Agenda

Planning Decisions Committee

6.30pm, Tuesday 16 August 2022

Richmond Town Hall

www.yarracity.vic.gov.au

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 chair 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

Anticipated attendees:

Councillors

Cr Edward Crossland
Cr Anab Mohamud
Cr Bridgid O'Brien

Council officers

Julian Larkins (Co-ordinator Statutory Planning)
Robert Galpin (Senior Statutory Planner)
Cindi Johnston (Governance Officer)

Municipal Monitor
Yehudi Blacher

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

RECOMMENDATION

That the minutes of the Planning Decisions Committee held on Tuesday 26 July 2022 be confirmed.

6. Committee business reports

Item		Page	Rec. Page
6.1	PLN20/0626 - 265 Johnston Street, Abbotsford	5	62
6.2	PLN21/0905 - 23 Howard Street Richmond - The construction of a seven storey (plus basement level) office building (no permit required for office land use) and a reduction in the car parking requirements.	309	362
6.3	Section 72 Amendment to Planning Permit PLN18/0812 to; - Increase the red line area to allow for the sale and consumption of liquor at 281 and 283-285 Wellington Street and include as part of the subject site - Increase the on premises licensed hours to 1am for internal areas Thursday - Saturday, Sunday- Wednesday to remain at 11pm (External areas to close at 10pm) - Increase the maximum number of patrons to 256 - Reduction to the statutory car parking rate - Associated buildings and works - Construct and display of signage	484	517
6.4	PLN21/0554 - 15 - 33 Queens Parade, Clifton Hill	612	673

6.1 PLN20/0626 - 265 Johnston Street, Abbotsford

Report Summary

Purpose

1. This report provides Council with an assessment of planning application PLN20/0626 for part demolition to allow for the construction of a mixed use (comprising food and drink premises, office and dwellings), multi-level building and a reduction in the car parking requirements of the Yarra Planning Scheme.

Key Planning Considerations

2. Key planning considerations include:

   (a) Clause 15.01 – Urban Environment;
   (b) Clause 21.05 – Built Form;
   (c) Clause 22.02 – Heritage Guidelines for Sites Subject to the Heritage Overlay;
   (d) Clause 22.05 – Interface Uses Policy;
   (e) Clause 34.01 – Commercial 1 Zone;
   (f) Clause 43.01 – Heritage Overlay; and
   (g) Clause 52.06 – Car Parking.

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) Clause 58 (internal amenity);
   (d) Off-site amenity impacts;
   (e) Car parking, traffic, access and bicycle provision;
   (f) Waste management; and
   (g) Objector concerns.

Submissions Received

4. Seventy five (75) objections were received to the application, the grounds of which can be summarised as:

   (a) Excessive height and overdevelopment of the site;
   (b) The architectural expression of the building is poorly resolved;
   (c) Lack of integration with the heritage streetscape and character of the neighbourhood;
   (d) Reduction in the car parking provision;
   (e) Increased traffic congestion on surrounding streets;
   (f) Off-site amenity impacts (overlooking, loss of daylight, overshadowing, noise and loss of views);
   (g) Devaluation of surrounding properties and misguided advice provided to owners of the adjoining apartment by the same developer.
   (h) Precedent for more taller built form if approved; and
   (i) Ongoing disturbance to the area during the construction phase.

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 conditions (that reduce the building height), with the full spectrum of conditions detailed in the "Recommendation" section of this report.

   (a) The deletion of either the third or fourth level and a subsequent reduction in building height to no greater than 21m as measured above the natural ground level.

CONTACT OFFICER: **John Theodosakis**
TITLE: **Principal Planner**
TEL: **9205 5307**

6.1 PLN20/0626 - 265 Johnston Street, Abbotsford

Reference	D22/193308
Author	John Theodosakis - Principal Planner
Authoriser	Senior Coordinator Statutory Planning

Ward:	Langridge Ward
Proposal:	Part demolition to allow for the construction of a mixed use (comprising food and drink premises, office and dwellings), multi-level building and a reduction in the car parking requirement of the Yarra Planning Scheme.
Existing use:	Vacant (former restaurant)
Applicant:	Clarke Planning Pty. Ltd.
Zoning / Overlays:	Commercial 1 / Heritage Overlay (Schedule 20 – 265 Johnston Street, Abbotsford) / Design and Development Overlay (Schedule 15) / Development Contributions Plan Overlay (Schedule 1) / Environmental Audit Overlay
Date of Application:	02 September 2020
Application Number:	PLN20/0626

Planning History

1. Planning Permit No. 87/102 was issued on 27 July 1987 under the Town and Country Planning Act 1961 and the Melbourne Metropolitan Planning Scheme for '*to alter the existing restaurant at 265 Johnston Street.*'

2. Planning Permit No. 91/182 was issued on 9 December 1991 to enclose an courtyard and increase the seating capacity of the previous restaurant. The courtyard was to be roofed, part of which to have a retractable roof to enable patrons to use the area throughout the year.

3. Planning Permit No. 93/180 was issued on 21 October 1993 to allow for an open air dining area to be used from 1 December to 30 April each year.

4. Planning Permit No. PL05/0109 was issued for the use of the site as a restaurant (increased trading hours and increased patron numbers), alteration to the sale and consumption of alcohol and waiver of the car parking. As sections of this file were not able to be located, it is unclear as to the exact date when this permit was issued.

5. Planning Permit No. PL10/0194 was issued on 22 October 2010 for the '*development of the site including partial demolition, construction of a verandah/colorbond roofed structure at the front of the building, a front fence, rear paving and screens*.'

Background

6. The following matters are relevant background information:

Original Application

7. The original application was lodged on 2 September 2020 for part demolition to allow for the construction of an eight-storey residential tower behind the original heritage building, with three basement levels, up to 33 dwellings, an office and a food and drink premises (café), and a reduction in the car parking requirement.

8. As part of the application process and amongst other referral comments, Council's Heritage Advisor raised various concerns relating to building height of the new tower and its separation from the original heritage building on site. A total of 75 objections were also received during the advertising period for the application.

Lodgement of S57A plans

9. In response to concerns raised by Council's Heritage Advisor, the application was amended pursuant to Section 57A of the Act on 15 December 2022. Key changes included:

   (a) The tower behind the heritage building modified to have an increased setback at Levels 3-7 of 1.1m from the rear of the heritage building to the edge of the north-facing balconies; and minimum separation of 3.16m from the rear of the heritage building to the north-facing walls of dwellings 3.2, 3.3, 4.2, 4.3, 5.2, 5.3, 6.2 and 6.3 and the north-facing edge of the balcony of dwelling 7.1 to further separate old and new fabric.

   (b) The separation between the heritage building and the western wall of dwellings 3.2, 4.2, 5.2. 6.2 and edge of terrace to dwelling 7.1 have been increased to 1.0m.

10. A comparison of the original versus S57A amended advertised plans is provided in the image below (noting that this is extracted from the third floor plan (as labelled) and is replicated up to the sixth floor).

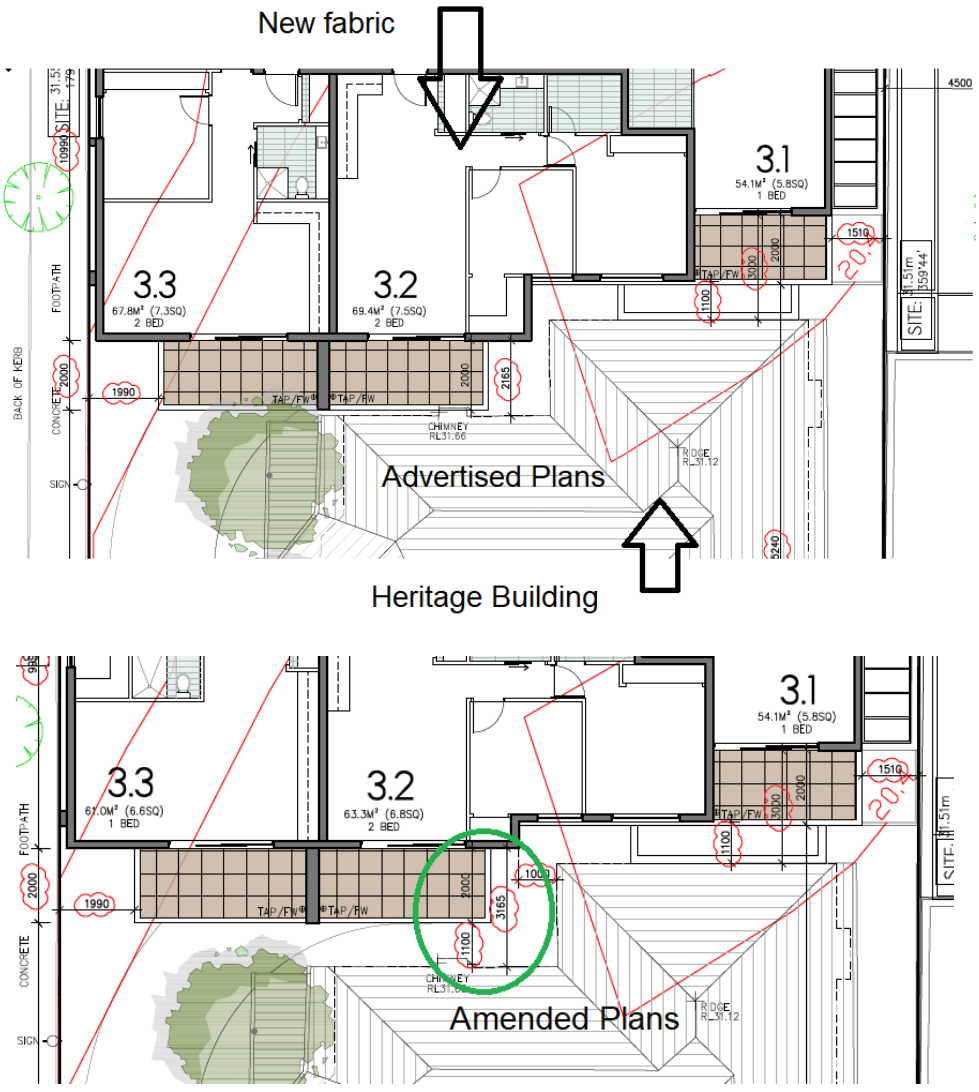


Figure 1: Comparison of separation of new fabric from the heritage building between the original / advertised plans and amended plans described at paragraph 20.

11. The amended plans also included a revised sustainable management plan, an addendum to the traffic impact assessment, a waste management plan and landscape plans in a further attempt to address previous referral advice relating to these disciplines. These documents are an attachment to this report.

Lodgement of further S57A plans

12. In response to further concerns raised by Council Officers relating to the podium height adopted to Park Street which exceeded the mandatory height required within the Schedule 15 of the DDO, the application was further amended pursuant to Section 57A of the Act on 8 June 2022. Key changes include:

    (a) The adoption of a 3m setback at the sixth and seventh floors (that has reduced the podium height to 17.9m above the natural ground level) with a consequent reconfiguration of Dwellings 6.3 and 6.4, deletion of Dwelling 6.5, and the terraces of Dwellings 7.1 and 7.2 reduced to 22.4sq.m. and 25.7sq.m, respectively.
    (b) Reduced vertical garden walls to both north and east elevations.

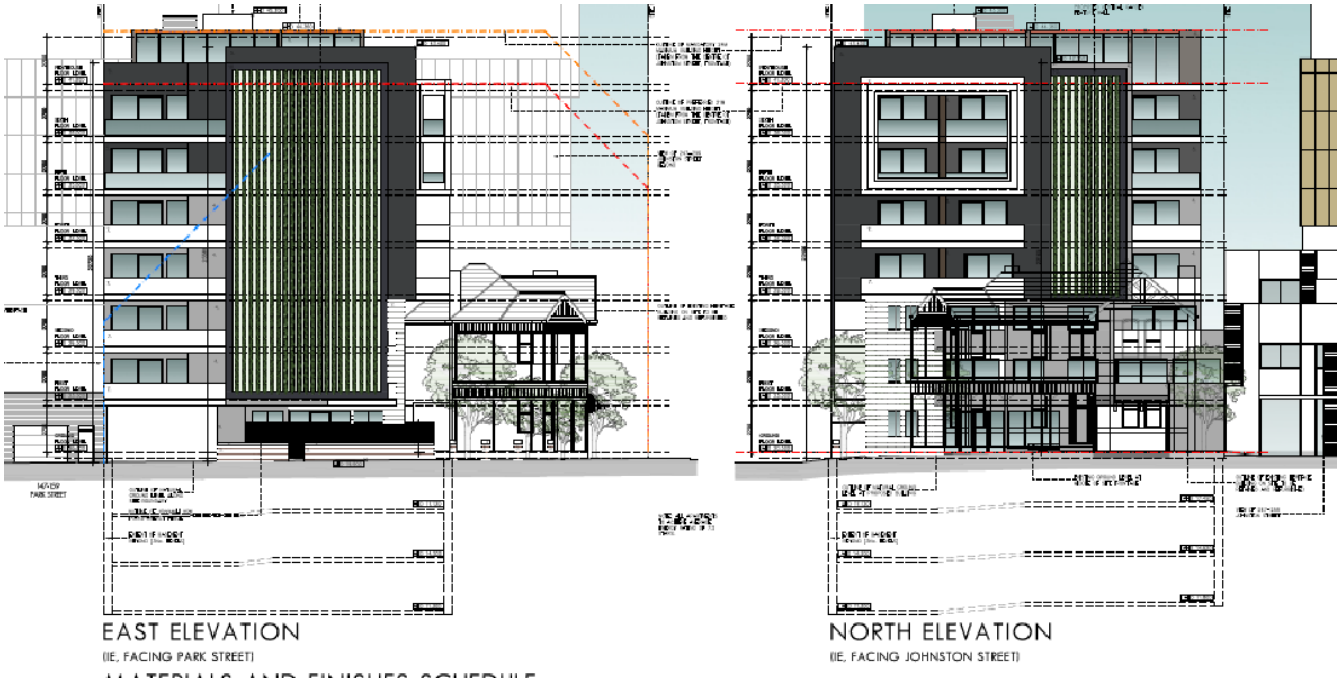


Figure 2: Advertised / Original application East and North Elevations.

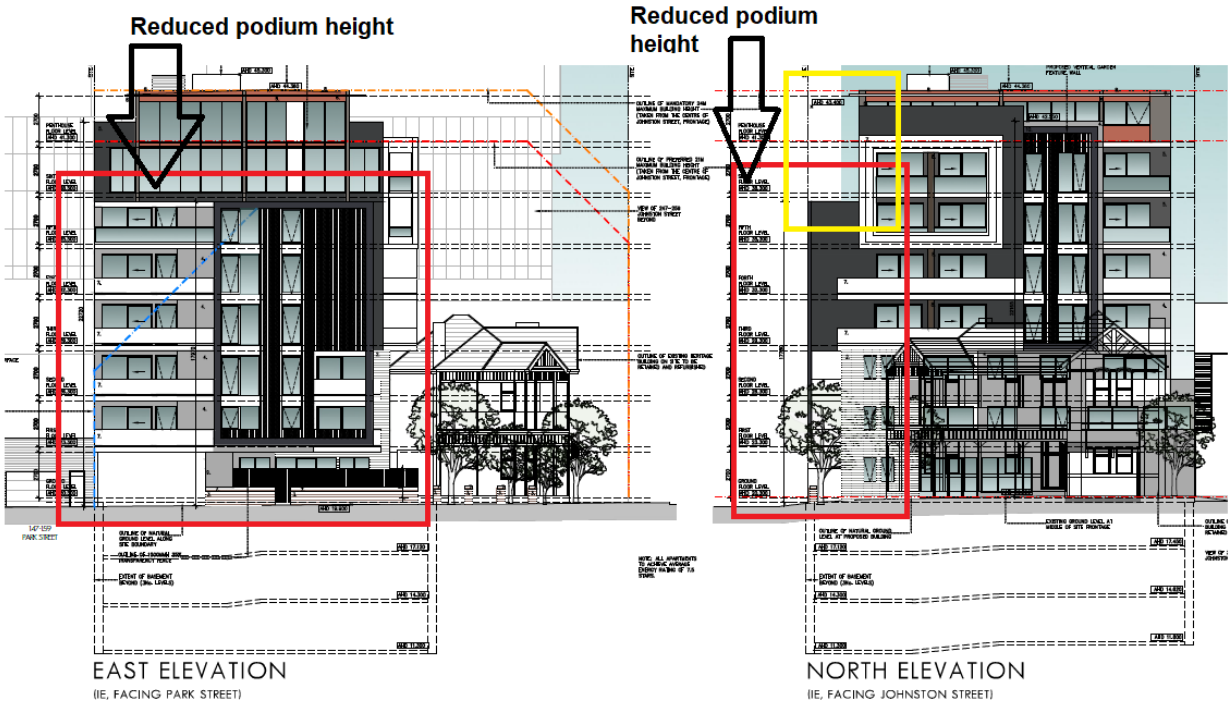


Figure 3: S57A Amended East and North Elevations.

Planning Scheme Amendments

13. A summary of key planning scheme amendments that have been introduced since the original application was lodged 07 September 2020 is provided below.

Amendment C238 – Development Contributions Plan

14. Amendment C238 was introduced into the Yarra Planning Scheme on 1 February 2021 and inserts Clause 45.06 (Development Contributions Plan Overlay) with Schedule 1 into the Scheme. This overlay applies to all land in the City of Yarra and it applies to new development where there is an increase in the number of dwellings and/or an increase in retail, commercial and industrial floor space. It requires a monetary contribution from the permit holder. Conditions have been included in the recommendation to require the development contributions to be met prior to commencement of the development.

