed acoustic fence along the western boundary of the site (2.1m high and of timber construction). As detailed earlier in the report, part of the fence will be required, by condition, to be increased in height to 2.4m to provide better acoustic attenuation.

216. As detailed in the Planning Scheme Provisions section of the report, the only permit trigger for the fence is the Special Building Overlay ("SBO). Hence the main consideration of the acceptability of the proposed fence is whether it meets the objectives of the SBO, the most relevant being: *To ensure that development maintains the free passage and temporary storage of flood waters, minimises flood damage, is compatible with the flood hazard and local drainage conditions and will not cause any significant rise in flood level or flow velocity.*

217. The application was referred to Melbourne Water (the relevant Floodplain Authority), as required under the provisions of the SBO. Melbourne Water raised no objection to the proposed fence and did not require any conditions. Hence it is considered that the proposed fence is consistent with the objectives of the Special Building Overlay and would not pose a hazard or obstruct the flow of floodwaters.

218. The Planning Officer has also sought and obtained verbal confirmation from Melbourne Water that increasing the height of the fence in part, by 0.3m (as per the stipulated conditions) would not alter their assessment of the proposal.

219. Given the permit trigger for the fence is only the SBO, very little weight can be given to other policies that would normally be applicable to consideration of buildings and works in association with the use, such as those at Clause 22.10 (Build form and design policy) or 22.01 (Discretionary Uses in the Residential 1 Zone) of the Scheme.

220. Nonetheless, the proposed fence (inclusive of the increased height to be required by condition) would be generally consistent with policies at Clause 22.10 of the Scheme as it would not detract from the public realm or the garden character of the area and the proposed material (timber) is typical of side boundary fencing in the area.

Objector Concerns

221. The majority of the issues raised by objectors have been addressed throughout the assessment section of this report. For ease of reference, the concerns raised and corresponding report sections and/or paragraph numbers are outlined below, as relevant:

Traffic congestion (from cars, waste and delivery vehicles) and associated safety risks to pedestrians, cyclists and drivers.

222. This concern has been discussed at paragraphs 212-207 of this report.

Car parking reduction (loss of on-street car parking and exacerbation of illegal parking)

223. This concern has been discussed, in part, at paragraphs 192-199 of this report in relation to loss of on-street car parking. In terms of illegal car parking, any breach or road rules, such as parking across driveways or the like, can be dealt with appropriately through enforcement by Council's Parking Services. However, given the availability of on-site and on-street car parking and the existing use it is considered unlikely that this would be significantly exacerbated by the proposal.

Loss of residential amenity.

224. This concern has been discussed throughout the report, including at paragraphs 98-214.

Noise (in particular from extension of trading hours; consumption of alcohol; smashing of bottles; and waste/delivery trucks).

225. This concern has been discussed at paragraphs 116-154 and 183-186 of this report. Smashing of bottles is addressed in the report in relation to the noise from disposal of bottles into bins. Beyond this, it is considered highly unlikely that the licensing of the premises would lead to the "smashing of bottles" more generally given the low risk nature of the licence sought. By its very nature a restaurant with such modest operating hours will be a highly controlled environment.

Waste (pests and odour).

226. As discussed at paragraphs 155-159, the existing waste management arrangements will continue in association with the proposed restaurant use. Support for the proposal is subject to a number of changes to existing conditions regarding waste management to ensure the intensification would not adversely impact the surrounding residences. Although pests and odour from waste is not specifically discussed, both these items would be addressed by the general amenity condition (condition 10) of the permit and in the unlikely event that any nuisance was caused due to pests or odours associated with waste, enforcement action could be taken to rectify such issues.

Adverse impact on neighbourhood character.

227. As discussed at paragraph 220, the proposed buildings and works (new acoustic fence) would not detract from the built form character of the surrounding area. It is noted that as the only permit trigger for the new fence is under the Special Building Overlay, this aspect of the proposal is exempt from notice and review.

Social impacts (children exposed to public alcohol consumption).

228. Given the nature of the licensed premises (a restaurant) the licensing of the premises would present a low risk in terms of anti-social behaviour within the public realm. The licensing of any area within the public realm (e.g. area to Heidelberg Road frontage) would be determined under Council's Local Law provisions and is not the subject of this assessment.

Ongoing stress to residents associated with repeated planning applications for an extension to hours and/or patron capacity.

229. There are no provisions within the Act or the Planning Scheme that prevents multiple applications being made for a site. Any application for a planning permit (including an amendment to an existing permit) must be assessed on its merits and based on the relevant planning policies of the Scheme. Considerations of the social impact of multiple applications goes beyond the scope of the planning assessment.

Other matters

230. If an amended permit were to issue, in addition to the changes recommended in the assessment section, the following additional changes to the permit would be required:

    (a) The permit preamble would be amended to read:

        (i) Use of the site as a restaurant; an associated reduction of car parking; sale and consumption of liquor on-site (restaurant and café licence); and construction of buildings and works including the construction of a fence and deck.

    (b) The following changes would be made to existing conditions:

        (i) Existing condition 1 (a-e) deleted, as these conditions were previously met with the last set of endorsed plans, and replaced with a new condition 1 which references the decision (advertised) plans and requires further changes, as per the recommendations of the assessment section of the report;

        (ii) Existing condition 2 amended to refer to the sale and consumption of liquor;

        (iii) Existing condition 22 (expiry) updated to reflect amended permit triggers and associated permit expiry dates; and

        (iv) Re-numbering of existing retained and amended conditions to accommodate new conditions.

Conclusion

231. The proposal, subject to conditions outlined in the recommendation below, the proposal is considered to generally comply with the relevant policies of the Yarra Planning Scheme and is recommended for approval.

RECOMMENDATION

That having considered all relevant planning policies, the Committee resolves to Issue a Notice of Decision to Amend a Planning Permit PL05/1061.04 to allow for a change of use from a café to a restaurant; an associated reduction of car parking; an extension to the hours of operation; introduce the sale and consumption of liquor on-site (restaurant and café licence); and include additional buildings and works (construction of an acoustic fence) at 538-540 Heidelberg Road, Alphington, in accordance with the decision plans and subject to the following changes to the permit pre-amble and conditions:

Permit preamble modified to read:

Use of the site as a restaurant; an associated reduction of car parking; sale and consumption of liquor on-site (restaurant and café licence); and construction of buildings and works including the construction of a fence and deck.

Conditions modified as follows (new or amended conditions in bold):

1. Before the use (including the sale and consumption of liquor) 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, drawing nos. A1, A2, A3 & A4 (prepared by Mimar Designs and dated Oct'19 with notations dated 18/3/2020); and drawing no. SD Bar 01 (prepared by Cogent Acoustics and dated 28/11/2019), but modified to show:

(a) The proposed acoustic fence along the western boundary to be increased in height to 2.4m, where adjacent the outdoor dining area (courtyard), as per the Revised Acoustic Report prepared by Cogent Acoustics and dated 10 August 2020.

(b) Deletion of the red line depicted on the proposed site/licensed area plan adjacent the car parking area.

2. The layout of the uses **(including the sale and consumption of liquor)** and development as shown on the endorsed plans must not be altered without the further consent of the Responsible Authority.

3. Before the commencement of the restaurant use and sale and consumption of liquor authorised by the amended permit, or by such later date as approved in writing by the Responsible Authority, the acoustic fence along the western boundary, as shown on the endorsed plans, must be constructed to the satisfaction of the Responsible Authority.

4. **The restaurant** use must only operate between the following hours:

(a) 7.00am to 8.00pm Monday to Friday (except the courtyard / outdoor area that must only operate from 8.00am) other than on Good Friday and Anzac Day;

(b) 8.00am to 8.00pm Saturday & Sunday; and

(c) 8.00am to 8.00pm Good Friday and Anzac Day.

5. Except with the prior written consent of the Responsible Authority, the sale and consumption of liquor may only occur between the following hours:

(a) 9.00am to 8.00pm Monday to Saturday (other than on Good Friday and Anzac Day);

(b) 10.00am to 8.00pm Sunday (other than on Anzac Day); and

(c) 12.00 noon to 8.00pm Good Friday and Anzac Day.

6. The number of staff, proprietors, and person related to the proprietors working on the site or any other persons working on the site, whether paid or unpaid, must not exceed twelve (12) on the site at any one time.

7. No more than 75 seats may be available to the public on the site at any one time.

8. No more than 75 patrons are permitted on the land at any one time, including a maximum of 32 patrons within the outdoor dining area (courtyard).

9. Music on the site must be limited to background music only. No live music or entertainment will be permitted.

10. No music must be played outside the premises. No speakers must be sited outside the premises.

11. The operator shall not cause or permit undue detriment to the amenity of the area to arise out of or in connection with the use of the premises to which this permit relates during or immediately after the trading hours authorised under this permit.

12. The operator shall ensure that the level of noise emitted from the premises shall not exceed the relevant State Environment Protection Policy or other relevant noise policy.

13. The use permitted must not adversely affect the amenity of the locality by the appearance of any buildings, works or materials, the transporting of goods to and from the premises, emissions from the site or in any other way.

14. Before the commencement of the sale and consumption of liquor, the applicant must, to the satisfaction of the Responsible Authority, display a sign at the exit of the licensed premises advising patrons to respect the amenity of adjacent residential areas and to leave in a quiet and orderly manner.

15. Any empty bottles associated with the use must be taken in bags and no emptying of bottles into garbage bins is permitted **after 9.00pm or before 9.00am on Sunday and Public Holidays; and after 9.00pm or before 7.00am on any other day.**

16. No fewer than fourteen (14) car spaces must be provided on the land for the use. The car park must be clearly line-marked with 14 spaces.

17. Car parking spaces must be maintained at all times to the satisfaction of the Responsible Authority and must not be used for any other purpose, except with the written consent of the Responsible Authority.

18. There are to be no less than eight (8) bicycle spaces available on the site at all times, unless with the further written consent of the Responsible Authority.

19. Garbage collection by private contractor must be restricted between **9.00am and 10.00pm on Sunday and Public Holidays; and between 7.00 am and 10.00 pm on any other day.**

20. Deliveries to the site are only permitted **between 9:00am and 6:00pm on Sunday and Public Holidays; and between 7:00am and 6:00pm on any day.** All deliveries must occur on site to the satisfaction of the Responsible Authority.

Melbourne Water conditions **(21-24)**

21. All No polluted and / or sediment laden runoff is to be discharged directly or indirectly into Melbourne Water's drains or watercourses.

22. The carport must be constructed with finished surface levels no lower than 350mm below the applicable flood level.

23. The decking is to be constructed with unenclosed foundations to allow for the passage of overland flows.

24. Unless otherwise agreed to in writing by Melbourne Water, any proposed vehicle parking areas must have finished surface levels no lower than 350mm below the applicable flood level.

25. The line marking of the car park and construction of the new fence along the eastern boundary must occur within three months of the issue of this amended permit.

26. This permit will expire if:

(a) the development is not completed within two years of the date of this amended permit;

(b) the restaurant use (including the sale and consumption of liquor) is not commenced within two years from the date of this amended permit; or

(c) the restaurant use (including the sale and consumption of liquor) is discontinued for a period of two years.

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

Note:

These premises are required to comply with the *Food Act* 1984*.* No fit-out is to commence until plans have been approved by Council's Public Health Unit. Please contact the Public Health Unit on (03) 9205 5777.

Note:

These premises will be required to comply with the *Health Act* 1958*.* No Fit-out is to commence until plans have been approved by Council's Public Health Unit. Please contact the Public Health Unit on (03) 9205 5777.

Note:

A building permit must be obtained before development is commenced.

Note (Melbourne Water):

If further information is required in relation to Melbourne Water's permit conditions shown above, please contact Melbourne Water on telephone 9235 2517, quoting Melbourne Water's reference 85967.

The applicable flood level for the property is 27.16 metres to Australian Height Datum (AHD).

CONTACT OFFICER: **Madeleine Moloney**
TITLE: **Statutory Planner**
TEL: **92055009**

Attachments

1 PL05/1061.04 - 538 - 540 Heidelberg Road Alphington - Subject Land
2 PL05/1061.04 - 538 - 540 Heidelberg Road Alphington - Decision (Advertised) Plans
3 PL05/1061.04 - 538 - 540 Heidelberg Road Alphington - Advertised Traffic Report
4 PL05/1061.04 - 538 - 540 Heidelberg Road Alphington - Advertised Acoustic Report
5 PL05/1061.04 - 538 - 540 Heidelberg Road Alphington - Revised Acoustic Report
6 PL05/1061.04 - 538 - 540 Heidelberg Road Alphington - Current Planning Permit
7 PL05/1061.04 - 538 - 540 Heidelberg Road Alphington - Current Endorsed Plans
8 PL05/1061.01 - 538 - 540 Heidelberg Road Alphington - Council Engineering Services Referral Response
9 PL05/1061.04 - 538 - 540 Heidelberg Road Alphington - Council Civic Compliance Referral Response
10 PL05/1061.04 - 538 - 540 Heidelberg Road Alphington - Council Acoustic Consultant - Referral Response to Advertised Acoustic Report
11 PL05/1061.04 - 538 - 540 Heidelberg Road Alphington - Council Acoustic Consultant - Referral Response to Revised Acoustic Report
12 PL05/1061.04 - 538 - 540 Heidelberg Road Alphington - Melbourne Water Referral Response

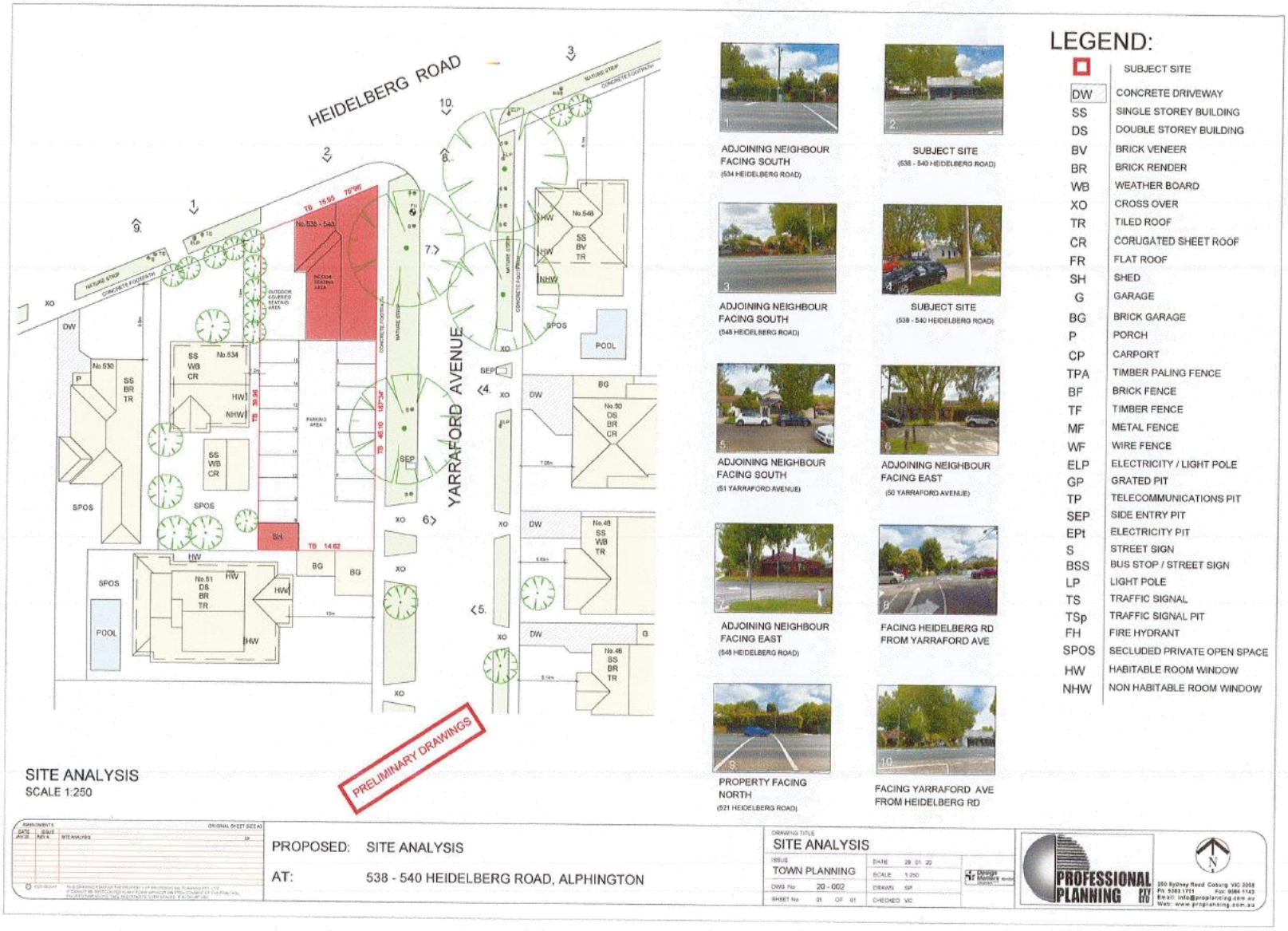
Attachment 1 - PL05/1061.04 - 538 - 540 Heidelberg Road Alphington - Subject Land

SUBJECT LAND: 538-540 Heidelberg Road, Alphington

⇧ **North**

★ **Subject Site**

Attachment 2 - PL05/1061.04 - 538 - 540 Heidelberg Road Alphington - Decision (Advertised) Plans



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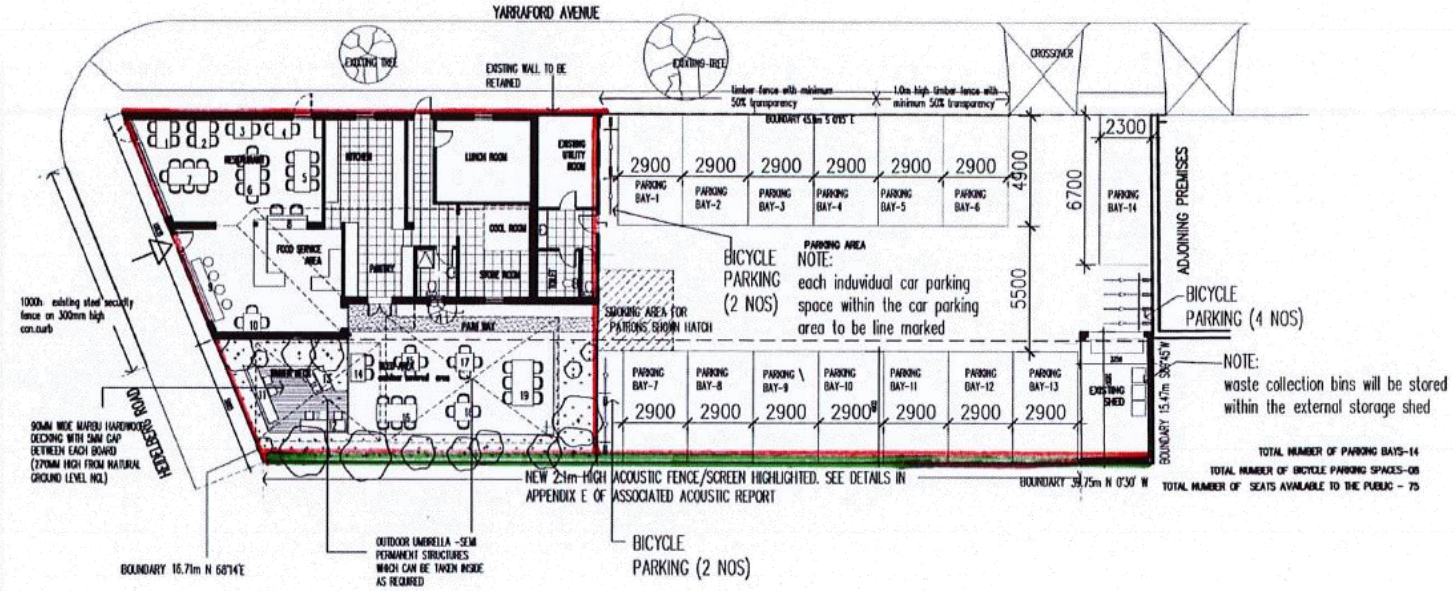
Attachment 2 - PL05/1061.04 - 538 - 540 Heidelberg Road Alphington - Decision (Advertised) Plans

TOWN PLANNING ISSUE

SCHEDULE (TOTAL SEAT)	
TABLE NO	SEATS
1	4
2	4
3	2
4	2
5	6
6	8
7	8
8	2
9	4
10	3
11	2
12	2
13	2
14	2
15	4
16	6
17	4
18	4
19	6
TOTAL	75



BUILDING AREAS				PARKING AREA
RESTAURANT AREA	OUT DOOR RESTAURANT AREA	SHED	TOTAL	361.4m
175.3m^2	48.4m^2	19.0m^2	242.7m^2	

01 SITE PLAN
SCALE 1:200

RECEIVED
27 FEB 2020

NOTE:
Architectural drawings are to be read in conjunction with structural drawings.
Contractor is to check all dimensions and levels on site prior to commencing any work or stage thereof and report any discrepancies or omission to the Designer. figured dimensions given are to be taken in preference to scaled dimensions.
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Project: KISSATEN ALPHINGTON
538 – 540 HEIDELBERG ROAD
ALPHINGTON
VIC.3078

Client:

Drawing Title:
PROPOSED SITE PLAN / LICENSED AREA
PROPOSED NEW ACOUSTIC FENCE

TP SUBMISSION
Rev. Date By Description

MIMAR DESIGN
A.B.N 49 643 309 119
Unit 12, No 26-38 Miller Street, Epping Victoria 3076 AUSTRALIA
Tel +613 9408 3777
Fax +613 9408 8261
e-mail admin@mimardesign.com.au

Drawn By ML
Checked By MS
Date OCT 19
Scale 1 : 200
Proj Num 100330 A1
Dwg Num
Rev A

NORTH

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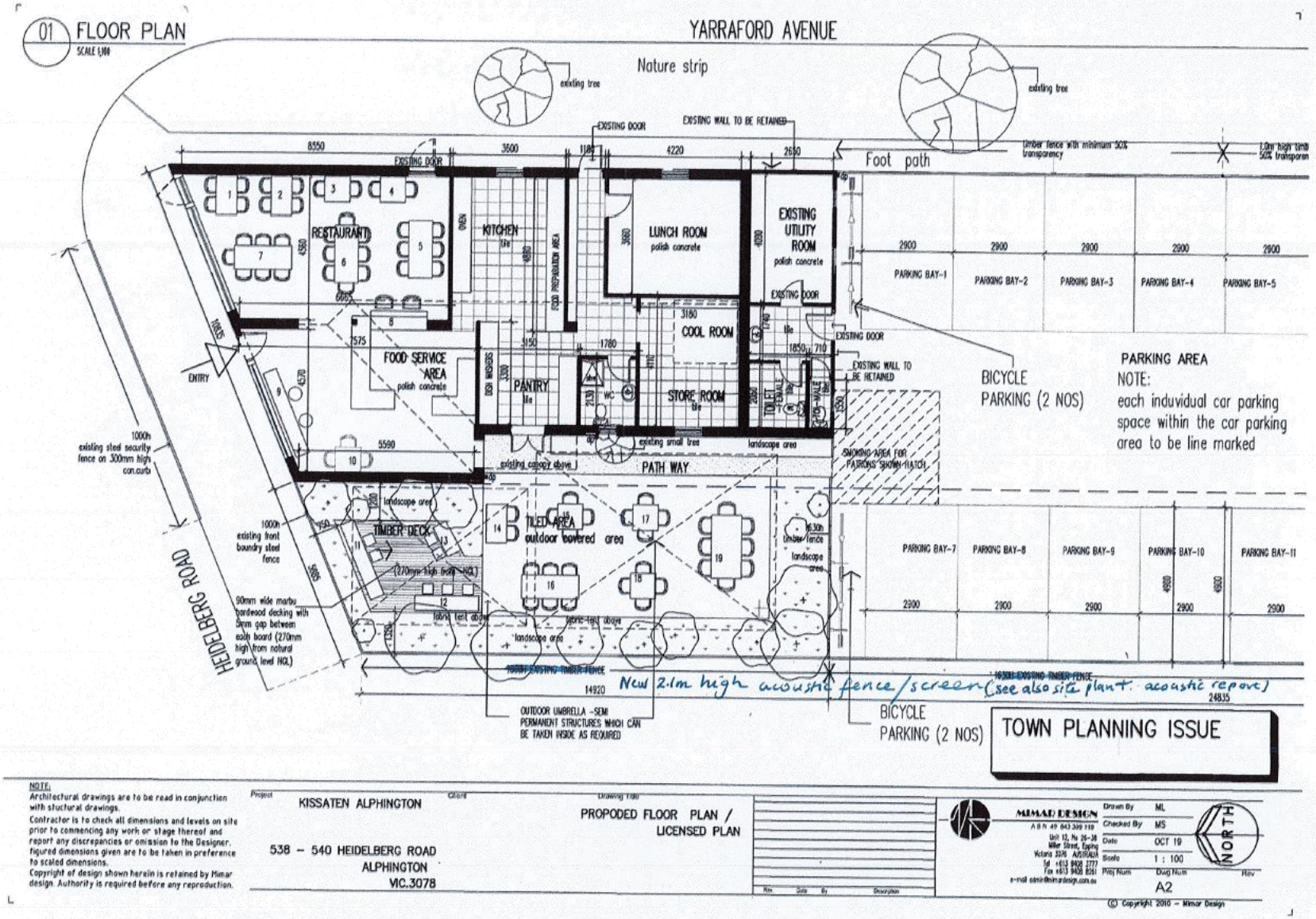

Attachment 2 - PL05/1061.04 - 538 - 540 Heidelberg Road Alphington - Decision (Advertised) Plans

TOWN PLANNING ISSUE

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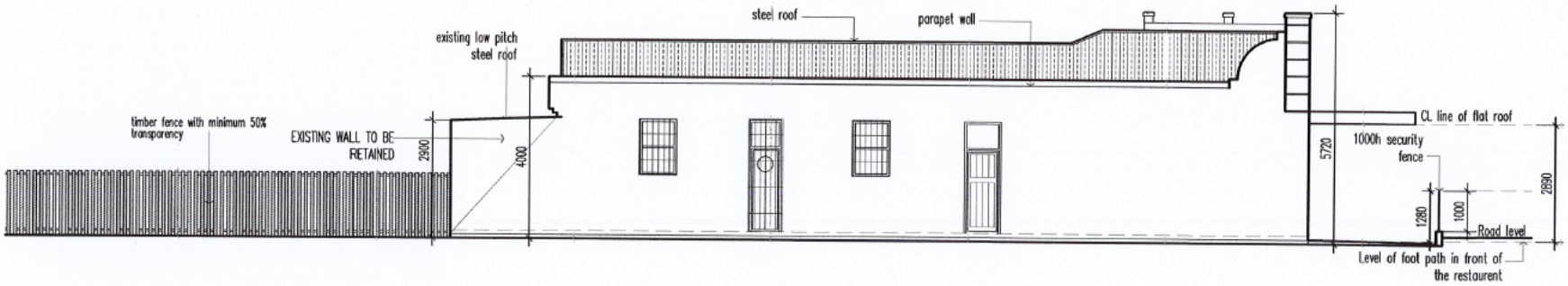
29 NOV 2019



EAST ELEVATION
SCALE 1:100

NOTE:
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Project: KISSATEN ALPHINGTON
Client:
Drawing Title: ELEVATIONS

538 – 540 HEIDELBERG ROAD
ALPHINGTON
VIC.3078

Rev. Date By Description

MIMAR DESIGN
A B N 49 643 300 119
Unit 12, No 26-38
Miller Street, Epping
Victoria 3076 AUSTRALIA
Tel +613 9408 3777
Fax +613 9408 8261
e-mail admin@mimardesign.com.au

Drawn By MH
Checked By MS
Date OCT 19
Scale 1 : 100
Proj Num
Dwg Num A3
Rev

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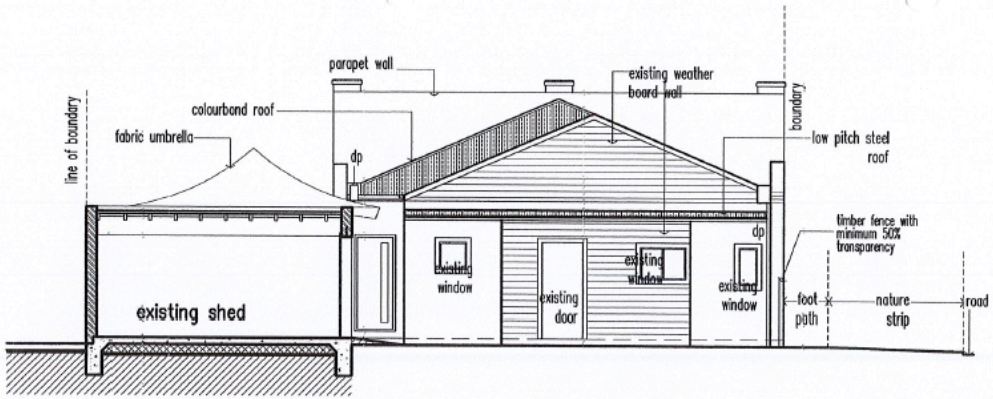
Attachment 2 - PL05/1061.04 - 538 - 540 Heidelberg Road Alphington - Decision (Advertised) Plans



SOUTH SECTIONAL ELEVATION
SCALE 1:100

TOWN PLANNING ISSUE

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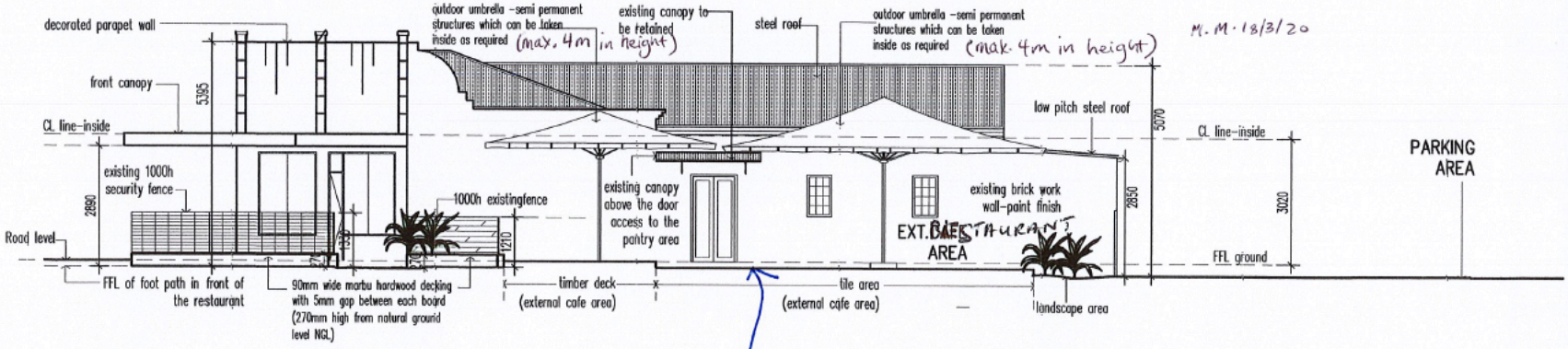

WEST ELEVATION
SCALE 1:100

New 2.1m high acoustic fence/screen proposed along west boundary - see details in Appendix E of associated acoustic report.

NOTE:
Architectural drawings are to be read in conjunction with structural drawings.
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Project: KISSATEN ALPHINGTON
538 – 540 HEIDELBERG ROAD
ALPHINGTON
VIC.3078

Client:

Drawing Title: ELEVATIONS

Rev. | Date | By | Description

MIMAR DESIGN
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Drawn By: MH M.M. 18/3/20
Checked By: MS
Date: OCT 19
Scale: 1 : 100
Proj Num:
Dwg Num: A4
Rev:

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Attachment 2 - PL05/1061.04 - 538 - 540 Heidelberg Road Alphington - Decision (Advertised) Plans

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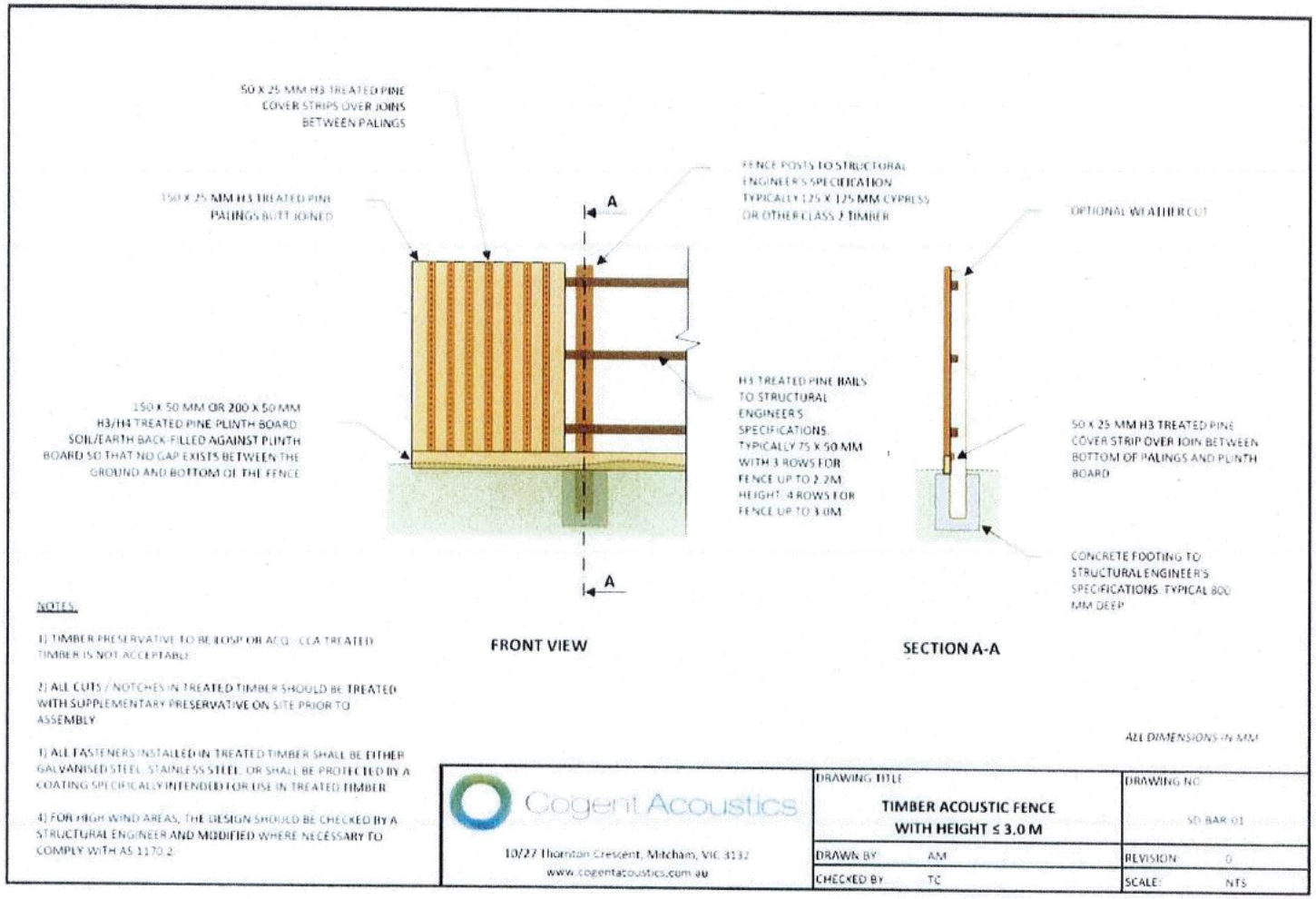

Cogent Acoustics

Appendix E Timber Paling Acoustic Fence

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29 NOV 2019

Attachment 3 - PL05/1061.04 - 538 - 540 Heidelberg Road Alphington - Advertised Traffic Report

A1915683V Car Parking Assessment 1.2

15th November 2019

Yarra City Council
PO Box 168
Richmond VIC 3121

Dear Sir / Madam

Car Parking Waiver Assessment – Proposed Change of Use from Food and Drinks Premises to a Restaurant, and Extension of Trading Hours at 538 Heidelberg Road, Alphington

1. Overview

We have been commissioned by Kissaten Alphington to undertake a Clause 52.06-7 car parking impact assessment for a proposed change of use from café (food and drinks premises) to a restaurant, and an extension of trading hours at 538 Heidelberg Road, Alphington. The site is not located within a Principal Public Transport Network (PPTN) zone.

The existing restaurant trades between 7am and 4pm 7 days a week. Lunch (12pm to 2pm) is the busiest trading period – as per our observations. The business has a permit for a café (food and drinks premises) that operates on 175.3m^2 of leasable area. There are 14 on-site parking spaces. The on-site parking area is accessible from Yarraford Avenue.

Current seating arrangement comprises 34 seats internally, 32 seats within the rear al-fresco area and 9 seats within the footpath. The proposal is to change the use from food and drinks premises to a restaurant with a capacity of 75 seats, and to extend the opening times to 8pm 7 days a week.

2. Car Parking Demand Analyses

Given the site's location outside of a PPTN zone, parking rates as per Column A of Table 1: Car Parking Requirement within Clause 52.06-5. The proposed restaurant requires 0.4 space per patron, as per Table 1: Car Parking Requirement, Clause 52.0-6-5. A 75-seat capacity restaurant requires 30 parking spaces. With 14 spaces provided on-site, a dispensation of 16 spaces applies.

The existing café (food and drinks premises), on 175.3m^2 of leasable area, requires 7 parking spaces. With 14 on-site parking spaces, all parking is accommodated on-site.

Suite 5.04 Level 5, 365 Little Collins Street, Melbourne VIC 3000

Telephone: 0413 295 325 ***Facsimile: 1300 739 523***
traffic@mltraffic.com.au *www.mltraffic.com.au*

ML Traffic Engineers Pty Ltd
ABN 69 148 048 257

Attachment 3 - PL05/1061.04 - 538 - 540 Heidelberg Road Alphington - Advertised Traffic Report

As part of the permit granted for the subject restaurant, two on-site kerbside parking spaces on the east side of Yarraford Avenue (along the side frontage of No.548 Heidelberg Road) are subject to a permit zone restriction.

I undertook inspections of on-street parking occupancies between 4pm and 8pm, over a number of days along Yarraford Avenue, between Heidelberg Road and No.33 Yarraford Avenue. The survey catchment covers a distance of 200m from the subject site. In addition, I have also driven through several streets in the immediate area within the current 7am to 4pm trading period, and parked outside the subject restaurant to observe where people park, if they had not parked on-site. I note the following:

- No staff or customer parks along Heidelberg Road, despite being able to do so legally. Sections to the west of the pedestrian crossing and to the west of the subject site allow parking outside of clearway hours. It is my view that nobody parks due to constant exposure to traffic during daytime hours. However, during dinner hours, parking on Heidelberg Road could occur as traffic volume is considerably lower by then.
- On most occasions, no staff or customer parks along Hanslope Avenue, located to the north of the subject side, and accessible via the signalized pedestrian crossing on Heidelberg Road.
- No staff or customer parks along Alphington Street, located to the west of the subject side, and accessible by walking 100m along Heidelberg Road.
- No staff or customer parks along Perry Street, located to the west of the subject side, and accessible by walking 70m along Heidelberg Road.

Parking surveys show there is ample off-site capacity to accommodate the 16-space shortfall between 4pm and 8pm – see Table 1, and between 7am and 4pm – see Table 2.

Attachment 3 - PL05/1061.04 - 538 - 540 Heidelberg Road Alphington - Advertised Traffic Report

Figure 1: Parking Survey Map (Area of Interest in Blue)

Attachment 3 - PL05/1061.04 - 538 - 540 Heidelberg Road Alphington - Advertised Traffic Report

Location		Restriction	Supply 6.30am to 9.30am Mon to Fri	Supply 4pm to 6.30pm Mon to Fri	Supply Other Times	Parking Occupancy 18-Jul-19 Thu 4.30pm	18-Jul-19 Thu 6.45pm	19-Jul-19 Fri 5.30pm	19-Jul-19 Fri 6.45pm	19-Jul-19 Fri 7.45pm	20-Jul-19 Sat 6pm	20-Jul-19 Sat 7.30pm
Yarraford Avenue (In front of the Subject Site, and No.50 Yarraford Avenue)	West Side	Unrestricted	2	2	2	1	0	0	0	0	1	1
	East Side	Unrestricted	1	1	1	1	1	1	1	1	1	1
Yarraford Avenue (Between the Subject Site and No.45 and No.42 Yarraford Avenue)	West Side	Unrestricted	7	7	7	5	4	5	4	4	4	5
	East Side	Unrestricted	8	8	8	4	1	4	2	1	1	1
Yarraford Avenue (Between No.45 and No.42 Yarraford Avenue, and No.33 and No.28 Yarraford Avenue)	West Side	Unrestricted	9	9	9	2	3	2	3	3	2	2
	East Side	Unrestricted	10	10	10	1	3	3	2	1	4	4
Hanslope Avenue (Between Heidelberg Road and No.7 Hanslope Avenue)	West Side	Unrestricted	5	5	5	1	1	1	1	1	3	4
	East Side	Unrestricted	4	4	4	0	0	1	1	1	3	3
Heidelberg Road (Between Alphington Road - Broomfield Avenue and the Signalised Pedestrian Crossing	North Side	Clearway 4pm to 6.30pm	2		2	0	0	0	0	0	0	0
	South Side	Clearway 6.30am to 9.30am		6	6	0	0	0	0	0	0	0
Number of Parked Cars			48	52	54	15	13	17	14	12	19	21
Number of Vacant Spaces						39	41	37	40	42	35	33

Table 1: Parking Supply and Occupancies – Between 4pm and 8pm

Location		Restriction	Supply 6.30am to 9.30am Mon to Fri	Supply 4pm to 6.30pm Mon to Fri	Supply Other Times	Parking Occupancy 17-Jul-19 Wed 8.15am	17-Jul-19 Wed 11.45am	17-Jul-19 Wed 1pm	17-Jul-19 Wed 2pm	17-Jul-19 Wed 2.45pm
Yarraford Avenue (In front of the Subject Site, and No.50 Yarraford Avenue)	West Side	Unrestricted	2	2	2	1	1	2	2	1
	East Side	Unrestricted	1	1	1	1	1	1	1	1
Yarraford Avenue (Between the Subject Site and No.45 and No.42 Yarraford Avenue)	West Side	Unrestricted	7	7	7	3	4	3	4	4
	East Side	Unrestricted	8	8	8	1	4	6	4	6
Yarraford Avenue (Between No.45 and No.42 Yarraford Avenue, and No.33 and No.28 Yarraford Avenue)	West Side	Unrestricted	9	9	9	2	2	2	2	2
	East Side	Unrestricted	10	10	10	2	1	1	1	1
Hanslope Avenue (Between Heidelberg Road and No.7 Hanslope Avenue)	West Side	Unrestricted	5	5	5	1	1	2	2	1
	East Side	Unrestricted	4	4	4	0	0	0	0	0
Heidelberg Road (Between Alphington Road - Broomfield Avenue and the Signalised Pedestrian Crossing	North Side	Clearway 4pm to 6.30pm	2		2	0	0	0	0	0
	South Side	Clearway 6.30am to 9.30am		6	6	0	0	0	0	0
Number of Parked Cars in the Surrounding Streets			48	52	54	11	14	17	16	16
Number of Vacant Spaces in the Surrounding Streets						43	40	37	38	38
Number of Parked Cars On-Site			14	14	14	2	4	10	9	2

Table 2: Parking Supply and Occupancies – Between 7am and 4pm

Attachment 3 - PL05/1061.04 - 538 - 540 Heidelberg Road Alphington - Advertised Traffic Report

Given that the applicant is seeking to reduce the car parking requirement, a set of responses against criteria contained in Clause 52.06-7 has been undertaken.

a	The likelihood of multi-purpose trips within the locality which are likely to be combined with a trip to the land in connection with the proposed use.	There is limited degree of multi-purpose trips, given the site's location.
b	The variation of car parking demand likely to be generated by the proposed use over time.	Demand will vary according to occupancy – which is higher during lunch and dinner periods, and quieter at other times (including breakfast).
c	The short-stay and long-stay car parking demand likely to be generated by the proposed use.	Customer parking demand is short-stay. Staff parking demand is long stay.
d	The availability of public transport in the locality of the land.	The site has excellent access to 2 bus routes that operate along Heidelberg Road – Route 546 and Route 609. It has poor access to rail, with Fairfield Station located 900m away.
e	The convenience of pedestrian and cyclist access to the land.	Being in a built up area, access for pedestrians and cyclists are excellent.
f	The provision of bicycle parking and end of trip facilities for cyclists in the locality of the land.	Not a relevant consideration.
g	The anticipated car ownership rates of likely or proposed visitors to or occupants (residents or employees) of the land.	Not a relevant consideration.
h	Any empirical assessment or case study.	An empirical assessment has not been carried out, as Clause 52.06's parking rate is considered to be appropriate without the need for further consideration.

Table 3: Response to Clause 52.06-7

Attachment 3 - PL05/1061.04 - 538 - 540 Heidelberg Road Alphington - Advertised Traffic Report

3. Conclusion

There is ample off-site parking spaces to accommodate a 16-space parking shortfall at all times – daytime (7am to 4pm) and evening (4pm to 8pm).

If you have any questions regarding the contents of this report, please do not hesitate to ring me on 0413 295 325, or email me at mlee@mltraffic.com.au.

Yours sincerely

Michael Lee, BEng (Monash, 1989)
Principal

Attachment 4 - PL05/1061.04 - 538 - 540 Heidelberg Road Alphington - Advertised Acoustic Report

Cogent Acoustics

538 Heidelberg Road, Alphington

Acoustic Engineering Report

Attachment 4 - PL05/1061.04 - 538 - 540 Heidelberg Road Alphington - Advertised Acoustic Report

Cogent Acoustics

538 Heidelberg Road, Alphington

Acoustic Engineering Report

Prepared for:

Kissaten
538 Heidelberg Road
Alphington VIC 3078

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Revision History

Rev.	Date	Purpose	Prepared by:	Reviewed by:
0	07/10/2019	Draft for comment	Te-liang Chong	Andrew Mitchell
1	09/10/2019	For Issue	Te-liang Chong	Andrew Mitchell
2	28/11/2019	Revised based on Council feedback and revised operational hours	Te-liang Chong	Andrew Mitchell

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Executive Summary

Kissaten has appointed Cogent Acoustics Pty Ltd to provide acoustic engineering consulting services associated with their premises at 538 Heidelberg Road, Alphington.

Advice in relation to the following acoustic engineering elements has been requested, and is presented in this report:

Table 1 Acoustic Engineering Elements and Reference Criteria

Acoustic Engineering Element	Reference Criteria
Environmental noise emissions due to mechanical plant.	SEPP N-1
Music noise emissions.	SEPP N-2
Patron noise emissions.	SEPP N-1 (As guideline only); WHO Guideline for sleep disturbance
Environmental noise emissions due to on-site vehicle movements and other car park activity.	SEPP N-1 (As guideline only); WHO Guideline for sleep disturbance
Environmental noise emissions due to waste collections and deliveries.	EPA Noise Control Guidelines

Assessment of the existing and proposed operations at the premises has been undertaken with respect to the above elements. It is considered that the existing and proposed operations at the premises will satisfy the reference criteria for the proposed extended operating hours until 8 pm every night, provided that a 2.1 m high acoustic screen is installed along the western boundary of the site to control patron and car park noise.

In addition, patrons at the rear courtyard should be limited to no more than 32 patrons at any time.

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1 Introduction

1.1 Purpose

Kissaten has appointed Cogent Acoustics Pty Ltd to undertake an assessment of environmental noise emissions from their premises at 538 Heidelberg Road, Alphington, for the purpose of informing a Planning Permit Application to Council.

The scope of the assessment includes:

- Assessment of noise due to mechanical plant in relation to the requirements of State Environment Protection Policy (Control of Noise from Industry, Commerce and Trade) No. N-1 (SEPP N-1) (State of Victoria, 2001).
- Assessment of music noise emissions from the site in relation to the requirements of State Environment Protection Policy (Control of Music Noise from Public Premises) No. N-2 (SEPP N-2) (State of Victoria, 1999).
- Prediction and assessment of potential patron noise emissions from the site.
- Assessment of potential noise emissions due to on-site vehicle movements and other car park activity.
- Assessment of potential noise due to other activities associated with the proposed use, such as private waste collections and deliveries.

This report documents the investigations and advice provided in relation to the above services.

A glossary of the acoustic nomenclature used in this report is presented in Appendix A.

1.2 Reference Documentation

This report is based on information contained in the following documents and drawings:

Table 2 Reference Documentation

Document	Prepared by	Issue
Email To: Benjamin Mathieson CC: Te-liang Chong; Adam Wright Subject: Re: Acoustic Fee Proposal - 19246 538 Heidelberg Road, Alphington	Kissaten Alphington	Wed 2/10/2019 10:59 AM
Council Request For Information; Amendment application No. PL05/1061.04	City of Yarra	30/10/2019

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1.3 Report Limitations

The following limitations are applicable with respect to the acoustic advice presented in this report:

- Cogent Acoustics has prepared this document for the sole use of the Client and for the specific purpose expressly stated in the document. No other party should rely on this document without the prior written consent of Cogent Acoustics. Cogent Acoustics undertakes no duty, nor accepts any responsibility, to any third party who may rely upon or use this document.
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- In preparing this document Cogent Acoustics may have relied upon information provided by the client and other third parties, some of which may not have been verified. Cogent Acoustics accepts no responsibility or liability for any errors or omissions which may be incorporated into this document as a result.
- The recommendations, data and methodology documented in this assessment are based on the listed reference documentation. The recommendations apply specifically to the project under consideration, and must not be utilised for any other purpose. Any modifications or changes to the project from that described in the listed reference documentation may invalidate the advice provided in this document, necessitating a revision.
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2 Project Characteristics

2.1 Site Location

The project site is located at 538 Heidelberg Road, Alphington, as shown in Figure 1. The topography in the area of the site is near flat.

Figure 1 Aerial Image of Site (Image Source: Google Maps)

2.2 Existing Situation

The existing site comprises a restaurant, kitchen, rear courtyard, and car park with the following operating hours:

- 7 am to 4 pm Monday to Friday;
- 8 am to 4 pm Saturday and Sunday.

The premises has capacity for up to 75 patrons, with 32 seats provided at the rear courtyard. No live music is played at the restaurant. There is a loudspeaker system installed inside the restaurant that plays background music. There are no loudspeakers installed in the rear courtyard.

Figure 2 presents an image of the rear courtyard.

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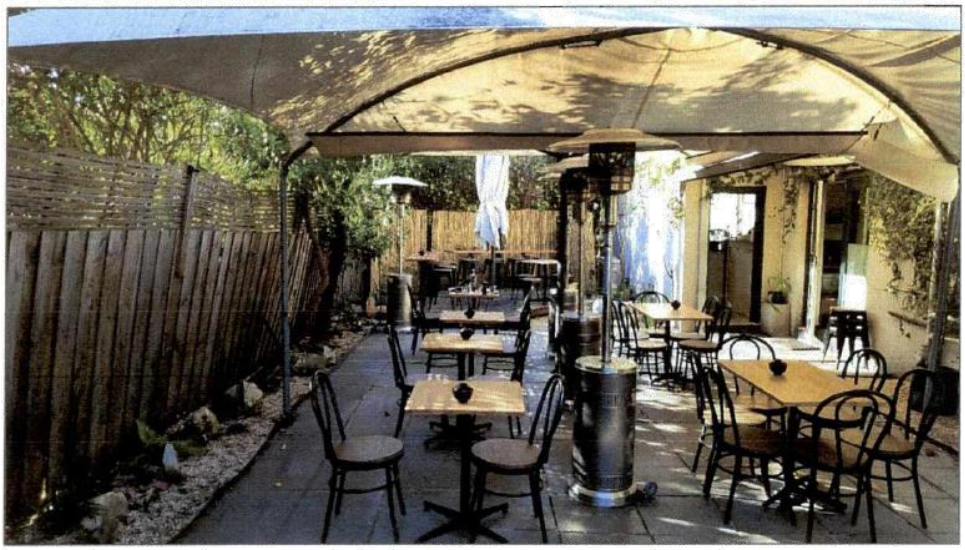

Figure 2 Photograph of Rear Courtyard – Photo Facing North

2.3 Proposed Changes

We understand the project to comprise a Planning Application to obtain a liquor licence for the existing restaurant as well as to extend the operating hours until 8 pm each night.

No changes to patron capacity, mechanical equipment, or car parking are being proposed as part of the application.

As part of the changes, installation of loudspeakers within the rear courtyard to play background music is being considered.

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3 Legislation and Guidelines

3.1 Summary of Relevant Documents

Table 3 presents a summary of the relevant legislation and guidelines applicable to the proposed development. The information contained in these documents forms the basis of the design criteria and advice presented in this report.

Table 3 Summary of Relevant Statutory Requirements and Guidelines

Document	Status	Relevance to this Project
State Environment Protection Policy (Control of Noise from Industry, Commerce and Trade) No. N-1 (SEPP N-1) (State of Victoria, 2001)	Legislation	Prescribes the methods for determining the statutory environmental noise limits that apply to noise emissions from industrial, commercial, and trade premises within metropolitan Melbourne, and the methods to be used for assessment. Mechanical plant noise emissions from the premises will be subject to the requirements of SEPP N-1.
State Environment Protection Policy (Control of Music Noise from Public Premises) No. N-2 (SEPP N-2) (State of Victoria, 1999)	Legislation	Prescribes the procedures used to determine limits for, and assess, music noise emissions from public premises. Compliance with SEPP N-2 is a statutory requirement in Victoria.
Guidelines for Community Noise (World Health Organization, 1999)	Guideline	Provides guidance on acceptable levels of community noise. The guidance provided is relevant to the premises in respect of maximum noise levels in relation to sleep disturbance.
EPA Victoria, Noise Control Guidelines, Publication 1254 (EPA Victoria, 2008)	Guideline	Provides guidance in relation to appropriate delivery and waste collection times to control noise impacts to residential premises.

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4 Noise Sensitive Areas

Table 4 and Figure 3 identify the nearest and potentially most-affected Noise Sensitive Areas (NSA) in the vicinity of the project site, as defined by the relevant environmental noise legislation.

Assessment of environmental noise emissions due to the project will be undertaken at these locations. It is expected that compliance with the environmental noise criteria at these locations will also result in compliance at all other nearby NSAs.

Table 4 Details of Potentially Most-Affected Noise Sensitive Areas (NSA)

NSA Ref.	Address	No. Storeys	NSA Type
1	534 Heidelberg Road, Alphington	1	Single Dwelling
2	548 Heidelberg Road, Alphington	1	Single Dwelling
3	51 Yarraford Avenue, Alphington	2	Single Dwelling
4	50 Yarraford Avenue, Alphington	2	Single Dwelling

Figure 3 Locations of Potentially Most-Affected Noise Sensitive Areas (NSA)
(Image Source: Google Maps)

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5 Existing Acoustic Environment

5.1 Soundscape

The existing soundscape in the vicinity of the site and potentially most-affected noise sensitive areas is dominated by road traffic noise from Heidelberg Road north of the site.

5.2 Background Noise Levels

Environmental noise logging was performed at the site to establish the background noise levels. The measurements were performed along the southern boundary of the site between 19 and 25 September 2019. Details of the measurement location and measurement methodology are presented in Appendix B.

As the microphone position was located within 2 m in front of an acoustically reflecting surface, an adjustment of -2 dB has been made to the measured background noise levels.

Table 5 and Table 6 present summaries of the measured background noise levels, as determined in accordance with the procedures given by SEPP N-1 and SEPP N-2 respectively. Graphs showing the variation of background noise level over the full measurement period are presented in Appendix C.

Table 5 Background Noise Levels – SEPP N-1

Period	Applicable Times during Proposed Operating Hours	L_{A90} Background Noise Level, dB(A)
Day	▪ 7 am to 6 pm Monday to Friday ▪ 7 am to 1 pm Saturday	50
Evening	▪ 6 pm to 8 pm Monday to Friday ▪ 1 pm to 8 pm Saturdays ▪ 7 am to 8 pm Sundays and Public Holidays	47
Night	▪ N/A	-

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Table 6 Background Noise Levels – SEPP N-2

Period	Applicable Times during Proposed Operating Hours	L_{OCT90} Background Noise Level, dB							L_{A90} Background Noise Level, dB(A)
		63	125	250	500	1k	2k	4k	
Day / Evening	▪ 9 am to 8 pm Monday to Friday and Public Holidays ▪ 10 am to 8 pm Saturdays ▪ 12 pm to 8 pm Sundays	-	-	-	-	-	-	-	44
Night	▪ 7 am to 9 am Monday to Friday and Public Holidays ▪ 8 am to 10 am Saturdays ▪ 8 am to 12 pm Sundays	49	47	39	37	41	35	25	-

5.3 Existing Operational Noise Measurements

Noise associated with the existing operation of the restaurant was measured on 25 September 2019 between 3:15 pm and 3:25 pm. The measured noise levels are detailed in the following sections.

5.3.1 Mechanical Plant Noise

The key noise-generating mechanical plant items at the premises are the kitchen exhaust fan and outdoor air-conditioning condenser unit at the eastern side of the building roof, as shown in Figure 4 and Figure 5 respectively.

At the time of our visit, both the kitchen exhaust fan and AC condenser unit were operating. Noise from these mechanical plant items was not audible on the footpath east of the building over traffic noise from Heidelberg Road. Measurements were therefore conducted on the roof of the building within 1 m of each of the identified noise-generating mechanical plant items.

Table 7 presents a summary of the measured mechanical plant noise levels. Note that the presented sound pressure levels are the L_{A90} background levels. Due to traffic noise dominating the acoustic environment at the time of measurements, and the measured mechanical plant equipment operating constantly during the measurement period, the background levels (levels with the lowest contribution from traffic noise) have been adopted as the mechanical plant noise levels.

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Table 7 Measured Mechanical Plant Noise

Measurement Location	Measurement Description	L_{A90} Sound Pressure Level, dB(A)
On rooftop 1 m horizontally from kitchen exhaust fan	Exhaust fan noise and traffic noise.	68
On rooftop 1 m horizontally from AC condenser unit	AC condenser unit noise and traffic noise.	66

Figure 4 Key Noise-Generating Mechanical Plant Items – Kitchen Exhaust Fan

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Figure 5 Key Noise-Generating Mechanical Plant Items – AC Condenser Unit

5.3.2 Music Noise

Music is only played inside the restaurant. At the time of our visit, the front door (facing Heidelberg Road) was closed and the rear door (leading into the rear courtyard) was kept open. Music was being played at a background level that would typically be expected of a restaurant (i.e. loud enough to be heard over ambient noise within the restaurant but not so loud as to prevent conversation).

Music played within the restaurant was inaudible at the rear courtyard.

Table 8 presents a summary of the measured music noise level within the restaurant.

Table 8 Measured Music Noise Within Restaurant

Measurement Location	Measurement Description	L_{OCT10} Sound Pressure Level, dB							L_{Aeq} Sound Pressure Level, dB(A)
		63	125	250	500	1k	2k	4k	
Inside restaurant (near front counter)	Music noise and restaurant / kitchen activity noise	68	72	62	66	59	58	53	63

5.3.3 Patron Noise

At the time of the site visit the rear courtyard was unoccupied. Patron noise from the rear courtyard will be assessed through acoustic modelling.

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5.3.4 Car Park Noise

On-site vehicle movements were rare during the time of the site visit. As such, car park noise measurements were not conducted. On-site car park noise will be assessed through acoustic modelling.

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6 Mechanical Plant Noise Assessment

6.1 Assessment Criteria

The noise limits presented in Table 9 have been determined to apply at the potentially most affected noise sensitive areas in accordance with SEPP N-1. Details of the SEPP N-1 Zoning Level and noise limit calculations are presented in Appendix D.

Table 9 SEPP N-1 Noise Limits

Period	Applicable Times during Proposed Operating Hours	Noise Limit, L_{eff}, dB(A)
Day	▪ 7 am to 6 pm Monday to Friday ▪ 7 am to 1 pm Saturday	56
Evening	▪ 6 pm to 8 pm Monday to Friday ▪ 1 pm to 8 pm Saturdays ▪ 7 am to 8 pm Sundays and Public Holidays	50
Night	▪ N/A	-

6.2 Assessment

The sound pressure levels measured on the restaurant rooftop at approximately 1 m from the kitchen exhaust fan and air-conditioning condenser unit were found to be 68 dB(A) L_{A90} and 66 dB(A) L_{A90} respectively.

The distances from the kitchen exhaust fan and air-conditioning condenser unit to the nearest NSA (NSA 2: 548 Heidelberg Road) are approximately 20 m and 19 m respectively. Based on the measured noise levels, the combined noise level at NSA 2 due to the fan and AC condenser unit is calculated to be approximately 40 dB(A). No tonality adjustment or other SEPP N-1 character adjustment is considered to be applicable.

Given that no change to the existing noise-generating mechanical plant equipment is proposed, the distance between the kitchen exhaust fan and air-conditioning condenser unit and NSAs, and the conservative sound pressure levels measurements used in this assessment, it is considered that the combined noise level due to the kitchen exhaust fan and air-conditioning condenser unit will comply with the applicable SEPP N-1 noise limits for all periods.

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7 Music Noise Assessment

7.1 Assessment Criteria

Music noise emissions from the premises must comply with the requirements of State Environment Protection Policy (Control of Music Noise from Public Premises) No. N-2 (SEPP N-2) (State of Victoria, 1999).

Table 10 presents the SEPP N-2 music noise limits that have been determined to apply at the potentially most-affected NSAs based on the measured background noise levels.

Table 10 SEPP N-2 Music Noise Limits

SEPP N-2 Period	Applicable Times during Proposed Operating Hours	SEPP N-2 Noise Limits
Day / Evening	▪ 9 am to 8 pm Monday to Friday and Public Holidays ▪ 10 am to 8 pm Saturdays ▪ 12 pm to 8 pm Sundays	49 dB(A) L_{Aeq}
Night	▪ 7 am to 9 am Monday to Friday and Public Holidays ▪ 8 am to 10 am Saturdays ▪ 8 am to 12 pm Sundays	Freq, Hz / L_{OCT10}, dB 63 / 57 125 / 55 250 / 47 500 / 45 1k / 49 2k / 43 4k / 33

7.2 Assessment Input Parameters

SoundPLAN version 7.4 environmental noise modelling software was used to model the music noise emissions from the restaurant for:

1. The existing scenario where music is only played within the internal areas of the restaurant; and
2. The potential future scenario where music is played both within the restaurant and outdoors via new loudspeakers located in the rear courtyard.

Modelling has been conducted according to the calculation methodology prescribed by ISO 9613-2 Acoustics - Attenuation of Sound During Propagation Outdoors - Part 2: General Method of Calculation (ISO, 1996).

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Music noise emissions have been based on the following parameters:

- Music sound pressure levels within the restaurant and at the rear courtyard as presented in Table 8.
- Music played at the rear courtyard via two loudspeakers installed to the external wall of the restaurant building at 2 m above ground level.
- Rear door connecting the restaurant internal space and rear courtyard kept open.
- External walls of the restaurant building consisting of 70 mm thick single brickwork, 90 mm timber studs, 10 mm thick standard plasterboard internal lining, and no insulation in the wall cavity.
- Ceiling / roof of the restaurant building consisting of 0.42 BMT profiled metal roof sheeting, timber roof framing, 10 mm thick standard plasterboard ceiling lining, and no insulation in the ceiling cavity.
- The existing timber paling fencing along western boundary of the site has been modelled as acoustically transparent, as the existing type of construction and state of repair would provide only minimal noise reduction.

7.3 Calculated Music Noise Levels

7.3.1 Music Played Within Restaurant Only

Table 11 presents the calculated sound pressure level at the nearest NSA (NSA 1: 534 Heidelberg Road) with music played only within internal areas of the restaurant.

Table 11 Calculated Music Noise Levels at NSA 1 with Music Played Within Restaurant Only

NSA Ref.	SEPP N-2 Period	Calculated Music Noise Levels and Compliance with SEPP N-2							
		Octave Band Centre Frequency, Hz							Overall, dB(A)
		63	125	250	500	1k	2k	4k	
NSA 1	Day / Evening, L_{Aeq}, dB(A)	-	-	-	-	-	-	-	35 ✓
	Night, L_{OCT10}, dB	47 ✓	47 ✓	33 ✓	37 ✓	30 ✓	29 ✓	23 ✓	38 ✓

The results of the music noise emission calculation presented in Table 11 indicate that music played inside the restaurant at the level measured during our site visit will comply with the SEPP N-2 noise limits for all periods. This agrees with observations taken during our site visit where music noise played within the restaurant was found to be inaudible in the rear courtyard, likely due to the relatively high background noise level as a result of traffic movement along Heidelberg Road.

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7.3.2 Music Played Within Restaurant and Rear Courtyard

Table 12 presents the calculated sound pressure level at the nearest NSA (NSA 1: 534 Heidelberg Road) with music played within the restaurant and the rear courtyard.

Table 12 Calculated Music Noise Levels at NSA 1 with Music Played Within Restaurant and Rear Courtyard

NSA Ref.	SEPP N-2 Period	Calculated Music Noise Levels and Compliance with SEPP N-2							
		Octave Band Centre Frequency, Hz							Overall, dB(A)
		63	125	250	500	1k	2k	4k	
NSA 1	Day / Evening, L_{Aeq}, dB(A)	-	-	-	-	-	-	-	58 ×
	Night, L_{OCT10}, dB	71 ×	75 ×	57 ×	57 ×	48 ✓	46 ×	40 ×	61 ×

The results of the music noise emission calculation presented in Table 12 indicate that music played outdoors in the rear courtyard at the level measured within the restaurant will not comply with the SEPP N-2 noise limits.

The modelling results indicate that music must not be played louder than the sound pressure levels presented in Table 13 to comply with the SEPP N-2 noise limits. The maximum allowable music noise levels are for sound pressure levels at 1 m in front of each of two loudspeakers installed to the external wall of the restaurant building at 2 m above ground level.

Table 13 Maximum Allowable Music Noise Levels at 1 m from Each Loudspeaker Installed at Rear Courtyard

Measurement Location	SEPP N-2 Period	Maximum Allowable Music Noise Levels							
		Octave Band Centre Frequency, Hz							Overall, dB(A)
		63	125	250	500	1k	2k	4k	
1 m in front of each of two loudspeakers installed at rear courtyard	Day / Evening, L_{Aeq}, dB(A)	-	-	-	-	-	-	-	58
	Night, L_{OCT10}, dB	59	61	47	54	50	45	44	54

The results presented above indicate that during the SEPP N-2 'day / evening' period, a maximum music sound pressure level of 58 dB(A) L_{Aeq} is allowed at 1 m in front of each of the two loudspeakers at the rear courtyard. This level is likely to be too low for the purpose of background music having regard to the typical the ambient traffic noise within the rear courtyard.

During the SEPP N-2 'night' period, an overall L_{A10} sound pressure level of 54 dB(A) is allowed at 1 m in front of each of the two loudspeakers at the rear courtyard. This level is also likely to be too low for the purpose of background music.

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7.4 Assessment Summary

In consideration of the above, music played at the background level measured within the restaurant will comply with the SEPP N-2 noise limits for all periods. However, music played at the rear courtyard is not recommended as, to comply with the SEPP N-2 noise limits, the maximum allowable music noise levels are likely to be too low for a desirable level of background music.

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8 Patron Noise Assessment

8.1 Assessment Criteria

8.1.1 General

There are no statutory criteria that apply to patron noise emissions from commercial premises in Victoria. In the absence of statutory noise criteria, patron noise emissions have been assessed in relation to the SEPP N-1 noise limits as specified in Table 9 of Section 6.1. For patron noise, these limits are non-mandatory and used as a guideline only.

8.1.2 Sleep Disturbance

Sleep disturbance is commonly related to short term maximum noise levels (L_{Amax}) due to individual noise events rather than overall (L_{Aeq}) noise levels as prescribed by SEPP N-1.

In consideration of the above, guidance from The World Health Organization Guidelines for Community Noise (WHO Guideline) (World Health Organization, 1999) has been used in determining appropriate indoor noise levels to avoid sleep disturbance. The guidance provided is relevant with respect to potential sleep disturbance due to patron noise during the night time.

Table 14 presents the maximum noise levels recommended in the WHO Guideline to avoid sleep disturbance.

Table 14 Sleep Disturbance Criteria

Environment	Recommended Maximum Noise Level, L_{Amax}, dB(A)
Outside Bedrooms – Night Time	≤ 60

8.2 Assessment Input Parameters

SoundPLAN version 7.4 environmental noise modelling software was used to model the patron noise emissions. Modelling has been conducted according to the calculation methodology prescribed by ISO 9613-2 Acoustics - Attenuation of Sound During Propagation Outdoors - Part 2: General Method of Calculation (ISO, 1996).

Patron noise emissions have been based on the following parameters:

- Rear courtyard layout as existing with seating capacity for up to 32 patrons.
- Remaining 43 patrons located within internal spaces only. As significant attenuation will be provided by the restaurant building, patron noise from the rear courtyard is considered to be the dominant noise source and patron noise from internal spaces has not been considered further in this assessment.

- Overall L_{Aeq} patron noise levels have been predicted based on the sound power level calculated using the formula developed by (Hayne, Taylor, Rumble, & Mee, 2011) as follows:

$$A\text{-}weighted\ Sound\ Power\ Level\ L_{WAeq} = 15logN + 64\ dB(A)$$

Where *N* is the number of patrons.

Based on the 32 patron capacity of the rear courtyard, the total overall sound power level from the rear courtyard is modelled to be 87 dB(A).

- Maximum L_{Amax} patron noise levels have been predicted based on the sound power level calculated using the formula developed by (Hayne, Taylor, Rumble, & Mee, 2011) as follows:

$$A\text{-}weighted\ Sound\ Power\ Level\ L_{WAmax} = 11logN + 81\ dB(A)$$

Where *N* is the number of patrons.

Based on the 32 patron capacity of the rear courtyard, the total maximum sound power level from the rear courtyard is modelled to be 98 dB(A).

- Modelling has been conducted based on seated patrons with head height approximately 1.2 m above ground level.
- The existing timber paling fencing along western boundary of the site has been modelled as acoustically transparent, as the existing type of construction and state of repair would provide only minimal noise reduction.

8.3 Calculated Patron Noise Levels without Noise Control Measures

Table 15 presents the calculated patron noise levels at the identified nearest and potentially most-affected NSAs based on the above input parameters.

Table 15 Calculated Patron Noise Levels at Nearest NSAs – without Noise Control Measures

NSA Ref.	Address	Calculated Effective Noise Level, L_{eff}, dB(A)	Calculated Maximum Noise Levels, L_{AFmax}, dB(A)
NSA 1	534 Heidelberg Road	56	67
NSA 2	548 Heidelberg Road	24	35
NSA 3	51 Yarraford Avenue	40	37
NSA 4	50 Yarraford Avenue	33	44

Using the SEPP N-1 noise limits as a guideline to the approximate levels of patron noise that may be acceptable, the results presented above indicate that patron noise levels from the rear courtyard are compliant with the SEPP N-1 'Day' period noise limits but exceed the SEPP N-1 'Evening' period noise limits by up to 6 dB(A).

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In addition, assessment of the maximum patron noise levels indicate that the WHO Guideline sleep disturbance criterion is exceeded at NSA 1.

Therefore, noise control measures are recommended to minimise the patron noise emissions from the rear courtyard.

8.4 Recommended Noise Control Measures

The following acoustic measures are recommended to control patron noise from the rear courtyard:

- Patrons at the rear courtyard should be limited to no more than 32 patrons at any time.
- The existing timber paling fence along the western boundary of the site should be replaced with a 2.1 m high acoustic screen, at the location shown in Figure 6.
- The fence should be constructed from minimum 25 mm thick timber palings, 1.6 mm thick steel, 9 mm thick fibre cement sheet, 8 mm thick solid Perspex or polycarbonate, or other suitable sheeting material of at least 12 kg/m^2.
- There must be no gaps between the fence panels / palings, or between bottom of the fence and the ground.
- A typical detail for an acoustic timber fence is presented in Appendix E.

Figure 6 Recommended Acoustic Fence Location (Image Source: Google Maps)

8.5 Calculated Patron Noise Levels with Noise Control Measures

Table 16 presents the calculated patron noise levels at the identified nearest and potentially most-affected NSAs with the recommended noise control measures implemented.

Table 16 Calculated Patron Noise Levels at Nearest NSAs – with Noise Control Measures

NSA Ref.	Address	Calculated Effective Noise Level, L_{eff}, dB(A)	Calculated Maximum Noise Levels, L_{AFmax}, dB(A)
NSA 1	534 Heidelberg Road	48	58
NSA 2	548 Heidelberg Road	25	36
NSA 3	51 Yarraford Avenue	36	47
NSA 4	50 Yarraford Avenue	31	42

Using the SEPP N-1 noise limits as a guideline to the approximate levels of patron noise that may be acceptable, the results above indicate that patron noise levels from the rear courtyard with the recommended noise control measures implemented are compliant with the SEPP N-1 'Day' and 'Evening' period noise limits.

It is therefore considered that patron noise will be acceptable at nearby NSAs with the recommended noise control measures implemented.

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9 Car Park Noise Assessment

9.1 Assessment Criteria

9.1.1 General

There are no statutory criteria that will apply to noise emissions from the car park. In the absence of statutory noise criteria, noise emissions from the car park have been assessed in relation to the SEPP N-1 noise limits as specified in Table 9 of Section 6.1. For car park noise, these limits are non-mandatory and used as a guideline only.

9.1.2 Sleep Disturbance

Maximum noise emissions from the car park have been assessed with regards to the WHO Guideline sleep disturbance criterion as specified in Table 14 of Section 8.1.2.

9.2 Assessment Input Parameters

The restaurant on-site car park is located at the southern part of the site. Noise due to vehicle movements within the car park has been modelled in SoundPLAN version 7.4 environmental noise modelling software using methods prescribed in Parking Area Noise (BayLfU, 2007).

For the purpose of this acoustic assessment, the following input parameters have been used:

- Car park layout as existing with 14 parking spaces.
- Noise from the car park has been modelled based on four vehicle movements per parking space per hour over the proposed operational hours during SEPP N-1 'Day' and 'Evening' periods (i.e. 28 vehicles entering and exiting the car park every hour between 7 am and 8 pm Monday to Friday and between 8 am and 8 pm Saturday and Sunday).
- The existing timber paling fencing along western boundary of the car park has been modelled as acoustically transparent.

9.3 Calculated Noise from Car Park without Noise Control Measures

Table 17 presents the calculated noise levels at the identified nearest and potentially most-affected NSAs based on the above input parameters.

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Table 17 Calculated Car Park Noise Levels at Nearest NSAs – without Noise Control Measures

NSA Ref.	Address	Calculated Effective Noise Level, L_{eff}, dB(A)	Calculated Maximum Noise Levels, L_{AFmax}, dB(A)
NSA 1	534 Heidelberg Road	61	68
NSA 2	548 Heidelberg Road	46	53
NSA 3	51 Yarraford Avenue	48	53
NSA 4	50 Yarraford Avenue	50	58

Using the SEPP N-1 noise limits as a guideline to the approximate levels of car park noise that may be acceptable, the results presented above indicate that noise from the on-site car park are not compliant with the SEPP N-1 guideline noise limits at NSA 1 for all periods. In addition, assessment of the maximum car park noise levels indicate that the WHO Guideline sleep disturbance criterion is exceeded at NSA 1.

Noise levels at the remaining identified nearest NSAs are generally compliant or marginally exceed the SEPP N-1 noise limits and WHO Guideline sleep disturbance criterion.

Based on the above, noise control measures are recommended to minimise the noise emissions from the on-site car park.

9.4 Recommended Noise Control Measures

To control noise from the on-site car park, the 2.1 m high acoustic screen along the western boundary of the site as specified in Section 8.4 is recommended.

9.5 Calculated Noise from Car Park with Noise Control Measures

Table 18 presents the calculated noise levels at the identified nearest and potentially most-affected NSAs with the recommended noise control measures implemented.

Table 18 Calculated Car Park Noise Levels at Nearest NSAs – with Noise Control Measures

NSA Ref.	Address	Calculated Effective Noise Level, L_{eff}, dB(A)	Calculated Maximum Noise Levels, L_{AFmax}, dB(A)
NSA 1	534 Heidelberg Road	53	58
NSA 2	548 Heidelberg Road	46	53
NSA 3	51 Yarraford Avenue	46	50
NSA 4	50 Yarraford Avenue	50	57

Using the SEPP N-1 noise limits as a guideline to the approximate levels of car park noise that may be acceptable, the results presented above indicate that noise from the on-site car park with the recommended noise control measures implemented are compliant with the SEPP N-1 'Day' period noise limit.

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The car park noise levels during the SEPP N-1 'Evening' period is still calculated to be 3 dB(A) higher than the applicable noise limit. However, the exceedance of the 'Evening' period noise limit is considered marginal noting that –

- A 3 dB(A) difference is typically a just-noticeable difference in practice;
- SEPP N-1 is being used as a non-mandatory guideline in this instance, and is a relatively conservative approach.

Assessment of the maximum noise levels from vehicle activity within the on-site car park with regards to the WHO Guideline sleep disturbance criterion indicates that compliance is achieved with implementation of the recommended noise control measures.

It is therefore considered that noise from the on-site car park is unlikely to result in unreasonable noise impacts to nearby NSAs with the recommended noise control measures implemented.

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10 Waste Collections and Deliveries Noise Emissions

Based on the reference documentation, existing levels of background noise, and road traffic noise at the site it is considered that the noise due to any deliveries and private waste collections associated with the premises will not adversely impact on the adjacent residences provided that such deliveries and collections are conducted between the hours presented in the table below, and in general accordance with Section 6 and 9 of the EPA Noise Control Guidelines (EPA Victoria, 2008).

Table 19 Deliveries and Waste Collection Schedules

Activity Type	Permitted Times
Waste Collections	▪ 7 am to 8 pm Monday to Saturday ▪ 9 am to 8 pm Sunday and Public Holidays
Deliveries	▪ 7 am to 10 pm Monday to Saturday ▪ 9 am to 10 pm Sundays and Public Holidays

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11 Conclusion

This report has presented an assessment of environmental noise emissions from Kissaten at 538 Heidelberg Road, Alphington.

The assessment has been undertaken with regard to the statutory criteria and guidelines prescribed by State Environment Protection Policy (Control of Noise from Industry, Commerce and Trade) No. N-1 (SEPP N-1) (State of Victoria, 2001), State Environment Protection Policy (Control of Music Noise from Public Premises) No. N-2 (SEPP N-2) (State of Victoria, 1999), Guidelines for Community Noise (World Health Organization, 1999), and the EPA Noise Control Guidelines (EPA Victoria, 2008).

Assessment of the restaurant operational noise with respect to mechanical plant noise, music noise, patron noise, car park noise, and delivery / waste collection noise has determined that an acoustic screen of 2.1 m height will be required along the western boundary of the site as per the specifications presented in Section 8.4.

Subject to the advice presented in this report, it is considered that the premises will satisfy the applicable acoustic legislation and guidelines.

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12 References

BayLfU. (2007). Parking Area Noise - Recommendations for the Calculation of Sound Emissions of Parking Areas, Motorcar Centers and Bus Stations as well as Multi-Storey Car Parks and Underground Car Parks. (6. R. Edition, Ed.) Augsburg, Germany: Bayerisches Landesamt für Umwelt (Bavarian State Office for the Environment).

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ISO. (1996). ISO 9613-2:1996 Acoustics - Attenuation of Sound During Propogation Outdoors - Part 2: General Method of Calculation. International Standards Organisation.

State of Victoria. (1999). State Environment Protection Policy (Control of Music Noise from Public Premises) No. N-2. *No. S43, 17/7/1989, Gazette 3/8/1989, As varied 16/3/1999, No. G12, Gazette 25/3/1999*.

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Appendix A Glossary of Acoustic Terms

dB / dB(A)	Decibels or 'A'-weighted Decibels, the units of Sound Pressure Level and Sound Power Level. 'A'-weighting adjusts the levels of frequencies within the sound spectrum to better reflect the sensitivity of the human ear to different frequencies at sound pressure levels typical of everyday sounds. [Unit: dB / dB(A)]

The following are examples of the decibel readings of every day sounds;

- 0 dB The faintest sound we can hear
- 30 dB A quiet library or in a quiet location in the country
- 45 dB Typical office space. Ambience in the city at night
- 60 dB The sound of a vacuum cleaner in a typical lounge room
- 70 dB The sound of a car passing on the street
- 80 dB Loud music played at home
- 90 dB The sound of a truck passing on the street
- 100 dB The sound of a rock band
- 120 dB Deafening

Effective Noise Level	"Effective noise level" means the level of noise emitted from the commercial, industrial or trade premises and adjusted if appropriate for character and duration.
$L_{A90,T}$	The value of A-weighted Sound Pressure Level which is exceeded for 90 percent of the time during given measurement period T. This is commonly used to represent the background noise level. [Unit: dB / dB(A)]
$L_{Aeq,T}$	The Equivalent Continuous A-weighted Sound Pressure Level measured over the period T (also known as Time-Average Sound Pressure Level). The Equivalent Continuous A-weighted Sound Pressure Level is the constant value of A-weighted Sound Pressure Level for a given period that would be equivalent in sound energy to the time-varying A-Weighted Sound Pressure Level measured over the same period. In simple terms, this can be thought of as the average sound pressure level. [Unit: dB / dB(A)]
$L_{AFmax,T}$	The maximum value of A-weighted, F time-weighted Sound Pressure Level which occurs during a given measurement period T. [Unit: dB / dB(A)]
L_{eff}	See 'Effective Noise Level'.
L_{OCT10}	Means the C-weighted or Linear sound pressure level for a specified octave band that is exceeded for 10 per cent of the time interval considered. [Unit: dB]
L_{OCT90}	Means the C-weighted or Linear sound pressure level for a specified octave band that is exceeded for 90 per cent of the time interval considered. [Unit: dB]

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Noise Sensitive Area	For the purposes of assessment of noise levels in relation to *State Environment Protection Policy (Control of Noise from Commerce Industry and Trade) No. N-1*, *State Environment Protection Policy (Control of Music Noise from Public Premises) No. N-2*, or the *Interim Guidelines for Control of Noise from Industry in Country Victoria*, a Noise Sensitive Area is defined as: a) That part of the land within the apparent boundaries of any piece of land which is within 10 metres outside the external walls of any of the following buildings: ▪ A dwelling (except Caretaker's House) ▪ Residential Building b) That part of the land within the apparent boundaries of any piece of land on which is situated any of the following buildings which is within a distance of 10 metres outside the external walls of any dormitory, ward or bedroom of such buildings: ▪ Caretakers house ▪ Hospital ▪ Hotel ▪ Institutional home ▪ Motel ▪ Reformative institution ▪ Tourist establishment ▪ Work release hostel
Sound Power Level	A measure of the total sound energy radiated by a source, per unit time. Mathematically, it is ten times the logarithm to the base ten of the ratio of the sound power (W) of the source to the reference sound power; where the reference sound power is $1x10^{-12}$ W. [Unit: dB]
Sound Pressure Level	A measure of the magnitude of a sound wave. Mathematically, it is twenty times the logarithm to the base ten of the ratio of the root mean square sound pressure at a point in a sound field, to the reference sound pressure; where sound pressure is defined as the alternating component of the pressure (Pa) at the point, and the reference sound pressure is $2x10^{-5}$ Pa. [Unit: dB]

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Appendix B Background Noise Measurement Methodology

Measurement Location

Table 20 presents details of the noise measurement locations. Figure 7 and Figure 8 present a map and photographs of the noise measurement locations.

Table 20 Noise Measurement Location Details

Location Reference	Measurement Description	Microphone Height Above Ground Level, m
1	Background noise logging	1.3 m

Figure 7 Noise Measurement Locations (Image Source: Google Maps)

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Figure 8 Noise Measurement Location 1 – Photo Facing South

Measurement Procedure

Unattended environmental noise logging and attended noise measurements were performed at the site to establish the environmental noise levels. Table 21 presents details of each measurement:

Table 21 Details of Measurement Period

Location Ref.	Measurement Type		Start Time	Start Date	End Time	End Date
	Attended	Unattended				
1	☐	☒	3:05 PM	Thursday 19/09/2019	3:05 PM	Wednesday 25/09/2019

The equipment was configured to provide the measurement results as a continuous series of 1 second A- and Z-weighted sound pressure levels. Metrics used for the assessment were then post-processed from this data.

A 90 mm diameter foam windscreen was installed on the microphone to minimise the effect of wind-induced pressure fluctuations on the measurements.

Instrumentation

All acoustic instrumentation used for the measurements held a current certificate of calibration from a National Association of Testing Authorities (NATA) accredited laboratory at the time of the measurements.

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A field check to confirm correct calibration of the instrumentation was performed at the beginning and end of the measurement period using a laboratory calibrated portable Sound Level Calibrator. At the time of each check the instrumentation was found to be reading correctly and the deviation between consecutive checks was found to be less than 1 dB.

Details of the acoustic instrumentation used for measurements are presented in Table 22.

Table 22 Acoustic Instrumentation Details

Location Reference	Instrument Description	Serial No.	Date of Last Laboratory Calibration*
1	Svantek 977 Class 1 Sound Level Meter	45759	13/09/2018
-	Svantek SV33 Portable Sound Level Calibrator	57427	6/05/2019

* In accordance with AS 1055.1-1997 and National Association of Testing Authorities Guidelines, Sound Level Meters and Environmental Noise Loggers are required to have comprehensive laboratory calibration checks carried out at intervals not exceeding two years. Sound Level Calibrators require calibration annually.

Meteorological Data

Weather observations during the monitoring period were taken from the Bureau of Meteorology Weather Station at Melbourne Olympic Park, approximately 6.5 km away. Appendix C shows the meteorological observations plotted against the measured L_{Aeq}, L_{A90}, L_{Amax} sound pressure levels for the duration of the measurement period.

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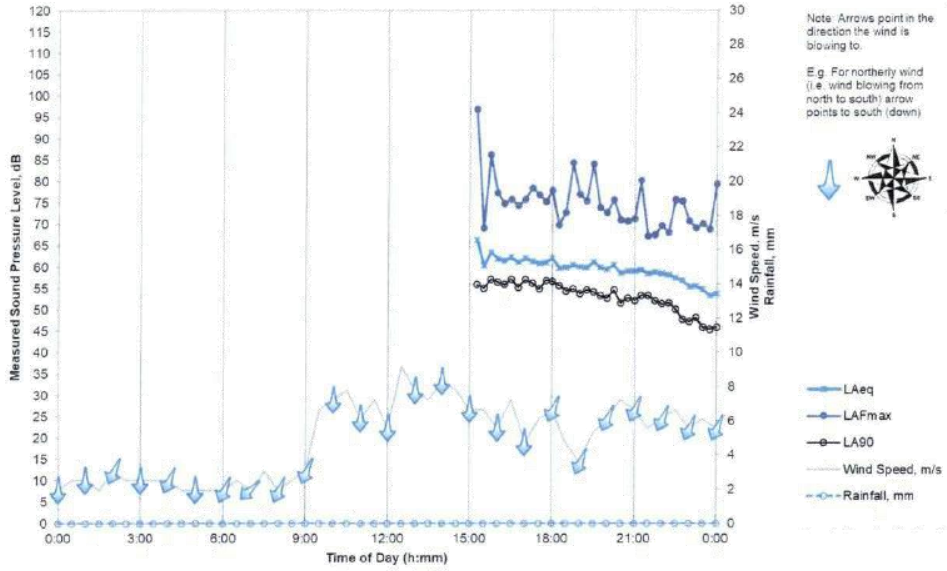
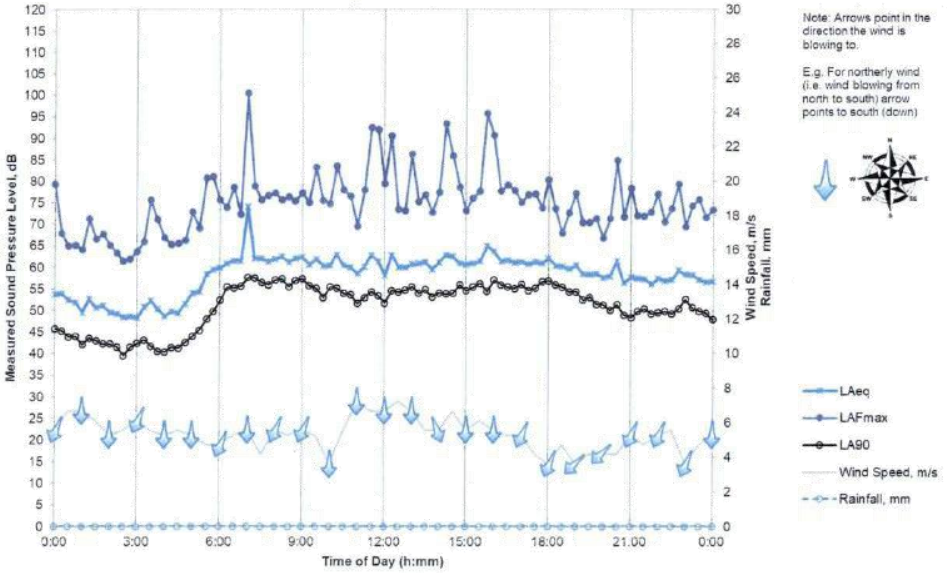
Appendix C Graphed Noise Measurement Results

Thursday, 19 September 2019



Friday, 20 September 2019



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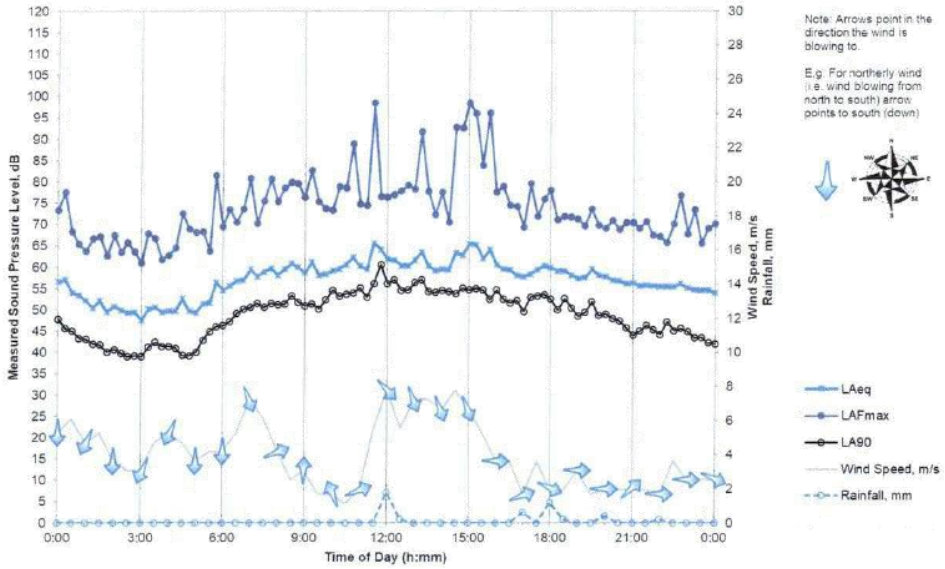
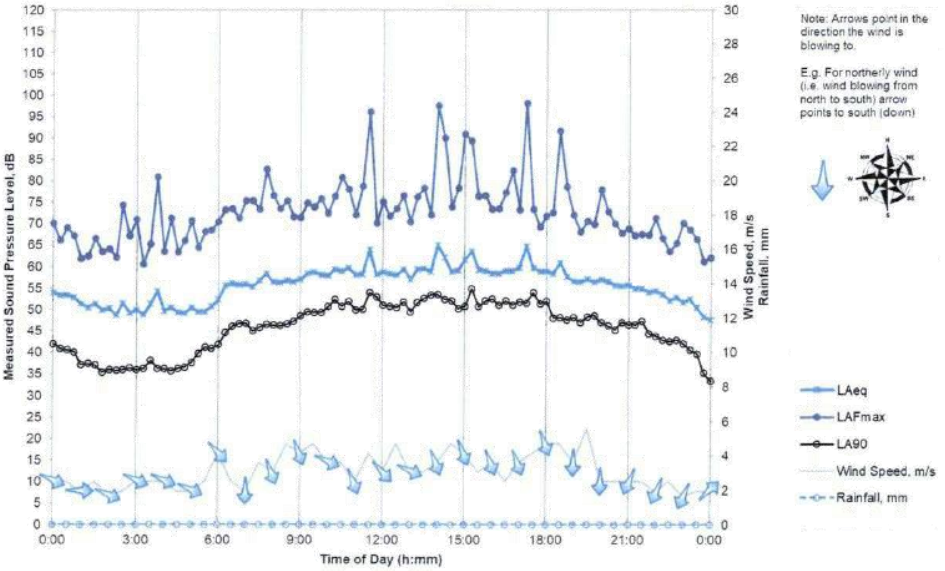
Saturday, 21 September 2019



Sunday, 22 September 2019



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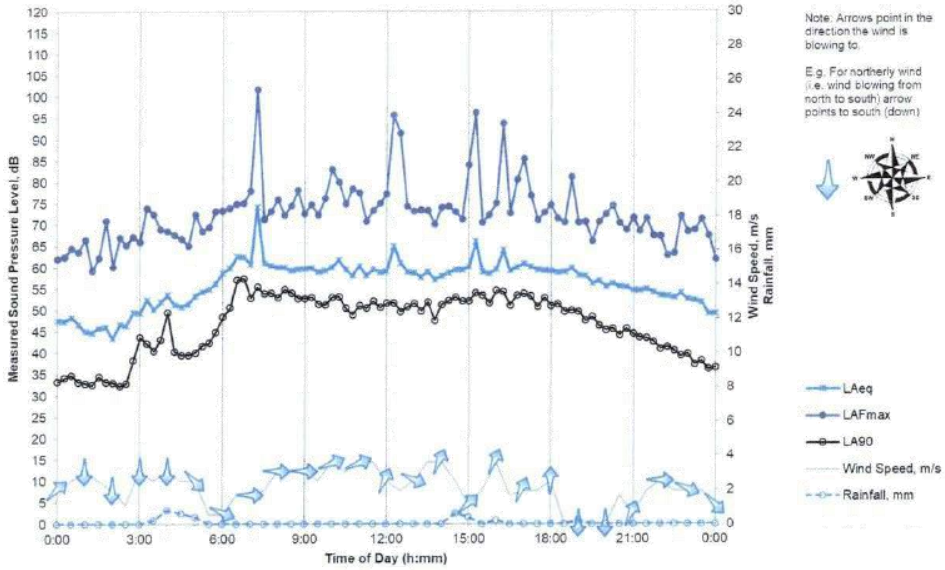
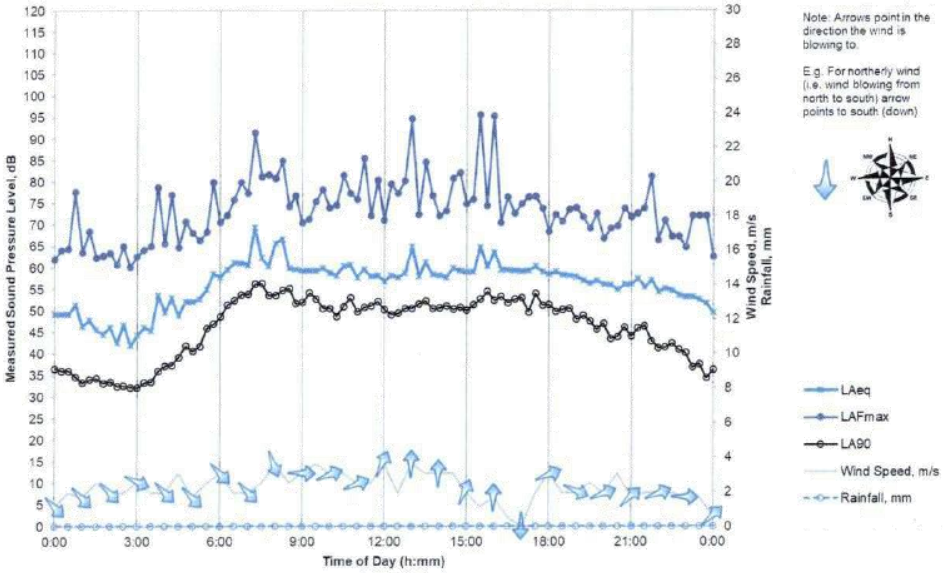
Monday, 23 September 2019



Tuesday, 24 September 2019



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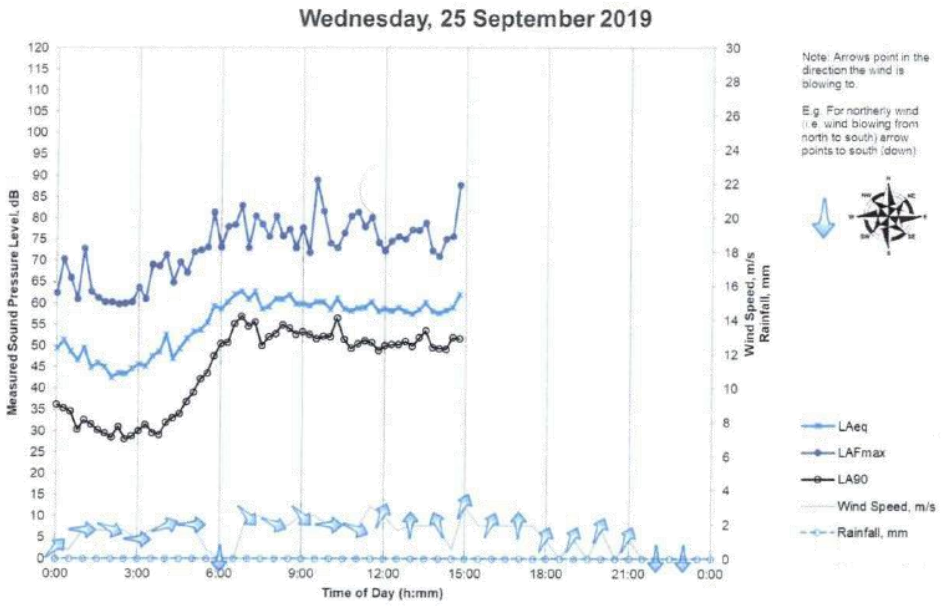

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Appendix D SEPP N-1 Zoning Level and Noise Limit Calculations

548 Heidelberg Road, Alphington

Zoning Map

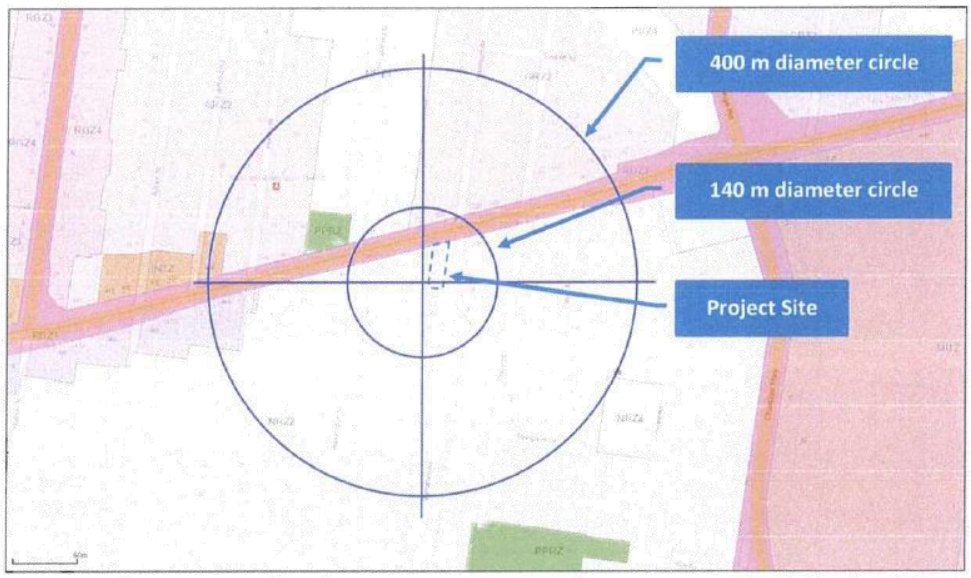

Figure 9 Zoning Circles (Image Source: VicPlan)

Zone Areas

Zone Type Designation	Applicable Zones	% Area of 140m Circle	% Area of 400m Circle
Type 1	NRZ, GRZ2, PPRZ	85%	92%
Type 2	-	0%	0%
Type 3	C2Z, RDZ1, IN3Z	15%	8%

Influencing Factor: 0.11

Zoning Levels and Noise Limits

Period	Zoning Level, dB(A)	L_{A90} Background Noise Level, dB(A)	Background Noise Classification	SEPP N-1 Noise Limits, dB(A)
Day	52	50	High	56
Evening*	46	47	High	50
Night	41	N/A	-	-

Notes:

* Evening period assessed until 8 pm only.

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Explanatory Notes to SEPP N-1 Noise Limit Derivation

In accordance with SEPP N-1 the Influencing Factor (IF) for an assessment location is calculated as follows:

$$IF = 0.25(Sum\ of\ Type\ 2\ fractions\ for\ both\ cicles) + 0.5(Sum\ of\ Type\ 3\ fractions\ for\ both\ circles)$$

The Zoning Levels are calculated according to the following equations:

$$Day\ Period\ Zoning\ Level = 18 \times IF + 50$$
$$Evening\ Period\ Zoning\ Level = 17 \times IF + 44$$
$$Night\ Period\ Zoning\ Level = 17 \times IF + 39$$

The Background Noise Levels are classified as follows:

Period	Classification Criteria	Background Noise Classification
Day	Background Noise Level > Zoning Level - 6 dB(A)	High
	Background Noise Level < Zoning Level - 12 dB(A)	Low
	Otherwise	Neutral
Evening and Night	Background Noise Level > Zoning Level - 3 dB(A)	High
	Background Noise Level < Zoning Level - 9 dB(A)	Low
	Otherwise	Neutral

The noise limits are determined based on the background noise classification, according to the following equations:

Period	Classification	Noise Limit
Day	High	Background Noise Level + 6 dB(A)
	Neutral	Zoning Level
	Low	0.5 x (Zoning Level + Background Noise Level) + 4.5 dB(A)
Evening and Night	High	Background Noise Level + 3 dB(A)
	Neutral	Zoning Level
	Low	0.5 x (Zoning Level + Background Noise Level) + 3 dB(A)

SEPP N-1 specifies that the noise limits may not be less than 45 dB(A) for the Day period, 40 dB(A) for the Evening period, and 35 dB(A) for the Night period.

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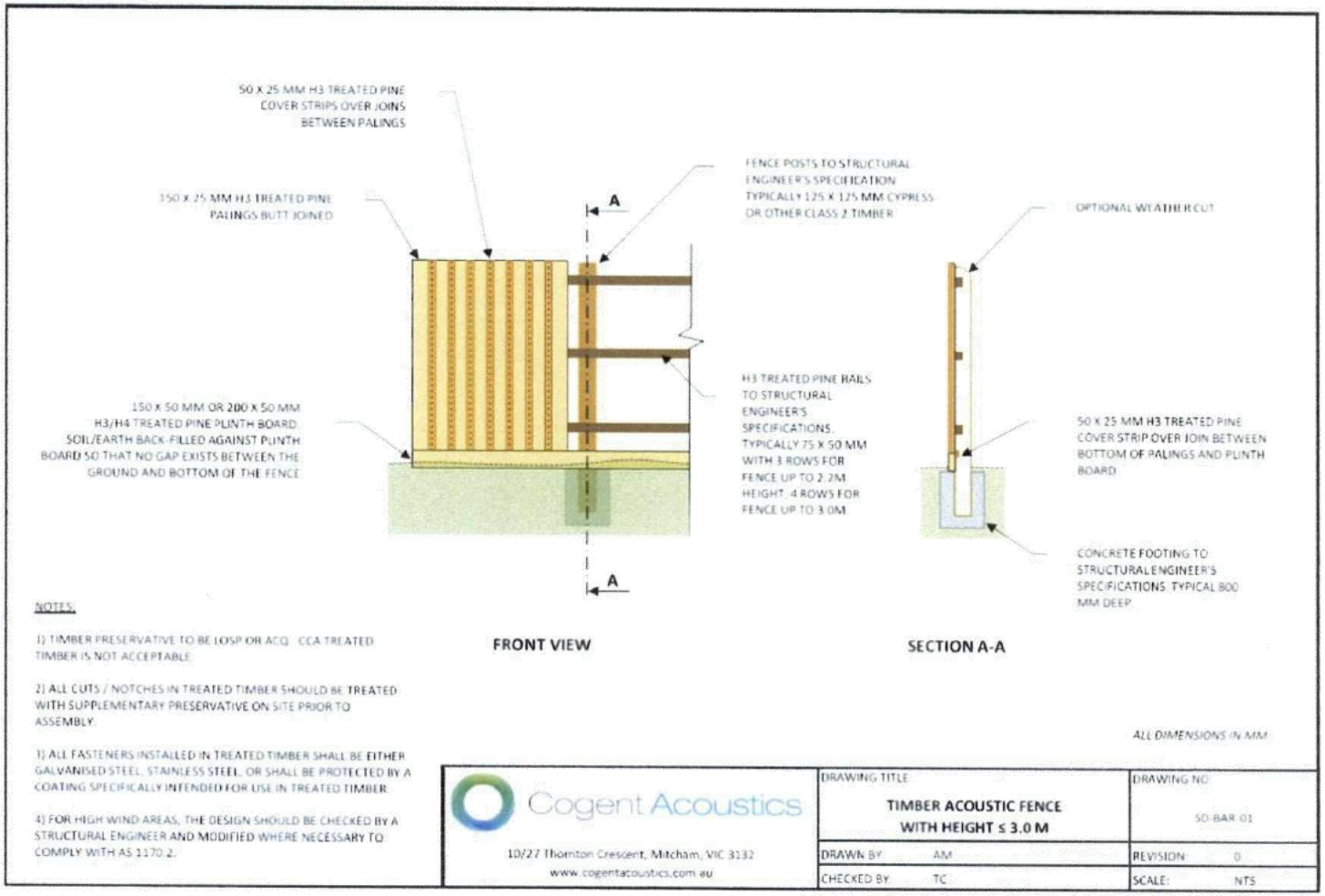
Appendix E Timber Paling Acoustic Fence



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538 Heidelberg Road, Alphington

Acoustic Engineering Report

Attachment 5 - PL05/1061.04 - 538 - 540 Heidelberg Road Alphington - Revised Acoustic Report

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538 Heidelberg Road, Alphington

Acoustic Engineering Report

Prepared for:

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Alphington VIC 3078

Prepared by:

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Revision History

Rev.	Date	Purpose	Prepared by:	Reviewed by:
0	07/10/2019	Draft for comment	Te-liang Chong	Andrew Mitchell
1	09/10/2019	For Issue	Te-liang Chong	Andrew Mitchell
2	28/11/2019	Revised based on Council feedback and revised operational hours	Te-liang Chong	Andrew Mitchell
3	1/07/2020	Updated in response to Council peer review comments	Te-liang Chong	Andrew Mitchell
4	10/08/2020	Updated based on Client comments	Te-liang Chong	Andrew Mitchell

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Executive Summary

Kissaten has appointed Cogent Acoustics Pty Ltd to provide acoustic engineering consulting services associated with their premises at 538 Heidelberg Road, Alphington.

Advice in relation to the following acoustic engineering elements has been requested, and is presented in this report:

Table 1 Acoustic Engineering Elements and Reference Criteria

Acoustic Engineering Element	Reference Criteria
Environmental noise emissions due to mechanical plant.	SEPP N-1
Music noise emissions.	SEPP N-2
Patron noise emissions.	SEPP N-1 (As guideline only); WHO Guideline for sleep disturbance
Environmental noise emissions due to on-site vehicle movements and other car park activity.	SEPP N-1 (As guideline only); WHO Guideline for sleep disturbance
Environmental noise emissions due to waste collections and deliveries.	EPA Noise Control Guidelines

A review of the above elements has been undertaken and it is considered that operational noise from the restaurant will satisfy the reference criteria with inclusion of the following acoustic engineering measures:

Table 2 Recommended Acoustic Engineering Measures

System	Acoustic Engineering Measure
Music Noise	▪ Music will be played in internal spaces within the restaurant at a background level only. ▪ No music will be played at the rear courtyard. ▪ Refer to Section 7 for further details.
Patron Noise	▪ Patrons at the rear courtyard should be limited to no more than 32 patrons at any time. ▪ The existing timber paling fence along the western boundary of the rear courtyard should be replaced with a 2.4 m high acoustic screen; and ▪ The existing timber paling fence along the western boundary of the car park should be replaced with a 2.1 m high acoustic screen. ▪ Refer to Section 8 for further details.
Car Park Noise	▪ The existing timber paling fence along the western boundary of the site should be replaced with an acoustic screen of between 2.1 and 2.4 m height (also specified to control patron noise). ▪ Refer to Section 9 for further details.

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<table>
<tr><th>System</th><th>Acoustic Engineering Measure</th></tr>
<tr><td>Waste Collections and Deliveries</td><td>
Private waste collections and deliveries should only be conducted between the hours presented in the table below, as recommended by the EPA Noise Control Guidelines.
<table>
<tr><th>Activity Type</th><th>Permitted Times</th></tr>
<tr><td>Waste Collections</td><td>▪ 7 am to 8 pm Monday to Saturday
▪ 9 am to 8 pm Sunday and Public Holidays</td></tr>
<tr><td>Deliveries</td><td>▪ 7 am to 10 pm Monday to Saturday
▪ 9 am to 10 pm Sundays and Public Holidays</td></tr>
</table>
Refer to Section 10 for further details.
</td></tr>
</table>

Attachment 5 - PL05/1061.04 - 538 - 540 Heidelberg Road Alphington - Revised Acoustic Report

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Cogent Acoustics

1 Introduction

1.1 Purpose

Kissaten has appointed Cogent Acoustics Pty Ltd to undertake an assessment of environmental noise emissions from their premises at 538 Heidelberg Road, Alphington, for the purpose of informing a Planning Permit Application to Council.

The scope of the assessment includes:

- Assessment of noise due to mechanical plant in relation to the requirements of State Environment Protection Policy (Control of Noise from Industry, Commerce and Trade) No. N-1 (SEPP N-1) (State of Victoria, 2001).
- Assessment of music noise emissions from the site in relation to the requirements of State Environment Protection Policy (Control of Music Noise from Public Premises) No. N-2 (SEPP N-2) (State of Victoria, 1999).
- Prediction and assessment of potential patron noise emissions from the site.
- Assessment of potential noise emissions due to on-site vehicle movements and other car park activity.
- Assessment of potential noise due to other activities associated with the proposed use, such as private waste collections and deliveries.

This report documents the investigations and advice provided in relation to the above services.

A glossary of the acoustic nomenclature used in this report is presented in Appendix A.

1.2 Reference Documentation

This report is based on information contained in the following documents and drawings:

Table 3 Reference Documentation

Document	Prepared by	Issue
Email To: Benjamin Mathieson CC: Te-liang Chong; Adam Wright Subject: Re: Acoustic Fee Proposal - 19246 538 Heidelberg Road, Alphington	Kissaten Alphington	Wed 2/10/2019 10:59 AM
Council Request For Information; Amendment application No. PL05/1061.04	City of Yarra	30/10/2019

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Document	Prepared by	Issue
538-540 Heidelberg Road, Alphington Development Application Acoustic Review PLN 05/1061; Reference ID: 640.10090.06390 538-540 Heidelberg Rd Alphington 20200429	SLR Consulting	29/04/2020

1.3 Report Limitations

The following limitations are applicable with respect to the acoustic advice presented in this report:

- Cogent Acoustics has prepared this document for the sole use of the Client and for the specific purpose expressly stated in the document. No other party should rely on this document without the prior written consent of Cogent Acoustics. Cogent Acoustics undertakes no duty, nor accepts any responsibility, to any third party who may rely upon or use this document.
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2 Project Characteristics

2.1 Site Location

The project site is located at 538 Heidelberg Road, Alphington, as shown in Figure 1. The topography in the area of the site is near flat.

Figure 1 Aerial Image of Site (Image Source: Google Maps)

2.2 Existing Situation

The existing site comprises a restaurant, kitchen, rear courtyard, and car park with the following operating hours:

- 7 am to 4 pm Monday to Friday;
- 8 am to 4 pm Saturday and Sunday.

The premises has capacity for up to 75 patrons, with 32 seats provided at the rear courtyard. No live music is played at the restaurant. There is a loudspeaker system installed inside the restaurant that plays background music. There are no loudspeakers installed in the rear courtyard.

Figure 2 presents an image of the rear courtyard.

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Figure 2 Photograph of Rear Courtyard – Photo Facing North

2.3 Proposed Changes

We understand the project to comprise a Planning Application to obtain a liquor licence for the existing restaurant as well as to extend the operating hours until 8 pm each night.

No changes to mechanical equipment, music noise, patron capacity, or car parking are being proposed as part of the application.

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3 Legislation and Guidelines

Table 4 presents a summary of the relevant legislation and guidelines applicable to the proposed development. The information contained in these documents forms the basis of the design criteria and advice presented in this report.

Table 4 Summary of Relevant Statutory Requirements and Guidelines

Document	Status	Relevance to this Project
State Environment Protection Policy (Control of Noise from Industry, Commerce and Trade) No. N-1 (SEPP N-1) (State of Victoria, 2001)	Legislation	Prescribes the methods for determining the statutory environmental noise limits that apply to noise emissions from industrial, commercial, and trade premises within metropolitan Melbourne, and the methods to be used for assessment. Mechanical plant noise emissions from the premises will be subject to the requirements of SEPP N-1.
State Environment Protection Policy (Control of Music Noise from Public Premises) No. N-2 (SEPP N-2) (State of Victoria, 1999)	Legislation	Prescribes the procedures used to determine limits for, and assess, music noise emissions from public premises. Compliance with SEPP N-2 is a statutory requirement in Victoria.
Guidelines for Community Noise (World Health Organization, 1999)	Guideline	Provides guidance on acceptable levels of community noise. The guidance provided is relevant to the premises in respect of maximum noise levels in relation to sleep disturbance.
EPA Victoria, Noise Control Guidelines, Publication 1254 (EPA Victoria, 2008)	Guideline	Provides guidance in relation to appropriate delivery and waste collection times to control noise impacts to residential premises.

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4 Noise Sensitive Areas

Table 5 and Figure 3 identify the nearest and potentially most-affected Noise Sensitive Areas (NSA) in the vicinity of the project site, as defined by the relevant environmental noise legislation.

Assessment of environmental noise emissions due to the project will be undertaken at these locations. It is expected that compliance with the environmental noise criteria at these locations will also result in compliance at all other nearby NSAs.

Table 5 Details of Potentially Most-Affected Noise Sensitive Areas (NSA)

NSA Ref.	Address	No. Storeys	NSA Type
1	534 Heidelberg Road, Alphington	1	Single Dwelling
2	548 Heidelberg Road, Alphington	1	Single Dwelling
3	51 Yarraford Avenue, Alphington	2	Single Dwelling
4	50 Yarraford Avenue, Alphington	2	Single Dwelling

Figure 3 Locations of Potentially Most-Affected Noise Sensitive Areas (NSA) (Image Source: Google Maps)

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5 Existing Acoustic Environment

5.1 Soundscape

The existing soundscape in the vicinity of the site and potentially most-affected noise sensitive areas is dominated by road traffic noise from Heidelberg Road north of the site.

5.2 Background Noise Levels

Environmental noise logging was performed at the site to establish the background noise levels. The measurements were performed at two locations, along the western and southern boundary of the site, between 19 and 25 September 2019. Details of the measurement locations and measurement methodology are presented in Appendix B.

As the microphones positions were located within 1 m in front of an acoustically reflecting surface, an adjustment of -6 dB has been made to the measured background noise levels.

Table 6 presents a summary of the measured adjusted background noise levels, as relevant to SEPP N-1. Only the period between 6 pm and 8 pm daily is presented this is the period most relevant to background noise. This is the period during the proposed extended operating hours that will typically have the lowest background noise levels and the measurements conducted during this period would have no contribution from existing operations at the restaurant, as the restaurant was not open during these hours during the period of the measurements.

Table 7 and Table 8 present summaries of the lowest measured adjusted background noise levels, as relevant to SEPP N-2. Note that the SEPP N-2 'Night' period L_{OCT90} background noise levels at Location 1 have been assumed to have the same spectral shape as Location 2 but adjusted based on the difference in A-weighted Sound Pressure Levels between the two locations (only overall A-weighted levels were measured at Location 2).

Graphs showing the variation of background noise level over the full measurement period are presented in Appendix C (note that these graphs present the raw measured levels without adjustment from the reflecting surface).

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Table 6 SEPP N-1 Adjusted Background Noise Levels

Date	L_{A90} Background Noise Level between 6 pm and 8 pm, dB(A)	
	At Location 1: Boundary Between Project Site and 534 Heidelberg Rd	At Location 2: Southern Boundary of Project Site
Thursday, 19 September 2019	45	49
Friday, 20 September 2019	45	48
Saturday, 21 September 2019	48	45
Sunday, 22 September 2019	44	42
Monday, 23 September 2019	45	43
Tuesday, 24 September 2019	45	43
Wednesday, 25 September 2019*	-	-

* Measurement period on Wednesday 25 September 2019 was until 3:05 pm only.

Table 7 SEPP N-2 Adjusted Background Noise Levels – At Location 1: Boundary Between Project Site and 534 Heidelberg Rd

Period	Applicable Times during Proposed Operating Hours	L_{OCT90} Background Noise Level, dB							L_{A90} Background Noise Level, dB(A)
		63	125	250	500	1k	2k	4k	
Day / Evening	▪ 9 am to 8 pm Monday to Friday and Public Holidays ▪ 10 am to 8 pm Saturdays ▪ 12 pm to 8 pm Sundays	-	-	-	-	-	-	-	42
Night	▪ 7 am to 9 am Monday to Friday and Public Holidays ▪ 8 am to 10 am Saturdays ▪ 8 am to 12 pm Sundays	47	45	37	35	39	33	23	-

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Table 8 SEPP N-2 Background Noise Levels – At Location 2: Southern Boundary of Project Site

Period	Applicable Times during Proposed Operating Hours	L_{OCT90} Background Noise Level, dB							L_{A90} Background Noise Level, dB(A)
		63	125	250	500	1k	2k	4k	
Day / Evening	▪ 9 am to 8 pm Monday to Friday and Public Holidays ▪ 10 am to 8 pm Saturdays ▪ 12 pm to 8 pm Sundays	-	-	-	-	-	-	-	40
Night	▪ 7 am to 9 am Monday to Friday and Public Holidays ▪ 8 am to 10 am Saturdays ▪ 8 am to 12 pm Sundays	45	43	35	33	37	31	21	-

5.3 Existing Operational Noise Measurements

Noise associated with the existing operation of the restaurant was measured on 25 September 2019 between 3:15 pm and 3:25 pm. The measured noise levels are detailed in the following sections.

5.3.1 Mechanical Plant Noise

The key noise-generating mechanical plant items at the premises are the kitchen exhaust fan and outdoor air-conditioning condenser unit at the eastern side of the building roof, as shown in Figure 4 and Figure 5 respectively.

At the time of our visit, both the kitchen exhaust fan and AC condenser unit were operating. Noise from these mechanical plant items was not audible on the footpath east of the building over traffic noise from Heidelberg Road. Measurements were therefore conducted on the roof of the building within 1 m of each of the identified noise-generating mechanical plant items.

Table 9 presents a summary of the measured mechanical plant noise levels. Note that the presented sound pressure levels are the L_{A90} background levels. Due to traffic noise dominating the acoustic environment at the time of measurements, and the measured mechanical plant equipment operating constantly during the measurement period, the background levels (levels with the lowest contribution from traffic noise) have been adopted as the mechanical plant noise levels.

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Table 9 Measured Mechanical Plant Noise

Measurement Location	Measurement Description	L_{A90} Sound Pressure Level, dB(A)
On rooftop 1 m horizontally from kitchen exhaust fan	Exhaust fan noise and traffic noise.	68
On rooftop 1 m horizontally from AC condenser unit	AC condenser unit noise and traffic noise.	66

Figure 4 Key Noise-Generating Mechanical Plant Items – Kitchen Exhaust Fan

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Figure 5 Key Noise-Generating Mechanical Plant Items – AC Condenser Unit

5.3.2 Music Noise

Music is only played inside the restaurant. At the time of our visit, the front door (facing Heidelberg Road) was closed and the rear door (leading into the rear courtyard) was kept open. Music was being played at a background level that would typically be expected of a restaurant (i.e. loud enough to be heard over ambient noise within the restaurant but not so loud as to prevent conversation).

Music played within the restaurant was inaudible at the rear courtyard.

Table 10 presents a summary of the measured music noise level within the restaurant.

Table 10 Measured Music Noise Within Restaurant

Measurement Location	Measurement Description	L_{OCT10} Sound Pressure Level, dB							L_{Aeq} Sound Pressure Level, dB(A)
		63	125	250	500	1k	2k	4k	
Inside restaurant (near front counter)	Music noise and restaurant / kitchen activity noise	68	72	62	66	59	58	53	63

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5.3.3 Patron Noise

At the time of the site visit the rear courtyard was unoccupied. In addition, due to noise from Heidelberg Road and the lack of a solid noise barrier separating the rear courtyard from the road, measuring the existing patron noise without the acoustic environment being dominated by road traffic noise would have been difficult.

Patron noise from the rear courtyard will be assessed through acoustic modelling.

5.3.4 Car Park Noise

On-site vehicle movements were rare during the time of the site visit. As such, car park noise measurements were not conducted. On-site car park noise will be assessed through acoustic modelling.

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6 Mechanical Plant Noise Assessment

6.1 Assessment Criteria

The noise limits presented in Table 11 have been determined to apply at the potentially most affected noise sensitive areas in accordance with SEPP N-1. Details of the SEPP N-1 Zoning Level and noise limit calculations are presented in Appendix D.

Table 11 SEPP N-1 Noise Limits

Date	SEPP N-1 Noise Limits 'Evening' Period between 6 pm and 8 pm, L_{eff} dB(A)	
	NSA 1: 534 Heidelberg Rd	All Other NSAs
Thursday, 19 September 2019	48	52
Friday, 20 September 2019	48	51
Saturday, 21 September 2019	51	48
Sunday, 22 September 2019	47	46
Monday, 23 September 2019	48	46
Tuesday, 24 September 2019	48	46
Design SEPP N-1 Noise Limits	**47**	**46**

6.2 Assessment

The sound pressure levels measured on the restaurant rooftop at approximately 1 m from the kitchen exhaust fan and air-conditioning condenser unit were found to be 68 dB(A) L_{A90} and 66 dB(A) L_{A90} respectively.

The distances from the kitchen exhaust fan and air-conditioning condenser unit to the nearest NSA (NSA 2: 548 Heidelberg Road) are approximately 20 m and 19 m respectively. Based on the measured noise levels, the combined noise level at NSA 2 due to the fan and AC condenser unit is calculated to be approximately 40 dB(A). No tonality adjustment or other SEPP N-1 character adjustment is considered to be applicable.

Given that no change to the existing noise-generating mechanical plant equipment is proposed, the distance between the kitchen exhaust fan and air-conditioning condenser unit and NSAs, and the conservative sound pressure levels measurements used in this assessment, it is considered that the combined noise level due to the kitchen exhaust fan and air-conditioning condenser unit will comply with the applicable SEPP N-1 noise limits for all periods.

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7 Music Noise Assessment

7.1 Assessment Criteria

Music noise emissions from the premises must comply with the requirements of State Environment Protection Policy (Control of Music Noise from Public Premises) No. N-2 (SEPP N-2) (State of Victoria, 1999).

Table 12 presents the SEPP N-2 music noise limits that have been determined to apply at the potentially most-affected NSAs based on the measured background noise levels.

Table 12 SEPP N-2 Music Noise Limits

<table>
<tr><th rowspan="2">SEPP N-2 Period</th><th rowspan="2">Applicable Times during Proposed Operating Hours</th><th colspan="4">SEPP N-2 Noise Limits</th></tr>
<tr><th colspan="2">NSA 1: 534 Heidelberg Rd</th><th colspan="2">All Other NSAs</th></tr>
<tr><td>Day / Evening</td><td>▪ 9 am to 8 pm Monday to Friday and Public Holidays
▪ 10 am to 8 pm Saturdays
▪ 12 pm to 8 pm Sundays</td><td colspan="2">47 dB(A) L_{Aeq}</td><td colspan="2">45 dB(A) L_{Aeq}</td></tr>
<tr><td>Night</td><td>▪ 7 am to 9 am Monday to Friday and Public Holidays
▪ 8 am to 10 am Saturdays
▪ 8 am to 12 pm Sundays</td><td>Freq, Hz</td><td>L_{OCT10}, dB</td><td>Freq, Hz</td><td>L_{OCT10}, dB</td></tr>
<tr><td></td><td></td><td>63</td><td>55</td><td>63</td><td>53</td></tr>
<tr><td></td><td></td><td>125</td><td>53</td><td>125</td><td>51</td></tr>
<tr><td></td><td></td><td>250</td><td>45</td><td>250</td><td>43</td></tr>
<tr><td></td><td></td><td>500</td><td>43</td><td>500</td><td>41</td></tr>
<tr><td></td><td></td><td>1k</td><td>47</td><td>1k</td><td>45</td></tr>
<tr><td></td><td></td><td>2k</td><td>41</td><td>2k</td><td>39</td></tr>
<tr><td></td><td></td><td>4k</td><td>31</td><td>4k</td><td>29</td></tr>
</table>

7.2 Assessment Input Parameters

SoundPLAN version 7.4 environmental noise modelling software was used to model the music noise emissions from the restaurant.

Modelling has been conducted according to the calculation methodology prescribed by ISO 9613-2 Acoustics - Attenuation of Sound During Propagation Outdoors - Part 2: General Method of Calculation (ISO, 1996).

Music noise emissions have been based on the following parameters:

- Music sound pressure levels within the restaurant only as presented in Table 10.
- Rear door connecting the restaurant internal space and rear courtyard kept open.

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- External walls of the restaurant building consisting of 70 mm thick single brickwork, 90 mm timber studs, 10 mm thick standard plasterboard internal lining, and no insulation in the wall cavity.
- Ceiling / roof of the restaurant building consisting of 0.42 BMT profiled metal roof sheeting, timber roof framing, 10 mm thick standard plasterboard ceiling lining, and no insulation in the ceiling cavity.
- The existing timber paling fencing along western boundary of the site has been modelled as acoustically transparent, as the existing type of construction and state of repair would provide only minimal noise reduction.

7.3 Calculated Music Noise Levels

Table 13 presents the calculated sound pressure level at the nearest NSA (NSA 1: 534 Heidelberg Road) with music played only within internal areas of the restaurant.

Table 13 Calculated Music Noise Levels at NSA 1 with Music Played Within Restaurant Only

NSA Ref.	SEPP N-2 Period	Calculated Music Noise Levels and Compliance with SEPP N-2							
		Octave Band Centre Frequency, Hz							Overall, dB(A)
		63	125	250	500	1k	2k	4k	
NSA 1	Day / Evening, L_{Aeq}, dB(A)	-	-	-	-	-	-	-	35 ✓
	Night, L_{OCT10}, dB	47 ✓	47 ✓	33 ✓	37 ✓	30 ✓	29 ✓	23 ✓	38 ✓

The results of the music noise emission calculation presented in Table 13 indicate that music played inside the restaurant at the level measured during our site visit will comply with the SEPP N-2 noise limits for all periods. This agrees with observations taken during our site visit where music noise played within the restaurant was found to be inaudible in the rear courtyard, likely due to the relatively high background noise level as a result of traffic movement along Heidelberg Road.

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8 Patron Noise Assessment

8.1 Assessment Criteria

There are no statutory criteria that apply to patron noise emissions from commercial premises in Victoria. In the absence of statutory noise criteria, patron noise emissions have been assessed in relation to the SEPP N-1 noise limits as specified in Table 11 of Section 6.1. For patron noise, these limits are non-mandatory and used as a guideline only.

8.2 Assessment Input Parameters

SoundPLAN version 7.4 environmental noise modelling software was used to model the patron noise emissions. Modelling has been conducted according to the calculation methodology prescribed by ISO 9613-2 Acoustics - Attenuation of Sound During Propagation Outdoors - Part 2: General Method of Calculation (ISO, 1996).

Patron noise emissions have been based on the following parameters:

- Rear courtyard layout as existing with seating capacity for up to 32 patrons.
- Remaining 43 patrons located within internal spaces only. As significant attenuation will be provided by the restaurant building, patron noise from the rear courtyard is considered to be the dominant noise source and patron noise from internal spaces has not been considered further in this assessment.
- Overall L_{Aeq} patron noise levels have been predicted based on the sound power level calculated using the formula developed by (Hayne, Taylor, Rumble, & Mee, 2011) as follows:

$$A\text{–}weighted\ Sound\ Power\ Level\ L_{WAeq} = 15logN + 64\ dB(A)$$

  Where *N* is the number of patrons.

  Based on the 32 patron capacity of the rear courtyard, the total overall sound power level from the rear courtyard is modelled to be 87 dB(A).
- Modelling has been conducted based on seated patrons with head height approximately 1.2 m above ground level.
- The existing timber paling fencing along western boundary of the site has been modelled as acoustically transparent, as the existing type of construction and state of repair would provide only minimal noise reduction.

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- At a reference location 4 m above the courtyard, the above parameters would be expected to result in patron noise level of approximately L_{Aeq} 69 dB(A). For comparison using an alternative patron noise model, this is noted to be approximately 6 dB less than the patron noise level derived by Growcott (Growcott, 2009) based on patron noise measurements conducted at an outdoor area of a 'young person's pub'. Patron noise levels would be expected to be lower in a café-restaurant scenario than for a 'stand-up' drinking situation in a pub, where patron behaviour is influenced far more significantly by alcohol. Based on comparison of the two models, it is considered that the adopted patron noise level is appropriate.

8.3 Calculated Patron Noise Levels without Noise Control Measures

Table 14 presents the calculated patron noise levels at the identified nearest and potentially most-affected NSAs based on the above input parameters.

Table 14 Calculated Patron Noise Levels at Nearest NSAs – without Noise Control Measures

NSA Ref.	Address	Calculated Effective Noise Level, L_{eff}, dB(A)	SEPP N-1 Noise Limit and Compliance (Guideline), L_{eff}, dB(A)
NSA 1	534 Heidelberg Road	56	47 ✗
NSA 2	548 Heidelberg Road	24	46 ✓
NSA 3	51 Yarraford Avenue	40	46 ✓
NSA 4	50 Yarraford Avenue	33	46 ✓

Using the SEPP N-1 noise limits as a guideline to the approximate levels of patron noise that may be acceptable, the results presented above indicate that patron noise levels from the rear courtyard are compliant with the SEPP N-1 'Day' period noise limits but exceed the SEPP N-1 'Evening' period noise limits by up to 9 dB(A).

Therefore, noise control measures are recommended to minimise the patron noise emissions from the rear courtyard.

8.4 Recommended Noise Control Measures

The following acoustic measures are recommended to control patron noise from the rear courtyard:

- Patrons at the rear courtyard should be limited to no more than 32 patrons at any time.
- The existing timber paling fence along the western boundary of the rear courtyard should be replaced with a 2.4 m high acoustic screen, at the location shown in Figure 6; and
- The existing timber paling fence along the western boundary of the car park should be replaced with a 2.1 m high acoustic screen, at the location shown in Figure 6.

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- The acoustic screen should be constructed from minimum 25 mm thick timber palings, 1.6 mm thick steel, 9 mm thick fibre cement sheet, 8 mm thick solid Perspex or polycarbonate, or other suitable sheeting material of at least 12 kg/m^2.
- There must be no gaps between the screen panels / palings, or between bottom of the screen and the ground.
- A typical detail for an acoustic timber fence is presented in Appendix E.

Figure 6 Recommended Acoustic Screen Location (Image Source: Google Maps)

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8.5 Calculated Patron Noise Levels with Noise Control Measures

Table 15 presents the calculated patron noise levels at the identified nearest and potentially most-affected NSAs with the recommended noise control measures implemented.

Table 15 Calculated Patron Noise Levels at Nearest NSAs – with Noise Control Measures

NSA Ref.	Address	Calculated Effective Noise Level, L_{eff}, dB(A)	SEPP N-1 Noise Limit and Compliance (Guideline), L_{eff}, dB(A)
NSA 1	534 Heidelberg Road	47	47 ✓
NSA 2	548 Heidelberg Road	28	46 ✓
NSA 3	51 Yarraford Avenue	39	46 ✓
NSA 4	50 Yarraford Avenue	33	46 ✓

Using the SEPP N-1 noise limits as a guideline to the approximate levels of patron noise that may be acceptable, the results above indicate that patron noise levels from the rear courtyard with the recommended noise control measures implemented are compliant with the SEPP N-1 'Day' and 'Evening' period noise limits.

It is therefore considered that patron noise will be acceptable at nearby NSAs with the recommended noise control measures implemented.

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9 Car Park Noise Assessment

9.1 Assessment Criteria

There are no statutory criteria that will apply to noise emissions from the car park. In the absence of statutory noise criteria, noise emissions from the car park have been assessed in relation to the SEPP N-1 noise limits as specified in Table 11 of Section 6.1. For car park noise, these limits are non-mandatory and used as a guideline only.

9.2 Assessment Input Parameters

The restaurant on-site car park is located at the southern part of the site. Noise due to vehicle movements within the car park has been modelled in SoundPLAN version 7.4 environmental noise modelling software using methods prescribed in Parking Area Noise (BayLfU, 2007).

For the purpose of this acoustic assessment, the following input parameters have been used:

- Car park layout as existing with 14 parking spaces.
- Noise from the car park has been modelled based on 14 vehicle movements per hour over the proposed operational hours during SEPP N-1 'Day' and 'Evening' periods. The number of vehicle movements have been based on the average rates of evening peak hour vehicle trips for a restaurant (5 trips per 100 m^2 gross floor area) surveyed by the Roads and Traffic Authority (RTA, 2002). The gross floor area of the restaurant has been assumed to be 140 m^2.
- The existing timber paling fencing along western boundary of the car park has been modelled as acoustically transparent.

9.3 Calculated Noise from Car Park without Noise Control Measures

Table 16 presents the calculated noise levels at the identified nearest and potentially most-affected NSAs based on the above input parameters.

Table 16 Calculated Car Park Noise Levels at Nearest NSAs – without Noise Control Measures

NSA Ref.	Address	Calculated Effective Noise Level, L_{eff}, dB(A)	SEPP N-1 Noise Limit and Compliance (Guideline), L_{eff}, dB(A)
NSA 1	534 Heidelberg Road	56	47 ✗
NSA 2	548 Heidelberg Road	41	46 ✓
NSA 3	51 Yarraford Avenue	43	46 ✓
NSA 4	50 Yarraford Avenue	45	46 ✓

Using the SEPP N-1 noise limits as a guideline to the approximate levels of car park noise that may be acceptable, the results presented above indicate that noise from the on-site car park are not compliant with the SEPP N-1 guideline noise limits at NSA 1.

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Noise levels at the remaining identified nearest NSAs are generally compliant with the SEPP N-1 noise limits.

Based on the above, noise control measures are recommended to minimise the noise emissions from the on-site car park.

9.4 Recommended Noise Control Measures

To control noise from the on-site car park, the existing timber paling fence along the western boundary of the site should be replaced with a 2.4 m high and 2.1 m high acoustic screen, as specified in Section 8.4.

9.5 Calculated Noise from Car Park with Noise Control Measures

Table 17 presents the calculated noise levels at the identified nearest and potentially most-affected NSAs with the recommended noise control measures implemented.

Table 17 Calculated Car Park Noise Levels at Nearest NSAs – with Noise Control Measures

NSA Ref.	Address	Calculated Effective Noise Level, L_{eff}, dB(A)	SEPP N-1 Noise Limit and Compliance (Guideline), L_{eff}, dB(A)
NSA 1	534 Heidelberg Road	47	47 ✓
NSA 2	548 Heidelberg Road	41	46 ✓
NSA 3	51 Yarraford Avenue	42	46 ✓
NSA 4	50 Yarraford Avenue	45	46 ✓

Using the SEPP N-1 noise limits as a guideline to the approximate levels of car park noise that may be acceptable, the results presented above indicate that noise from the on-site car park with the recommended noise control measures implemented will comply with the SEPP N-1 noise limits.

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10 Waste Collections and Deliveries Noise Emissions

Based on the reference documentation, existing levels of background noise, and road traffic noise at the site it is considered that the noise due to any deliveries and private waste collections associated with the premises will not adversely impact on the adjacent residences provided that such deliveries and collections are conducted between the hours presented in the table below, and in general accordance with Section 6 and 9 of the EPA Noise Control Guidelines (EPA Victoria, 2008).

Table 18 Deliveries and Waste Collection Schedules

Activity Type	Permitted Times
Waste Collections	▪ 7 am to 8 pm Monday to Saturday ▪ 9 am to 8 pm Sunday and Public Holidays
Deliveries	▪ 7 am to 10 pm Monday to Saturday ▪ 9 am to 10 pm Sundays and Public Holidays

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11 Conclusion

This report has presented an assessment of environmental noise emissions from Kissaten at 538 Heidelberg Road, Alphington.

The assessment has been undertaken with regard to the statutory criteria and guidelines prescribed by State Environment Protection Policy (Control of Noise from Industry, Commerce and Trade) No. N-1 (SEPP N-1) (State of Victoria, 2001), State Environment Protection Policy (Control of Music Noise from Public Premises) No. N-2 (SEPP N-2) (State of Victoria, 1999), Guidelines for Community Noise (World Health Organization, 1999), and the EPA Noise Control Guidelines (EPA Victoria, 2008).

Assessment of the restaurant operational noise with respect to mechanical plant noise, music noise, patron noise, car park noise, and delivery / waste collection noise has determined that an acoustic screen of between 2.1 and 2.4 m height will be required along the western boundary of the site as per the specifications presented in Section 8.4.

Subject to the advice presented in this report, it is considered that the premises will satisfy the applicable acoustic legislation and guidelines.

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12 References

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State of Victoria. (2001). State Environment Protection Policy (Control of Noise from Industry, Commerce and Trade) No. N-1. *No. S31, 16/5/1992, Gazette 15/6/1989, As varied 15/9/1992, No. G37, Gazette 23/9/1992, As varied 31/10/2001, No. S183, Gazette 31/10/2001*.

World Health Organization. (1999, April). World Health Organization Guidelines for Community Noise. Geneva.

Cogent Acoustics

Appendix A Glossary of Acoustic Terms

dB / dB(A)	Decibels or 'A'-weighted Decibels, the units of Sound Pressure Level and Sound Power Level. 'A'-weighting adjusts the levels of frequencies within the sound spectrum to better reflect the sensitivity of the human ear to different frequencies at sound pressure levels typical of everyday sounds. [Unit: dB / dB(A)] The following are examples of the decibel readings of every day sounds; ▪ 0 dB The faintest sound we can hear ▪ 30 dB A quiet library or in a quiet location in the country ▪ 45 dB Typical office space. Ambience in the city at night ▪ 60 dB The sound of a vacuum cleaner in a typical lounge room ▪ 70 dB The sound of a car passing on the street ▪ 80 dB Loud music played at home ▪ 90 dB The sound of a truck passing on the street ▪ 100 dB The sound of a rock band ▪ 120 dB Deafening
Effective Noise Level	"Effective noise level" means the level of noise emitted from the commercial, industrial or trade premises and adjusted if appropriate for character and duration.
$L_{A90,T}$	The value of A-weighted Sound Pressure Level which is exceeded for 90 percent of the time during given measurement period T. This is commonly used to represent the background noise level. [Unit: dB / dB(A)]
$L_{Aeq,T}$	The Equivalent Continuous A-weighted Sound Pressure Level measured over the period T (also known as Time-Average Sound Pressure Level). The Equivalent Continuous A-weighted Sound Pressure Level is the constant value of A-weighted Sound Pressure Level for a given period that would be equivalent in sound energy to the time-varying A-Weighted Sound Pressure Level measured over the same period. In simple terms, this can be thought of as the average sound pressure level. [Unit: dB / dB(A)]
$L_{AFmax,T}$	The maximum value of A-weighted, F time-weighted Sound Pressure Level which occurs during a given measurement period T. [Unit: dB / dB(A)]
L_{eff}	See 'Effective Noise Level'.
L_{OCT10}	Means the C-weighted or Linear sound pressure level for a specified octave band that is exceeded for 10 per cent of the time interval considered. [Unit: dB]
L_{OCT90}	Means the C-weighted or Linear sound pressure level for a specified octave band that is exceeded for 90 per cent of the time interval considered. [Unit: dB]

Cogent Acoustics

Noise Sensitive Area

For the purposes of assessment of noise levels in relation to *State Environment Protection Policy (Control of Noise from Commerce Industry and Trade) No. N-1, State Environment Protection Policy (Control of Music Noise from Public Premises) No. N-2*, or the I*nterim Guidelines for Control of Noise from Industry in Country Victoria*, a Noise Sensitive Area is defined as:

a) That part of the land within the apparent boundaries of any piece of land which is within 10 metres outside the external walls of any of the following buildings:

- A dwelling (except Caretaker's House)
- Residential Building

b) That part of the land within the apparent boundaries of any piece of land on which is situated any of the following buildings which is within a distance of 10 metres outside the external walls of any dormitory, ward or bedroom of such buildings:

- Caretakers house
- Hospital
- Hotel
- Institutional home
- Motel
- Reformative institution
- Tourist establishment
- Work release hostel

Sound Power Level

A measure of the total sound energy radiated by a source, per unit time. Mathematically, it is ten times the logarithm to the base ten of the ratio of the sound power (W) of the source to the reference sound power; where the reference sound power is $1x10^{-12}$ W. [Unit: dB]

Sound Pressure Level

A measure of the magnitude of a sound wave. Mathematically, it is twenty times the logarithm to the base ten of the ratio of the root mean square sound pressure at a point in a sound field, to the reference sound pressure; where sound pressure is defined as the alternating component of the pressure (Pa) at the point, and the reference sound pressure is $2x10^{-5}$ Pa. [Unit: dB]

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Appendix B Background Noise Measurement Methodology

Measurement Location

Table 19 presents details of the noise measurement locations. Figure 7 and Figure 9 present a map and photographs of the noise measurement locations.

Table 19 Noise Measurement Location Details

Location Reference	Measurement Description	Microphone Height Above Ground Level, m
1	Background noise logging	1.8 m
2	Background noise logging	1.3 m

Figure 7 Noise Measurement Locations (Image Source: Google Maps)

Figure 8 Noise Measurement Location 1 – Photo Facing North

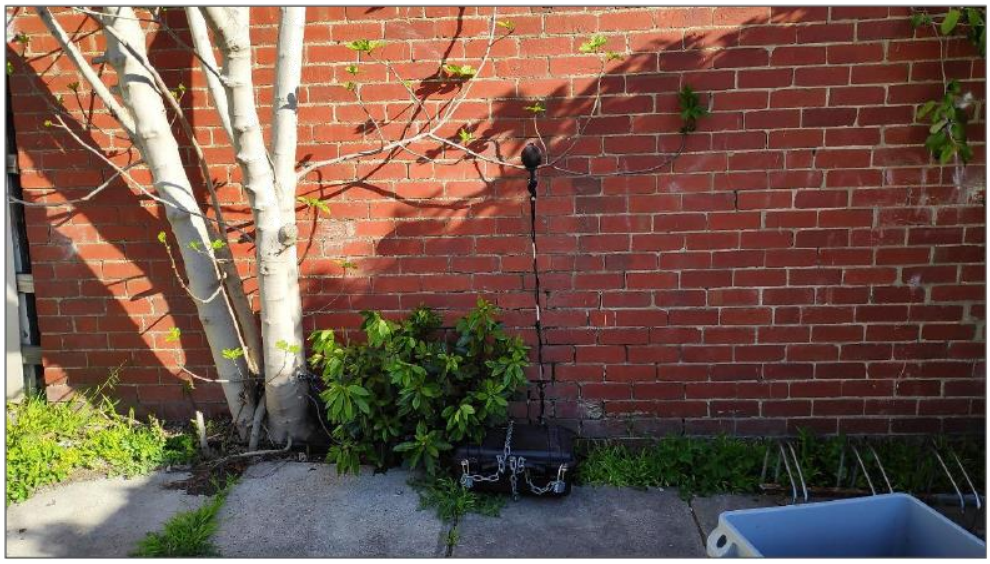

Figure 9 Noise Measurement Location 2 – Photo Facing South

Measurement Procedure

Unattended environmental noise logging and attended noise measurements were performed at the site to establish the environmental noise levels. Table 20 presents details of each measurement:

Cogent Acoustics

Table 20 Details of Measurement Period

Location Ref.	Measurement Type		Start Time	Start Date	End Time	End Date
	Attended	Unattended				
1	☐	☒	3:05 PM	Thursday 19/09/2019	3:05 PM	Wednesday 25/09/2019

The equipment was configured to provide the measurement results as a continuous series of 1 second A- and Z-weighted sound pressure levels. Metrics used for the assessment were then post-processed from this data.

As the microphones positions were located within 1 m in front of an acoustically reflecting surface, an adjustment of -6 dB has been made to the measured background noise levels.

A 90 mm diameter foam windscreen was installed on the microphone to minimise the effect of wind-induced pressure fluctuations on the measurements.

Instrumentation

All acoustic instrumentation used for the measurements held a current certificate of calibration from a National Association of Testing Authorities (NATA) accredited laboratory at the time of the measurements.

A field check to confirm correct calibration of the instrumentation was performed at the beginning and end of the measurement period using a laboratory calibrated portable Sound Level Calibrator. At the time of each check the instrumentation was found to be reading correctly and the deviation between consecutive checks was found to be less than 1 dB.

Details of the acoustic instrumentation used for measurements are presented in Table 21.

Table 21 Acoustic Instrumentation Details

Location Reference	Instrument Description	Serial No.	Date of Last Laboratory Calibration*
1	Convergence Instruments NSRT_mk2 Type 1 Sound Level Meter	CFh+pP0YcdWXKjNgSyLRHD	10/10/2018
2	Svantek 977 Class 1 Sound Level Meter	45759	13/09/2018
-	Svantek SV33 Portable Sound Level Calibrator	57427	6/05/2019

* In accordance with AS 1055.1-1997 and National Association of Testing Authorities Guidelines, Sound Level Meters and Environmental Noise Loggers are required to have comprehensive laboratory calibration checks carried out at intervals not exceeding two years. Sound Level Calibrators require calibration annually.

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Meteorological Data

Weather observations during the monitoring period were taken from the Bureau of Meteorology Weather Station at Melbourne Olympic Park, approximately 6.5 km away. Appendix C shows the meteorological observations plotted against the measured L_{Aeq}, L_{A90}, L_{Amax} sound pressure levels for the duration of the measurement period.

Attachment 5 - PL05/1061.04 - 538 - 540 Heidelberg Road Alphington - Revised Acoustic Report

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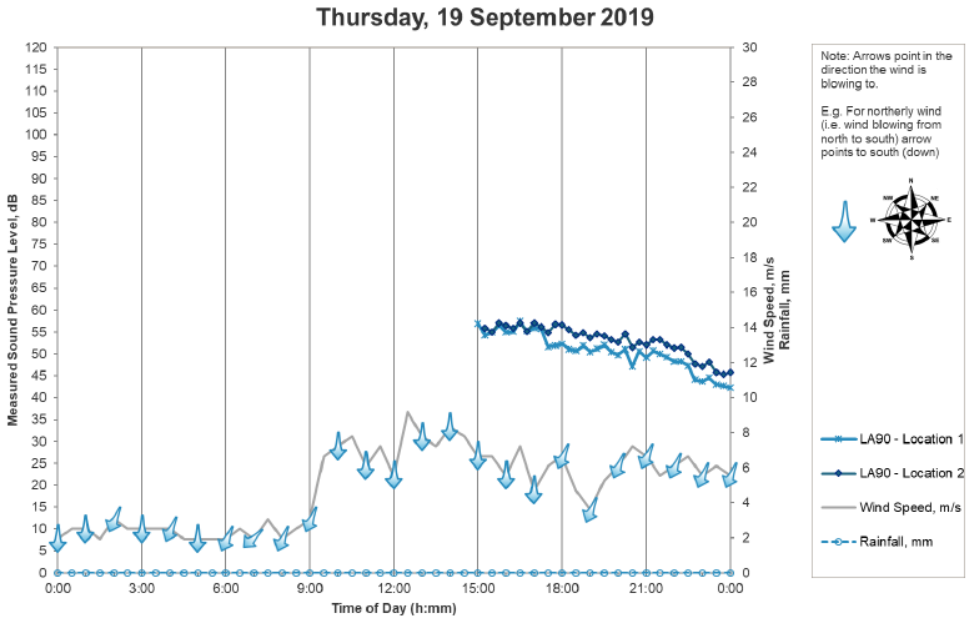
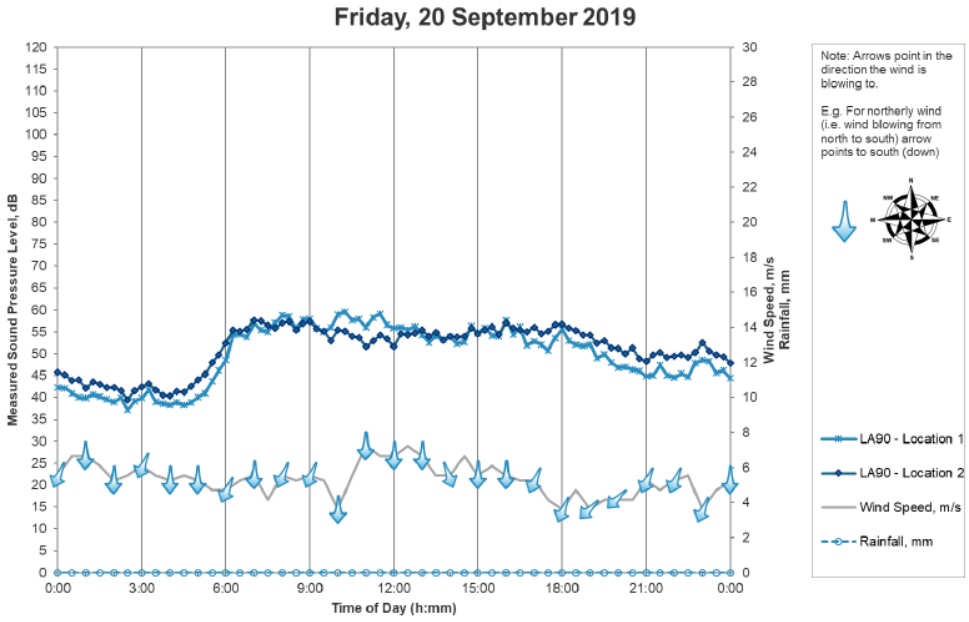
Appendix C Graphed Noise Measurement Results

No adjustment has been applied to the Sound Pressure Levels presented in this appendix.