Amendment VC174 – Revised Better Apartment Design Standards

15. Amendment VC174 was introduced into all Planning Schemes on 20 December 2021 and inserted a range of changes relating to apartment design, including:

    (a) Updating the reference to the Apartment Design Guidelines for Victoria in Clauses 11.03-1S (Activity centres), 15.01-1S (Urban design) and 15.01-2S (Building design) of the Planning Policy Framework.
    (b) Amending Clause 55 (Two or more dwellings on a lot and residential buildings) to modify apartment design requirements.
    (c) Amending Clause 58 (Apartment developments) to:

        (i) Include new and revised requirements for communal and private open space, landscaping, access, external building design, building entries and site services.
        (ii) Introduce a new standard at Clause 58.04-4 (Wind impacts objective) for developments of five or more storeys.
        (iii) Introduce a new standard at Clause 58.06-4 (External walls and materials objective).

(iv) Make consequential changes to existing provision, standard and table numbers.

16. Whilst transitional provisions are in place, the application is subject to the most current updated version of Clause 58 due to the submission of amended plans made pursuant to Section 57(a) of the *Planning and Environment Act, 1987* (the Act) which requires at Subsection 7(a)(ii) that *the amended application is to be taken to have been received on the day that the request for amendment was received by the responsible authority*. The most recent amendment to the application was received 8 June 2022.

Amendment VC205 – Transport Zone

17. Amendment VC205 was introduced into the VPP and all Planning Schemes on 20 January 2022 and inserts the 'Transport Zone' (TRZ) to better align VPP tools with the Transport Integration Act 2010 and other relevant state transport policies, and to support integration of land use and transport planning. The TRZ combines the function of the former Road Zone (RDZ, categories 1 and 2) and the Public Use Zone 4 (Transport) into a single zone for public infrastructure that is associated with land-based transport, including road and rail elements of the state transport network and significant municipal roads.

Amendment C269 – Rewrite of local policies

18. Amendment C269 proposes to update the local policies in the Yarra Planning Scheme by replacing the Municipal Strategic Statement (MSS) at Clause 21 and Local Planning Policies at Clause 22 with a Municipal Planning Strategy and Local Policies within the Planning Policy Framework (PFF), consistent with the structure recently introduced by the State Government.

19. The amendment was on public exhibition between 20 August 2020 and 4 December 2020 and proceeded to a panel hearing in October 2021. The Panel report was released on 18 January 2022. Council resolved on 19 April 2022 that having considered the Panel report, to submit the adopted Amendment to the Minister for Planning for approval.

20. Therefore, this is now a seriously entertained amendment and as such planning applications must be assessed against both the existing MSS (Municipal Strategic Statement) and proposed MPS - Municipal Planning Strategy).

21. In relation to this current planning application, the following clauses of the updated local policy are of most relevance:

(a) Clause 13.07-1L – Interfaces and Amenity
(b) Clause 15.01-1L – Urban Design
(c) Clause 15.01-2L – Building Design
(d) Clause 15.02-1L – Environmentally Sustainable Development
(e) Clause 15.03-1L – Heritage
(f) Clause 17.01-1L – Employment
(g) Clause 18.02-1L – Sustainable Transport
(h) Clause 18.02-4L – Car Parking
(i) Clause 19.02-6L – Public Open Space Contribution
(j) Clause 19.03-2L – Development Contributions
(k) Clause 19.03-3L – WSUD
(l) Clause 19.03-5L – Waste

22. The above clauses are largely reflected in current planning policy, which is generally not contradictory to the proposed re-write of Clauses 21 and 22 of the Scheme.

The Proposal

23. The application proposes partial demolition of the existing building to allow for the construction of a mixed-use, multi-storey building and a reduction in the car parking requirement associated with office, food and drink premises (café) and dwellings. The key elements of the proposed development are as follows:

General

(a) Use of the original heritage building for the purpose of a ground floor food and drink premises of 119.8sqm inclusive of the outdoor forecourt in the front setback (labelled 'Proposed Café') office at the first floor of 108.5sq.m.;
(b) A ground floor office of 51.8sq.m. (labelled 'Office 1') within the new tower;
(c) 32 dwellings comprised of:
    (i) 1 x 1 bedroom at the ground floor;
    (ii) 4 x 1 bedroom and 1 x 2 bedroom at Level 1;
    (iii) 5 x 1 bedroom at Level 2;
    (iv) 4 x 1 bedroom and 1 x 2 bedroom at Levels 3, 4 and 5
    (v) 2 x 1 bedroom and 2 x 2 bedroom at level 6; and
    (vi) 2 x 3 bedroom at Level 7.
(d) 21 car parking spaces (with at least 19 allocated to the dwellings, 1 car space nominated as forming part of an integrated car sharing scheme and 1 disabled car space) within a three-level basement;
(e) 7 motorcycle spaces within the basement;
(f) 10 resident bicycle spaces in the basement level 1 and 36 spaces are provided at various locations at the ground floor; and
(g) The tower element at the rear of the heritage building would be set back a minimum distance of 14m from Johnston with a building height of 24.46m to the roof above Level 7 (RL44.36) and building height of 25.4m to the lift overrun (RL45.3).

Demolition

(h) Demolition of front and side fences, side later addition to Park Street, rear shed/garage and sundry elements.

Restoration works to the heritage building

(i) A suite of restoration and conservation works to the exterior of the retained heritage building as part of the scheme that include restoration of the original verandah and ground floor window canopy to Johnston Street, repair and cleaning of the exterior brickwork and repainting of external joinery.

Basement

(j) Built to the north, west and east boundaries and at the rear of the existing heritage building and containing the following:

    (i) Stores for the apartments, a lift and stairwell access, a car park with up to 21 car spaces and 7 motorcycle spaces accessed via a vehicle ramp from Park Street in the south-east corner and 10 bicycle spaces.

Ground floor – Heritage building and new tower behind

(k) The heritage building will be used for the purpose of a food and drink premise (café) with its front setback landscaped and used as a forecourt to the food and drink premises (café);

(l) The north-east corner would be landscaped to serve as a principal walkway to the residential tower's foyer, office tenancy, communal library and disabled toilet with the south-west corner of the retained heritage building extended to provide back-of-house facilities for the café and the dwellings;
(m) One dwelling is located to face Park Street with its pedestrian entrance also located to the street; and
(n) Vehicle access is provided in the south-east corner via Park Street.

First floor – Heritage building and new tower behind

(o) The heritage building will contain up to 108.5sq.m. of office area including service amenities.
(p) The new tower will commence a minimum distance of 1m south of the heritage building and will be setback over 14m from Johnston Street;
(q) The tower will extend to the western boundary for a length of 9.74m, extend to the southern boundary for a length of 14.59m and extend to the eastern boundary for a length of 5.89m;
(r) Setbacks incorporated include balconies and terraces of dwellings that extend into these and up to their shared respective boundaries and Park Street;
(s) Of note, a minimum setback of 4.5m is provided at the south-east corner for a length of 6.32m with the exception of a terrace that extends into this space; and
(t) Five dwellings are located on this level, four of which will contain one bedroom and one with two bedrooms and each with an open plan living, dining and kitchen area and service amenities and balconies of at least 8sq.m. and a minimum dimension of 2m.

Second floor

(u) Built to the southern boundary for a length of 14.59m and the eastern boundary for a length of 5.89m with a minimum setback of 1.5m from the western boundary;
(v) Setbacks incorporated include balconies and terraces of dwellings that extend into these and up to their shared respective boundaries and to Park Street;
(w) The minimum setback of 4.5m at the first floor is maintained and provided at the south-east corner for a length of 6.32m with the exception of a balcony that extends into this space for a length of 1.8m; and
(x) Five one-bedroom dwellings are located on this level, each with an open plan living, dining and kitchen area and service amenities and balconies of at least 8sq.m. and a minimum dimension of 1.8m.

Third through to fifth floor

(y) Built to the southern boundary for a length of 14.59m and the eastern boundary for a length for a length of 9.99m with a minimum setback of 1.51m from the western boundary;
(z) Setbacks incorporated include balconies and terraces of dwellings that extend into these and up to their shared respective boundaries and to Park Street;
(aa) The minimum setback of 4.5m at the first floor is maintained and provided at the south-east corner for a length of 6.32m with the exception of a balcony that extends into this space for a length of 1.8m; and
(bb) Four one-bedroom dwellings and one, two-bedroom dwelling are located on each of these levels, with each dwelling comprising an open plan living, dining and kitchen area and service amenities and balconies of at least 8sq.m. and a minimum dimension of 1.8m.

Sixth floor

(cc) Built to the southern boundary for a length of 13.59m with a minimum setback of 1.51m from the western boundary and setback of 3m from the eastern boundary;

(dd) The minimum setback of 4.5m at the first floor is maintained and provided at the south-east corner for a length of 6.32m with the exception of a balcony that extends into this space for a length of 1.8m; and

(ee) Two one-bedroom dwellings and two, two-bedroom dwellings are located on this level, with each dwelling comprising an open plan living, dining and kitchen area and service amenities and balconies of at least 8sq.m. and a minimum dimension of 1.8m.

Seventh floor

(ff) Set back a minimum 3m from the southern wall of the retained heritage building (i.e. minimum clearance); set back a minimum 1.5m from the western boundary; set back a minimum 1.32m from the southern boundary; and set back a minimum 3m from Park Street to the east.

(gg) Two dwellings are located on this level, each with three bedrooms, an open plan living, dining and kitchen area with service amenities and balconies a minimum 22sq.m.

Form, Materials and finishes

(hh) The tower is contemporary and angular with horizontal and vertical elements emphasised by varied surface treatments and finishes, and with each elevation consisting of a generous display of fenestration and / or balconies;

(ii) The new walls are proposed to be constructed of a mixture of masonry and panelling with applied rendered finishes that include charcoal, grey, white and red finishes;

24. Images of the development are provided below.

Figure 4: Proposal viewed from the north with retained heritage building in the foreground – Johnston Street (S57A Amended Plans received 8 June 2022)

Figure 5: Proposal viewed from the north-east with retained heritage building in the foreground – Johnston Street (S57A Amended Plans received 8 June 2022)

Figure 6: Proposal viewed from north-east showing more of the Park Street elevation (S57A Amended Plans received 8 June 2022)

Environmental Sustainable Design features:

25. The amended Sustainable Management Plan that was submitted with the original S57A Amended plans that was prepared and authored by LID Consulting dated 28 October 2021, provided the following key ESD commitments (amongst others) that continue to be relied on and applied to the S57A Amended Plans received 8 June 2022:

    (a) The dwellings / apartments demonstrate an average NatHERS rating of 7.5-stars;
    (b) The development claims a BESS score of 70%;
    (c) Provision of double-glazing throughout with operable windows and doors identified on elevations;
    (d) Water efficient fixtures and appliances throughout;
    (e) For the residential component, 91% of living rooms and bedrooms achieve daylight compliance, with the office (38%) and café (42%) also exceeding minimum requirements
    (f) Bicycle parking provided for residents and visitors;
    (g) A minimum 14kW rooftop solar PV system (increased from 11kW);

(h) A STORM rating of 126% with water being diverted to a 12,000L rainwater tank in the basement and a 4,000L rainwater tank on the ground floor;
(i) Provision of EV chargers in two car spaces in the basement.

Existing Conditions

Subject Site

26. The subject site is rectangular in shape and located on the south-west corner of Johnston Street and Park Street, in Abbotsford, approximately 162m east of the south-east corner of the Johnston and Hoddle Street intersection. The site has a frontage to Johnston Street of 22.8m, a secondary frontage to Park Street (depth) of 31.5m and a site area of approximately 718.2sq.m.

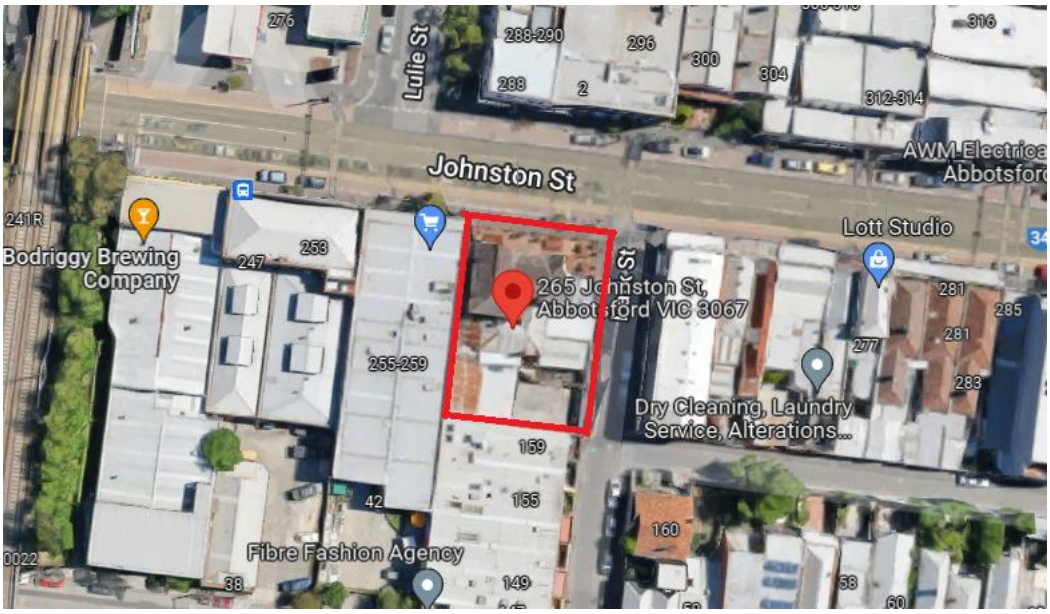


Figure 7: Aerial sourced from Google

Figure 8: Subject site viewed from Johnston Street to the north (photo taken 01/08/2022)

Figure 9: Subject site viewed from Johnston Street to the north-east (photo taken 01/08/2022)

27. The subject site is occupied by a double storey, Edwardian style building previously used as a restaurant (vacant for some time) on land identified as Lot 1 on Plan of Subdivision TP757754K, associated with Certificate of Title Volume No. 6154 and Folio No. 693). This building is graded 'Individually Significant' and is within its own Heritage Overlay (HO – Schedule 20) with the citation below offering a full description and outline of its significance as extracted from the *Yarra Heritage Database* entry, based on the Allom Lovell & Associates *City of Yarra Heritage Review, 1998*:

History:

Robert Dwyer owned property on the south side of Johnston Street, on the west corner of Park Street. Bertram Crellin, a surgeon, acquired the property with demolished buildings by 1909, and in 1910, he built a brick house on the site for use as a residence.

The building is now occupied by a Greek restaurant.

***Description**:*

The house at 265 Johnston Street, Abbotsford, on the south-west corner of Park Street, is a two storey brick Edwardian villa.

The walls are of face red brick with rendered string courses at the window head and sill levels. The roof is clad with slate, which is somewhat atypical for a house of this style and date, although it does have the more usual terracotta ridge tiles and finials. The roof is hipped over the main part of the house, and gabled over the projecting western bay and the corner verandah. The gable ends are roughcast, and have timber bargeboards, fretwork, and bracketing. The verandah is also timber-framed, running from the western bay and wrapping around the polygonal corner. The balcony has simple timber balustrading, and the verandah and balcony have simple timber friezes and chamfered timber posts. The verandah has a concrete floor on a bluestone plinth.

The windows are timber-framed double-hung sashes. There is some original leadlighting to the sidelights of the front entry.

***Significance**:*

The former residence at 265 Johnston Street, Abbotsford, is of local architectural significance. Although its significance has been diminished by alterations, it remains a relatively externally intact example of an unusually large Edwardian residence unusual for Abbotsford on a prominent corner site.

28. The subject site is not affected by any boundary wall easements and the gradient falls by up to 550mm, west to east.

Surrounding Land

29. This section of Abbotsford is a highly varied neighbourhood with industrial and commercial buildings of various types and eras. These are grouped in precincts (principally along Johnston Street, Victoria Street, Hoddle Street and the Yarra River corridor). Abbotsford also has low-rise residential areas that contribute to the mixed character of the suburb.

30. The surrounding land fronting Johnston Street is located within the Johnston Street Neighbourhood Activity Centre (NAC), which is largely zoned C1Z and includes a wide range of commercial and community offerings. Public transport is readily available with bus services on Johnston Street and Victoria Park Railway Station <100m northwest. To the north and south of the Johnston Street NAC are low-rise, residential areas, zoned Neighbourhood Residential (north) and General Residential (south). This zoning context is depicted in the image below.

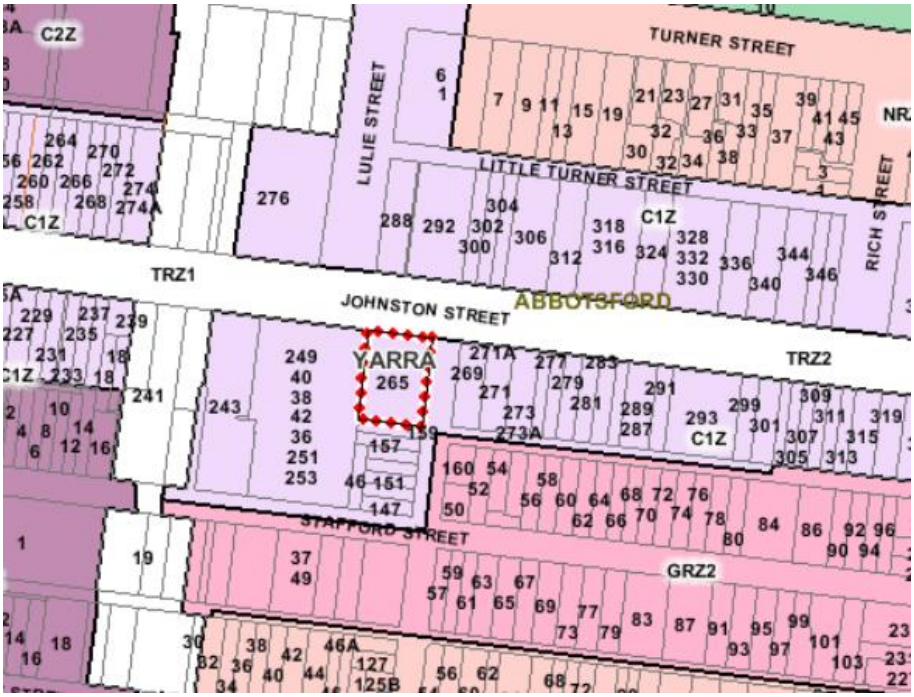
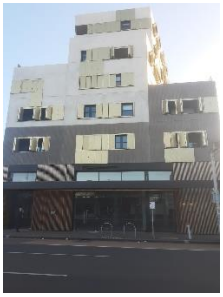


Figure 10: The Zoning context of the surrounding land. Source: Planning Maps Online

31. The precinct is typified by older (Victorian through to post-war eras) industrial and commercial buildings of 1-2 storeys as well as an emerging character of mid-rise contemporary office and apartment developments of up to twelve storeys. The older building stock typically has high site coverage with buildings presenting to the public realm with sheer walls and 0m street setbacks.

32. The emerging developments in the area provide contemporary architectural responses, typically with rectilinear forms and materials including concrete, metal cladding and facades with high proportions of glazing. Examples of this emerging character include the following:

Reference Number	Permit No. (Address)	Description	Image
1.	PLN16/0471 (344 Johnston Street, Abbotsford)	Seven-storey apartment development, permit issued in 2017. Building has been erected.	
2.	PLN11/0770 (370 Johnston Street, Abbotsford)	Six-storey mixed-use development, permit issued in 2012, development completed.	
3.	PLN15/0644 (316 - 322 Johnston Street, Abbotsford)	Nine-storey apartment development, permit issued in 2016, construction completed	
4.	PLN16/1155 (312 – 314 Johnston Street, Abbotsford)	Seven-storey apartment development, permit issued in 2018, construction commenced.	

Reference Number	Permit No. (Address)	Description	Image
5.	PLN20/0322 (350-356 Johnston Street, Abbotsford)	8-storey office development, permit issued in 2021.	
6.	PLN15/0612 (247 – 259 Johnston Street, Abbotsford) – *Property to the immediate west of the subject site.	12-storey, mixed use development, permit issued in 2017, construction completed.	
7.	PLN18/0267 (218-228 Hoddle Street, Abbotsford)	10-storey office development, permit issued 2019. Works have commenced.	
8.	PLN21/0538 (315-317 Johnston Street)	4 storeys + roof terraces mixed use development. Application pending for decision.	

Reference Number	Permit No. (Address)	Description	Image
9.	PLN17/0948 (288 – 296 Johnston Street, Abbotsford)	11 storey mixed use development recently supported by Council – Notice of Decision to Grant a Permit issued 02 March 2022.	

33. The immediate interfaces of the subject site are described below:

North

Figure 11: Existing buildings directly opposite the subject site forming part of development approval at property No. 288 – 296 Johnston Street, Abbotsford – planning application No. PLN17/0948

34. To the north of the subject site is Johnston Street, which has a width of approximately 20m. The sites opposite are entirely occupied by double storey buildings that have been historically used for commercial (warehouse or shop) purposes (see Figure 9). The buildings are hard-edged to the street, of masonry construction with shopfront windows that have recently been the subject of a planning application (PLN17/0948) for their redevelopment with a mixed used building of up to 11 storeys.

Figure 12: Properties to the north-east and opposite side of Johnston Street

35. East of the row of building described in the above paragraph, is a pair of single-storey terrace houses that have a front verandah projecting forward of their front wall. The dwellings feature a prominent parapet that conceal a single hipped roof form when viewed from the street. Both dwellings are individually significant within HO412 (individual listing). East of these dwellings is a bottle shop and beyond that is land which has been cleared to make way for a new seven storey development in accordance with planning permit No. PLN16/1155 (see table of development approvals No. 4). East of this, is land developed under planning permit No. PLN15/0644 (up to nine storeys - see table of development approvals – No. 3).

36. To the north-west and opposite side of the subject site, the land is occupied by a service station comprising a single level retail building and associated canopies. A car wash bay and two double width vehicle crossovers are provided to Johnston Street with a single crossover to Lulie Street. The retail building is built to the Lulie Street boundary and incorporates a solid wall decorated with a mural.

West

Figure 13. Development at 247-259 Johnston Street (former St Crispin House site) to immeidate west of subject site as seen from Lulie Street (opposite) looking south.

37. To the immediate west is a twelve-storey development located at No. 247-259 Johnston Street (former St Crispin House Site) approved under planning permit No. PLN15/0612. This development features a 4 storey street wall to Johnston Street and upper level setback typically varying between 4m - 6m above the street wall. The interface to the site comprises a hard-edged walls at the ground floor and first floors, balconies with planter boxes, and privacy screens of 1.7m along the shared boundary at the second floor (including the hard-edged wall of one dwelling closest to Johnston Street), with all upper levels setback a minimum distance of 4.5m from the shared boundary with the elevations punctuated by a significant display of fenestration and balconies as per the elevation below:

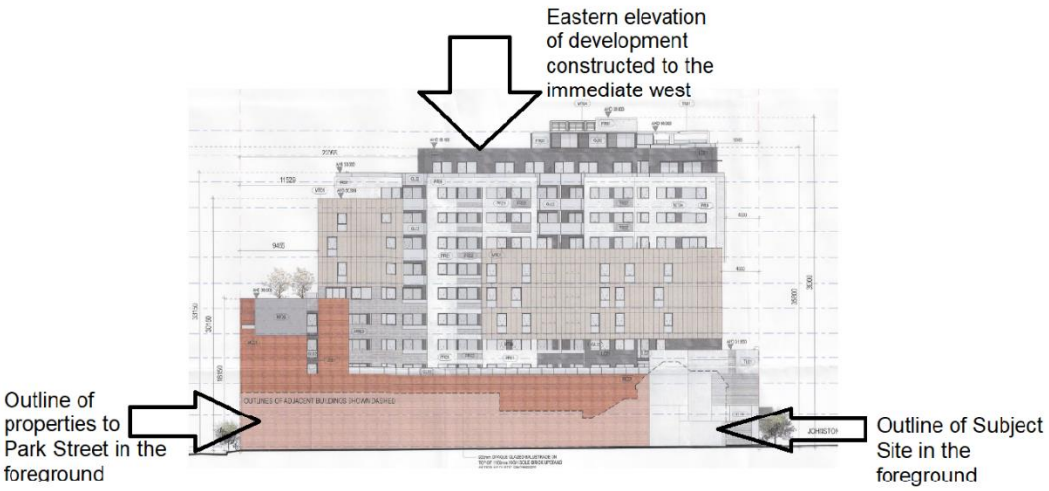


Figure 14: Eastern elevation of development approved under planning permit No. PLN15/0612 es extracted from endorsed plans (forming an attachement to this report).

South

38. To the south of the subject site is a double-storey dwelling that forms part of a former commercial brick building which consists of seven existing units extending in a consecutive row and west-to-east subdivision pattern through to Stafford Street (with the exception of No. 46 that has a north-south orientation). This site, combined with those further south has a balcony on the first floor facing Park Street. The dwellings, extend boundary-to-boundary and are all zoned Commercial 1 (see Figure 8). The dwellings generally have 100% site coverage and have a range of skylights in their roofs which are relied on for daylight access in the absence of windows.

East

39. To the east is Park Street which is approximately 9 metres wide with parallel parking on the opposite side. Occupying the site on the opposite side, is a two-storey brick building used as a record store. The building is extensive and extends from Johnston Street to a ROW at the rear, with two-storey walls constructed to the street and all boundaries. The front façade is predominately glazed and a flat-roof awning overhangs the pavement. Further east are commercial buildings that form a continuous row of shopfronts with awnings extending above and over the footpath of Johnston Street. The interface to Park Street opposite, is hard-edged before being followed by a laneway which provides vehicle and pedestrian access to commercial properties fronting onto Johnston Street to the north and the secluded private open spaces of dwellings fronting onto Stafford Street to the south. Immediately, south of the laneway, there is one dwelling that is addressed to Park Street. The dwelling is of masonry construction and has been developed with a first floor extension.

Public Transport

40. The following public transport services can be accessed to and from the site by foot:

    (a) Buses servicing Johnston Street;
    (b) Victoria Park railway station, located approximately 170m north-west; and
    (c) Hoddle Street buses located approximately 240m to the west.

Planning Scheme Provisions

Zoning

Clause 34.01 - Commercial 1 Zone

41. The following provisions apply:

(a) Pursuant to Clause 34.01-1 of the Yarra Planning Scheme (the Scheme), a planning permit is not required to use the land for 'office' or 'food and drink premises' (nested with 'retail'). However, a planning permit is required to use the land for dwellings as the frontage at ground floor exceeds 2m (i.e. to Park Street).
(b) Pursuant to Clause 34.01-4, a planning permit is required to construct a building and carry out works.

Overlays

Heritage Overlay (Schedule 20 – 265 Johnston Street, Abbotsford)

42. The subject site is affected by its own Heritage Overlay (HO20 – 265 Johnston Street, Abbotsford).

43. The purposes of this overlay as relevant to this application are:

(a) *To implement the Municipal Planning Strategy and the Planning Policy Framework.*
(b) *To conserve and enhance heritage places of natural or cultural significance.*
(c) *To conserve and enhance those elements which contribute to the significance of heritage places.*
(d) *To ensure that development does not adversely affect the significance of heritage places.*

44. Pursuant to Clause 43.01-1, a planning permit is required to demolish or remove a building, construct a building or construct or carry out works, including by externally altering a building by structural work, rendering, sandblasting or in any other way. A planning permit is also required to carry out works, repairs and routine maintenance which changes the appearance of a heritage place or which are not undertaken to the same details, specifications and materials.

45. The building on the subject site is graded identified as 'Individually Significant' in the incorporated document City of Yarra Review of Heritage Areas 2007 Appendix 8.

Clause 43.02 - Design and Development Overlay (Schedule 15)

46. The subject site is affected by the Design and Development Overlay (Schedule 15). Pursuant to Clause 43.02-2, a planning permit is required to construct a building or construct or carry out works. Schedule 15 provides comprehensive design guidelines and built form controls. The Site is located within Precinct 2C. The key quantitative built controls for Precinct 2C are outlined in the following table:

Item	DDO15-2C Built form Controls
Preferred maximum building height	21m
Mandatory maximum building height	24m
Preferred maximum street wall height	15m
Mandatory maximum street wall height	18m
Preferred rear interface (southern boundary wall height)	45 degrees above 11m
Mandatory min. mid level setback (Johnston St)	N/A
Preferred min. mid level setback (Johnston St)	6m
Preferred min. upper level setback	45 degrees above 18m

(Johnston St)	
Preferred min. upper level setback (Park Street)	3m
Building above retained heritage buildings:	• Ensure that heritage buildings remain the visually prominent feature within Johnston Street when viewed from ground level; and • Be visually recessive in mass, scale and materiality, incorporating materials and finishes that are sympathetic and in keeping with the character of the heritage streetscape.

47. The application will be assessed against these controls in the assessment section of this report.

48. It is important to note for the purpose of this assessment, that point 2.1 of the Schedule 15 to the DDO defines the building height as the *vertical distance between the footpath at the centre of the frontage and the highest point of the building.* By further definition, Clause 73.01 of the Scheme, defines "frontage" as *the road alignment at the front of a lot. If a lot abuts two or more roads, the one to which the building, or proposed building, faces.* In this instance, the primary interface with primary access to the subject site, is to Johnston Street. Johnston Street is the site's frontage for the purpose of this assessment. With this in mind, the building height is to be taken from the centre of the lot at the Johnston Street frontage where it is to measure no greater than 24m at its highest point above the NGL.

Clause 45.06 – Development Contributions Plan Overlay (Schedule 1) (DCPO1)

49. The subject site is affected by the DCPO1. Pursuant to Clause 45.06-1 of the Scheme a permit granted in the DCPO must:

(a) *Be consistent with the provisions of the relevant development contributions plan.*
(b) *Include any conditions required to give effect to any contributions or levies imposed, conditions or requirements set out in the relevant schedule to this overlay.*

50. Schedule 1 to the DCPO does not include any exemptions for the proposal and therefore the requirements of the DCPO1 are applicable and the relevant contribution must be paid if a permit were to issue.

51. A planning permit is not required for works under the overlay. The requirements of the DCPO have been included as a condition in the recommendation.

Clause 45.03 – Environmental Audit Overlay (EAO)

52. Pursuant to Clause 45.03-1 of the Scheme, the following requirements apply:

Before a sensitive use (residential use, childcare centre, pre-school centre, primary school, secondary school or children's playground) commences or before the construction or carrying out of buildings and works in association with a sensitive use commences:

(a) *A preliminary risk screen assessment statement in accordance with the Environment Protection Act 2017 must be issued stating that an environmental audit is not required for the use or the proposed use; or*

(b) *An environmental audit statement under Part 8.3 of the Environment Protection Act 2017 must be issued stating that the land is suitable for the use or proposed use; or*
(c) *A certificate of environmental audit must be issued for the land in accordance with Part IXD of the Environment Protection Act 1970; or*
(d) *A statement of environmental audit must be issued for the land in accordance with Part IXD of the Environment Protection Act 1970 stating that the environmental conditions of the land are suitable for the use or proposed use.*

53. The use of the site for dwellings is a sensitive use and the requirements of this overlay are therefore applicable to the application.

Particular Provisions

Clause 52.06- Car parking

54. The site is located within the Principal Public Transport Network Area, therefore the parking rates in Column B of Clause 52.06-5 apply. 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
1 and 2 bedroom dwellings	30	1 per dwelling	30	19
3 bedroom dwellings	2	2 per dwelling	4	
Food and drink premises (Café)	119.8sqm	3.5 spaces per 100 m^2 of leasable floor area	4	2 - Commercial parking comprises one accessible parking space and one shared space.
Office	169.7sqm	3 spaces per 100 m^2 of leasable floor area	5	
		Total	**43 Spaces**	**21 Spaces**

55. Pursuant to clause 52.06-3, a planning permit is required to reduce 22 car parking spaces.

Clause 52.34 - Bicycle facilities

56. Pursuant to Clause 52.34-1, a new use must not commence until the required bicycle facilities and associated signage are provided on the land. The following table identifies the bicycle parking requirement under Clause 52.34-3 and the provision on site.

Proposed Use	Quantity/ Size	Statutory Parking Rate	No. of Spaces Required	No. of Spaces Allocated
Dwellings	32	1 space per 5 dwellings for residents 1 space per 10 dwellings for visitors	7 resident spaces / 3 visitor spaces	42 resident / employee spaces and 4 visitor spaces
Office	169.7sqm	1 employee space to each 300 sqm of net floor area if the net floor area exceeds 1000 sqm	0 employee spaces	
		1 visitor space to each 1000 sqm of net floor area if the net floor area	N/A	

		exceeds 1000 sqm		
Food and drink premises (Café)	119.8sqm	1 employee space to each 300 sqm of floor area available to the public	O employee spaces	
		1 visitor space to each 500 sqm of net floor area	N/A	
Bicycle Parking Spaces Total			**7 resident / employee spaces + 3 visitor spaces (10)**	**46 spaces**
Showers / Change rooms		1 to the first 5 employee spaces and 1 to each additional 10 employee spaces	**0 showers / change rooms**	**1 showers / change rooms**

57. The proposal includes 46 bicycle spaces in total, thus significantly exceeding the minimum statutory requirement for bicycle parking. The proposal also includes 1 shower / changing room facilities, which is also not required under this clause, as part of the back of house services associated with the food and drinks premises (café).

Clause 58 - Apartment Developments

58. The provisions of Clause 58 apply to an application to construct or extend an apartment development within the Commercial 1 Zone. A development must meet all of the objectives and should meet all of the standards of this clause.

Clause 53.18 – Stormwater Management in Urban Development

59. 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

60. 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 contained in this report.