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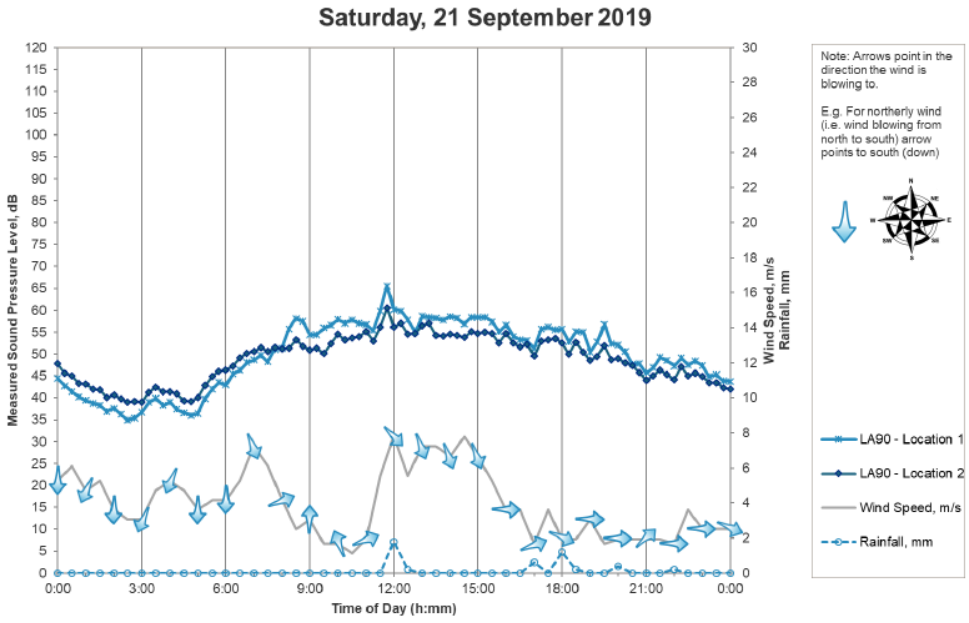

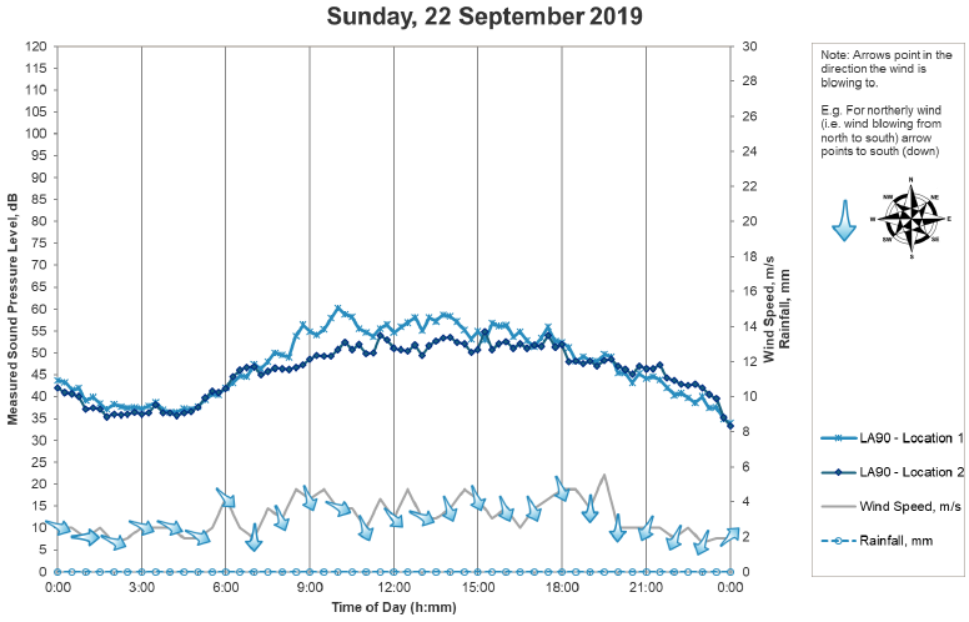

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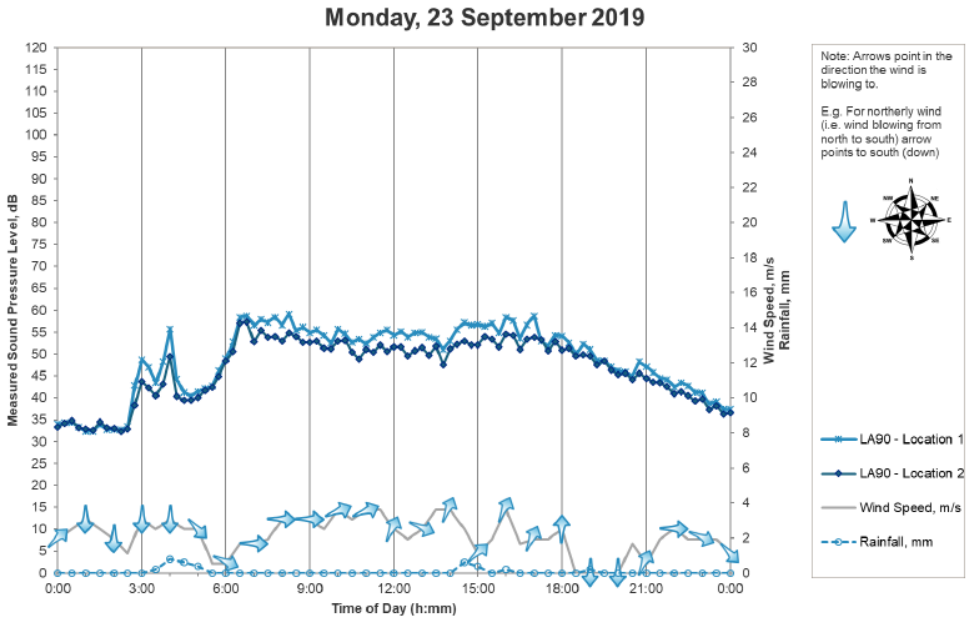
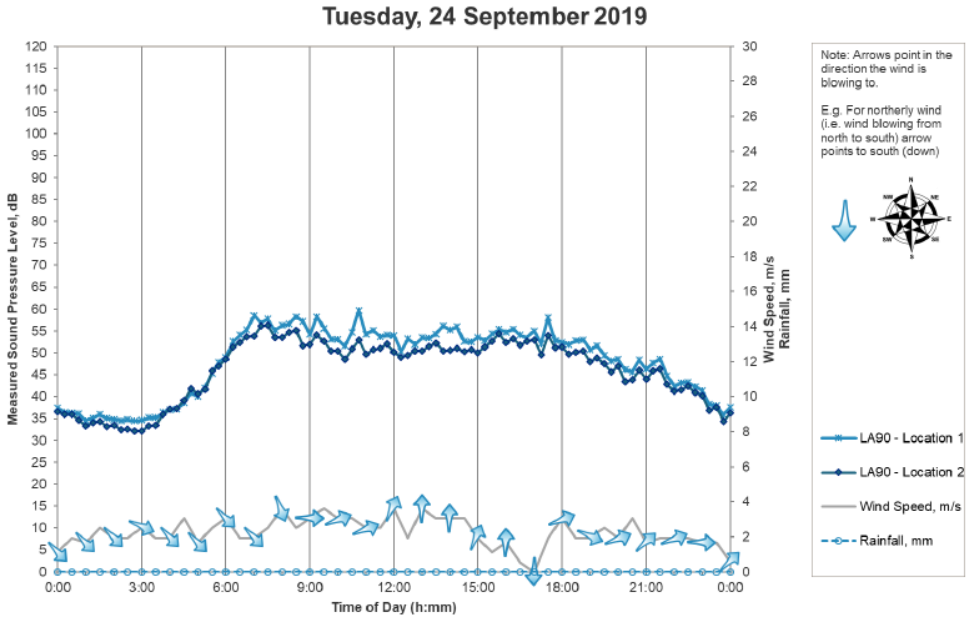
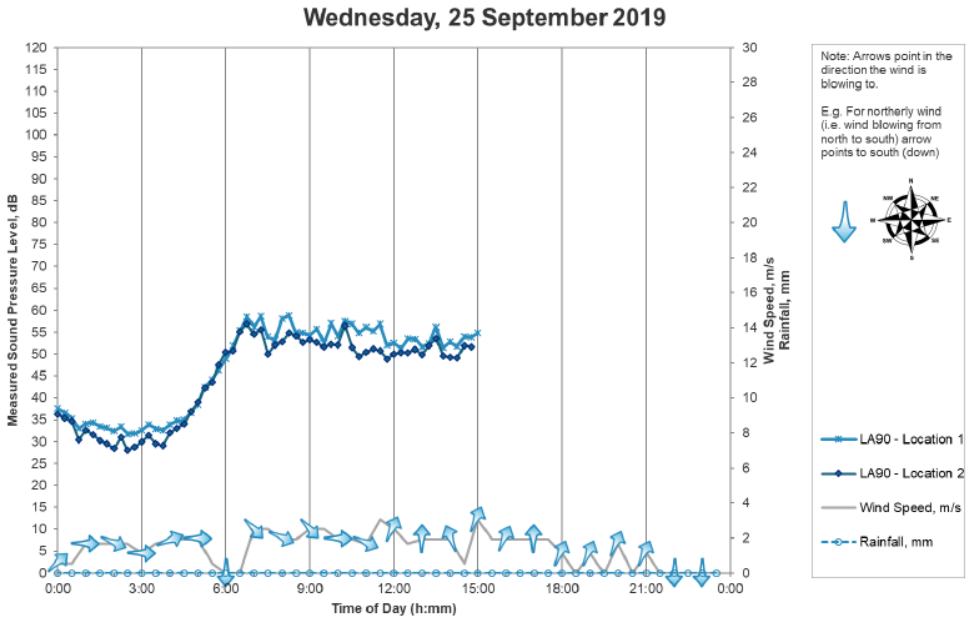




Attachment 5 - PL05/1061.04 - 538 - 540 Heidelberg Road Alphington - Revised Acoustic Report

Cogent Acoustics



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Appendix D SEPP N-1 Zoning Level and Noise Limit Calculations

534 Heidelberg Road, Alphington

Zoning Map

Figure 10 Zoning Circles (Image Source: VicPlan)

Zone Areas

Zone Type Designation	Applicable Zones	% Area of 140m Circle	% Area of 400m Circle
Type 1	NRZ, GRZ2, PPRZ	85%	92%
Type 2	-	0%	0%
Type 3	C2Z, RDZ1, IN3Z	15%	8%

Influencing Factor: 0.11

Zoning Levels and Noise Limits

Period	Zoning Level, dB(A)	L_{A90} Background Noise Level, dB(A)	Background Noise Classification	SEPP N-1 Noise Limits, dB(A)
Day	52	50	High	56
Evening*	46	47	High	50
Night	41	N/A	-	-

Notes:

* Evening period assessed until 8 pm only.

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Explanatory Notes to SEPP N-1 Noise Limit Derivation

In accordance with SEPP N-1 the Influencing Factor (IF) for an assessment location is calculated as follows:

$$IF = 0.25(Sum\ of\ Type\ 2\ fractions\ for\ both\ cicles) + 0.5(Sum\ of\ Type\ 3\ fractions\ for\ both\ circles)$$

The Zoning Levels are calculated according to the following equations:

$$Day\ Period\ Zoning\ Level = 18 \times IF + 50$$
$$Evening\ Period\ Zoning\ Level = 17 \times IF + 44$$
$$Night\ Period\ Zoning\ Level = 17 \times IF + 39$$

The Background Noise Levels are classified as follows:

Period	Classification Criteria	Background Noise Classification
Day	Background Noise Level > Zoning Level - 6 dB(A)	High
	Background Noise Level < Zoning Level - 12 dB(A)	Low
	Otherwise	Neutral
Evening and Night	Background Noise Level > Zoning Level - 3 dB(A)	High
	Background Noise Level < Zoning Level - 9 dB(A)	Low
	Otherwise	Neutral

The noise limits are determined based on the background noise classification, according to the following equations:

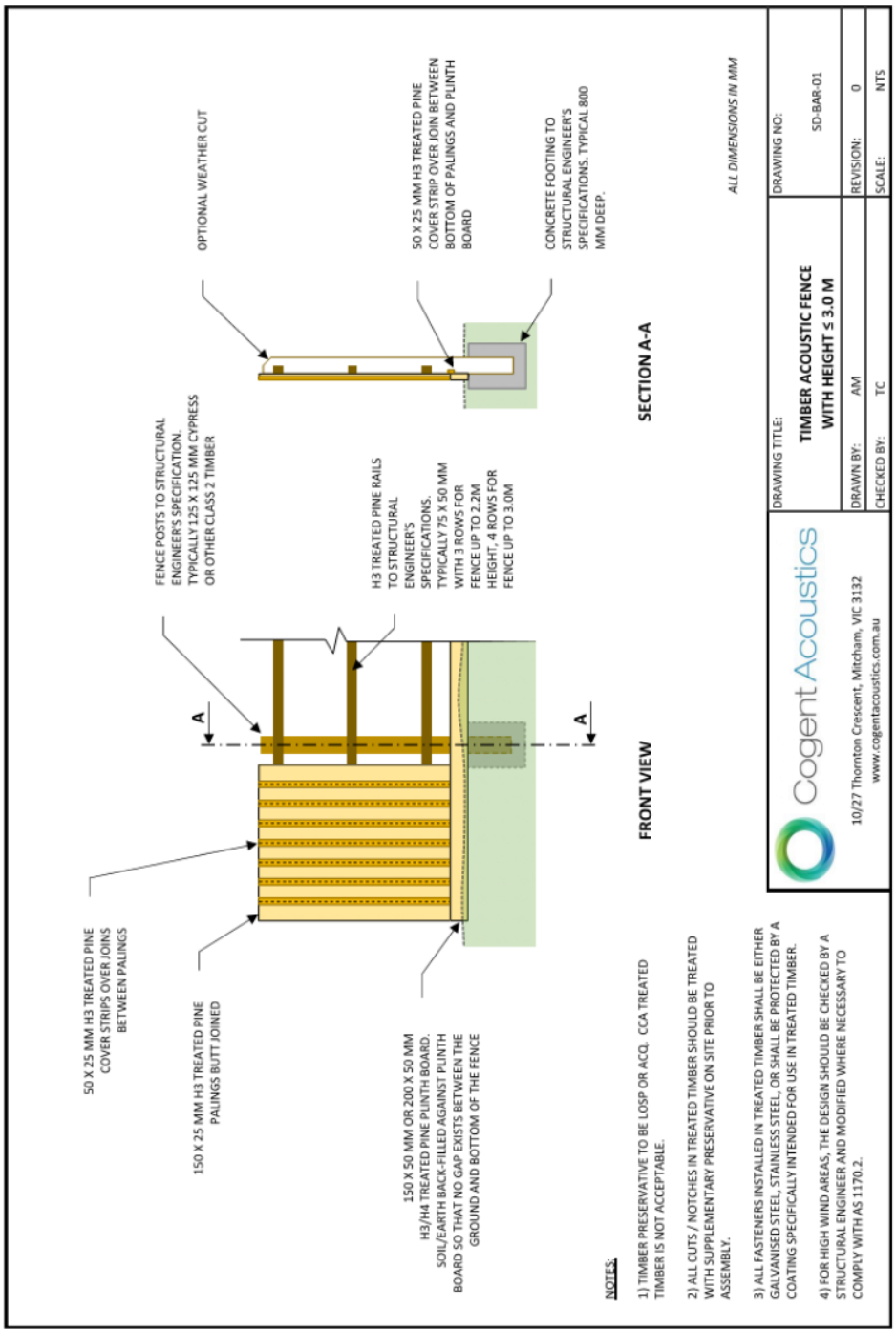
Period	Classification	Noise Limit
Day	High	Background Noise Level + 6 dB(A)
	Neutral	Zoning Level
	Low	0.5 x (Zoning Level + Background Noise Level) + 4.5 dB(A)
Evening and Night	High	Background Noise Level + 3 dB(A)
	Neutral	Zoning Level
	Low	0.5 x (Zoning Level + Background Noise Level) + 3 dB(A)

SEPP N-1 specifies that the noise limits may not be less than 45 dB(A) for the Day period, 40 dB(A) for the Evening period, and 35 dB(A) for the Night period.

Attachment 5 - PL05/1061.04 - 538 - 540 Heidelberg Road Alphington - Revised Acoustic Report

Cogent Acoustics

Appendix E Timber Paling Acoustic Fence



Attachment 6 - PL05/1061.04 - 538 - 540 Heidelberg Road Alphington - Current Planning Permit

Helping you understand your planning needs

PLANNING PERMIT (Amended)

Permit No: PL05/1061

Planning Scheme: Yarra

Responsible Authority: City Of Yarra

COPY

ADDRESS OF THE LAND:

538-540 Heidelberg Rd Alphington VIC 3078

THE PERMIT ALLOWS:

For the purpose of the following, in accordance with the endorsed plan(s).

Use of the site as a food and drink premises (cafe) and construction of buildings and works including the construction of a fence and deck.

THE FOLLOWING CONDITIONS APPLY TO THIS PERMIT:

1 Within one month of the date of this amended permit, amended plans to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plans will be endorsed and will then form part of this permit. The plans must be drawn to scale with dimensions and three copies must be provided. The plans must be generally in accordance with the plans prepared by Mimar Design dated April 2010, drawing numbers A2 Rev B, A3 Rev B, A1 Rev B and A4 Rev B but further modified to show:

(a) Eight (8) bicycle parking spaces to be provided on site for employees and visitors, in a manner shown in the evidence statement of Ms Charmaine Dunstan of Traffix Group dated 30 June 2011
(b) Replacement of the existing fence along the eastern boundary with a fence of at least 50% transparency.
(c) Floor plans that show a total provision of 75 seats on the site.
(d) A notation stating that each individual car parking space within the car parking area will be line marked.
(e) A notation stating that waste collection bins will be stored within the external storage shed.

2. The layout of the uses and development as shown on the endorsed plans must not be altered without the further consent of the Responsible Authority.

Issued Date: **31 January 2006**
VCAT Order: **22 August 2011**

Danielle Connell
Signature for the Responsible Authority

Planning and Environment Regulations 2005 Form 4

Page 1 of 4

For more information call 9205 5555 or visit **www.yarracity.vic.gov.au**

Attachment 6 - PL05/1061.04 - 538 - 540 Heidelberg Road Alphington - Current Planning Permit

*3. The use must only operate between the following hours:

(a) 7.00am to 6.00pm Monday to Friday (except the courtyard / outdoor area that must only operate from 8.00am);
(b) 8.00am to 4.00pm Saturday; and
(c) 8.00am to 4.00pm Sunday.

4. The number of staff, proprietors, and person related to the proprietors working on the site or any other persons working on the site, whether paid or unpaid, must not exceed twelve (12) on the site at any one time.

5. No more than 75 seats may be available to the public on the site at any one time.

6. Music on the site must be limited to background music only. No live music or entertainment will be permitted.

7 No music must be played outside the premises. No speakers must be sited outside the premises.

8 The operator shall not cause or permit undue detriment to the amenity of the area to arise out of or in connection with the use of the premises to which this permit relates during or immediately after the trading hours authorised under this permit.

9. The operator shall ensure that the level of noise emitted from the premises shall not exceed the relevant State Environment Protection Policy or other relevant noise policy.

10 The use permitted must not adversely affect the amenity of the locality by the appearance of any buildings, works or materials, the transporting of goods to and from the premises, emissions from the site or in any other way.

11 Any empty bottles associated with the use must be taken in bags and no emptying of bottles into garbage bins is permitted after 9.00 pm on any night or before 7.00 am on any day.

12. No fewer than fourteen (14) car spaces must be provided on the land for the use. The car park must be clearly line-marked with 14 spaces.

13. Car parking spaces must be maintained at all times to the satisfaction of the Responsible Authority and must not be used for any other purpose, except with the written consent of the Responsible Authority.

14 There are to be no less than eight (8) bicycle spaces available on the site at all times, unless with the further written consent of the Responsible Authority.

15. Garbage collection by private contractor must be restricted between 7.00 am and 10.00 pm on any day.

16 Deliveries to the site are only permitted between 7:00am and 6:00pm on any day. All deliveries must occur on site to the satisfaction of the Responsible Authority.

Issued Date: **31 January 2006**
VCAT Order: **22 August 2011**

Danielle Connell
Signature for the Responsible Authority

Attachment 6 - PL05/1061.04 - 538 - 540 Heidelberg Road Alphington - Current Planning Permit

Melbourne Water conditions (17&20)*

17. All No polluted and / or sediment laden runoff is to be discharged directly or indirectly into Melbourne Water's drains or watercourses.

18. The carport must be constructed with finished surface levels no lower than 350mm below the applicable flood level.

19. The decking is to be constructed with unenclosed foundations to allow for the passage of overland flows.

20. Unless otherwise agreed to in writing by Melbourne Water, any proposed vehicle parking areas must have finished surface levels no lower than 350mm below the applicable flood level

21. The line marking of the car park and construction of the new fence along the eastern boundary must occur within three months of the issue of this amended permit.

22. This permit will expire if the use is not commenced within two years from the date of this permit. All development must be completed within four years from the date of this permit. The Responsible Authority may approve extensions to these time limits if requests are made within three months of expiry.

Note:
These premises are required to comply with the *Food Act* 1984. No fit-out is to commence until plans have been approved by Council's Public Health Unit. Please contact the Public Health Unit on (03) 9205 5777.

Note:
These premises will be required to comply with the *Health Act* 1958. No Fit-out is to commence until plans have been approved by Council's Public Health Unit. Please contact the Public Health Unit on (03) 9205 5777.

Note:
A building permit must be obtained before development is commenced.

Note (Melbourne Water)*:
If further information is required in relation to Melbourne Water's permit conditions shown above, please contact Melbourne Water on telephone 9235 2517, quoting Melbourne Water's reference 85967.

The applicable flood level for the property is 27.16 metres to Australian Height Datum (AHD).

THIS PERMIT WAS ISSUED AT THE DIRECTION OF VCAT AS FOLLOWS:

Date of Order	
22 August 2011	Planning Permit PL05/1061 was amended in accordance with the order of the Victorian Civil and Administrative Tribunal, reference: P503/2011.

Issued Date: **31 January 2006**
VCAT Order: **22 August 2011**

Danielle Connell
Signature for the Responsible Authority

Planning and Environment Regulations 2005 Form 4

Page 3 of 4

Attachment 6 - PL05/1061.04 - 538 - 540 Heidelberg Road Alphington - Current Planning Permit

THIS PERMIT HAS BEEN AMENDED AS FOLLOWS:

Date of amendment	Brief description of amendment
26 September 2008 11 December 2014	Permit amended pursuant to Section 73 and 74 of The Planning and Environment Act 1987 to allow the following: • Change to the permit preamble to include the construction of a carport. • Inclusion of Melbourne Water permit conditions. • Inclusion of Melbourne Water notes. The wording and the hours of operation at Condition 3 amended.

Issued Date: **31 January 2006**
VCAT Order: **22 August 2011**

Danielle Connell
Signature for the Responsible Authority

Planning and Environment Regulations 2005 Form 4

Page 4 of 4

Attachment 6 - PL05/1061.04 - 538 - 540 Heidelberg Road Alphington - Current Planning Permit

PLANNING PERMIT

IMPORTANT INFORMATION ABOUT THIS PERMIT

WHAT HAS BEEN DECIDED?

The Responsible Authority has issued a permit.

(Note: This is not a permit granted under Division 5 or 6 of Part 4 of the **Planning and Environment Act 1987**.)

WHEN DOES A PERMIT BEGIN?

A permit operates:

* from the date specified in the permit; or

* if no date is specified, from—

(i) the date of the decision of the Victorian Civil and Administrative Tribunal, if the permit was issued at the direction of the Tribunal; or

(ii) the date on which it was issued, in any other case.

WHEN DOES A PERMIT EXPIRE?

1. A permit for the development of land expires if—

* the development or any stage of it does not start within the time specified in the permit; or

* the development requires the certification of a plan of subdivision or consolidation under the **Subdivision Act 1988** and the plan is not certified within two years of the issue of the permit, unless the permit contains a different provision; or

* the development or any stage is not completed within the time specified in the permit, or, if no time is specified, within two years after the issue of the permit or in the case of a subdivision or consolidation within 5 years of the certification of the plan of subdivision or consolidation under the **Subdivision Act 1988**.

2. A permit for the use of land expires if—

* the use does not start within the time specified in the permit, or if no time is specified, within two years after the issue of the permit; or

* the use is discontinued for a period of two years.

3. A permit for the development and use of land expires if—

* the development or any stage of it does not start within the time specified in the permit; or

* the development or any stage of it is not completed within the time specified in the permit, or, if no time is specified, within two years after the issue of the permit; or

* the use does not start within the time specified in the permit, or, if no time is specified, within two years after the completion of the development; or

* the use is discontinued for a period of two years.

4. If a permit for the use of land or the development and use of land or relating to any of the circumstances mentioned in section 6A(2) of the **Planning and Environment Act 1987**, or to any combination of use, development or any of those circumstances requires the certification of a plan under the **Subdivision Act 1988**, unless the permit contains a different provision—

* the use or development of any stage is to be taken to have started when the plan is certified; and

* the permit expires if the plan is not certified within two years of the issue of the permit.

5. The expiry of a permit does not affect the validity of anything done under that permit before the expiry.

WHAT ABOUT APPEALS?

* The person who applied for the permit may apply for a review of any condition in the permit unless it was granted at the direction of the Victorian Civil and Administrative Tribunal, in which case no right of review exists.

* An application for review must be lodged within 60 days after the permit was issued, unless a notice of decision to grant a permit has been issued previously, in which case the application for review must be lodged within 60 days after the giving of that notice.

* An application for review is lodged with the Victorian Civil and Administrative Tribunal.

* An application for review must be made on an Application for Review form which can be obtained from the Victorian Civil and Administrative Tribunal, and be accompanied by the applicable fee.

* An application for review must state the grounds upon which it is based.

* An application for review must also be served on the Responsible Authority. Details about applications for review and the fees payable can be obtained from the Victorian Civil and Administrative Tribunal.

Planning and Environment Regulations 2005 No. 33 Form 4 Sections 63 and 86

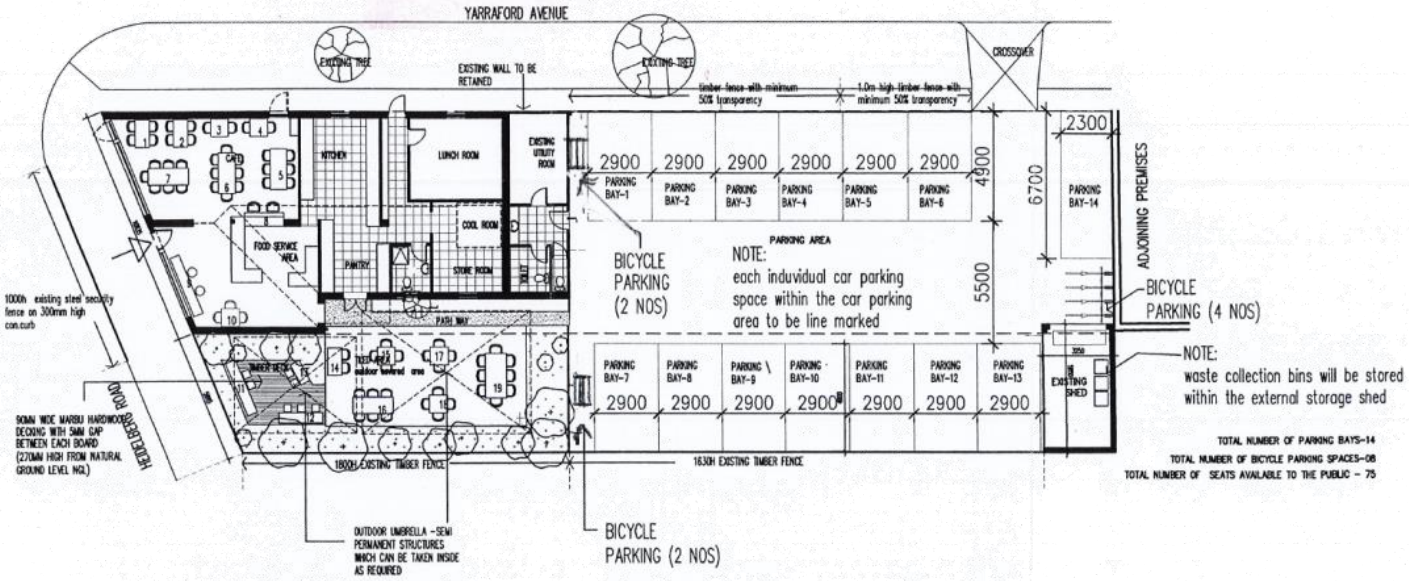
Attachment 7 - PL05/1061.04 - 538 - 540 Heidelberg Road Alphington - Current Endorsed Plans

AMENDMENT TO PLAN APPROVED
IN PERMIT No. PL05/1061
Issued 31/1/2006

PLANNING & ENVIRONMENT ACT 1987
YARRA PLANNING SCHEME
Plan referred to in Permit No: PL05/1061
relating to use/development of land.
For and on behalf of the Responsible Authority
DATE 20/12/2012 PLAN 1 of 4
This is NOT a Building Permit

TOWN PLANNING PERMIT
AMENDED AUG 2011–REV C

SCHEDULE (TOTAL SEAT)	
TABLE NO	SEATS
1	4
2	4
3	2
4	2
5	6
6	8
7	7
8	2
9	2
10	3
11	2
12	3
13	2
14	2
15	4
16	6
17	4
18	4
19	8
TOTAL	75



BUILDING AREAS				PARKING AREA
CAFE AREA	OUT DOOR CAFE AREA	SHED	TOTAL	361.4m
175.3m²	48.4m²	19.0m²	242.7m²	

01 SITE PLAN
SCALE 1:200

RECEIVED
23 JAN 2013

NOTE:
Architectural drawings are to be read in conjunction with stuctural drawings.
Contractor is to check all dimensions and levels on site prior to commencing any work or stage thereof and report any discrepancies or omission to the Designer. figured dimensions given are to be taken in preference to scaled dimensions.
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Project: "apte" CAFE
538 – 540 HEIDELBERG ROAD
ALPHINGTON
VIC.3078

Client:

Drawing Title: EXISTING CONDITION– SITE PLAN

B AUG 2011 TP ENDORSEMENT
Rev. Date By Description

MIMAR DESIGN
ABN 49 643 309 119
Unit 12, No 26–38 Miller Street, Epping Victoria 3076 AUSTRALIA
Tel +613 9408 3777 Fax +613 9408 8283
e-mail admin@mimardesign.com.au

Drawn By ML
Checked By MS
Date AUG 11
Scale 1 : 200
Proj Num 100330 A1
Dwg Num
Rev C

NORTH

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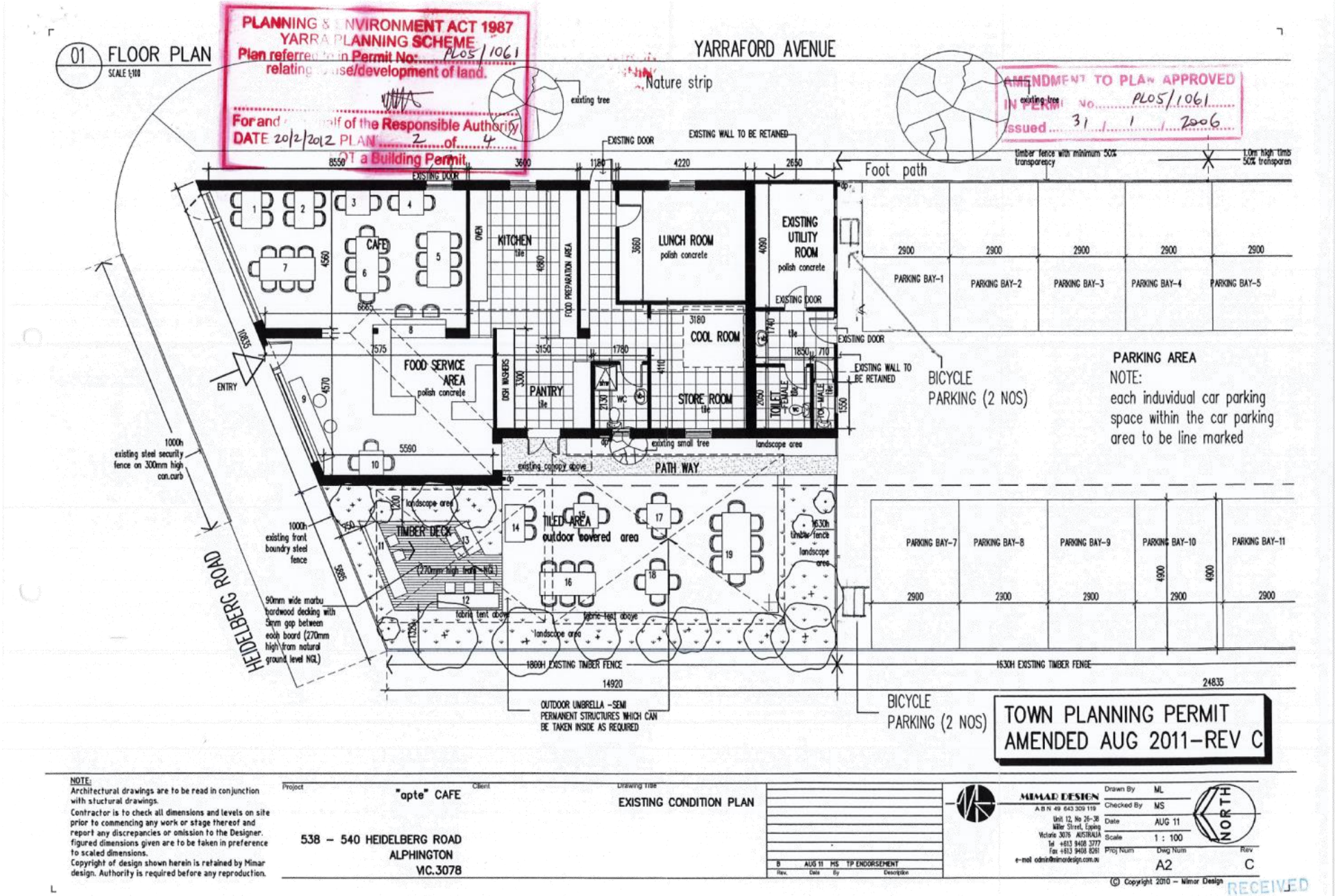
Attachment 7 - PL05/1061.04 - 538 - 540 Heidelberg Road Alphington - Current Endorsed Plans

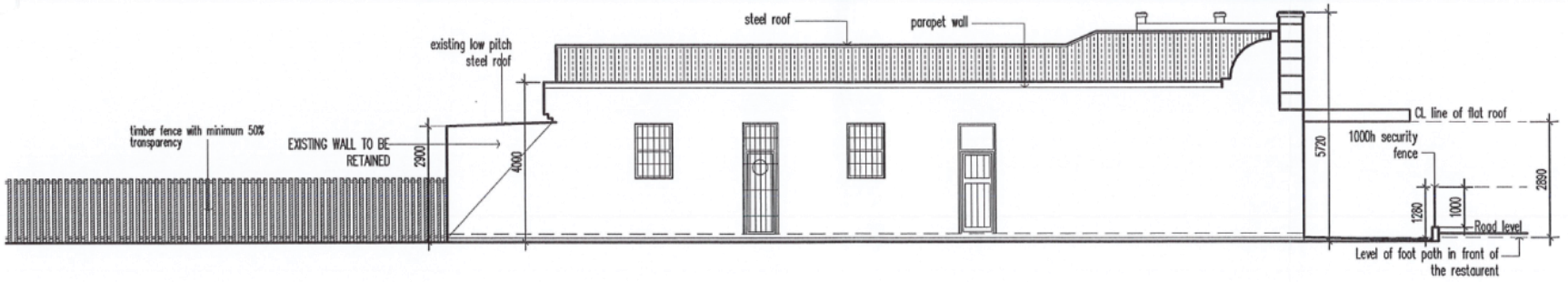


Attachment 7 - PL05/1061.04 - 538 - 540 Heidelberg Road Alphington - Current Endorsed Plans

PLANNING & ENVIRONMENT ACT 1987
YARRA PLANNING SCHEME
Plan referred to in Permit No: PL05/1061
relating to use/development of land.
For and on behalf of the Responsible Authority
DATE 20/2/2012 PLAN 3 of 4
This is NOT a Building Permit

AMENDMENT TO PLAN APPROVED
IN PERMIT No. PL05/1061
Issued 31/1/2006

TOWN PLANNING PERMIT
AMENDED AUG 2011–REV C



EAST ELEVATION
SCALE 1:100

NOTE:
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Project: "apte" CAFE
538 – 540 HEIDELBERG ROAD
ALPHINGTON
VIC.3078

Client:

Drawing Title: EXISTING ELEVATIONS

B AUG 11 MS TP ENDORSEMENT
Rev. Date By Description

MIMAR DESIGN
ABN 49 643 309 119
Unit 12, No 26-38 Miller Street, Epping Victoria 3076 AUSTRALIA
Tel +613 9408 3777
Fax +613 9408 8261
e-mail admin@mimardesign.com.au

Drawn By MH
Checked By MS
Date AUG 11
Scale 1 : 100
Proj Num
Dwg Num A3
Rev C

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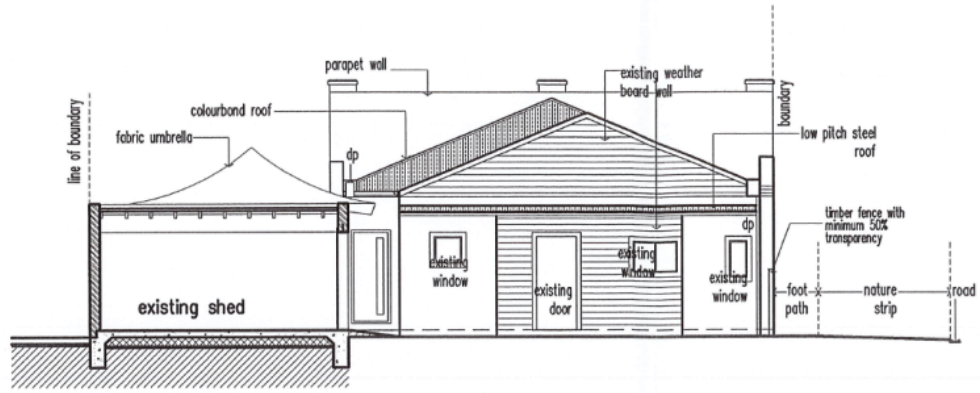
Attachment 7 - PL05/1061.04 - 538 - 540 Heidelberg Road Alphington - Current Endorsed Plans

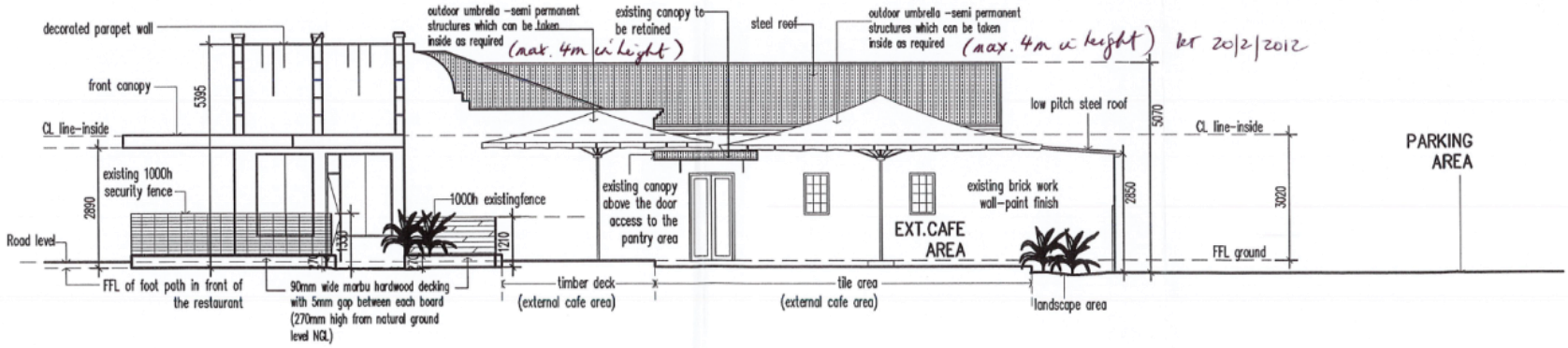


SOUTH SECTIONAL ELEVATION
SCALE 1:100

TOWN PLANNING PERMIT
AMENDED AUG 2011–REV C

AMENDMENT TO PLAN APPROVED
IN PERMIT No. PL05/1061
Issued 31/1/2006

PLANNING & ENVIRONMENT ACT 1987
YARRA PLANNING SCHEME
Plan referred to in Permit No: PL05/1061
relating to use/development of land.
For and on behalf of the Responsible Authority
DATE 30/2/2012 PLAN 4 of 4
This is NOT a Building Permit



WEST ELEVATION
SCALE 1:100

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Project: "opte" CAFE
538 – 540 HEIDELBERG ROAD
ALPHINGTON
VIC.3078

Client:

Drawing Title: EXISTING ELEVATIONS

Rev.	Date	By	Description
B	AUG 11	MS	TP ENDORSEMENT

MIMAR DESIGN
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Dwg Num	A4
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Attachment 8 - PL05/1061.01 - 538 - 540 Heidelberg Road Alphington - Council Engineering Services Referral Response

CITY OF YARRA

MEMO

To: Madeleine Moloney

From: Artemis Bacani

Date: 27 April 2020

Subject: Application No: PL05/1061.04
Description: Amendment – Café to a Restaurant
Site Address: 538-540 Heidelberg Road, Alphington

I refer to the above Planning Application received on 27 March 2018 in relation to the proposed development at 538-540 Heidelberg Road Alphington. Council's Engineering Services unit provides the following information:

Drawings and Documents Reviewed

	Drawing No. or Document	Revision	Dated
ML Traffic Engineers	*Car Parking Waiver Assessment*		15 November 2019
Memar Design	*A2 Proposed Floor Plan*		October 2019

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:

Endorsed Development	Quantity/ Size	Statutory Parking Rate	No. of Spaces Required	No. of Spaces Allocated
Food and drink premises (Café)	223.7 m²	4 spaces per 100 m² of leasable floor area	8	14

Proposed Development	Quantity/ Size	Statutory Parking Rate	No. of Spaces Required	No. of Spaces Allocated
Restaurant	75 Patrons	0.4 spaces per patron	30	14

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

A reduction of 16 spaces in the car parking requirement is sought by the applicant.

Attachment 8 - PL05/1061.01 - 538 - 540 Heidelberg Road Alphington - Council Engineering Services Referral Response

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 Restaurant Use*.
  Using the statutory parking rate, the restaurant would generate a parking demand of 30 spaces. Patrons to the restaurant would be drawn from the surrounding area (residences and local businesses).

- *Availability of Public Transport in the Locality of the Land*.
  The site is within walking distance of bus services operating along Heidelberg Road and Chandler Highway. The Fairfield and Alphington railway stations are several hundred metres from the site and can be accessed by foot.

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*.
  ML Traffic Engineers had conducted on-street parking occupancy surveys of the surrounding area on Wednesday 17 July 2019 (8.15am, 11.45am, 1.00pm, 2.00pm and 2.45pm). Additional parking occupancy surveys were undertaken on Thursday 18 July 2019 (4.30pm and 6.45pm), Friday 19 July 2019 (5.30pm, 6.45pm, and 7.45pm), and Saturday 20 July 2019 (6.00pm and 7.30pm). The survey area encompassed sections of Yarraford Avenue, Hanslope Avenue and Heidelberg Road. A parking inventory ranging from 48 and 54 publicly available parking spaces was identified. The results indicate that the peak parking occupancy was observed on the Saturday at 7.30pm, with no fewer than 33 spaces vacant within the study area. The data suggests that any parking shortfall for the site can be accommodated in the surrounding streets.

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

Adequacy of Car Parking
From a traffic engineering perspective, the proposed waiver in the car parking provision is considered appropriate in the context of the development and the surrounding area. It is expected that many of the patrons to the site would be drawn from the surrounding area. The occupation and operation of the site should not adversely impact on the 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.

Attachment 8 - PL05/1061.01 - 538 - 540 Heidelberg Road Alphington - Council Engineering Services Referral Response

TRAFFIC GENERATION

The traffic generation for the site could be adopted as follows:

Existing Development	Adopted Traffic Generation Rate	Peak Hour	
		AM	PM
Commercial (Food and drink)	0.5 trips per space - AM peak hour 0.5 trips per space - PM peak hour (14 on-site spaces)	7 Trips	7 Trips
Proposed Use	**Adopted Traffic Generation Rate**	**Peak Hour**	
		AM	**PM**
Commercial (Restaurant)	0.5 trips per space - AM peak hour 0.5 trips per space - PM peak hour (14 on-site spaces)	7 Trips	7 Trips
	Change	**No change**	**No change**

The peak hour volumes generated by the site are not unduly high. The proposed restaurant would not generate any additional traffic in the surrounding road network.

Attachment 9 - PL05/1061.04 - 538 - 540 Heidelberg Road Alphington - Council Civic Compliance Referral Response

MeMO

TO:	**Madeleine MOLONEY**
cc:	
FROM:	**Brad Speechley**
DATE:	**2 April 2020**
APPLICATION:	**PL05/1061.04**
SUBJECT:	**Amenity Enforcement Referral**

Dear Madeleine,

Thank you for your referral dated 27 March 2020, in relation to 538-540 Heidelberg Rd ALPHINGTON.

I can advise you that Planning Enforcement has received no complaints in relation to the 'use' of the land. I have reviewed the documentation supplied for the amendment to planning permit PL05/1061 for the change of permitted use from a cafe to a restaurant and allow for the sale and consumption of liquor on site (restaurant and cafe licence), for a maximum 75 patrons, during the following hours:

- Monday to Saturday - 9am to 8pm;
- Sunday - 10am to 8pm;
- Good Friday & ANZAC Day - 12 noon to 8pm;

This proposal poses a low amenity risk. The Compliance Branch does not have any concerns with this application.

Should you wish to discuss the referral further, please feel free to contact me on 9205-5017.

Regards

Brad Speechley

Brad Speechley
Senior Team Leader Civic Compliance

Attachment 10 - PL05/1061.04 - 538 - 540 Heidelberg Road Alphington - Council Acoustic Consultant - Referral Response to Advertised Acoustic Report

29 April 2020

640.10090.06390 538-540 Heidelberg Rd Alphington 20200429.docx

Yarra City Council
PO Box 168
RICHMOND 3121

Attention: Madeleine Maloney

Dear Madeleine

538-540 Heidelberg Road, Alphington
Development Application Acoustic Review
PLN 05/1061

SLR Consulting Pty Ltd (SLR) has been retained by the City of Yarra to provide a review of the acoustic assessment report prepared for the café at 538-540 Heidelberg Road, Alphington.

Details of the report are as follows:

- Title: 538 Heidelberg Road, Alphington, Acoustic Engineering Report
- Reference: 19246
- Date: 28 November 2019
- Prepared for: Kissaten
- Prepared by: Cogent Acoustics (Cogent)

The report has been prepared to address proposed changes to the operating conditions.

1 Project Background

(Sections 1, 2 and 4 of the acoustic report)

The acoustically significant aspects of the application are summarised below:

- The project is an existing café with an outdoor area, located on Heidelberg Road, Alphington.
- Parking for the cafe is located at the rear (southern) end of the side.
- Potential noise impacts from the proposal are identified as music, patron and mechanical plant noise, and noise from vehicle movements.
- The nearest noise sensitive receivers are identified in Section 4 of the report and are on the western boundary of the subject site (single level dwelling at 534 Heidelberg Road), and the two storey dwelling to the rear of the subject site (51 Yarraford Street). There are also sensitive receivers to the east of the subject site.
- The existing and proposed operations are identified in Section 2 and are summarised below:

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

	Existing	Proposed
Liquor license	None	Proposed
Hours of operation	7 am to 4 pm Monday to Friday	7 am to 8 pm Monday to Friday
	8 am to 4 pm Saturday and Sunday	8 am to 8 pm Saturday and Sunday
Patrons		
Total	75	75
Courtyard	32 seats outside	32 seats outside
Music		
Inside	Background music	Background music
Courtyard	None	Background music proposed

SLR Comments: *The acoustically significant aspects of the proposal and the nearest noise sensitive receivers have been identified. These are: the proposed evening operating hours, the introduction of a liquor license and the introduction of background music. We note that the dwelling at 534 Heidelberg Road appears to have habitable room windows overlooking the subject site, however details of the height and location of the window relative to the proposed outdoor area are not provided in the report.*

2 Background noise monitoring for establishing noise limits

(Section 5.2 and Appendix B of the acoustic report)

Unattended noise logging was conducted in the café carpark, on the southern boundary of the subject site for the period Thursday 19 to Wednesday 25 September 2019. The logger location is shown in Figure 8 of Appendix B. Graphic results for the period, including a log of weather conditions at the time, are provided.

The background noise levels used to calculate noise limits are presented in Tables 5 (for calculating SEPP N-1 limits) and 6 (for calculating SEPP N-2 limits). The presented levels are noted to include a -2 dB adjustment because the logging was conducted within 2 m of a fence.

SLR Comments: *The measurement location is very close to a wall. SEPP N-1 advises a '-2 dB' adjustment for measurements undertaken 1 to 2 m from a solid structure, however the microphone appears to be much closer, and may potentially be within the 'pressure doubling' region. A correction of up to -6 dB can apply to measurements undertaken in conditions where pressure doubling occurs. This would result in appreciably lower background noise levels.*

Where noise logging cannot be undertaken in accordance with the guidelines provided in the SEPP (i.e. either fully free field or within 1 to 2 m from a reflective surface), we recommend that short term (e.g. 20 minute) concurrent measurements be carried out at the logging location and at a more suitable measurement location in order to identify the relevant correction factor. In this instance, a more suitable location may be a free field location closer to habitable window of 534 Heidelberg Road. If a correction factor is identified, it should be applied to all the logging data.

Attachment 10 - PL05/1061.04 - 538 - 540 Heidelberg Road Alphington - Council Acoustic Consultant - Referral Response to Advertised Acoustic Report

Noise logging was undertaken during operation of the café, and it is unclear whether the measurement data was affected by noise from the existing operation. The report should provide comment on this matter. We assume data collected in the evening period (when the café is not currently permitted to operate) was not affected by noise from the subject site.

The monitoring interval included some periods of high winds.

3 SEPP N-1 noise limits

(Section 6.1 and Appendix D of the acoustic report)

The background noise levels used to calculate SEPP N-1 noise limits are 50 dBA L_{90} for the day period and 47 dBA L_{90} for the evening period.

The SEPP N-1 noise limits have been calculated using the measured background levels. The limits are: 56 dBA (day) and 50 dBA (evening). A night limit is not presented because the café is not proposed to operate at night. The limits are based on background levels classified as 'high'.

SLR Comments: *The report does not provide much detail around how the single figure background noise levels have been calculated from the logging data. Our concern on this project is largely around operation of the café during the 6 pm to 8 pm period, as this is the proposed new operating period. This period does not appear to have been differentiated from Saturday afternoon and Sunday.*

While SEPP N-1 requires noise limits for Saturday afternoons and Sundays to be calculated using the same methodology as that for the SEPP N-1 defined 'evening' period, it does not suggest that the evening and weekend periods should necessarily have the same noise limit, or that the background noise data for these periods should be combined and averaged.

From our review of the logging data, lower background levels may be determined for the 6 pm to 8 pm evening period than for Saturday afternoons and Sundays.

We would also like clarification as to how the single figure levels have been derived from data collected over multiple days, and whether the lowest of the daily averages or the average of the averages have been presented. If the average is used, it should be confirmed that all days where weather conditions are not appropriate have been excluded from the analysis, and that the data is representative of the quieter periods of the week.

Our calculation of the SEPP N-1 zoning levels are consistent with Cogent's.

We note that it may be useful to determine separate evening noise limits for the northern façade of 534 Heidelberg Road, as this location is likely to be exposed to higher levels of road traffic noise than other receiver locations.

4 Mechanical Plant

(Sections 5.3.1 and 6.2 of the acoustic report)

No new mechanical plant is proposed to be installed. Cogent have identified the existing mechanical plant at the site (an AC condenser and a kitchen exhaust fan). They note that neither was audible on the footpath outside the cafe, and as such noise measurements were not made at receiver locations. Instead, measurements were conducted 1 m from each of the sources and the measured levels were used to calculate equipment noise to the nearest sensitive receiver locations. The calculated levels are approximately 40 dBA and compliant with the identified noise limits.

SLR Comments: *The provided assessment is reasonable and we agree that this issue has been addressed. The equipment will comply with SEPP N-1 even if lower SEPP N-1 limits are identified.*

5 Patron Noise

(Section 8.1 of the report)

Patron noise is proposed to be assessed to SEPP N-1.

Patron noise impacts have been modelling using a computer modelling package, with the following inputs:

- 32 patrons outdoors
- All patrons assumed to be seated (1.2 m high)
- An overall sound power level of 87 dBA
- Two scenarios are modelled:
  - No fence (existing fence is noted to be of poor quality)
  - 2.1 m high acoustic fence

The predicted noise level at the nearest sensitive receiver without any noise control is 56 dBA L_{eq}. With the proposed 2.1 m high acoustic fence along the western boundary, the predicted noise level is 48 dBA L_{eq}, and is noted to comply with the identified 50 dBA evening noise limit.

SLR Comments: *We agree that patron noise can reasonably be assessed to SEPP N-1 in order to provide an acceptable amenity outcome. In the City of Yarra assessment of patron noise to a target o 'background + 10 dB' has also been accepted for the day and evening periods. Where this approach is taken, the background noise level used to determine limits should be the lowest measured (15 min to 1 hour) level during the period that the venue is proposed to operate, consistent with the SEPP N-2 approach. This methodology may result in higher noise limits than SEPP N-1.*

The use of noise modelling in this situation is not considered to be the best practice approach. Given that the café is currently operating, it would have been preferable to measure existing noise from patrons either within the café, or at a reference location representative of the nearest noise sensitive receiver.

The patron sound power level of 87 dBA used in the noise model is on the low side, however we acknowledge that the proposal is not a tavern style facility, and that patron noise levels may be low. Nevertheless, we would have preferred to see the low assumed levels of patron noise supported by measurement data obtained from the café.

The exact location of the noise sensitive receivers considered in the assessment is not detailed. We would assume that the assessment has been conducted to both east and north facing windows of the single level dwelling at 534 Heidelberg Road, and to the north facing first floor window of 51 Yarraford Avenue. However, this should be confirmed by Cogent. The height and location of the dwelling east facing window relative to the proposed 2.1 m high acoustic fence should also be provided.

Little information about the noise model is provided in the report. The courtyard has a fabric canopy, and it is unclear how or whether this has been modelled. Similarly, we would like to confirm that acoustic reflections have been taken into account in the model, as the outdoor area appears to be a semi-reverberant environment (hard surfaces on at least two sides).

In summary, we have a number of reservations about the assessment which are of particular concern given the proximity of the nearest noise sensitive receiver to the outdoor patron area and given that the proposed operation during the evening represents a change in the area, which is not an entertainment district.

Our preference would be for measurements of the existing use to be conducted during a busy time of day to provide some assurance that the assumed low patron noise levels are reasonable. The model should ideally be calibrated to reproduce the measured level of patron noise in the outdoor area, which should be documented in the report. The exact receiver locations should be detailed to provide a higher level of transparency.

Lower noise limits, if found to apply, should also be used in the assessment.

6 Music

(Table 6, Table 10 and Section 7 of the acoustic report)

Music noise is proposed to be assessed to SEPP N-2. Noise limits have been determined for both the evening and night periods (under SEPP N-2, the 'night' period includes parts of the morning when the café operates).

Music noise in the outdoor area has been modelled to sensitive receiver locations. The modelling takes into consideration the music levels measured within the restaurant, which were noted to be 63 dBA Leq at the time of Cogent's visit to the site (approximately 3 pm on a weekday).

The results of the noise modelling suggest that music played within the restaurant only, at the current level of 63 dBA Leq, will comply with SEPP N-2. However, music played within the restaurant and in the outside court area at the current levels, is predicted to exceed both the day/evening and night noise limits. Allowable music levels for the courtyard such that compliance with SEPP N-2 will be achieved, are provided in Table 13 and are equal to 58 dBA Leq (day evening) and 54 dBA (night). The levels are to be met 1 m from each loudspeaker.

Cogent observe that the identified levels are too low to satisfy expectations, and that the better outcome would be not to have any music in the courtyard.

SLR Comments: *The noise limits look reasonable, although they should be reviewed if the background noise levels change as the result of further investigations. We agree that it may be hard to achieve compliance with SEPP N-2 with satisfactory levels of music played outdoors, particularly during the evening and night periods when the lowest limits apply.*

However we note that compliance with the relevant patron noise limits is likely to be similarly difficult to achieve. The provided patron and music noise modelling do not appear to be consistent.

Attachment 10 - PL05/1061.04 - 538 - 540 Heidelberg Road Alphington - Council Acoustic Consultant - Referral Response to Advertised Acoustic Report

7 Carpark

(Section 9 of the acoustic report)

Noise from vehicle movements in the carpark has been modelled, with the assumption of 28 vehicle movements per hour during the period that the café operates. The predicted levels of noise have been assessed to SEPP N-1 and found to exceed noise limits. A 2.1 m high acoustic fence has been proposed. With the fence in place a 3 dB exceedance of the identified SEPP N-1 limits is still predicted. Cogent argue that the exceedance should be tolerated on the grounds that it is small, and that SEPP N-1 limits do not formally apply to noise from carparks.

SLR Comments: *Noise from vehicles in the carpark is not a high risk issue on this project given that operations are not proposed for the night period. We agree that SEPPN-1 limits do not formally apply. Given the above, we are satisfied that noise from use of the carpark will be adequately addressed by the proposed 2.1 m high acoustic fence.*

8 Summary

A review of the acoustic report prepared to address the proposed extension of operating hours of the café at 538-540 Heidelberg Road, Alphington is provided above. The report adequately addresses noise from music, mechanical plant and use of the carpark. However, patron noise is the main potential noise impact from the proposed change, and is a particular risk on this project given the proximity of the nearest noise sensitive receiver, and the proposed operations in the evening period. The following is noted or requested:

- Patron noise has been assessed to SEPP N-1. While this will provide a suitable amenity outcome, we also note that patron noise is frequently assessed to a 'background + 10 dB' target for the day / evening period in the City of Yarra, with the background noise level used to determine noise limits representative of the lowest (short term) levels likely to occur during the proposed operations. Either approach would be acceptable from our perspective.
- Background noise measurements used to calculate noise limits have been determined from noise logging conducted in close proximity to a solid wall, and potentially in the 'pressure doubling' region. Larger decibel corrections may apply to the measured levels than the -2 dB used by Cogent. Options for addressing this matter in relation to determining appropriate limits for patron noise include:
  - Conducting concurrent measurements of approximately 20 minutes duration at the logging location and at a SEPP N-1 formal compliant location (either fully free field or within 1 to 2 m from a reflective surface). The difference between the measured levels should be applied as a correction factor to the noise logging data, or
  - Conduct a single attended noise measurement at a suitable location, during the last hour of the proposed operations, on a quiet night of the week (e.g. between 7:30 pm and 8 pm on a Sunday to Wednesday night). The measured level could be used to determine background based noise limits (i.e. background level + 10 dB), instead of SEPP N-1.
- The provided patron noise assessment does not make 'worst case' assumptions about noise impacts:
  - Low voice noise levels are assumed. Some further justification should be provided for this assumption, preferably in the form of measurements of the existing use undertaken during a busy operating period.
- Patron noise has been modelled however there are acoustically significant aspects of the model that are not explained in the report. We request that the following is included:
  - Clarification as to how or if the fabric cover over the outdoor patron area has been modelled.

Attachment 10 - PL05/1061.04 - 538 - 540 Heidelberg Road Alphington - Council Acoustic Consultant - Referral Response to Advertised Acoustic Report

- Clarification the reflections and any reverberant build up has been accounted for.
- A reference sound pressure level 1 – 2 m above patrons in the outdoor area.
- The precise location of the sensitive receiver locations considered, including height relative to both windows of habitable rooms, and relative to the proposed acoustic fence.

Regards,

Dianne Williams
Associate – Acoustics

Checked/Authorised by: JA

Attachment 11 - PL05/1061.04 - 538 - 540 Heidelberg Road Alphington - Council Acoustic Consultant - Referral Response to Revised Acoustic Report

14 October 2020

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Yarra City Council
PO Box 168
RICHMOND 3121

Attention: Madeleine Maloney

Dear Madeleine

538-540 Heidelberg Road, Alphington
Development Application Acoustic Review
PLN 05/1061

SLR Consulting Pty Ltd (SLR) has been retained by the City of Yarra to provide a review of the revised acoustic assessment report prepared for the café at 538-540 Heidelberg Road, Alphington.

Details of the report are as follows:

- Title: 538 Heidelberg Road, Alphington, Acoustic Engineering Report
- Reference: 19246
- Date: 10 August 2020
- Prepared for: Kissaten
- Prepared by: Cogent Acoustics (Cogent)

The report has been revised to address issues raised by SLR in our review dated 29 April 2020.

1 Review

The issues raised, as detailed in the 'Summary' section of our review, are reproduced below (in *italics*), with comment on the extent to which they have been addressed in the current report (in red).

A review of the acoustic report prepared to address the proposed extension of operating hours of the café at 538-540 Heidelberg Road, Alphington is provided above. The report adequately addresses noise from music, mechanical plant and use of the carpark. However, patron noise is the main potential noise impact from the proposed change, and is a particular risk on this project given the proximity of the nearest noise sensitive receiver, and the proposed operations in the evening period. The following is noted or requested:

- *Patron noise has been assessed to SEPP N-1. While this will provide a suitable amenity outcome, we also note that patron noise is frequently assessed to a 'background + 10 dB' target for the day / evening period in the City of Yarra, with the background noise level used to determine noise limits representative of the lowest (short term) levels likely to occur during the proposed operations. Either approach would be acceptable from our perspective.* This comment not required to be addressed.

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

Attachment 11 - PL05/1061.04 - 538 - 540 Heidelberg Road Alphington - Council Acoustic Consultant - Referral Response to Revised Acoustic Report

- *Background noise measurements used to calculate noise limits have been determined from noise logging conducted in close proximity to a solid wall, and potentially in the 'pressure doubling' region. Larger decibel corrections may apply to the measured levels than the -2 dB used by Cogent. Options for addressing this matter in relation to determining appropriate limits for patron noise include:*
  - *Conducting concurrent measurements of approximately 20 minutes duration at the logging location and at a SEPP N-1 formal compliant location (either fully free field or within 1 to 2 m from a reflective surface). The difference between the measured levels should be applied as a correction factor to the noise logging data, or*
  - *Conduct a single attended noise measurement at a suitable location, during the last hour of the proposed operations, on a quiet night of the week (e.g. between 7:30 pm and 8 pm on a Sunday to Wednesday night). The measured level could be used to determine background based noise limits (i.e. background level + 10 dB), instead of SEPP N-1.*

  Sections 5.2, 6.1, 7.1 and Appendix C: The measured background noise level at the southern boundary of the subject site has been corrected by -6 dB to allow for pressure doubling. A second set of background noise data measured at the boundary between the subject site and the nearest dwelling (relabelled Location 1) has been included in the report. This data was obtained during the original assessment but not previously presented.

  The unadjusted noise logging data for both locations is provided in Appendix C. The adjusted levels are presented in Table 6.

  Patron noise has been assessed to SEPP N-1, and the calculated patron noise limits for the evening period are 47 dBA at 534 Heidelberg Road, and 46 dBA at other receiver locations. These limits are 3 to 4 dB lower than the 50 dBA limit used previously. We also note that the limits are lower than those that would be derived if a 'background + 10 dB' target was adopted, as is used on some projects in the City of Yarra.

  The calculated music noise limits are also 2 to 4 dB lower than were provided in the previous version of the report (Table 12)

  SLR Comment: The issues raised by SLR with respect to the background noise levels and noise limits have been addressed.

- *The provided patron noise assessment does not make 'worst case' assumptions about noise impacts:*
  - *Low voice noise levels are assumed. Some further justification should be provided for this assumption, preferably in the form of measurements of the existing use undertaken during a busy operating period.*

  Report Section 8.2: Cogent state that their assumed patron voice sound power level of 87 dBA equates to a noise level of approximately 69 dBA at a reference location 4 m above the patrons.

  Further discussion of the assumed patron voice noise levels has also been provided in Section 8.2, with Cogent concluding that the assumed voice levels are approximately 6 dB lower than would typically be used for a beer garden type scenario, where patrons were more crowded and standing. They consider these lower levels to be representative of a café-restaurant arrangement.

  SLR Comment: The provided justification for the patron noise levels is reasonable. It will, however, be important to ensure that the number of patrons outdoors does not exceed the assumed number of patrons in the report.

Attachment 11 - PL05/1061.04 - 538 - 540 Heidelberg Road Alphington - Council Acoustic Consultant - Referral Response to Revised Acoustic Report

- *Patron noise has been modelled however there are acoustically significant aspects of the model that are not explained in the report. We request that the following is included:*
  - *Clarification as to how or if the fabric cover over the outdoor patron area has been modelled. Cogent have clarified verbally to SLR that the awning was not included in the model. This issue has been addressed.*
  - *Clarification the reflections and any reverberant build up has been accounted for. Not directly provided, however the predicted level above the patron area suggests that some reflected energy has been modelled.*
  - *A reference sound pressure level 1 – 2 m above patrons in the outdoor area. Provided for 4 m (69 dBA Leq)*
  - *The precise location of the sensitive receiver locations considered, including height relative to both windows of habitable rooms, and relative to the proposed acoustic fence. Cogent have clarified verbally to SLR that the noise was modelled to receiver locations on both the north and east sides of 536 Heidelberg Road. This issue has been addressed.*

2 Other Matters

The revised report specifies a 2.4 m high barrier between the outdoor patron area and the adjacent dwelling in place of the 2.1 m barrier originally specified.

SLR Comment: *Our indicative calculations suggest that the increased height barrier will enable the noise limits to be met.*

3 Summary

A review of the revised acoustic report for the café at 534 Heidelberg Road has been conducted. The revised report addresses most of the issues raised by SLR in our original review. Some requested details of the noise model were not been provided in the revised report however these were provided to SLR over the phone and are satisfactory.

Regards,

Dianne Williams
Associate – Acoustics

Checked/Authorised by: JA

Attachment 12 - PL05/1061.04 - 538 - 540 Heidelberg Road Alphington - Melbourne Water Referral Response

14 April 2020

Madeleine Moloney
Yarra City Council
P.O.Box 168
RICHMOND VIC 3121

Dear Madeleine,

Proposal: Amendment to Planning permit - to include a new acoustic fence located along the western (side) boundary.
Site location: 540 HEIDELBERG ROAD ALPHINGTON

Melbourne Water reference: MWA-1169872
Council reference: PL05/1061-04
Date referred: 31/03/2020

Melbourne Water, pursuant to Section 56(1) of the Planning and Environment Act 1987, does not object to the amended proposal.

Advice

To access more information regarding other services or online applications that Melbourne Water offers please visit our website.

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

Regards,

L. Ripper

Louise Ripper
Development Planning Services

Melbourne Water ABN 81 945 386 953
990 La Trobe Street Docklands VIC 3008
PO Box 4342 Melbourne VIC 3001 Australia
T 131 722 F +61 3 9679 7099
melbournewater.com.au

6.7 PLN17/0448.01 - 484-486 Swan Street, Richmond

Executive Summary

Purpose

1. This report provides the Planning Decision Committee (PDC) with an assessment of the planning permit amendment application seeking changes to the permit preamble, deletion/amendment of conditions, reconfiguration of building uses (including increased hours and patron numbers for cafe and restaurant - permit required uses), internal reconfigurations, changes to the car parking provision/allocation, built form changes (including a reduction in setbacks, an increase in overall height, addition of a storey to a total of 14 storeys plus rooftop plant and changes to the design) and alteration of access to a road zone, category 1.

2. This item is required to be decided by the PDC as the proposed amendment exceeds the preferred 40 metre height referenced within the Design and Development Overlay (DDO17-4) by more than one storey.

Key Planning Considerations

3. Key planning considerations include:
   (a) Use (Clauses 34.02-1);
   (b) Interfaces uses policy (Clause 22.05);
   (c) Built form (Clauses 15, 21.05, 22.10, 34.02-7, 36.04, 43.02 and 52.29); and
   (d) Car parking and bicycle provision (Clauses 52.06, 52.29 and 52.34).

Key Issues

4. The key issues for Council in considering the proposal relate to:
   (a) Policy and physical context;
   (b) Condition 1 Assessment;
   (c) Use;
   (d) Built form;
   (e) Environmentally Sustainable Development (ESD);
   (f) Off-site amenity impacts;
   (g) Car parking, traffic, access and bicycle provision;
   (h) Waste management;
   (i) Other matters; and
   (j) Objector concerns.

Submissions Received

5. Five objections were received to the application, these can be summarised as:
   (a) Neighbourhood character;
   (b) Height/Massing;
   (c) Visual bulk/Overshadowing;
   (d) Impact on existing infrastructure;
   (e) Car parking/traffic implications; and
   (f) Impacts to VicTrack land.

6. One letter of support was also submitted.

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 the following key recommendations:

   (a) A 7m building setback to the western elevation, for a length of 20m from the Swan Street interface for a landscaped terrace at level 11 and at levels 12 and 13;

   (b) A 7m building setback to the eastern elevation, for length of 20m from the Swan Street interface for a landscaped terrace at level 11 and at levels 12 and 13;

   (c) An additional setback of 2.4 metres from the southern boundary at Level 8; and

   (d) The south-facing indented facade in the south-west corner of Levels 11-13 to include vertical blades at the mullions (as per the southern half of the western façade at these levels).

CONTACT OFFICER: **Michelle King**
TITLE: **Principal Planner**
TEL: **9205 5333**

6.7 PLN17/0448.01 - 484-486 Swan Street, Richmond

Reference: D20/144758
Authoriser: Senior Coordinator Statutory Planning

Ward:	Melba
Proposal:	Section 72 amendment to allow for changes to the permit preamble, deletion/amendment of conditions, reconfiguration of building uses (including increased hours and patron numbers for cafe and restaurant - permit required uses), internal reconfigurations, changes to the car parking provision/allocation, built form changes (including a reduction in setbacks, an increase in overall height, addition of a storey to a total of 14 storeys plus rooftop plant and changes to the design) and alteration of access to a road zone, category 1
Existing use:	Office
Applicant:	Urbis Pty Ltd
Zoning / Overlays:	Commercial 2 Zone / Road Zone Design and Development Overlay (Schedule 2) Design and Development Overlay (Schedule 5) Design and Development Overlay (Schedule 17-4)
Date of Application:	4 July 2019
Application Number:	PLN17/0448.01

Planning History

1. Planning Permit No. PLN17/0448 was issued on 2 May 2018 by Council, allowing *the use and development of the land for the construction of a mixed use building (permit required for food and drinks premises (café)), reduction in car parking requirements, and alteration of access and buildings and works to a Road Zone, Category 1 Road.*

2. A subsequent appeal was lodged with the Victorian Civil and Administrative Tribunal (VCAT) and on 3 September 2018, the planning permit was amended in accordance with the order of VCAT (reference P1018/2018) via consent.

3. There are several conditions of the permit that are required to be satisfied prior to the commencement of the development, as follows:

   (a) Amended plans (Condition 1);
   (b) Amended Sustainable Management Plan (Condition 6);
   (c) A Landscape Plan (Condition 13);
   (d) Payment of a security bond (Condition 15);
   (e) Payment of a tree amenity value (Condition 16);
   (f) A Tree Management Plan (Condition 17);
   (g) Amended Wind Report (Condition 19);
   (h) Design detail drawings (Condition 21, 24 and 26);
   (i) Amended plans for the Head, Transport for Victoria (Condition 29 and 30);
   (j) Changes to road infrastructure (Condition 43);
   (k) A Green Travel Plan (Condition 56); and
   (l) Construction Management Plan (Condition 66).

4. Through the amendment that is the subject of this application and report, the application is seeking to satisfy a number of the outstanding requirements outlined above. These will be outlined within the Proposal section of the report.

5. An extension of time to the planning permit was granted on 23 June 2020. As a result, the development must now commence no later than 2 May 2021, be completed no later than 2 May 2023 and the approved uses must commence by 2 May 2024.

Background

Planning Decisions Committee (PDC)

6. This item is required to be decided by the PDC as the proposed amendment exceeds the preferred 40 metre height referenced within the Design and Development Overlay (DDO17-4) by more than one storey (40 metre height for this application equates to approx. 10 storeys).

Planning Scheme Amendments

Amendment C236 (gazetted 22 November 2018)

7. This amendment introduced Schedule 17 to the Design and Development Overlay (DDO17). The Overlay was implemented to provide built form guidance to the Swan Street Activity Centre and is temporary. When incorporated DDO17 expired on 30 December 2019, however, the expiry date has been extended to 15 October 2021.

8. The proposal is now subject to an assessment against the provisions of the DDO17.

Amendment C191 – Swan Street Major Activity Centre (In progress)

9. Amendment C191 proposes to implement the built form recommendations of the Swan Street Activity Centre Built Form Framework, through the introduction of Schedule 28 to the Design and Development Overlay (DDO28) on a permanent basis. Schedule 28 would result in the existing Schedule 17 being divided into four separate schedules, with Schedule 28 applying to 'Precinct 4 – Burnley Station' of the existing Schedule 17.

10. The amendment has been exhibited by Council and the Planning Panels Victoria Panel hearing commenced on 27 July 2020 and concluded on 2 September 2020. The Panel Report is to be publically released on Thursday 12 November 2020.

11. Once Council adopts a final position on the amendment, the proposed DDO will be considered 'seriously entertained'. Therefore at this stage, little statutory weight can be given to Amendment C191.

12. 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. No modifications are proposed to the preferred height or rear interface provisions. The preferred Swan Street street wall height has been modified to 14 metres (maximum) as opposed to 14.5 metres (maximum) and the upper level setback to Swan Street is also proposed to be increased from a 5 metre minimum to a 6 metre minimum.

Lodgment of S50 Amendment (27 November 2019)

13. On 27 November 2019, the application was amended pursuant to Section 50 of the *Planning and Environment Act 1987* (the Act), to modify the ground floor tenancies.