Planning Policy Framework (PPF)

61. Relevant clauses are as follows:

Clause 11.02 - Managing Growth
Clause 11.02-1S - Supply of Urban Land

62. The objective is '*To ensure a sufficient supply of land is available for residential, commercial, retail, industrial, recreational, institutional and other community uses'.*

Clause 11.03 - Planning for Places
Clause 11.03-1S - Activity Centres

63. The relevant objectives of this clause include '*To encourage the concentration of major retail, residential, commercial, administrative, entertainment and cultural developments into activity centres that are highly accessible to the community.'*

Clause 13.04-1S - Contaminated and potentially contaminated land

64. The relevant objective of this clause is '*To ensure that potentially contaminated land is suitable for its intended future use and development, and that contaminated land is used safely.'*

65. Relevant strategies are:

(a) *Require applicants to provide adequate information on the potential for contamination to have adverse effects on future land use if the subject land is known to have been used for industry, mining or the storage of chemicals, gas, wastes or liquid fuel;* and
(b) *Facilitate the remediation of contaminated land, particularly on sites in developed areas with potential for residential development.*

Clause 13.05-1S - Noise abatement

66. The relevant objective of this clause is '*To assist the control of noise effects on sensitive land uses.'*

67. Noise abatement issues are measured against relevant Environment Protection Regulations under the *Environment Protection Act 2017* and *Noise Limit and Assessment Protocol for the Control of Noise from Commercial, Industrial and Trade Premises and Entertainment Venues* (Publication 1826.2, Environment Protection Authority, March 2021)

Clause 13.07 – Amenity and safety
Clause 13.07-1S – Land use compatibility

68. The objective 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 – Built Environment and Heritage
Clause 15.01-1S – Urban design

69. The objective 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

70. The objective is *"to create a distinctive and liveable city with quality design and amenity."*

Clause 15.01-2S – Building design

71. The objective is *"to achieve building design outcomes that contribute positively to the local context and enhance the public realm."*

72. Relevant strategies include:

(a) *Ensure a comprehensive site analysis forms 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.*

73. This clause also states that planning must consider as relevant:

(a) *Urban Design Guidelines for Victoria (Department of Environment, Land, Water and Planning, 2017).*
(b) *Apartment Design Guidelines for Victoria (Department of Environment, Land, Water and Planning, 2017).*

Clause 15.01-4S – Healthy neighbourhoods

74. The objective is *"to achieve neighbourhoods that foster healthy and active living and community wellbeing."*

Clause 15.01-4R – Healthy neighbourhoods - Metropolitan Melbourne

75. 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

76. The objective 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

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

78. Relevant strategies include:

(a) *Improve the energy, water and waste performance of buildings and subdivisions through environmentally sustainable development.*
(b) *Promote consolidation of urban development and integration of land use and transport.*
(c) *Improve efficiency in energy use through greater use of renewable energy technologies and other energy efficiency upgrades.*
(d) *Support low energy forms of transport such as walking and cycling.*

Clause 15.03 – Heritage
Clause 15.03-1S – Heritage conservation

79. The objective is *"to ensure the conservation of places of heritage significance."*

80. Relevant strategies include:

(a) *Provide for the protection of natural heritage sites and man-made resources.*

(b) *Provide for the conservation and enhancement of those places that are of aesthetic, archaeological, architectural, cultural, scientific or social significance.*
(c) *Encourage appropriate development that respects places with identified heritage values.*
(d) *Retain those elements that contribute to the importance of the heritage place.*
(e) *Encourage the conservation and restoration of contributory elements of a heritage place.*
(f) *Ensure an appropriate setting and context for heritage places is maintained or enhanced.*
(g) *Support adaptive reuse of heritage buildings where their use has become redundant.*

Clause 16 – Housing
Clause 16.01 – Residential Development
Clause 16.01-1S – Integrated housing

81. The objective is "*to promote a housing market that meets community needs."*
82. A relevant strategy is to *"increase the supply of housing in existing urban areas by facilitating increased housing yield in appropriate locations, including under-utilised urban land."*

Clause 16.01-1R – Housing Supply - Metropolitan Melbourne

83. Strategies include:

(a) *Facilitate increased housing in established areas to create a city of 20 minute neighbourhoods close to existing services, jobs and public transport.*
(b) *Provide certainty about the scale of growth by prescribing appropriate height and site coverage provisions for different areas;* and
(c) *Allow for a range of minimal, incremental and high change residential areas that balance the need to protect valued areas with the need to ensure choice and growth in housing.*

Clause 17.01 – Employment
Clause 17.02-1S – Business

84. The relevant objective of this clause is *"to encourage development that meets the communities' needs for retail, entertainment, office and other commercial services."*

Clause 18.01 – Land Use and Transport
Clause 18.02 – Movement Networks

Clause 18.02-1S – Walking

85. The objective is "*to facilitate an efficient and safe walking network and increase the proportion of trips made by walking."*

Clause 18.02-2S – Cycling

86. The objective is "*to facilitate an efficient and safe bicycle network and increase the proportion of trips made by cycling."*

Clause 18.02-3S – Public Transport

87. The objective is "*to facilitate an efficient and safe public transport network and increase the proportion of trips made by public transport."*

Clause 18.02-3R – Principal Public Transport Network

88. Strategies include:

(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.
(b) Identify and plan for new Principal Public Transport Network routes.
(c) Support the Principal Public Transport Network with a comprehensive network of local public transport.

Clause 18.02-4S – Roads

89. The objective is "*To facilitate an efficient and safe road network that integrates all movement networks and makes best use of existing infrastructure."*

90. It is a strategy to all*ocate land for car parking considering*:
(a) *The existing and potential modes of access including public transport.*
(b) *The demand for off-street car parking.*
(c) *Road capacity.*
(d) *The potential for demand-management of car parking.*

Local Planning Policy Framework (LPPF)

91. The relevant policies in the Municipal Strategic Statement can be described as follows:

Clause 21.04 – Land use
Clause 21.04-1 Accommodation and Housing

92. Objectives and strategies include:

(a) *Objective 1 – To accommodate forecast increases in population.*

(i) *Strategy 1.1 – Ensure that new residential development has proper regard for the strategies applicable to the neighbourhood in question identified in clause 21.08.*
(ii) *Strategy 1.2 – Direct higher density residential development to Strategic Redevelopment Sites identified at clause 21.08 and other sites identified through any structure plans or urban design frameworks*
(iii) *Strategy 1.3 – Support residual population increases in established neighbourhoods*

(b) *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

(a) *Objective 4 – To maintain a balance between local convenience and regional retail roles in Yarra's activity centres.*

Clause 21.04-3 – Industry, office and commercial

(a) *Objective 8 – To increase the number and diversity of local employment opportunities.*

Clause 21.05 – Built form
Clause 21.05-1 – Heritage

93. Objectives and strategies include:

    (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

94. The relevant objectives 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;* and
    (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

95. General objectives of this clause are

    (a) *Objective 21 – To enhance the built form character of Yarra's activity centres; and*
    (b) *Objective 23 – To maintain and strengthen the identified character of each type of identified built form within Yarra.*

    Clause 21.05-4 – Public environment

96. 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

97. 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.*

Clause 21.07-1 – Ecologically sustainable development

98. 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 Neighbourhoods (Abbotsford)

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

(a) Abbotsford is a highly varied neighbourhood with a substantial number of industrial and commercial buildings of various types and eras. The residential precincts are surrounded by industrial development located in the vicinity of Hoddle Street and the Yarra River.
(b) Victoria Park is a major cultural and recreational asset of Yarra. Surrounding Victoria Park is a residential area which is Victorian in origin. To the south of Johnston Street residential areas consist of Victorian and Edwardian streetscapes with a substantial amount of weatherboard housing. These residential neighbourhoods have a consistent character which must be protected.

100. Within Figure 5 of Clause 21.08-1, the subject site is identified as being within the Johnson Street Neighbourhood Activity Centre. Figure 6 of Clause 21.08-1 shows the site as being partly within a heritage overlay built form character area where the objective is to ensure that development does not adversely affect the significance of the heritage place.

Clause 21.12 Local Areas (Johnston Street Activity Centre – East of Smith Street)

101. The Precinct Vision statement for Precinct 2 (Johnston Street East) is:

East of the railway line bridge at Victoria Park Station, a more prominent, well-designed and contemporary built form character will emerge with well-designed buildings with well-activated ground floor frontages and articulated façades. Taller built form set back from the main façades.

The vibrant mixed-use strip will link Hoddle Street to Victoria Park Station and through to the Yarra River and associated activities of the Abbotsford Convent and Collingwood Children's Farm.

A vibrant hub of shops, residential, commercial and entertainment activities, cafes and bars will contribute to the lively street environment, particularly around the train station entrance.

Relevant Local Policies

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

102. 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 22.02-5.1 – Removal of part of a Heritage Place or Contributory Elements

103. *Generally encourage the retention of a building in a heritage place, unless …*

104. *For a contributory building:*

(a) *that part is not visible from the street frontage (other than a laneway), abutting park or public open space, and the main building form including roof form is maintained; or*
(b) *the removal of the part would not adversely affect the contribution of the building to the heritage place.*

Clause 22.02-5.3 - Reconstruction and Restoration

105. It is policy to *"Encourage restoration of a heritage place or contributory element if evidence exists to support its accuracy."*

Clause 22.02-5.4 - Painting and Surface Treatments

106. It is policy to (as relevant):

(a) *Encourage the removal of paint from originally unpainted masonry surfaces.*
(b) *Discourage the sand blasting of render, masonry or timber surfaces; and the painting of unpainted surfaces.*
(c) *Encourage paint colours to be consistent with the period of the heritage place.*

Clause 22.02-5.7 – New Development, Alterations or Additions

107. The relevant policies of Clause 22.02-5.7.1 of the Scheme encourages the design of new development to a heritage place or a contributory element 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 22.02-.5.7.2 - Specific Requirements (where there is a conflict or inconsistency between the general and specific requirements, the specific requirements prevail)

Corner Sites and Sites with Dual Frontages

108. It is policy to:

(a) *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.*
(b) *Encourage new buildings on corner sites to reflect the setbacks of buildings that occupy other corners of the intersection.*

Industrial, Commercial and Retail Heritage Place or Contributory Elements

109. It is policy to encourage new upper-level additions and works to:

(a) *Respect the scale and form of the existing heritage place or contributory elements to the heritage place by being set back from the lower built form elements. Each higher element should be set further back from lower heritage-built forms.*
(b) *Incorporate treatments which make them less apparent.*

Clause 22.05 – Interfaces Uses Policy

110. This policy applies to applications within the Commercial Zone (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.

111. It is policy that "*New residential use and development in or near commercial centres and activity centres and near industrial uses includes design features and measures to minimise the impact of the normal operation of business and industrial activities on the reasonable expectation of amenity within the dwellings.*"

Clause 22.12 – Public Open Space Contribution

112. The subject site is in an area where land is the preferred method of public open space contribution (area 3067B). However, this is not feasible given the site constraints and a cash contribution will be requested instead.

Clause 22.16 – Stormwater Management (Water Sensitive Urban Design)

113. 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

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

Other documents

Plan Melbourne

115. 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.

116. It is policy to create mixed-use neighbourhoods at varying densities to offer more choice in housing and create opportunities for local businesses and new jobs whilst also delivering better access to local services and facilities. It is acknowledged that the application of the Mixed Use Zone can facilitate diverse housing and a greater mix of uses at varying densities.

117. 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 residence.

Urban Design Guidelines for Victoria (DELWP)

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

Spatial Economic and Employment Strategy

119. 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.

120. 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.

121. The Abbotsford Major Employment Precinct is nominated as one of five major employment precincts within Yarra, the other four being Gipps Street (Collingwood), Church Street south (Richmond), Cremorne and Victoria Parade. The SEES describes the Abbotsford precinct as a source of:

> *significant employment clusters including one of the largest concentrations of industrial employment in the municipality. Abbotsford also hosts significant commercial employment particularly around Johnston Street and Trennery Crescent.*

122. More specifically, the SEES designates the subject site as being located within the Johnston Street East Emerging Activity Centre, which includes Johnston Street between Hoddle Street in the west to the Yarra River in the east as well as Trenerry Crescent and the Abbotsford Convent. The SEES highlights that this is a precinct that should be targeted for diverse employment opportunities, stating that the centre:

benefits from heavy rail, retail, open space assets and the Abbotsford Convent…It is well suited to accommodating growth in both employment and housing.

123. A Strategy of the SEES relevant to this application is Strategy 1: Support Employment Growth in Activity Centres, which includes the following direction:

> *Yarra's Activity Centres are likely to accommodate significant growth in retail, commercial and institutional floor space. It is anticipated that an estimated 134,000 sqm of additional floor space will be added to Yarra's larger Activity Centres between 2016 and 2031 for commercial, retail and institutional uses (an increase of around 10%).*

Yarra Economic Development Strategy 2020 – 2025

124. This is a local strategy that outlines Yarra's vision for future economic development with a focus on major employment precincts, The strategy calls for the intensification of employment opportunities, stating that:

> *Yarra's employment precincts and activity centres are critical economic areas that support a broad range of business and employment uses. The availability of areas of employment land in Yarra …is a strength and competitive advantage and will be important in accommodating future business and employment growth. Therefore, Yarra is in a position whereby further population and employment growth can be accommodated.*

Advertising

125. The application was advertised under the provisions of Section 52 of the *Planning and Environment Act (1987)* with 499 letters sent to surrounding owners and occupiers and two signs displayed on site; with one displayed to Johnston Street and the other to Park Street.

126. Seventy five (75) objections were received to the application, the grounds of which can be summarised as:

(a) Excessive height and overdevelopment of the site;
(b) The architectural expression of the building is poorly resolved;
(c) Lack of integration with the heritage streetscape and character of the neighbourhood;
(d) Reduction in the car parking provision;
(e) Increased traffic congestion on surrounding streets;
(f) Off-site amenity impacts (overlooking, loss of daylight, overshadowing, noise and loss of views);
(g) Devaluation of surrounding properties and misguided advice provided to owners of the adjoining apartment by the same developer.
(h) Precedent for more taller built form if approved; and
(i) Ongoing disturbance to the area during the construction phase.

127. A planning consultation meeting was not held.

128. The amended plans were not advertised and were subject to an exemption as these provided changes that reduced the built form and mass, with further changes confined to the framework of the building and complimentary to the amended SMP report and previous engineering advice. However, the plans formed an attachment to the Objector invitations of this meeting.

Referrals

External Referrals

129. No external referrals were required by the application.

Internal Referrals

130. The application was referred to the following units within Council with the comments based on the advertised plans except where further noted:

    (a) Heritage Advisor;
    (b) Engineering Services Unit (Additional comments provided by Council's Engineering Services Unit dated 14 January 2022);
    (c) Urban Design Unit;
    (d) Strategic Transport Unit;
    (e) City Works Branch (Comments provided Council's City Works Branch dated 04 January 2022, based upon the amended plans and reports received by Council on the 15 December 2022);
    (f) ESD Advisor (Comments provided by Council's Environmental Sustainable Development (ESD) Advisor dated 28 January 2022); and
    (g) Wind Consultant (MEL Consultants);

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

132. It is highlighted that the most recent amended plans that form the "Decision Plans" were not re-referred as these were limited to built form changes associated with the reduced podium height to Park Street and did not warrant further referral.

OFFICER ASSESSMENT

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

    (a) Policy and strategic support;
    (b) Use of the land for dwellings;
    (c) Built form - Heritage and Urban Design;
    (d) On-site amenity, including Clause 58 and ESD;
    (e) Off-site amenity impacts;
    (f) Development Contributions
    (g) Environmental Audit Overlay;
    (h) Car parking, traffic, access, bicycle parking and loading / unloading;
    (i) Other Matters; and
    (j) Objector concerns.

Policy and Strategic Support

134. The proposal has strong strategic planning policy support at both State and local levels. The subject site is within the Commercial 1 Zone (C1Z) and forms part of the Johnston Street Neighbourhood Activity Centre (NAC). The key purpose of the C1Z is:

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

135. The PPF and LPPF at Clause 11.03-1S and at Clause 21.04-2 encourage the concentration of retail, residential, commercial, administrative, entertainment and cultural developments into activity centres that are highly accessible to the community and support the long-term viability of activity centres.

136. Clause 11.03-1R (Activity Centres – Metropolitan Melbourne) and Clause 21.04-2 encourages development and growth in and around activity centres, with the Johnston Street NAC location supporting more intensive development.

137. Clause 21.12 states that the vision for the Johnston Street (East) precinct is for a vibrant mixed-use strip that will link Hoddle Street to Victoria Park Station and through to the Yarra River and associated activities of the Abbotsford Convent and Collingwood Children's Farm. It also seeks a vibrant hub of shops, residential, commercial and entertainment activities, cafes and bars that will contribute to the lively street environment, particularly around the train station entrance. This is evident in the emerging mid-rise character along Johnston Street, which the proposal will positively contribute towards.

138. The PPF at Clause 16.01-1R requires management of the supply of new housing to meet population growth and create a sustainable city by developing housing and mixed-use development opportunities in locations that are in a NAC (especially those with good public transport connections).

139. Consistent with the zone, the use of the land for office and a food and drink premises (café) does not require a planning permit and only the use of the land for dwellings (due to frontage condition not met) and buildings and works are triggered by the zone and overlay provisions. This indicates strategic support for the food and drinks premises (café) and office uses within the precinct, which will provide activation along Johnston Street at both ground and first floor.

140. The development provides opportunities for new employment within the proposed retail and office spaces, consistent with clause 17.01-1S (Diversified Economy) and clause 17.02-1S (Business). These provisions, along with clause 21.04 (Land Use), recognise and support land uses and development that contributes '*to increase the number and diversity of local employment opportunities'.*

141. Policy encourages the concentration of higher density developments in established areas and supports proposals which achieve the urban growth objectives at clause 11.02-1 through the provision of a mixed-use development on land close to existing transport corridors and services. In this instance the site is located close to several public transport options with proximity to Victoria Park Train Station, bus routes along Johnston Street and Hoddle Street. Various cycling routes are also located in proximity of the site. This is also consistent with clause 21.06 (Transport), which aims to reduce car dependency by promoting walking, cycling and public transport use as viable and preferable alternatives. The site's proximity to public transport assists in achieving this objective.

142. The site is located in an area suitable for redevelopment, with a proposed built form that generally includes elements of the diverse pattern of urban form found in the neighbourhood. The proposals design response references the industrial and commercial nature of the area within its design language and seeks to create a new built form character that results in no unreasonable off-site amenity impacts, improves connectivity of the area and appropriately responds to the strategic location and policy direction for higher density within the NAC.

143. Having regard to the above, the proposed development of the site is considered to have strategic planning support, however regard must be had to the appropriate scale of the proposal, based on the individual context and constraints of the land. This aspect of the development will be discussed below.

Use of the land for dwellings

144. A permit is required to use the land for 'dwellings' given the residential entry and interface to Park Street that exceed 2m.