14. Additional information was also provided within this amendment to respond to comments received from Council's internal Engineering Unit, City Works Unit, Open Space Unit and Streetscapes and Natural Values Unit.

Lodgment of Additional Documents (19 March 2020)

15. On 19 March 2020 the applicant submitted updated development plans to respond to the Urban Design (internal), Strategic Transport and ESD comments.

16. This information was not formally substituted and therefore could not be relied upon within the assessment of the proposal. The information contained within this submission later formed the basis for the below Section 57A Amendment.

Lodgment of S57A Amendment (15 June 2020)

17. Following advertising, and in response to concerns raised by Council's planning officers, internal units and objectors, amended plans were submitted under Section 57A of the Act.

18. The key changes are as follows:

Proposed Basement 3 Floor Plan
Proposed Basement 2 Floor Plan
(a) Length of 1:8 vehicle ramp reduced by 100mm.

Proposed Basement 1 Floor Plan
(b) Annotations regarding bicycle rack types included in bike room.
(c) RP-2 rainwater tank reduced from 50kl to 20kl.

Proposed Ground Floor Plan
(d) Angle of bicycle racks modified where adjacent to VicTrack land.
(e) Each retail tenancy updated to include area for BOH/toilets.
(f) Either side of vehicle access ramp, the walls of the retail tenancies have been modified to glazing.
(g) Bicycle hoops and street furniture modified along Swan Street.

Proposed Level 1 Floor Plan
(h) General note added indicating the drawings are in accordance with the SMP, WMP, Acoustic report, landscape plan and wind report. This is replicated on all floor plans.

Proposed Level 9 Floor Plan
Proposed Level 10 Floor Plan
Proposed Level 11 Floor Plan
Proposed Level 12 Floor Plan
(i) Within the north-eastern corner, the 29sqm square terrace (4.99 metres x 5.7 metres) has been modified to a rectangular terrace of 29sqm (2.85 metres x 10.12 metres).

Proposed Services Floor Plan
(j) PV Panels shown on the 62sqm roof space.

Proposed Roof Plan
(k) PV Panels shown on the roof space.

Proposed North Elevation
Proposed East Elevation
(l) Updated to show change to Level 9-12 Planter.
(m) Updated to indicate change from wall to glazing either side of accessway.
(n) Materiality of soffits shown.

Proposed West Elevation
(o) Western on-boundary wall material updated to include textured concrete.

All elevations

(p) The outline of the previous endorsed envelope (shown as red dashed line) has increased in height by 1 metre. However this is incorrect and is shown higher than the actual endorsed envelope. This would be required to be deleted via condition.

Proposed Swan Street Details
Swan & Rail Footpaths

(q) Materials utilised in the resurfacing of footpaths and private property modified, as well as the location of street furniture.

19. Accompanying the amendment, the applicant provided a response to the referral comments received and provided an updated Town Planning Report and an updated Wind Assessment Memo prepared by Vipac Engineers.

20. The Section 57A amended plans make minor amendments to the proposal and have not been re-referred nor re-advertised as they would not cause increased material detriment to any person. The plans however, have been sent to the objectors with the invitations to this PDC meeting for their reference.

The Proposal

21. The proposal is described in more detail below:

Changes to the permit preamble

22. Due to the proposed changes, described below, the applicant proposes to change the permit preamble to the following: (Additional words shown as **bold & underlined** and deleted words shown in ~~strikethrough).~~

*Use and development of the land for the construction of a mixed use building (permit required for food and drinks premises (café **and restaurant**)), reduction in car parking requirements, and alteration of access and building and works to a Road Zone Category 1.*

Changes to existing conditions

23. The applicant also seeks the following in respect of the existing permit conditions: (Additional words shown as **bold & underlined** and deleted words shown in ~~strikethrough).~~

Condition 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 by Techne Architects received by Council on ~~23 August 2017~~ **21 June 2019** but modified to show:
Condition 1 (d)	~~The five food and drinks premises to be labelled as Food and Drinks Premises (café) and to be numbered Tenancy 1 to 5 with Tenancy 1 fronting Swan Street, Tenancy 2 and 3 being the central tenancies, Tenancy 4 being the southern-most and Tenancy 5 is the first floor premises;~~

Condition 1 (e)	~~The ground floor crossover dimensions annotated as per the sketch plan provided on 8 March 2018;~~
Condition 1 (f)	~~The deletion of level 13 of the development and~~ The setback of level ~~12~~ **13** from the Swan Street title boundary a minimum distance of 20m. The overall building height (excluding plant) is not to exceed RL~~53.5~~ **70.21** including any parapet. Any plant above level ~~12~~ **13** must be setback a minimum distance of ~~40m~~ **30m** from the Swan Street title boundary and be no higher than 4.8m above roof level. All generally in accordance with the sketch plan hand dated VCAT 31.08.18.

24. In respect of Condition 1(f) this condition was incorporated with regard to the sketch plan hand dated VCAT 31.08.18, as shown in the figure below.

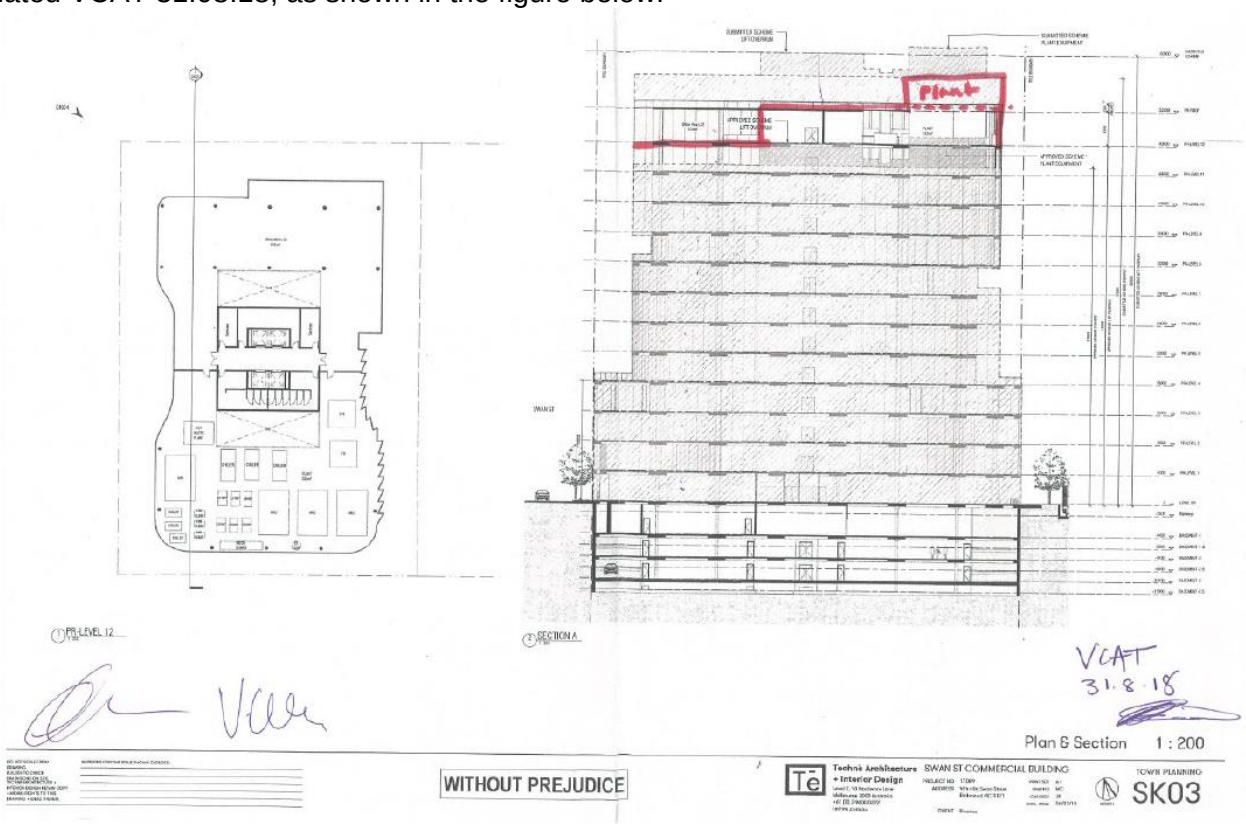


Image: Plan referred to in Condition 1 (f)
Source: Council records/Applicant submission

25. This sketch plan was not based on Relative Levels (RL's) as the condition suggests, but based on overall height.

26. As such, the resultant permit allowed the overall building height to not exceed 53.5 metres in height including parapet, with the topmost level (height above 48 metres) to be setback 20 metres from the Swan Street title boundary. Plant equipment above the topmost level was allowed, and as per the condition was to be setback a minimum 40 metres from the Swan Street frontage and be no higher than 4.8 metres above the roof level. As the roof level (overall height without parapet) is 52.5 metres, the plant would therefore be allowed to a height of 57.3 metres.

27. The applicant proposes to amend this condition to allow for a different built form outcome, as identified above.

Condition 1 (g)	~~A materials sample board of~~ **A materials schedule that includes** external materials and finishes including thumb nail sketches of key elements of the facade system at the ground, middle and upper levels including details of the proposed metal cladding;
Condition 1 (h)	~~Details of the canopy to Swan Street (coordinated with the location of street trees);~~
Condition 1 (i)	Details regarding the treatment of the services to the east of the ~~vehicular entry~~ **pedestrian link**;
Condition 1 (r)	~~improved bicycle access from the lift area to the bicycle stores on basement floor plans 2 and 3;~~
Condition 1 (t)	Confirmation that the end of trip facilities are located within the '~~services lobby~~' **Basement 1 Floor Plan** ~~on the ground floor~~ and that at least ~~24~~ showers and lockers (at a rate of one locker per bike space) will be provided;
Condition 1 (ee)	Access from level ~~12~~ **13** to the plant to the satisfaction of the responsible authority; and
Condition 4	Except with the prior written consent of the Responsible Authority, the café, **restaurant and restricted retrial premises** ~~uses~~ **are** authorised by this permit may only operate between the hours of 7am and ~~11pm~~ **1am**, seven days per week.
Condition 5	Except with the prior written consent of the Responsible Authority, no more than the following maximum number patrons are permitted on the land at any one time: ~~(a) Tenancy 1 – 110~~ (b) Tenancy 2 – ~~30~~ **180** (c) Tenancy 3 – ~~50~~ **100** ~~(d) Tenancy 4 – 70~~ ~~(e) Tenancy 5 – 900~~
Condition 6	Before the development commences, an amended Sustainable Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Sustainable Management Plan will be endorsed and will form part of this permit. The amended Sustainable Management Plan must be generally in accordance with the Sustainable Management Plan prepared by ~~Arcadis (prepared on 2 June 2017)~~ **WSP (prepared on 18 June 2019)**, but modified to include or show:
Condition 6 (a)	tinted glass to have a minimum **average** VLT of 40% to balance daylight and thermal loading;
Condition 6 (h)	~~an on-site energy storage system.~~
Condition 13 (b)	~~show the extent of planters and where the Ronstan X-tend mesh panels are proposed;~~

Condition 13 (g)	~~provide a specification of works to be undertaken prior to planting;~~
Condition 13 (i)	~~detail plant/planting maintenance schedules and requirements.~~
Condition 28	Before the building is occupied, the owner must enter into an agreement with the Responsible Authority under section 173 of the Planning and Environment Act 1987 and apply to the Registrar of Titles to have the agreement registered on each of the titles to the land under Section 181 of the Act. Under the agreement, the owner must covenant with the Responsible Authority that provision will be made for ~~six~~ **two** car share vehicles on-site by way of arrangement with a car share operator and/or the future Owners Corporation for a minimum period of ~~10~~ **2** years (or for another agreed to period of time, to the satisfaction of the Responsible Authority). The agreement will reflect that any costs associated with ensuring ongoing availability of at least six car share vehicles on site will be borne by the owner. All costs of preparation, execution and registration of the agreement must be borne by the owner of the land, or the future Owners Corporation, including those costs incurred by the Responsible Authority.

Use

(a) Previously the proposal contained five food and drinks premises (all cafes with a total 2,170sqm in net floor area) across the ground and first floor.

(b) The amendment proposes two food and drinks premises, one restaurant (Tenancy 2) fronting Swan Street with an area of 281sqm and a café (Tenancy 3) of 64sqm provided within Tenancy 4, a ground floor office, interfacing with the building lobby and eastern pedestrian link.

(c) The amendment seeks the operating hours to be extended from ceasing at 11pm, seven days per week, to ceasing at 1am, seven days a week. The commencement time of 7am is not proposed to be modified. The amendment also seeks maximum patron numbers of 180 for the restaurant and 100 for the café.

(d) Two ground floor Restricted Retail Premises are now proposed (previously one). One is proposed to front Swan Street with a floor area of 170sqm, the other faces the rear Burnley Station pedestrian pathway with a floor area of 477sqm (no planning permit required for the use).

(e) The office space is now proposed from ground floor and above, with a net floor area of 16,688sqm proposed (no planning permit required for the use). A condition should require the notation ‘co-working’ on the Level 1 Floor plan to reference ‘office’ to ensure the space is used as office, in accordance with the balance of the documentation.

Demolition

(f) No changes proposed, all structures on site and existing crossovers continue to be proposed for demolition (no planning permit required).

Construction

Basements

(g) Three basement levels continue to be proposed. The basements extend along the northern, eastern and western boundaries with a 4.5 metre rear setback now included. The basement layout has been completely modified, with the following included on each level:

(i) Basement Level 1: An end-of-trip facility (EOT) is now proposed incorporating 176 bicycles, a male changing facility (11 showers, 100 lockers) and female changing facility (7 showers, 84 lockers) with a separate DDA shower proposed. Two EOT lounges are also proposed. This level incorporates a large amount of services including the substation, MSB room, Comms room, rainwater tanks (50kl and 20kl) and a fan room. The loading bay is incorporated on this level, next to the 80sqm bin room. Five car parking spaces are included at the end of the loading bay. An additional six spaces (all Electric Vehicle spaces) are proposed along the western boundary, with two of these reserved as car share spaces.

(ii) Basement Level 2: 25 car spaces are accommodated within the western half and 22 car spaces within the eastern half (including 3 DDA spaces). Some services are accommodated on this level.

(iii) Basement Level 3: 27 car spaces are accommodated within the western half and 25 car spaces within the eastern half.

(h) The lift lobby (four lifts) and both stair wells provide access to and from each basement level. In total, 110 car parking spaces are proposed. The previous approval proposed 154 car parking spaces.

Ground Floor

(i) The irregular ground floor eastern setback has been modified to be generally setback 7 metres from the boundary, with additional setbacks proposed at the northern and southern entries to Tenancy 2 (restaurant) and Tenancy 5 (restricted retail premises). The large lobby space continues to be located centrally along this side pedestrian access.

(j) The front setback has been modified, from between 1m and 2.175m to be a minimum 2.5 metres from the northern boundary. Columns for the podium above are located along the boundary line. The crossover and vehicle entrance has been relocated further east and is separated from the western boundary by Tenancy 1 (Restricted Retail Premises).

(k) To the rear, the development maintains the minimum 3 metre setback. Columns for the podium above are now located along the boundary line. Along the western boundary the wing wall has been deleted and the development now allows free movement to the property to the west from the extended footpath area. The development is maintained to the western boundary.

First and Second Floors

(l) The first and second floors are constructed wholly or partially along all title boundaries except for the irregularly shaped void areas (setback up to 7m) above the ground floor side pedestrian access. Raking columns and the concrete structures associated with the podiums are located within the setback. At second floor, a 7.29m x 4.26 metre lightcourt is introduced along the western boundary behind the proposed on-boundary wall. This also provides light to the level below, through skylights

Third Floor

(m) The third floor is comparable in construction, albeit has a larger terrace within the north-eastern and south-eastern corners. A setback of 9 metres is now proposed from the eastern boundary to the building (previously on the boundary and setback 5m).

Fourth to Sixth Floors

(n) The fourth to sixth floors are constructed alike, with several variations in built form due to differing terraces. The building is now setback 4.2 metres from the western boundary (previously between 5m and 7.29m), 5m from Swan Street, 4.5m from the eastern boundary (previously 5m and 8.45m) and 3 metres from the southern boundary (previously 3m and 5m).

(o) The fourth floor has two terraces (instead of one) along its western side which wraps around to face Swan Street and the southern boundary. The sixth floor has a terrace located within the north-eastern corner of the building.

Seventh Floor

(p) The seventh floor is like the floors below, albeit for additional setbacks within the north-eastern corner above the sixth floor terrace identified above.

Eighth Floor

(q) At the eighth floor, the proposal increases its setback from the northern boundary to 7.76 metres and deletes the northern terrace (previously 7.4m to the building and 5m to the terrace). A 6.9 metre setback is provided to the east, with a terrace located along the eastern façade towards the southern end of the allotment.

Ninth and Tenth Floor

(r) At the ninth and tenth floor, the proposal provides a split setback from the northern boundary of between 5.8 metres and 7.76 metres (previously 5m and 7.46m). The setback to the east is also modified. Centrally above the main entrance, a setback of 6.9 metres is provided (previously 8.09m), north of this a setback of 5 metres is provided (unchanged), whilst south of the lobby entrance a setback of 4.39 metres is provided (previously staggered setbacks). A terrace is located within the north-eastern corner.

Eleventh Floor

(s) The eleventh floor is like the floors below, albeit for the inclusion of two terraces within the north-western and south-western corners.

Twelfth Floor

(t) The twelfth floor is like the floor below, albeit for the inclusion of setbacks within the north-western and south-western corners above the above mentioned terraces.

Thirteenth Floor

(u) The thirteenth floor, the proposal provides an increased setback to the north of 20 metres (previously 5-7.46m) with terraces located within this setback.

Roof Plant Level

(v) The roof plant level is proposed to be setback 19.95 metres from the northern boundary to the lift core.

Elevations

(w) The materials and design expression of the building are proposed to be substantially modified, as shown in the below renders for the previous and current schemes.

Image: Approved development (left) and proposed development (right)
Source: Applicant documentation

(x) The proposal will be constructed using concrete look finish for the podium framing, with clear glazing behind. Accents in black paint finish to metal and the angled dark metal grey cladding columns are also proposed. For the upper levels, a mixture of blue tinted glazing, fritted glazing and grey tinted glazing is proposed. Accents (fins/architectural projections/columns/planters) in black annodised metal, natural annodised metal, black paint finish to metal and framing in natural concrete are proposed.

(y) The glazing on levels four and above are articulated through the provision of architectural projections, ranging between 150mm to 600mm in length.

(z) The proposal has a building height of 52.5 metres (excluding plant) and a height of 58.4 metres including lift core and services.

Reports and Plans

(aa) The amendment concurrently seeks endorsement of the following documents:

(i) Condition 1 (Architectural Plans);
(ii) Condition 6 (Sustainable Management Plan);
(ii) Condition 13 (Landscape Plan);
(iv) Condition 17 (Tree Management Plan);
(v) Condition 19 (Wind);
(vi) Condition 21 (Detailed Design Plan – Through link between Swan Street and land to the south); and
(vi) Condition 56 (Green Travel Plan).

Existing Conditions

Subject Site

28. The subject site is located on the south side of Swan Street, between Burnley Street (west) and Stawell Street (east) in Richmond. The site has a frontage to Swan Street of 40.3m, a depth of approximately 57.91m and a total area of 2,333sqm (shown below).

Image: Subject site
Source: NearMaps 7 September 2020

29. The subject site is currently occupied by two, double storey office buildings, both partly constructed along their side boundaries and also setback from the front boundary. Car parking is located within the front setback as well as to the rear of the sites. They both have side access areas along their side boundaries.

Title

30. No restrictive covenants apply to the land according to the certificate of titles submitted with the application.

Surrounding Land

31. A description of the surrounds was provided within the officer report for the original application, as follows:

> *The site is located within a predominantly mixed commercial and light industrial area with residences further to the north and south. The area is quite varied in terms zoning, with the subject site being located within Commercial 2, land to the west and north being within Commercial 1, and land in General and Neighbourhood Residential further to the north and south with various parks being within the Public Park and Recreation Zone. This has also resulted in diverse built form evident as shown below:*

The site derives much of its context from its location on the Swan Street Major Activity Centre (MAC) and its abuttal to the Burnley Railway Station immediately to the south. The Burnley Street overpass is further to the west which travels over the railway line. The Burnley Street Neighbourhood Activity Centre (NAC) which is to the north-west of the subject site.

In the wider area to the north, east and west are recently constructed apartment buildings, dwellings as well as showrooms, warehouses and offices generally constructed to title boundary with high site coverage. The residential pockets (both in built form typology and also zoning) are occupied by dwellings generally on narrow lots, built to their side boundaries and with small private open spaces and front yards (if any).

The character of built form and development along Swan Street reflects the uses within the area with a mixture of larger commercial/industrial buildings predominantly along the southern side of Swan Street with finer grain development along the northern side. There are only a handful of buildings in the area with heritage value with the closest two being directly to the north at Nos. 413-415 Swan Street.

This part of Richmond area is currently going through a period of transition (and has been for some time) from lower scale buildings to higher density development. Whilst the tallest buildings close to the site are up to eight storeys, there have been a number of recent approvals along this eastern part of Swan Street for larger scale developments. Recent approved developments which are currently under construction or have progressed beyond the planning permit stage and are within proximity to the site are as follows:

(a) No. 429-437 Swan and 16-26 Farmer Streets Richmond (six storeys - residential)
(b) No. 370 – 374 Swan Street (11 storeys - office)
(c) No. 345 Swan Street (six storeys - office)
(d) No. 462-482 Swan Street (12 storeys - residential)
(e) No. 314-320 Swan Street and 236 Coppin Street (two, eight storey buildings – one office, one residential)
(f) No. 395 Swan Street (six storeys – residential)

In addition to the above, Burnley Street has had a number of developments approved (and constructed) within the last 10 years. The area has experienced a considerable degree of change.

The above developments show there is an increasing trend in this part of Richmond for larger scale built form then what currently exists.

Burnley and Swan Streets are also major arterial roads (as illustrated by their Category 1 Road Zone classification) which provide a connection to the Monash Freeway further to the south of the site.

The Swan Street MAC and Burnley Street NAC provide a wide range of services including local convenience retailing, bulkier item stores, car showrooms and food and drinks premises.

The subject site has excellent access to public transport, in the form of tram routes operating along Swan Street, linking the eastern suburbs and the CBD. Burnley Station is directly to the south of the site with four train lines access Burnley Station, Lilydale, Glen Waverley, Alamein and Belgrave.

In terms of public open space, there is access to public parks and recreation areas in the locality including the Yarra River, Richmond Netball Courts, Burnley Oval and the Burnley Golf Course.

32. *The direct abuttals of the subject site are as follows:*

    (a) To the east are two similarly large commercial buildings, also with car parking areas within their front setbacks along Swan Street. Beyond these are finer grain commercial buildings with the café 'Friends of Mine' located at the intersection of Swan and Stawell Street. On the eastern side of the intersection are the Richmond Netball Courts.

    (b) To the west of the subject site is the land known as No. 462-482 Swan Street and is occupied by five, brick single storey attached dwellings and a large, single storey timber yard. This land has a current permit (PLN15/0057) for a mixed use development up to 12 storeys. This land is currently zoned Commercial 1 and has a site specific Design and Development Overlay which was facilitated by Amendment C185 as part of a combined re-zoning and development application. Further to the west, (across the Burnley Street rail overpass) are a number of double storey offices, car showrooms, furniture stores and industrial buildings.

    (c) Directly to the south of the site is a pedestrian path owned by VicTrack which provides access from Stawell Street to the railway underpass. The railway line associated with Burnley Station is located to the south. Further south, beyond the station and Madden Grove is the residential area of Burnley.

    (d) The northern side of Swan Street is located within the Commercial 1 Zone, and the built form reflects a fine grain pattern of development, with a row of single and double storey Victorian-era shop buildings. Planning approvals include a planning permit granted on 11 March 2016 for a six storey building (with a five storey street wall) at No. 429-437 Swan and Nos. 16-26 Farmer Streets Richmond.

33. Since the previous report, the following notable changes are of relevance:

    (a) The development at No. 429-437 Swan and 16-26 Farmer Streets Richmond, approved pursuant to PLN14/1205, has been constructed. The development has an approved height of seven storeys (including mezzanine) where fronting Swan Street.

(b) Planning Permit PLN18/0403 has been approved at No. 439 – 443 Swan Street, Richmond (opposite the subject site) allowing the construction of an eight storey office building, a reduction in the car parking requirements and alteration of access to a Road Zone, Category 1. Works have yet to commence.

(c) Planning Permit Application PLN20/0006, concerning No. 462 – 482 Swan Street, Richmond, was lodged on 6 January 2020 seeking approval for the construction of a thirteen storey building (including one level of plant, plus two basement levels), reduction in the car parking requirement associated with the retail/food and drinks premises and office uses (no permit required for uses) and alteration of access to a Road Zone, Category 1.

On 29 June 2020, Council received notification that the Minister for Planning (the Minister) exercised his call in powers for this application pursuant to section 97B (1) (a) of the Act.

On 15 October 2020, the Minister advised Council that he exercised his power under section 20(4) of the Act to prepare, adopt and approve Amendment C282 to the Scheme. The effect of the amendment is to apply a Specific Controls Overlay to the land at 462-482 Swan Street, Richmond, to facilitate the use and development of a 13-storey office building with ground floor retail and car parking across two basement levels as generally proposed within Planning Permit Application PLN20/0006.

The development as proposed, is shown in the figures below:

Image: Renders of the proposed development from the north-western corner of Swan and Burnley Streets (left) and from the Burnley Street overpass (right)
Source: Planning Permit Application PLN20/0006

Legislation Provisions

34. The amendment has been requested pursuant to Section 72 of the *Planning and Environment Act 1987* (the Act).

35. Section 72 of the Act states:

(1) 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.

(2) This section does not apply to—
(a) a permit or a part of a permit issued at the direction of the Tribunal, if the Tribunal has directed under section 85 that the responsible authority must not amend that permit or that part of the permit (as the case requires); or
(b) a permit issued under Division 6.

36. The planning permit was issued on 2 May 2018 by Council. 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.

37. 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

Commercial 2 Zone

38. Pursuant to clause 34.02-1 of the Yarra Planning Scheme, use of the land as an office and restricted retail premises does not require a planning permit.

39. A 'Food and Drinks Premises' is a Section 1 – no permit required use unless the leasable floor area exceeds 100sqm. The proposed tenancies have a total floor area of 345sqm and therefore trigger a permit under the zone.

40. As outlined above, the application proposes one café (64sqm) and one restaurant (281sqm). The amendment application also seeks to extend the closing hours from 11pm to 1am. These food and drinks premises would therefore operate from 7am to 1am, seven days a week, under the amended proposal.

41. 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

42. The proposal includes works to relocate the existing crossover on Swan Street. Swan Street is categorised as a Road Zone, Category 1. Pursuant to Clause 36.04-2, a planning permit is required to construct a building or construct or carry out works for a use in Section 2 of Clause 36.04-1.

43. The proposed uses are not listed in Section 1 or 3 and are therefore a Section 2 use (permit required).

44. The views of the relevant road authority are part of the decision guidelines for this zone.

Overlays

Clause 43.02 – Design and Development Overlay (Schedule 2 – Main Roads and Boulevards) (DDO2)

45. The site is located within the DDO2. Pursuant to Clause 43.02-2 of the Scheme, a planning permit is required to construct a building or construct or carry out works within this overlay.

46. Schedule 2 to the DDO specifically relates to Main Roads and Boulevards. Specific design objectives are:

(a) To recognise the importance of main roads to the image of the City.
(b) To retain existing streetscapes and places of cultural heritage significance and encourage retention of historic buildings and features which contribute to their identity.
(c) To reinforce and enhance the distinctive heritage qualities of main roads and boulevards.

(d) To recognise and reinforce the pattern of development and the character of the street, including traditional lot width, in building design.
(e) To encourage high quality contemporary architecture.
(f) To encourage urban design that provides for a high level of community safety and comfort.
(g) To limit visual clutter.
(h) To maintain and where needed, create, a high level of amenity to adjacent residential uses through the design, height and form of proposed development.

Clause 43.02 – Design and Development Overlay (Schedule 5 – City Link Exhaust Stack Environs) (DDO5)

47. The site is located within the DDO5. Pursuant to Clause 43.02-2 of the Scheme, a planning permit is required to construct a building or construct or carry out works within this overlay. This does not apply:

(a) *If a schedule to this overlay specifically states that a permit is not required.*

48. Section 2.0 of Schedule 5 specifically states that a permit is not required for buildings and works

49. Section 4.0 of Schedule 5 states that 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 the person or body specified as a person or body to be notified in Clause 66.06 or a schedule to that clause.

50. Clause 66.06 of the Scheme identifies that the Environment Protection Authority (EPA), Transurban City Link Limited and the Roads Corporation (Transport for Victoria).

Clause 43.02 – Design and Development Overlay (Schedule 17 – 4)

51. The site is located within the DDO17-4. Pursuant to Clause 43.02-2 of the Scheme, a planning permit is required to construct a building or construct or carry out works within this overlay.

52. This Schedule relates to the Swan Street Activity Centre, with the subject site located within Precinct 4 – Burnley Station. 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.*

53. This Schedule contains mandatory and preferred parameters to guide future built form outcomes within each precinct of Swan Street. An excerpt of the Height and Interface Plan of Precinct 4 is provided below, with the subject site identified.

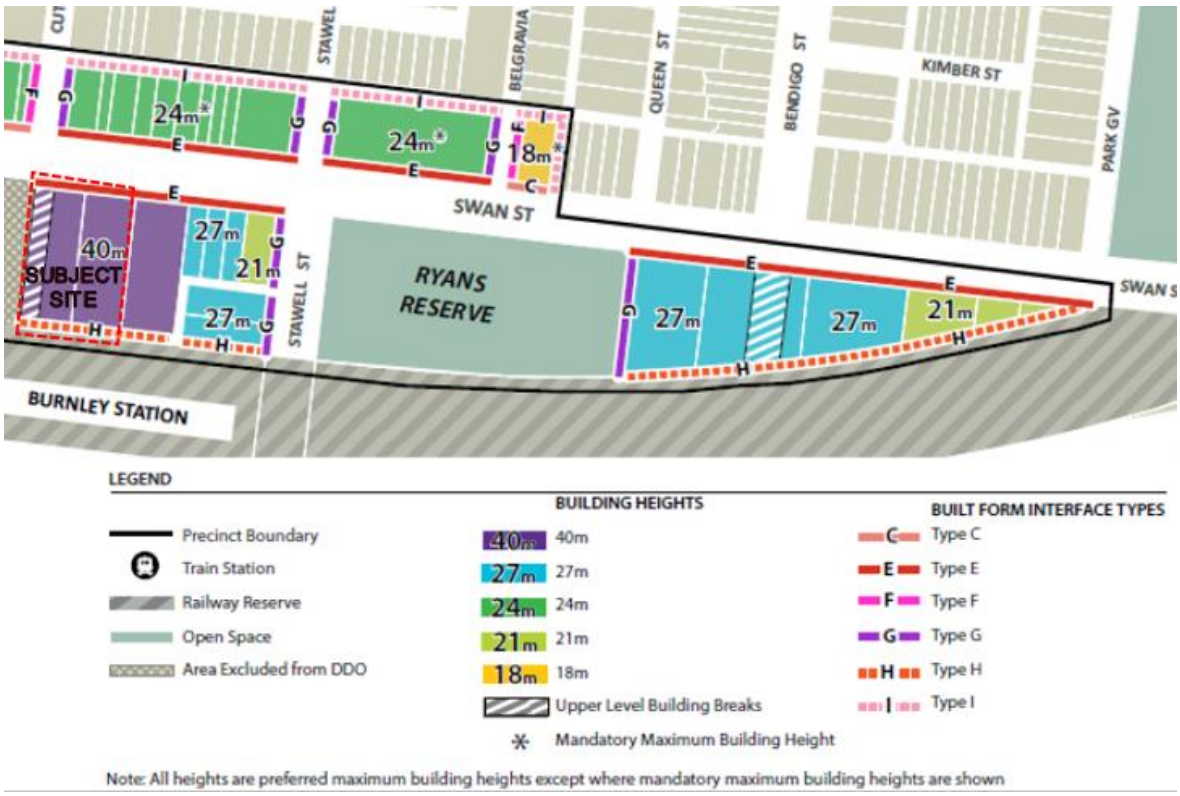


Image: Excerpt from Map 7 of DDO17-4, highlighting the subject site

54. The particular built form parameters that apply to the subject site are outlined below:

(a) Overall building height (preferred):
  (i) 40m (definition excludes some non- structural elements such as lift overruns).

(b) Street wall height to Swan Street (preferred):
  (i) 14.5m maximum.

(c) Street wall setback to Swan Street (preferred):
  (i) 0m.

(d) Upper Level setbacks to Swan Street (preferred):
  (i) Minimum 5m.

(e) Street wall height to the south (preferred):
  (i) None provided;

(f) Street wall setback to the south (preferred):
  (i) 0m.

(g) Upper Level setbacks to the south (preferred):
  (i) 0m.

55. The DDO17-4 also identifies that 'Upper Level Building Breaks' apply along the western boundary of the site. The Precinct Design Requirements identify that properties with this designation must incorporate side setbacks greater than the standards in Clause 2 to enable clear views to the sky between buildings along Swan Street when viewed from the opposite side of Swan Street, and along Cutter and Bendigo Streets.

56. Relevant to this application for a commercial development, Clause 2 requires side setbacks of 3 metres from the common boundary where a commercial or non-habitable room window is proposed.

57. The precinct Design Requirements for Precinct 4 are provided in full below:

    (a) *Development must respect the scale, rhythm, and architectural detail of the streetscape and the heritage buildings in the Burnley Street Heritage Precinct.*
    (b) *Development along Swan Street must achieve a prominent street wall and provide an appropriate transition in the street wall height to the Burnley Street and Bendigo Street heritage precincts.*
    (c) *Development must maintain the amenity of Ryan's Reserve.*
    (d) *Development of properties in the locations shown as "Upper Level Building Breaks" on Plan 7 must incorporate side setbacks greater than the standards in Clause 2 to enable clear views to the sky between buildings along Swan Street when viewed from the opposite side of Swan Street, and along Cutter Street and Bendigo Street.*
    (e) *Development must not overshadow the opposite footpath of Stawell Street (measured as 2.0m from the road boundary between 10am and 2pm at 22nd September).*
    (f) *Development must maintain solar access to Ryan's Reserve as follows:*
        (i) Beyond 16m of the eastern boundary of the reserve from 10am onwards on 22 September
        (ii) At the western boundary of the reserve until 2pm on 22 September.

58. In respect of the preferred height, Clause 2.2 of the DDO17-4 identifies that a permit may be granted to construct a building or construct or carry out works which exceed the preferred building height where all of the following requirements are met to the satisfaction of the responsible authority:

    (a) *the built form outcome as a result of the proposed variation satisfies the general design objectives in Clause 1.0 of this schedule, the relevant precinct design requirements specified in this schedule;*

    (b) *the proposed building height achieves the preferred future mid-rise character for Swan Street of generally 5 to 12 storeys; and*

    (c) *the proposal will achieve each of the following:*
        (i) greater building separation than the minimum requirement in this schedule
        (ii) housing for diverse households types, including people with disability, older persons, and families, through the inclusion of varying dwelling sizes and configurations
        (iii) universal access, and communal and / or private open space provision that exceeds the minimum standards in Clauses 55.07 and 58
        (iv) excellence for environmental sustainable design measured as a minimum BESS project score of 70%
        (v) no additional amenity impacts to residentially zoned properties, beyond that which would be generated by a proposal that complies with the preferred building height.

    <u>Particular Provisions</u>

    Clause 52.06 – Car parking

59. The proposed amendment to the uses and floor area change the car parking requirements from:

Proposed Use	**Size**	**Statutory Parking Rate**	**No. of Spaces Required**	**No. of Spaces Allocated**
Office	15,963 sqm	3.5 spaces to each 100m2 of net floor area	558	122 (excluding car share)

Food and Drink	2,170 sqm	4 spaces per 100 m2 of leasable floor area	86	24
Restricted Retail Premises	226sqm	3.5 per 100sqm of leasable floor area	7	2
Total			651	148 (not including car share spaces) 154 (including 6 car share spaces)

60. To the following: (revised car parking requirements for areas noted within the Principal Public Transport Network (PPTN) Area as per Amendment VC148 (gazetted 31 July 2018).

Proposed Use	**Size**	**Statutory Parking Rate**	**No. of Spaces Required**	**No. of Spaces Allocated**
Office	16,706 sqm	3 spaces to each 100m2 of net floor area	501	98 (excluding car share)
Food and Drink	347 sqm	3.5 spaces per 100 m2 of leasable floor area	12	4
Restricted Retail Premises	647sqm	2.5 per 100sqm of leasable floor area	16	6
Total			529	108 (not including car share spaces) 110 (including 2 car share spaces)

61. In the assessment provided by Council's Engineering Unit it incorrectly identified the Restricted Retail Premises as Retail Premises. These are two different uses with different car parking requirements, the correct car parking requirement is identified above.

62. The previous approval sought a reduction of 503 car spaces (not including of the car share spaces) and 497 spaces (including the 6 car share spaces). The amended proposal seeks a reduction of 421 spaces (not including the car share spaces) and 423 spaces (including the 2 car share spaces).

63. Before a requirement for car parking is reduced, the applicant must satisfy the Responsible Authority that the provision of car parking is justified having regard the decision guidelines at clause 52.06-6 of the Scheme.

Clause 52.34 – Bicycle Facilities

64. The proposed amendment to the uses and floor area change the bicycle facilities requirements from:

Proposed Use	**Quantity/ Size**	**Statutory Parking Rate**	**No. of Spaces Required**	**No. of Spaces Allocated**
Office (other than specified in the table)	15,963 sqm	1 employee space to each 300 sqm of net floor area if the net floor area exceeds 1000 sqm	53 employee spaces	

		1 visitor space to each 1000 sqm of net floor area if the net floor area exceeds 1000 sqm	16 visitor spaces.	
Retail premises (other than specified in this table)	2,396 sqm	1 employee space to each 300 sqm of leasable floor area	8 employee spaces	
		1visitor space to each 500 sqm of leasable floor area	5 visitor spaces	
Bicycle Parking Spaces Total			**61 employee spaces**	**194 employee spaces**
			21 visitor spaces	**46 visitor spaces**
Showers / Change rooms	1 to the first 5 employee spaces and 1 to each additional 10 employee spaces		7 showers / change rooms	24 showers / change rooms

65. To the following:

Proposed Use	Quantity/ Size	Statutory Parking Rate	No. of Spaces Required	No. of Spaces Allocated
Office (other than specified in the table)	16,706 sqm	1 employee space to each 300 sqm of net floor area if the net floor area exceeds 1000 sqm	56 employee spaces	
		1 visitor space to each 1000 sqm of net floor area if the net floor area exceeds 1000 sqm	17 visitor spaces.	
Retail premises (other than specified in this table)	345 sqm	1 employee space to each 300 sqm of leasable floor area	1 employee spaces	
		1visitor space to each 500 sqm of leasable floor area	1 visitor space	
Shop	647sqm	1 employee space to each 600 sqm of leasable floor area if the leasable floor area exceeds 1000 sqm	**0 employee spaces**	
		1 visitor space to each 500 sqm of leasable floor area if the leasable floor area exceeds 1000 sqm	**0 visitor spaces**	
Bicycle Parking Spaces Total			**57 employee spaces**	**176 employee spaces**
			18 visitor spaces	**28 visitor spaces**
Showers / Change rooms	1 to the first 5 employee spaces and 1 to each additional 10 employee spaces		6 showers / change rooms	18 showers / change rooms

66. In addition to the 28 on-site visitor bicycle spaces, a further 8 spaces are provided along the Swan Street frontage within the public realm.

67. The development maintains compliance with the requirements of this clause. Clause 52.34-4 provides design standard for bicycle spaces and signage.

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

68. Pursuant to clause 52.29-2, a permit is required to create or alter access to a road in a Road Zone, Category 1. The purpose of the clause is to ensure appropriate access to identified roads.

69. Pursuant to clause 52.29-4, an application to create or alter access to a road declared as a freeway or arterial road under the *Road Management Act 2004,* in accordance with clause 52.29 must be referred to the Roads Corporation (Transport for Victoria) under section 55 of the Act.

70. The decision guidelines require the following to be considered:

    (a) *The Municipal Planning Strategy and the Planning Policy Framework.*
    (b) *The views of the relevant road authority.*
    (c) *The effect of the proposal on the operation of the road and on public safety.*
    (d) *Any policy made by the relevant road authority pursuant to Schedule 2, Clause 3 of the Road Management Act 2004 regarding access between a controlled access road and adjacent land.*

Clause 53.18 – Stormwater Management in Urban Development

71. In accordance with the transitional provisions listed at Clause 53.18-1 of this provision, Clause 53.18 does not apply to an application for an amendment of a permit under section 72 of the Act, if the original permit application was lodged before the approval date of Amendment VC154.

72. The original permit application was lodged on 8 June 2017. Amendment VC154 was gazetted into the Scheme on 26 October 2018 and therefore the provisions of Clause 53.18 are not applicable to this amendment.

General Provisions

Clause 65 – Decision Guidelines

73. 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 66.02 – Use and Development Referrals

74. In accordance with clause 66.02-11 of the Scheme, an application to construct a building or to construct or carry out works for an office development comprising 10,000sqm or more of leasable floor area must be referred to the Head, Transport for Victoria (Department of Transport). The Head, Transport for Victoria, is a determining referral authority for this application.

Clause 66.03 – Referral of Permit Applications Under Other State Standard Provisions

75. In accordance with clause 66.03-11 of the Scheme, an application to create or alter access to a road declared as a freeway or an arterial road under the *Road Management Act 2004,* in accordance with clause 52.29 must be referred to the Roads Corporation (Transport for Victoria). The Roads Corporation (Transport for Victoria) is a determining referral authority for this application.

Clause 66.06 – Notice of Permit Applications Under Local Provisions

76. 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)

77. Relevant clauses are as follows:

Clause 11.02 (Managing Growth)
Clause 11.02-1S (Supply of Urban Land)

78. 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)

79. 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)

80. Relevant strategies are:

(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 with appropriate infrastructure.
(iii) Are hubs for public transport services.
(iv) Offer good connectivity for a regional catchment.
(v) Provide high levels of amenity

Clause 13.05-1S (Noise abatement)

81. The relevant objective of this clause is:

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

82. 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)

83. 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)

84. 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)

85. The objective is:

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

Clause 15.01-2S (Building design)

86. 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.*

87. Relevant strategies of this clause are:

    (a) *Require a comprehensive site analysis as the starting point of the design process.*
    (b) *Ensure the site analysis provides the basis for the consideration of height, scale and massing of new development.*
    (c) *Ensure development responds and contributes to the strategic and cultural context of its location.*
    (d) *Minimise the detrimental impact of development on neighbouring properties, the public realm and the natural environment.*
    (e) *Ensure the form, scale, and appearance of development enhances the function and amenity of the public realm.*
    (f) *Ensure buildings and their interface with the public realm support personal safety, perceptions of safety and property security.*
    (g) *Ensure development is designed to protect and enhance valued landmarks, views and vistas.*
    (h) *Ensure development provides safe access and egress for pedestrians, cyclists and vehicles.*
    (i) *Ensure development provides landscaping that responds to its site context, enhances the built form and creates safe and attractive spaces.*
    (j) *Encourage development to retain existing vegetation.*

88. 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)

89. 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)

90. 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)

91. The relevant objective of this clause is:

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

92. Relevant strategies are:

    (a) *Ensure development responds to cultural identity and contributes to existing or preferred neighbourhood character.*
    (b) *Ensure development responds to its context and reinforces a sense of place and the valued features and characteristics of the local environment and place by emphasising the:*
        (i) Pattern of local urban structure and subdivision.
        (ii) Underlying natural landscape character and significant vegetation.
        (iii) Heritage values and built form that reflect community identity.

    Clause 15.02 (Sustainable Development)
    Clause 15.02-1S (Energy Efficiency)

93. 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)

94. The objective of this clause is:

    (a) *To strengthen and diversify the economy.*

95. 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)

96. The relevant objective of this clause is:

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

97. 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 18.01 (Integrated Transport)
    Clause 18.01-1S (Land use and transport planning)

98. The objective of this clause is:

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

99. Relevant strategies to achieve this objective include:

    (a) *Develop transport networks to support employment corridors that allow circumferential and radial movements.*

    (b) *Plan urban development to make jobs and community services more accessible by (as relevant):*
        (i) Ensuring access is provided to developments in accordance with forecast demand, taking advantage of all available modes of transport and to minimise adverse impacts on existing transport networks and the amenity of surrounding areas.
        (ii) Coordinating improvements to public transport, walking and cycling networks with the ongoing development and redevelopment of urban areas.
        (iii) Requiring integrated transport plans to be prepared for all new major residential, commercial and industrial developments.

    (c) *Integrate public transport services and infrastructure into new development.*

    Clause 18.02 (Movement Networks)
    Clause 18.02-1S (Sustainable personal transport)

100. The relevant objectives of this clause is:

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

101. 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)

102. 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)

103. 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)

104. 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)

105. The objective of this clause is:

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

106. A relevant strategy is:

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

<u>Municipal Strategic Statement</u>

107. The relevant policies in the Municipal Strategic Statement can be described as follows:

Municipal Strategic Statement (MSS)

108. Relevant clauses are as follows:

Clause 21.04-2 (Activity Centres)

109. The relevant objectives of this clause are:

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

110. 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)

111. The objective of this clause is:

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

Clause 21.05-2 (Urban design)

112. 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:

(i) Significant upper level setbacks
(ii) Architectural design excellence
(iii) Best practice environmental sustainability objectives in design and construction
(iv) High quality restoration and adaptive re-use of heritage buildings
(v) Positive contribution to the enhancement of the public domain
(vi) Provision of affordable housing

(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;*
(i) Strategy 20.1 Ensure development is designed having particular regard to its urban context and specifically designed following a thorough analysis of the site, the neighbouring properties and its environs.
(ii) Strategy 20.2 Require development of Strategic Redevelopment Sites to take into account the opportunities for development on adjoining land.
(iii) Strategy 20.3 Reflect the fine grain of the subdivision pattern in building design where this is part of the original character of the area.
(iv) Strategy 20.4 Apply the Built Form and Design policy at clause 22.10.

(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)

113. The general objective of this clause is:

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

114. The subject site is located within a non-residential area, where the built form objective is to *"improve the interface of development with the street"*.

115. The strategies to achieve the objective are to:

(a) *Strategy 27.1 - Allow flexibility in built form in areas with a coarse urban grain (larger lots, fewer streets and lanes).*
(b) *Strategy 27.2 - Require new development to integrate with the public street system.*

Clause 21.05-4 (Public environment)

116. 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)

117. This policy recognises that Yarra needs to reduce car dependence by promoting walking, cycling and public transport use as viable and preferable alternatives. 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 21.06-1 (Walking and cycling)

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

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

Clause 21.07-1 (Ecologically sustainable development)

119. 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 21.08-2 (Burnley, Cremorne, South Richmond)

120. Relevant land use strategies are as follows:

    (a) *Improve access and perceived safety around Burnley Station and East Richmond Station.*
    (b) *Maintain the hard edge of the strip.*

121. 'Figure 7 Neighbourhood Map' of this clause shows the site to be located within the Swan Street Major Activity Centre.

Relevant Local Policies

Clause 22.03 (Landmarks and Tall Structures)

122. This policy applies to all development. Whilst the site is not within proximity to an identified sign or landmark within the policy, the following is relevant: *Ensure the profile and silhouette of new tall structures adds to the interest of Yarra's urban form and skyline.*

Clause 22.05 (Interface Uses Policy)

123. This policy applies to applications for use or development within Commercial 2 Zones (amongst others). The relevant objective of this clause is '*to enable the development of new residential uses within and close to activity centres, near industrial areas and in mixed use areas while not impeding the growth and operation of these areas as service, economic and employment nodes*'.

124. 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.*

125. 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 22.10 (Built form and design policy)

126. This policy applies to all new development not included in a Heritage Overlay. The relevant objectives of this policy are to:

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

127. The Clause includes various design objectives and guidelines that can be implemented to achieve the above objectives. The design elements relevant to this application relate to:

    (a) *urban form and character;*
    (b) *setbacks and building height;*
    (c) *street and public space quality;*
    (d) *environmental sustainability;*
    (e) *site coverage;*
    (f) *on-site amenity;*
    (g) *off-site amenity;*
    (h) *landscaping and fencing;*
    (i) *parking, traffic and access; and*
    (j) *service infrastructure.*

Clause 22.16 (Stormwater Management [Water Sensitive Urban Design])

128. 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)

129. 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

Plan Melbourne

130. The plan outlines the vision for Melbourne's growth to the year 2050. It seeks to define what kind of city Melbourne will be and identifies the infrastructure, services and major projects which need to be put in place to underpin the city's growth. It is a blueprint for Melbourne's future prosperity, liveability and sustainability.

131. The Richmond - Swan Street area is identified as a Major Activity Centre. Furthermore, the document identifies that increased diversity and density of development is encouraged within areas covered by the Principal Public Transport Network particularly at interchanges, activity centres and where principal public transport routes intersect.

Melbourne Industrial and Commercial Land Use Plan (MICLUP)

132. The Melbourne Industrial and Commercial Land Use Plan builds on the relevant policies and actions of Plan Melbourne 2017-2050. It provides an overview of current and future needs for industrial and commercial land across metropolitan Melbourne and puts in place a planning framework to support state and local government to more effectively plan for future employment and industry needs, and better inform future strategic directions.

133. Map 4 within the document shows the industrial land within the inner metro region, identifying the subject site as existing industrial land. This would be due to the zoning of the land, as C2Z, where dwelling uses are prohibited.

134. The MICLUP anticipates an additional 4 million square metres of commercial floor space will be required across the Inner Metro Region by 2031. Of this, approximately 3.3 million square metres is anticipated to be required for office uses and the remaining floor space to be allocated for retail. Whilst the City of Melbourne is anticipated to accommodate the majority of the additional floor spaces required, the City of Yarra is expected to provide, in addition to the existing 933,400sqm of commercial floor space identified in 2018, an additional 548,000sqm of commercial floor space by 2031.

Yarra Spatial Economic and Employment Strategy

135. The Spatial Economic and Employment Strategy (SEES) was adopted by Council in September 2018 and includes 6 directions which will inform future policy for the Scheme.

136. The strategic direction contained within the SEES supersedes that contained within the Yarra Business and Industrial Land Strategy (BILS), adopted by Council in June 2012.

137. In regards to the strategic context of the site, the SEES provides the following:

    (a) *A number of major railway stations serve the north and south of the municipality. Stations at Richmond, East Richmond and Burnley are located in established retail strips and present opportunities for consolidation and densification of commercial, retail and residential land uses. Stations at Victoria Park, Collingwood and North Richmond all serve the Hoddle Street precinct. At a metropolitan scale Yarra is highly accessible from the north, east and south (as evidenced in the journey to work data) and a convenient location for a diverse workforce to access employment opportunities in the CBD. Locally, there is also a high level of accessibility to employment, retail and services via public transport, walking and cycling, and private vehicles.*

    (b) …*The Swan Street Structure Plan proposes zone changes and intensification of development around Burnley Station, potentially leading to further growth in capacity at the street's eastern end.*

Swan Street Structure Plan

138. The Swan Street Structure Plan (SSSP) was adopted by Council at its meeting on 17 December 2013 and is relevant to the site. The SSSP aims to manage this growth within the Swan Street activity centre and the surrounding area.

139. The site is located within the 'Burnley Station Village' Precinct of the Plan's study area. The Structure Plan prepared for the Swan Street Major Activity Centre [MAC] was in response to the State Government sustainable growth policy, *Melbourne 2030*; a plan for the growth and development of the Melbourne metropolitan area. One of the principal aims of the policy was to provide a network of activity centres throughout Melbourne, with these centres providing a focus for development and urban expansion in areas well serviced by public transport, existing infrastructure and community services. The Swan Street Structure Plan aims to manage this growth within the Swan Street MAC and the surrounding area.

140. Of relevance to this application are proposed revisions to the built form guidelines that will provide guidance on future built form and how that would be in keeping with the longer term vision for Swan Street and surrounds, along with guidance on urban intensification within the precinct. The plan provides guidance on maximum building heights within each precinct, with 7-10 storeys (30m) being the suggested height for this section of the southern part of Swan Street. The site directly to the west was envisaged as being a maximum of 36m. The northern side of Swan Street is noted as being a maximum of between four storeys (13m) directly opposite the subject site, whilst the land at the intersection of Burnley and Swan Streets is five to six storeys (19m).

141. The SSSP states that the station has potential to provide the precinct with excellent access to public transport and offers a major opportunity for redevelopment and improvement to the station and surrounding environs. It also states that the timber yard and adjoining sites located on the South east corner of Swan and Burnley Street are underutilised and offer potential for significant redevelopment and change in the precinct. It also acknowledges that large lot sizes on south side of Swan Street have good separation from existing residential uses to the north and less potential for adverse amenity impacts.

142. Whilst adopted, the SSSP has yet to progress to the formal amendment stage and has limited statutory weight.

Advertising

143. The application was advertised under the provisions of Section 52 of the *Planning and Environment Act (1987)* by 551 letters sent to surrounding owners and occupiers and by a sign displayed on the Swan Street frontage and rear interface. Council received 1 letter of support and 5 objections, the grounds of which are summarised as follows:

    (a) Out of keeping with neighbourhood character;
    (b) Excessive height/massing;
    (c) Visual bulk/overshadowing;
    (d) Impact on existing infrastructure;
    (e) Car parking/traffic implications; and
    (f) Impacts to VicTrack land.

144. The Section 57A amended plans made minor amendments to the proposal and have not been re-advertised as they would not cause increased material detriment to any person. The plans however, have been sent to the objectors with the invitations to this PDC meeting for their reference.

    Clause 43.02 – Design and Development Overlay (Schedule 5)

145. In accordance with the requirements of Clause 66.06, this application was advertised to the EPA, Transurban City Link Limited and the Roads Corporation (Transport for Victoria).

146. The Roads Corporation (Transport for Victoria) responded in conjunction with the Transurban City Link, combined in a response to the Section 55 Referral made pursuant to clause 52.29-4. The comments are included as an attachment to this report.

147. The EPA responded on 2 February 2020, advising the following:

    (a) *EPA has reviewed the referral and documents accompanying the application. EPA advises that we do not have concerns with the proposal with respect to the City Link Exhaust Stack Environs. As such, EPA has no concerns with Council issuing this planning permit according to the information that has been provided.*

148. Given the inconsequential amendments made within the S57A amendment the application was not re-advertised to the EPA, Transurban City Link Limited and the Roads Corporation (Transport for Victoria).

VicTrack

149. In accordance with Section 52 of the Act, VicTrack (owner of the rail reserve) was advertised to. On 18 February 2020 VicTrack advised that they did not object to the proposed amendment, subject to conditions. As VicTrack is not a referral authority, they have been registered as an objector against the application.

150. VicTrack have requested that existing Condition 30 be updated as follows: (Additional words shown as **bold & underlined** and deleted words shown in ~~strikethrough~~).

    Prior to the commencement of the development, detailed construction / engineering plans and computations for the works along the boundary with the railway reserve as shown on the endorsed plans must be submitted and approved by VicTrack and Public Transport Victoria. The Plans must detail all works proposed within the rail environment, including excavation of the site adjacent to the railway corridor and any impact on the rail reserve.
    The plans must ensure compliance regarding building clearances to aerial power lines as per the applicable Victorian Electrical Safety Victoria Regulations ***and compliance with AS5100.2017 Collision load from rail traffic*** *to the satisfaction of VicTrack and Public Transport Victoria.*

151. VicTrack also raised concern with the proposed construction on the southern boundary and the ongoing maintenance associated with the upgraded path to the south, commenting that they were concerned the costs associated with maintaining more expensive landscaping treatments was not acceptable by the Rail Operator.

152. The following additional condition was also requested to be implemented:

    The boundary wall must be treated with a graffiti proof finish and any graffiti that appears on the wall must be removed as soon as practicable to the satisfaction of VicTrack and the Rail Operator. Removal of graffiti must be undertaken at no cost to VicTrack or the Rail Operator.

Referrals

153. All referral comments are based on the advertised plans, unless otherwise indicated.

External Referrals

154. The application was referred to the following authorities:

    (a) Head, Transport for Victoria (Department of Transport)
    (b) Head, Transport for Victoria (Roads Corporation)

Internal Referrals

(c) Open Space Unit;
(d) Urban Design Unit (public realm only)
(e) Streetscapes and Natural Values Unit;
(f) City Works Unit;
(g) Engineering Unit;

Comments were received on plans submitted to satisfy the further information request on 29/08/2019. The advertised plans, which incorporated changes with respect to engineering, were re-referred to the Engineering Unit. Both sets of comments are attached.

(h) Strategic Transport Unit; and

Comments were received on plans submitted to satisfy the further information request on 8/10/2019 and the Green Travel Plan (GTP) dated 25 June 2019. Whilst it is noted the advertised GTP is dated 21 November 2019, the more recent GTP contains the same information as the GTP reviewed by Strategic Transport. Furthermore, the advertised plans made no changes that would alter the assessment of the strategic transport provisions.

(i) ESD Advisor.

Comments were received on plans submitted to satisfy the further information request on 29/08/2019 and the Sustainable Management Plan (SMP) submitted with the initial application. The SMP has not been modified throughout the process.

External Consultants

(j) Urban Design (Rob McGauran, MGS Architects);
(k) Acoustics (SLR Consulting); and
(l) Wind (MEL Consultants).

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

OFFICER ASSESSMENT

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

(a) Policy and Strategic Support;
(b) Use;
(c) Condition 1 Assessment;
(d) Built form;
(e) Environmentally Sustainable Development (ESD);
(f) Off-site amenity including City Link Exhaust Stacks;
(g) Car parking, traffic, access and bicycle provision;
(h) Waste Management;
(i) Other Matters; and
(j) Objector concerns

Policy and Strategic Support

157. As identified within the original Officer Report, the development is considered to achieve the various land use and development objectives contained within State and local planning policy. The C2Z zoning of the subject site and commercial zoning of adjoining land facilitates the provision of greater density and higher built form, subject to individual site constraints, given the purpose of the zone.

158. Clauses 11.03-1R and 18.01-1S of the Scheme encourage the concentration of development near activity centres and more intense development on sites well connected to public transport. The subject site is located within the Swan Street Major Activity Centre (MAC) and strengthens key pedestrian links to Burnley Station to the south.

159. The proposal maintains the substantial contribution to the surrounding street network through the provision of a pedestrian through-link from Swan Street to the VicTrack owned pedestrian path to the south, along the sites own eastern boundary.

160. Council's local policy at Clause 21.04-3 states that the commercial and industrial sectors underpin a sustainable economy and provide employment. Yarra plans to retain and foster a diverse and viable economic base. It acknowledges that there is a continuing demand for industrial and commercial land and that residential uses are not supported as their amenity requirements are a threat to the survival of ongoing industrial activities. In addition, this policy aims to increase the number and diversity of local employment opportunities by maintaining this land for the purpose it was intended for.

161. Having regard to the above and the form, scale and massing of the approved development this application seeks to amend, it is considered that the proposed re-development of the site for a mixed use building of this scale has strategic planning support. Regard however, must be had to the appropriate design, scale and massing of the proposal, based on the individual context and constraints of the land.

Use

162. As identified within the original Officer Report, it is considered that there is support for the proposed food and drinks premises where it can be demonstrated that the scale of operation would not result in unreasonable impacts to the surrounding area or erosion of the primary purpose of the Commercial 2 Zone.

163. This consideration is relevant in terms of the objective of the Commercial 2 Zone: *to encourage commercial areas for offices, appropriate manufacturing and industries, bulky goods retailing, other retail uses, and associated business and commercial services.*

164. The amendment seeks to reduce the number of food and drinks premises within the building, from five spread across the ground and first floors (total approved area: 2,170sqm) to two on the ground floor (total proposed area: 345sqm). The nature of the food and drinks premises is also proposed to change. Previously all food and drinks premises were approved as cafes, the amendment seeks to modify the use of the larger tenancy to a restaurant.

165. The site is located within a MAC which is of importance not only to the municipality, but also to the broader metropolitan region given its capacity for change and connections to other Activity Centres, residential areas and transport. The area supports a growing employment base, and the proposed food and drinks premises, inclusive of the café and restaurant, will support this by providing venues where the local workers can obtain food and drinks as well as local residents (whose numbers are also increasing).

166. The food and drinks premises will continue to contribute to the mixed use nature of the location which includes other commercial entities. On weekends, there is an expectation that buildings within commercial areas are active and provide for visitors and local residents alike. This is particularly relevant to the proposed restaurant use. This tenancy has a large frontage to Swan Street and will activate the street throughout the day, and evening.

167. The food and drinks premises use will play a legitimate role in meeting the needs of the area in this respect and continues to provide seven days a week activation of the area whereas offices are generally closed and can lead to inactivity of an area. This will also assist in ensuring the ground floor through-link feels safe as both tenancies have a direct abuttal to it.

168. In terms of patron numbers, the applicant seeks to amend existing Condition 5 to reference the reduction in tenancies from 5 to 2, and also seeks 180 patrons within the restaurant and 100 patrons within the café.

169. With regard to the total floor area of the restaurant (280sqm total or 212sqm excluding the back of house area), it is considered that there is adequate room to cater to the proposed 180 patrons and is therefore acceptable.

170. With regard to the total floor area of the café (64sqm excluding back of house areas), the proposed number of patrons appears to be unreasonably high. The approved layout had three smaller café tenancies with areas of 57sqm, 102sqm and 145sqm and patron numbers of 30, 50 and 70 respectively. The applicant provided the following justification for the 100 patrons sought within the 64sqm cafe:

    The 64sqm café sits with-in a larger tenancy forming part of the co-working entry which is another 158sqm. Hence the total space combined is approximately 222sqm + outdoor seating, hence the higher patron number.

171. This justification is not satisfactory. The application documentation specifically applies for a café of 64sqm, and not 222sqm as referenced above. As a result, the request for 100 patrons is misconceived. With regard to the approved café tenancies referenced above, patron numbers were approved at an approximate rate of one patron per 2sqm of area.
    With respect to this, it is considered the patron numbers for the 64sqm café should be capped at 32 patrons and this shall form part of Condition 4.

172. In regards to the layout of the modified tenancies, Tenancy 2 (restaurant) is clearly outlined with the back of house areas shown to the south-west corner. Tenancy 3 is outlined through a minor colour variation as shown on the floor plan. To ensure the 64sqm tenancy is easily identifiable, a condition will require the outline of the 64sqm café tenancy to be shown clearly. Whilst the back of house areas are shown to the west of the café tenancy outside of the 64sqm, this is considered satisfactory as it is acknowledged that toilets and the like may be shared with another tenancy.

173. In respect of the operating hours, the applicant seeks to modify existing Condition 4 to allow both food and drinks premises to operate until 1am, seven days a week, in lieu of 11pm.

174. There is limited guidance in the Scheme as to what appropriate opening hours are in the Commercial 2 Zone. These are typical food and drinks premises hours and similar to others located on Swan Street.

175. The closest residentially zoned land is further to the north and south beyond either Swan Street or the train line respectively and are separated by the proposed food and drink tenancies by at least 54m. There is an apartment building to the north-east on Swan Street, within commercially zoned land. This building also has commercial uses on the ground floor, including a 73sqm café that has unrestricted operating hours due to the C1Z zoning of the land.

176. The residential development approval concerning the site directly to the west will have dwellings abutting the subject site. However, the proposed food and drinks premises will be at the ground floor facing north and east, away from the residences located in the upper levels.

177. Whilst a more recent commercial development approval has been issued for the site to the west, and the site to the west may not be developed for dwellings at all, a conservative approach has been taken and it is considered that the food and drinks premises use would not have an unreasonable impact on the dwellings within the residential scheme.

178. It is acknowledged that seating is shown within the eastern pedestrian walkway adjoining the café tenancy. As discussed above, the 64sqm café does not include the outdoor area. Building management may choose to locate tables and chairs within the accessway to activate the space, and provide areas for occupants of the office use to utilise. Given the location, placed away from the most sensitive interfaces, this is considered acceptable.

179. In regards to noise, as the submitted acoustic report identifies that music associated with the food and drinks tenancies should be limited to background music only. This recommendation has merit, and it is considered a new condition be included as this aspect further supports the extended hours until 1am. The new condition will be as follows:

    No amplified music may be played, with the exception of background music, to the satisfaction of the Responsible Authority.

180. Council's external Acoustic Consultant reviewed the submitted acoustic report and identified the submitted report recommended further acoustic testing of the patron and music noise associated with the retail and food and beverage tenancies be undertaken. Council's Acoustic Consultant commented that this should be provided if the tenancies play music above background levels, are open during the evening/and or night periods or have loudspeakers outdoors or have patrons outdoors during the late evening or night periods.

181. As discussed, a condition will be included requiring background music only. A further condition can require that no speakers be located external to the building. Whilst the food and drinks premises will operate during the evening/night periods, it is considered subject to these conditions and due to the enclosed nature of the use further acoustic testing is not necessary.

182. Condition such as these will remove any ambiguity from the type and level of music allowed to be played for the two food and drinks premises and provide greater certainty for surrounding residents.

183. It is also noted that existing Condition 60 of the planning permit requires the following:

    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.*

184. This condition is a mechanism to ensure the ongoing amenity of the surrounding area is protected. If verified amenity issues around noise occur then corrective works can be required by the responsible authority to ensure they are resolved and amenity restored. The condition would continue to apply to the use of the two food and drinks premises.

185. Existing Condition 61 requires compliance with the State Environment Protection Policy – Control of Noise from Commerce, Industry and Trade (SEPP N-1). It is noted that the planning permit does not require the uses to comply with the State Environment Protection Policy – Control of Music Noise from Public Premises (SEPP N-2). This can be inserted as an additional condition with regard to the increased hours, provision of background music identified within the acoustic report and proximity to residences within the C1Z.

186. With regard to the nature of the proposed food and drinks premises, as a café and restaurant, where the primary focus is to provide food and drink to seated customers in a controlled environment, given there are no outdoor areas associated with the tenancies and the conditions recommended above the amendment to allow these uses to operate until 1am is considered satisfactory. The applicant's request to modify Condition 4 is therefore supported, and the condition should be updated to reflect the closing time of 1am.

187. In respect of the applicant's request for the permit preamble and existing Condition 4 to include reference to the restaurant use this is also considered satisfactory and acceptable.

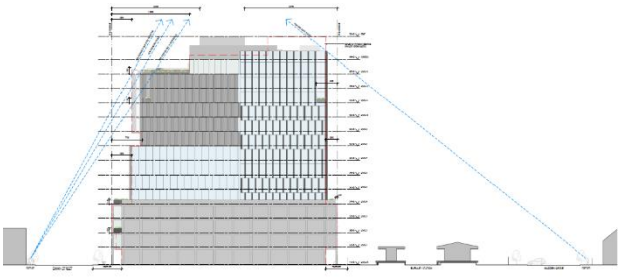
188. With regard to the applicant's request to include reference to the restricted retail premises within existing Condition 4 it is unclear why this has been sought. The restricted retail premises does not require a planning permit pursuant to the zone requirements and as such it is not considered appropriate to include operating hours for this use.

189. Rubbish would be adequately concealed within the building and any emissions would have an adequate dispersal distance from the dwellings.

Condition 1 Assessment

190. The condition 1 requirements of the planning permit have not been satisfied, as such, an assessment of these has been provided in the following table. Where the applicant has requested amendment or deletion of conditions, this is identified.

(a) an updated basement 3 floor plan	This condition was implemented as there were inconsistencies in the previous floor plans, where one set did not include Basement 03 whilst the other set included Basement 02 and 03 on one plan. All three basement levels are now shown within the current set of plans on separate plans. This condition has been satisfied.
(b) numbering of plans	The previous set of plans did not include plan page numbers (e.g. Drawing No. or TP number). This has been updated, with the drawings provided with a TP number. This condition has been satisfied.
(c) a roof plan showing all plant and equipment with screening provided ensuring views from Swan Street and Burnley Station are obscured;	The roof plan has been updated to show the roof plant and equipment, however, there is a note on the west elevation indicating that '*roof plant arrangement and heights tbc.*' The roof plant is screened by the parapet of the building. As identified in the below diagram, the roof plant is adequately screened ensuring views from Burnley Station and Swan Street are obscured.

		 With regard to the note included on the west elevation, this condition has not been satisfied, as the roof plant arrangement and heights must be confirmed. The condition should therefore remain and be updated to specify the deletion of this annotation.
(d)	the five food and drinks premises to be labelled as Food and Drinks Premises (café) and to be numbered Tenancy 1 to 5 with Tenancy 1 fronting Swan Street, Tenancy 2 and 3 being the central tenancies, Tenancy 4 being the southern-most and Tenancy 5 is the first floor premises;	The applicant seeks to delete this condition. Due to the changes to the use on the ground and first floor, this is considered satisfactory. All amended tenancies are clearly labelled and easily identified.
(e)	the ground floor crossover dimensions annotated as per the sketch plan provided on 8 March 2018;	The applicant seeks to delete this condition. Due to the modified location of the crossover, this is considered satisfactory.
(f)	the deletion of level 13 of the development and the setback of level 12 from the Swan Street title boundary a minimum distance of 20m. The overall building height (excluding plant) is not to exceed RL53.5 including any parapet. Any plant above level 12 must be setback a minimum distance of 40m from the Swan Street title boundary and be no higher than 4.8m above roof level. All generally in accordance with the sketch plan hand dated VCAT 31.08.18.	The applicant seeks to modify this condition as identified within the Proposal section. This will be discussed further under Built Form.

(g) a materials sample board of external materials and finishes including thumb nail sketches of key elements of the facade system at the ground, middle and upper levels including details of the proposed metal cladding;	The applicant seeks to modify this condition, to the following: ***A materials schedule that includes*** *external materials and finishes including thumb nail sketches of key elements of the facade system at the ground, middle and upper levels including details of the proposed metal cladding* The above modification seeks to remove the requirement for a materials sample board. This is considered appropriate, as the materials schedule would include details of all of the built form materials and details. Whilst a Materials Schedule has been provided with the documentation, no thumb nail sketches of key elements of the façade system at the ground, middle and upper levels have been included. This aspect will be discussed further, later under architectural quality. The condition is to be retained, with the above modification, as it has not been satisfied.
(h) details of the canopy to Swan Street (coordinated with the location of street trees);	The applicant seeks to delete this condition, as the canopy has been deleted from the design. Whilst Council's external Urban Design consultant raised issue with the deletion of the canopy, commenting that it is likely it would be required to be retained to ensure wind impacts at the street level are addressed, this would be captured within existing Condition 1 (bb). Due to the deletion of the canopy, this is considered satisfactory.
(i) details regarding the treatment of the services to the east of the vehicular entry;	The applicant seeks to amend this condition, to reference the modified location of services that have been relocated to the east of the pedestrian link. This is considered satisfactory. In respect of the treatment of the services that are now relocated east of the pedestrian link, no details have been provided of the treatment and materials. The condition should therefore be updated to reference the revised location and remain.
(j) details of the vehicular entry door;	The applicant identifies the details of the vehicular entry door are provided on TP13 and TP41. TP13 identifies that the door will be a perforated roller door in monument powdercoat. This is also shown on TP35, with the material identified as 'PC-01'. A review of the materials schedule identifies that 'PC-01' is monument black powdercoat.

	It is considered that insufficient details have been provided, as the materials schedule is inconsistent with the annotations as shown on the plans. For this condition to be satisfied, the materials schedule must show the details of the vehicular entrance door including details of the proposed perforations. The condition should therefore remain.
(k) details of the ground floor setback area facing Swan Street and confirmation that it is compliant with the *Disability Discrimination Act 1992* (DDA).	The applicant identifies these details are shown on TP13, TP35 and TP36. A review of these plans confirm they show details of the ground floor setback area. The plans, however, do not provide confirmation that the setback area is compliant with the *Disability Discrimination Act 1992* (DDA). The condition should therefore remain.
(l) clear delineation of the site's title boundaries along Swan Street through the use of brass discs or a similar type method;	Brass discs are shown to be utilised to delineate the site title boundary along Swan Street, as shown on TP35 and TP41. The different paving between Council land and the subject site would further ensure the title boundary is clearly delineated. This condition has been satisfied.
(m) dimensions of the headroom clearance at the entrance and accessways (these should be a minimum of 2.1m and above accessible parking spaces, a minimum of 2.5m headroom clearance is to be provided);	Council's Engineering Unit reviewed the proposed development against this condition, advising that this item has been satisfied.
(n) numbering of car parking spaces for easy identification;	Council's Engineering Unit reviewed the proposed development against this condition, advising that this item has been satisfied.
(o) dimensions of the accessible parking spaces. The shared areas can be 2.4 metres in width and are to be provided with bollards as per the Australian/New Zealand Standard AS/NZS 2890.6:2009;	Council's Engineering Unit reviewed the proposed development against this condition, advising that this item has been satisfied.
(p) dimensions of the column depths and setbacks, lengths of each ramp grade section and truck spaces;	Council's Engineering Unit reviewed the proposed development against this condition, advising that this item is partially satisfied, with the following outstanding: *The column depths and setbacks from the aisles have been dimensioned; however the positions of*

	nearly all of the columns still encroach into the clearance envelopes of the car parking spaces. Due to the amendment of the basement layout, this is considered to be a key item that requires further resolution. It is therefore the recommended that the condition be modified to reference the above specifically, as follows: *Dimensions of the column depths and setbacks, demonstrating the columns do not encroach into the clearance envelopes of the car parking spaces;*
(q) clearances to walls provided for spaces abutting them with a minimum 300mm shown. Alternatively, spaces adjacent to walls could be widened to comply with minimum requirements of AS/NZS 2890.1:2004;	Council's Engineering Unit reviewed the proposed development against this condition, advising that this item has been satisfied.
(r) improved bicycle access from the lift area to the bicycle stores on basement floor plans 2 and 3;	The applicant seeks to delete this condition due to the modifications made to the location of the bicycle parking and end-of-trip facilities. Council's Strategic Transport Unit reviewed the modified location and access raising no issues. As a result, this is considered satisfactory.
(s) improved access for cyclists to the services lobby on the ground floor (where the end of trip facilities are located) from the lobby;	The location of the end-of-trip facilities has been modified to the basement 1 plan. Convenient access is provided to the end-of-trip facilities through the provision of a bicycle ramp from Swan Street. Alternatively, employees could utilise the lifts that also access this level. This condition has been satisfied.
(t) confirmation that the end of trip facilities are located within the 'services lobby' on the ground floor and that at least 24 showers and lockers (at a rate of one locker per bike space) will be provided;	The applicant seeks to amend this condition, to reference the modified location of the end of trip facilities from within the services lobby to basement 1. This amendment to the condition is considered to be acceptable. The applicant also seeks to amend the requirement to provide 24 showers. Nineteen showers have been provided, this has been reviewed by Council's Strategic Transport Unit and deemed acceptable and therefore it is considered acceptable for this requirement to be deleted. In respect of providing lockers at a rate of one locker per bike space the development provides 184

	lockers, in excess of the 176 employee bicycle spaces provided. With regard to the proposed amendments to the condition, and the plans submitted, it is considered that this condition has been satisfied.
(u) dimensions of bicycle storage spaces, spacing, and access-ways;	The dimensions of the bicycle storage spaces, spacing and accessways has been included on the plans. This condition has been satisfied.
(v) confirmation whether bicycle spaces are horizontal or hanging spaces (with at least 20 percent of employee and all visitor bicycle spaces being horizontal ground level spaces).	As discussed later in the report, notations are included to indicate whether bicycle spaces are horizontal or hanging. All visitor bicycle spaces are horizontal at-grade. Twenty-five of the employee bicycle racks are provided horizontal at-grade. With 176 employee bicycle spaces provided this would not satisfy the requirements of AS23890.3, where at least 20% of the employee spaces are to be provided horizontal at-grade. The condition has not been satisfied and the condition should therefore remain
(w) the location of the additional signal lantern facing the proposed site egress;	The applicant has stated that the condition has been met through the implementation of the following annotation on the ground floor plan: *"Location of traffic signal to be resolved in conjunction with 482 Swan Street as part of 482 Swan Street Access / Cutter Street / Swan Street Traffic Signal Plan".* This is not in accordance with the requirements of the permit condition and not an aspect the applicant has sought to modify. The condition should therefore remain
(x) any requirement of the endorsed Sustainable Management Plan (condition 6) (where relevant to show on plans);	As discussed further, later in the report, the SMP is not satisfactory and therefore this condition should remain to capture any amendments or updates that are required. This condition should be updated to reference the new Condition number as a result of any new permit conditions added.
(y) any requirement of the endorsed Waste Management Plan (condition 8) (where relevant to show on plans);	Whilst the Waste Management Plan has been deemed to be satisfactory, the bin room layout as shown within the WMP is not shown on the plans. This is a key element of the WMP and is required to be shown. This condition is therefore not satisfied and should remain. This condition should be updated to

	reference the new Condition number as a result of any new permit conditions added.
(z) any requirement of the endorsed Acoustic Report (condition 10) (where relevant to show on plans;	As discussed further, later in the report, the Acoustic Report is not satisfactory and therefore this condition should remain to capture any amendments or updates that are required. This condition should be updated to reference the new Condition number as a result of any new permit conditions added.
(aa) any requirement of the endorsed Landscape Plan report (condition 13) (where relevant to show on plans;	As discussed later in the report, the Landscape Plan is not satisfactory and therefore this condition should remain to capture any amendments or updates that are required. This condition should be updated to reference the new Condition number as a result of any new permit conditions added.
(bb) any requirement of the endorsed Wind Report (condition 19) (where relevant to show on plans);	As discussed further, later in the report, the Wind Report is not satisfactory and therefore this condition should remain to capture any amendments or updates that are required. This condition should be updated to reference the new Condition number as a result of any new permit conditions added.
(cc) any requirement of the endorsed Detailed Design Plan (Through-link between Swan Street and land to the south) (condition 21) (where relevant to show on plans);	As discussed further, later in the report, the Detailed Design Plan for the through-link is not satisfactory and therefore this condition should remain to capture any amendments or updates that are required. This condition should be updated to reference the new Condition number as a result of any new permit conditions added.
(dd) Provision of a 5m wide footpath along Swan Street, with 2.5m of this being outside of the title boundaries of the subject site;	The development provides for a minimum 5 metre wide footpath along Swan Street, with 2.5 metres of this accommodated outside of the title boundary on the subject site. The condition has been satisfied.
(ee) Access from level 12 to the plant to the satisfaction of the responsible authority; and	The applicant seeks to modify this condition to the following: *Access from level 13 to the plant to the satisfaction of the responsible authority* Due to the reconfiguration of the floor-to-ceiling heights and overall height and massing, this modification is satisfactory. As level 13 is accessed from the internal stair core it is considered that access to the plant has satisfactorily been provided and this condition has been satisfied.

(ff)	Plant to be screened and minimised to the satisfaction of the responsible authority.	This condition replicates the requirements of Condition 1 (c). As Condition 1 (c) is required to be retained and provides greater guidance on the design and siting of the roof plant, it is recommended that this condition be deleted.

191. As discussed throughout the report, additional amendments to the plans are required, and as such, it is considered that the Condition 1 items that have been satisfied above should be deleted to provide greater clarity. The items that have not been satisfied should remain, with the additional items that have been discussed throughout the report also included.

192. Lastly, it is considered that Condition 1 should be updated to reference the received date of the decision plans for the current amendment as the existing Condition 1 references the received date of the previous application plans.

Built form

193. The primary considerations for the proposed development are the decision guidelines at clause 34.01-8 of the Scheme as well as the provisions of Schedule 2 and Schedule 17-4 of the DDO. The urban design assessment is further guided by planning policy at clauses 15.01-1S (Urban design), 15.01-2S (Building design) and 22.10 (Built form and design policy).

194. These provisions and guidelines seek a development that responds to the existing or preferred neighbourhood character and provides a contextual urban design response reflective of the aspirations of the area. Particular regard must be given to the height and massing, street setbacks and the proposal's relationship to adjoining buildings and the public realm. These considerations will be addressed separately below.

Character

195. As already outlined in the *Surrounding Land* description of this report, the surrounding neighbourhood character is mixed. The northern side of Swan Street is a mixture of finer grain commercial buildings with some larger apartment/office buildings emerging amongst existing office and warehouses whilst along the southern side there are much 'bulkier' and taller office buildings emerging with older warehouses.

196. The existing neighbourhood character along the southern side of Swan Street is not one which Council prefers. This part of Swan and Burnley Streets (Burnley Village) is earmarked to be "vastly transformed" within Councils adopted document, the SSSP. The SSSP also includes a built form objective "to establish a new built form character that is complementary to existing context".

197. The existing context along the northern and southern side of this part of Swan Street will significantly change in the future as envisioned by Council's own adopted documents. The relevant strategies of the SSSP are:

(a) *Provide active frontages to the street.*
(b) *Rebuild/reinforce the street wall height along Swan Street and Burnley Street to create a consistent 3 storey built form scale with visually recessive upper levels.*
(c) *Ensure that the prevailing fine-grain pattern is preserved on larger sites or where sites are consolidated.*
(d) *Encourage taller buildings on the south side of Swan Street between Burnley Street and Stawell Street.*

198. Further to this, the DDO17-4 outlines a preferred height requirement of 40 metres for the site and the site adjoining to the east. The DDO14 which applies to the site directly to the west anticipates a building height of 42 metres, however, the recent gazettal of Amendment C282 as identified in the site surrounds section has resulted in the approval of a 13-storey commercial building with an overall height of 53.65 metres.

199. The scale of development anticipated in the immediate area, 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.

Height and Massing

Height

200. The existing planning permit allows the overall building height (excluding plant) to not exceed 53.5 metres (13 storeys) in height including parapet, with the topmost level (height above 48 metres) to be setback 20 metres from the Swan Street title boundary. Plant equipment above the roof height of the topmost storey was allowed, and as per condition was to be setback a minimum 40 metres from the Swan Street frontage and be no higher than 4.8 metres above the roof height (57.3 metres overall height including plant).

201. The amendment seeks a 14 storey building with an overall building height (excluding plant) to not exceed 54.5 metres including parapet. The additional storey has been accommodated through the reduction in floor-to-floor heights, where previously 4 metre floor-to-floor heights were proposed the amendment seeks to reduce this to 3.7 metres.

202. The topmost level (previously level 12, now level 13) is proposed to be setback 19.95 metres from Swan Street, just shy of the 20 metres required by existing Condition 1(f). The condition required the built form above 48 metres to be setback 20 metres from Swan Street, and therefore the uppermost 0.8 metres of Level 12 would be encroaching into the area that as per the condition should be setback to 20 metres.

203. The plant equipment extends 3.9 metres above the overall height, resulting in an overall height including plant of 58.4 metres. This would exceed the requirement of the condition, which allowed for an overall height including plant of 57.3 metres.

204. As previously identified, the outline of the previous approval as shown on the elevation and sections was modified within the Section 57A amendment and is incorrect. The below annotated diagram indicates the building envelope as required by existing Condition 1(f):

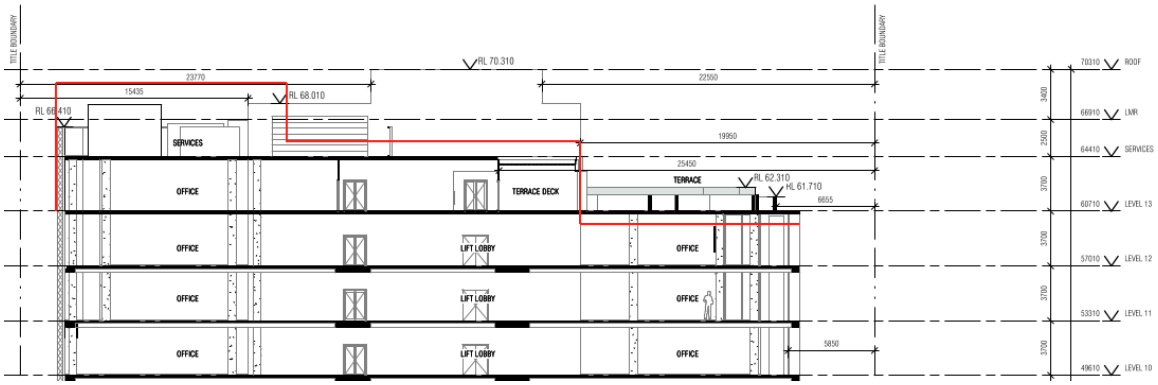


Image: Section B-B annotated to show the approved upper level envelope pursuant to existing Condition 1 (f)

205. As such, it must be determined whether the overall height including plant exceeding the current approval by 1 metre as well as the reduced setback to the Swan Street is acceptable. The exceedance in height above 48 metres concerning Level 12 and 13 must also be considered.

206. As the amendment seeks additional height in excess of the preferred 40 metre height limit as required by the DDO17-4, it must be determined whether the development meets the following requirements:

    (a) *the built form outcome as a result of the proposed variation satisfies the general design objectives in Clause 1.0 of this schedule, the relevant precinct design requirements specified in this schedule;*

    (b) *the proposed building height achieves the preferred future mid-rise character for Swan Street of generally 5 to 12 storeys; and*

    (c) *the proposal will achieve each of the following:*
        (i) greater building separation than the minimum requirement in this schedule
        (ii) housing for diverse households types, including people with disability, older persons, and
        (iii) families, through the inclusion of varying dwelling sizes and configurations
        (iv) universal access, and communal and / or private open space provision that exceeds the minimum standards in Clauses 55.07 and 58
    (d) *excellence for environmental sustainable design measured as a minimum BESS project score of 70%*
    (e) *no additional amenity impacts to residentially zoned properties, beyond that which would be generated by a proposal that complies with the preferred building height.*

207. The development achieves a high level of compliance with the general design objectives outlined in Clause 1.0 and the relevant precinct design requirements, as follows:

    (a) The development acknowledges its position within the Burnley Station precinct of the DDO17, where taller forms and more robust massing is preferred;

    (b) As discussed under Off-Site Amenity, the development minimises amenity impacts on residential properties adjoining the Swan Street MAC, largely due to the sites separation distance from residential zones;

    (c) As discussed under Car Parking, the vehicular access to the development would not adversely impact the level of service, efficiency and safety of the road network;

    (d) A prominent street wall is provided that is consistent with the emerging character in the area; and

    (e) The development does not cause any amenity concerns or overshadowing of the eastern footpath Stawell Street or Ryans Reserve between 10am and 2pm.

208. The development would generally achieve the preferred future mid-rise character for Swan Street, whilst exceeding 12 storeys it is considered the overall height is akin to a 5 to 12 storey character, with particular regard to the upper level setback of 19.95 metres to the thirteenth storey.

209. Greater building separation than the 3 metre minimum for commercial and non-habitable room windows is provided to both the east and west. The points referenced above under (ii), (iii) and (iv) are not relevant to this proposal, as no dwellings are proposed. In regards to ESD, the applicant is committed to a Green Star 5 Star rating for the building, which is equivalent to Australian Excellence. As discussed within the Off-Site Amenity section, the proposal would not increase off-site amenity impacts with regard to the existing approval.

210. The height proposed within the amendment is not considered to be a significant departure from the height approved pursuant to existing Condition 1(f). It is clear that the development meets the requirements of the DDO17-4 to be met when a preferred height is exceeded. The increase in height of 0.8 metres concerned with Level 12 is nominal, and will have minimal impact on the surrounds. The overall height of the plant whilst exceeding the approved design by 1 metre is also considered to be acceptable.

211. Further to the above, whilst the height in isolation is considered satisfactory, the amendment proposes significant changes to the design and overall massing of the building. Council's external Urban Design consultant identified that the combined consistently reduced setbacks to the west in combination with the proposed treatments amplify the bulk of the building itself.

212. It must therefore be determined whether the massing appropriately responds to the differing interfaces.

Massing

213. Council's external Urban Design Consultant raised significant concern with the building bulk of the upper levels of the amended design, recommending the following:

    (a) *Provide a 2.5m additional setback (7m) to the western elevation to a setback of 20m from the Swan Street interface for a landscaped terrace at level 11 and at levels 12 and 13.*
    (b) *Provide a 7m setback for 20m to the east elevation to a setback of 20m from the Swan Street interface for a landscaped terrace at level 11 and at levels 12 and 13.*

214. In response, the applicant amended plans via Section 57A to modify the north-western corner of the development to modify the 29sqm square terrace (4.99 metres x 5.7 metres) to a rectangular terrace of 29sqm (2.85 metres x 10.12 metres).

215. This change is not considered adequate and does not address the concerns raised, with the overall massing and presentation to Swan Street. As such, the above recommendations provided by Council's external Urban Design consultant should be included via condition to address these concerns. This will ensure that the upper levels when viewed from Swan Street, and also on oblique angles from the eastern and western approaches, would be softened to an acceptable level.

216. In respect of the proposed changes to site the roof plant 30 metres from Swan Street, in lieu of 40 metres, it is considered that the diagram provided to satisfy existing Condition 1(c) adequately demonstrates that the roof plant closer to the street would not have adverse impacts with regards to massing. Similarly, the encroachment of the topmost 0.8 metres of Level 12 would be negligible. As the current design response is considered appropriate, it is recommended that existing Condition 1(f) be deleted.

217. The proposed western and eastern elevations incorporate a number of design detailing and materials to assist in breaking down the massing. Council's external Urban Design Consultant identified that whilst the eastern elevation has lost some articulation and design detailing, the finer expressed vertical blades incorporated are acceptable with regard to the overall building design.

218. In respect of the western elevation, Council's external Urban Design consultant was critical of the materials shown on the on-boundary western wall. This has been updated within the Section 57A plans to accord with the previously approved plans and as such this concern has been alleviated.

219. In regards to the interface to the south, Council's external Urban Design Consultant identified that articulation and detailing has been lost from this elevation. The approved design utilised different materials and setbacks to break down the massing whilst the amended design provides what appears to be a sheer wall to the south.

220. Whilst the erosion of the south-west corner at Level 11 and above is welcome to provide some variation within this elevation, it is considered further modifications are necessary. Council's Urban Design Consultant recommended that an additional setback of 2.4 metres be accommodated at Level 8, similar to the indentation provided to the east at this level. This is considered appropriate, and will form a condition.

221. This design modification will assist in breaking down the building mass as it presents to the south and would also assist in providing greater connectivity in design language between the southern and eastern façades.

222. Furthermore, Council's external Urban Design Consultant recommended that the south-facing indented facades in the south-west corner at Levels 11 to 13 include vertical blades at the mullions similar to the southern half of the western façade at this level. This recommendation is also considered necessary to break down the mass of the building bulk and will assist in providing greater connectivity in design language between the southern and western façades. A condition will require this.

223. Transport for Victoria has required the following condition which was not previously included on the existing permit in respect of the interface to the south:

    Unless otherwise agreed in writing with TfV and VicTrack, windows, doors and balconies must not be placed on the title boundary with Railway Land and no windows or doors are permitted to open beyond the Railway Land title boundary to the satisfaction of TfV and VicTrack.

224. This condition will be included, pursuant with the requirements of the Act, and will require the applicant to seek separate approval from Transport for Victoria and VicTrack for the current design, which proposes windows and balconies flush to the southern boundary on Levels 1 - 4. This would address the concern raised by VicTrack on this aspect.

225. It is acknowledged that if the current arrangement is not supported by VicTrack and Transport for Victoria the applicant would be required to submit an amendment to the application to modify the design and interface to the south.

226. With respect to the condition requested by VicTrack in regards to graffiti, this was also a condition required by Transport for Victoria and would be included as per the requirements of the Act. This item is therefore also considered to be satisfied.

227. With respect to the additional wording VicTrack requested to be implemented into existing Condition 30, this cannot be facilitated. This is a Transport for Victoria condition. Furthermore, Transport for Victoria require their current conditions to be deleted and replaced with a suite of new conditions that cannot be modified by Council.

    The development would be required to accord with 'AS5100.2017 Collision load from rail traffic' and it is considered this would be addressed separate to the planning process.

228. The final concern raised by VicTrack in regards to the maintenance of the upgraded path along the southern boundary will be discussed further under public realm below.

229. In respect of upper level setbacks, the minimum 5 metres to Swan Street is maintained and accords with the requirements of the DDO17-4. Whilst architectural projections encroach into this setback, considering they are architectural features and not built form this is acceptable and will provide variation and architectural interest to the façade.

It is acknowledged that the setbacks would not accord with the 6 metre setback sought within the proposed DDO28, it is acknowledged that the development was approved with 5 metre setbacks and therefore is appropriate.

230. In regards to the setbacks to the south, above the podium the minimum 3 metre setback is maintained. The DDO17 and proposed DDO28 indicate a 0m upper level setback is preferred in this location and therefore the arrangement is considered satisfactory, subject to the built form recommendations made above.

231. Lastly, in respect to the podium the height of the framing is proposed to reduce from 16 metres approved to 15.5 metres. Planter boxes above the podium result in overall height of 16.62 metres. Whilst the DDO17-4 seeks a 14.5 metre high podium and the proposed DDO28 seek a 14 metre high podium it is considered that a 16 metre high podium has already been deemed acceptable for the site.

232. The 15.5 metre podium will continue to provide an appropriate response to the streetscape and as the planter boxes are setback a minimum 0.5 metres from the framing element they will appear recessive against the main podium form. The podium will also provide a transition to the higher podium associated with the development to the west as approved pursuant to Amendment C282yara, which proposes a four storey podium of 17.85 metres at this interface.

233. The podium form steps down to three storeys and then two storeys at the eastern boundary. This is considered satisfactory, and uses design to highlight the entrance to the pedestrian access. Council's external Urban Design Consultant raised no concern with the podium.

234. In relation to the podium interfacing with the southern boundary, the above assessments made are applicable. The overall height proposed at 15.4 metres with 1.1 metre high planter boxes above at the western boundary is commensurate with the approved design. The podium form also steps down to three storeys and then two storeys at the eastern boundary to provide an appropriate transition from taller forms accommodated to the west to the east where less intense development is expected.

Architectural quality

235. The development is considered to be of high architectural quality and in that regard responds to the design objectives of clause 15.01-2S of the Scheme. The contemporary design is appropriate and responds well to this part of Richmond with the design offering a modern built form that revitalises the street frontage through generously sized openings, upper level communal areas.

236. Council's external Urban Design consultant was generally supportive of the amended design, commenting that the amendments presented a more convincing architectural language and resolution. In respect of the proposed materials and finishes, the following was provided:

    (a) *Whilst the renderings and details indicate a design intent, the application of these ideas into a coordinated set of plans that lock in with clarity the materials and finishes in each location is as yet unclear.*

    (b) *Logically these perspective images could be properly notated with materials and finishes to invest the plans with the quality and clarity of design resolution into building execution required by Clause 1(g) of the permit. For example the soffit of the tower will be a critical aspect of the development and its resolution when seen from the street and walks and surrounding areas.*

237. It was recommended that details of the materials and finishes of the ground level podium, tower forms and roof level soffits as sought by existing Condition 1 (g) be provided. Given existing Condition 1 (g) has previously been determined to be unsatisfied, and given the substantial changes to the design and materials proposed, it is recommended that the condition be modified to the following to ensure all required information as a result of the amended materials is provided:

a materials schedule of external materials and finishes including:

(i) thumb nail sketches of key elements of the facade system at the ground, middle and upper levels including details of the proposed metal cladding; and

(ii) details of the materials and finishes of the podium, tower and roof level soffits.

238. This above condition will ensure that the materials to be utilised for the development are reviewed prior to construction to ensure they are of a high architectural quality, with detailed thumb nail sketches identifying the façade systems and architectural fins and projections proposed throughout. The condition will also ensure the details of the soffits, as identified as particularly important by Council's external Urban Design consultant, be provided.

Public Realm

239. This principle requires the design of interfaces between buildings and public spaces to enhance the visual and social experience of the user. In this respect, the proposal represents a significant improvement in streetscape, public space quality and perceived safety.

240. Council is supportive of the construction of the proposed building with large glazed ground floor lobbies, active tenancies and improved outdoor spaces. Through the activation of the ground floor, the building will provide interaction at street level where there currently is minimal. This satisfies public realm, pedestrian spaces and street and public space quality policies at Clauses 15.01-2S and 22.10-3.4.

241. Council's internal Urban Design Unit commented that the proposed open interface / atrium creating a continuous interface and flow between the private and public domain is supported.

242. Council's external Urban Design consultant was critical of the lack of activation with entries to the restricted retail premises and corner premises, commenting that multiple entrances were previously proposed. This concern is shared, and it is considered an additional entrance should be provided to the restricted retail premises interfacing with the southern boundary.

243. With respect to the tenancies interfacing with Swan Street this is of less concern, as the entrance to the restaurant from the east is within an open atrium area and would be highly visible from the street.

244. Council's external Urban Design Consultant recommended return glazing to the east wall of Tenancy 1 and west wall of the bicycle ramp to be incorporated to enhance the useability and safety of the streetscape outcome. This has been incorporated into the design through the Section 57A amendment.

245. Council's external Urban Design Consultant requested the plans be updated to provide details of the areas set aside for waste management, toilets and services (e.g. back of house areas) within the tenancies to ensure that the facades along the public interfaces are maintained as open. The plans were updated within the Section 57A Amendment to show the areas for the back of house facilities. These are internal to the building and as such are considered satisfactory.

246. With the amendment submission, the applicant seeks to satisfy Condition 21 which requires a Detailed Design Plan for the through link between Swan Street and the land to the South. As identified by Council's internal Urban Design Unit, spacing of fixtures, levels and drainage requires further resolution.

247. A review of the plan submitted to satisfy this requirement identifies that it does not provide the level of detail required to satisfy the condition. Adequate details of materials, landscaping, lighting and safety measures have not been provided. Council's internal Urban Design Unit commented that further details are required in relation to the atrium pavement and the interface to the footpath asphalt surfacing. Whilst additional details on this aspect were provided within the Section 57A amendment a number of notations on the plans indicate that a number of finer details have not been finalised.

248. This condition should therefore remain and is required to be satisfied prior to the commencement of the development.

249. Council's internal Urban Design Unit and Strategic Transport Unit raised concern with the location of the bicycle spaces proposed along Swan Street and infrastructure proposed outside of No. 506 Swan Street. The Section 57A plans address these concerns, now proposing four bicycle rails and one park bench to be provided along the Swan Street frontage.

250. Existing Condition 26 requires the provision of a detailed design plan for the Swan Street streetscape improvements. As identified within the applicant's submission, this is not sought to be endorsed as part of this amendment. Indicative information has been provided on TP36 and it is anticipated that a more detailed design plan, including finalised details of the levels and falls, street furniture, street trees, lighting and associated infrastructure will be provided at a later date. This information is currently not provided. The condition is required to be satisfied prior to the commencement of the development.

251. In respect of the interface to the south, Council's external Urban Design Consultant commented the following:

    (a) *The undercroft of the interface with the adjoining Burley Station walk. The rearranged area now provides a small undercroft with poor surveillance in the southwest corner I would recommend the tenancy is pushed out for the western most bay to the outer column line and treated with clear glazing with to the south façade and the east facing window to avoid areas of concealment consistent with CPTED.*

    (b) *The modified podium along Swan Street and the rear interface has introduced a number of columns along the title boundaries. I think that a widening without columns to the eastern two thirds of the railway walk would be desirable to create an expanded interface character.*

252. In respect of the first comment, the south-west corner has been modified in anticipation of the extended footpath area being mirrored by the adjoining development approved pursuant to Amendment C282. This is therefore considered satisfactory.

253. In respect of the second comment, this is considered to have merit to allow for ease of access between the development and the pedestrian path and will form a condition. Given the low visibility of this part of the design due to its location, this is not considered to have an impact on the design of the podium.

254. Council's external Urban Design Consultant also recommended the top floor incorporate a kitchenette to service the terrace in conjunction with a BBQ, microwave or similar facility. It is considered that this can be incorporated into the internal area during the detailed design and fit-out stage and is not required to be shown for the planning stage.

255. VicTrack raised concerns with the upgrades to the pedestrian path along the southern boundary of the site to the east terminating at Stawell Street, commenting that the paving materials, landscaping works and street furniture as shown in the advertised plans would result in increased maintenance costs that are not supported.

256. Council's internal Urban Design Unit also raised concern with the advertised plans, providing the following comments:

    (a) *The footpath that runs between the development and Burnley Station is owned by VicTrack. Any works to this land will require VicTrack consent and a maintenance agreement between the applicant and VicTrack.*
    (b) *All street furniture proposed along the VicTrack footpath to be deleted, or relocated to within the title boundaries.*
    (c) *Proposed unit paving requires VicTrack consent, refer recommendation below.*
    (d) *Proposed planter box along rail track interface must be deleted. A planter with creepers climbing up the fence is deemed not appropriate for this location and is not supported.*
    (e) *Light bollards and wall lights are not deemed appropriate along the rail path. Pole lights is deemed the most appropriate from a CPTED perspective (to light up persons face), any lighting will require VicTrack consent and a maintenance agreement.*

257. Council's Strategic Transport Unit supported the above comments, commenting that the number of bins and seats along the rail path would reduce capacity on the already narrow path.

258. The internal Urban Design Unit recommended options be explored to upgrade the fence along the rail track, that drainage should be reviewed and that asphalt pavement be provided along the full length of the rail path, acknowledging that VicTrack consent is required between the applicant and VicTrack.

259. The Section 57A amendment removed all landscaping works and street furniture from this path, with the changes proposed now limited to re-sheeting the entire path, from the subject site to the east terminating in Stawell Street, in asphalt. No information to satisfy the comments in regards to lighting were provided, however, the amendments are considered to largely address the concerns raised by VicTrack and Council's internal Urban Design Unit.

260. Transport for Victoria have requested existing Condition 22 be updated to include VicTrack as a party to the Section 173 Agreement as it relates to the pedestrian path. Existing Condition 24 and 25 are also requested to be deleted and replaced with a new Condition 24 as follows:

    Before the Development commences, unless otherwise agreed in writing with the Head Transport for Victoria, the permit holder must submit detailed plans (inclusive of materials and landscaping) to the satisfaction of the Head, Transport for Victoria (TfV), Vic Track and the Rail Operator (RO) showing the development interface improvements for the footpath to the south (directly abutting the subject site's boundaries and extending to the east terminating at Stawell Street) being 'public realm works' on railway land. The plans must:

    (i) Show lighting, landscaping, footpaths, bicycle parking, street furniture and associated infrastructure;
    (ii) meet Rail Operator specifications and standards; and
    (iii) demonstrate that the works are compliant with the Disability Standard for Accessible Public Transport 2002.

    a) A construction control agreement must be in place between the Permit Holder and RO prior to commencement of the Public Ream Works on Rail Land.

b) The Public Realm Works outlined in the plans must be completed by the permit holder at their full cost and to the satisfaction of TfV, VicTrack & the RO.

261. The above condition would require detailed plans to be submitted to the relevant authorities (Transport for Victoria, VicTrack and the Rail Operator) for approval and is considered to adequately address the concerns by VicTrack. The above condition however, removes the requirement for the detailed plans to be submitted to the Responsible Authority for review as per existing Condition 24 and 25. These existing conditions are Council's conditions, and were never conditions required by Transport for Victoria.

262. It is therefore considered that the modified existing Condition 22 be incorporated, the existing Condition 24 and 25 to remain with the addition of the above condition also. This will ensure the comments of Council's internal Urban Design Unit are also addressed, as well as all conditions required by Transport for Victoria.

263. In addition to the above, Transport for Victoria requested existing Conditions 29 to 42 to be replaced entirely with the conditions outlined within their response. These conditions are to be included, pursuant with the requirements of the Act.

264. In respect of existing Condition 24, which requires detailed plans to be submitted to the Responsible Authority and VicTrack, it is considered the current plans before Council are unsatisfactory and require further resolution. In particular, further details are required on the proposed lighting which should incorporate a CPTED review. This condition should therefore remain.

265. In terms of light and shade to the public realm, due to the orientation of the site, the proposal will result in shadows to the south over Burnley Station however they do not reach Madden Grove. The shadowing over Burnley Station generally accords with the development as approved and therefore is considered acceptable. Consistent with the requirements of the DDO17 and proposed DDO28, the development would not result in overshadowing to the opposing side of Stawell Street or Ryan's Reserve between 10am and 2pm.

Wind impacts

266. Objective 5.1.4 of the UDGV requires new buildings within activity centres to minimise adverse wind effects. Furthermore, a key decision guideline of the DDO17 and proposed DDO28 is the wind effects created by the development.

267. The applicant has submitted a Wind Tunnel Test to assess the amended development and also to satisfy the requirements of existing Condition 19, which requires the following:

Before the development commences, an amended Wind Assessment Report to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Wind Assessment Report will be endorsed and will form part of this permit. The amended Wind Assessment Report must be generally in accordance with the Wind Assessment Report prepared by Aurecon and received by Council on 18 August 2017, but modified to include (or show):

(a) Wind tunnel model measurements undertaken to verify the findings of the desktop study, and amended to include (the use of CFD is not supported in this instance):

(i) Wind conditions outside building entries to satisfy the criterion for short period standing/sitting.
(ii) Wind conditions in outdoor café/retail seating areas to satisfy the criterion for long period standing/sitting. Details of wind mitigation strategies must be provided and be to the satisfaction of the responsible authority.

(iii) Wind conditions at the Burnley Station entrances and Bicycle parking and on the station platforms to satisfy the short period standing/sitting criterion.

(iv) Wind conditions in all other areas of the surrounding streetscapes to satisfy the walking criterion.

(v) Wind conditions on the private terraces to satisfy the walking criterion.

(vi) Wind conditions in the surrounding streetscapes and private terraces to satisfy the Safety criterion of a gust wind speed 23 ms^{-1} as defined by Melbourne (1978).

(vii) The Existing wind conditions (prior to the demolition of the existing buildings) provided to allow the wind impacts of the proposed development to be assessed.

268. In respect of the above items, the submitted report does not provide any assessment of Condition 19 (a) (iii), Condition 19 (a) (vi) or Condition 19 (a) (vii). With particular regard to Condition 19 (a) (vii), Council's external Wind Consultant specifically identified that the Existing Configuration wind conditions were not presented and an assessment of the wind impacts of the proposed development on the existing streetscapes therefore could not be made.

269. As a result of the above findings, Condition 19 (a) (iv) and Condition 19 (a) (vi) (as it relates to the surrounding streetscapes) have also not been satisfied. The information to substantiate the claims made has not been provided.

270. Furthermore, the submitted report relies heavily on the development of the neighbouring property to the west to achieve walking criterion for the surrounding streetscapes. This is unacceptable. This land is privately owned land and whilst two approvals have been granted for this site neither approval has yet to seek the endorsement of plans. The applicants wind report also relies on the first approval for the land, and not the more recent one which may impact the wind conditions.

271. There is not sufficient justification to indicate that the development of the neighbouring land will proceed and as such the subject site must demonstrate it can achieve walking criterion under existing conditions.

272. As identified by Council's external Wind Consultant, when assessing the proposal without relying on the neighbouring development to the west there are significant concerns with the development achieving walking criterion for the footpaths and standing criterion for building entrances. In particular, the entrance to the Swan Street facing restricted retail premises would not meet this requirement.

273. The applicant's wind report made recommendations for the entrances to the ground floor restaurant, south facing restricted retail premises and the location of outdoor seating placed within the eastern pedestrian access. These recommendations have been incorporated into the plans and as such, these entrances are considered to satisfy standing criterion.

274. As discussed above, compliance with Condition 19 (a) (i) has not been achieved, as it has not been satisfactorily demonstrated that wind conditions outside all of the building entrances can achieve standing criterion.

275. In respect of compliance with Condition 19 (a) (v) only the rooftop terrace has been assessed and none of the other private terraces. The Section 57A plans also modify the location and design of terraces that would require further analysis. The report submitted by the applicant identified that without landscaping, the rooftop terrace would exceed walking criterion. This is not acceptable. It is clear this condition has also not been met.

276. Furthermore, in respect to wind conditions, Council's external Urban Design consultant recommended the following:

(a) *Amend plans to achieve the planning condition Cl 19(a) (ii).*

(b) *Amend plans to achieve the criteria for Full Standing for the interfaces with the bicycle entry.*

(c) *Provide a plan to achieve a level for standing/sitting for short periods to the external terrace at level 13.*

277. The applicant provided additional information from their wind consultant to address the above concerns raised by Council's external Urban Design Consultant. The following assessment is provided:

(a) In respect of compliance with Condition 19(a) (ii) the applicant has demonstrated that the location of outdoor seating adjoining the café tenancy in the eastern pedestrian access would satisfy sitting criterion. The applicant's additional wind assessment however, identifies that further wind mitigation measures may be required if outdoor seating is provided adjoining the restaurant. Condition 19(a) (ii) therefore has not been satisfactorily addressed, as the applicants own submission indicates that there may be future issues.

(b) In respect of achieving standing criterion at the bicycle entrance, the applicants wind consultant relies on the development of the adjoining land to the west to achieve compliance. As discussed, this is not acceptable and this concern remains outstanding with Condition 19 (a) (iii) unsatisfied.

(c) In respect of achieving standing/sitting criterion for the roof terrace, Condition 19 (a) (v) only requires walking criterion to be achieved, as such whilst standing/sitting criterion would be preferable it is considered walking criterion has already been determined to be acceptable. This condition, however, as previously discussed has not been satisfied.

278. To ensure that the above matters are adequately addressed, with regard to the more recent wind tunnel modelling submitted, and due to the recommended built form modifications, it is recommended that existing Condition 19 be modified to the following:

Before the development commences, an amended Wind Tunnel Report to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Wind Tunnel Report will be endorsed and will form part of this permit. The amended Wind Tunnel Report must be generally in accordance with the Wind Assessment Report prepared by ***Vipac Engineers and Scientists, dated 23 July 2019****, but modified to include (or show):*

a. Assess the proposal as referenced and amended pursuant to Condition 1.

b. Wind conditions outside building entries to satisfy the criterion for short period standing/sitting.

c. Wind conditions in outdoor café/retail seating areas to satisfy the criterion for long period standing/sitting. Details of wind mitigation strategies must be provided and be to the satisfaction of the responsible authority.

d. Wind conditions at the Burnley Station entrances and Bicycle parking and on the station platforms to satisfy the short period standing/sitting criterion.

e. Wind conditions in all other areas of the surrounding streetscapes to satisfy the walking criterion.

f. Wind conditions on the private terraces to satisfy the walking criterion.

g. Wind conditions in the surrounding streetscapes and private terraces to satisfy the Safety criterion of a gust wind speed 23 ms-1 as defined by Melbourne (1978).

h. The Existing wind conditions (prior to the demolition of the existing buildings) provided to allow the wind impacts of the proposed development to be assessed.

279. Subject to the retention and modification of existing Condition 19, it is considered that the development can satisfactorily address wind.

Landmarks, Views and Vistas

280. It is policy at clause 15.01-2S of the Scheme that important landmarks, views and vistas be protected or enhanced. The impact on long range views and vistas are only relevant where they form part of an identified character of an area (within planning policy) and typically apply to landscapes or natural features.

281. The proposed development does not compete with any identified landmarks given its location and is considered to be an acceptable response to the local policy direction under clause 22.03-4 of the Scheme.
Site Coverage

282. This aspect has not been modified within the amendment, the site coverage at 100 per cent is maintained and deemed appropriate as the existing level of site coverage in the surrounding (and immediate) area is similar and with regard to the high site coverage of commercial buildings in this precinct.

Landscape Architecture

283. In respect of landscaping, a landscaping plan was submitted by the applicant to satisfy the requirements of existing Condition 13. The applicant also seeks to delete the conditional requirements of existing Condition 13 (b), (g) and (i).

284. An assessment against the requirements of existing Condition 13, and the proposed deleted conditions, is provided below:

(a) show the type, location, quantity, height at maturity and botanical names of all proposed plants. Shade tolerant species are recommended for the ground floor;	A plant species list has been provided, providing the height at maturity and botanical names of all proposed plants. The type and location of proposed plants has been shown. The quantity of plants to be utilised has not been included. This condition has not been satisfied.
(b) show the extent of planters and where the Ronstan X-tend mesh panels are proposed;	The applicant has requested this condition be deleted. Condition 13 (b) makes reference to 'Ronstan X-tend mesh panels' that are no longer proposed and as such this is considered acceptable to be deleted.
(c) further details of the proposed planters – height, materials, depth and type of planting media, irrigation and drainage. NB, the plan notes indicate that trees will be planted in 1500mm depth soil however the planters shown are 600mm depth;	Council's Open Space Unit reviewed the submitted landscaping plan and commented that a detail of the planters themselves should be provided confirming material, filter media, irrigation method, drainage system and water proofing layer. This condition has not been satisfied.
(d) confirm any green façade elements;	The SMP refers to low planter boxes with climbers on vertical tensile wires, climbers to grow to outside cladding, planters on ground floor, level 2 and level 5 and reference to a stainless steel mesh incorporated into the design for maximum success of the vertical garden.

	These elements are not shown within the landscaping plans. This condition has not been satisfied.
(e) show the materiality of the proposed spaces;	The submitted landscaping plan does not reference the materiality of any of the proposed spaces. The condition has not been satisfied.
(f) detail the design (including the provision of sections) and layout of the common area, planters and ground level planting areas;	The layout of the common areas and specific details of planters and ground level planting areas (including sections) has not been provided. This condition has not been satisfied.
(g) provide a specification of works to be undertaken prior to planting;	The applicant has requested this condition be deleted. The applicant has requested this as they believe providing this level of detail at this stage of the application process is not required. The landscaping plan is required prior to the commencement of development. This is considered typical and also necessary to ensure that the proposed landscaping is viable. It is considered that this condition should remain and would be required to be satisfied.
(h) further detail on any sustainable treatments and water harvesting methods ;and	No detail on any sustainable treatments and water harvesting methods have been included. This condition has not been satisfied.
(i) detail plant/planting maintenance schedules and requirements.	The applicant has requested this condition be deleted. The applicant has requested this as they believe providing this level of detail at this stage of the application process is not required. The landscaping plan is required prior to the commencement of development. This is considered typical and also necessary to ensure that the proposed landscaping is viable. Council's Open Space Unit commented that Information on the ongoing maintenance of the raised beds is required. It is considered that this condition should remain and would be required to be satisfied.

285. As a result of the above assessment, it is considered that existing Condition 13 should be replaced with the following Condition:

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 amended Landscape Plan must be generally in accordance with the Landscape Plans prepared by Tract and dated 4.11.2019, but modified to include (or show):***

(a) show the type, location, quantity, height at maturity and botanical names of all proposed plants. Shade tolerant species are recommended for the ground floor;

(b) Deleted.

(c) further details of the proposed planters – height, materials, depth and type of planting media, irrigation and drainage. NB, the plan notes indicate that trees will be planted in 1500mm depth soil however the planters shown are 600mm depth;

(d) confirm any green façade elements;

(e) show the materiality of the proposed spaces;

(f) detail the design (including the provision of sections) and layout of the common area, planters and ground level planting areas;

(g) provide a specification of works to be undertaken prior to planting;

(h) further detail on any sustainable treatments and water harvesting methods ;and

(i) detail plant/planting maintenance schedules and requirements.

to the satisfaction of the Responsible Authority.

286. Subject to conditions, it is considered the proposed landscaping would be satisfactory.

287. In respect of street trees, a Tree Management Plan (TMP) was submitted by the applicant to satisfy the requirements of Condition 17. Council's Streetscapes and Natural Values Unit reviewed the submitted TMP and provided the following comments:

The report states that further investigation is required to ensure the proposal does not affect the tree.

If the investigation identifies structural roots that must be retained the proposal will need to be amended to reduce the below ground impact on the tree, ensuring its viability post development.

The applicant needs to produce further evidence to show that the current proposal will not affect the tree or we need to condition that the works cannot start until this evidence has been documented by a suitably qualified arborist. On receipt of the documentation, we will be able to either approve the existing proposal or request amendments be made to protect the neighbouring tree.

288. The applicant has reviewed the above information and agreed that in light of this information, the matter will be addressed at a later date.

289. With regard to the above, existing Condition 17 has not been satisfied and a revised TMP is required to address the above points. Existing Condition 17 should therefore remain on any amended planning permit.

Environmentally Sustainable Development (ESD)

290. In respect of ESD, an updated Sustainable Management Plan (SMP) was submitted by the applicant to satisfy the requirements of existing Condition 6. The applicant also seeks to modify the conditional requirements of existing Condition 6 and 6 (a) and delete existing Condition 6 (h).

291. In respect of the modifications requested to existing Condition 6, this is considered acceptable as a new SMP by a different company has been submitted to accompany the amended design.

The condition should therefore be updated to reference the most recent report, prepared by WSP and dated 18 June 2019.

292. Council's ESD Advisor reviewed the amended development and SMP against the conditional requirements of existing Condition 6, providing the following assessment:

(a) Tinted glass to have a minimum VLT of 40% to balance daylight and thermal loading

This condition has been addressed in the updated SMP and the plans also note the minimum threshold.

(b) Re-worded to avoid ambiguous language such as "preference" and "aiming to include"

This condition has been addressed in the updated SMP.

(c) The type of hot water system which will be used and its standard of energy efficiency

No reference to the type of hot water system in the SMP. Please update to include the type of system (i.e. heat pump) as well as corresponding energy efficiency standard.

(d) Confirm the solar photovoltaic system size and location on all roof plans and include some system overview in the SMP with the solar photovoltaic array to contribute to onsite electricity consumption

Size of system mentioned in SMP. Town planning documentation needs to be updated to include the system size.

(e) The approximate location and size of rainwater tank

There is inconsistency between the SMP and the town planning drawings in terms of overall provision of rainwater tanks – the town planning drawings note 2 x 50Kl tank.

(f) Green façade elements confirmed

Green façade elements not incorporated in the design, however only arch plans have been reviewed.

(g) Water efficient landscaping provided by rainwater

Landscaping to be irrigated by the 20KL rainwater tank. No specification of drought tolerant species.

(h) An on-site energy storage sytem

No on-site energy storage system specified. Further information required.

293. In respect of existing Condition 6(a), the development meets the conditional requirement as specified within the permit as determined by Council's ESD Advisor and therefore it is considered that this condition is satisfied and no modification to the condition as requested is necessary.

294. Existing Condition 6 (b) has been satisfied. In respect of existing Condition 6 (c), this condition has not been satisfied and should remain, whilst the applicant provided additional information stating that the hot water plant is a 'demand duo solar pre-heat,' this level of information is not provided within the document and is required to be included.

295. In respect of existing Condition 6 (d), the applicant advised that the plans submitted via Section 57A were updated to include the size of the solar photovoltaic array, however, a review of the plans shows the location is shown with a note indicating '*PV Panels to Service Engineers DWG'.* This does not satisfy the requirement which would require the plans to be updated to include the size as being a 40kW array.

296. As such, it is considered that existing Condition 6 (d) itself is satisfied, however the requirements of existing Condition 1 (x), which requires the requirements of the endorsed SMP to be shown on the plans, are not. Existing Condition 1 (x) should therefore be retained on any amended permit issued to ensure this detail is shown on the plans.

297. In assessing existing Condition 6(e), Council's ESD Advisor identified that there was an inconsistency between the SMP and the town planning drawings in terms of the overall provision of rainwater tanks. The applicant advised that the plans submitted via Section 57A were updated to accord with the SMP. A review of the plans confirms this, the SMP refers to two water tanks, one 50kL rainwater tank and a second 20kL rainwater tank.

298. The Basement 1 plan shows these two tanks, however the SMP only shows the location of the 50kL tank and not the second smaller tank. As per existing Condition 1(e) the location of the rainwater tanks are to be shown within the SMP and therefore this condition should remain, with the SMP updated to show the location of the 20kL tank.

299. In respect of existing Condition 6(f), the SMP refers to low planter boxes with climbers on vertical tensile wires, climbers to grow to outside cladding, planters on ground floor, level 2 and level 5 and reference to a stainless steel mesh incorporated into the design for maximum success of the vertical garden. Reference is also made to significant planters on 'break-out terraces' to support trees.

300. The landscaping plan makes no reference to climbers on vertical tensile wires and climbers on outside cladding. Whilst planters are provided on the ground floor and Level 2, there is no landscaping plan provided for Level 5 as indicated within the SMP. There is also no reference within the landscaping plans to stainless steel mesh to support a vertical garden. This condition is clearly not satisfied, with the SMP required to be updated to correlate with the landscaping plan. Furthermore, the SMP should identify drought tolerant species are to be utilised to satisfy existing Condition 6(g).

301. In respect of existing Condition 6(h) this has not been included by the applicant within the revised SMP as they seek to delete this requirement. This is sought for deletion as the applicant understands given the proposed 40kW photovoltaic array and energy requirements of the building, there would be limited excess generation to warrant an on-site energy storage system. This requirement was identified as an ESD improvement opportunity within the original assessment, and not a requirement. As such, it is considered that the proposed ESD response achieving a green star rating of 5 stars, without the provision of an on-site storage system, is acceptable, and the condition should be deleted.

302. As a result of the above assessment, it is considered that existing Condition 6 should be replaced with the following Condition:

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 ***WSP (prepared on 18 June 2019)****, but modified to include or show:*

(a) The type of hot water system which will be used and its standard of energy efficiency
(b) Confirm the solar photovoltaic system size and location on all roof plans and include some system overview in the SMP with the solar photovoltaic array to contribute to onsite electricity consumption
(c) The approximate location and size of rainwater tank
(d) Green façade elements confirmed
(e) Water efficient landscaping provided by rainwater

303. It is considered that the proposal will achieve a high level of environmentally sustainable design and greater internal amenity for future occupants. This satisfies a number of clauses including 15.02-1, 18.02-1, 21.06 and 21.07.

Off-site amenity including City Link Exhaust Stacks

304. The decision guidelines at Clause 22.05-6 specify that Council should consider (as appropriate);

(a) *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.*

305. Furthermore, a key objective of the DDO17 is to *minimise the amenity impacts on residential properties adjoining the Swan Street Activity Centre including overlooking, overshadowing and visual bulk impacts.*

306. The appropriateness of amenity impacts need to be considered within their strategic context, with the site located on land zoned C2Z. As the site surrounds description identifies, the closest residential properties are located 20 metres to the north-west across Swan Street (429-437 Swan Street), where dwellings are located within a C1Z. Further north of this, dwellings are located within the General Residential Zone in excess of 50 metres from the site.

307. To the south dwellings are located within the General and Neighbourhood residential Zones, across the railway line and along Madden Grove. These properties are 65 metres from the subject site.

308. The properties to the east are zoned C2Z in which residential use is prohibited. To the west, the site is zoned C1Z with two existing approvals, one for a mixed-use scheme containing dwellings (PLN15/0057), with the other scheme containing commercial uses only (Amendment C282 yara).

Equitable Development

309. To ensure the 'fair, orderly, economic and sustainable development of land' in accordance with the objective of the Act, matters of equitable development should be considered.

310. The amendment proposes to reduce setbacks to both the east and west. In this instance, only the eastern and western interfaces are considered relevant as there are no directly adjoining properties to the north and south.

311. To the west, the proposal maintains a four storey wall built to the boundary. Whilst the amendment incorporates a lightcourt along this boundary from Level 2 and above, it is concealed behind a boundary wall and would therefore not rely on the adjoining property for daylight. Above the on-boundary wall, a minimum setback of 4.5 metres is provided to the western boundary.

312. To the east, the minimum separation distance of 4.5 metres provided at the upper levels to the east is considered to provide an adequate separation distance.

313. The proposed minimum upper level setbacks of 4.5 metres are in excess of the requirements of the current DDO17 and proposed DDO28 (sought pursuant to Amendment C191) that apply to the site and the broader Swan Street MAC. The provision seeks a minimum 3.0 metre setback from common boundaries where a commercial or non-habitable room window is proposed.

314. Furthermore, the current DDO17 and proposed DDO28 seeks development of properties in the locations shown as "Upper Level Building Breaks" on Plan 7 must incorporate side setbacks greater than the standards in Clause 2 to enable clear views to the sky between buildings along Swan Street when viewed from the opposite side of Swan Street, and along Cutter Street and Bendigo Street.

315. The site is encumbered by an "Upper Level Building Break" location along the western boundary. Exceeding the minimum 3 metre setback requirement as identified above, and within Clause 2 of the DDO17, by 1.5 metres is considered to meet this requirement.

Noise

316. Given the separation between the subject site and sensitive land uses are 20 metres at a minimum from the site, the proposal is unlikely to result in unacceptable noise emissions given that the building would be used for offices with a ground floor retail and food and drinks premises.

317. The applicant submitted an acoustic report to address noise impacts to and from the development. The acoustic report provided by the application was peer reviewed by Council's Acoustic Consultant who identified the report generally addresses the acoustic issues related to the proposal.

318. Council's Acoustic Consultant identified that the report recommended further acoustic reviews of noise from the mechanical plant, the loading dock activity and patron and music noise associated with the retail and food and drinks premises.

319. Existing Condition 11 requires a post-occupational acoustic report to be submitted to confirm that the recommendations of the endorsed report are implemented and to assess the mechanical plant noise to SEPP N-1. It is recommended this condition be updated to ensure noise from the loading dock is also assessed at this time. This will ensure the post-occupational report is consistent with the recommendations of the acoustic report submitted with the amendment.

320. The comments made in regards to the proposed food and drinks premises have previously been discussed within this report.

321. Whilst concern was raised with potential for voice noise from the Level 4 terrace and potential impact on the proposed residential scheme to the west, the office use does not require a planning permit and therefore the hours of operation for the terraces cannot be controlled. Existing condition 61 requires the use and development to comply at all times with SEPP N-1 and this is considered to adequately cover noise from the office terraces.

322. Lastly, Council's external Acoustic Consultant identified the following:

The report includes indoor targets for patron noise. SLR would prefer these to be removed from the report because they are not relevant to the application and are 5 dB higher than we have accepted on projects where they do apply in bedrooms at night. However, the indoor targets have not actually been used in the assessment, so their removal is more about avoiding setting precedence rather than about this application in particular.

323. As a result of the above recommendation, it is considered that a new condition should be implemented requiring the acoustic report to be updated, as follows:

Before the development commences, an amended Acoustic Report to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Acoustic Report will be endorsed and will form part of this permit. The amended Acoustic Report must be generally in accordance with the Acoustic Report prepared by Clarity Acoustics and dated 26 June 2019, but modified to include (or show, or address):

(a) ***Deletion of the indoor targets for patron noise.***

324. Furthermore, existing Condition 11 should be updated to reference this updated report as it currently references the previous report submitted with the initial application. The references to conditions within the condition also will be required to be updated, due to the subsequent renumbering of conditions as a result of the additional conditions implemented as discussed.

Visual bulk and overlooking

325. In relation to overlooking, it is an accepted principle that overlooking only occurs between habitable rooms (i.e. bedrooms and living rooms) and private open spaces within a 9 metre radius. The proposed building will not be within 9 metres of any existing residences.

326. The proposed development is for an office with additional commercial uses on the ground floor and therefore is not subject to the same requirements as would be afforded to other built form typologies, such as an apartment building.

327. Regardless, when assessed against the neighbouring development approval for dwellings to the west (PLN15/0057) the combined separation distance of 9 metres between the upper levels of the developments is considered to address any overlooking concerns. Whilst it is acknowledged that at Level 03 of the development to the west terraces are incorporated within the setback area to the boundary, it is considered that the amendments proposed would not drastically alter the approved outcome in terms of overlooking.

328. In respect of visual bulk impacts, it is considered that the separation provided by Swan Street to the north and the train lines to the south would adequately mitigate visual bulk impacts to the more sensitive residential interfaces. There are no sensitive interfaces to the east, in respect of the proposed residential development to the west, the following assessment from the original Officer Report continues to be applicable:

The proposal includes a terrace at this floor which directly abuts these areas. These terraces all have a 1.2m high planter which combined with the terrace widths provides a visual buffer both in terms of height and width. This results in future occupants of those terraces not being able to stand right up to the podium edge and are setback at least 1.6m from the shared boundary. Additionally, this would not be drastically different for those future occupants to what is already occurring within their own development where several terraces are located adjacent to each other along this eastern side.

Fumes and air emissions, light spillage

329. The majority of the office, restricted retail and food and drinks premises uses are enclosed with the uses conducted indoors (with the exception of the outdoor terraces for office and the adjoining ground floor pedestrian access path). The uses proposed, albeit modified on the ground and first floors, are largely consistent with the previous approval.

330. The proposed uses are not considered to result in unreasonable air emissions, with light spill from the upper level offices limited due to the nature of the use that is anticipated to operate primarily during the day. There would be no fumes associated with the proposed uses. The following from the original Officer Report is considered to continue to apply:

Light spill will also be limited due to the use primarily operating during the day. Again, this is another area where residents must temper their expectations when they face a zone where these types of uses are encouraged. Whilst the proposed food and drinks premises will also operate at night, these are separated from the residential areas by built form, significant distances, and for those to the south –by the train line.

Overshadowing

331. As previously determined, no existing private open spaces in the surrounds will experience increased overshadowing as a result of the proposal. The shadowing to the terraces proposed to the west would not increase as a result of the proposal and therefore continues to be acceptable.

City Link Exhaust Stacks

332. The Design and Development Overlay Schedule 5, City Link Exhaust Stack Environs (DDO5) requires that notice of a development be given to the EPA, Transurban City Link Limited and the Roads Corporation (Transport for Victoria). The design objectives of DDO5 are as follows:

    (a) *To ensure that the development of land around the City Link exhaust stack is not adversely affected by the operation of the stack.*
    (b) *To ensure that development of land around the City Link exhaust stack does not adversely affect the operation of the stack.*
    (c) *To ensure that the relevant authorities are informed of development within close proximity of the City Link exhaust stack and to facilitate comment by those authorities on any specific requirements relating to the design and built form of new development in the area which might be desirable having regard to the proximity of the stack.*

333. The EPA reviewed the proposal and advised that they had no issue with the proposed development. The advice of the EPA is considered adequate to consider that the City Link Exhaust Stacks will not adversely impact the proposed development, meeting the relevant purpose of the DDO5.

334. Transurban City Link and the Road Corporation (Transport for Victoria) were notified of the proposal, neither of which raised concern about impacts of the proposed development on the exhaust stacks with Transurban City Link deferring to the advice of the EPA. Accordingly, the objectives of the DDO5 are considered to be met.

Car parking, traffic, loading, access and bicycle provision

Parking Demand and Parking Availability

335. The amendment, not including the car share spaces and taking into consideration the revised car parking requirements for areas noted within the Principal Public Transport Network (PPTN) Area in accordance with Amendment VC148 (gazetted 31 July 2018), has resulted in a total car parking reduction of 423 spaces. The current permit approved a total car parking space reduction of 503 spaces (not including the car share).

336. Whilst the amendment represents an increased reduction associated with the restricted retail premises specifically, of 8 spaces, it is considered that this shortfall would be absorbed into the surrounding area. The amended design results in a total car parking reduction 80 spaces less than the current approval. The current approval considered the impact of this additional 80 space car parking reduction on the surrounding area, concluding there would be no adverse impact.

337. Council's Engineering Unit reviewed the revised proposal, car parking reductions and allocations raising no issues.

Traffic and Alteration of Access to a Road Zone, Category 1

338. The following traffic generation for the site was adopted by the Applicant's Traffic Engineers and reviewed by Council Engineers.

Proposed Use	Adopted Traffic Generation Rate	Peak Hour	
		AM	PM
Commercial (Office, Retail, Food and Drinks)	0.5 trips per parking space per peak hour (108 on-site staff spaces)	54	54

Access and layout

339. The proposal would have the following traffic directional split:

(a) AM Peak – 10% outbound (5 trips), 90% inbound (49 trips); and
(b) PM Peak – 90% outbound (49 trips), 10% inbound (5 trips).

340. Council's Engineering Unit commented that the amended proposal retains the left-in left-out access arrangement as per the current approval and that the peak hour generation volumes are lower than what was originally contemplated for the approved design. As such, Council's Engineering Unit raised no objection with the expected traffic volume generated by the amended proposal.

341. Transport for Victoria (Roads Corporation) are a referral authority due to the alteration of access from a Road Zone, Category 1 (Clause 52.29). The location of the crossover is proposed to be amended within the proposal.

342. The Roads Corporation reviewed the proposal, advising that they did not object to the proposed subject to existing Condition 43 updated to the following:

Before the development commences (excluding demolition), or other time agreed to in writing with Head, Transport for Victoria, amended plans are to be submitted to the Head, Transport for Victoria (TfV) and once approved, can be endorsed by the Responsible Authority, upon which the plans will form part of the permit. The plans must be drawn to scale with dimensions and three copies must be provided. These plans must be generally in accordance with the plans submitted to TfV with the application but are to be modified to show:

(a) ***the installation of signs, line marking, splitter island and associated road works permitting only "left turn in" and "left turn out" vehicular access from Swan Street.***

(b) ***Modification as required and/or removal of any existing car parking spaces, street tree/s and associated road works on the south side of Swan Street to accommodate the new vehicular access arrangement.***

343. The existing VicRoads note was also requested to be updated to the following:

Separate consent may be required from Head, Transport for Victoria (the Department of Transport) under the Road Management Act 2004 for buildings and works (i.e. canopies and architectural features/ projections) undertaken outside the title boundary within a Road Zone Category 1 (i.e. Swan Street). Please contact VicRoads prior to commencing any works.

344. The abovementioned condition and note are to be included on the permit, pursuant with the requirements of the Act.

Access and layout

345. Clause 52.06-9 (Design standards for car parking) of the Scheme relates to the design of car parking areas and contains 7 standards and requirements relating to access way, car parking spaces, gradients, mechanical parking, urban design, safety and landscaping.

346. These details, along with the amended proposed ramp designs have been reviewed by Council's Engineering Unit who is satisfied with the layout of the car parking area, with the exception of the response provided in relation to existing Condition 1 (p). As previously discussed, this item is outstanding.

347. Overall, the proposed design and configuration of access and car parking areas as amended are considered to achieve a satisfactory outcome, subject to the above mentioned condition.

Car share

348. The applicant seeks to amend existing Condition 28 to provide 2 car share spaces, in lieu of 6, and to modify the timeframe for the maintenance of the car share spaces on-site to 2 years, in lieu of 10.

349. In respect of the modification to reduce the number of cars available for the car share to 2, this is considered satisfactory given the location of the site in proximity to an abundance of public transport options as well as the significant sustainable transport offer provided on site.

350. In respect of modifying the timeframe for the maintenance of the car share spaces to 2 years, the applicant advised that the 10 year agreement is excessive and a letter provided by Flexicar identified that a 2 year agreement is a standard commercial agreement. The relevant advice provided by Flexicar is provided below:

A standard commercial agreement of this scope would involve an Initial Term of 24 months with ongoing 12-month extensions until either party provides written notice to terminate the agreement. The length of these terms can of course be amended to the specific requirements of the project.

351. With regard to the above, it is considered that insufficient justification to reduce the timeframe for the maintenance of the car share spaces has been provided. It is clear that the car share can be maintained for longer than 2 years. Furthermore, the wording of the relevant condition does not require the applicant to enter into a ten year agreement, but rather requires the applicant to have an arrangement with a car share operator/and or the future Owners Corporation for a minimum period of 10 years.

352. So long as an agreement with any car share operator over the 10 year period is maintained, the applicant would meet the requirements. This is not considered onerous, with particular regard to the SMP that includes the provision of 2 share cars as a sustainable transport commitment.

353. It is therefore considered that existing Condition 28 be updated to reference the reduction of car share vehicles, to 2. Furthermore, existing Condition 51 (e) would also be required to be updated to reference the reduction in car share spaces from 6 to 2. Whilst this was not applied for by the applicant, given the balance of the documentation submitted for assessment, this is considered a logical amendment to ensure consistency.

Loading and unloading

354. Council's Engineering Unit reviewed the revised loading/unloading arrangements, commenting that the loading dock has a width of 7.51 metres and a depth of 9 metres and is considered satisfactory.

355. Existing condition 55 requires that 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. This will ensure that all loading activities

Bicycle parking and facilities

356. The amended proposal significantly modifies the location and provision of bicycle parking and end of trip facilities.

357. The amended proposal provides a total of 176 bicycle parking spaces on-site for employees, with end-of-trip facilities provided at the basement 1 level. The number of bicycle spaces for employees exceeds the statutory rate outlined in Clause 52.34 (which requires 57 employee spaces) and exceeds the rate outlined in Category 6 of the Built Environment Sustainability Scorecard (BESS).

358. The Strategic Transport Unit commended the design and location of the employee spaces and facilities. Concern was raised with the brand-specific designation of the proposed storage devices with a recommendation made for the notations to be updated to specifically reference the devices chosen or for the Green Travel Plan to be amended to indicate the devices chosen.
359. The plans amended via Section 57A update the notations to specifically reference the devices chosen and this concern therefore is considered to be satisfied, however, the following notation is included on the basement 1 plan '*refer traffic report for bike rack details.'* As the traffic report will not form part of the endorsed documents, it is considered that the Green Travel Plan should be updated to include the bike rack details.

360. Twenty-five of the bicycle racks are provided horizontal at-grade. This would not satisfy the requirements of AS23890.3, where at least 20% of the employee spaces are to be provided horizontal at-grade. As previously identified, existing Condition 1 (v) has not been satisfied as a result and will remain, the plans will be required to be amended to comply.

361. In respect of visitor parking, Council's Strategic Transport Unit reviewed the advertised plans commenting that a number of the 40 visitor spaces provided (28 on-site, 12 off-site) were not acceptable in their current form.

362. Specifically, the three on-street bicycle hoops located in front of No. 506 Swan Street were not supported. These has subsequently been removed via the Section 57A amendment, and the proposal now provides 28 spaces on-site and 8 spaces off-site, along the site's own Swan Street frontage. Council's Strategic Transport Unit anticipated a reduction of bicycle parking as a result of the issue identified above, commented that a minimum 36 spaces should be provided to meet the rate outlined in Category 6 of the BESS. The minimum 36 spaces is maintained within the proposal.

363. Due to the inclusion of four bicycle hoops on the Swan Street frontage that were not previously proposed, an additional condition should be included requiring the bicycle racks to be installed on Swan Street at the permit holders cost and in a location and manner to the satisfaction of the responsible authority.

364. In respect of the bicycle parking layout, Council's Strategic Transport Unit made the following comments:

(a) *All bike spaces on the Swan Street footpath must be provided parallel to the kerb and laid out as per the attached Bike Hoop Placement Details document. As far as possible hoops must also be located at least 1.5m from other objects on the footpath to allow efficient street-cleaning.*

(b) *It is recommended that half the bike hoops adjacent the southern title boundary (shown below) are rotated 90 degrees to facilitate easier access from Burnley Station and the pedestrian link. The remaining half will remain easily accessible to people coming from the east.*

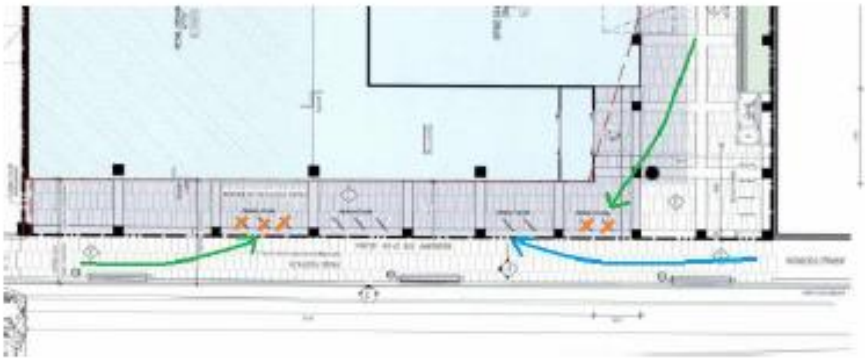


Figure 1 – Green arrows show direction of travel from Burnley Station and the Pedestrian link.

Orange markings show preferred hoop angle.

365. In respect of the first item, the Section 57A plans amended the on-street bicycle hoops so that they are now located parallel to the curb. A notation has been included indicating that the hoops will be provided to City of Yarra Standard Details and Public Domain manual. This is therefore considered to be satisfactory.

366. In respect of the second item, the Section 57A plans amended the preferred hoop angles to accord with the requirements outlined above.
367. The proposed layout of the visitor bicycle spaces is therefore considered satisfactory as shown on the decision plans for the amendment.

Electric vehicles

368. The amended design seeks to reduce the provision of electric vehicle charging stations from 12 to 6, with two of these being associated with the car share vehicles.

369. Council's Strategic Transport Unit raised concern with the ability for the car share provider to provide electric vehicles, however, the applicant has confirmed with Flexicar (the car share provider) that this is achievable. This concern is therefore considered to be addressed.

370. Council's Strategic Transport Unit also recommended car parking areas to be electrically wired to be 'EV ready.' Due to the reduction in EV charging stations from 12 to 6 this is considered reasonable and should form a condition.

Green Travel Plan

371. The applicant also supplied a Green Travel Plan (GTP) to satisfy the requirements of existing Condition 56. The GTP is generally adequate but as identified above, the GTP will be required to be updated to include the bike rack details.

372. Section 4.1 and Appendix A will also be required to be updated, as further horizontal at-grade employee spaces will be required to satisfy existing Condition 1 (p).

373. As a result of the above assessment, it is considered that existing Condition 56 should be replaced with the following Condition:

Before the development commences, a Green Travel Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Green Travel plan will be endorsed and will form part of this permit. ***The Green Travel Plan must be generally in accordance with the Green Travel Plan prepared by Ratio Consultants (dated 21 November 2019) but modified to include or show:***

(a) ***The bike rack details;***
(b) ***Section 4.1 and Appendix A updated to accord with the development as amended pursuant to Condition 1***

Waste Management

374. Following a review of the WMP (authored by Ratio Consultants and dated 25 Nov 2019), Council's City Works Unit advised that the document was satisfactory. As such, it is considered that should a permit issue, this WMP be endorsed and form the endorsed WMP in accordance with Condition 8 of the existing planning permit.

375. The proposal provides for an 80sqm waste storage room for all uses within Basement 1, adjoining the loading bay area. The collection of waste will be by private collection and from within the title boundaries (the private contractor will undertake waste collection within Basement 1) will assist in ensuring all commercial activities are contained within the boundaries of the site to ensure that unreasonable impacts to the residential properties in the surrounds is limited.

376. Condition 9 of the existing planning permit will ensure that the collection of waste be by private collection, unless without the prior written consent of the Responsible Authority.

Other Matters

377. The current planning permit includes errors within the permit condition numbering due to a formatting error. The amendment will also seek to correct this error, to ensure the logical numbering of permit conditions.

378. Due to the inclusion of several new conditions, the renumbering of permit conditions will be required to be altered accordingly. Where references to conditions have been made in this report, they are referencing the existing conditions of the existing planning permit. A copy of the existing planning permit is included for reference.

Objector concerns

379. The majority of the issues which have been raised by the objectors have been addressed within this report.

(a) *Neighbourhood character*

This is discussed within paragraphs 157 to 161 and paragraphs 195 to 199.

(b) *Height/Massing;*

This is discussed within paragraphs 200 to 234.

(c) *Visual bulk/Overshadowing;*

This is discussed within paragraphs 325 to 328 and paragraph 331.

(d) *Impact on existing infrastructure;*

It is not considered that the proposed amendments would increase the demand on the existing infrastructure.

(e) *Car parking/traffic implications; and*

This is discussed within paragraphs 335 to 347.

(f) *Impacts to VicTrack land.*

This is discussed within paragraphs 223 to 228 and paragraphs 255 to 260.

Conclusion

380. The amended proposal, subject to the conditions recommended, is an acceptable planning outcome that demonstrates compliance with the relevant Council policies.

RECOMMENDATION

That a Notice of Decision to Grant an Amended Planning Permit for amendment to Planning Permit PLN17/0448 be issued to to allow for changes to the permit preamble, deletion/amendment of conditions, reconfiguration of building uses (including increased hours and patron numbers for cafe and restaurant - permit required uses), internal reconfigurations, changes to the car parking provision/allocation, built form changes (including a reduction in setbacks, an increase in overall height, addition of a storey to a total of 14 storeys plus rooftop plant and changes to the design) and alteration of access to a road zone, category 1 at 484 – 486 Swan Street, Richmond, generally in accordance with the plans and reports noted previously as the "decision plans", subject to the following change to the permit preamble and permit conditions (amended/new conditions shown in **bold**).

Preamble (amended)

*Use and development of the land for the construction of a mixed use building (permit required for food and drinks premises (café **and restaurant**)), reduction in car parking requirements, and alteration of access and building and works to a Road Zone Category 1.*

Conditions (amended or new conditions in bold)

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 by Techne Architects received by Council on 15 June 2020 but modified to show:

(a) The outline of the previous endorsed envelope deleted from elevations/sections.

(b) The notation 'co-working' included on the Level 1 Floor Plan modified to 'office.'

(c) The outline of the 64sqm Tenancy 3 (café) clearly shown on the ground floor plan.

(d) A roof plan showing all plant and equipment with screening provided ensuring views from Swan Street and Burnley Station are obscured with the notation 'roof plant arrangement and heights tbc' deleted from the west elevation;

(e) Details regarding the treatment of the services to the east of the pedestrian link;

(f) details of the vehicular entry door;

(g) details of the ground floor setback area facing Swan Street and confirmation that it is compliant with the *Disability Discrimination Act 1992* (DDA);

(h) Dimensions of the column depths and setbacks, demonstrating the columns do not encroach into the clearance envelopes of the car parking spaces;

(i) Confirmation whether bicycle spaces are horizontal or hanging spaces (with at least 20 percent of employee and all visitor bicycle spaces being horizontal ground level spaces);

(j) the location of the additional signal lantern facing the proposed site egress;

(k) A 7m building setback to the western elevation, for a length of 20m from the Swan Street interface for a landscaped terrace at level 11 and at levels 12 and 13;

(l) A 7m building setback to the eastern elevation, for length of 20m from the Swan Street interface for a landscaped terrace at level 11 and at levels 12 and 13;

(m) An additional setback of 2.4 metres from the southern boundary at Level 8;

(n) The south-facing indented facade in the south-west corner of Levels 11-13 to include vertical blades at the mullions (as per the southern half of the western façade at these levels);

(o) A materials schedule of external materials and finishes including:

(i) thumb nail sketches of key elements of the facade system at the ground, middle and upper levels including details of the proposed metal cladding; and

(ii) details of the materials and finishes of the podium, tower and roof level soffits.

(p) An additional entrance provided to Tenancy 5 from the southern extended pedestrian footpath;

(q) The columns located along the southern boundary at the ground floor removed within the eastern two thirds;

(a) A notation indicating that the car parking area will be electrically wired to be 'EV ready.'

(r) any requirement of the endorsed Sustainable Management Plan (condition 8) (where relevant to show on plans);

(s) any requirement of the endorsed Waste Management Plan (condition 10) (where relevant to show on plans);

(t) any requirement of the endorsed Acoustic Report (condition 12) (where relevant to show on plans;

(u) any requirement of the endorsed Landscape Plan report (condition 16) (where relevant to show on plans;

(v) any requirement of the endorsed Wind Report (condition 22) (where relevant to show on plans); and

(w) any requirement of the endorsed Detailed Design Plan (Through-link between Swan Street and land to the south) (condition 24) (where relevant to show on plans).

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

3. As part of the ongoing consultant team, Techne Architecture or an architectural firm to the satisfaction of the Responsible Authority must be engaged to:

   (a) oversee the design and construction of the development; and

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

Food and Drinks Premises (café and restaurant)

4. Except with the prior written consent of the Responsible Authority, the café and restaurant uses authorised by this permit may only operate between the hours of 7am and 1am, seven days per week.

5. No amplified music may be played, with the exception of background music, to the satisfaction of the Responsible Authority.

6. Speakers external to the building must not be erected or used.

7. Except with the prior written consent of the Responsible Authority, no more than the following maximum number of patrons are permitted on the land at any one time:

(a) Tenancy 2 – 180

(b) Tenancy 3 – 32

Sustainable Management Plan

8. 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 WSP (prepared on 18 June 2019), but modified to include or show:

(a) The type of hot water system which will be used and its standard of energy efficiency
(b) Confirm the solar photovoltaic system size and location on all roof plans and include some system overview in the SMP with the solar photovoltaic array to contribute to onsite electricity consumption
(c) The approximate location and size of rainwater tank
(d) Green façade elements confirmed
(e) Water efficient landscaping provided by rainwater

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

Waste Management Plan

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

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

Acoustic report

12. Before the development commences, an amended Acoustic Report to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Acoustic Report will be endorsed and will form part of this permit. The amended Acoustic Report must be generally in accordance with the Acoustic Report prepared by Clarity Acoustics and dated 26 June 2019, but modified to include (or show, or address):

(a) Deletion of the indoor targets for patron noise.

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

14. Within 3 months of the occupation of the building, updated post-occupation Acoustic Report to the satisfaction of the Responsible Authority must be prepared by a suitably qualified acoustic engineer and must be generally in accordance with the Clarity Acoustics Report dated 26 June 2019. The report must be submitted to and approved by the Responsible Authority. When approved, the updated post-commencement Acoustic Report will be endorsed and will form part of this permit. The Acoustic Report must (assess) address the following:

(a) Confirm that the recommendations of the endorsed acoustic report required as part of Condition 12 have been implemented;

(b) Assess mechanical plant noise and loading dock activity to SEPP N-1; and

(c) If non-compliance with Condition 14b is measured, additional acoustic measures as recommended by the amended post-occupation acoustic report are to be implemented within one month of the date of the amended acoustic report.

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

Landscape Plan

16. 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 amended Landscape Plan must be generally in accordance with the Landscape Plans prepared by Tract and dated 4.11.2019, but modified to include (or show):

(a) show the type, location, quantity, height at maturity and botanical names of all proposed plants. Shade tolerant species are recommended for the ground floor;

(b) -Deleted-

(c) further details of the proposed planters – height, materials, depth and type of planting media, irrigation and drainage. NB, the plan notes indicate that trees will be planted in 1500mm depth soil however the planters shown are 600mm depth;

(d) confirm any green façade elements;

(e) show the materiality of the proposed spaces;

(f) detail the design (including the provision of sections) and layout of the common area, planters and ground level planting areas;

(g) provide a specification of works to be undertaken prior to planting;

(h) further detail on any sustainable treatments and water harvesting methods ;and

(i) detail plant/planting maintenance schedules and requirements.

to the satisfaction of the Responsible Authority.