145. The intent of this permit trigger for dwellings is to ensure ground floor interfaces in commercial areas are appropriately activated with commercial uses, as opposed to residential frontages that would otherwise weaken the commercial function and vibrancy of activity centres.

146. In this instance, the variation is supported as the principal building to Johnston Street will be retained and incorporated and will effectively provide activation to the public realm with a food and drink premises and a forecourt of tables and chairs in the front setback. This design and land use outcome will ensure the site contributes positively to this section of the Johnston Street NAC, where residential use is generally limited to upper levels.

147. The C1Z also identifies the purpose of the land to provide for residential uses at densities complementary to the role and scale of the commercial centre. The dwellings would provide increased housing opportunities consistent with policy outlined in this report. The site has excellent access to shops, restaurants, community facilities and supermarkets, ensuring that the proposal will result in efficient use of existing infrastructure, consistent with Clause 21.04 of Council's MSS.

148. Urban consolidation is not the only relevant planning issue to be considered, with heritage and neighbourhood character being equally as important. The proposal must ensure new development responds to its built form and policy context. Clauses 15.01, 21.05-2 and 22.02 of the Scheme which call for development that appropriately responds to the surrounding context and urban character which in this case is commercial but with a residential interface along Park Street. Furthermore, the DDO15 provides clear built form directions for new development in the Johnston Street NAC which will be discussed throughout this report.

149. The scale of the proposed development generally responds to the site context and surrounding built form with no unreasonable overshadowing, visual bulk or overlooking impacts (addressed by way of condition) on nearby residential land (to be discussed in detail later in the report). A number of critical architectural improvements will be required, to address the Johnston Street interface and the developments relationship with the existing heritage building.

150. As will be discussed in detail within this report, it is considered that the proposal achieves a good balance of State and local policy objectives in relation to quality developments and the reasonable protection of amenity to sensitive interfaces, subject to appropriate conditions.

Built form, Heritage and Urban Design

151. This section of the report considers the built form of the proposed development and is guided principally by the DDO15 at Clause 43.02-17 of the YPS. This assessment is also based upon the decision guidelines of the C1Z at clause 34.01-7 and local policy at clauses 21.05 – Urban design; 22.02 – Development Guidelines for Sites Subject to the heritage Overlay and 22.05 – Interface Uses Policy.

152. These provisions and policies 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 site context, building height, massing, architectural response, the pedestrian experience and the development's interface with existing sensitive uses. These will be considered in the following paragraphs.

Site Context

153. Built form in the immediate area is mixed, with an emergence of contemporary, higher-scale mid-rise development evident in the commercially-zoned strip along Johnston Street rising up to 12 storeys. These developments are interspersed throughout a streetscape that is defined largely by hard-edged commercial buildings, typically provided with 0m street setbacks.

154. The site is a corner site and is separated by Johnston Street to the north and Park Street to the east. To the immediate west is a twelve-storey development with its interface to the site comprising hard-edged walls at the ground and first floors, with balconies and planter boxes, and privacy screens of 1.7m along the shared boundary at the second floor (including the hard-edged wall of one dwelling closest to Johnston Street), with all upper levels setback a minimum distance of 4.5m from the shared boundary and its elevation punctuated with a significant display of fenestration and balconies as per the elevation provided at Figure 12.

155. To the south of the subject site are a series of seven double-storey dwellings that form part of a former commercial brick building. The dwellings extend in a consecutive row with a west-to-east subdivision pattern through to Stafford Street. The dwellings, extend boundary-to-boundary and are all zoned C1 (see Figure 8) with 100% site coverage.

156. It is undeniable that the area is strategically identified for growth, 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. However, the height of the proposed building would be taller and will be substantially bolder than the buildings immediately interfacing the site (i.e. to the immediate south that is two-storeys) and whilst consistent with the strategic direction provided by policy the built form and mass, is required to be addressed.

Demolition and heritage (retention and restoration of the heritage building)

126. The existing building is graded 'Individually Significant' and will be largely retained as part of this development. Clause 22.02-5.1 of the Scheme generally discourages the full demolition of a building unless the building is not contributory. As identified the site is "Individually Significant" in Appendix 8, *City of Yarra Review of Heritage Overlay Areas 2007*.

127. The proposal is to retain and incorporate the existing heritage building as is demonstrated in "The Proposal" section of this report. In determining whether the extent of demolition is appropriate, the permit applicant submitted a heritage report, labelled *Heritage Impact Statement*, prepared and authored by Bryce Raworth Pty. Ltd. and dated July 2020. The development includes the demolition of front and side fences, a side later addition to Park Street, rear shed/garage and sundry elements. The key façade and primary portion of the heritage building will be retained. Council's Heritage Advisor has identified a rear portion of roof and chimney intended to be demolished as original material and has indicated that these elements should not be demolished.

These are single-storey elements (see Figures 7 and 8 of Council's Heritage advice attached) are located at the very rear of the primary portion of the original masonry building with the tiled hopped roof.

128. It is clear by the elevations, that the "significant" and visible part of the principal heritage building will be retained and as such the latter elements located at the rear and at the ground floor with later additions to Park Street. On this basis, support of the demolition of these is supported.

129. The permit applicant's heritage report has also indicated that the application intends to undertake a suite of restoration and conservation works to the exterior of the retained heritage building as part of the scheme, that may include restoration of the original verandah and ground floor windows and canopy to Johnston Street, repair and cleaning of the exterior brickworks and repainting of the joinery.

Detailed heritage drawings relating to the restoration works have not been provided and a condition will require a Heritage Scope of Conservation Works Report, that will include fully dimensioned and accurately measured plans and elevations at a scale as relevant prepared by a suitably qualified heritage practitioner/architect, showing the existing elevations, including sections to show the thickness of architectural elements (walls, window frames, etc.) as part of a conservation and restoration suite of materials for endorsement. This will also address Council's Heritage Advisor's concerns with the lack of details relating to restoration.

Interface to Johnston Street

157. The development is considered to successfully integrate the frontages of the retained portion of the building into the site by locating the tower a minimum 14m from Johnston Street and providing a clear separation between old and new fabric in a manner that respects and upholds the significance of the heritage building that will be re-used as a food and drinks premises. The landscape works in the north-east will also provide an attractive point of entry to the site, that will be tree lined and demarcate a pedestrian access to the foyer of the tower, behind the retained heritage building.

158. To ensure that the contributory elements of the building are properly retained and (if necessary) restored to their original detailing, a condition will require a Heritage Scope of Conservation Works Report which includes a detailed set of annotated drawings, showing specific works and areas, submitted for approval.

New development – tower behind façade – building height and setback to Johnston Street

159. Clauses 22.05, 22.02, the DDO15 and the decision guidelines of the zone require that new development respond appropriately to sensitive residential interfaces.

160. As outlined previously, there is no dispute that strategically the subject site is well-located for a higher-density development, being located in the C1Z within the Johnston Street NAC, 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.

Specific DDO15 controls for the Site

161. 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. The development is assessed against the quantitative building height and setback controls of DDO15 in the table below:

Item	DDO15	Proposal	Complies?
Street wall height			
• Park Street	18m (mandatory) 15m (preferred)	17.9m to the roof above the fifth floor	Yes
Maximum building height	24m (mandatory) 21m (preferred)	24m to the roof above seventh floor.	Yes
Mid level setbacks			
• Johnston St	6m	14m	Yes
Upper level setbacks			

• Johnston	45 degrees above 18m	14m – 15.2m	Yes
• Park Street	3m	3m	Yes

162. As demonstrated above, the proposal is compliant with the relevant and applicable mandatory building height, street wall height and upper-level setback requirements set-out in DDO15.

Street Wall Heights

163. As discussed at length, heritage policy required the retention of the individually significant heritage building. With this in mind, the development has been sited to the south of this therefore producing a street wall height to Park Street. The DDO15 provides a mandatory street wall height of 18m and the proposal complies with this requirement by providing a street wall height of 18m with the upper levels above this setback a minimum 3m from the eastern boundary. The originally advertised application had a higher street wall that did not comply with this requirement and the amended plans have responded to the Scheme requirements.

164. The street wall to Park Street is compliant with the mandatory18m street wall height, however, seeks a variation of up to 3m from the preferred 15m street wall height. Whilst this street wall exceeds the preferred street wall height, the departure is not significant and helps to anchor the Park Street interface. Whilst substantially taller that the adjoining building to the south, the dwellings to the south form part of a former warehouse conversion that have retained the former industrial hard-edged appearance to Park Street. The adjoining site is also zoned Commercial 1, and a taller built form is therefore acceptable in this setting. The retained portion of the building on site, has also dictated the placement walls, including the DDO controls that provide scope for a greater height.

165. Section 2.8 of DDO15 states the street wall height should continue along the side street with a transition in height to the rear interface where required. The 18m high street wall is limited to Park Street and does not extend to Johnston Street. This has been determined by the existing heritage conditions which have dictated the retention of the existing heritage graded building, and the architectural response of new built form located to the south and east of this. The proposal adequately responds to Park Street, given the hard-edged interface of dwellings to the immediate south and their Commercial 1 zoning

Building height

166. DDO15 outlines a preferred maximum building height of 21m and a mandate maximum building height of 24m, both measured above ground level from the centre point of the site frontage to Johnston Street. The proposed building is 24m to the roof above the seventh floor as measured from the mid-section of the Johnston Street elevation. This is compliant with the mandatory height requirement. However, Council's Heritage Adviser has identified this as an issue because of the tower being cited behind the individually significant building suggesting that this would overwhelm the original building. Specifically, the Advisor commented "*Presently, despite its context, it stands out in the streetscape partly because it is a large dwelling in a commercial streetscape and because of its appearance and detailing which is in contrast to other buildings, heritage and non-heritage. This characteristic will be diminished."*

167. With this in mind, the preferred height of 21m was referenced as being the more responsive height to the individually significant building and a condition will require the tower to be reduced to the preferred height of the building height provision depicted at Schedule 15 of the DDO. In this instance it is considered appropriate to delete either the third or fourth floors, as these are designed consistently and would result in the least modifications necessary in adopting the preferred building height of the DDO.

168. Council's urban designer raised no concerns in relation to the proposed building height because of its location adjacent to the 12-storey building to the west of the subject site. It is acknowledged that the proposal is significantly lower than that to the west, and adequately responds to this building by way of its adopted height, and to this extent the development's compliance with the mandatory requirement of the Scheme, is supported. Despite this, the tower is cited behind an individually significant building and heritage matters must also be tempered. Council's urban designer's concerns with the setbacks adopted in relation to equitable development will be discussed under a separated heading.

Mid / upper level setbacks

169. DDO15 outlines mid/upper level setback requirements above the Johnston Street being 6m and to Park Street (given that the subject site is a corner site) with only two levels above the podium, a 3m setback (i.e. point 2.8 of DDO15).

170. The building is already setback between 14m and 15.2m from Johnston Street, because it is required to be sited behind the heritage building by policy. The upper levels above the street podium to Park Street have a minimum setback of 3m and therefore comply with policy.

171. The western boundary setbacks are supported because where these fall short of the minimum building separation of 4.5m typically applied to ensure the equitable development opportunities of sites. The proposal does not include habitable room windows to this elevation (with the exception of the highlight window to Dwelling 2.1 that has a sill height of 1.7m above the floor level and a living area with primary northern solar access and outlook to Johnston Street) and where there is a balcony, this is to its side. Council's Urban Designer raised a concern with this aspect of the proposal.

172. The adjoining site to the west features hard-edged walls at the ground and first floors, balconies with planter boxes, and privacy screens of 1.7m along the shared boundary at the second floor (including the hard-edged wall of one dwelling closest to Johnston Street), with all upper levels setback a minimum distance of 4.5m from the shared boundary with the elevations punctuated by a significant display of fenestration. The same setback is not required to be replicated across the entire western interface of the proposal. Where replicated, it is at the south-west corner where the development proposes west-facing balconies to dwellings 2.5, 3.5, 4.5, 5.5 and 6.4.

The southern walls of dwellings 2.1, 3.1, 4.1, 5.1, 6.1 and 7.2 have also been set back a minimum 4.5m from the southern dwelling. This is because the adjoining southern site is narrow and if this were to be re-developed and based on its current subdivision pattern with its southern neighbouring properties, it would be done so with the intent of a potential area for a secluded private open space in its rear setback (unusually located at the first floor and to its front at present, facing Park Street).

Public realm interface and pedestrian experience

173. This principle requires the design of interfaces between buildings and public spaces to enhance the visual and social experience of the use. This outcome has been achieved at ground level given that the Johnston Street interface is already predetermined by the existing heritage building.

The proposed approach of retaining the existing building and enhancing this interface through landscaping and tree planting is supported, subject to review of a detailed landscape plan.

174. The open fence/bollards along the north and east site boundaries provide transparency and passive surveillance across the site, and for this reason is supported. The retained heritage building and open areas that will allow for views between the ground commercial uses and the public realm. The principal pedestrian entry point for the dwellings is generously sized and has been located south of the heritage building and whilst not highly visible, will have a pedestrian footpath to demarcate the entrance to the foyer in accordance with policy objectives of the DDO15.

175. The application also proposes a reasonable level of activation to Park Street with a dwelling accessed at street level, vehicle access in the south-east corner and the balconies above will further enhance street activation and passive surveillance opportunities. Council's urban design unit were also supportive of these elements. The provision of trees and the landscaped edge around the north-eastern corner of the site softens the built form around this prominent corner and the heritage building and provides a distinct pedestrian and cyclist entry for the proposed development. Whilst the front fence of Dwelling G1 appears to be enclosed with 2m high fencing (as seen on the eastern elevation), the height is justified as this will only occupy a short length and will provide the seclude the open space of the dwelling occupants. Conditions will require the gate to this dwelling to be made more prominent to the street, and further details of the fencing, as well as that surrounding the bicycle space associated with this same dwelling.

176. Services have not been adequately shown and a condition will address this, including provision for a fire booster that is sensitively integrated into the overall building design and in a location that is not at odds with the heritage building.

177. Based on the above considerations, the presentation of the development to the public realm is well designed and will provide a positive interface with the street.

Architectural Quality

178. It is considered that the proposed development would achieve a good level of architectural quality subject to further conditions that will modify the colour scheme to adopt a dark and more subdued colour to the balustrades and square-shaped frames of the tower finished and a textural response applied to the west and south walls to provide more visual interest. The proposal would significantly contribute to and improve the streetscape through active frontages and use of good quality materials with a contextually appropriate development that is respectful to the heritage host building that will also be restored and occupied with a use that is compatible to the Johnston Street activity centre.

179. The on-boundary walls to the south will be constructed of a mixture of concrete panelling with applied rendered finishes that include charcoal and grey finishes. However, these appear to be flat surface and to improve visual interest of this elevation, it is considered appropriate to introduce a condition requiring textural treatment to these walls. The west elevation also presents a bland flat wall where opposite the adjoining 12 storey building, and the same treatment should be extended to this wall.

180. Broadly, 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 with a well resolved public environment with excellent levels of interaction and good passive surveillance at the lower levels. To further facilitate delivery of the design approach, a condition will require a materials schedule outlining colours, materials and finishes and graffiti proofing of walls to the street.

181. Council's Urban Designer was critical of the application of materials due to the busy appearance resultant from the application of the materials. However, the failings in this approach relate to the varied colour differences, and very obvious elements as a result of the applied white finish. To reduce the visual aspect, particularly of that to the north, and ameliorate concerns of this competing with the original heritage building, a condition will require the balustrades and square shaped frame of the tower to be painted in a dark and more subdued colour.

182. With all of the above in mind, it is considered that the proposed development achieves a good level of architectural quality. 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.

183. Further reasons for policy support are as follows:

    (a) The development adequately responds to the design objectives at Clause 15.01-2S with a contemporary design that is appropriate and responds well to this part of Abbotsford.
    (b) Council's ESD advisor acknowledges the positive commitments embedded into the scheme and translated to the amended plans (deficiencies will be discussed in detail later in this assessment); and
    (c) The development avoids car parking at street level through the provision of basement car parking (discussed further under a later heading).

Landscaping

184. Conditions have been recommended to ensure amended landscaping plans are provided that relate to any amended development plans required by way of condition. The landscape plans will include all methods for irrigation and drainage, together with details of any vertical gardens, with further re-assurance for the survival of species nominated on site together with a requirement to retain any existing street trees.

On-site amenity, including Clause 58 and ESD

185. Clause 58 comprises design objectives and standards to guide the assessment of new apartment development. Given the site's location within a built-up inner city residential area, strict application of the standard is not always appropriate, whether the proposal meets the objective is the relevant test. The plans include a Clause 58 Assessment set of plans that demonstrate the finer detail relating to the dimensions of the apartments and passageways. These plans have incorrectly labelled the Third Floor Plan, as being typical through to the sixth floor, when this is in fact, typical through to the fifth floor. A condition has been included addressing the inaccurate labelling of this.

186. The following assessment is provided:

Standard D1 - Urban context objective

187. The objective is to ensure that the design responds to the existing urban context or contributes to a preferred future development of the area.

188. This has been considered earlier in the report under the *Built form and design* assessment. The proposed development provides an acceptable design response with regard to retention of heritage values, massing and detailed design, subject to some further conditions.

189. Overall, the proposed development achieves a positive response with the emerging character. The objective and standard are satisfied.

Standard D2 – Residential policy objectives

190. This is addressed within the *Strategic Justification* section of this report. The standard and objective are met.

Standard D3 – Dwelling diversity

191. The proposed development incorporates a genuine mix of one, two and three bedroom dwellings, including numerous apartment typologies. The standard and objective are met.

Standard D4 – Infrastructure

192. The proposal is located within an established area with existing utility services and infrastructure; there is no evidence to suggest that the proposed development would unreasonably overload the capacity of these existing services. The standard and objective is met.

Standard D5 – Integration with the street

193. As discussed above, the Johnston Street interface is already predetermined by the existing condition and in a broader sense, the proposal has made a concerted effort to maximise activation by locating the vehicular entry/exit and service areas to Park Street and away from the Johnston Street.

194. Open style fencing is proposed at ground level to maximise commercial activation within the public realm and the Johnston Street NAC.

195. The design of the upper levels incorporates high levels of glazing/openings particularly to Park Street with the public realm, which will add significant activation/passive surveillance opportunities to the street. The proposal is considered to comply with both the standard and the objective

Standard D6 – Energy efficiency

196. The redevelopment of the site in an existing built-up area would make efficient use of existing infrastructure and services, and the proximity of the subject site to numerous public transport modes reduces staff and visitors from relying on private vehicles.

197. 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.

198. Council's ESD Advisor reviewed the amended Sustainability Management Plan (SMP) prepared and authored by Low Impact Development (LID) Consulting and dated 28 October 2021 and the development plans included as part of the S57A amendment received by Council on 15 December 2021. The SMP responded to a number concerns raised with the original application. However, the following ESD deficiencies, outstanding information, improvements and associated actions were identified by Council's ESD advisor:

Outstanding information (to be actioned by the applicant)

(a) *Ensure the hot water system is consistently referred to as 'electric heat pump' across all documentation, including removal of annotations such as 'HWS gas burners' on the plans.*
(b) *Remove electric vehicle skeleton infrastructure from Innovation credit in BESS.*
(c) *Ensure plans reflect any deviations/alterations to designs adopted in the preliminary residential energy ratings (e.g. glazing widths and sills heights of Level 7 apartments).*

(d) *Ensure connection of irrigation to rainwater tanks is consistent across all documentation.*
(e) *Ensure WELS ratings are consistent across all documentation.*
(f) *Annotation to be added to plans detailing minimum 14kW of solar PV system capacity.*
(g) *For clarity, add an annotation to plans that "all three external windows of the office will contain an openable component".*
(h) *Clarify end of trip facilities for café and office staff, ensuring consistency of figures between BESS and plans.*
(i) *Clarify post-development flows will not exceed pre-development levels.*
(j) *Update individual metering of services commitment to include both electricity and water.*
(k) *Clarify availability of external views – concerns around the single aspect of south-facing apartments.*

ESD improvement opportunities (to be considered by the applicant)

(a) *Consider optimising the capacity of the rainwater tanks to better capitalise on available rainwater. This is recommended as the roof and terrace catchment areas provide opportunity for rainwater harvesting greater than what would be harvested with the current proposed tank capacities, and there is additional reuse demand (e.g. toilets on upper levels and irrigation) not currently met by non-potable sources.*

199. Conditions are included in the recommendation that require the amended SMP to be updated to address items above requested by Council's ESD Advisor.

Standard D7 – Communal open space

200. This standard requires a development of 10 or more dwellings to provide a minimum area of communal outdoor open space of 30 square metres. In developments of 13 or more dwellings it also requires an additional minimum area of communal open space of 2.5 square metres per dwelling or 220 square metres, whichever is the lesser. No area of communal open space is proposed as part of this application. However, this requirement is not mandate. The ground floor of the site is open to the north-east and each dwelling would be provided with ample open space, in many instances, in excess of the requirements of the Scheme. Additionally, public open space areas in the form of parkland (i.e. Victoria Park, Harmsworth Street Reserve and Gahan Reserve) are also located within easy walking distance (all within 500m) to the subject site.

201. *Standard D8 - Solar access to communal outdoor open space objective*

202. No communal open space is proposed as part of this development. However, the site has excellent access to Victoria Park, located approximately 95 metres to the north.

Standard D9 - Safety

203. The ground level dwelling will be access off Park Street and the remainder will be accessed via a pedestrian entrance and foyer internal to the site, and via the communal entry accessed from Johnston Street, which has been designed to be clearly visible and delineated from the street. Standard conditions requiring lighting to all entrances will be included on any permit to issue. The objective and standard are met.

Standard D10 - Landscaping

204. Landscaping does not play a significant role in the character of the surrounding area. However, a degree of visible landscaping has been included that will add visual interest to the appearance of the development and assist with its ecologic performance.

A landscape plan has been required via a permit condition that relates to the landscaping incorporated on the amended plans.

Standard D12 – Parking location

205. Car parking is contained within the basement levels of the development, which is accessed via Park Street. Occupants will benefit from convenient access to these spaces via the central lift and stair core. The objective and standard are met.

Standard D13 – Integrated water and stormwater management

206. The SMP indicates that two rainwater tanks with a total capacity of 16,000 litres will be connected to toilet flushing of the food and drinks premises (café) and of apartments for at least five levels of the tower. One rainwater tank will be located in the basement (shown on the Basement Level 3 plan) and another located within the western setback of the heritage building (shown on the ground floor plan).

207. The STORM report provided with the application achieves a score of 126%, which is in line with the policy direction under clause 22.16 – *Stormwater Management (Water Sensitive Urban Design).* The SMP also incorporates a stormwater construction and maintenance program. This complies with the objective and the standard.

Standard D14 – Building setbacks

208. It is considered that, subject to conditions, the height, massing and setbacks of the proposed building are considered to achieve an acceptable design response to the character of the surrounding area. The public realm interfaces to the north and east will ensure that apartments with these orientations are provided with ongoing external outlook and amenity. The western boundary setbacks will ensure the proposal provides a reasonable outlook for new dwellings, as well as, adequate daylight into habitable rooms. The proposed southern setbacks also reasonably protect new dwellings from any future development of adjoining land, particularly to the south, opposite the subject site's south-west corner.

209. This Standard aims to avoid direct views into habitable room windows and private open space of new and existing dwellings, thereby reducing the reliance on screening to inhibit these views. This has adequately been achieved through the screening already applied to the eastern interface of apartments of the 12-storey building to the west.

Standard D15 – Internal views

210. Solid partitions are proposed where balconies adjoin one another on the same level to ensure privacy is provided.

211. In general, balconies of apartments of upper levels are inset within the prevailing building line and are generally directly above a balcony below. Minor exceptions are evident at the south-west corner, where there are balconies above one another commencing from Level 2 to 6, with these having a limited internal outlook into the balcony space of dwelling 1.5 below. The limited views available from habitable room windows are considered acceptable and no greater than allowed by the standard. The south-facing windows of dwellings 1.1, 2.1, 3.1, 4.1, 5.1 and 6.1 appear to have been adequately screened with an external screen mechanism, however clarity on compliance with this standard is required and a condition will address this.

212. The balcony / terrace of dwelling 1.5 contains its balustrade to the south-west of the bedroom associated with Dwelling 1.1 and to avoid any confusion about the nominated trafficable area of this balcony / terrace a condition will require the area to the west of this to be identified as roof. A condition will also address any internal overlooking between the south-facing bedroom window of Dwelling 1.1 and the west-facing balcony of Dwelling 1.5.

213. The balcony to the north of Dwelling 1.1 is directly opposite the southern window of the office at the first floor of the heritage building and this will also need to be addressed in terms of screening and the application of this standard.

Standard D16 – Noise impacts

214. According to VicRoads (DoT), Johnston Street is not a road that generates in excess of 40,000 Annual Average Daily Traffic Volume and thus does not meet the threshold for a noise influence area in Table D5 of this Standard. However, the subject site is located within 80m of the railway line to the west and to this extent, the site is in a noise influence area. The town planning report accompanying the permit application has responded with the following paragraph in deliberating the need for an acoustic report at p.27 of that report:

(a) *Unit 2.1 is around 65m from the railway track if measured in a straight line. This is a pointless measurement though having regard to the intent of this provision as within this 65m is a massive building that is taller in height than what is proposed on our site. One does not need to be an acoustic expert to appreciate this (and other) intervening forms will outweigh any value arising from another 15m in 'air' separation. The nearest line of sight distance is over 100m from the centre of the railway track. The shortest route running 65m along Johnston St and then turning inwards at the western boundary of the site is also over 80m Johnston St has 21,100 vehicles per day as per Vic Roads latest data, so well short of the 40,000 in the Standard. It is considered that whilst the train line proximity trip line is crossed in a technical sense as per the Standard it is immaterial in a performance-based sense as per the reasons above and thus the Objective continues to be met and no report is needed to prove this.*

215. Whilst Officer's agree that the existing conditions reduce the immediate need for an acoustic report, a condition should require an acoustic report for endorsement purposes to ensure that all matters are adequately in accordance with this standard. The plans will also need to be further amended (if necessary) to address and make changes to reflect any recommendations consequent to that report. The report will need to consider all noise generating aspects of the development, including noise generated from vehicle entries, any plant services and noise volumes between the distribution of uses at the ground and first floor, and applied noise attenuation measures at Standard D16 as these apply to the dwellings.

Standard D17 – Wind Impacts

216. The Wind Impact Assessment prepared and authored by Vipac Engineers and Scientists and dated 20 October 2020 was peer reviewed by MEL Consultants Pty. Ltd who provided comments that were supportive. That advice is an attachment to this report. The only recommendation made related to the provision of a return on the west side of the 1.5m high screen proposed around the seating area of the food and drinks premises (café). This will be addressed by way of condition.

Standard D18 – Accessibility

217. The standard requires that at least 50% dwellings should provide:

(c) *A clear opening width of at least 850mm at the entrance to the dwelling and main bedroom;*
(d) *A clear path with a minimum width of 1.2m that connects the dwelling entrance to the main bedroom, an adaptable bathroom and the living area;*
(e) *A main bedroom with access to an adaptable bathroom;*
(f) *At least one adaptable bathroom that meets all of the requirements of either Design A or Design B specified in Table D4.*

218. The proposal plans demonstrate that all apartments have been designed to be accessible in accordance with the requirements of Standard D18, which includes a mix of 1, 2 and 3 bedroom apartments.

Standard D19 – Building entry and circulation

219. With the exception of dwelling G1 at the ground floor facing Park Street, all apartments are accessible via the entry and sheltered foyer fronting the rear section of the heritage building, with a clear pedestrian line from Johnston Street, which provides a strong sense of entry and address for occupants.

220. The foyer has been designed with fire stair access directly adjacent the lift entry to promote use. Despite the lack of natural ventilation and daylight to the corridors, these are short and will be mechanically ventilated and will have the minimum width of 1.5 metres. The ground floor also includes an office of 51.8sq.m. and communal library facing into the foyer that will further activate this space.

Standard D20 – Private open space

221. The balconies of the dwellings at Level 1 and above range between 8sq.m. and 25.7sq.m with most having a minimum depth of 1.8m. The balcony of Dwelling 7.2 has a minimum dimension of 1.32m however this extends to 2.4m, providing an area of 25.7sq.m. which is substantially larger than the minimum area required and it is therefore acceptable.

222. Another variation to the standard relates to the Dwelling G1 at the ground floor which is 16.3sq.m. The standard requires a minimum 25sq.m. However, as this is a one bedroom dwelling the area provided is considered to be more than sufficient to meet its daily needs. The minimum dimension of this space is 2m to ensure that it is highly useable and functional and like all balconies above, is connected directly to the living area to further maximise convenience.

Standard D21 – Storage

223. The total minimum storage space (including kitchen, bathroom and bedroom storage) should meet the requirements specified in Table D10 of this Standard. All dwellings have been designed to exceed the minimum internal/total storage requirements outlined within this table. Accordingly, storage areas of up to 16.4m^3 (with a minimum 6m^3 of that internal) is provided for the one-bedroom dwellings, up to15m^3 (with a minimum 9.9m^3 of that internal) is provided for the two-bedroom dwellings and up to 27.3m^3 (with a minimum 17.3m^3 of that internal) is provided to the three-bedroom dwellings.

Standard D22 – Common property

224. The common property areas within the development are clearly delineated and would not create areas which would be difficult to maintain into the future. The building entrance and vehicle access areas are well conceived and are generally cohesive with the overall building design and are therefore considered to be in line with the objectives of this Standard.

Standard D23 – Site services

225. Site services have not been shown but the ground floor provides sufficient space to includes these, therefore meeting the standard that requires developments to provide adequate space to be installed and maintained efficiently and economically. A condition will address this required all meter and utility services, including mail boxes to be shown in accordance with the requirements of the standard and hence the objective of Clause 58.06-2 of the Scheme.

Standard D24 – Waste and recycling

226. The applicant submitted an amended Waste Management Plan (WMP) that formed part of the first amendment made pursuant to Section 57(a) of the Act. The amended WMP responded to the initial advice provided by Council's Contract Management Officer in relation to the originally submitted WMP that accompanied the planning application. Both WMP's were authored and prepared by Lid Consulting (WMP) with the last amended, dated 28 September 2021. Council's Contract Management Officer provided further comments confirming that the last amended WMP was satisfactory. Accordingly, a private collection service will collect the residential bins weekly from the bin store located at the basement level 1. The same private collection service will also collect the commercial bins twice weekly.

227. The current amended / decision plans were submitted without a further amended WMP and a condition will address this to ensure that the report addresses revised plans consequent to condition 1 changes of any planning permit.

Standard D25 – External walls and materials

228. This standard requires developments to include materials appropriate to their context and are constructed of durable materials. With adherence to a full and complete schedule of materials and building regulations, it is considered that the development will adequately meet the requirements of this standard. A condition will ensure that walls at the ground floor where adjacent to Park Street, are treated with a graffiti proof finish.

Standard D26 – Functional layout objective

Bedrooms

229. This standard requires that main bedrooms should have a minimum width of 3m and minimum depth of 3.4m, with other bedrooms to be 3m x 3m in dimensions (any wardrobes should be additional to this).

230. All bedrooms provided within the development meet or exceed the standard requirement.

Living areas

231. The standard, at table D12 of Clause 58, requires the following minimum dimensions for living rooms:

Dwelling Type	**Minimum width**	**Minimum area**
Studio & 1 bedroom	3.3 m	10 sqm
2 or more bedroom	3.6 m	12 sqm

232. With respect to the minimum area requirement, all apartments with the exception Dwelling 6.4, comply with the Standard. Dwelling 6.4 has an area of 11.2sq.m. falling short by 200mm but has ample access to gain further area with that to its eastern side which is open.

233. In addition to the above, several apartments fall short of the minimum width requirements (i.e. Dwellings 1.1, 2.4, 3.3, 3.4, 4.3, 4.4, 5.3, 5.4 and 6.4) by up to 200mm. However, many of these areas have the ability to compensate for this shortfall with their counterpart areas outside of the green highlighted section indicative of the living area on the plans that have responded to Clause 58 of the Scheme. These shortfalls are not considered to detrimentally impact the functionality of the living areas, with layouts that are in fact generously sized when considered as a whole to their apartment.

Standard D27 – Room depth

234. This standard requires that single aspect habitable rooms should not exceed a room depth of 2.5 times the ceiling height or 9 metres if all the following requirements are met:

(a) *The room combines the living area, dining area and kitchen.*
(b) *The kitchen is located furthest from the window.*
(c) *The ceiling height is at least 2.7 metres measured from finished floor level to finished ceiling level.*
(d) *This excludes where services are provided above the kitchen.*

235. The proposal incorporates typical floor-to-ceiling heights of residential levels of approximately 2.7m and maximum room depth of 9m metres, in accordance with the objective and standard.

Standard D26 – Windows

236. All habitable rooms within the proposed development contain a window within an external wall to the building. The development's placement of windows and separation distances and consequent outlooks will ensure that each apartment is provided with adequate daylight. There is no evidence of borrowed light with each habitable room provided with its own opening.

Standard D27 – Natural ventilation

237. The standard requires that at least 40 percent of dwellings should be provided with effective crossover ventilation that has a maximum breeze path through the dwelling of 18m and a minimum breeze path of 5m.

238. As shown on the 'Appendix 6' of the Sustainability Management Plan (SMP) prepared and authored by Lid Consulting (dated 28/10/2021) 15 (45%) dwellings are shown to have cross ventilation, which meets the Standard. A condition will require the SMP to be amended to relate to the most current amended plans that form the decision plans before Council.

Circulation Spaces (commercial)

239. The main pedestrian entrances to the commercial tenancies are from Johnston Street. BOH access is also provided from Johnston Street which provides access to bin storage, bicycle facilities. The basement levels are accessed from Park Street. All entry points are considered to provide excellent access to services.

Off-site amenity impacts

240. 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, overlooking of sensitive areas and equitable development. The relevant policy framework for amenity considerations is contained within clause 22.05 (Interface uses policy) of the Scheme.

241. The subject site is zoned C1Z, as are the properties to the south and west, including those on the opposite side of Johnston Street to the north, and eastern side of Park Street. The land to the south-east and opposite side of Park Street is zoned General Residential – Schedule 2.

242. The acceptability of off-site amenity impacts (i.e. noise, visual bulk, overlooking, overshadowing and equitable development) are considered below.

Noise

243. Policy at Clause 22.05-4.2 requires non-residential development to provide a high level of acoustic protection to adjoining properties. An acoustic report will be required by way of condition to ensure that all noise impact and sources are adequately addressed through attenuation measures. It is highlighted that the uses proposed are not high impact with commercial uses limited to the ground floor and / or either ancillary to the primary use of the land for residential purposes.

Visual bulk

244. Some attempts have been made to manage visual bulk as perceived from the west and south by way of incorporating the setbacks to the west which provide some variation to the bulk, form and mass of the development. The development has been adequately designed to speak a similar architectural language as the development to the west and the deletion of one level will also assist in reducing some of the evident visual bulk resultant from the west and south elevations.