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

    (a) implementing and complying with the provisions, recommendations and requirements of the endorsed Landscape Plan;

    (b) not using the areas set aside on the endorsed Landscape Plan for landscaping for any other purpose; and

    (c) replacing any dead, diseased, dying or damaged plants,

    all to the satisfaction of the Responsible Authority.

Street Tree

18. Before the development commences, the permit holder must provide a security bond of $20,000 for each of the two street trees (total of $40,000) 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.

Significant Tree

19. Before the development commences, the permit holder must make a one off 'loss of amenity' contribution $26,349.00 (calculated using the City of Melbourne amenity value calculator for trees) to the Responsible Authority to be used for the replacement and maintenance of trees within the immediate locale to Council's discretion. All tree planting and maintenance work will be undertaken by City of Yarra Contractors.

Tree Management Plan

20. Before the development commences, a Tree Management Plan to the satisfaction of the Responsible Authority must be prepared by a suitably qualified Arborist and must be submitted to and approved by the Responsible Authority. When approved the Tree Management Plan will be endorsed and will form part of this permit. The Tree Management Plan must make recommendations for the protection of the maturing Lemon Scented Gum is located on the adjacent property at No. 490 Swan Street:

    (a) pre-construction;

    (b) during construction; and

    (c) post construction

    (d) the provision of any barriers;

    (e) any pruning necessary; and

    (f) watering and maintenance regimes,

    to the satisfaction of the Responsible Authority.

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

Wind

22. Before the development commences, an amended Wind Tunnel Report to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Wind Tunnel Report will be endorsed and will form part of this permit. The amended Wind Tunnel Report must be generally in accordance with the Wind Assessment Report prepared by Vipac Engineers and Scientists, dated 23 July 2019, but modified to include (or show):

(a) Assess the proposal as referenced and amended pursuant to Condition 1.
(b) Wind conditions outside building entries to satisfy the criterion for short period standing/sitting.
(c) Wind conditions in outdoor café/retail seating areas to satisfy the criterion for long period standing/sitting. Details of wind mitigation strategies must be provided and be to the satisfaction of the responsible authority.
(d) Wind conditions at the Burnley Station entrances and Bicycle parking and on the station platforms to satisfy the short period standing/sitting criterion.
(e) Wind conditions in all other areas of the surrounding streetscapes to satisfy the walking criterion.
(f) Wind conditions on the private terraces to satisfy the walking criterion.

(g) Wind conditions in the surrounding streetscapes and private terraces to satisfy the Safety criterion of a gust wind speed 23 ms-1 as defined by Melbourne (1978).

(h) The Existing wind conditions (prior to the demolition of the existing buildings) provided to allow the wind impacts of the proposed development to be assessed.

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

Detailed Design Plan (Through-link between Swan Street and land to the south)

24. Before the development commences, or by such later date as approved in writing by the Responsible Authority, a detailed design plan for the through-link, between Swan Street and the land to the south (inclusive of the full extent of the pedestrian walk to the south and to the kerb line to the north) to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the detailed design plan will be endorsed and will form part of this permit and must then be maintained to the satisfaction of the Responsible Authority. The detailed design plan must include details of the proposed materials, landscaping, lighting and safety measures to provide unfettered 24 hour public access for the through-link, between Swan Street and the land to the south (inclusive of the full extent of the pedestrian walk to the south and to the kerb line to the north).

Section 173 Agreement (Through-link between Swan Street and land to the south) and the widened pedestrian footpath along Swan Street

25. Within six months of the commencement of works, the owner (or another person in anticipation of becoming the owner) must enter into an agreement with the Responsible Authority and VicTrack under section 173 of the *Planning and Environment Act* 1987, providing for the following:

(a) The Owner must provide unfettered 24 hour public access over (and inclusive of the provision of lighting) over that part of the land to be used for the ground floor, north-south through-link from Swan Street to the pedestrian path to the south and the widened pedestrian footpath along Swan Street (as shown on the Design Detail Plan Condition 29);

(b) The owner is responsible for maintaining at all times the areas that are private land open to the public described in condition 25(a) at the cost of the owners of the site and to the satisfaction of the Yarra City Council;

(c) The owner(s) must obtain and maintain public liability insurance, to the satisfaction of Yarra City Council, for the public liability and indemnify Yarra City Council against all any claims resulting from any damage, loss, death or injury in connection with the public accessing the land described in condition 25(a), except to the extent that the damage, loss, death or injury is caused or contributed to by any conduct, negligent act or omission of the Yarra City Council or any of its employees, agents or contractors.

26. The owner, or other person in anticipation of becoming the owner, must meet all of the expenses of the preparation and registration of the agreement, including the reasonable costs borne by the Responsible Authority.

VicTrack Pedestrian Path

27. Before the development commences, the permit holder must submit detailed plans (inclusive of materials and landscaping) to the satisfaction of and approved by the Responsible Authority and VicTrack, showing interface improvements for the footpath to the south (directly abutting the subject site's boundaries and extending to the east terminating at Stawell Street).

28. Before the building is occupied, all works associated with the VicTrack pedestrian path detailed design plan as shown on the endorsed plans must be completed by the permit holder at their full cost to the satisfaction of the Responsible Authority and VicTrack.

Design Detail Plan (Swan Street streetscape improvements)

29. Before the development commences, the owner of the site must submit detailed engineering and landscaping documentation showing Swan Street streetscape improvements (for the land directly to the north of the subject site and extending to the east up to Stawell Street) to the satisfaction of and approved by the Responsible Authority and VicRoads and approved by the Responsible Authority and VicRoads and at the full cost of the owner showing the following:
    (a) provision of a 5m wide footpath along Swan Street, with 2.5m of this being outside of the title boundaries of the subject site.
    (b) new surface treatment to the footpath outside the development and extending to the east up to its termination at Stawell Street;
    (c) furniture including but not limited to seats, bins, drinking fountain, bike hoops; and
    (d) appropriate new trees and plantings

30. Before the building is occupied, all works associated with the Swan Street streetscape detailed design plan as shown on the endorsed plans must be completed by the permit holder at their full cost to the satisfaction of the Responsible Authority and VicRoads.

Section 173 Agreement (Car Share Agreement)

31. Before the building is occupied, the owner must enter into an agreement with the Responsible Authority under section 173 of the Planning and Environment Act 1987 and apply to the Registrar of Titles to have the agreement registered on each of the titles to the land under Section 181 of the Act. Under the agreement, the owner must covenant with the Responsible Authority that provision will be made for two car share vehicles on-site by way of arrangement with a car share operator and/or the future Owners Corporation for a minimum period of 10 years (or for another agreed to period of time, to the satisfaction of the Responsible Authority). The agreement will reflect that any costs associated with ensuring ongoing availability of at least two car share vehicles on site will be borne by the owner. All costs of preparation, execution and registration of the agreement must be borne by the owner of the land, or the future Owners Corporation, including those costs incurred by the Responsible Authority.

Transport for Victoria Conditions (32 to 48)

32. Before the development commences, unless otherwise agreed in writing with the Head Transport for Victoria, the permit holder must submit detailed plans (inclusive of materials and landscaping) to the satisfaction of the Head, Transport for Victoria (TfV), Vic Track and the Rail Operator (RO) showing the development interface improvements for the footpath to the south (directly abutting the subject site's boundaries and extending to the east terminating at Stawell Street) being 'public realm works' on railway land. The plans must:

(i) Show lighting, landscaping, footpaths, bicycle parking, street furniture and associated infrastructure;
(ii) meet Rail Operator specifications and standards; and
(iii) demonstrate that the works are compliant with the Disability Standard for Accessible Public Transport 2002.

(a) A construction control agreement must be in place between the Permit Holder and RO prior to commencement of the Public Ream Works on Rail Land.

(b) The Public Realm Works outlined in the plans must be completed by the permit holder at their full cost and to the satisfaction of TfV, VicTrack & the RO.

33. Before the development commences (excluding demolition), or other time agreed to in writing with Head, Transport for Victoria, amended plans to the satisfaction of the Head, Transport for Victoria (TfV) must be submitted to and approved by the Responsible Authority. When approved, the plans will be endorsed and will then form part of the permit. The plans must be drawn to scale with dimensions and three copies must be provided. These plans must be generally in accordance with the plans submitted to TfV with the application but are to be modified to show:

(a) self enforcing left in left out only from Swan Street with associated line marking and signs;
(b) no parking shown across the frontage of the site with associated signs; and

to the satisfaction of the TfV.

34. Prior to the commencement of work on site (excluding demolition) detailed construction / engineering plans and computations for construction works abutting railway land, railway operations, and railway infrastructure assets must be submitted and approved by VicTrack, TfV and the Rail Operator (RO). The Plans must detail all excavation design and controls of the site adjacent to the railway corridor. The Design Plans must ensure compliance regarding:

(a) building clearances to aerial power lines as per the applicable Victorian Electrical Safety (Installations) Regulations;
(b) design loadings for the building include for:
- **compliance with AS5100 Parts 1 and 2 for collision protection and impact loads from derailed trains,**
- **compliance with AS1170 Part 4 - Earthquake Actions in Australia,**

(c) working adjacent to overhead power to the satisfaction of the RO;
(d) demonstrate compliance with air, light and fire requirements without reliance on railway land; and

(e) demonstrate a design plan, and a maintenance and operations strategy for balconies and windows that will eliminate any risk of debris falling or being thrown onto railway land.

35. Unless otherwise agreed in writing with TfV, before the commencement of works (including demolition), a Construction Management Plan must be submitted to TfV and Vic Track for approval. The Construction Management Plan must designate operating hours and include details of (but not be limited to) management proposals and actions to protect Vic Track assets, rail infrastructure and the operation of the public transport network during construction and must set out objectives, performance and monitoring requirements to the satisfaction of Vic Track & TfV.

36. Unless otherwise agreed in writing with the TfV, before the commencement of works (including demolition), a Traffic Management Plan must be submitted to TfV which outlines how traffic will be managed throughout the construction of the development and mitigate impacts to public transport, including trains and trams.

The Traffic Management Plan must be prepared and implemented to the satisfaction of TfV. All traffic management and mitigation costs will be at the full cost of the permit holder.

37. Unless otherwise agreed in writing with TfV, prior to construction commencing including demolition, a construction control and indemnity agreement as required by TfV must to be in place to the satisfaction of TfV at the full cost to the permit holder. Any costs required to review documents for the construction control and indemnity agreement must be met by the permit holder.

38. Unless otherwise agreed in writing with TfV, prior to the commencement of works (excluding demolition), the permit holder must prepare a report, to the satisfaction of TfV & the RO, by a suitable qualified consultant, which demonstrates that all building materials (including glass / window treatments) visible from the rail corridor are non-reflective such that it will not adversely impact on rail operations and driver safety. The development must avoid using red, green or yellow colour schemes that may interfere with driver operations.

39. Unless otherwise agreed in writing with TfV and VicTrack, windows, doors and balconies must not be placed on the title boundary with Railway Land and no windows or doors are permitted to open beyond the Railway Land title boundary to the satisfaction of TfV and VicTrack.

40. Prior to the occupation of the development, all works outlined on the endorsed plans for the left in left out access must be completed with associated signs, to the satisfaction of TfV at the full cost to the permit holder.

41. The boundary wall must be treated with a graffiti proof finish and any graffiti that appears on the wall must be removed as soon as practicable to the satisfaction of VicTrack and the Rail Operator. Removal of graffiti must be undertaken at no cost to VicTrack or the Rail Operator.

42. Unless otherwise agreed in writing, permanent or temporary soil anchors must not be installed on railway land.

43. Prior to commencement of works, the Rail Operator must be contacted through the email address metrositeaccess@metrotrains.com.au to obtain the Rail Operator's conditions and safety requirements for works on, over or adjacent to railway land.

44. Any Rail Operator costs required to review documents or construction plan works within the rail environment must be met by the permit holder.

45. Any damage to public transport infrastructure as a consequence of the construction works must be rectified to the satisfaction of TfV, at the full cost of the permit holder.

46. The permit holder must take all reasonable steps to ensure that disruptions to train and tram operation are kept to a minimum during the construction of the development, and in compliance with the Rail and Tram Safety and Environmental requirements.

47. No lighting is to be erected that throws light onto the railway tracks or which interferes with the visibility of signals and the rail lines by train drivers, to the satisfaction of the Rail Operator.

48. No drainage, effluent, waste, soil or other materials must enter or be directed to railway land or stored or deposited on railway land.

Transport for Victoria (Roads Corporation) (Condition No 49)

49. Before the development commences (excluding demolition), or other time agreed to in writing with Head, Transport for Victoria, amended plans are to be submitted to the Head, Transport for Victoria (TfV) and once approved, can be endorsed by the Responsible Authority, upon which the plans will form part of the permit. The plans must be drawn to scale with dimensions and three copies must be provided. These plans must be generally in accordance with the plans submitted to TfV with the application but are to be modified to show:

(a) the installation of signs, line marking, splitter island and associated road works permitting only "left turn in" and "left turn out" vehicular access from Swan Street.

(b) Modification as required and/or removal of any existing car parking spaces, street tree/s and associated road works on the south side of Swan Street to accommodate the new vehicular access arrangement.

Road Infrastructure

50. Before the development commences, or by such later date as approved in writing by the Responsible Authority, the applicant must prepare and submit a 1 in 20 scale cross sectional drawing of the development's vehicular entrance, showing the actual reduced levels to three decimal places (not interpolated levels from the application drawings) of the Swan Street road profile (from the centre line to the property line). The required levels include the building line level, top of kerb level, invert level, lip level and road pavement levels. The existing road profile of Swan Street and the accessway inside the property must be accurately drawn.

The applicant must demonstrate by way of a ground clearance check using the B99 design vehicle that vehicles can traverse the new vehicle crossing and ramp without scraping or bottoming out. The 1 in 20 scale cross sectional drawing must be submitted to Council's Construction Management branch for assessment and approval.

51. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the existing side entry pit must be converted to a grated pit and must be constructed with a pipe extension to one side of the new vehicle crossing:

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

52. 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) to VicRoads geometric requirements and in accordance with any requirements or conditions imposed by Council;
    (b) to accommodate the ground clearance of the B99 design vehicle;
    (c) at the permit holder's cost; and
    (d) to the satisfaction of the Responsible Authority.

53. 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.

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

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

55. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, footpath along the property's Swan Street frontage must be reconstructed:

    (a) with a cross-fall of 1 in 40 or unless otherwise specified by Council;
    (b) at the permit holder's cost; and
    (c) to the satisfaction of the Responsible Authority.

56. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, kerb and channel along the property's Swan Street frontage must be reconstructed:

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

57. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the half-width road pavement (from the central tram reservation to the south kerb) of Swan Street immediately along the property street frontage must be profiled and re-sheeted:

    (a) with all road pavement reinstatements consolidated as single full-width areas of reinstatement to reduce further construction joints in the pavement;
    (b) at the permit holder's cost; and
    (c) to the satisfaction of the Responsible Authority.

58. 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.

59. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, four bicycle racks (eight spaces) must be installed on Swan Street:

    (a) **at the permit holder's cost; and**
    (b) **in a location and manner,**

    to the satisfaction of the Responsible Authority.

Car parking

60. Before the building is occupied, a Car Park Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Car Park Management Plan will be endorsed and will form part of this permit. The Car Park Management Plan must address, but not be limited to, the following:

    (a) the number of car parking spaces allocated to each tenancy and that each space is allocated;
    (b) the location of the additional signal lantern facing the proposed site egress;
    (c) details of way-finding, cleaning and security of end of trip bicycle facilities;
    (d) policing arrangements and formal agreements;
    (e) details of the management of the two car share scheme spaces;
    (f) details of the electric car charging points;
    (g) a schedule of all proposed signage including directional arrows and signage, informative signs indicating location of disabled bays and bicycle parking, exits, restrictions, pay parking system etc;
    (h) the collection of waste and garbage including the separate collection of organic waste and recyclables, which must be in accordance with the Waste Management Plan required by Condition 10; and
    (i) details regarding the management of loading and unloading of goods and materials.

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

62. 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.

63. 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.

64. 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.

Green Travel Plan

65. Before the development commences, a Green Travel Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Green Travel plan will be endorsed and will form part of this permit. The Green Travel Plan must be generally in accordance with the Green Travel Plan prepared by Ratio Consultants (dated 21 November 2019) but modified to include or show:

    (a) The bike rack details; and
    (b) Section 4.1 and Appendix A updated to accord with the development as amended pursuant to Condition 1.

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

Lighting

67. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, external lighting capable of illuminating access to the pedestrian and vehicular entrances and through-link laneway must be provided on the subject site. Lighting must be. Lighting must be:

    (a) located;
    (b) directed;
    (c) shielded; and
    (d) of limited intensity,

    to the satisfaction of the Responsible Authority.

General

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

69. 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.

    to the satisfaction of the Responsible Authority.

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

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

72. 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.

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

74. 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.

75. 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.

<u>Construction Management</u>

76. 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
(q) any site-specific requirements.

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

Time expiry

77. This permit will expire if:

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

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

Notes:

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

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

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

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

Measures must be taken to ensure that rainfall run-off from Hutchins Street does not enter the development's car park entrance and truck turning area

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

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

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

The Permit Holder/developer is responsible for the management and protection of their building from groundwater.

The developer needs to ensure that the basement car park and any portions of the development at or below natural surface level have a level of protection to minimise the seepage of subterranean water (groundwater) or any rainfall run-off from penetrating the walls or floors of the site.

In the event that any contaminated groundwater seeps through the walls of the basement, this water must not be discharged into Council's stormwater drainage system under any circumstances. Any contaminated groundwater that is present within the site must be treated and disposed of in accordance with a Trade Waste Agreement and as per EPA guidelines and Melbourne Water/City West Water guidelines.

It is also the Permit Holder's onus and responsibility to ensure that rainfall run-off does not enter the property in the event of a heavy storm. Adequate measures should be in place to prevent backwash from entering the property.

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.

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

Contaminated ground water seepage into basements from above the water table must be discharged to the sewer system through a trade waste agreement with the relevant authority or in accordance with EPA guidelines.

Contaminated groundwater from below the water table must be discharged to the sewer system through a trade waste agreement from the relevant sewer authority.

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

Transport for Victoria notes

Works undertaken within railway land must consider all standards and work practices for work within the railway corridor and conform to all relevant Australian standards including Victorian Rail Industry Operator Group (VRIOG) standards for any interface works and installation of underground utility services to the satisfaction of the Rail Operator and Public Transport Victoria.

Entry onto railway land is at the discretion of the Rail Operator and is subject to the Rail Operators Site Access Procedures and conditions.

Transport for Victoria (Roads Corporation) Notes

Separate consent may be required from Head, Transport for Victoria (the Department of Transport) under the Road Management Act 2004 for buildings and works (i.e. canopies and architectural features/ projections) undertaken outside the title boundary within a Road Zone Category 1 (i.e. Swan Street). Please contact VicRoads prior to commencing any works.

CONTACT OFFICER: **Michelle King**
TITLE: **Principal Planner**
TEL: **9205 5333**

Attachments

1 PLN17/0448 - 484 - 486 Swan St Richmond - Planning Permit (Amended)
2 PLN17/0448.01 - 484 - 486 Swan St Richmond - Decision Plans
3 PLN17/0448.01 - 484 - 486 Swan St Richmond - Transport for Victoria (PT)
4 PLN17/0448.01 - 484 - 486 Swan St Richmond - Transport for Victoria (Roads Corp)
5 PLN17/0448.01 - 484 - 486 Swan St Richmond - Open Space Unit Referral
6 PLN17/0448.01 - 484 - 486 Swan St Richmond - Urban Design Referral (internal)
7 PLN17/0448.01 - 484 - 486 Swan St Richmond - Streetscapes and Natural Values Referral
8 PLN17/0448.01 - 484 - 486 Swan St Richmond - City Works Unit Referral
9 PLN17/0448.01 - 484 - 486 Swan St Richmond - Engineering Referral 1 of 2
10 PLN17/0448.01 - 484 - 486 Swan St Richmond - Engineering Referral 2 of 2
11 PLN17/0448.01 - 484 - 486 Swan St Richmond - Strategic Transport Referral
12 PLN17/0448.01 - 484 - 486 Swan St Richmond - ESD Referral
13 PLN17/0448.01 - 484 - 486 Swan St Richmond - Urban Design Referral (MGS)
14 PLN17/0448.01 - 484 - 486 Swan St Richmond - Acoustic Referral (SLR)
15 PLN17/0448.01 - 484 - 486 Swan St Richmond - Wind Referral (MEL)
16 PLN17/0448.01 - 484 - 486 Swan St Richmond - EPA S52 Response

Attachment 1 - PLN17/0448 - 484 - 486 Swan St Richmond - Planning Permit (Amended)

Helping you understand your planning needs

PLANNING PERMIT (Amended)

Permit No: PLN17/0448

Planning Scheme: Yarra

Responsible Authority: City Of Yarra

ADDRESS OF THE LAND:

484-486 Swan St Richmond VIC 3121

THE PERMIT ALLOWS:

Use and development of the land for the construction of a mixed use building (permit required for food and drinks premises (café)), reduction in car parking requirements, and alteration of access and building and works to a Road Zone Category 1 Road.

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 by Techne Architects received by Council on 23 August 2017 but modified to show:

(a) an updated basement 3 floor plan;

(b) numbering of plans;

(c) a roof plan showing all plant and equipment with screening provided ensuring views from Swan Street and Burnley Station are obscured;

(d) the five food and drinks premises to be labelled as Food and Drinks Premises (café) and to be numbered Tenancy 1 to 5 with Tenancy 1 fronting Swan Street, Tenancy 2 and 3 being the central tenancies, Tenancy 4 being the southern-most and Tenancy 5 is the first floor premises;

(e) the ground floor crossover dimensions annotated as per the sketch plan provided on 8 March 2018;

(f) the deletion of level 13 of the development and the setback of level 12 from the Swan Street title boundary a minimum distance of 20m. The overall building height (excluding plant) is not to exceed RL53.5 including any parapet. Any plant above level 12 must be setback a minimum distance of 40m from the Swan Street title boundary and be no higher than 4.8m above roof level. All generally in accordance with the sketch plan hand dated VCAT 31.08.18.

Date: 2 May 2018

Mary Osman
Signature for the Responsible Authority

Planning and Environment Regulations 2015 No. 33/2015 Form 4 Sections 63, 64 64A and 86

For more information call 9205 5555 or visit **www.yarracity.vic.gov.au**

(g) a materials sample board of external materials and finishes including thumb nail sketches of key elements of the facade system at the ground, middle and upper levels including details of the proposed metal cladding;

(h) details of the canopy to Swan Street (coordinated with the location of street trees);

(i) details regarding the treatment of the services to the east of the vehicular entry;

(j) details of the vehicular entry door;

(k) details of the ground floor setback area facing Swan Street and confirmation that it is compliant with the *Disability Discrimination Act 1992* (DDA).

(l) clear delineation of the site's title boundaries along Swan Street through the use of brass discs or a similar type method;

(m) dimensions of the headroom clearance at the entrance and accessways (these should be a minimum of 2.1m and above accessible parking spaces, a minimum of 2.5m headroom clearance is to be provided);

(n) numbering of car parking spaces for easy identification;

(o) dimensions of the accessible parking spaces. The shared areas can be 2.4 metres in width and are to be provided with bollards as per the Australian/New Zealand Standard AS/NZS 2890.6:2009;

(p) dimensions of the column depths and setbacks, lengths of each ramp grade section and truck spaces;

(q) clearances to walls provided for spaces abutting them with a minimum 300mm shown. Alternatively, spaces adjacent to walls could be widened to comply with minimum requirements of AS/NZS 2890.1:2004;

(r) improved bicycle access from the lift area to the bicycle stores on basement floor plans 2 and 3;

(s) improved access for cyclists to the services lobby on the ground floor (where the end of trip facilities are located) from the lobby;

(t) confirmation that the end of trip facilities are located within the 'services lobby' on the ground floor and that at least 24 showers and lockers (at a rate of one locker per bike space) will be provided;

(u) dimensions of bicycle storage spaces, spacing, and access-ways;

(v) confirmation whether bicycle spaces are horizontal or hanging spaces (with at least 20 percent of employee and all visitor bicycle spaces being horizontal ground level spaces).

(w) the location of the additional signal lantern facing the proposed site egress;

(x) any requirement of the endorsed Sustainable Management Plan (condition 6) (where relevant to show on plans);

(y) any requirement of the endorsed Waste Management Plan (condition 8) (where relevant to show on plans);

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(z) any requirement of the endorsed Acoustic Report (condition 10) (where relevant to show on plans;

(aa) any requirement of the endorsed Landscape Plan report (condition 13) (where relevant to show on plans;

(bb) any requirement of the endorsed Wind Report (condition 19) (where relevant to show on plans);

(cc) any requirement of the endorsed Detailed Design Plan (Through-link between Swan Street and land to the south) (condition 21) (where relevant to show on plans);

(dd) Provision of a 5m wide footpath along Swan Street, with 2.5m of this being outside of the title boundaries of the subject site;

(ee) Access from level 12 to the plant to the satisfaction of the responsible authority; and

(ff) Plant to be screened and minimised to the satisfaction of the responsible authority.

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

3 As part of the ongoing consultant team, Techne Architecture or an architectural firm to the satisfaction of the Responsible Authority must be engaged to:

(a) oversee the design and construction of the development; and

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

Food and Drinks Premises (café)

4 Except with the prior written consent of the Responsible Authority, the café uses authorised by this permit may only operate between the hours of 7am and 11pm, seven days per week.

5 Except with the prior written consent of the Responsible Authority, no more than the following maximum number patrons are permitted on the land at any one time:

(a) Tenancy 1 – 110

(b) Tenancy 2 – 30

(c) Tenancy 3 – 50

(d) Tenancy 4 – 70

(e) Tenancy 5 – 900

Sustainable Management Plan

6 Before the development commences, an amended Sustainable Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Sustainable Management Plan will be endorsed and will form part of this permit. The amended Sustainable Management Plan must

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be generally in accordance with the Sustainable Management Plan prepared by Arcadis (prepared on 2 June 2017), but modified to include or show:

(a) tinted glass to have a minimum VLT of 40% to balance daylight and thermal loading;

(b) re-worded to avoid ambiguous language such as "preference" and "aiming to include";

(c) the type of hot water system which will be used and its standard of energy efficiency;

(d) confirm the solar photovoltaic system size and location on all roof plans and include some system overview in the SMP with the solar photovoltaic array to contribute to onsite electricity consumption;

(e) the approximate location and size of the rainwater tank;

(f) green façade elements confirmed;

(g) water efficient landscaping provided by rainwater; and

(h) an on-site energy storage system.

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

Waste Management Plan

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

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

Acoustic report

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 Within 3 months of the occupation of the building, updated post-occupation Acoustic Report to the satisfaction of the Responsible Authority must be prepared by a suitably qualified acoustic engineer and must be generally in accordance with the Acoustic Logic Consultancy report dated 11 August 2017. The report must be submitted to and approved by the Responsible Authority. When approved, the updated post-commencement Acoustic Report will be endorsed and will form part of this permit. The Acoustic Report must (assess) address the following:

(a) Confirm that the recommendations of the endorsed acoustic report required as part of Condition 10 have been implemented;

(b) Assess mechanical plant noise to SEPP N-1; and

(c) If non-compliance with Condition 11b is measured, additional acoustic measures as recommended by the amended post-occupation acoustic report are to be implemented within one month of the date of the amended acoustic report.

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

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:

(a) show the type, location, quantity, height at maturity and botanical names of all proposed plants. Shade tolerant species are recommended for the ground floor;

(b) show the extent of planters and where the Ronstan X-tend mesh panels are proposed;

(c) further details of the proposed planters – height, materials, depth and type of planting media, irrigation and drainage. NB, the plan notes indicate that trees will be planted in 1500mm depth soil however the planters shown are 600mm depth;

(d) confirm any green façade elements;

(e) show the materiality of the proposed spaces;

(f) detail the design (including the provision of sections) and layout of the common area, planters and ground level planting areas;

(g) provide a specification of works to be undertaken prior to planting;

(h) further detail on any sustainable treatments and water harvesting methods ;and

(i) detail plant/planting maintenance schedules and requirements.

to the satisfaction of the Responsible Authority.

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

(a) implementing and complying with the provisions, recommendations and requirements of the endorsed Landscape Plan;

(b) not using the areas set aside on the endorsed Landscape Plan for landscaping for any other purpose; and

(c) replacing any dead, diseased, dying or damaged plants,

all to the satisfaction of the Responsible Authority.

Street Tree

15 Before the development commences, the permit holder must provide a security bond of $20,000 for each of the two street trees (total of $40,000) to the Responsible Authority. The security bond:

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(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.

Significant Tree

16 Before the development commences, the permit holder must make a one off 'loss of amenity' contribution $26,349.00 (calculated using the City of Melbourne amenity value calculator for trees) to the Responsible Authority to be used for the replacement and maintenance of trees within the immediate locale to Council's discretion. All tree planting and maintenance work will be undertaken by City of Yarra Contractors.

Tree Management Plan

17 Before the development commences, a Tree Management Plan to the satisfaction of the Responsible Authority must be prepared by a suitably qualified Arborist and must be submitted to and approved by the Responsible Authority. When approved the Tree Management Plan will be endorsed and will form part of this permit. The Tree Management Plan must make recommendations for the protection of the maturing Lemon Scented Gum is located on the adjacent property at No. 490 Swan Street:

(a) pre-construction;

(b) during construction; and

(c) post construction

(d) the provision of any barriers;

(e) any pruning necessary; and

(f) watering and maintenance regimes,

to the satisfaction of the Responsible Authority.

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

Wind

19 Before the development commences, an amended Wind Assessment Report to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Wind Assessment Report will be endorsed and will form part of this permit. The amended Wind Assessment Report must be generally in accordance with the Wind Assessment Report prepared by Aurecon and received by Council on 18 August 2017, but modified to include (or show):

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(a) Wind tunnel model measurements undertaken to verify the findings of the desktop study, and amended to include (the use of CFD is not supported in this instance):

(i) Wind conditions outside building entries to satisfy the criterion for short period standing/sitting.
(ii) Wind conditions in outdoor café/retail seating areas to satisfy the criterion for long period standing/sitting. Details of wind mitigation strategies must be provided and be to the satisfaction of the responsible authority.
(iii) Wind conditions at the Burnley Station entrances and Bicycle parking and on the station platforms to satisfy the short period standing/sitting criterion.
(iv) Wind conditions in all other areas of the surrounding streetscapes to satisfy the walking criterion.
(v) Wind conditions on the private terraces to satisfy the walking criterion.
(vi) Wind conditions in the surrounding streetscapes and private terraces to satisfy the Safety criterion of a gust wind speed 23 ms^{-1} as defined by Melbourne (1978).
(vii) The Existing wind conditions (prior to the demolition of the existing buildings) provided to allow the wind impacts of the proposed development to be assessed.

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

Detailed Design Plan (Through-link between Swan Street and land to the south)

21 Before the development commences, or by such later date as approved in writing by the Responsible Authority, a detailed design plan for the through-link, between Swan Street and the land to the south (inclusive of the full extent of the pedestrian walk to the south and to the kerb line to the north) to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the detailed design plan will be endorsed and will form part of this permit and must then be maintained to the satisfaction of the Responsible Authority. The detailed design plan must include details of the proposed materials, landscaping, lighting and safety measures to provide unfettered 24 hour public access for the through-link, between Swan Street and the land to the south (inclusive of the full extent of the pedestrian walk to the south and to the kerb line to the north).

Section 173 Agreement (Through-link between Swan Street and land to the south) and the widened pedestrian footpath along Swan Street

22 Within six months of the commencement of works, the owner (or another person in anticipation of becoming the owner) must enter into an agreement with the Responsible Authority under section 173 of the *Planning and Environment Act* 1987, providing for the following:

(a) The Owner must provide unfettered 24 hour public access over (and inclusive of the provision of lighting) over that part of the land to be used for the ground floor, north-south through-link from Swan Street to the pedestrian path to the south and the widened pedestrian footpath along Swan Street (as shown on the Design Detail Plan Condition 26);

(b) The owner is responsible for maintaining at all times the areas that are private land open to the public described in condition 22(a) at the cost of the owners of the site and to the satisfaction of the Yarra City Council;

(c) The owner(s) must obtain and maintain public liability insurance to the satisfaction of Yarra City Council, for the public liability and indemnify Yarra City Council against all any

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claims resulting from any damage, loss, death or injury in connection with the public accessing the land described in condition 22(a), except to the extent that the damage, loss, death or injury is caused or contributed to by any conduct, negligent act or omission of the Yarra City Council or any of its employees, agents or contractors.

23 The owner, or other person in anticipation of becoming the owner, must meet all of the expenses of the preparation and registration of the agreement, including the reasonable costs borne by the Responsible Authority.

VicTrack Pedestrian Path

24 Before the development commences, the permit holder must submit detailed plans (inclusive of materials and landscaping) to the satisfaction of and approved by the Responsible Authority and VicTrack, showing interface improvements for the footpath to the south (directly abutting the subject site's boundaries and extending to the east terminating at Stawell Street).

25 Before the building is occupied, all works associated with the VicTrack pedestrian path detailed design plan as shown on the endorsed plans must be completed by the permit holder at their full cost to the satisfaction of the Responsible Authority and VicTrack.

Design Detail Plan (Swan Street streetscape improvements)

26 Before the development commences, the owner of the site must submit detailed engineering and landscaping documentation showing Swan Street streetscape improvements (for the land directly to the north of the subject site and extending to the east up to Stawell Street) to the satisfaction of and approved by the Responsible Authority and VicRoads and approved by the Responsible Authority and VicRoads and at the full cost of the owner showing the following:

(a) provision of a 5m wide footpath along Swan Street, with 2.5m of this being outside of the title boundaries of the subject site.

(b) new surface treatment to the footpath outside the development and extending to the east up to its termination at Stawell Street;

(c) furniture including but not limited to seats, bins, drinking fountain, bike hoops; and

(d) appropriate new trees and plantings

27 Before the building is occupied, all works associated with the Swan Street streetscape detailed design plan as shown on the endorsed plans must be completed by the permit holder at their full cost to the satisfaction of the Responsible Authority and VicRoads.

Section 173 Agreement (Car Share Agreement)

28 Before the building is occupied, the owner must enter into an agreement with the Responsible Authority under section 173 of the Planning and Environment Act 1987 and apply to the Registrar of Titles to have the agreement registered on each of the titles to the land under Section 181 of the Act. Under the agreement, the owner must covenant with the Responsible Authority that provision will be made for six car share vehicles on-site by way of arrangement with a car share operator and/or the future Owners Corporation for a minimum period of 10 years (or for another agreed to period of time, to the satisfaction of the Responsible Authority). The agreement will reflect that any costs associated with ensuring ongoing availability of at least six car share vehicles on site will be borne by the owner. All costs of preparation,

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execution and registration of the agreement must be borne by the owner of the land, or the future Owners Corporation, including those costs incurred by the Responsible Authority.

Transport for Victoria Conditions (29 to 42)

Pre Construction

29 Before the development commences, or other time agreed to in writing with Head, Transport for Victoria, amended plans to the satisfaction of the Head, Transport for Victoria must be submitted to and approved by the Responsible Authority. When approved, the plans will be endorsed and will then form part of the permit. The plans must be drawn to scale with dimensions and three copies must be provided. These plans must be generally in accordance with the plans submitted to the Head, Transport for Victoria with the application but are to be modified to show:

(a) self enforcing left in left out only from Swan Street with associated line marking and signs;

(b) no parking shown across the frontage of the site with associated signs; and

(c) detailed plans / landscaping schedule for the interface with the railway land

to the satisfaction of the Head, Transport for Victoria.

30 Prior to the commencement of the development, detailed construction / engineering plans and computations for the works along the boundary with the railway reserve as shown on the endorsed plans must be submitted and approved by VicTrack and Public Transport Victoria. The Plans must detail all works proposed within the rail environment, including excavation of the site adjacent to the railway corridor and any impact on the rail reserve. The plans must ensure compliance regarding building clearances to aerial power lines as per the applicable Victorian Electrical Safety Regulations, to the satisfaction of Vic Track and Public Transport Victoria.

31 Unless otherwise agreed in writing with Head, Transport for Victoria, before the commencement of works, a Construction Management Plan must be submitted to Public Transport Victoria and Vic Track for approval. The Construction Management Plan must designate operating hours and include details of (but not be limited to) management proposals and actions to protect Vic Track assets, rail infrastructure and the operation of the public transport network during construction and must set out objectives, performance and monitoring requirements to the satisfaction of Vic Track & Public Transport Victoria.

32 Unless otherwise agreed in writing with the Head, Transport for Victoria, before the commencement of works, a Traffic Management Plan must be submitted to Public Transport Victoria which outlines how traffic will be managed throughout the construction of the development and mitigate impacts to public transport, including trains and trams. The Traffic Management Plan must be prepared and implemented to the satisfaction of Public Transport Victoria. All traffic management and mitigation costs will be at the full cost of the permit holder.

33 Unless otherwise agreed in writing with Public Transport Victoria, prior to construction commencing including demolition, a construction control and indemnity agreement as required by Public Transport Victoria must to be in place to the satisfaction of Public Transport Victoria

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at the full cost to the permit holder. Any costs required to review documents for the construction control and indemnity agreement must be met by the permit holder.

General Conditions

34 Prior to the occupation of the development, all works outlined on the endorsed plans for the left in left out access must be completed with associated signs, to the satisfaction of the Head, Transport for Victoria at the full cost to the permit holder.

35 Unless otherwise agreed in writing with VicTrack, permanent or temporary soil anchors must not be installed on railway land.

36 Prior to commencement of works, the Rail Operator must be contacted through the email address metrositeaccess@metrotrains.com.au to obtain the Rail Operator's conditions and safety requirements for works on, over or adjacent to railway land.

37 Any Rail Operator costs required to review documents or construction plan works within the rail environment must be met by the permit holder.

38 Any damage to public transport infrastructure as a consequence of the construction works must be rectified to the satisfaction of Public Transport Victoria, at the full cost of the permit holder.

39 The permit holder must take all reasonable steps to ensure that disruptions to train and tram operation are kept to a minimum during the construction of the development, and in compliance with the Rail and Tram Safety and Environmental requirements.

40 Building materials (including glass/window/ balcony treatments) likely to have an effect on train driver operations along the rail corridor must be non-reflective and avoid using red or green colour schemes, to the satisfaction of the Rail Operator.

41 No lighting is to be erected that throws light onto the railway tracks or which interferes with the visibility of signals and the rail lines by train drivers, to the satisfaction of the Rail Operator.

42 No drainage, effluent, waste, soil or other materials must enter or be directed to railway land or stored or deposited on railway land.

VicRoads Condition (No 43)

43 Before the use approved by this permit commences the following roadworks on Swan Street, Richmond must be completed at no cost to and to the satisfaction of the Roads Corporation:

(a) The installation of signs, line marking, splitter island and associated road works permitting only "left turn in" and "left turn out" vehicular access from Swan Street.

(b) Modification or removal of any existing car parking spaces, street tree/s and associated road works on the south side of Swan Street to accommodate the new vehicular access arrangement.

Road Infrastructure

44 Before the development commences, or by such later date as approved in writing by the Responsible Authority, the applicant must prepare and submit a 1 in 20 scale cross sectional drawing of the development's vehicular entrance, showing the actual reduced levels to three

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decimal places (not interpolated levels from the application drawings) of the Swan Street road profile (from the centre line to the property line). The required levels include the building line level, top of kerb level, invert level, lip level and road pavement levels. The existing road profile of Swan Street and the accessway inside the property must be accurately drawn. The applicant must demonstrate by way of a ground clearance check using the B99 design vehicle that vehicles can traverse the new vehicle crossing and ramp without scraping or bottoming out. The 1 in 20 scale cross sectional drawing must be submitted to Council's Construction Management branch for assessment and approval.

45 Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the existing side entry pit must be converted to a grated pit and must be constructed with a pipe extension to one side of the new vehicle crossing:

(a) at the permit holder's cost; and

(b) to the satisfaction of the Responsible Authority

46 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:

(c) to VicRoads geometric requirements and in accordance with any requirements or conditions imposed by Council;

(d) to accommodate the ground clearance of the B99 design vehicle;

(e) at the permit holder's cost; and

(f) to the satisfaction of the Responsible Authority.

45. 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.

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

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

47. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, footpath along the property's Swan Street frontage must be reconstructed:

(a) with a cross-fall of 1 in 40 or unless otherwise specified by Council;
(b) at the permit holder's cost; and
(c) to the satisfaction of the Responsible Authority.

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Planning and Environment Regulations 2015 No. 33/2015 Form 4 Sections 63, 64 64A and 86

48. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, kerb and channel along the property's Swan Street frontage must be reconstructed:

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

49. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the half-width road pavement (from the central tram reservation to the south kerb) of Swan Street immediately along the property street frontage must be profiled and re-sheeted:

    (a) with all road pavement reinstatements consolidated as single full-width areas of reinstatement to reduce further construction joints in the pavement;
    (b) at the permit holder's cost; and
    (c) to the satisfaction of the Responsible Authority.

50. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, any damage to Council infrastructure resulting from the development must be reinstated:

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

Car parking

51. Before the building is occupied, a Car Park Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Car Park Management Plan will be endorsed and will form part of this permit. The Car Park Management Plan must address, but not be limited to, the following:

    (a) the number of car parking spaces allocated to each tenancy and that each space is allocated;
    (b) the location of the additional signal lantern facing the proposed site egress;
    (c) details of way-finding, cleaning and security of end of trip bicycle facilities;
    (d) policing arrangements and formal agreements;
    (e) details of the management of the six car share scheme spaces;
    (f) details of the electric car charging points;
    (g) a schedule of all proposed signage including directional arrows and signage, informative signs indicating location of disabled bays and bicycle parking, exits, restrictions, pay parking system etc;
    (h) the collection of waste and garbage including the separate collection of organic waste and recyclables, which must be in accordance with the Waste Management Plan required by Condition 8; and
    (i) details regarding the management of loading and unloading of goods and materials.

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

53. 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:

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(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.

54. 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.

55. 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.

Green Travel Plan

56. Before the development commences, a Green Travel Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Green Travel plan will be endorsed and will form part of this permit. The Green Travel Plan must include, but not be limited to, the following:

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

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

Lighting

58. 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

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vehicular entrances and through-link laneway must be provided on the subject site. Lighting must be. Lighting must be:

(a) located;
(b) directed;
(c) shielded; and
(d) of limited intensity,

to the satisfaction of the Responsible Authority.

General

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

60. 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.

to the satisfaction of the Responsible Authority.

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

62. 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.

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

64. 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.

65. 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

66. 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:

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(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.

During the construction:
(r) any stormwater discharged into the stormwater drainage system must be in compliance with Environment Protection Authority guidelines;
(s) stormwater drainage system protection measures must be installed as required to ensure that no solid waste, sediment, sand, soil, clay or stones from the land enters the stormwater drainage system;
(t) vehicle borne material must not accumulate on the roads abutting the land;

Date: 2 May 2018

Mary Osman
Signature for the Responsible Authority

(u) the cleaning of machinery and equipment must take place on the land and not on adjacent footpaths or roads; and
(v) all litter (including items such as cement bags, food packaging and plastic strapping) must be disposed of responsibly.

Time expiry

67. This permit will expire if:

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

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

Notes:

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

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

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

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

Measures must be taken to ensure that rainfall run-off from Hutchins Street does not enter the development's car park entrance and truck turning area

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

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

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

The Permit Holder/developer is responsible for the management and protection of their building from groundwater.

The developer needs to ensure that the basement car park and any portions of the development at or below natural surface level have a level of protection to minimise the seepage of subterranean water (groundwater) or any rainfall run-off from penetrating the walls or floors of the site.

In the event that any contaminated groundwater seeps through the walls of the basement, this water must not be discharged into Council's stormwater drainage system under any circumstances. Any contaminated groundwater that is present within the site must be treated and disposed of in

Date: 2 May 2018

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Planning and Environment Regulations 2015 No. 33/2015 Form 4 Sections 63, 64 64A and 86

accordance with a Trade Waste Agreement and as per EPA guidelines and Melbourne Water/City West Water guidelines.

It is also the Permit Holder's onus and responsibility to ensure that rainfall run-off does not enter the property in the event of a heavy storm. Adequate measures should be in place to prevent backwash from entering the property.

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

Contaminated ground water seepage into basements from above the water table must be discharged to the sewer system through a trade waste agreement with the relevant authority or in accordance with EPA guidelines.

Contaminated groundwater from below the water table must be discharged to the sewer system through a trade waste agreement from the relevant sewer authority.

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

Transport for Victoria notes

Works undertaken within railway land must consider all standards and work practices for work within the railway corridor and conform to all relevant Australian standards including Victorian Rail Industry Operator Group (VRIOG) standards for any interface works and installation of underground utility services to the satisfaction of the Rail Operator and Public Transport Victoria.

Entry onto railway land is at the discretion of the Rail Operator and is subject to the Rail Operators Site Access Procedures and conditions.

VicRoads Notes

Separate consent may be required from VicRoads (the Roads Corporation) under the Road Management Act 2004 for buildings and works (i.e. canopies and architectural features/ projections) undertaken outside the title boundary within a Road Zone Category 1 (i.e. Swan Street). Please contact VicRoads prior to commencing any works.

THIS PERMIT WAS ISSUED AT THE DIRECTION OF VCAT AS FOLLOWS:

Date of Order	
3 September 2018	Planning Permit PLN17/0448 was amended in accordance with the order of the Victorian Civil and Administrative Tribunal, reference: P1018/2018 via consent

Date: 2 May 2018

Mary Osman
Signature for the Responsible Authority

Planning and Environment Regulations 2015 No. 33/2015 Form 4 Sections 63, 64 64A and 86

Attachment 1 - PLN17/0448 - 484 - 486 Swan St Richmond - Planning Permit (Amended)

PLANNING PERMIT

IMPORTANT INFORMATION ABOUT THIS PERMIT

WHAT HAS BEEN DECIDED?

The Responsible Authority has issued a permit.

(Note: This is not a permit granted under Division 5 or 6 of Part 4 of the **Planning and Environment Act 1987**.)

WHEN DOES A PERMIT BEGIN?

A permit operates:

- from the date specified in the permit; or
- If no date is specified, from—
  - (i) the date of the decision of the Victorian Civil and Administrative Tribunal, if the permit was issued at the direction of the Tribunal; or
  - (ii) the date on which it was issued, in any other case.

WHEN DOES A PERMIT EXPIRE?

1. A permit for the development of land expires if—
   - the development or any stage of it does not start within the time specified in the permit; or
   - the development requires the certification of a plan of subdivision or consolidation under the Subdivision Act 1988 and the plan is not certified within two years of the issue of the permit, unless the permit contains a different provision; or
   - the development or any stage is not completed within the time specified in the permit, or, if no time is specified, within two years after the issue of the permit or in the case of a subdivision or consolidation within 5 years of the certification of the plan of subdivision or consolidation under the **Subdivision Act 1988**.
2. A permit for the use of land expires if—
   - the use does not start within the time specified in the permit, or if no time is specified, within two years after the issue of the permit; or
   - the use is discontinued for a period of two years.
3. A permit for the development and use of land expires if—
   - the development or any stage of it does not start within the time specified in the permit; or
   - the development or any stage of it is not completed within the time specified in the permit, or, if no time is specified, within two years after the issue of the permit; or
   - the use does not start within the time specified in the permit, or, if no time is specified, within two years after the completion of the development; or
   - the use is discontinued for a period of two years.
4. If a permit for the use of land or the development and use of land or relating to any of the circumstances mentioned in section 6A(2) of the **Planning and Environment Act 1987**, or to any combination of use, development or any of those circumstances requires the certification of a plan under the **Subdivision Act 1988**, unless the permit contains a different provision—
   - the use or development of any stage is to be taken to have started when the plan is certified; and
   - the permit expires if the plan is not certified within two years of the issue of the permit.
5. The expiry of a permit does not affect the validity of anything done under that permit before the expiry.

WHAT ABOUT REVIEWS?

- The person who applied for the permit may apply for a review of any condition in the permit unless it was granted at the direction of the Victorian Civil and Administrative Tribunal, in which case no right of review exists.
- An application for review must be lodged within 60 days after the permit was issued, unless a notice of decision to grant a permit has been issued previously, in which case the application for review must be lodged within 60 days after the giving of that notice.
- An application for review is lodged with the Victorian Civil and Administrative Tribunal.
- An application for review must be made on relevant form which can be obtained from the Victorian Civil and Administrative Tribunal, and be accompanied by the applicable fee.
- An application for review must state the grounds upon which it is based.
- A copy of an application for review must be served on the responsible authority.
- Details about applications for review and the fees payable can be obtained from the Victorian Civil and Administrative Tribunal.

Planning and Environment Regulations 2015 No. 33/2015 Form 4 Sections 63, 64, 64A and 86

Attachment 2 - PLN17/0448.01 - 484 - 486 Swan St Richmond - Decision Plans

SWAN STREET COMMERCIAL BUILDING

484-486 SWAN STREET, RICHMOND, VIC, 3121
ALLOT 30 PARISH OF JIKA JIKA
APPLICATION NO. PLN17/0048

TOWN PLANNING DOCUMENTATION

LOCATION MAP

SUBJECT SITE

AERIAL IMAGE

PERSPECTIVE VIEW

TP_DRAWING TRANSMITTAL

SHEET NUMBER	SHEET NAME	REVISION
TP00	COVER PAGE & LOCATION PLAN	T
TP02	PROPOSED SITE PLAN	K
TP10	PROPOSED BASEMENT 3 FLOOR PLAN	J
TP11	PROPOSED BASEMENT 2 FLOOR PLAN	J
TP12	PROPOSED BASEMENT 1 FLOOR PLAN	M
TP13	PROPOSED GROUND FLOOR PLAN	S
TP14	PROPOSED LEVEL 1 FLOOR PLAN	L
TP15	PROPOSED LEVEL 2 FLOOR PLAN	J
TP16	PROPOSED LEVEL 3 FLOOR PLAN	J
TP17	PROPOSED LEVEL 4 FLOOR PLAN	J
TP18	PROPOSED LEVEL 5 FLOOR PLAN	J
TP19	PROPOSED LEVEL 6 FLOOR PLAN	J
TP20	PROPOSED LEVEL 7 FLOOR PLAN	J
TP21	PROPOSED LEVEL 8 FLOOR PLAN	J
TP22	PROPOSED LEVEL 9 FLOOR PLAN	K
TP23	PROPOSED LEVEL 10 FLOOR PLAN	K
TP24	PROPOSED LEVEL 11 FLOOR PLAN	K
TP25	PROPOSED LEVEL 12 FLOOR PLAN	K
TP26	PROPOSED LEVEL 13 FLOOR PLAN	L
TP27	PROPOSED CERVICES FLOOR PLAN	L
TP28	PROPOSED ROOF PLAN	L
TP30	PROPOSED NORTH AND EAST ELEVATIONS	Q
TP31	PROPOSED SOUTH AND WEST ELEVATIONS	P
TP32	HEIGHT DIAGRAM	G
TP34	PROPOSED THROUGH-LINK DETAILS	Z
TP35	PROPOSED DAWN STREET DETAILS	K
TP36	DAWN ST & FAIL FOOTPATHS	L
TP40	PROPOSED BUILDING SECTIONS	K
TP41	PROPOSED ENTRY RAMP DETAILS	K
TP50	MATERIALS SCHEDULE - 45 BAY	K
TP55	SHADOW DIAGRAMS - MORNING	B
TP56	SHADOW DIAGRAMS - AFTERNOON	B

COVER PAGE & LOCATION PLAN N.T.S.

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P	03.03.20	RESPONSE TO COUNCIL RFI
Q	13.03.20	RESPONSE TO COUNCIL RFI
R	17.03.20	REVISED PREVIOUS ENVELOPE
S	18.03.20	REVISED PREVIOUS ENVELOPE
T	15.05.20	RESPONSE TO TP URBAN DESIGN

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PROJECT NO 17009
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CLIENT RIVERLEE
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NORTH

TOWN PLANNING
TP00 T

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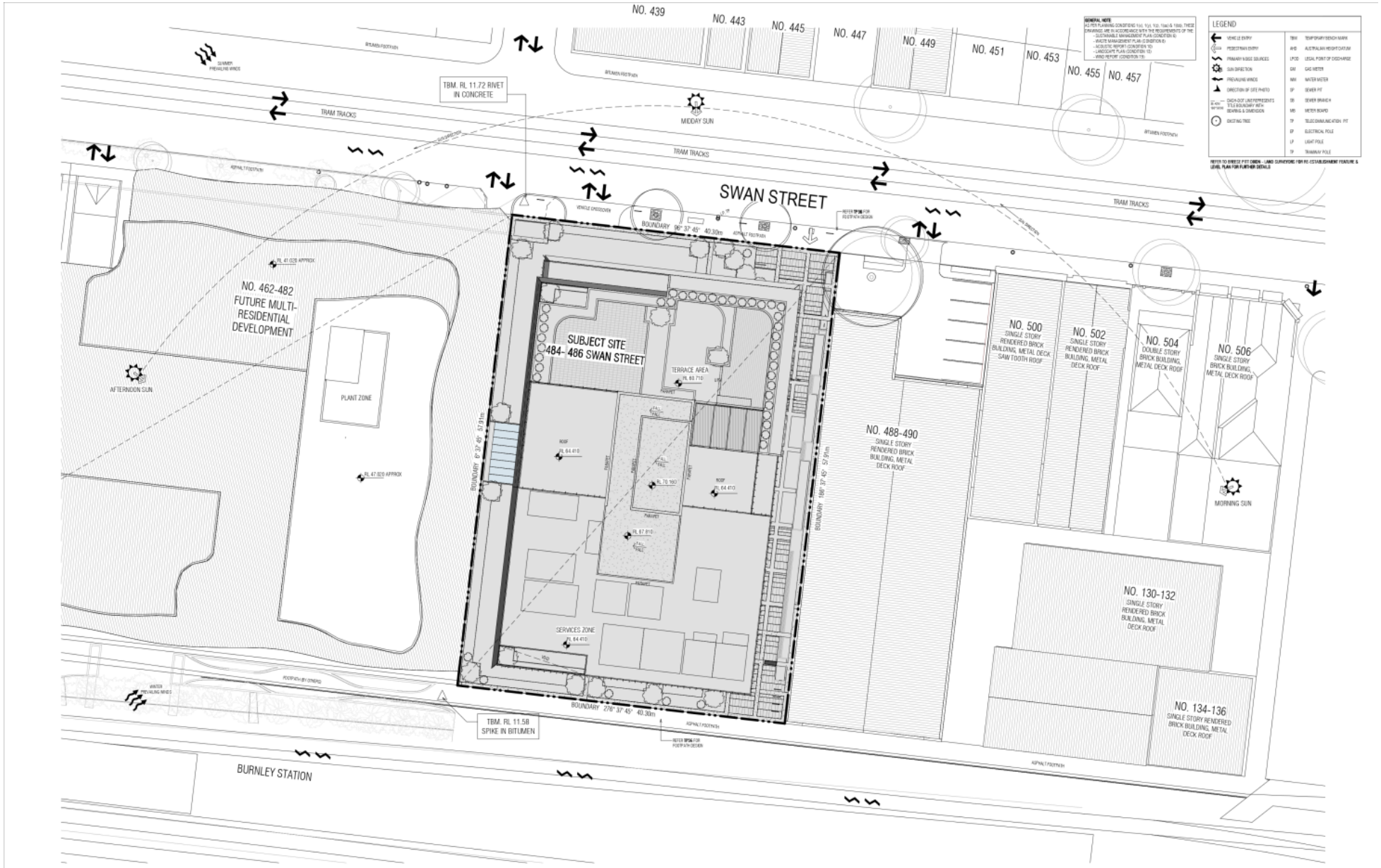

PROPOSED SITE PLAN 1 : 200

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G	25.06.19	CORRECTION TO TP DOCUMENTATION
H	21.08.19	RESPONSE TO COUNCIL RFI
I	03.10.19	RESPONSE TO COUNCIL RFI
J	03.03.20	RESPONSE TO COUNCIL RFI
K	13.03.20	RESPONSE TO COUNCIL RFI

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PROPOSED BASEMENT 3 FLOOR PLAN 1 : 100

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E	11.06.19	TOWN PLANNING ISSUE
F	21.06.19	REVISED TOWN PLANNING ISSUE
G	21.08.19	RESPONSE TO COUNCIL RFI
H	03.10.19	RESPONSE TO COUNCIL RFI
I	08.11.19	RESPONSE TO COUNCIL RFI

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TP10

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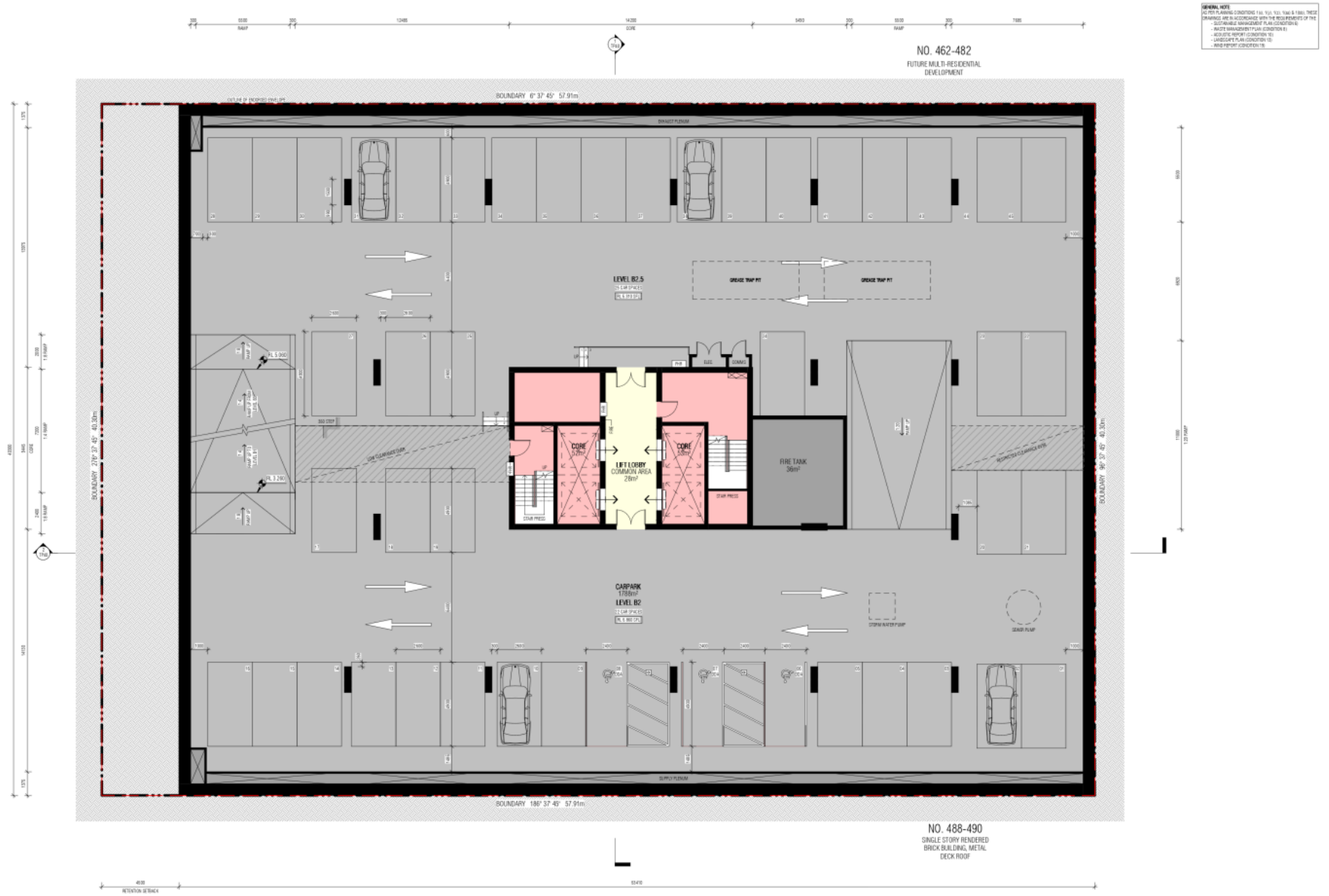

PROPOSED BASEMENT 2 FLOOR PLAN 1 : 100

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G	21.08.19	RESPONSE TO COUNCIL RFI
H	03.10.19	RESPONSE TO COUNCIL RFI
I	08.11.19	RESPONSE TO COUNCIL RFI

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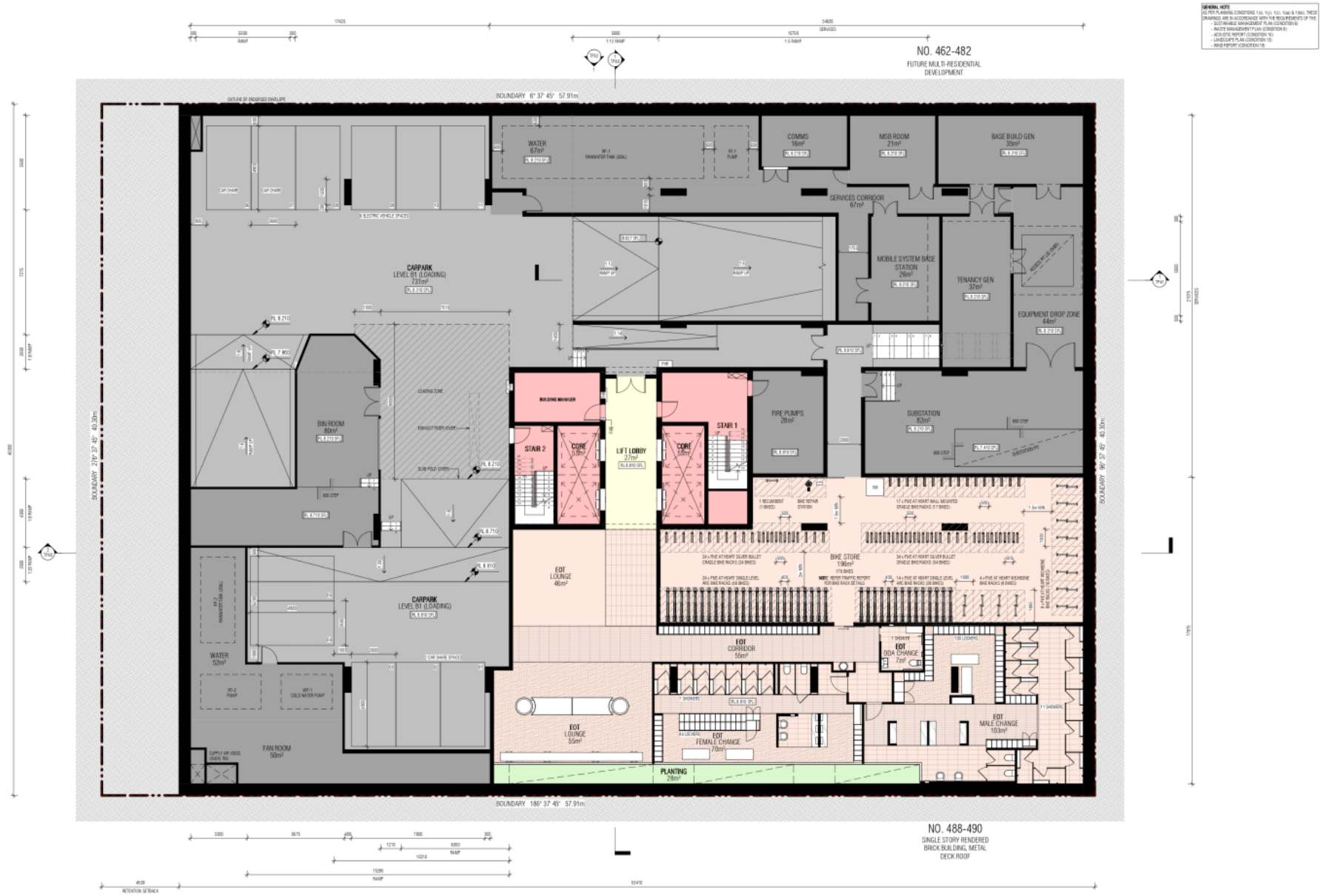

PROPOSED BASEMENT 1 FLOOR PLAN 1 : 100

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I	21.08.19	RESPONSE TO COUNCIL RFI
J	19.09.19	RESPONSE TO COUNCIL RFI
K	03.10.19	RESPONSE TO COUNCIL RFI
L	08.11.19	RESPONSE TO COUNCIL RFI
M	03.03.20	RESPONSE TO COUNCIL RFI

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TP12M

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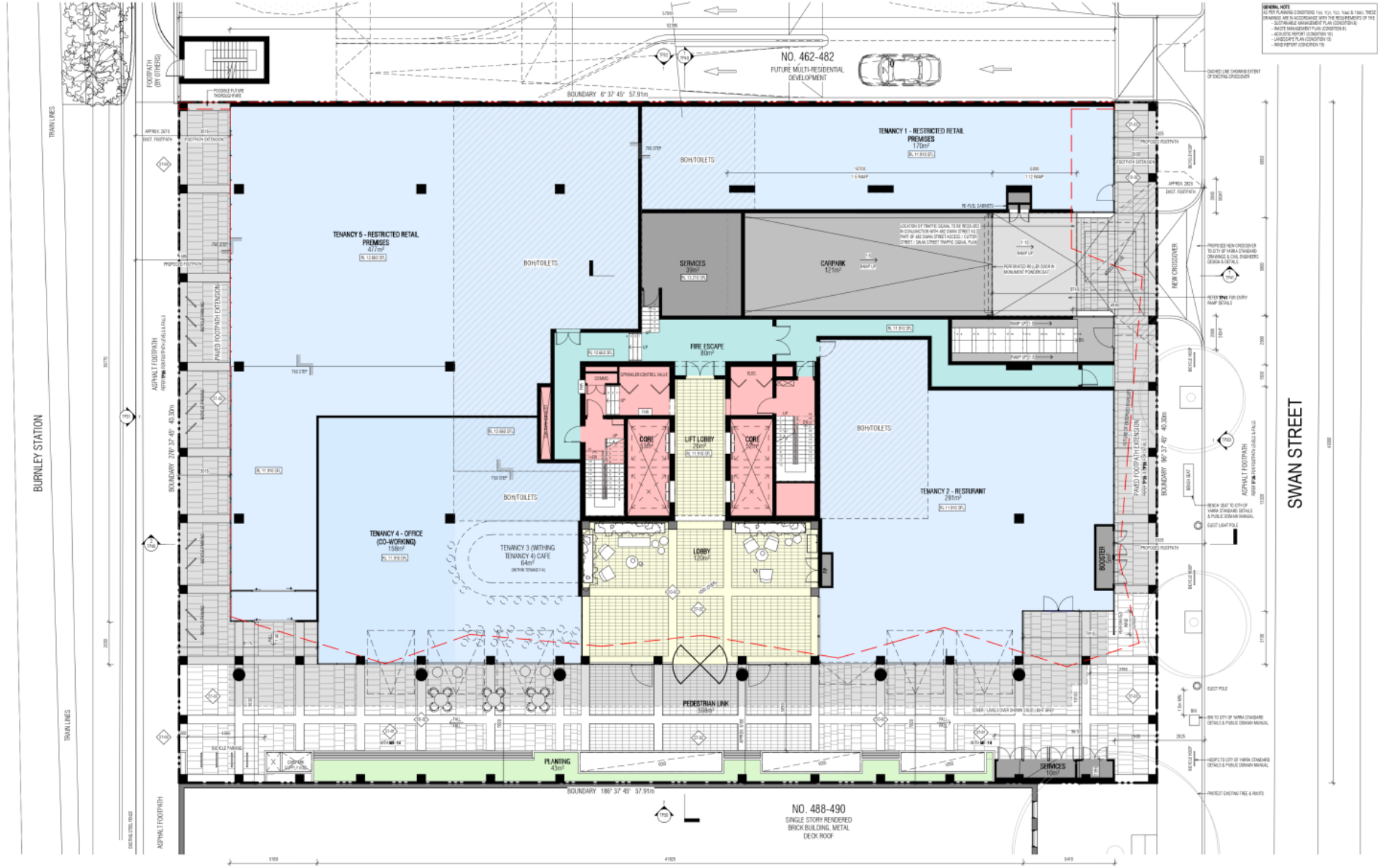

PROPOSED GROUND FLOOR PLAN 1 : 100

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REVISIONS FOR THIS ISSUE SHOWN CLOUDED.		
O	08.11.19	RESPONSE TO COUNCIL RFI
P	20.11.19	REVISED GROUND LEVEL FOR TP
Q	03.03.20	RESPONSE TO COUNCIL RFI
R	13.03.20	RESPONSE TO COUNCIL RFI
S	15.05.20	RESPONSE TO TP URBAN DESIGN

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PROPOSED LEVEL 1 FLOOR PLAN 1 : 100

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REVISIONS FOR THIS ISSUE SHOWN CLOUDED.

H	24.07.19	CHANGES TO GROUND LEVEL
J	31.08.19	RESPONSE TO COUNCIL RFI
J	27.09.19	RESPONSE TO COUNCIL RFI
K	19.09.19	RESPONSE TO COUNCIL RFI
L	03.10.19	RESPONSE TO COUNCIL RFI

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G	21.08.19	RESPONSE TO COUNCIL RFI
H	19.09.19	RESPONSE TO COUNCIL RFI
I	03.10.19	RESPONSE TO COUNCIL RFI

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PROPOSED LEVEL 3 FLOOR PLAN 1 : 100

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G	21.08.19	RESPONSE TO COUNCIL RFI
H	26.09.19	RESPONSE TO COUNCIL RFI
I	19.09.19	RESPONSE TO COUNCIL RFI
J	03.10.19	RESPONSE TO COUNCIL RFI

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TOWN PLANNING
TP16 J

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PROPOSED LEVEL 4 FLOOR PLAN 1 : 100

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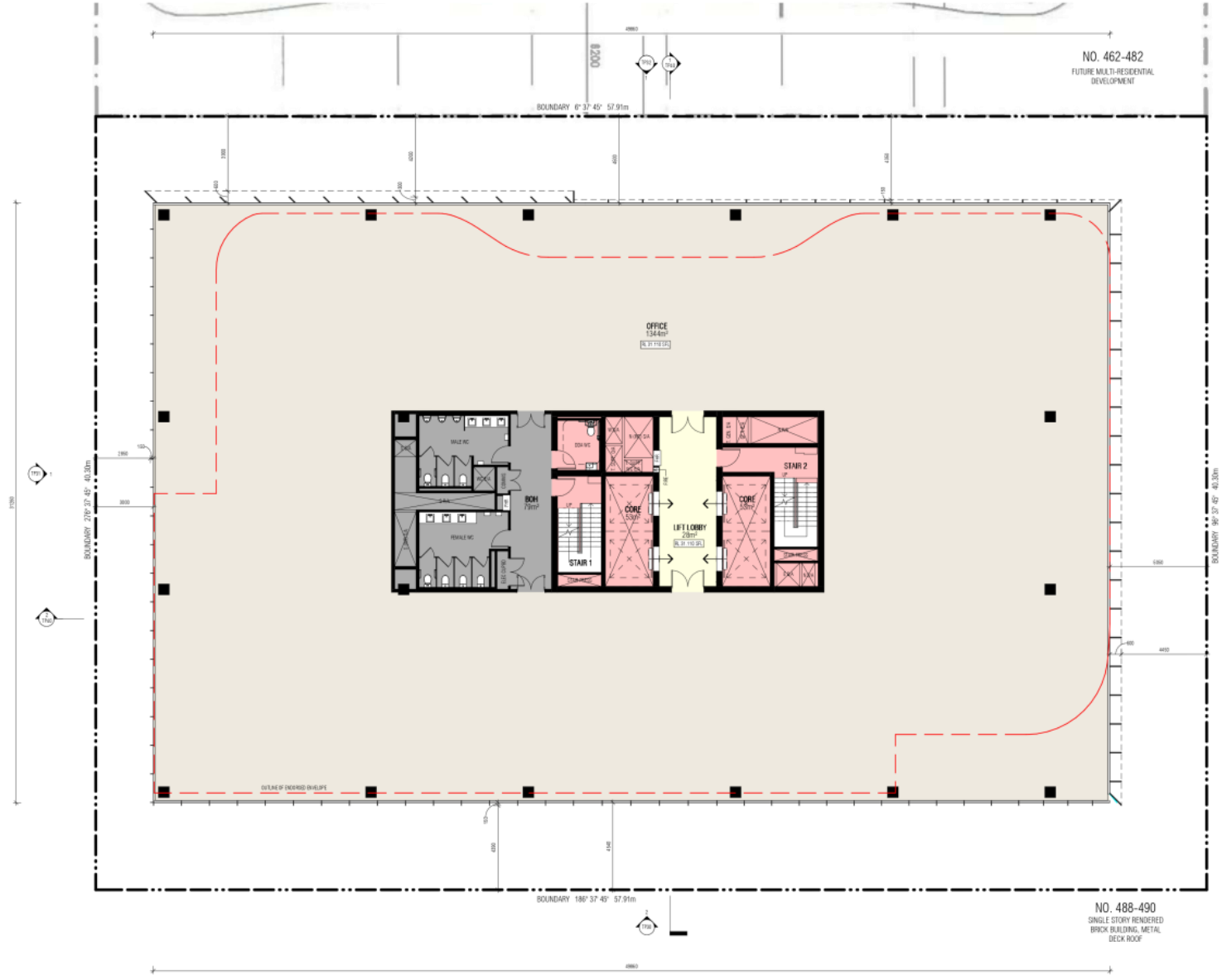

PROPOSED LEVEL 5 FLOOR PLAN 1 : 100

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H	19.09.19	RESPONSE TO COUNCIL RFI
I	03.10.19	RESPONSE TO COUNCIL RFI

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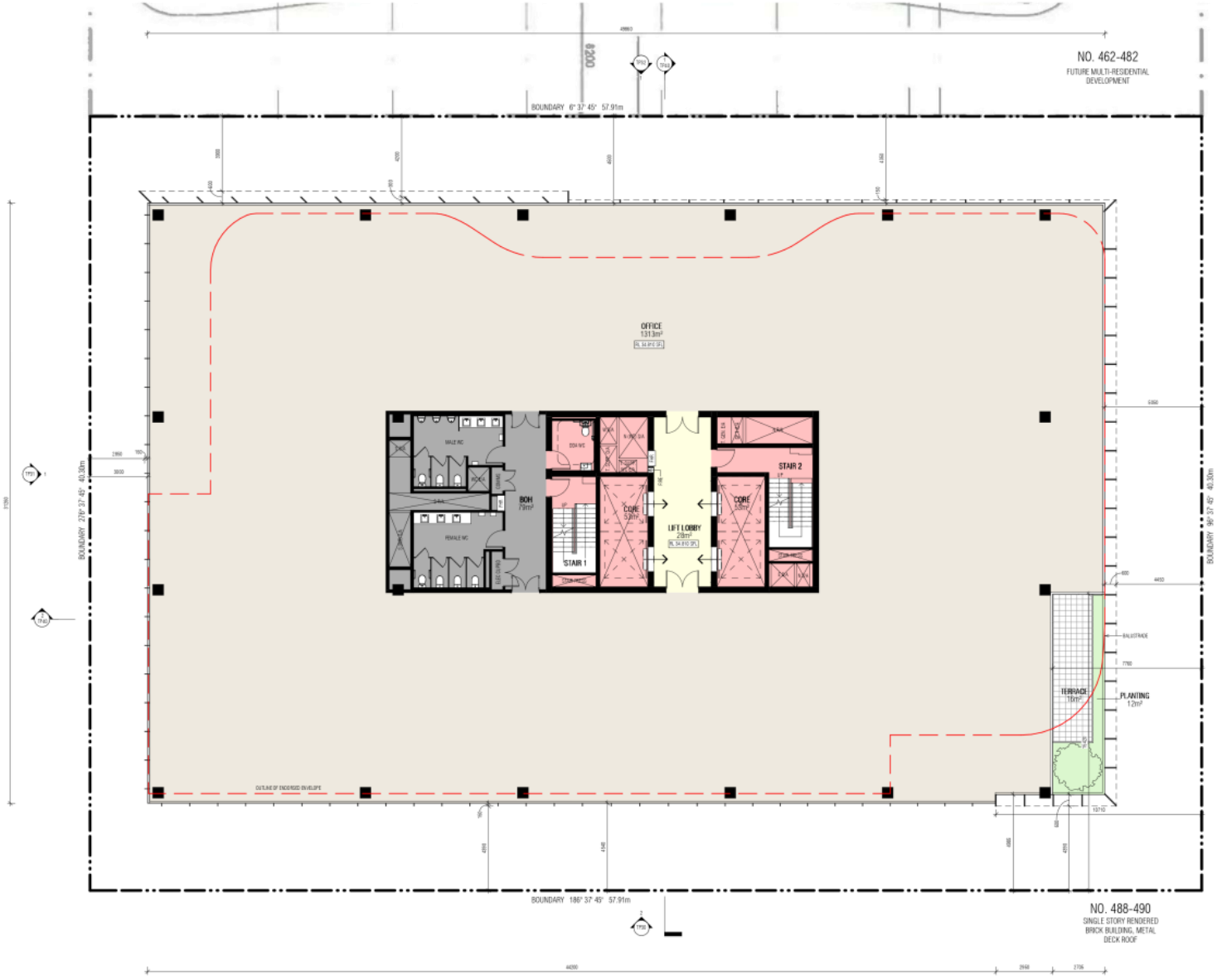
TOWN PLANNING
TP18 I

Attachment 2 - PLN17/0448.01 - 484 - 486 Swan St Richmond - Decision Plans



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E	11.06.19	TOWN PLANNING ISSUE
F	21.06.19	REVISED TOWN PLANNING ISSUE
G	21.08.19	RESPONSE TO COUNCIL RFI
H	19.09.19	RESPONSE TO COUNCIL RFI
I	03.10.19	RESPONSE TO COUNCIL RFI

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TP19 I

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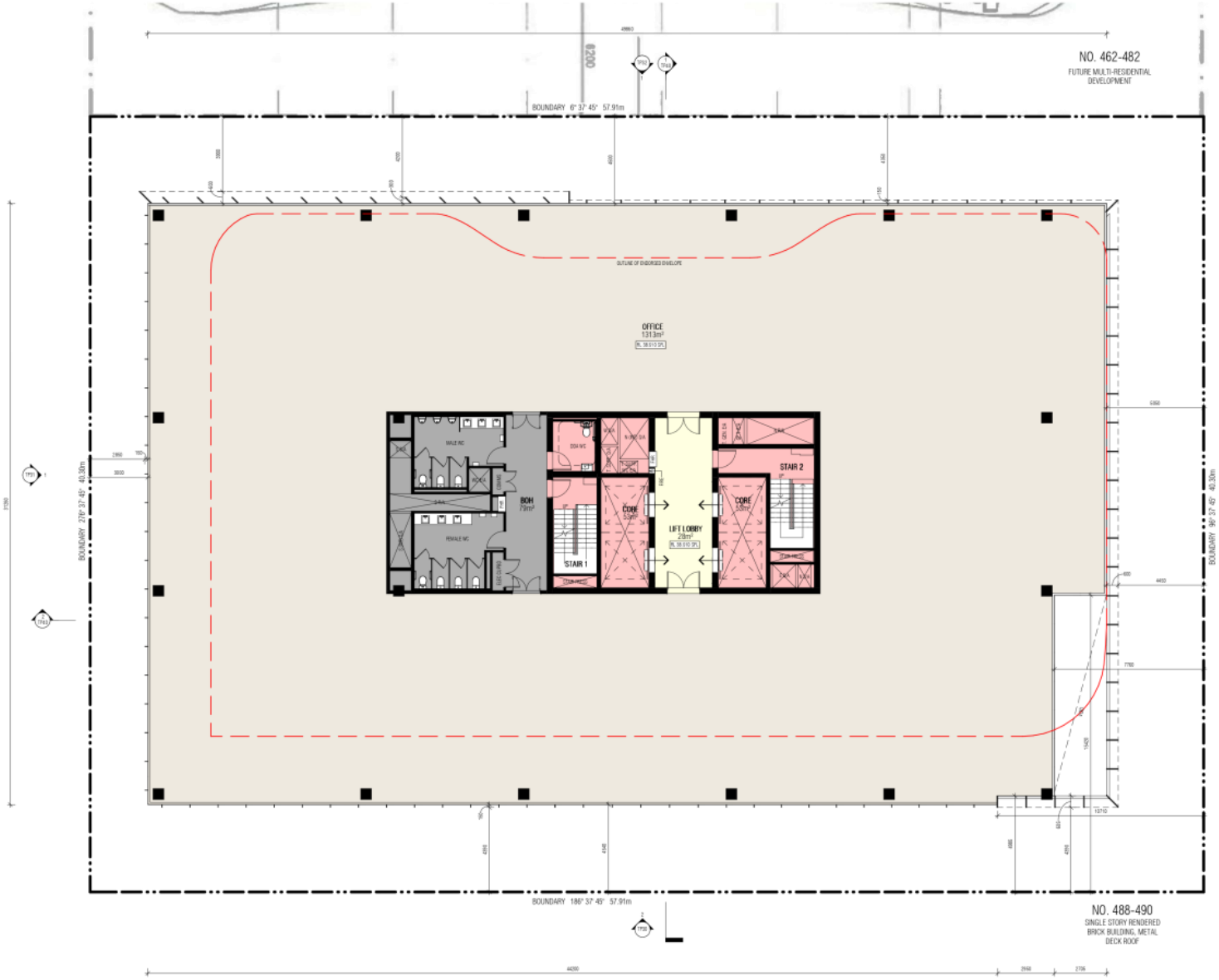

PROPOSED LEVEL 7 FLOOR PLAN 1 : 100

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E	11.06.19	TOWN PLANNING ISSUE
F	21.06.19	REVISED TOWN PLANNING ISSUE
G	21.08.19	RESPONSE TO COUNCIL RFI
H	19.09.19	RESPONSE TO COUNCIL RFI
I	03.10.19	RESPONSE TO COUNCIL RFI

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PROPOSED LEVEL 8 FLOOR PLAN 1 : 100

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I	19.09.19	RESPONSE TO COUNCIL RFI
J	03.10.19	RESPONSE TO COUNCIL RFI

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PROPOSED LEVEL 9 FLOOR PLAN 1 : 100

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I	19.09.19	RESPONSE TO COUNCIL RFI
J	03.10.19	RESPONSE TO COUNCIL RFI
K	15.05.20	RESPONSE TO TP URBAN DESIGN

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PROPOSED LEVEL 10 FLOOR PLAN 1 : 100

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J	03.10.19	RESPONSE TO COUNCIL RFI
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PROPOSED LEVEL 11 FLOOR PLAN 1 : 100

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PROPOSED LEVEL 12 FLOOR PLAN 1 : 100

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TP25K

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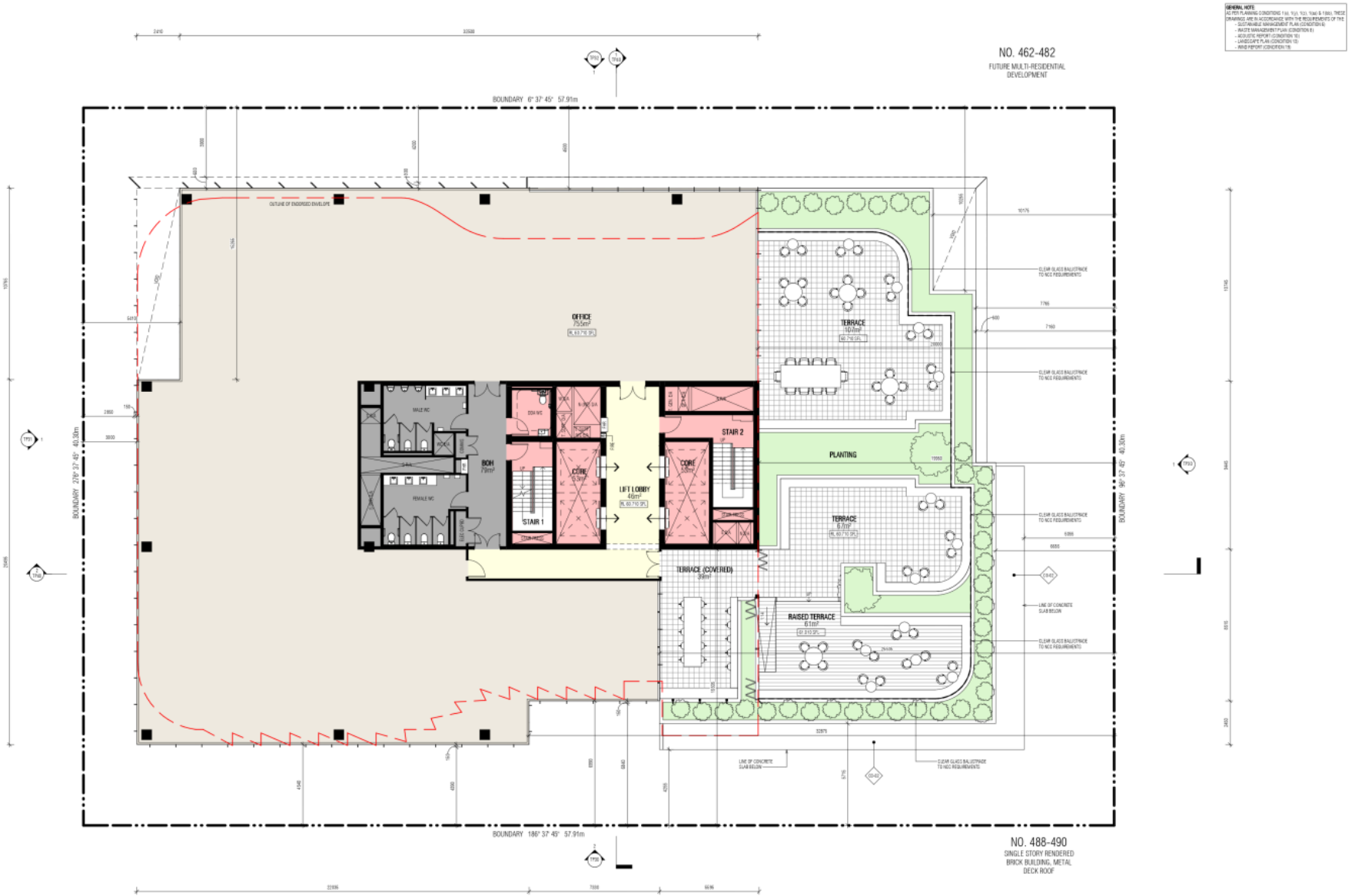

PROPOSED LEVEL 13 FLOOR PLAN 1 : 100

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J	01.08.19	RESPONSE TO COUNCIL RFI
J	26.08.19	RESPONSE TO COUNCIL RFI
K	19.09.19	RESPONSE TO COUNCIL RFI
L	03.10.19	RESPONSE TO COUNCIL RFI

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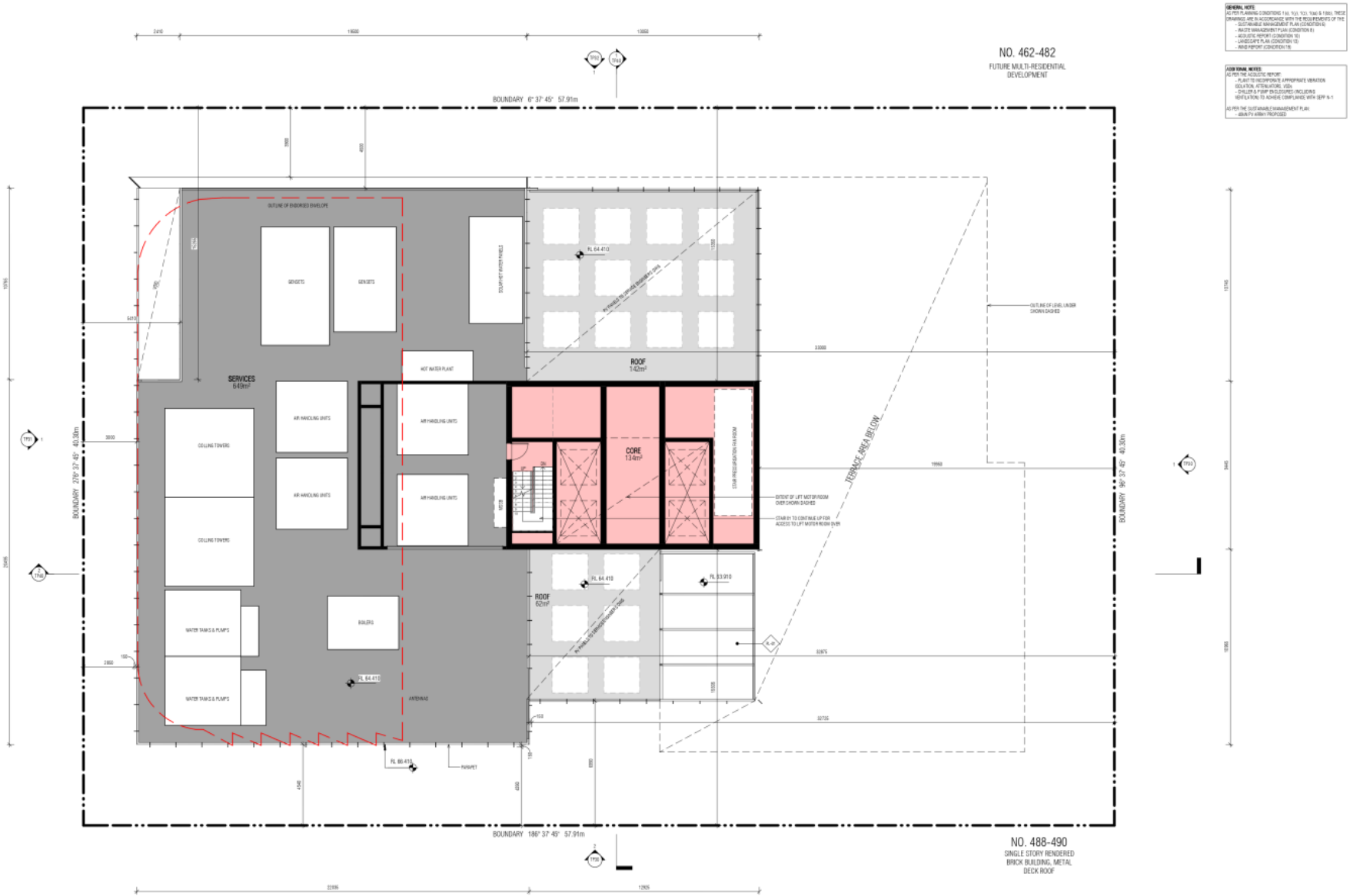
TP26 L

Attachment 2 - PLN17/0448.01 - 484 - 486 Swan St Richmond - Decision Plans



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K	03.10.19	RESPONSE TO COUNCIL RFI
L	03.03.20	RESPONSE TO COUNCIL RFI

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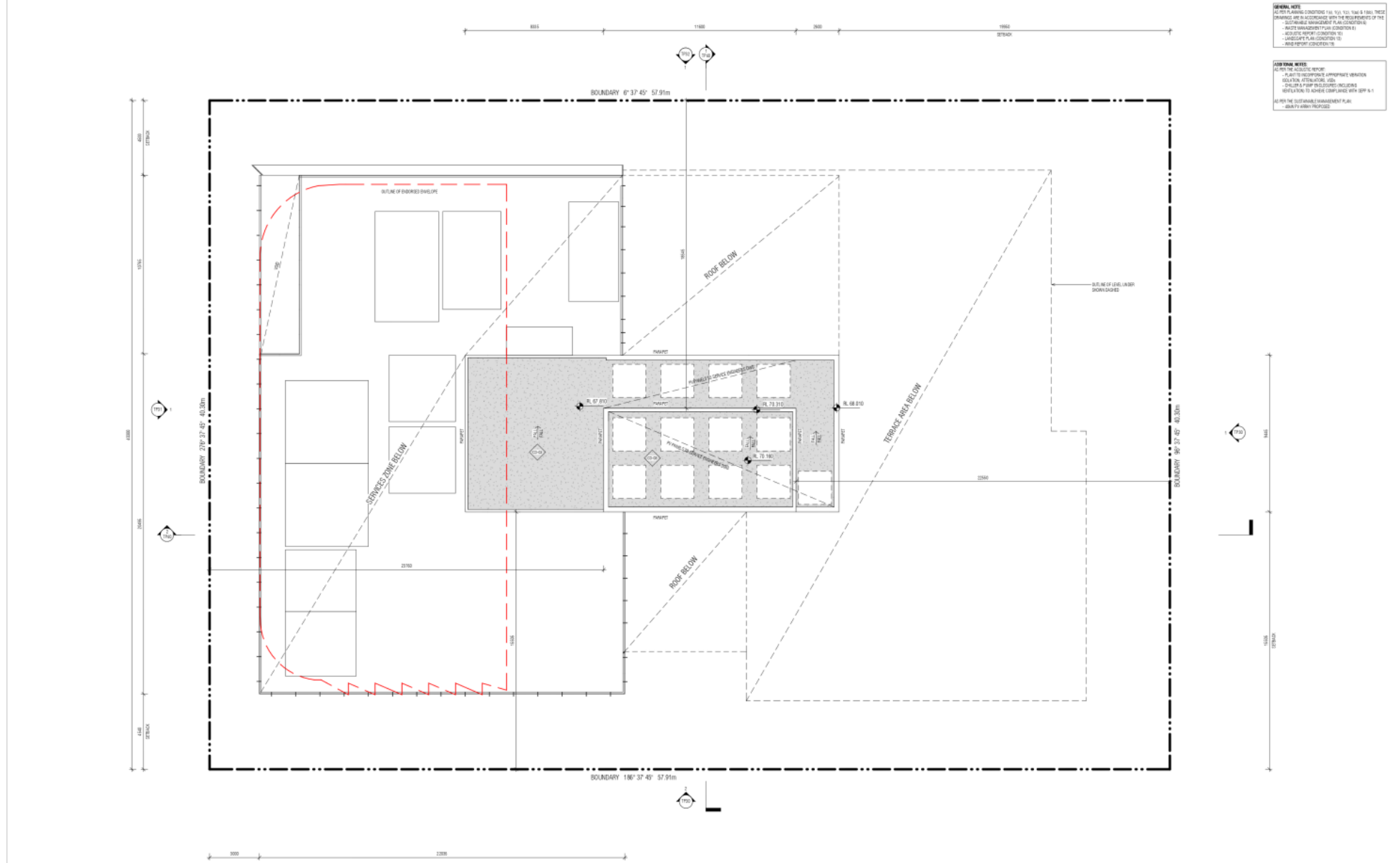
TP27 L

Attachment 2 - PLN17/0448.01 - 484 - 486 Swan St Richmond - Decision Plans



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I	03.10.19	RESPONSE TO COUNCIL RFI
J	03.03.20	RESPONSE TO COUNCIL RFI

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TP28 J

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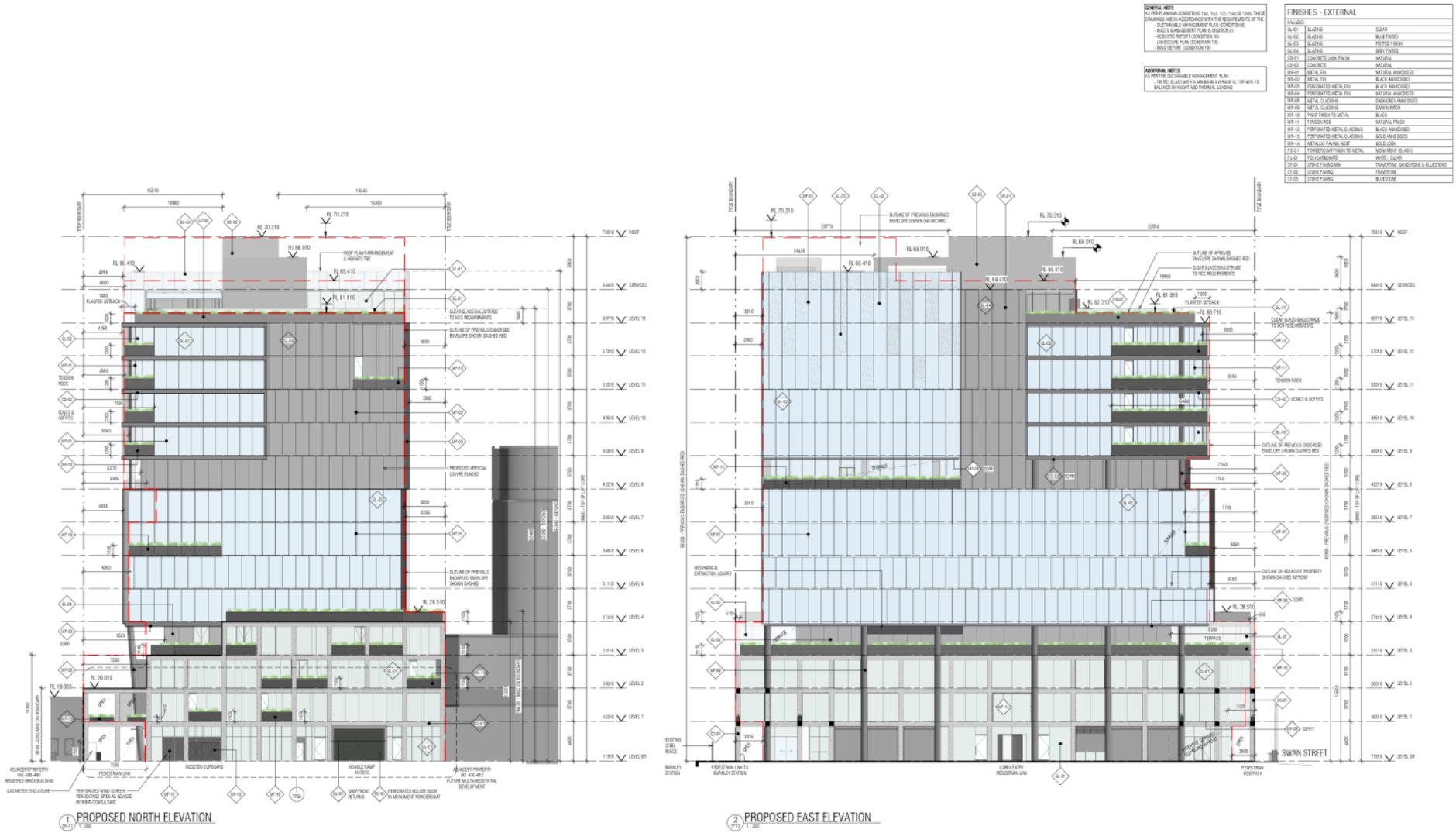

PROPOSED NORTH AND EAST ELEVATIONS AS SHOWN

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M	22.10.19	RESPONSE TO COUNCIL RFI
N	13.03.20	RESPONSE TO COUNCIL RFI
O	17.03.20	REVISED PREVIOUS ENVELOPE
P	18.03.20	REVISED PREVIOUS ENVELOPE
Q	15.05.20	RESPONSE TO TP URBAN DESIGN

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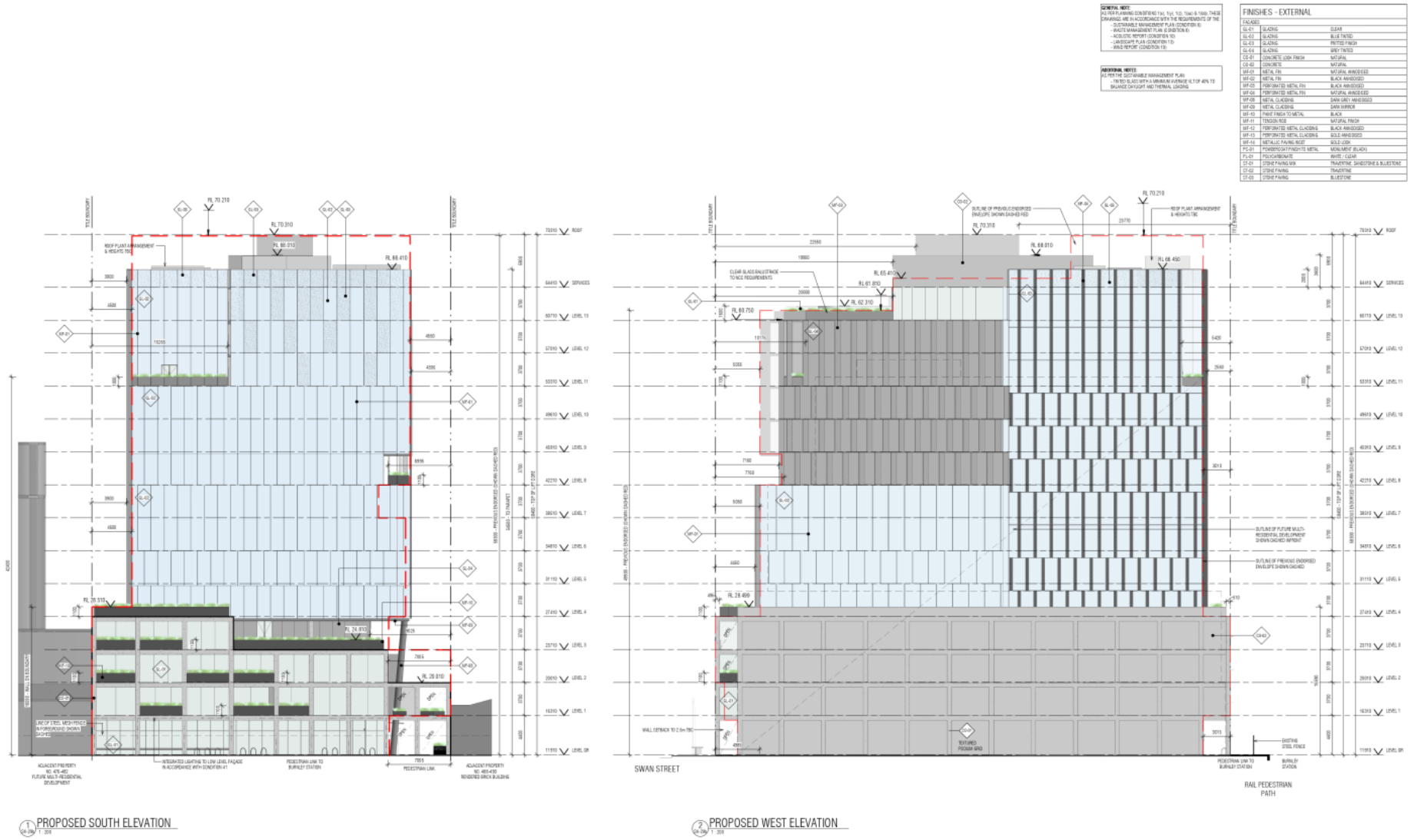

1 PROPOSED SOUTH ELEVATION 1 : 200

2 PROPOSED WEST ELEVATION 1 : 200

PROPOSED SOUTH AND WEST ELEVATIONS AS SHOWN

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L	22.10.19	RESPONSE TO COUNCIL RFI
M	13.03.20	RESPONSE TO COUNCIL RFI
N	17.03.20	REVISED PREVIOUS ENVELOPE
O	18.03.20	REVISED PREVIOUS ENVELOPE
P	15.05.20	RESPONSE TO TP URBAN DESIGN

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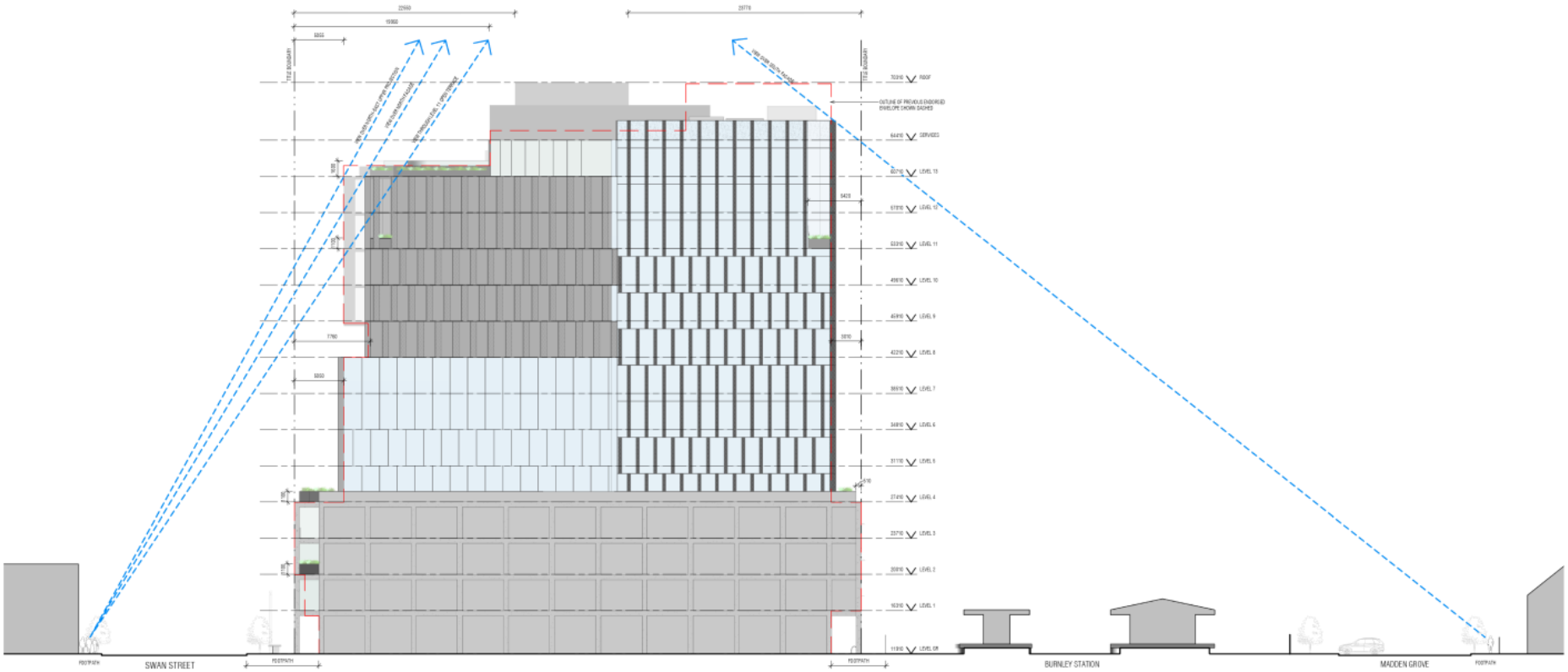

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D	03.10.19	RESPONSE TO COUNCIL RFI
E	13.03.20	RESPONSE TO COUNCIL RFI
F	17.03.20	REVISED PREVIOUS ENVELOPE
G	15.05.20	RESPONSE TO TP URBAN DESIGN

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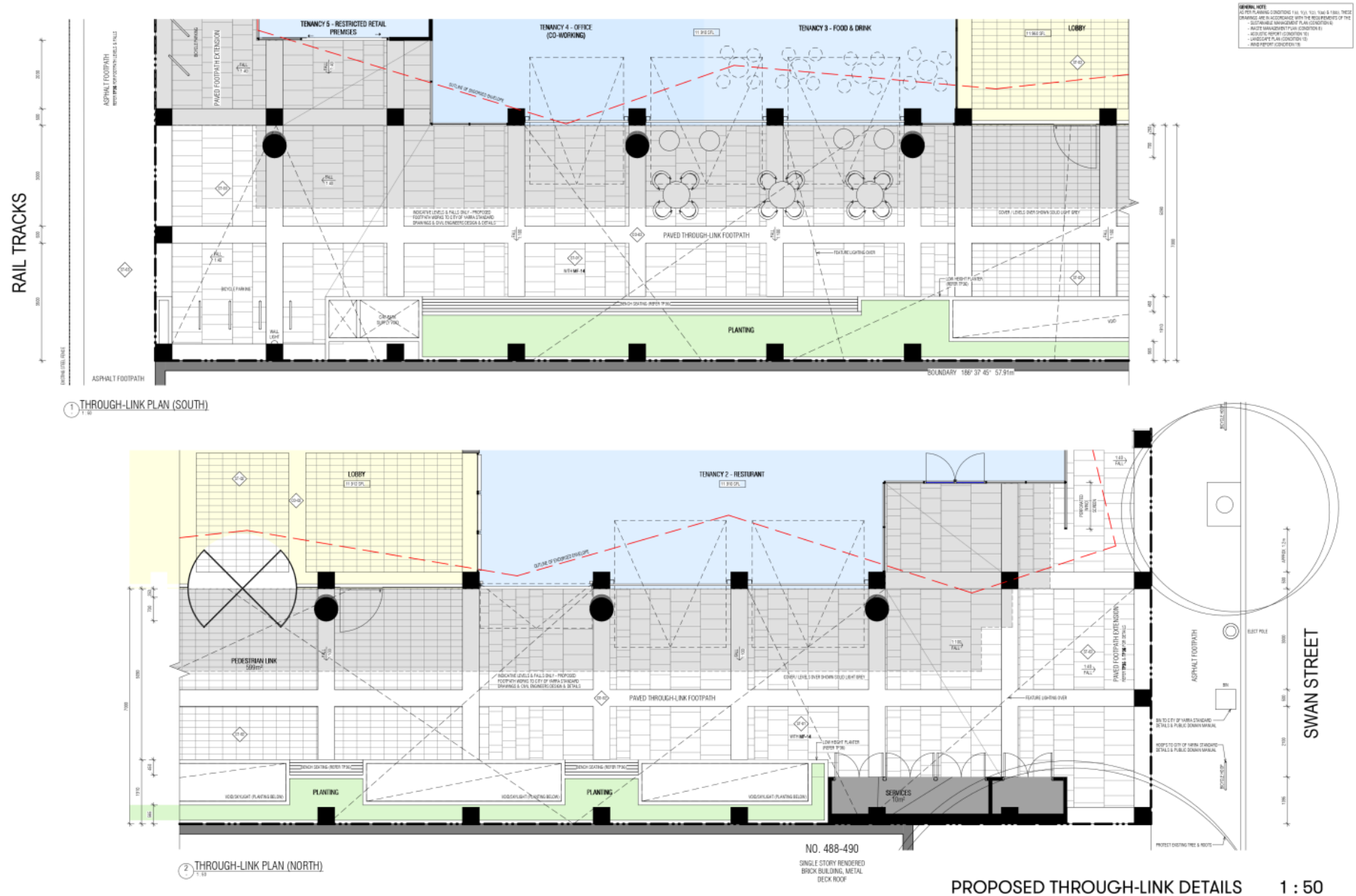

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B	03.10.19	RESPONSE TO COUNCIL RFI
C	22.10.19	RESPONSE TO COUNCIL RFI
D	03.03.20	RESPONSE TO COUNCIL RFI
E	13.03.20	RESPONSE TO COUNCIL RFI

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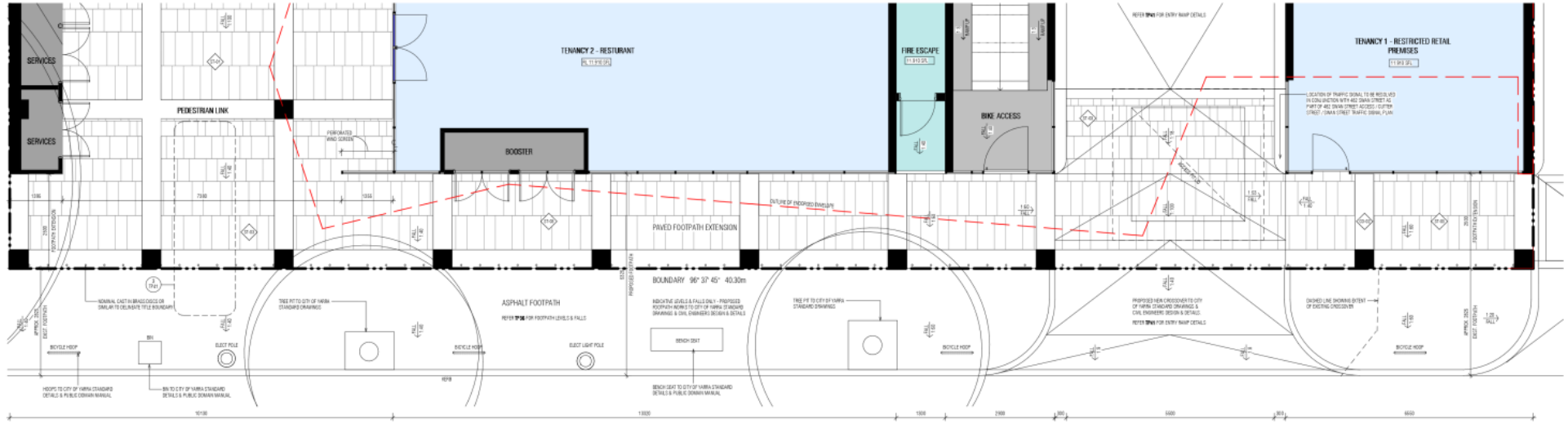

SWAN STREET

PROPOSED SWAN STREET DETAILS 1 : 50

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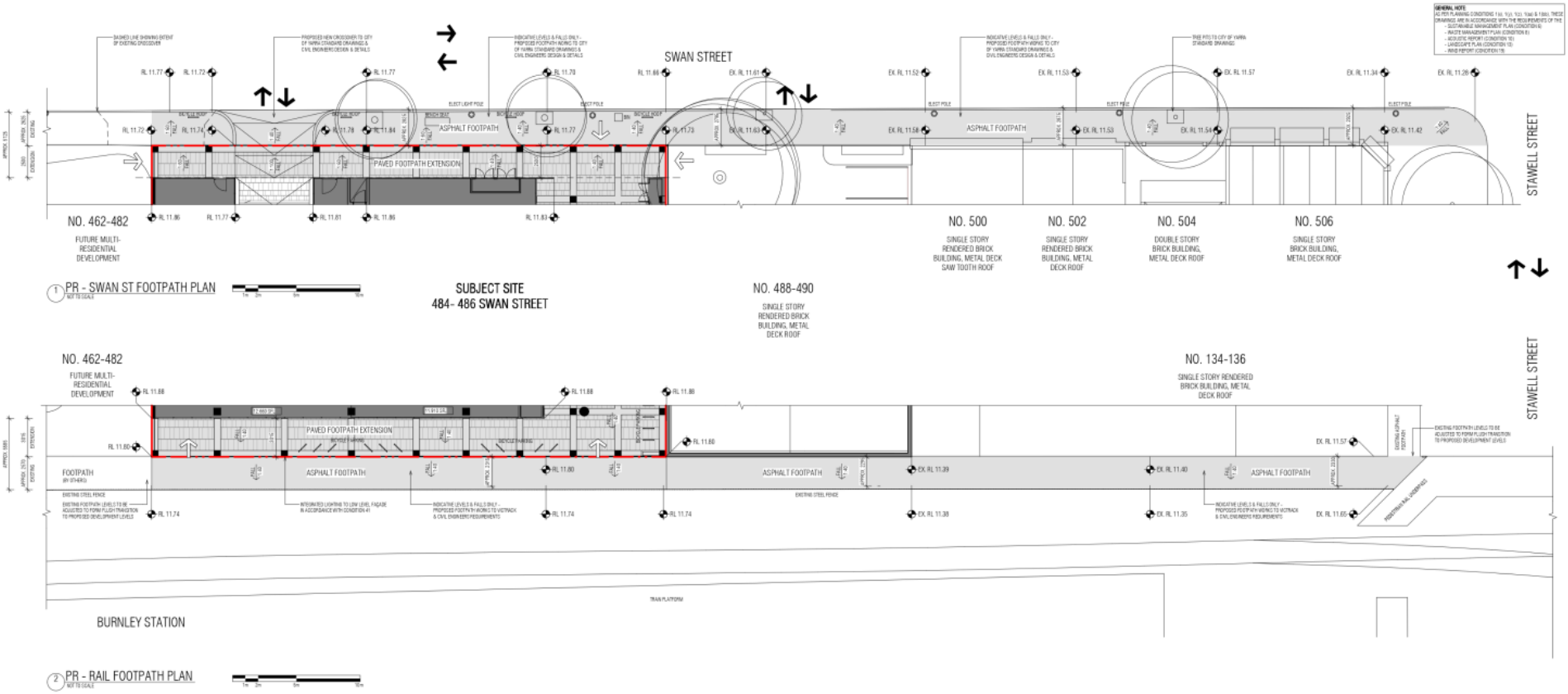

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N ACCORDANCE WITH CONDITION 41

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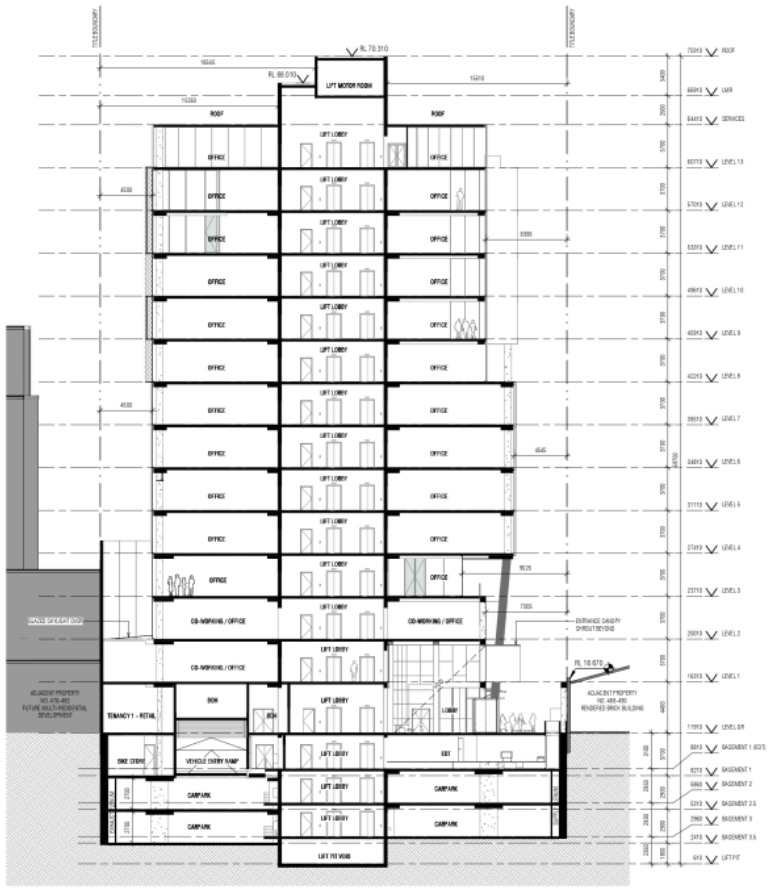

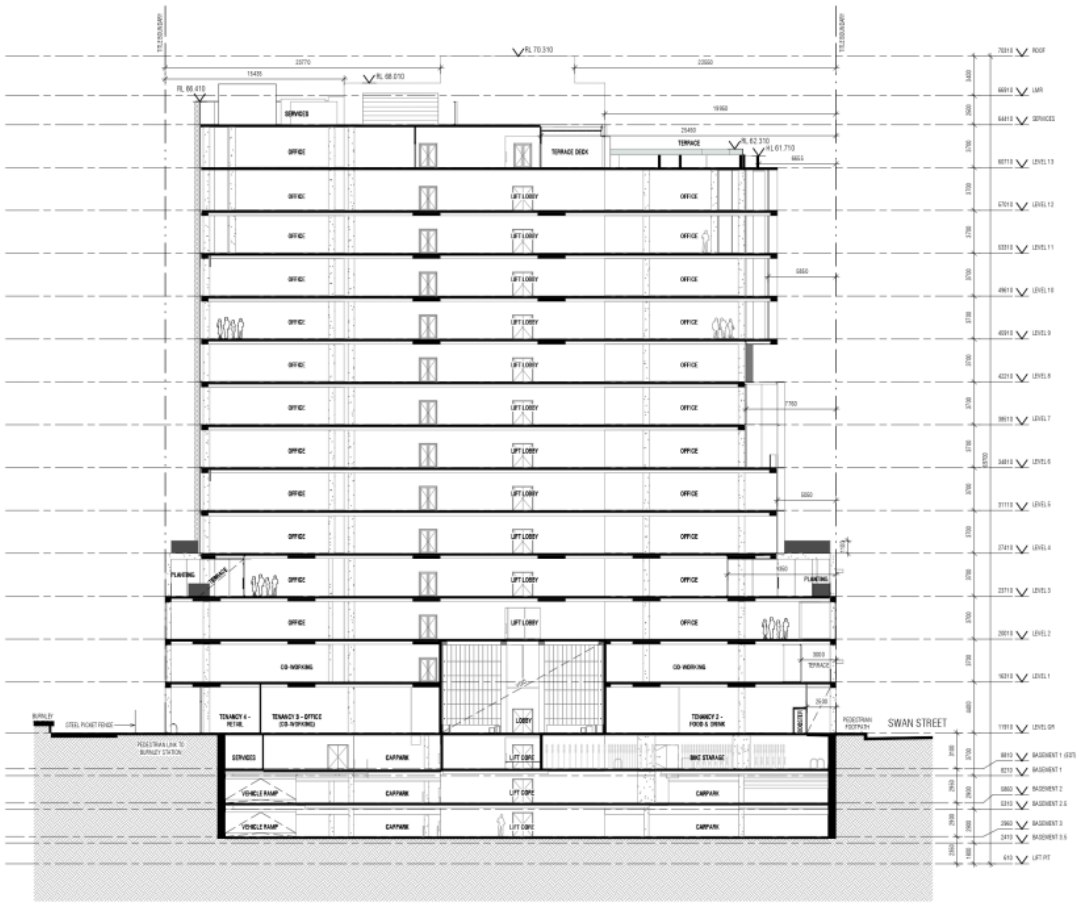

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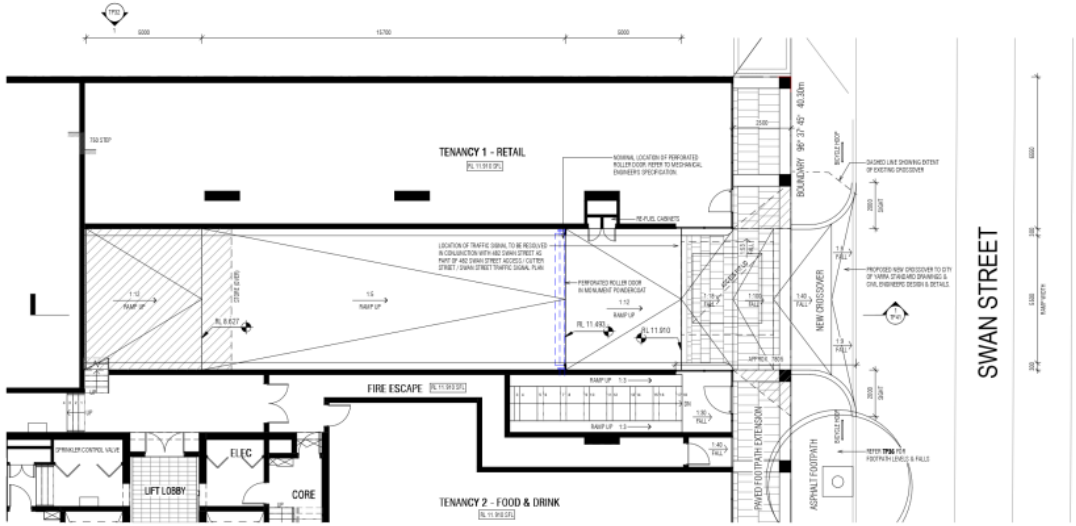
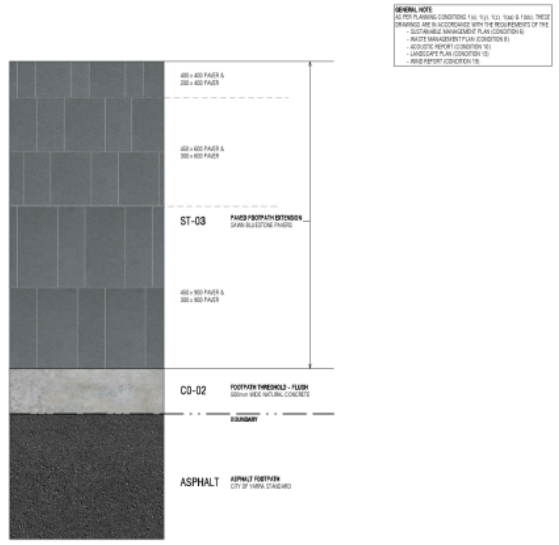


2 PLAN - ENTRY DRIVEWAY DETAILS



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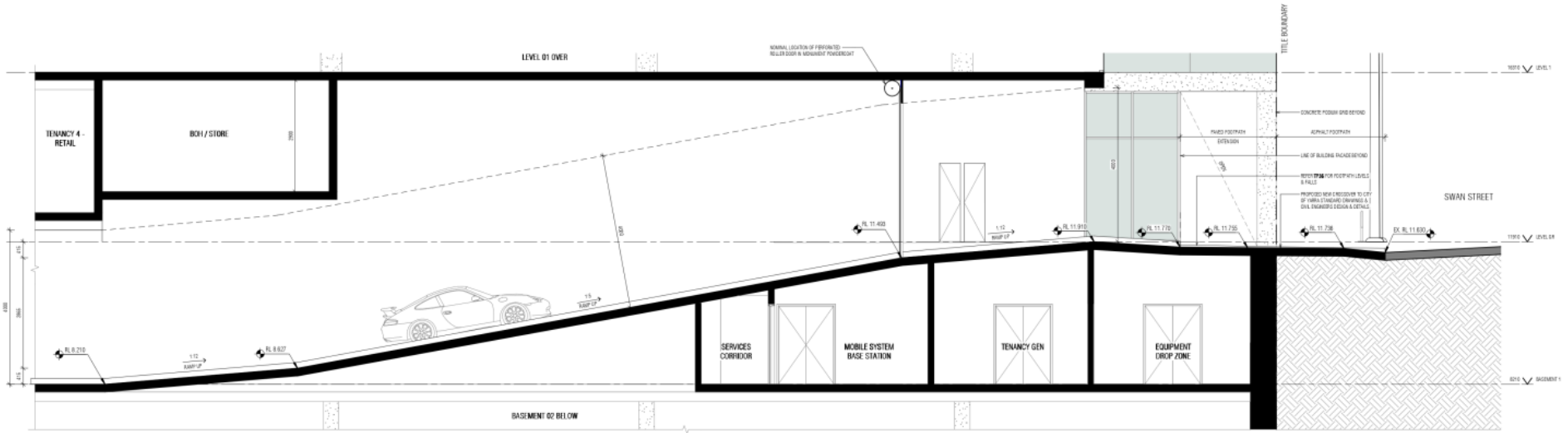

1 SECTION - ENTRY RAMP DETAILS

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G	21.08.19	RESPONSE TO COUNCIL RFI
H	03.10.19	RESPONSE TO COUNCIL RFI
I	22.10.19	RESPONSE TO COUNCIL RFI
J	03.03.20	RESPONSE TO COUNCIL RFI
K	15.05.20	RESPONSE TO TP URBAN DESIGN

PRELIMINARY

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SWAN STREET COMMERCIAL BUILDING
PROJECT NO 17009
ADDRESS 484-486 SWAN STREET RICHMOND VIC 3121
CLIENT RIVERLEE

PRINT SIZE A1
DRAWN MC/MS/LB/PJ
CHECKED AH/NT
ORIG. ISSUE 05/16/19

NORTH

TOWN PLANNING
TP41 K

Attachment 2 - PLN17/0448.01 - 484 - 486 Swan St Richmond - Decision Plans

CO-01_CONCRETE LOOK FINISH

CO-02_NATURAL CONCRETE

ST-01_MIXTURE OF SELECTED SANDSTONE, TRAVERTINE & BLUESTONE PAVING

ST-02_SELECTED TRAVERTINE PAVING

ST-03_BLUESTONE PAVING

GENERAL NOTE:
AS PER PLANNING CONDITIONS 1(x), 1(y), 1(z), 1(aa) & 1(bb), THESE DRAWINGS ARE IN ACCORDANCE WITH THE REQUIREMENTS OF THE:
- SUSTAINABLE MANAGEMENT PLAN (CONDITION 6)
- WASTE MANAGEMENT PLAN (CONDITION 8)
- ACOUSTIC REPORT (CONDITION 10)
- LANDSCAPE PLAN (CONDITION 13)
- WIND REPORT (CONDITION 19)

ADDITIONAL NOTES:
AS PER THE SUSTAINABLE MANAGEMENT PLAN:
- TINTED GLASS WITH A MINIMUM AVERAGE VLT OF 40% TO BALANCE DAYLIGHT AND THERMAL LOADING

GL-01_CLEAR GLAZING

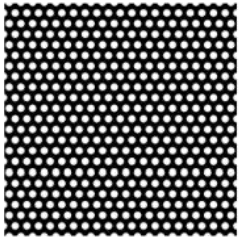
GL-02_BLUE TINTED GLAZING

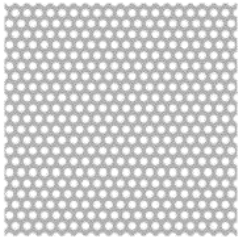
GL-03_FRITTED GLAZING

GL-04_GREY TINTED GLAZING

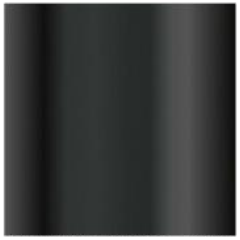
MF-01_NATURAL ANNODISED METAL FIN

MF-02_BLACK ANNODISED METAL FIN


MF-03_PERFORATED BLACK METAL FIN

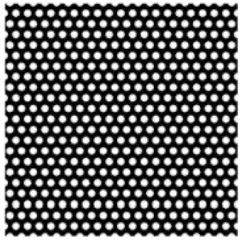

MF-04_PERFORATED NATURAL METAL FIN

MF-08_DARK GREY METAL CLADDING


MF-09_DARK MIRROR METAL SOFFIT CLADDING

MF-10_BLACK PAINT FINISH TO METAL

MF-11_TENSION ROD


MF-12_PERFORATED BLACK METAL

MF-13_PERFORATED GOLD ANNODISED METAL

MF-14_GOLD METALLIC PAVING INSET

PC-01_MONUMENT (BLACK) POWDERCOAT

PL-01_WHITE/CLEAR POLYCARBONATE

MATERIALS SCHEDULE - A3 ONLY

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REVISIONS FOR THIS ISSUE SHOWN CLOUDED.

H	25.06.19	CORRECTION TO TP DOCUMENTATION
I	21.08.19	RESPONSE TO COUNCIL RFI
G	24.06.19	CORRECTION TO TP DOCUMENTATION
J	26.08.19	RESPONSE TO COUNCIL RFI
K	03.10.19	RESPONSE TO COUNCIL RFI

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SWAN STREET COMMERCIAL BUILDING

PROJECT NO 17009
ADDRESS 484-486 SWAN STREET RICHMOND VIC 3121
CLIENT RIVERLEE

TOWN PLANNING

PRINT SIZE A3
DRAFTED MC
CHECKED AH
ORIG. ISSUE 25/06/19

NORTH

TP50 K

Attachment 2 - PLN17/0448.01 - 484 - 486 Swan St Richmond - Decision Plans

1 SHADOW DIAGRAM_Sep 22 (9 AM)

2 SHADOW DIAGRAM_Sep 22 (10 AM)

3 SHADOW DIAGRAM_Sep 22 (11 AM)

4 SHADOW DIAGRAM_Sep 22 (12 PM)

SHADOW DIAGRAMS - MORNING 1 : 1000

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REVISIONS FOR THIS ISSUE SHOWN CLOUDED.

A	21.08.19	RESPONSE TO COUNCIL RFI
B	03.10.19	RESPONSE TO COUNCIL RFI

PRELIMINARY

Agenda Page 1159

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SWAN STREET COMMERCIAL BUILDING

PROJECT NO 17009
ADDRESS 484-486 SWAN STREET RICHMOND VIC 3121
CLIENT RIVERLEE

PRINT SIZE A1
DRAWN MP
CHECKED AH
ORIG. ISSUE 21/08/19

NORTH

TOWN PLANNING

TP55 B

Attachment 2 - PLN17/0448.01 - 484 - 486 Swan St Richmond - Decision Plans

1 SHADOW DIAGRAM_Sep 22 (1 PM)

2 SHADOW DIAGRAM_Sep 22 (2 PM)

3 SHADOW DIAGRAM_Sep 22 (3 PM)

4 SHADOW DIAGRAM_Sep 22 (4 PM)

SHADOW DIAGRAMS - AFTERNOON 1 : 1000

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A	21.08.19	RESPONSE TO COUNCIL RFI
B	03.10.19	RESPONSE TO COUNCIL RFI

PRELIMINARY

Agenda Page 1160

Techne Architecture + Interior Design
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SWAN STREET COMMERCIAL BUILDING

PROJECT NO 17009
ADDRESS 484-486 SWAN STREET RICHMOND VIC 3121
CLIENT RIVERLEE

PRINT SIZE A1
DRAWN MT
CHECKED AH
ORIG. ISSUE 21/08/19

NORTH

TOWN PLANNING

TP56 B

Attachment 2 - PLN17/0448.01 - 484 - 486 Swan St Richmond - Decision Plans

Tē
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DEVELOPMENT SUMMARY

PROJECT TITLE: Swan Street Commercial Building
PROJECT NO: 17009
DATE: 26/08/19

SITE AREA: 2334m2

LEVEL	PROPOSED NLA (m2)				APPROVED NLA (m2)				TERRACE (m2)	COMMON (m2)	SERVICES (m2)	ROOF (m2)	CARPARK (m2)	GFA (m2)	PROPOSED PARKING		APPROVED PARKING	
	COMMERCIAL	RETAIL	FOOD & DRINK	TOTAL	COMMERCIAL	RETAIL	FOOD & DRINK	TOTAL							CARS	BIKES	CARS	BIKES
B3.5-B3				*0*				*0*		28	175		1,825	*2,000*	54	-	62	24
B2.5-B2				*0*				*0*		28	211		1,788	*1,999*	45	-	62	24
B1.5-B1				*0*				*0*	28	559	711		731	*1,442*	11	176	30	76
GROUND	158	647	345	*1,150*	238	215	495	*948*	607	265	128		153	*1,431*	-	28	-	116
L01	1,521			*1,521*			1,665	*1,665*	30	107	110			*1,631*	-	-	-	-
L02	1,625			*1,625*	1,765			*1,765*	41	107	110	31		*1,735*	-	-	-	-
L03	1,320			*1,320*	1,318			*1,318*	293	107	110			*1,430*	-	-	-	-
L04	1,345			*1,345*	1,050			*1,050*	318	107	106			*1,451*	-	-	-	-
L05	1,344			*1,344*	1,050			*1,050*		107	106			*1,450*	-	-	-	-
L06	1,313			*1,313*	1,050			*1,050*	28	107	106			*1,419*	-	-	-	-
L07	1,313			*1,313*	893			*893*		107	106			*1,419*	-	-	-	-
L08	1,144			*1,144*	924			*924*	54	107	106			*1,250*	-	-	-	-
L09	1,233			*1,233*	1,067			*1,067*	36	107	106			*1,339*	-	-	-	-
L10	1,233			*1,233*	1,067			*1,067*	36	107	106			*1,339*	-	-	-	-
L11	1,191			*1,191*	1,067			*1,067*	74	107	106			*1,297*	-	-	-	-
L12	1,193			*1,193*	724			*724*	36	107	106			*1,299*	-	-	-	-
L13	755			*755*	-			*0*	424	125	106			*861*	-	-	-	-
ROOF				*0*				*0*			783	417		*783*	-	-	-	-
TOTAL	16,688	647	345	**17,680**	12,213	215	2,160	**14,588**	2,005	2,289	3,398	448	4,497	25,575	**110**	**204**	**154**	**240**

NOTE:
Areas estimated using drawings provided 26/08/19.
Areas subject to façade & general design development. Terrace areas are shown inclusive of planting - refer plans for clarification.
"APPROVED" areas (shown red) estimated using drawings provided 23/08/17 - modified to address permit conditions 1(f) & 1 (dd) and sketch plan hand dated VCAT 31/08/18.

Attachment 3 - PLN17/0448.01 - 484 - 486 Swan St Richmond - Transport for Victoria (PT)

TRANSPORT FOR VICTORIA | Economic Development, Jobs, Transport and Resources

GPO Box 4509
Melbourne VIC 3001 Australia
Telephone: 03 9651 9999
transport.vic.gov.au
DX 210074

File: FOL/17/62122
Ref: DOPT2017/0439

Mary Osman
Co-ordinator Statutory Planning
City of Yarra

Mary.osman@yarracity.vic.gov.au

Dear Ms Osman,

YARRA PLANNING SCHEME
PLANNING APPLICATION NO: PLN17/0448
PROPOSAL: OFFICE DEVELOPMENT (AMENDED APPLICATION)
ADDRESS: 484-486 SWAN STREET RICHMOND

Thank you for your email dated 31st January 2020 referring the above amended application to the Head, Transport for Victoria pursuant to Section 55 of the *Planning and Environment Act 1987*.

Since the application was considered by the transport group in 2017 a number of conditions require alteration and amendments to reflect operational requirements within the rail environment and the ongoing operation / maintenance of the public realm works (pedestrian path works).

We have therefore amended the conditions and respectfully request that the *"VicTrack Pedestrian Path Conditions"* (24 & 25) be replaced with a new condition 24, and the *"Transport for Victoria Conditions"* (29 to 42) be replaced entirely with the conditions outlined below and renumber accordingly.

We also request that VicTrack be a party in Council's conditions 22 for the Section 173 Agreement as it relates to the railway access at the rear of the property. An extract of condition 22 is shown below.

As such, the Head, Transport for Victoria, pursuant to Section 56(1) of the *Planning and Environment Act 1987* **does not object** to the grant of an amended planning permit subject to the following amended conditions:

Conditions:

22. Within six months of the commencement of works, the owner (or another person in anticipation of becoming the owner) must entre into an agreement with the Responsible Authority **and Vic Track** under Section 173 of the Planning and Environment Act 1987, providing for the following… etc

    Vic Track Pedestrian Path

VICTORIA State Government

24. Before the Development commences, unless otherwise agreed in writing with the Head Transport for Victoria, the permit holder must submit detailed plans (inclusive of materials and landscaping) to the satisfaction of the Head, Transport for Victoria (**TfV**), Vic Track and the Rail Operator (RO) showing the development interface improvements for the footpath to the south (directly abutting the subject site's boundaries and extending to the east terminating at Stawell Street) being 'public realm works' on railway land. The plans must:

    (i) Show lighting, landscaping, footpaths, bicycle parking, street furniture and associated infrastructure;
    (ii) meet Rail Operator specifications and standards; and
    (iii) demonstrate that the works are compliant with the Disability Standard for Accessible Public Transport 2002.

    a) A construction control agreement must be in place between the Permit Holder and RO prior to commencement of the Public Ream Works on Rail Land.

    b) The Public Realm Works outlined in the plans must be completed by the permit holder at their full cost and to the satisfaction of TfV, VicTrack & the RO.

Head, Transport for Victoria Conditions

00. Before the development commences (excluding demolition), or other time agreed to in writing with Head, Transport for Victoria, amended plans to the satisfaction of the Head, Transport for Victoria (TfV) must be submitted to and approved by the Responsible Authority. When approved, the plans will be endorsed and will then form part of the permit. The plans must be drawn to scale with dimensions and three copies must be provided. These plans must be generally in accordance with the plans submitted to TfV with the application but are to be modified to show:

    a) self enforcing left in left out only from Swan Street with associated line marking and signs;
    b) no parking shown across the frontage of the site with associated signs; and

    to the satisfaction of the TfV.

00. Prior to the commencement of work on site (excluding demolition) detailed construction / engineering plans and computations for construction works abutting railway land, railway operations, and railway infrastructure assets must be submitted and approved by VicTrack, TfV and the Rail Operator (RO). The Plans must detail all excavation design and controls of the site adjacent to the railway corridor. The Design Plans must ensure compliance regarding:

    a. building clearances to aerial power lines as per the applicable Victorian Electrical Safety (Installations) Regulations;
    b. design loadings for the building include for:
        - compliance with AS5100 Parts 1 and 2 for collision protection and impact loads from derailed trains,
        - compliance with AS1170 Part 4 - Earthquake Actions in Australia,
    c. working adjacent to overhead power to the satisfaction of the RO;
    d. demonstrate compliance with air, light and fire requirements without reliance on railway land; and

e. demonstrate a design plan, and a maintenance and operations strategy for balconies and windows that will eliminate any risk of debris falling or being thrown onto railway land.

00. Unless otherwise agreed in writing with TfV, before the commencement of works (including demolition), a Construction Management Plan must be submitted to TfV and Vic Track for approval. The Construction Management Plan must designate operating hours and include details of (but not be limited to) management proposals and actions to protect Vic Track assets, rail infrastructure and the operation of the public transport network during construction and must set out objectives, performance and monitoring requirements to the satisfaction of Vic Track & TfV.

00. Unless otherwise agreed in writing with the TfV, before the commencement of works (including demolition), a Traffic Management Plan must be submitted to TfV which outlines how traffic will be managed throughout the construction of the development and mitigate impacts to public transport, including trains and trams. The Traffic Management Plan must be prepared and implemented to the satisfaction of TfV. All traffic management and mitigation costs will be at the full cost of the permit holder.

00. Unless otherwise agreed in writing with TfV, prior to construction commencing including demolition, a construction control and indemnity agreement as required by TfV must to be in place to the satisfaction of TfV at the full cost to the permit holder. Any costs required to review documents for the construction control and indemnity agreement must be met by the permit holder.

00. Unless otherwise agreed in writing with TfV, prior to the commencement of works (excluding demolition), the permit holder must prepare a report, to the satisfaction of TfV & the RO, by a suitable qualified consultant, which demonstrates that all building materials (including glass / window treatments) visible from the rail corridor are non-reflective such that it will not adversely impact on rail operations and driver safety. The development must avoid using red, green or yellow colour schemes that may interfere with driver operations.

00. Unless otherwise agreed in writing with TfV and VicTrack, windows, doors and balconies must not be placed on the title boundary with Railway Land and no windows or doors are permitted to open beyond the Railway Land title boundary to the satisfaction of TfV and VicTrack.

00. Prior to the occupation of the development, all works outlined on the endorsed plans for the left in left out access must be completed with associated signs, to the satisfaction of TfV at the full cost to the permit holder.

00. The boundary wall must be treated with a graffiti proof finish and any graffiti that appears on the wall must be removed as soon as practicable to the satisfaction of VicTrack and the Rail Operator. Removal of graffiti must be undertaken at no cost to VicTrack or the Rail Operator.

00. Unless otherwise agreed in writing, permanent or temporary soil anchors must not be installed on railway land.

00. Prior to commencement of works, the Rail Operator must be contacted through the email address metrositeaccess@metrotrains.com.au to obtain the Rail Operator's conditions and safety requirements for works on, over or adjacent to railway land.

00. Any Rail Operator costs required to review documents or construction plan works within the rail environment must be met by the permit holder.

00. Any damage to public transport infrastructure as a consequence of the construction works must be rectified to the satisfaction of TfV, at the full cost of the permit holder.

00. The permit holder must take all reasonable steps to ensure that disruptions to train and tram operation are kept to a minimum during the construction of the development, and in compliance with the Rail and Tram Safety and Environmental requirements.

00. No lighting is to be erected that throws light onto the railway tracks or which interferes with the visibility of signals and the rail lines by train drivers, to the satisfaction of the Rail Operator.

00. No drainage, effluent, waste, soil or other materials must enter or be directed to railway land or stored or deposited on railway land.

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

05/03/2020

cc: msztefek@urbis.com.au

Attachment 4 - PLN17/0448.01 - 484 - 486 Swan St Richmond - Transport for Victoria (Roads Corp)

Department of Transport

GPO Box 2392
Melbourne, VIC 3001 Australia
Telephone: +61 3 9651 9999
www.transport.vic.gov.au
DX 201292

20/4/2020

Yarra City Council
182 St Georges Road
Fitzroy VIC 3065
Attention: Michelle King

Dear Ms King,

PLANNING APPLICATION NO.:	**PLN17/0448.01**
DOT REFERENCE NO:	**22996/17 - 1**
PROPERTY ADDRESS:	**484-486 SWAN STREET, RICHMOND VICTORIA 3121**

Section 55 – No objection subject to conditions

Thank you for referring details of the above application to the Department of Transport (Head, Transport for Victoria) pursuant to Section 55 of the *Planning and Environment Act 1987*.

The application is for a Section 72 amendment to allow for changes to the permit preamble, deletion/amendment of conditions, reconfiguration of building uses (including increased hours and patron numbers for cafe and restaurant - permit required uses), internal reconfigurations, changes to the car parking provision/allocation, built form changes (including a reduction in setbacks, an increase in overall height, addition of a storey to a total of 14 storeys plus rooftop plant and changes to the design) and alteration of access to a road zone, category 1.

Consistent with our previous response dated 19 October 2017 (refer attached) in consultation with CityLink, the Department does not object to the development provided certain conditions are met.

If Council regards the proposed development favourably, the Department would require that the following conditions (which have been modified slightly with respect to its original response) be included in any Notice of Decision to issue a Planning Permit or Planning Permit:

1. *Before the development commences (excluding demolition), or other time agreed to in writing with Head, Transport for Victoria, amended plans are to be submitted to the Head, Transport for Victoria (TfV) and once approved, can be endorsed by the Responsible Authority, upon which the plans will form part of the permit. The plans must be drawn to scale with dimensions and three copies must be provided. These plans must be generally in accordance with the plans submitted to TfV with the application but are to be modified to show:*

VICTORIA State Government

Attachment 4 - PLN17/0448.01 - 484 - 486 Swan St Richmond - Transport for Victoria (Roads Corp)

a) *the installation of signs, line marking, splitter island and associated road works permitting only "left turn in" and "left turn out" vehicular access from Swan Street.*

b) *Modification as required and/or removal of any existing car parking spaces, street tree/s and associated road works on the south side of Swan Street to accommodate the new vehicular access arrangement.*

Note: Separate consent may be required from Head, Transport for Victoria (the Department of Transport) under the Road Management Act 2004 for buildings and works (i.e. canopies and architectural features/ projections) undertaken outside the title boundary within a Road Zone Category 1 (i.e. Swan Street). Please contact VicRoads prior to commencing any works.

Notwithstanding the above, the Environment Protection Authority will need to be consulted to determine if the building height is acceptable, given it currently encroaches on the theoretical buffer zone including the acceptable level of contaminants.

Once Council makes its decision, please forward a copy of the decision to the Department 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 9313-1148 or gillian.menegas@roads.vic.gov.au.

Yours sincerely

Gillian Menegas

GILLIAN MENEGAS
SENIOR PLANNER – PLANNING REFERRAL METRO NORTH WEST REGION
DEPARTMENT OF TRANSPORT (HEAD, TRANSPORT FOR VICTORIA)

12 Clarke Street,
Sunshine VIC 3020
MNWPlanning@roads.vic.gov.au

Cc:CityLink

Attachment 5 - PLN17/0448.01 - 484 - 486 Swan St Richmond - Open Space Unit Referral

CITY OF YARRA

diverse
vibrant
exciting
inclusive

Memo

To: Mary Osman

Cc:

From: Fiona O'Byrne

Date: 10 February 2020

Subject: 484-486 Swan Street, Richmond VIC 3121

Dear Mary,

I refer to the revised plans dated 04 November 2019, for the proposed development at 484-486 Swan Street, Richmond and provide the following comments:

- The nominated growing volumes for each of the planters are noted and appear adequate for the species proposed.
- A detail of the planters themselves should be provided confirming material, filter media, irrigation method, drainage system and water proofing layer.
- Information on the ongoing maintenance of the raised beds is also required.

If you require any further input, or would like to discuss these comments in more detail, please don't hesitate to contact me on 9205 5725.

Yours sincerely

Fiona O'Byrne

Open Space Planning & Design

Attachment 6 - PLN17/0448.01 - 484 - 486 Swan St Richmond - Urban Design Referral (internal)

CITY OF YARRA

MeMO

TO:	Michelle King (Acting Principal Planner)
FROM	Christian Lundh (Urban Design)
DATE:	25 October 2019
SUBJECT:	484-486 Swan St Richmond
APPLICATION NO:	PLN17/0448.01
DESCRIPTION:	Use and development of the land for the construction of mixed use building, reduction in car parking requirements, and alteration of access and building.

COMMENTS SOUGHT

Urban Design comments have been sought on the development at the above address, in particular to the streetscape and its interface to the atrium space along Swan Street, the through-link to rail footpath and proposed works along the rail footpath.

Comments are provided below and are based on the following plans:

TP34B	Proposed Through-Link Details Plan	dated 03.10.2019
TP35K	Proposed Swan Street Details	dated 03.10.2019
TP36F	Swan Street & Rail Footpaths	dated 03.10.2019

In summary, the drawings are not yet acceptable from an Urban Design perspective. Detailed comments are provided below and we request that the applicant provides a response to each of these items. Note: The extent of this review is limited to the proposed development's integration with the streetscape and public realm.

Details required on drawings
The following details are required on the drawings:

- Indication of surface drainage type, locations and materiality.
- Indication of unit pavement in the atrium and interface detail to the asphalt footpath.
- Deletion and relocation of items as noted in comments below

Attachment 6 - PLN17/0448.01 - 484 - 486 Swan St Richmond - Urban Design Referral (internal)

1. Capital works

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

2. Ground Floor Interface

- The proposed open interface / atrium creating a continuous interface and flow between the private and public domain is supported from an urban design perspective. Refer comment below related to recommend CPTED review.
- Spacing's of fixtures, levels and drainage requires further resolutions and details refer further comments below.

3. Rail Footpath Link

- The footpath that runs between the development and Burnley Station is owned by VicTrack. Any works to this land will require VicTrack consent and a maintenance agreement between the applicant and VicTrack.
- All street furniture proposed along the VicTrack footpath to be deleted, or relocated to within the title boundaries.
- Proposed unit paving requires VicTrack consent, refer recommendation below.
- Proposed planter box along rail track interface must be deleted. A planter with creepers climbing up the fence is deemed not appropriate for this location and is not supported.
- Light bollards and wall lights are not deemed appropriate along the rail path. Pole lights is deemed the most appropriate from a CPTED perspective (to light up persons face), any lighting will require VicTrack consent and a maintenance agreement.