245. The western elevation includes a wall that is tall (in the order of 24m as measured above the NGL to its highest point) with no fenestration and has been set back from the western boundary and finished with three varied grey finishes to reduce its bulk. The southern elevation includes a southern on-boundary wall that is also tall (in the order of 22.5m above the NGL to its highest point) that is also relying on a varied coloured grey finish applied to the walls. Both walls have a flat and stark presentation and lack texture. As such, a condition will require these to be modified to provide a textured response together with their coloured variation (albeit in the form of greys) to further enhance their aesthetic response to the surrounding properties and public domain. It is considered that a textured response would improve the appearance of these walls and hence, the development as a whole.

Overlooking

246. In terms of overlooking, the adjoining site to the west contains a twelve-storey development approved under planning permit No. PLN15/0612. The interface to the site comprises a two-level, hard-edged wall, balconies with planter boxes, and privacy screens of 1.7m along the shared boundary at the second floor (including the hard-edged wall of one dwelling closest to Johnston Street). The upper levels are setback a minimum distance of 4.5m from the shared boundary with its eastern elevation punctuated by fenestration.

247. The eastern elevation of the adjoining building has been adequately treated with screening to prevent overlooking into the subject site as a result of the placement of the on-boundary wall, the upstand of that same wall and an opaque glazed balustrade above. It is evident, that the wall (and associated structures) screens the subject development from the adjoining site at the ground first and second levels, and where balconies have been provided to face west in the south-west corner, these have also been setback from the shared boundary to replicate the setback of the adjoining twelve storey building and hence produce a minimum separation distance of 9m between habitable room windows and balconies at the third floor and above.

248. Despite the measures put in place to address overlooking, there is potential for overlooking from the western aspect of the north-facing balconies of Dwelling 3.1, 4.1, 5.1, and 6.1 because of the1.5m setback from the shared boundary. As such, a condition will require details that either demonstrate that screening is not required with a sectional analysis of overlooking between habitable room windows and balconies of both developments, or provision of fixed screening up to 1.7m (with no more than 25% transparency) applied to the west sides of the balconies of the dwellings.

249. The dwellings to the south have secluded areas of private open space at the first floor and within their front setback to Park Street in the form of balconies. In the same vein protecting the adjoining site to the west from potential overlooking, the same condition will address these areas from the upper-level balconies of Dwellings 1.4, 2.4, 3.4, 4.4 and 5.4.

Overshadowing

250. The shadow diagrams submitted depict that at the equinox, the shadows from the proposed building will not fall on the southern footpath of Johnston Street. In fact, it is impossible given the orientation of the site. Pursuant to the requirements of the DDO15, shadows in sub-precinct 2C (amongst others) *should avoid additional overshadowing of residential zoned properties to the south measured from 10am to 2pm at 22 September*. The closest land zoned residential is that to the south-east and opposite side of Park Street. The proposal's shadow impacts to the southern interface are largely contained on land zoned Commercial, with the only exception at 2pm, which casts some shadow on the land zoned residential, albeit marginally as depicted in the following figure:

Figure 15: Proposed shadow at 2pm at 22 September

251. Whilst there is some additional shadow, this is limited and is considered acceptable given that the development largely meets the mandatory solar access controls of DDO15. The area shadowed at 2pm as depicted in the above diagram is in fact within the front part of this dwelling and is not secluded private open space as indicated at Figure 16 below:

Figure 16: Dwelling zoned residential south-east (photo taken 01/08/2022) opposite subject site facing Park Street

252. Increased shadow will be experienced on adjoining properties to the south and west, which are also located within the C1Z. The shadow diagrams include sectional shadows that show that number of east facing balconies at levels 2 to 5 associated with the twelve-storey apartment building to the west will be affected by additional shadows at 9 and 10am. These apartments will be free of any additional shadow impact from 11am onwards. The private open space of the dwellings to the south are generally impacted by existing shadows cast as a consequent of the placement of existing walls. Overall, it is considered that the application will result in a reasonable outcome having regard to the location of the Site and these properties (with limited additional shadow impact across the eastern interface of the adjoining apartment building to the west) being within the Commercial 1 Zone, DDO15 and Johnston Street NAC. The shadow will also be reduced as a consequent reduction attributed to the deletion of one level for heritage reasons.

Equitable development

253. To ensure the 'fair, orderly, economic and sustainable development of land' in accordance with the objective of the Act, matters of equitable development must be considered. In this instance, the site has a direct abuttal to the west, which is land affected by the C1Z, DDO15 and HO20.

254. The western adjoining property is considered to have maximised its development potential and the proposed development is considered to have appropriately provided for equitable development potential to the east through the incorporation of a 4.5m setback commencing from the second floor and above. The adjoining site to the south is occupied by a former warehouse building with 100% site coverage, that has been converted into 7 dwellings with a subdivision pattern that has a west-east orientation and consequent frontage to Park Street. The proposed development has identified this context and has setback its south-west corner in response to a more traditional built form that would be anticipated for this row of dwellings if these were to be full realised and redeveloped.

255. The balcony / terrace of Dwelling 7.1 extends along the southern boundary and whilst this is not the most ideal location, it is acceptable for the same reasons detailed in the above paragraph. The adjoining sites have a narrow width and if these were to be re-developed at a greater height than the tower proposed, these would need to be screened to their northern side. The south site would have an opportunity to extend to its northern boundary, or if these lots were to be consolidated and developed together, would again be capable of replicating the same length and height of wall proposed to the shared boundary.

Development contributions

256. Schedule 1 of the Development Contributions Plan Overlay (DCPO1) applies to the proposal. The subject site is located within Charge Area 7 (Abbotsford) and a community infrastructure levy is applicable to the additional dwellings whilst the development infrastructure levy is applicable to the additional dwellings as well as the additional retail and office floor space.

257. A condition will be included outlining the requirements for the payment of the development infrastructure levy whilst a note will be included outlining the requirements for the payment of the community infrastructure levy, in accordance with the relevant statutory requirements for each levy type.

Environmental Audit Overlay

258. The Environmental Audit Overlay (EAO) applies to the subject site and its requirements will be captured with conditions as already indicated in an earlier section of this report.

Car parking, traffic, access, bicycle parking and loading/unloading

Car parking reduction

259. Under clause 52.06 of the Scheme, the applicant is seeking a parking reduction of 23 car parking spaces, with 21 on-site car parking spaces proposed. A breakdown on the car parking requirements of the proposal has been provided in an earlier section of this report.

260. To support the reduction in the statutory rate, a traffic and parking assessment report prepared and authored by EB Traffic Solutions (dated 23 August 2020) was provided with the original submission of the application (that continues to remain relevant to the consideration of the decisions plans).

261. With regards to the car parking demand generated by the proposed residential, café and office uses, it is acknowledged that the statutory car parking rates outlined in the Scheme are conservative when applied in this instance, given the inner-city location of the subject site and proximity to alternative transport means.

262. It is well documented through recent decisions made by the Victorian Civil and Administrative Tribunal (the VCAT) that modal shifts to reduce the reliance on the use of private motor vehicles is not only welcomed, but required, to ensure that a holistic planning approach to precincts that are designated for greater change is applied.

263. In the VCAT Red Dot Decision *Ronge v Moreland CC [2017]* VCAT 550 the Tribunal made the following key statements:

> *Our roads are already congested and will be unimaginably so if a 'business-as-usual' approach is accepted through until 2050. The stark reality is that the way people move around Melbourne will have to radically change, particularly in suburbs so well served by different modes of public transport and where cycling and walking are practical alternatives to car based travel.*
>
> *A car parking demand assessment is called for by Clause 52.06-6 when there is an intention to provide less car parking than that required by Clause 52.06-5.*

However, discussion around existing patterns of car parking is considered to be of marginal value given the strong policy imperatives about relying less on motor vehicles and more on public transport, walking and cycling. Census data from 2011 or 2016 is simply a snapshot in time, a base point, but such data should not be given much weight in determining what number of car spaces should be provided in future, for dwellings with different bedroom numbers.

Policy tells us the future must be different.

Oversupplying parking, whether or not to comply with Clause 52.06, has the real potential to undermine the encouragement being given to reduce car based travel in favour of public transport, walking and cycling.

One of the significant benefits of providing less car parking is a lower volume of vehicle movements and hence a reduced increase in traffic movements on the road network.

Based upon the findings within this recent decision, it would be inappropriate to merely adopt current car parking trends for the proposed development. Consideration needs to be given to the context and opportunities to encourage sustainable transport alternatives.

264. Based upon the findings within these decisions, consideration needs to be given to the context and opportunities to encourage sustainable transport alternatives.

265. Council's Engineers reviewed the parking assessment undertaken by and concurred with the findings. They also noted the following in support of the proposed reduction:

(a) *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:

(i) Johnston Street buses – 120 metre walk
(ii) Victoria Park railway station – 170 metre walk
(iii) Hoddle Street buses – 240 metre walk

(b) *Multi-Purpose Trips within the Area - Clients and customers to the office and food and drink premises would combine their trips to the development by engaging in other business and activities whilst in the area.*
(c) *Convenience of Pedestrian and Cyclist Access - The site is within walking distance of public transport nodes, shops, businesses and essential facilities. The site also has good connectivity to the on-road bicycle network.*
(d) *Availability of Car Parking - EB Traffic Solutions had undertaken an on-street parking occupancy survey in the surrounding area on Friday 14 February 2020 and on Saturday 15 February 2021 between 12:00pm and 10:00pm (both days). The survey area encompassed Johnston Street (Hoddle St to Nicholson St), Lulie Street (Johnston St to Abbot St), Stafford Street (Hoddle St to Nicholson St) and sections of Turner Street and Studley Street. The times and extent of the survey are considered appropriate. An inventory of some 557 publicly available parking spaces was identified, which also included commercial off-street car parks. For short-stay parking, we are satisfied that there are opportunities for clients and customers to park on-street.*
(e) *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.*
(f) *Other Relevant Considerations - New residents and occupants of the dwellings would not be eligible to apply for on-street resident and visitor parking permits.*

266. In summary, the proposed car parking reduction is supported and consistent with the intent of Clause 18.01-3S and 21.06, which seeks to reduce car dependency. In conjunction with the submission of development plans under Condition 1, a Green Travel Plan will also be required to be submitted that will further assist in promoting and encouraging use of alternative travel options readily available in the area.

Traffic

267. In relation the additional car parking spaces accommodated on-site, Council's Engineering Unit reviewed the trip generation rates provided by EB Traffic Solutions. The likely trip generation is outlined below:

Proposed Use	Adopted Traffic Generation Rate	Daily Traffic	Peak Hour	
			AM	PM
Residential (19 dwellings with parking)	5 trips per dwelling in each peak hour Peak hour volume is 10% of daily traffic volume	95 trips	10	10
Commercial (2 spaces)*	1 trip per space in each peak hour	Not provided	2	2
	Total		**12 trips**	**12 trips**

***** Commercial parking trip generation not discussed in the Traffic and Parking Assessment Report.

268. Council's engineers are satisfied that the development peak hour volumes generated by the site is not unduly high and should not adversely impact the traffic operation of the surrounding road network.

Access and layout

269. 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.

270. These details, along with the proposed ramp designs have been reviewed by Council's Engineering Services Unit who is satisfied with the layout of the car parking area. Council's Engineering Services Unit provided comments in relation to the original application drawings. The first set of amended plans were also peer reviewed and had addressed many of the original design items that were originally identified by Council's Engineers as part of their original advice. The following items remain outstanding and are required to be addressed by way of conditions:

(a) The width of the development entrance to be dimensioned on the drawings.
(b) The provision of a bollard inserted into the shared area as required by AS/NZS 2890.6:2009.
(c) The 1 in 8 transition grades at the bases of the 1 in 4 ramp sections lengthened to 2.5 metres (along the inside radius).
(d) Cross sectional drawings together with B99 design vehicle clearance templates to show spot levels which 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, Park Street.
(e) The deletion of the annotation on the drawing 'Pit Cover is to be recessed into Proposed New Crossover' from the drawings. Gas infrastructure must not be modified or altered unless written authorisation has been granted by Energy Safe Victoria – the authority responsible for regulating safety of gas infrastructure.

271. Several engineering conditions in relation to civil works, underground utilities, road asset protection, construction management, footpath reconstruction outside the property frontages, impacts of assets on the proposed development and car parking signage have been recommended. These conditions have been included as part of the recommendation.

272. 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 Services Unit.

Loading and unloading

273. In accordance with clause 65.01, before deciding on an application or approval of a plan, the responsible authority must consider *the adequacy of loading and unloading facilities and any associated amenity traffic flow and road safety impacts.*

274. In relation to loading and unloading for the Site, Council's Engineering Unit provided the following comment:

    (a) *Deliveries to the food and drink premises would be made by small commercial vehicles/vans. There is no objection to these delivery vehicles utilising on-street parking to transport goods to the site.*

Bicycle parking and facilities and strategic transport

275. The proposal includes 46 bicycle spaces in total, thus significantly exceeding the minimum statutory requirement for bicycle parking as already indicated. The proposal also includes 1 shower / changing room facilities as part of the back of house services associated with the food and drinks premises (café).

276. The application substantially exceeds the planning scheme bicycle parking requirements numerically.

277. Council's Strategic Transport Unit reviewed the provision and layout of bicycle parking and recommended the following changes to the original application plans:

    (a) *A minimum of 35 resident / employee bicycle spaces within a secure facility.*
    (b) *A minimum of 8 visitor bicycle spaces provided at a location easily accessible to visitors of the site.*
    (c) *Electrical infrastructure to ensure car parking areas are 'electric vehicle ready', including:*

        (i) One or more distribution boards within each car parking basement level, with capacity to supply 1 x 7kW (32amps) electric vehicle charger for each parking space.
        (ii) A scalable load management system to ensure that electric vehicles are only charged when the building electrical load is below the nominated peak demand.
        (iii) Wiring from the main switchboard to the distribution boards, and cable tray to hold future individual outgoing circuits to electric vehicle chargers.

278. The decision plans have been amended to include visitor bicycle spaces within the front setbacks with plan notations confirming provision of wiring infrastructure for the future installation of electrical vehicle chargers in the basement. These key changes are considered to have adequately met the above requirements and it is inappropriate to reinforce the particulars of these changes given that the application has gone above and beyond the bicycle provision of the Scheme with regard to the bicycle parking rates.

Other Matters

279. The plans have omitted details in relation to the full extent of boundary fences proposed to be demolished and a condition will address this. A further condition will address and require the deletion of the column, better seen on View 3 of the renders as identified at Figure 17 in the red box. This column has been omitted from the floor plans and elevations and as this appears to obstruct the pedestrian entrance to the foyer, is an element that should be deleted for clarity from the plans.

Figure 17: View 3 of 3D Photo Montage plans

Objector concerns

280. Many of the objector issues have been discussed within the body of the report as shown below. Outstanding issues raised are addressed where necessary.

(a) *Excessive height and overdevelopment of the site;*

This is discussed within paragraphs 166 - 172.

(b) *The architectural expression of the building is poorly resolved;*

This is discussed within paragraphs 151 - 184.

(c) *Lack of integration with the heritage streetscape and character of the neighbourhood;*

This is discussed within paragraphs 151 - 158.

(d) *Reduction in the car parking provision;*
This is discussed within paragraphs 258 - 277.

(e) *Increased traffic congestion on surrounding streets;*

This is discussed within paragraphs 266 - 267.

(f) *Off-site amenity impacts (overlooking, loss of daylight, overshadowing, noise and loss of views);*

Off-site amenity impacts are discussed within paragraphs 239 - 254. The loss of views of surrounding dwellings, and more specifically, of apartments associated with the adjoining twelve-storey building to the west, is not a planning consideration. In fact, the adjoining site benefits from the subject site's low scale and reliance on this remaining under-developed.

(g) *Devaluation of surrounding properties and misguided advice provided to owners of the adjoining apartment by the same developer.*

This is not a planning consideration within the Scheme or of the *Planning and Environment Act 1987*and any misguided advice provided by the developer to the occupants of apartments falls outside of the realm of the planning application process.

(h) *Precedent for more taller built form if approved; and*

All planning applications must be considered on their own planning merit, and with particular regard to existing built form for context.

(i) *Ongoing disturbance to the area during the construction phase.*

A Construction Management Plan will be required via condition to ensure the construction is managed in accordance with Council policies and procedures.

Conclusion

281. 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.

282. The proposal, subject to the conditions recommended, is an acceptable planning outcome that demonstrates clear compliance with the relevant Council policies.

RECOMMENDATION

That having considered all objections and relevant planning policies, the Planning Decisions Committee resolves to issue a Notice of Decision to Grant a Planning Permit for part demolition to make way for the construction of a multi-storey building, use of the land for dwellings (permit required use) and office and food and drink premises (café) (permit not-required uses) and a reduction in the car parking requirements of the Yarra Planning Scheme at 265 Johnston Street, Abbotsford 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 Petridis Architects and dated 8 June 2022 but modified to show:

<u>Plans</u>

(a) The deletion of either the third or fourth level and a subsequent reduction in building height to no greater than 21m as measured above the natural ground level.
(b) The treatment of the west and south walls with a textured and / or patterned finish.
(c) The balustrades and square-shaped frames of the tower finished in a dark and more subdued colour.
(d) The pedestrian gate to Dwelling G1 made more prominent through a different colour and/or material treatment.
(e) Details of fencing to the eastern and northern sides of the open space associated with Dwelling G1.
(f) A plan notation confirming that the open area to the west of the balcony area of Dwelling 1.5 is non-trafficable and is roof only.