4. Pedestrian and Vehicular Entrance

- No objections to proposed vehicle crossover.

5. Surface materials

- No objection to re-sheeting foot path to Stawell Street with asphalt. The applicant must demonstrate it has consulted with affected property owners and business and have their agreement to the proposal. All works must be managed by the applicant.
- All crossovers must be to City of Yarra standards and the applicant must demonstrate they have consulted with affected property owners and business and have their agreement to the proposal.
- Further details is required related to the atrium pavement and the interface to the footpath asphalt surfacing.

6. Swan Street - Furniture and Fixtures

- All street furniture such as litter bins, bike hoops and seats must be in accordance with / located to comply with City of Yarra Public Domain Manual.
- Angled bike parking on the Swan Street footpath is not supported. Angled spaces occupy significantly more of the footpath width, inhibiting pedestrian movement. All bike spaces on the Swan Street footpath must be provided parallel and set out to Council requirements. As far as possible hoops must also be located at least 1.5m from other objects on the footpath to allow efficient street-cleaning.
- All bike parking proposed in front of other properties requires the applicant to demonstrate that they have consulted with the other property owners/businesses and have their agreement to the proposal – otherwise these visitor bike spaces must be relocated or deleted from the plans.
- 2 No bins proposed along Swan Street is not supported.
  The litter bin proposed outside 506 Swan Street ("Friends of Mine" café/restaurant) must

Attachment 6 - PLN17/0448.01 - 484 - 486 Swan St Richmond - Urban Design Referral (internal)

be deleted.
The litter bin proposed outside the proposed development (484-486) requires further negotiations and approval by Council waste management unit.

7. Recommendations

The following should be shown on the plans before endorsement:

- Investigate opportunity to install one bench seat to City of Yarra standards outside the property along Swan Street.
- Rail path; investigate option to upgrade fence along rail track, will require VicTrack consent and a maintenance agreement between the applicant and VicTrack.
- Rail path; drainage along the path should be reviewed to ensure no pooling occurs along path.
- Rail path; asphalt pavement is recommend along the full length of the rail path, will require VicTrack consent and a maintenance agreement between the applicant and VicTrack.

Attachment 7 - PLN17/0448.01 - 484 - 486 Swan St Richmond - Streetscapes and Natural Values Referral

King, Michelle

From: Whitten, Paul
Sent: Thursday, 3 October 2019 2:48 PM
To: King, Michelle
Cc: Williames, Glen
Subject: RE: PLN17/0448.01 - 484-482 Swan Street, Richmond - Arb Referral

Follow Up Flag: Follow up
Flag Status: Completed

Hi Michelle,

I have reviewed the tree management report submitted.

The report states that further investigation is required to ensure the proposal does not affect the tree.

If the investigation identifies structural roots that must be retained the proposal will need to be amended to reduce the below ground impact on the tree, ensuring its viability post development.

The applicant needs to produce further evidence to show that the current proposal will not affect the tree or we need to condition that the works cannot start until this evidence has been documented by a suitably qualified arborist. On receipt of the documentation, we will be able to either approve the existing proposal or request amendments be made to protect the neighbouring tree.

Kind regards,

Paul Whitten
Arborist
Streetscapes and Natural Values

PO BOX 168 Richmond VIC 3121
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From: Williames, Glen
Sent: Tuesday, 1 October 2019 1:32 PM
To: Whitten, Paul
Subject: FW: PLN17/0448.01 - 484-482 Swan Street, Richmond - Arb Referral

Attachment 8 - PLN17/0448.01 - 484 - 486 Swan St Richmond - City Works Unit Referral

King, Michelle

From: Athanasi, Atha
Sent: Tuesday, 4 February 2020 1:48 PM
To: King, Michelle
Subject: RE: PLN17/0448.01 - 484-482 Swan Street, Richmond - Waste Referral

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Michelle,

I'm slowly getting through them.

The waste management plan for 484-482 Swan Street, Richmond authored by Ratio consultants and dated 25/11/19 is satisfactory from a City Works branch's perspective.

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

Attachment 9 - PLN17/0448.01 - 484 - 486 Swan St Richmond - Engineering Referral 1 of 2

CITY OF YARRA

MEMO

To:	**Michelle King**	
From:	**Mark Pisani**	
Date:	**15 October 2019**	
Subject:	**Application No:**	**PLN17/0448.01**
	Description:	**Condition 1 Items**
	Site Address:	**484-486 Swan Street, Richmond**

I refer to the above Planning Application received on 13 September 2019 in relation to the proposed development at 484-486 Swan Street, Richmond. Council's Civil Engineering unit provides the following information:

CAR PARKING PROVISION

Planning Permit (Amended) PLN17/0448 Issued at the direction of VCAT on 3 September 2018

Ratio Consultants *Traffic Impact* report Version 3.0F dated 21 June 2019

Proposed Development

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

Proposed Use	Quantity/ Size	Statutory Parking Rate*	No. of Spaces Required	No. of Spaces Allocated
Office	16,706 m²	3 spaces per 100 m² of net floor area	501	99
Retail	647 m²	3.5 spaces per 100 m² of leasable floor area	22	6
Food and Drink	347m²	3.5 spaces per 100 m² of leasable floor area	12	3
Car Share			-	2
		Total	**535 Spaces**	**110 Spaces**

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

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

Car Parking Demand Assessment

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

- *Parking Demand for Office Use*. The proposed office would be provided with a total of seven on-site parking spaces, which equates to a rate of 0.60 spaces per 100 square metres of floor area. Throughout the municipality, a number of developments have been approved with reduced office rates, as shown in the following table:

Development Site	Approved Office Parking Rate
Cremorne	
60-88 Cremorne Street PLN17/0626 issued 21 June 2018	0.85 spaces per 100 m² (233 on-site spaces; 27,306 m²)
9-11 Cremorne Street PLN16/0171 (Amended) issued 13 June 2017	0.85 spaces per 100 m² (20 on-site spaces; 2,329 m²)
Collingwood	
2-16 Northumberland Street PLN16/1150 issued 14 June 2017	0.89 spaces per 100 m² (135 on-site spaces; 15,300 m²)

  Although slightly lower than the above rates, the proposed office parking rate of 0.60 spaces per 100 square metres of floor space is considered appropriate having regard to the site's proximity to public transport services and its connectivity to the on-road bicycle network.
- *Parking Demand for Retail and Food and Drink Uses*. At the retail and food and drinks premises, a staff parking demand rate of 1.0 space per 100 square metres of floor area could be adopted. Applying this rate would equate to a staff parking demand of nine spaces. Customers to these uses would be drawn from the office at the subject site as well as from nearby businesses and residences.
- *Availability of Public Transport in the Locality of the Land*. The site is within walking distance of tram services operating along Swan Street and Burnley railway station (approximately 150 metres walking distance).
- *Convenience of Pedestrian and Cyclist Access*. The site has very good pedestrian connectivity to public transport nodes and to the on-road bicycle network.
- *Multi-Purpose Trips within the Area*. Customers to the retail and food and drinks premises and clients to the office might combine their trips by engaging in other activities or business whilst in the area.

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

- *Availability of Car Parking*. The level of on-street parking that takes place in the vicinity of the site is very high. Any areas of unrestricted parking would be normally fully occupied from early morning periods. On-street parking for employees is not a practical or viable option. Much of the on-street parking is short-stay time restricted parking, which enables turnover of parking for customers and visitors to the Swan Street activity centre.
- *Relevant Local Policy or Incorporated Document*. The proposed development is considered to be in line with the objectives contained in Council's *Strategic Transport Statement*. The site is ideally located with regard to sustainable transport alternatives and the reduced provision of on-site car parking would potentially discourage private motor vehicle ownership and use.
- *Car Parking Deficiency associated with Existing Land Use*. The existing land is currently occupied by commercial premises. According to Ratio Consultants, the existing site would have an on-site car parking provision of 1.46 spaces per 100 square metres (based on 34 on-site spaces for an area of 2,320 square metres). This parking provision rate would be less than those specified in Clause 52.06-5. Any parking shortfall from the site would likely be

accommodated off-site. Any existing parking deficiency attached to this site could potentially be transferrable to the new development.

- *The Future Growth and Development of an Activity Centre*. Practice Note 22 – *Using the Car Parking Provisions* indicates that car parking should be considered on a centre-basis rather than on a site/individual basis. This is applicable to activity centres, such Swan Street, where spare on-street car parking capacity would be shared amongst sites within the centre.

Adequacy of Car Parking
From a traffic engineering perspective, the waiver of the office, retail and food and drink spaces is considered appropriate in the context of the development and the surrounding area. The on-street parking demand is very high and close to saturation point. Providing a reduced provision of on-site parking would encourage a modal shift from private vehicle use to more sustainable travel, such as public transport and bicycle use.

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 Ratio Consultants is as follows:

Proposed Use	Adopted Traffic Generation Rate	Daily Traffic	Peak Hour	
			AM	PM
Commercial (Office, Retail, Food and Drink Employees)	0.5 trips per parking space per peak hour (108 on-site staff spaces)	Not Provided	54	54

The above peak hour generation volumes are lower than what was originally contemplated in the previous proposal (70 trips per peak hour).

Directional Split
Commercial traffic directional split:

- AM Peak – 10% outbound (5 trips), 90% inbound (49 trips); and
- PM Peak – 90% outbound (49 trips), 10% inbound (5 trips).

The site would have a left in-left out access arrangement onto Swan Street as per the endorsed proposal.

The Civil Engineering unit has no objection to the expected traffic volume generated by the amended proposal.

DEVELOPMENT LAYOUT DESIGN

Techne Architecture	Drawing Nos.	TP10G and TP11G	Revision G dated 21 August 2019
		TP12I	Revision I dated 21 August 2019
		TP13K	Revision K dated 26 August 2019
		TP40I	Revision I dated 26 August 2019
		TP41H	Revision H dated 3 October 2019

Layout Design Assessment

Item	Assessment
Access Arrangements	
Development Entrance	The development entrance has a wall-to-wall width of 6.1 metres and satisfies the Australian/New Zealand Standard AS/NZS 2890.1:2004.
Visibility	The exit lane of the entrance has been provided with a sight triangle of 2.0 metres by 2.5 metres and satisfies *Design standard 1 – Accessways* of Clause 52.06-9.
Headroom Clearance	A headroom clearance of 2.2 metres has been provided throughout the car parks. The plans depict a few areas where headroom clearance partially restricts some spaces. There is no objection to providing signage for spaces that have restricted headroom clearance. The headroom clearance at the development entrance is 4.0 metres, which is suitable for a Small Rigid Vehicle (6.4 metres), but not for a Medium Rigid Vehicle (8.8 metres).
Internal Ramped Accessways	The internal ramped accessways have carriageway widths of 5.5 metres with additional 300 mm wide kerbs and satisfy AS/NZS 2890.1:2004.
Car Parking Modules	
At-grade Parking Spaces	The dimensions of the car parking spaces (2.6 metres by 4.9 metres) satisfy *Design standard 2: Car parking spaces*.
Accessible Parking Spaces	With the exception of the lengths (which satisfy *Design standard 2*), the accessible parking spaces and shared area satisfy the Australian/New Zealand Standard AS/NZS 2890.6:2009.
Aisles	The aisle widths of 6.4 metres satisfy *Table 2: Minimum dimensions of car parking spaces and accessways* of Clause 52.06-9.
Column Depths and Setbacks	Columns of 400 mm by 1500 mm have been provided throughout the car park and the positions of many of these columns do no satisfy *Diagram 1 Clearance to car parking spaces* of Clause 52.06-9.
Clearances to Walls	Clearances of no less than 300 mm have been provided throughout the car parks, which satisfy *Design standard 2*.
Gradients	
Ramp Grade for First 5.0 metres inside Property	Grades for the first 5.0 metres inside the property satisfy *Design standard 3: Gradients*. Ramp grade lengths need to be clearly dimensioned (Please see appended diagram).
Ramp Grades and Changes of Grade	The ramp grades and changes of grade satisfy *Table 3 Ramp Gradients* of Clause 52.06-9.
Transition Grades at Bases of 1 in 4 Ramp Sections	The lengths of the 1 in 8 transition grades at the bases of the 1 in 4 ramp sections must be no less than 2.5 metres in length in order to

	satisfy the ground clearance for a B99 design vehicle.
Item	**Assessment**
Other Items	
Development Entrance – Vehicle Turning Movements	The swept path diagrams for the B99 design vehicle entering and exiting the development entrance via Swan Street are considered satisfactory.
Development Entrance – Medium Rigid Vehicle Turning Movements	The swept path diagrams for an 8.8 metre long Medium Rigid Vehicle entering and exiting the development entrance via Swan Street are considered satisfactory. As mentioned earlier, the headroom clearance of 4.0 metres at the entrance is unsuitable for a Medium Rigid Vehicle.
Loading Dock	The loading dock has a width of 7.51 metres and a depth of 9.0 metres and is considered satisfactory.
Vehicle Swept Paths	The swept path diagrams for a B85 design vehicle entering and exiting critical car parking spaces are considered satisfactory.

Design Items to be Addressed

Item	Details
Column Depths and Locations	Since positions of several of the columns are non-compliant, it is recommended that the designer revises the positioning and layout of the columns and redesign the columns with depths of 1000 mm (as opposed to 1500 mm). The columns are not to encroach the clearance envelope of the car parking spaces (*Diagram 1 Clearance to car parking spaces*)
Ramp Grades	Each ramp grade section is to be dimensioned on the drawings.
Transition Grades at Bases of 1 in 4 Ramp Sections	The transition grades at the bases of the 1 in 4 ramp sections to have lengths of no less than 2.5 metres.

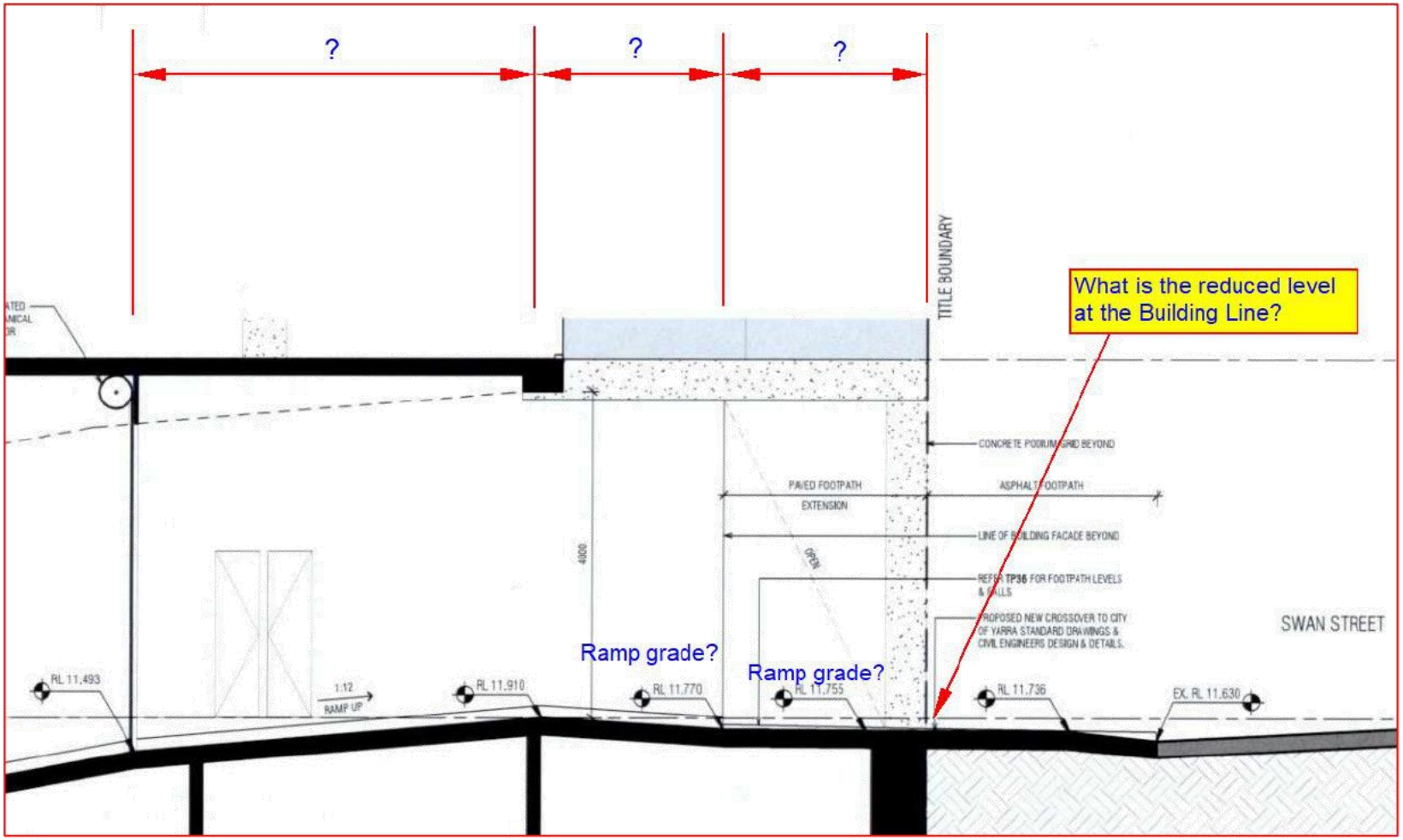
Attachment 9 - PLN17/0448.01 - 484 - 486 Swan St Richmond - Engineering Referral 1 of 2

PERMIT CONDITION ITEMS

Condition	Engineering Comment
Condition 1(m) *dimensions of the headroom clearance at the entrance and accessways (these should be a minimum of 2.1m and above accessible parking spaces, a minimum of 2.5m headroom clearance is to be provided);*	This item has been satisfied.
Condition 1(n) *numbering of car parking spaces for easy identification;*	This item has been satisfied.
Condition 1(o) *dimensions of the accessible parking spaces. The shared areas can be 2.4 metres in width and are to be provided with bollards as per the Australian/New Zealand Standard AS/NZS 2890.6:2009;*	This item has been satisfied.
Condition 1(p) *dimensions of the column depths and setbacks, lengths of each ramp grade section and truck spaces;*	The column depths and setbacks from the aisles have been dimensioned; however the positions of several of the columns encroach into the clearance envelopes of the car parking spaces. Ramp grade sections need to be clearly dimensioned and identified on the drawings. Loading bay has been dimensioned.
Condition 1(q) *clearances to walls provided for spaces abutting them with a minimum of 300mm shown. Alternatively, spaces adjacent to walls could be widened to comply with minimum requirements of AS/NZS 2890.1:2004;*	This item has been satisfied.

Attachment 9 - PLN17/0448.01 - 484 - 486 Swan St Richmond - Engineering Referral 1 of 2

RAMP SECTION AT DEVELOPMENT ENTRANCE



Attachment 10 - PLN17/0448.01 - 484 - 486 Swan St Richmond - Engineering Referral 2 of 2

CITY OF YARRA

MEMO

To:	**Michelle King**	
From:	**Mark Pisani**	
Date:	**11 February 2020**	
Subject:	**Application No:**	**PLN17/0448.01**
	Description:	**Condition 1 Items**
	Site Address:	**484-486 Swan Street, Richmond**

I refer to the above Planning Application received on 23 January 2020 in relation to the proposed development at 484-486 Swan Street, Richmond. Council's Civil Engineering unit provides the following information:

AMENDED DRAWINGS

Planning Permit (Amended) PLN17/0448		Issued at the direction of VCAT on 3 September 2018	
Ratio Consultants		*Traffic Impact* report	Version 4.0F01 dated 3 December 2019
Techne Architecture	Drawing Nos.	TP10J and TP11J	Revision J dated 22 November 2019
		TP12L	Revision L dated 8 November 2019
		TP13P	Revision P dated 20 November 2019
		TP40J	Revision J dated 3 October 2019
		TP41I	Revision I dated 22 October 2019

Condition 1 Items

Condition	Engineering Comment
Condition 1(m) *dimensions of the headroom clearance at the entrance and accessways (these should be a minimum of 2.1m and above accessible parking spaces, a minimum of 2.5m headroom clearance is to be provided);*	This item has been satisfied.
Condition 1(n) *numbering of car parking spaces for easy identification;*	This item has been satisfied.
Condition 1(o) *dimensions of the accessible parking spaces. The shared areas can be 2.4 metres in width and are to be provided with bollards as per the Australian/New Zealand Standard AS/NZS 2890.6:2009;*	This item has been satisfied.
Condition 1(p) *dimensions of the column depths and setbacks, lengths of each ramp grade section and truck spaces;*	The column depths and setbacks from the aisles have been dimensioned; however the positions of nearly all of the columns still encroach into the clearance envelopes of the car parking spaces. Ramp grade sections have now been dimensioned and identified on the drawings. Loading bay has been dimensioned. This item has been partially satisfied.

Attachment 10 - PLN17/0448.01 - 484 - 486 Swan St Richmond - Engineering Referral 2 of 2

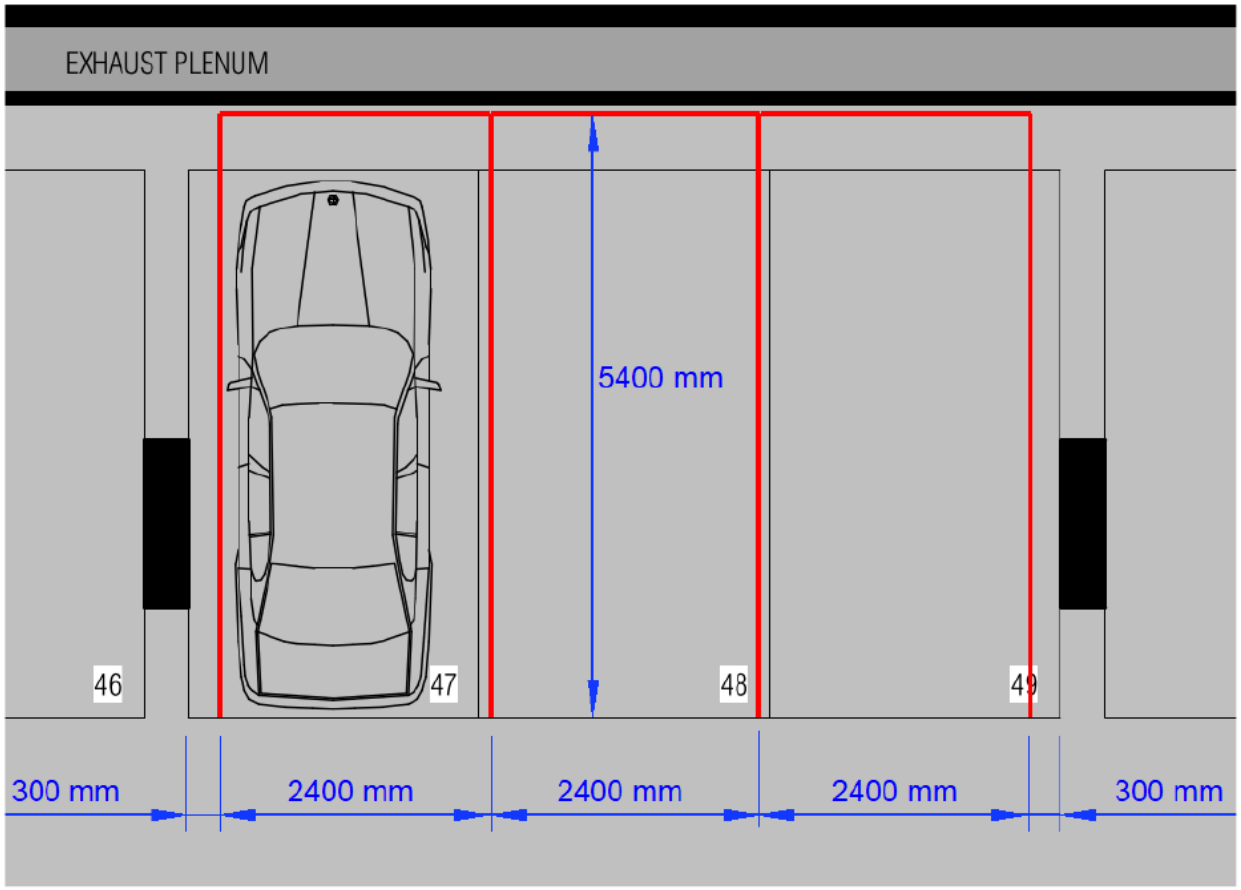
Condition	Engineering Comment
Condition 1(q) *clearances to walls provided for spaces abutting them with a minimum of 300mm shown. Alternatively, spaces adjacent to walls could be widened to comply with minimum requirements of AS/NZS 2890.1:2004;*	This item has been satisfied.

Other Design Items

Item	Details
Column Depths and Locations	The positions and sizes of many of the columns throughout the car park encroach into the clearance envelopes of the car parking spaces as per *Diagram 1 Clearance to car parking spaces* of Clause 52.06-9. To provide a satisfactory arrangement, it is recommended that the spaces (2.6 metres by 4.9 metres) be converted to Australian Standard sized spaces (2.4 metres by 5.4 metres) such that there is a minimum clearance of 300 mm from the columns. The drawings of the Basement and Ground Floor Levels are to be revised showing the converted spaces and clearances from the columns (please see diagram below as an example).
Transition Grades at Bases of 1 in 4 Ramp Sections	The transition grades at the bases of the 1 in 4 ramp sections have now been lengthened to 2.5 metres.

Attachment 10 - PLN17/0448.01 - 484 - 486 Swan St Richmond - Engineering Referral 2 of 2

Example of Converting Parking Spaces and providing Clearances to Columns



Parking spaces are to be converted to AS/NZS type spaces (i.e. - 2.4 metres by 5.4 metres). Spaces are to be provided with 300 mm clearances from columns, as shown in the diagram.
The applicant is to adjust the parking design of the Basement and Ground Floor levels.

Planning Referral

To:	Michelle King
From:	Julian Wearne
Date:	23/10/2019
Subject:	Strategic Transport Comments
Application No:	PLN17/0448.01
Description:	Amendment for changes to the permit preamble, deletion/amendment of conditions, reconfiguration of building uses, internal reconfiguration, changes to the car parking provision/allocation and built form changes (including a reduction in setbacks and an increase in overall height).
Site Address	484-486 Swan Street, Richmond

I refer to the above Planning Application referred on 13/09/2019, and the accompanying Traffic report prepared by Ratio in relation to the proposed development at 484-486 Swan Street, Richmond. Council's Strategic Transport unit provides the following information:

Access and Safety

The following safety and access concerns should be addressed:

Obstructions on VicTrack footpath adjacent Burnley Station

The footpath that runs between the development and Burnley Station is owned by VicTrack. Any works to this land will require VicTrack consent and a maintenance agreement.

Further, it is noted a number of bins and seats are proposed along this footpath. This is not supported from a Strategic Transport perspective. The footpath is already narrow, and is prone to large volumes of pedestrians using it in "bursts" as people depart trains in groups. Seating and other street furniture will further reduce capacity on the path.

Visitor bike parking and other objects outside of 506 Swan Street

It is noted the development proposed bike parking, bins and other street furniture outside of 506 Swan Street. Whilst bike parking on Swan Street is required, it is highly unlikely the existing business "Friends of Mine" would consent to the removal of the footpath trading area to allow these objects to be placed here. If this forms part of the proposal, the applicant must demonstrate they have consulted with the business and have their agreement to this element of the proposal – otherwise these visitor bike spaces must be relocated or deleted from the plans.

Bicycle Parking Provision

Statutory Requirement

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

Proposed Use	Quantity/ Size	Statutory Parking Rate	No. of Spaces Required	No. of Spaces Allocated
Office (other than	16688 sqm	1 employee space to each 300 sqm of net floor area if the net floor area exceeds 1000 sqm	56 employee spaces	

specified in the table)		1visitor space to each 1000 sqm of net floor area if the net floor area exceeds 1000 sqm	17 visitor spaces.	
Retail premises (other than specified in this table)	345 sqm	1 employee space to each 300 sqm of leasable floor area	1 employee spaces	
		1visitor space to each 500 sqm of leasable floor area	1 visitor spaces.	
Shop	647 sqm	1 employee space to each 600 sqm of leasable floor area if the leasable floor area exceeds 1000 sqm	0 employee spaces	
		1 visitor space to each 500 sqm of leasable floor area if the leasable floor area exceeds 1000 sqm	0 visitor spaces.	
Bicycle Parking Spaces Total			**57 employee spaces**	**176 employee spaces**
			18 visitor spaces	**40 visitor spaces**
Showers / Change rooms		1 to the first 5 employee spaces and 1 to each additional 10 employee spaces	**6 showers / change rooms**	**18 showers / change rooms**

The development provides a total of 119 additional employee spaces and 22 additional visitor spaces above the requirements of the planning scheme.

Adequacy of visitor spaces
40 spaces are suitable as visitor bicycle parking spaces. The provision of the visitor spaces is inadequate for the following reasons:

- Whilst 40 spaces exceeds Council's Best Practice Rate[1] (36 spaces) and can be supported, a number of the spaces are not acceptable in their current design and location.
- Angled bike parking on the Swan Street footpath is not supported. Angled spaces occupy significantly more of the footpath width, inhibiting pedestrian movement. All bike spaces on the Swan Street footpath must be provided parallel to the kerb and laid out as per the attached Bike Hoop Placement Details document. As far as possible hoops must also be located at least 1.5m from other objects on the footpath to allow efficient street-cleaning.
- As noted previously, the café at 506 Swan Street is unlikely to support bike parking in their current footpath trading area.
- Given the above concerns it may be necessary to reduce the total number of visitor bike parking spaces. A minimum of 36 spaces should still be provided to meet the Best Practice rate.
- It is recommended that half the bike hoops adjacent the sourthern title boundary (shown below) are rotated 90 degrees to facilitate easier access from Burnley Station and the pedestrian link. The remaining half will remain easily accessible to people coming from the east.

[1] *Category 6 of the SDAPP offers this advice for office uses, the remaining rates are calculated at the Statutory Rates. .*

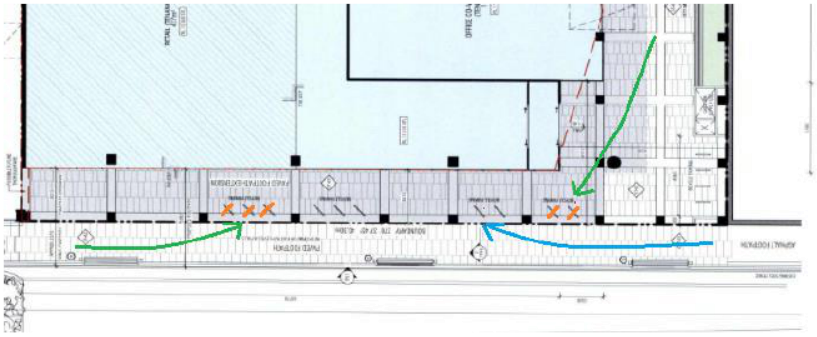


Figure 1 – Green arrows show direction of travel from Burnley Station and the Pedestrian link.

Orange markings show preferred hoop angle.

Adequacy of employee spaces

Number of spaces

The number of employee bicycle spaces exceeds the statutory rate and Council's Best Practice rate (168 spaces[2]) and is acceptable.

Design and location of employee spaces and facilities

Employee and resident spaces are generally of a very high standard and appears acceptable. However, given the proposed storage devices are brand-specific, it is required that either notations are updated to specifically reference the devices chosen (some notations are provided, but are not detailed enough to be understood without reference to the traffic plan), or the Green Travel Plan must be amended to indicate the devices chosen.

Electric vehicles / share cars / other relevant topics?

Council's BESS guidelines encourage the use of fuel efficient and electric vehicles (EV) and the Sustainabilty Management Plan references the provision of 6 EV charging bays. Six bays are marked as EV charging bays within Basement 1: Two of the six EV bays are also marked as car share bays. Whilst EV charging bays for car share is supported, there is only one operator currently providing EV car share vehicles. The applicant should demonstrate that EV based car share provider will have a contract for the site, or an additional 2 EV charging bays should be provided.

Additionally, to allow for easy future expanded provision for electric vehicle charging, all car parking areas should be electrically wired to be 'EV ready'. A minimum 40A single phase electrical sub circuit should be installed to these areas for this purpose.

Green Travel Plan

A Green Travel Plan has been provided which appears generally satisfactory. However, the GTP may need to be updated to reflect recommendations below.

Recommendations

The following should be shown on the plans before endorsement:

1. All street furniture proposed along the VicTrack footpath should be deleted, or relocated to within the title boundaries.
2. All street furniture outside of 506 Swan Street must be deleted or demonstration that the building owner has consented to this aspect of the proposal must be provided.

---

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

3. All visitor bike parking on the Swan Street footpath must be shown as per the attached Bike Hoop Placement Detail guidelines. As far as possible all bike hoops should also be 1.5m from the nearest object on the footpath.
4. If the total number of visitor bike spaces is needed to be reduced to meet the above requirements, a minimum of 36 visitor spaces should be retained.
5. The 3 westernmost and 2 easternmost angled bike hoops adjacent the southern title boundary should be rotated 90 degrees.
6. Notations must be added to the floor plans outlining exactly which bike parking devices will be used within the main bike store. Alternatively, the Green Travel Plan could be amended and endorsed with specific reference to the devices to be used.
7. A minimum of 6 EV charging points which are not car share bays must be provided. Alternatively, the applicant must demonstrate the two car share bays will be occupied with EV cars.
8. To allow for easy future expanded provision for electric vehicle charging, all car parking areas should be electrically wired to be 'EV ready'. A minimum 40A single phase electrical sub circuit should be installed to these areas for this purpose

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

Regards

Julian Wearne

Sustainable Transport Officer
Strategic Transport Unit

Attachment 12 - PLN17/0448.01 - 484 - 486 Swan St Richmond - ESD Referral

CITY OF YaRRA

MeMO

TO: Michelle King

cc:

FROM: Gavin Ashley, ESD Advisor

DATE: 20.11.2019

SUBJECT: 484-486 Swan St, Richmond

Dear Michelle,

I have reviewed the following documents in relation to the development at 484-486 Swan St, Richmond.

- Planning permit (amended) 02/05/2018
- SMP from WSP dated 18/06/2019
- Town Planning Documentation from Techne Architecture + Interior Design Rev. N dated 22/10/2019

The following condition I of relevance.

Condition 6 Sustainable Management Plan

(a) Tinted glass to have a minimum VLT of 40% to balance daylight and thermal loading
This condition has been addressed in the updated SMP and the plans also note the minimum threshold.

(b) Re-worded to avoid ambiguous language such as "preference" and "aiming to include"
This condition has been addressed in the updated SMP.

(c) The type of hot water system which will be used and its standard of energy efficiency
No reference to the type of hot water system in the SMP. Please update to include the type of system (i.e. heat pump) as well as corresponding energy efficiency standard.

(d) Confirm the solar photovoltaic system size and location on all roof plans and include some system overview in the SMP with the solar photovoltaic array to contribute to onsite electricity consumption
Size of system mentioned in SMP. Town planning documentation needs to be updated to include the system size.

(e) The approximate location and size of rainwater tank
There is inconsistency between the SMP and the town planning drawings in terms of overall provision of rainwater tanks – the town planning drawings note 2 x 50Kl tank.

(f) Green façade elements confirmed
Green façade elements not incorporated in the design, however only arch plans have been reviewed.

(g) Water efficient landscaping provided by rainwater
Landscaping to be irrigated by the 20KL rainwater tank. No specification of drought tolerant species.

(h) An on-site energy storage sytem
No on-site energy storage system specified. Further information required.

In summary, further information/ clarification is required before the conditions have been fully met.

Gavin Ashley
Environmental Sustainable Development Advisor
City of Yarra PO Box 168 Richmond 3121

Attachment 12 - PLN17/0448.01 - 484 - 486 Swan St Richmond - ESD Referral

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E gavin.ashley@yarracity.vic.gov.au
W www.yarracity.vic.gov.au

Attachment 13 - PLN17/0448.01 - 484 - 486 Swan St Richmond - Urban Design Referral (MGS)

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mgs

Independent Urban Design Advice

484-486 Swan Street Richmond

APRIL 2020

Prepared by
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B. Arch. (Hons. Melb), B.A. (Fine Arts Melb.), P.D.M. (Melb.), LFRAIA, FVEPLA, Architect

Our Ref: 17155

Directors
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1. In September 2017, I was asked by the City of Yarra to comment on the proposed rezoning and mixed use development of the site at 462-482 Swan Street Richmond.
2. MGS had previously undertaken project work for Riverlee group of companies on a number of projects across Melbourne and disclosed this interest.
3. That application sought approval for the use and development of the land for the construction of a mixed-use building (14 storey plus three basement levels), including offices, restricted retail premises and food and drink tenancies premises, reduction of car parking requirements and buildings and works including alteration to access to a Road Zone (Category 1).
4. Features of the proposal included:
   - A 14 storey office building (15,963sqm) with ground floor restricted retail premises (226sqm), and ground and first floor food and drinks premises (2710sqm).
   - Food and drinks premises fronting both Swan St and the rear walkway
   - Pedestrian access from both Swan St and the rear walkway from Burnley Station
   - Vehicular access from Swan Street
   - A total of 155 car spaces provided over three basement levels and
   - A total of 240 bicycle spaces
5. My findings and recommendations on the original proposal were as follows.

   1. *The site is one that can support higher density development sitting as it does adjacent a major transport interchange and separated from established residential areas.*
   2. *The inclusion of activities at ground and first floor level that invite the community in and create a destination for the local area and workforce. The link through the site and the location of the major entry mid-block will generate an appropriate vibrancy.*
   3. *The inclusion of upper level workplace areas are a logical inclusion in a transit oriented area providing access to future locations for jobs.*

   Scale

   4. *The proposition that the development should scale up from development to the west is not logical in an urban design sense. The adjoining site is a major corner and placemaking site of larger scale marking the station entry and should in an urban design sense become the major and dominant marker form in the context. The adjoining site should in my view be more modest in scale. Key principles should include as has already been the case the expression of 2 and 3 level podium forms to the street interface extending the development principles that exist both in new development to the west and the older two level Victorian form to the north.*
   5. *Upper level form should emulate the setbacks of the new development to the west to ensure there is a clear demarcation between the street wall and upper level form i.e. approximately 5.5m.*
   6. *Heights of the building should in my view approximate to those of the western interface establishing a clear emergent urban for the precinct. This would imply a further modest setback to 12m from the street interface above level 8 with a maximum height capped at level 9 i.e. 47.75m excluding plant.*
   7. *The inclusion of a 24 hour, 3m minimum width easement of access through the site is desirable and could form the basis for the inclusion of an additional smaller footprint at level 10 marking this as a new pedestrian street.*
   8. *As a minimum, levels 11 to 13 should be deleted.*
   9. *The inclusion of a level 10 should only be considered subject to a suite selected from the following being agreed by the applicant:*

      a) *A 173 Agreement for a publically managed ground level link through the site linking Swan Street and the pedestrian station walk to the south of 3m in width accessible 24/7*
      b) *The inclusion of 5% of the office space for low cost affordable workplaces for the creative industries.*

c) *Best Practice ESD outcome including exemplary end of travel facilities for cyclists including shower and change as well as secure cycle storage areas.*
d) *Revisions to the built form and articulation of the office building to ensure the north-south pedestrian lane does not require screens to deliver comfort for seating in these areas (The current Aurecon report indicates screening would be required not currently shown on plans).*
e) *High quality placemaking for the full extent of the pedestrian walk to the south and to the kerb line to the north and all terrace areas to the satisfaction of the responsible authority.*
f) *Enhanced design quality in the investment into the podium form and pedestrian walk and station interface areas, with the existing design lacking ambition. Presently insufficient detail of the landscaping treatments and materials is provided. For example the inclusion of trees in renderings whilst welcome implies significant planter zones not yet shown on plans. The depth of planting and details of stormwater harvesting required to enable their successful inclusion will be critical to this realisation. The through-block walk shows trees that have not been coordinated with overhanging terraces. These concepts need to be properly coordinated to the satisfaction of the RA.*
g) *That a greater level of detail of the proposed detailing of the podium elements and canopies should be provided.*
h) *The inclusion of safety by design response should be provided demonstrating how the station walk and links will be enhanced by program, lighting and public realm treatments and signage.*
i) *A green travel plan providing real-time public transport information in the open space zone should be provided.*
j) *Overshadowing should not occur on the central island platform of the adjoining Burnley station between 9.00am and 2.00pm.*

10. *Details of metal cladding should be provided given the unsuitability of a number of options.*
11. *Upper level form should emulate the setbacks of the new development to the west to ensure there is a clear demarcation between the street wall and upper level form i.e. approximately 5.5m.*
12. *Heights of the building should in my view approximate to those of the western interface establishing a clear emergent urban from for the precinct. This would imply a further modest setback to 12m from the street interface above level 8.*
13. *A preferred maximum height capped at level 9 i.e. 47.75m excluding plant will ensure integration with a broader Swan Street transit oriented hub emerging built form narrative. The alternative higher form for this site is not warranted given its poor integration with a sound urban form character established by its western neighbour identifying it as a clear and logical landmark focus as the station entrance form on a much larger development footprint scaling down to lower midblock form to the east.*
14. *The proposition that this site should support a building some 14m or nearly 5 levels taller than its western neighbour is not supported on urban design built form, emerging character and offsite impacts grounds.*
15. *Subject to a satisfactory response on these issues the project within a reduced scale and footprint could be supported.*

16. The matter went to VCAT and subsequently Council issued a permit for the proposal. Key elements of the proposal included:

a) Deletion of level 13 and the setback of level 12 from the Swan Street frontage a minimum of 20m.
b) The building height is not to exceed RL53.5 inclusive of the parapet.
c) Any plant above level 12 must be set back 40m and be no greater than 4.8m above roof level.

d) Key details of external materials and finishes including thumbnail sketches at ground, middle and upper levels including details of the proposed metal claddings.
e) Details of the proposed Swan Street canopy.
f) Details of the proposed services to the east of the vehicular entry.
g) Details of the vehicular entry door.
h) Improved cycling access and provision of at least 24 showers and lockers.
i) Alignment of plans with expert reports.
j) Wind design responses ensuring securing of appropriate amenity standards for sitting for hospitality zones and standing to the Burnley Station link and walk.
k) High quality landscape technical and design resolution and significant tree contributions inclusive of Swan Street improvements.

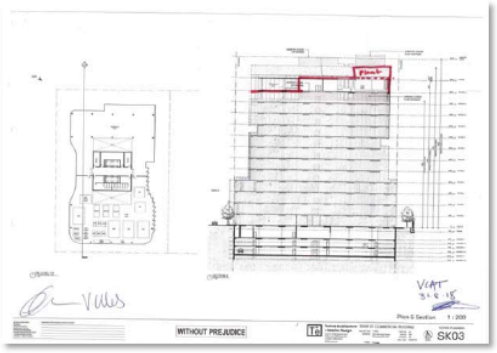
6. In January 2020 Council asked me to comment on the applicant's proposed Section 72 amendment to allow for changes to the permit preamble, deletion/amendment of conditions, reconfiguration of building uses (including increased hours and patron numbers for cafe and restaurant - permit required uses), internal reconfigurations, changes to the car parking provision/allocation, built form changes (including a reduction in setbacks, an increase in overall height, addition of a storey to a total of 14 storeys plus rooftop plant and changes to the design) and alteration of access to a road zone, category 1.
7. Council have requested that I assess the amendment with regard to:

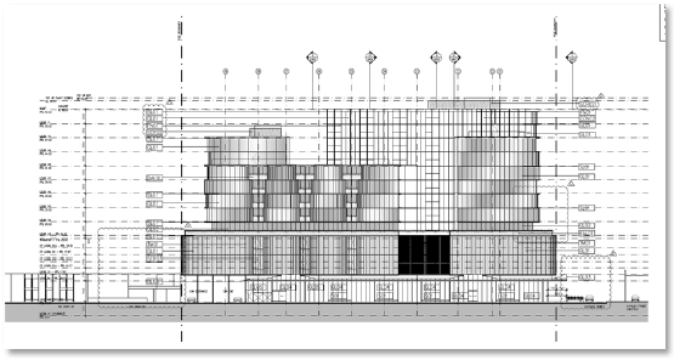
> The overall design response
> Appropriateness of the modified design/massing/materials
> How the building fits in with the broader context
> The revised public realm interfaces
> Any other matters I deem appropriate.

ORIGINAL PROPOSAL

8. The ground and first floor levels incorporated 3165sqm of gross floor area dedicated to primarily a hospitality focus with levels 2 to 12 offices. Levels 3, 4, 7 and 8 included terraced levels.
9. Car access was proposed via Swan Street adjoining the adjacent car park entry and exit of the new larger development.
10. A new pedestrian walk typically 6.6m^{+} in width linking Swan Street down the eastern frontage to the rear pedestrian station walk was activated by retail and the proposed main entry.
11. A central core was flanked to the north and south by small atrium spaces extending from level 1 to level 12.
12. The built form was proposed with an expression of upper level black tinted and grey glass with undetailed metal fin and blade treatments for shade and articulation treatments.
13. The ground level retail was proposed to be clear glazed.
14. Shadow diagrams indicated substantially greater extension of shadows over the rail station environs to the south for more of the peak hour day than the adjoining development. Notably this was an area of amenity agreed by the panel to be important in transit oriented development.
15. The approved proposal as previously noted was for a building rising to an overall RL of 53.5 with a setback plant area of no greater than 4.8m setback 40m from the Swan Street frontage.
16. The proposal and its physical integration were said to be informed by the manner in which higher density development has been able to be integrated into the 19th Century streetscapes of the Swan Street wall and in particular where a three level podium has been typically preserved in new development with setback upper level form. I was supportive of this podium strategy typically in such a context where reference points are clearly evident to the north northwest and west along Swan Street and Burnley Street.

17. To the street frontage the podium scale was set at RL 26.02 with a capping landscaped planter area. Setback taller form steps down from 10 levels RL 47.02 on the station entry and intersection corner to RL 41.02 at the eastern end with the taller from to the rail interface of RL47.02.





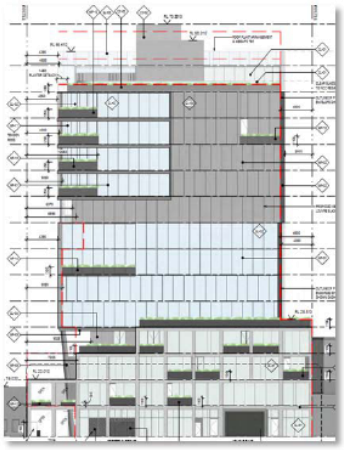
18. The applicant has argued that an appropriate response is to scale up from the adjoining building which scales down to the east
19. A revised planning permit to reflect the above was issued at the direction of VCAT on 3 September 2018.

PROPOSED DEVELOPMENT AMENDMENTS

20. The key changes to the approved development include the following:

    a) Reconfiguration of basement levels of the development, resulting in a reduction of car parking spaces and the inclusion of car share vehicles and electric charging vehicle spaces.
    b) Expansion and creation of 'End of Trip Facilities' at Basement Level 01 consisting of 176 bicycle spaces and associated showers, lockers and lounge area for employees consistent with measures in an increasing number of projects in the municipality.
    c) The Ground Floor has been reconfigured to include two restricted retail premises, two food and drink premises and a co-working office space.
    d) The Ground Floor facade has been modified to include perimeter loggia to each of the frontages and the eastern frontage.
    e) The applicant claims that the revised continuous 5.8 to 7m setback for the pedestrian link versus the earlier proposal with its varied 5m to 8.375m setbacks and Swan Street double height void with two overhanging bays. I suspect that the suggested variation will be modest on balance.

f) Vehicle access has been shifted slightly east along the streetscape and pleasingly separate access to the 'end of trip' facilities is provided along the streetscape. The proposal has been set back 2.5m from the streetscape boundary behind the earlier mentioned loggia.
g) Level 01 is converted into a 'Co-Working' (Office) space wrapping the double height entry void. The earlier Food and Drink Premises is deleted. Two small terrace spaces are indented to the Swan Street interface at this level.
h) Level 02 incorporates a small light court midway along the western frontage with two small terrace areas and small planters to the south.
i) At level 03, a more expansive terrace is provided to the northeast and southeast with a continuous planter to the eastern boundary.
j) Level 04 was the earlier beginning of the tower. The new proposal has been modified as a result of the altered building envelope with the new built form amplifying the frontage and rear interface and a reduced setback from the western boundary midblock. Setbacks have been reduced from 4.2m to 4.5m from an earlier greater 5m to 7.29m.
k) At Level 05 the projecting screening varies between 3.9m to 4.5m setbacks from the western interface and reduced setbacks to half of that currently approved to the western half of the southern frontage with a 10% reduction in setbacks to the eastern boundary. A similar reduced 25% of the façade has pressed closer too to the eastern frontage with a 45% reduction.
l) A north-eastern terrace area is proposed at Level 06 with a setback to 7.75m to 40% of the frontage with the same reduced setbacks characterising the lower level.
m) At Level 07 the footprint of the internal space mirrors that at level 06. This footprint is some 45% less than the permitted plans for the eastern frontage and only 50% of that earlier approved to the south with a similar more prominent treatment to the west.
n) Level 08 sees a similar expansion of the footprint to the northeast though a greater setback is proposed to the southern half of the eastern frontage.
o) On Levels 09 and 10 the northeast corner incorporates a broadened terrace. Again the west façade and east frontage are reduced from that earlier approved.
p) At level 11, a southwest and northwest terrace are added to this treatment with these areas expressed as voids at Level 12.
q) A new floor is added at level 13 with a landscaped northern terrace sitting forward of a 20m setback office level with a semi enclosed glazed pavilion to the east of the central core.
r) In addition to the expanded footprint, the proposal suggests the inclusion of an additional level accommodated within the approved height limit. This combination of approaches is evident in the north elevation shown below.



s) The material palette has been modified to include more expressed concrete and metal tones, including perforated metal, which will continue to be softened by landscaping throughout the development.
t) The south elevation, previously characterised by a composition of forms, is now simplified to a single design language above podium level.
u) The western elevation has been modified. The framing podium treatments are now reduced to a single precast finish. The composition above podium is enriched with a composition of three forms and design languages.
v) The east elevation is similarly recomposed.
w) The overall revised NLA for the proposal has increased to a total of 17,680sqm.
x) The proposal has also incorporation of greater ESD initiatives, to achieve a Green Star, Certified 5 Star (Design and As Built V1 .2)
y) Removal of the 4m high acoustic wall from the roof plant as it is no longer required for acoustic purposes.

SUMMARY OF FINDINGS

21. Generally speaking the proposal presents a more convincing architectural language and resolution and the ESD performance of the development is similarly improved.
22. The planning for the development is similarly better resolved with an enhanced inter-block link.
23. The absence of acceptable standards for sitting to the east, north and south interfaces with restaurant and hospitality uses are not in my view outcomes that are fit for purpose.

Wind

Recommendation 1

a) Amend plans to achieve the planning condition Cl 19(a) (ii).
b) Amend plans to achieve the criteria for Full Standing for the interfaces with the bicycle entry.
c) Provide a plan to achieve a level for standing/sitting for short periods to the external terrace at level 13.

24. The lack of activation with entries to the restricted retail and corner premises is unacceptable given the importance of this interface as an interface with a public walk. Previously multiple entries were proposed. The new proposal indicates substantial 750mm separations between floor levels of tenancy areas to the west and east.

Activation and back of house services for the ground level

Recommendation 2

a) Provide details on plans of the proposed activation of waste management, toilets and services for the series of ground level restricted retail, co-working and restaurant facilities and the proposed activation of the southern Burnley Station walk to ensure the back of house is not provided along the street edges/internal laneway where inevitably toilets, etc. will be necessary.

Built form and setbacks

25. The built form and the absence of substantive setbacks are of concern to the upper levels of the proposal.
26. In my view the combined consistently reduced setback to the western elevation in combination with the proposed treatments amplify the bulk and impact thereof.

Recommendation 3

a) Provide a 2.5m additional setback (7m) to the western elevation to a setback of 20m from the Swan Street interface for a landscaped terrace at level 11 and at levels 12 and 13.
b) Provide a 7m setback for 20m to the east elevation to a setback of 20m from the Swan Street interface for a landscaped terrace at level 11 and at levels 12 and 13.

27. The eastern elevation, particularly the middle levels, have lost some articulation/design detailing. My view that subject to its detailing incorporating the finer expressed vertical blades that this is acceptable given the more exaggerated treatments elsewhere.
28. Some articulation and design detailing has also been lost along the southern elevation. Where different materials and setbacks broke down the massing it now appears as a sheer wall to the south.
29. An option would be to indent the rear elevation of level 8 to match that proposed to the east elevation (2.4m.).
30. Desirably too the indented facades in the southwest corner at levels 11 to 13 could similarly see vertical blades at the mullions of a dimensional characteristic similar to that which characterises the southern half of the western façade at these levels.

Materials and finishes

31. Whilst the renderings and details indicate a design intent, the application of these ideas into a coordinated set of plans that lock in with clarity the materials and finishes in each location is as yet unclear.
32. Logically these perspective images could be properly notated with materials and finishes to invest the plans with the quality and clarity of design resolution into building execution required by Clause 1(g) of the permit. For example the soffit of the tower will be a critical aspect of the development and its resolution when seen from the street and walks and surrounding areas.

Articulation

33. The western podium, treatments are also problematic with the unarticulated treatment unacceptable.
34. The removal of the high 4m perimeter acoustic wall to the roof plant is acceptable.

Recommendation 4

a) Provide details of the materials and finishes of the ground level podium treatments soffit and tower forms and roof level as sought by Clause 1(g).
b) Reinstate the earlier proposed podium treatment to the west elevation or similar to the satisfaction of Council.

ESD

35. The range of initiatives introduced in to the project combined with car share and electrical charging stations and the enhanced end of travel facilities.

Layouts

36. The ground level treatments to the proposed walk, the replacement of the first floor hospitality use with co-working space and the rearrangement of the uppermost northern terrace are all outcomes that in my view are enhanced in their resolution.
37. The uppermost terrace should be equipped with an upper level sink and kitchenette and external BBQ to ensure this space can be leveraged to the extent possible. Logically, fewer toilets would be necessary for a reduced lettable floor outcome which could in turn facilitate a small kitchenette.
38. The undercroft of the interface with the adjoining Burley Station walk. The rearranged area now provides a small undercroft with poor surveillance in the southwest corner I would recommend the tenancy is pushed out for the western most bay to the outer column line and treated with clear glazing with to the south façade and the east facing window to avoid areas of concealment consistent with CPTED.
39. The layout of the perforated door is indented into the front façade. Hence the opportunity exists to return glazing to the east façade of tenancy 1 and the bicycle ramp entry improving both safety for users of both and also enhancing the exposure and visibility. The treatment of this indented area is also critical. I would recommend glazing to these returns.
40. The modified podium along Swan Street and the rear interface has introduced a number of columns along the title boundaries. I think that a widening without columns to the eastern two thirds of the railway walk would be desirable to create an expanded interface character.

41. The applicant is also seeking to delete Condition 1(h) which would see the provision of no canopy to Swan Street. My recommendations regarding acceptable wind speed amenity to this and other frontages will require amendment to achieve acceptable standards that the current proposal does not deliver. I suspect to get an acceptable outcome conducive to the uses proposed will in turn require canopies.

Recommendation 5

a) Amend the top floor service floor and incorporate a kitchenette to service the terrace in conjunction with a BBQ, microwave or similar facility.
b) Amend the ground level southwest tenancy resolution with the adjoin path area to avoid areas of concealment abutting the adjoining property.
c) Update the ground level floors to show the extent of toilet and service areas.
d) Provide returning glazing to the east wall of tenancy 1 and the west wall of the bicycle ramp entry to enhance usability safety by design and streetscape outcome to the satisfaction of Council.

CONCLUSION

42. Subject to the proposed amendments I am satisfied that the amendments are acceptable and support them on urban design and architectural grounds.

DOCUMENTS FORMING THE BASIS OF THIS REPORT

> Decision plans, August 2017
> PLN170448 - 484 - 486 Swan Street Richmond - Planning Permit (Amended)
> Notice of an Application to Amend a Planning Permit, 26 June 2019
> Plans, May 2019
> Town planning report, June 2019
> Urban context report, June 2019
> Acoustic report, June 2019
> Aboricultural impact assessment, June 2019
> ESD report, June 2019
> Green travel plan, November 2019
> Landscape plans, November 2019
> Traffic assessment report, December 2019
> Waste management plan, November 2019
> Wind report, July 2019

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7 April 2020

640.10090.05000 484-486 Swan Street Richmond 20200402.docx

Yarra City Council
PO Box 168
RICHMOND 3121

Attention: Michelle King

Dear Michelle

484-486 Swan Street, Richmond
Development Application Acoustic Review
PLN 17/0448

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 mixed use development at 484-486 Swan Street, Richmond.

Details of the report are as follows.

- Title: 484-486 Swan Street Richmond, Planning Application Acoustic Report
- Date: 21 June 2019
- Reference: R01 Rev1 19014
- Prepared for: 484 Swan Pty Ltd
- Prepared by: Clarity Acoustics

The report has been prepared to address changes to the proposal subsequent to the issue of a planning permit. The permit refers to the August 2017 acoustic report prepared by Acoustic Logic Consultancy (ALC) to address the original application. The current report is intended to replace and update the original ALC report. SLR reviewed the ALC 2017 report in October 2017.

The acoustic planning conditions are reproduced below for reference.

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www.slrconsulting.com ABN 29 001 584 612

Acoustic report

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 Within 3 months of the occupation of the building, updated post-occupation Acoustic Report to the satisfaction of the Responsible Authority must be prepared by a suitably qualified acoustic engineer and must be generally in accordance with the Acoustic Logic Consultancy report dated 11 August 2017. The report must be submitted to and approved by the Responsible Authority. When approved, the updated post-commencement Acoustic Report will be endorsed and will form part of this permit. The Acoustic Report must (assess) address the following:

(a) Confirm that the recommendations of the endorsed acoustic report required as part of Condition 10 have been implemented;

(b) Assess mechanical plant noise to SEPP N-1; and

(c) If non-compliance with Condition 11b is measured, additional acoustic measures as recommended by the amended post-occupation acoustic report are to be implemented within one month of the date of the amended acoustic report.

To maintain consistency with the acoustic permit conditions we would expect the Clarity acoustic report to address the items covered in the original acoustic report as well as to address the proposed changes to the development.

1 Background

(Sections 1 and 2 of the acoustic report)

The proposal, the development site, and nearest noise sensitive uses are identified in these sections of the report.

- The application is for the construction of a 14 storey commercial building including:
  - Food and beverage and retail on the ground level
  - Co-working spaces on the ground and first floor
  - 12 levels of offices
  - Communal roof terrace on Level 13
  - Three levels of basement carparking.
- Changes from the previous application are noted to include
  - Introduction of co-working spaces
  - Revised layout of rooftop plant
  - Revised configuration of ground floor uses
- The nearest noise sensitive uses are identified in Table 1 and Figure 1 and are:
  - Apartments in the proposed residential development at 462-482 Swan Street (some of which will overlook parts of the development).
  - Apartments in the six storey residential development diagonally opposite the subject site at 429-437 Swan Street.
  - Existing two storey dwellings south of the subject site (on the southern side of the rail corridor).

SLR Comments: *the project, site and surrounds, sensitive receivers and changes to the original application are identified in the report.*

Potential noise impacts from the proposal are not detailed in the introductory sections of the report. However, in subsequent sections the impacts are identified as: mechanical plant; music from food and drink tenancies; patron noise and noise from the loading dock.

2 Existing Noise Environment

(Section 4 of the acoustic report)

Clarity have reproduced the attended and unattended measurement data obtained by ALC during their 2017 assessment.

Additionally, Clarity have conducted an attended measurement of background noise at night, in Swan Street.

SLR Comments:

There were inconsistencies in the ALC original logging data which SLR asked to be clarified in our October 2017 review. These issues have not been addressed by ALC and as the measurement data has been adopted by Clarity, they are not addressed in the current report. Our 2017 comments are reproduced below.

> *The monitoring locations are appropriate for determining noise limits at existing and future residential locations. There are some inconsistencies in the descriptions of measurement data, with all measurements described 'free field' in section 5.1, but tables 2 and 3 indicating that a -2.5 dB adjustment has been made to account for façade reflections. It is also unclear whether the measurement made at Location 3 is actually 'free field' given that the logger was on a balcony (and likely to be close to a building façade). The logging locations should be clarified in the report. The -2.5 dB correction (if applied) has the potential to influence the SEPP N-1 noise limits.*

We note that the inconsistencies only have potential to reduce, rather than increase, noise limits. Given this, and given that ALC are no longer involved and able to clear up the issues raised, SLR withdraws our 2017 request for them to be addressed. The alternative would be to dismiss the ALC data entirely, and that is not warranted.

In summary, we accept the noise measurement data provided in the Clarity report.

3 Commercial noise impacts from the development

Commercial noise from the subject development is proposed to be assessed to SEPP N-1. Commercial impacts identified in the report are: roof mounted mechanical plant, carpark ventilation fans located in the basement, carpark entrance gate, building services noise, the substation and the loading dock.

3.1 SEPP N-1 Noise Limits

(Section 5.1 of the acoustic report)

The SEPP N-1 noise limits are the same as those provided in the 2017 ALC report.

SLR Comment: *the limits are reasonable and have been accepted.*

3.2 Plant and equipment noise

(Sections 5.2 to 5.5 and Section 9 of the acoustic report)

An indicative assessment of noise from project mechanical plant is provided in the report, using generic data for equipment likely to be installed. The assessment indicates that plant and equipment are likely to comply with all relevant noise limits. In the summary section of the report Clarity recommend that a full review of noise from project mechanical plant and equipment be conducted when the information for conducting such a review becomes available.

***SLR Comment**: The provided assessment suggests that the project plant and equipment can be designed to comply with SEPPN-1. Due to the scale of the project and the proximity of nearby receivers, we agree that a full assessment of plant and equipment is recommended during the detailed design phase of the project. The review should ensure SEPPN-1 compliance at all existing and proposed sensitive receiver locations.*

3.3 Delivery /waste collection

(Section 5.6 of the acoustic report)

The loading dock is proposed to be located within the basement, and will be accessed via Swan Street. The report includes the statement that compliance with SEPP N-1 is likely given the fully enclosed nature of the loading area, but that a review of noise from deliveries should nevertheless be conducted with further information becomes available.

***SLR Comment**: We agree that compliance with SEPP N-1 is likely given the location of the loading bay and access way, and the location of the nearest sensitive receivers (on the northern side of Swan Street, and on Level 4 of the proposed mixed use development at 462-482 Swan Street).*

4 Food and Beverage / Retail Tenancies

4.1 Music noise

(Sections 3.3, 7.1 and 7.2 of the acoustic report)

Music noise is proposed to be assessed to SEPP N-2. The limits provided in the report are the same as those identified in the 2017 ALC report.

Clarity state that details of the proposed food and beverage tenancies are not currently know, and they provide general guidelines for managing impacts music only. These are:

- Music in the commercial tenancies be restricted to background levels only, and
- Commercial tenancies engage an acoustic consultant to review their application if music is proposed to be played.

***SLR Comments**: Agreed. As a guide, the tenancies should be required to submit an acoustic report if they propose to either:*

- *Play music above background levels, or*
- *Open during the evening and/or night periods, or have loudspeakers outdoors*

4.2 Patron noise

(Sections 3.4 and 8 of the acoustic report)

Patron noise is proposed to be assessed to background based noise targets externally (background + 10 dB for the day and evening periods, and background + 5 dB for the night period). Internal targets are also provided, with the levels being 35 dBA in all habitable rooms. L_{max} targets are also provided. The identified targets for this project are external targets of 59 dBA (day), 55 dBA (evening) and 44 dBA (night).

Clarity recommend that the proposed food and beverage tenancies be required to submit patron noise assessments once details of their applications are finalised.

SLR Comments: *The identified limits are 1 dB higher than ALC's for the day and evening periods, and 3 dB lower for the night period. The day and evening differences of 1 dB are acoustically insignificant. The night limit is lower, and will provide for a better level of acoustic amenity.*

The indoor targets for patron noise are not applicable to this project. Indoor targets are generally only accepted in the City of Yarra for new residential developments affected by noise from existing patron areas. Also, where indoor targets are adopted, they should be not greater than 30 dBA in bedrooms at night. We would prefer to see the indoor targets are removed from the acoustic report because they are not relevant to this proposal, and the proposed levels for bedrooms at night are not consistent with those accepted on other projects.

However, the indoor targets have not been applied by Clarity to this project, so their removal from the report is more about avoiding precedence, than about the acoustic outcomes for this application.

With respect to future food and beverage tenants, we agree that patron noise assessment should be submitted. In our opinion the assessment should be provided if the outdoor areas are proposed to be used in the late evening or night periods.

5 Other Issues – Level 4 West Terrace

SLR Comments: *The level 4 west terrace faces the private terraces of apartments proposed for 484-486 Swan Street. The terrace is approximately 3 m deep excluding the planted areas and is linked to the office. In the 2017 application these terraces were deeper and did not have planted areas shown. As such, they presented a greater risk of being used for gatherings and therefore for causing nuisance to the proposed apartments at 462-482 Swan Street (which will abut and overlook the terrace). SLR had requested the ALC report be modified to include restrictions on the times the terraces could be used. While the reduction in terrace area reduces the risk of nuisance, we nevertheless still recommend that it not be used during the late evening and night periods due to the close proximity of the proposed apartments.*

6 SLR Summary

A review of the acoustic report prepared for the changes to the office development proposed for 484-486 Swan Street, Richmond is provided above. The report generally addresses the acoustic issues related to the proposal.

The report recommends that further acoustic reviews be undertaken as the relevant information becomes available to address:

- Noise from mechanical plant
- Loading dock activity, and
- Patron and music noise associated with the retail and food and beverage tenancies.

SLR agrees that these reviews are appropriate. Reviews of noise from the retail and food and beverage tenancies are, however, only considered necessary if the tenancies propose to:

- Play music above background levels, or
- Open during the evening and/or night periods, or have loudspeakers outdoors, or
- Have patrons outdoors during the late evening or night periods

Additionally, it is recommended that the Level 4 terraces are used during the late evening and night periods due to the potential for voice noise to cause nuisance at the proposed adjacent apartments.

The report includes indoor targets for patron noise. SLR would prefer these to be removed from the report because they are not relevant to the application and are 5 dB higher than we have accepted on projects where they do apply in bedrooms at night. However, the indoor targets have not actually been used in the assessment, so their removal is more about avoiding setting precedence rather than about this application in particular.

Yours sincerely,

Dianne Williams
Associate - Acoustics

Checked by: JA

22 CLEELAND ROAD
SOUTH OAKLEIGH VIC 3167
AUSTRALIA

M E L
CONSULTANTS

(ACN 004 230 013)

Ref: 45-20-DE-REV-00

6th March 2020

City of Yarra
PO Box 168
Richmond VIC 3121

Attn: Michelle King

Dear Michelle,

484 Swan Street, Richmond
Review of Vipac Pedestrian Wind Tunnel Study
Vipac Document Number: 30N-19-0042-TRP-6763321-2 (23 July 2019)

The review of the Vipac Wind Tunnel Test Report for the development at 484 Swan Street, Richmond, is based on our experience of wind flow around buildings and structures. This experience has been developed from more than 40 years of desktop, wind tunnel, and full scale studies of environmental wind conditions in urban and sub-urban areas. No wind tunnel studies have been undertaken to support the review. Our comments are as follows:

- MEL Consultants have no issue with the description of the development site, the proposed development, the wind tunnel model and proximity model, the Wind Climate, and assessment criteria. MEL Consultants would recommend that the walking criterion be the minimum acceptable criterion for the wind effects assessment and this has been confirmed by the City of Yarra.

- Vipac provide recommended criteria for the intend activation of the streetscapes in Section 3.1 in Table 5 and diagrammatically in Figures 7a (June 2019) and 7b (July 2019) for the ground level. We have no issue with these recommended criteria for the various locations around the development site. We have summarised the criteria recommended by Vipac in Section 3.1 of the report in

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Table 1 of this document. We note that the information in Appendix A of the Vipac report lists recommended criteria for each location examined and this has also been summarised in Table 1.

- Section 3.1.1 of the report discusses the rationale behind the recommendation of using the walking criterion for the apartment balcony/terraces, and we have no issue with the use of the walking criterion as the recommended criterion for these locations.

- We have no issue with the modelling of the approach boundary layers as described by Vipac. The density of the locations examined is sufficient. The measurement technique, which utilises Irwin probes, is an accepted method to determine the wind speeds.

- The wind tunnel study has examined three configurations;
    - Configuration 1 – Proposed Development with existing surroundings and the 429 Swan Street Development
    - Configuration 2 – Proposed Development with wind control measures, existing surroundings, and the 429 and 480 Swan Street Developments
    - Configuration 3 – Proposed Development with wind control measures and proposed surrounding future developments. It is assumed this included 429 and 480 Swan Street developments.

- It is understood that the development at 480 Swan Street will be proceeding and Configuration 2 would be applicable for the assessment of wind effects. This would need to be confirmed by the City of Yarra. It is noted that the scheme used by Vipac for the 480 Swan Street development is not the current scheme.

- A Configuration that has not be provided by Vipac is the Existing Configuration. The inclusion of this configuration would allow the assessment of the proposed development on the existing street wind environment.

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- Vipac have demonstrated that for Configuration 1 that the majority of study locations in the surrounding streetscapes achieve the recommended criteria except for 2, 4, 24, 25, and 28. The entrances (locations 3, 5, 7, and 14) also exceed the recommended Standing criterion and location 13 exceeds the recommended sitting criterion. The Configuration 2 data quantified the effects of wind control measures (WMC) and the 429 and 480 Swan Street developments. Vipac have demonstrated for Configuration 2 that the proposed development would be compliant with the recommended criteria, benefiting from the shielding provided by the future developments and the canopy at location 5. Locations 7, 13, and 14 were not measured for Configuration 2 but instead, recommended design modifications to the building have been provided to mitigate the wind conditions at these locations. MEL Consultants would agree that these recommendations that modify or shift entrances and seating locations to areas of lower wind conditions would be effective and result in the wind conditions achieving the recommended criteria. The Configuration 3 with WMC compliance with the recommended criteria is similar to Configuration 2 but the additional shielding from future surrounding building has improved wind conditions at some locations.

- Vipac have demonstrated that the wind conditions on the roof terrace with landscaping would achieve the recommended criteria.

In summary, we have no issue with the modelling and methodology of the Vipac wind tunnel study. This work has been carried out as would be expected for an environmental wind assessment of a proposed development's wind impact. Vipac have demonstrated for Configurations 2 and 3, with the benefit of shielding from developments at 429 and 480 Swan Street, WMC, and modifications to the design of entries and seating areas that the proposed development would achieve the recommended criteria. Configuration 2 would be a reasonably likely configuration as the development at 429 Swan Street is under construction and 480 Swan Street is expected to proceed to construction. Configuration 1 has been shown to not achieve the recommended criteria at a number of locations. It is noted that the Existing Configuration wind conditions were not presented so an assessment of the wind

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impacts of the proposed development on the existing wind conditions in the surrounding streetscapes cannot be made.

Yours sincerely,

M. Eaddy

M. Eaddy
MEL Consultants Pty Ltd

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Table 1: Summary of Applicable/Recommended Criteria and Criteria Achieved

Location	Section 3.1 Recommended Criteria	Appendix A Recommended Criteria	Existing Config	Proposed Config 1	WMC Config 2	WMC Config 3
1	Walking	Walking	Not measured	Walking	Walking	Standing
2	Walking	Walking	Not measured	Fast Walking	Walking	Standing
3	Standing	Standing	Not measured	Fast Walking	Sitting	Sitting
4	Walking	Walking	Not measured	Fast Walking/Walking	Standing	Standing
5	Standing	Standing	Not measured	Fast Walking	Standing	Standing
6	Walking	Walking	Not measured	Standing	Standing	Standing
7	Standing	Standing	Not measured	Walking	Not measured	Not measured
8	Walking	Walking	Not measured	Walking	Walking	Standing
9	Walking	Walking	Not measured	Walking	Walking	Standing
10	Walking	Walking	Not measured	Walking	Standing	Sitting
11	Standing	Standing	Not measured	Sitting	Sitting	Sitting
12	Walking	Walking	Not measured	Sitting	Sitting	Sitting
13	Sitting	Sitting	Not measured	Walking	Not measured	Not measured
14	Standing	Standing	Not measured	Walking	Not measured	Not measured
15	Walking	Walking	Not measured	Walking	Walking	Walking
16	Walking	Walking	Not measured	Walking	Standing	Standing
17	Walking	Walking	Not measured	Walking	Standing	Standing
18	Walking	Walking	Not measured	Standing	Standing	Standing
19	Walking	Walking	Not measured	Walking/Standing	Walking/Standing	Standing
20	Walking	Walking	Not measured	Walking	Walking/Standing	Standing
21	Walking	Walking	Not measured	Walking	Walking	Walking
22	Walking	Walking	Not measured	Walking	Walking	Standing
23	Walking	Walking	Not measured	Walking	Walking	Walking
24	Walking	Walking	Not measured	Fast Walking	Walking	Walking
25	Walking	Walking	Not measured	Fast Walking	Walking	Walking
26	Walking	Walking	Not measured	Sitting	Sitting	Sitting
27	Walking	Walking	Not measured	Walking	Standing	Standing
28	Walking	Walking	Not measured	Fast Walking	Standing	Standing
29	Walking	Walking	N/A	Standing	Sitting	Sitting
30	Walking	Walking	N/A	Walking/Fast Walking	Standing	Standing
31	Walking	Walking	N/A	Walking	Sitting	Sitting

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Attachment 16 - PLN17/0448.01 - 484 - 486 Swan St Richmond - EPA S52 Response

7 February 2020

Michelle King
Acting Principal Planner
Yarra City Council
PO BOX 168
RICHMOND VIC 3121

EPA Reference: 5010438

Dear Michelle,

PLANNING PERMIT APPLICATION: PLN17/0448.01
PROPOSAL: SECTION 72 AMENDMENT TO ALLOW FOR CHANGES TO THE PERMIT PREAMBLE, DELETION/AMENDMENT OF CONDITIONS, RECONFIGURATION OF BUILDING USES, INTERNAL RECONFIGURATIONS, CHANGES TO THE CAR PARKING PROVISION/ALLOCATION, BUILT FORM CHANGES AND ALTERATION OF ACCESS TO A ROAD ZONE, CATEGORY 1
ADDRESS: 484-486 SWAN STREET, RICHMOND

Thank you for your email, dated 31 January 2020, regarding the above planning permit application, referred to EPA under Section 52 of the *Planning and Environment Act 1987*.

EPA has reviewed the referral and documents accompanying the application. EPA advises that we do not have concerns with the proposal with respect to the City Link Exhaust Stack Environs. As such, EPA has no concerns with Council issuing this planning permit according to the information that has been provided.

If our assessment of this referral is not aligned with Councils assessment of the environmental risk, please contact our Planning Assessment Officer, Luke Snelling, on 1300 EPA VIC (1300 372 842).

Yours sincerely,

Sarah Nash
Planning Team Lead (Eastern Region)
Major Projects and Planning
EPA Victoria

Environment Protection Authority Victoria
200 Victoria Street, Carlton VIC 3053 DX210082
1300 372 842 (1300 EPA VIC) **www.epa.vic.gov.au**