(g) A plan notation confirming that any street trees will be retained.
(h) A plan notation detailing a minimum 14kW of solar PV system capacity.
(i) A plan notation confirming that all three external windows of the office will contain an operable component.
(j) Details of all internal screening in compliance with Standard D15 (Interntal Views) of Clause 58 (Apartment Developments) of the Yarra Planning Scheme for the following:

    (i) between dwellings and the first level of the office (including and not limited to the north-facing balcony of Dwelling 1.1 and the south-facing first floor office window); and
    (ii) the western aspect of the balcony associated with Dwelling 1.5 and south-facing bedroom window of Dwelling 1.1).

(k) The western and southern interfaces screened to a height of 1.7m above the finished floor level and 25% transparency (minimum) if any trafficable area is located within 9m of the habitable areas associated with surrounding dwellings and / or details to demonstrate otherwise (if screening is deemed to not be required).
(l) A materials schedule coloured drawings and renders outlining colours, materials including glare and reflectivity levels from glazing of the walls to the tower and graffiti proofing of walls to Park Street, including doors, perforations and upper levels (where necessary).
(m) The width of the development entrance to be dimensioned on the drawings.
(n) The provision of a bollard inserted into the shared area as required by AS/NZS 2890.6:2009.
(o) The 1 in 8 transition grades at the base of the 1 in 4 ramp sections lengthened to 2.5 metres (along the inside radius).
(p) Cross sectional drawings together with B99 design vehicle clearance templates to show spot levels which 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 of Park Street.
(q) The deletion of the annotation on the drawing 'Pit Cover is to be recessed into Proposed New Crossover'.

Reports and Plans

(r) Any requirement of the endorsed Heritage Scope of Conservation Works Report (condition 3) (where relevant to show on plans).
(s) Any requirement of the endorsed Landscape Plan (condition 5) (where relevant to show on plans).
(t) Any requirement of the endorsed Tree Management Plan (condition 7) (where relevant to show on plans).
(u) Any requirement of the endorsed Sustainable Management Plan (condition 9) (where relevant to show on plans).
(v) Any requirement of the endorsed Wind Assessment Report (condition 12) (where relevant to show on plans).
(w) Any relevant requirement of the endorsed Acoustic Report (condition 14) (where relevant to show on plans).
(x) Any requirement of the endorsed Green Travel Plan (condition 17) (where relevant to show on plans).
(y) Any requirement of the endorsed Waste Management Plan (condition 19) (where relevant to show on plans).
(z) Any requirement of the endorsed Public Lighting Plan (condition 22) (where relevant to show on plans).
(aa) Any requirement of the endorsed Public Realm Plan(s) / Works / Road Infrastructure / Street trees (condition 25) (where relevant to show on plans).

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

Heritage Scope of Conservation Works Report

3. In conjunction with the submission of development plans under Condition 1, a Heritage Scope of Conservation Works Report to the satisfaction of the Responsible Authority must be submitted to and be approved by the Responsible Authority. When approved, the Heritage Scope of Conservation Works Report will be endorsed and will then form part of this permit. The Report must include fully dimensioned and accurately measured plans and elevations prepared by a suitably qualified heritage practitioner/architect;

   (a) Full details relating to the façade conservation and restoration methodology of the retained heritage building;
   (b) Elevations at a scale of 1:20 or 1:50 illustrating typical details, entries and doors of the heritage building; and
   (c) Any other specific requirements.

Ongoing architect involvement

4. As part of the ongoing progress and development of the site, Petridis Architects or another 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. In conjunction with the submission of development plans under Condition 1, 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) Provide information on all planter beds, including the depths and widths, as well as information on soil media, drainage and irrigation ensuring their location is setback from behind the heritage parapet.
   (c) Provide a specification of works to be undertaken prior to planting.
   (d) Confirm the mulch used on higher levels is a wind tolerant material.
   (e) Include maintenance schedules and requirements.

   to the satisfaction of the Responsible Authority.

Ongoing Landscape 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.

Tree Management Plan

7. In conjunction with the submission of development plans under Condition 1, 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:

   (a) the protection of existing street trees outside the property's frontage:

      (i) pre-construction;
      (ii) during construction; and
      (iii) post construction.

   (b) the provision of any barriers;
   (c) any pruning necessary; and
   (d) watering and maintenance regimes.

Ongoing Tree Management Plan Requirement

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

Amended Sustainable Management Plan

9. In conjunction with the submission of development plans under Condition 1, 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 *Sustainability* Management Plan (SMP) prepared and authored by Low Impact Development (LID) Consulting and dated 28 October 2021 but modified to:

   (a) Ensure the hot water system is consistently referred to as 'electric heat pump' across all documentation, including removal of annotations such as 'HWS gas burners' on the plans.
   (b) Remove electric vehicle skeleton infrastructure from Innovation credit in BESS.
   (c) Ensure plans reflect any deviations/alterations to designs adopted in the preliminary residential energy ratings (e.g. glazing widths and sills heights of Level 7 apartments).
   (d) Ensure connection of irrigation to rainwater tanks is consistent across all documentation.
   (e) Ensure WELS ratings are consistent across all documentation.
   (f) Clarify end of trip facilities for café and office staff, ensuring consistency of figures between BESS and plans.
   (g) Clarify post-development flows will not exceed pre-development levels.
   (h) Update individual metering of services commitment to include both electricity and water.
   (i) Clarify availability of external views – concerns around the single aspect of south-facing apartments.
   (j) Consider optimising the capacity of the rainwater tanks to better capitalise on available rainwater.
   (k) Consider vertical vegetation to increase amenity, ecology and urban heat island reduction.

Prior to occupation Sustainable Management Plan Requirement

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

Ongoing Sustainable Management Plan Requirement

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

Amended Wind Impact Assessment Required

12. In conjunction with the submission of development plans under Condition 1, 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 Impact Assessment will be endorsed and will form part of this permit. The amended Wind Impact Assessment must be generally in accordance with the Wind Impact Assessment prepared and authored by Vipac Engineers and Scientists and dated 20 October 2020, but modified to:

    (a) Assess the proposal as amended pursuant to Condition 1; and
    (b) Provide a return of up to 1.5m high above the natural ground level to the seating areas associated with the food and drinks premises (café).

Ongoing Wind Assessment Requirement

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

Acoustic Report

14. Before the development commences, an Acoustic Report to the satisfaction of the Responsible Authority must be prepared by a suitably qualified acoustic engineer and must be submitted to and approved by the Responsible Authority. When approved, the Acoustic Report will be endorsed and will form part of this permit. The Acoustic Report must assess the following:

    (a) Assess the proposal as amended under Condition 1 and provide noise attenuation techniques to protect the amenity of existing and new dwellings.

15. The acoustic report must make recommendations to limit the noise impacts in accordance with the Environment Protection Regulations under the Environment Protection Act 2017 and the incorporated Noise Protocol (Publication 1826.4, Environment Protection Authority, May 2021) or any other requirement to the satisfaction of the Responsible Authority.

Ongoing Acoustic Report Requirement

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

Green Travel Plan

17. In conjunction with the submission of development plans under Condition 1, a 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 Impact Traffic Engineering Pty. Ltd, but modified to reference:

    (a) The proposal as amended pursuant to Condition 1.
    (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.

Ongoing Green Travel Plan Requirement

18. 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

19. In conjunction with the submission of development plans under Condition 1, 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 Lid Consulting (WMP) dated 28 September 2021 but modified to:

    (a) Assess the proposal as amended under Condition 1 and its requirements.

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

Ongoing Waste Management Plan Requirement

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

Public Lighting Plan Required

22. 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 Cambridge Street and Victoria Parade, including the northern and eastern interfaces. When approved, the Public Lighting Plan will be endorsed and will form part of this permit. The Public Lighting Plan must provide for (as relevant):

(a) A lighting scheme designed for both public highway and new open public area/road/open space within the curtilage of the property that complies with uniformity requirements as per standard AS1158.3.1.
(b) The control of light spillage into the windows of existing residences to comply with the requirements of AS 4282 – 2019," Control of the obtrusive effects of outdoor lighting".
(c) The locations of any new light poles so as not to obstruct access into private garages/off and on street parking places.
(d) A maintenance regime for the lighting scheme within the curtilage of the property.
(e) The use of energy efficient luminaries and/or solar lighting technologies to reduce carbon emission if possible.

23. 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.

Ongoing Public Lighting Plan Requirement

24. 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.

Public Realm Plan(s) / Works / Road Infrastructure / Street trees

25. Prior to the occupation of the building or by such later date as is approved by the Responsible Authority, a Public Realm Works plan prepared 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 then form part of the permit. The Public Realm Works plan must show the works associated with:

(a) All pedestrian, vehicle and bicycle footpaths, crossings, roads, drainage, infrastructure works and connections and associated landscaping (external to buildings).
(b) Provision of replacement trees should any existing trees be impacted by the proposal.
(c) Include all paving materials with footpath areas outside and for the length of the subject site constructed of asphalt, surface grading and drainage and all existing/proposed fixtures such as paving, trees and the improvements to Park and Johnston Street.

26. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the works shown on the endorsed Public Realm Plan must be carried out and completed 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, all building works and connections for underground utility services, the footpaths along the property's Park and Johnston Street frontages must be reconstructed (including kerb and channel):

(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 full width road pavement of Park and Johnston Streets, 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.

29. 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.

30. 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.

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

    (a) in accordance with any requirements or conditions imposed by Council;
    (b) at the permit holder's cost; and
    (c) to the satisfaction of the Responsible Authority.

32. 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

33. 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.

<u>General</u>

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. 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.

36. The development must comply at all times with the noise limits specified in the Environment Protection Regulations under the Environment Protection Act 2017 and the incorporated Noise Protocol (Publication 1826.4, Environment Protection Authority, May 2021).

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

38. 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.

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.

Privacy screens

42. 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.

Developer Contribution Plan

43. Prior to the commencement of the development:

    (a) the Development Infrastructure Levy must be paid to Yarra City Council in accordance with the approved Development Contributions Plan; or
    (b) the Owner must enter into an agreement with Yarra City Council to pay the amount of the Development Infrastructure within a time specified in the agreement.

Community levy

44. Prior to the issue of a building permit, the Community Infrastructure Levy must be paid to Yarra City Council in accordance with the approved Development Contributions Plan; or the Owner must enter into an agreement with Yarra City Council to pay the Community Infrastructure Levy within a time specified in the agreement.

Environmental Audit (Statement or Certificate)

45. Before the development authorised by this permit commences, a Preliminary Risk Screen Assessment (PRSA) of the land to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. The PRSA must be prepared in accordance with Part 8.3 of the Environmental Protection (EP) Act 2017 and done by an environmental auditor appointed under the EP Act to the satisfaction of the Responsible Authority and must include:

(a) Desktop assessment of the likely site contamination
(b) Site inspection
(c) May included limited field investigations and sampling conducted to the standard established in Schedule B2 of National Environment Protection (Assessment of Site Contamination) Measure 1999 (ASC NEPM), and
(d) To make recommendations on likelihood of contamination and whether further assessment is necessary i.e.an Audit.

46. If the assessment required by condition 45 does not result in a recommendation that an Environmental Auditor be appointed to undertake an Environmental Audit or Environmental Audit Statement in accordance with the provisions of the EP Act, all provisions, recommendations and requirements of the PRSA must be implemented and complied with to the satisfaction of the Responsible Authority.

47. If the assessment required by condition 45 results in a recommendation that an Environmental Auditor be appointed to undertake an Environmental Audit in accordance with the provisions of the EP Act, before the construction of the development authorised by this permit commences, the Environmental Auditor appointed must undertake an Environmental Audit in accordance with the provisions of the EP Act and issue:

(a) An environmental audit statement under Part 8.3, Division 3 of the Environment Protection Act 2017 which states that the site is suitable for the use and development allowed by this permit; or
(b) An environmental audit statement under Part 8.3, Division 3 of the Environment Protection Act 2017 which states that the site is suitable for the use and development allowed by this permit if the recommendations made in the statement are complied with.

48. If, pursuant to condition 47, a Statement is issued:

(a) the development authorised by this permit must not be undertaken unless the Statement clearly states that the land is suitable for the sensitive use for which the land is being developed;
(b) the development authorised by this permit must not be undertaken until compliance is achieved with the terms and conditions that the Statement states must be complied with before the development commences (pre-commencement conditions);
(c) before the construction of the development authorised by this permit commences, a letter prepared by the Environmental Auditor which states that the pre-commencement conditions have been complied with must be submitted to the responsible authority.
(d) if any term or condition of the Statement requires any ongoing maintenance or monitoring, the owner of the land (or another person in anticipation of becoming the owner of the land) must enter into an agreement with the Responsible Authority pursuant to section 173 of the Planning and Environment Act 1987 (Agreement). The Agreement must:

(i) provide for the undertaking of the ongoing maintenance and monitoring as required by the Statement; and
(ii) be executed before the sensitive use for which the land is being developed commences.

(e) the owner of the land, or other person in anticipation of becoming the owner, must pay all costs and expenses (including legal expenses) of, and incidental to, the Agreement (including those incurred by the Responsible Authority).

Construction Management Plan

49. 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.

Ongoing Construction Management Plan Requirement

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

Construction Times

51. 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

52. 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 use (dwellings) 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:

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

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

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 5585 for further information.

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

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.

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.

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

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.

Attachments

1 PLN20/0626 - 265 Johnston Street, Abbotsford - Location / Aerial Map of Subject Site

2 PLN20/0626 - 265 Johnston Street Abbotsford - S57A Amendment - Cover Letter

3 PLN20/0626 - 265 Johnston Street Abbotsford - S57A Amendment - Plans

4 PLN20/0626 - 265 Johnston Street Abbotsford - Traffic Report - Original

5 PLN20/0626 - 265 Johnston Street Abbotsford - S57A Amendment - Traffic Report

6 PLN20/0626 - 265 Johnston Street Abbotsford - S57A Amendment - ESD Report

7 PLN20/0626 - 265 Johnston Street Abbotsford - S57A Amendment - Waste Management Plan

8 PLN20 0626 - 265 Johnston Street, Abbotsford - Engineering Advice on original plans

9 PLN20 0626 - 265 Johnston Street Abbotsford - Engineering comments on amended plans

10 PLN20/0626 - 265 Johnston Street, Abbotsford - Heritage Advice

11 PLN20/0626 - 265 Johnston Street Abbotsford - Urban Design Comments

12 PLN20 0626- 265 Johnston Street, Abbostford - ESD advice on original plans

13 PLN20/0626 - 265 Johnston Street, Abbotsford - ESD advice on amended drawings

14 PLN20/0626 - 265 Johnston Street, Abbotsford - Referral advice in relation to Wind

15 PLN200626 - 265 Johnston St, Abbotsford - Strategic Transport - Advice Response

Attachment 1 - PLN20/0626 - 265 Johnston Street, Abbotsford - Location / Aerial Map of Subject Site

SUBJECT LAND: 265 Johnston Street, Abbotsford

⇧ North

★ Subject Site

Attachment 2 - PLN20/0626 - 265 Johnston Street Abbotsford - S57A Amendment - Cover Letter

2/5 Barrett Court
Yarraville, Vic, 3013
Ph: 03 8354 7977
ABN: 60 149 772 798

CLARKE PLANNING PTY LTD

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8 June 2022

JohnTheodosakis
Senior Statutory Planner
Yarra City Council

By email to:
info@yarracity.vic.gov.au
John.Theodosakis@yarracity.vic.gov.au.

PLN20/0626
265 JOHNSTON ST, ABBOTSFORD
SECTION 57A AMENMENT
18M STREET WALL TO PARK STREET

Find attached the following documents:

- Updated Architectural Plans dated 8 June 2022
- Section 57A form

The amended plans now submitted build upon those submitted last November 21. The November 21 plans essentially made changes to the advertised plans in relation to some upper level setbacks relative to the heritage building on the site and a series of minor matters pertaining to the internal referral comments for traffic, parking, waste and ESD matters that were largely non-envelope altering.

The purpose of submitting these further amended plans now enclosed is in relation to concerns you have expressed as to the interpretation of DDO15 in dealing with street wall heights for side frontages of corner lots. It is not without ambiguity in terms of its drafting and indeed it was not until some 18 months after this application was first lodged with the Council this interpretation was put to us. We appreciate the interpretation of the Council would mean the proposal is prohibited, due to it exceeding a mandatory provision relating to street wall height. Permit conditions can rectify this, as distinct to garden area where the 'application' itself must comply.

Nonetheless, the amended plans now submitted clear the path on this front and resolve the concern of Council in both a DDO interpretation sense and a process sense. They do so via introducing a 3m setback from Park St to Levels 6 and 7 of the building. This 3m setback is clear of balconies. This, along with a slight bulkhead/reduced ceiling to the first (easternmost) 3m of Level 5, means a street wall height of 18m to Park St is achieved. This height is measured as per the Definition of Street Wall Height in the DDO. The 3m setback to Levels 6 and 7 has led to some reconfiguration of the Apartments on this level but as the plans demonstrate full compliance with the Clause 58 (Apartment Code) provisions continues to be achieved. There are no reduced setbacks in any other direction as a result of these changes.

This is the only amendment being made. The rest of the proposal in these plans remains identical to that as per the November 21 plans. However, for sake of completeness and keeping all the plans together in one single package the entire suite of plans has been submitted, noting there are consequential changes to material such as sectional drawings and 3D views.

Attachment 2 - PLN20/0626 - 265 Johnston Street Abbotsford - S57A Amendment - Cover Letter

We have not sought to re-run ESD micro-details based on this change and say any adjustment would surely only be very minor and could most certainly be resolved via permit condition and relevantly a 70% score as the November 21 plans depicted can and will continue to be achieved. Nor have we sought to re-allocate parking spaces given some dwelling changes to Level 6 and 7 and are content for Council to instruct us as to its preferences in this regard. We would expect a Car Park Management Plan as a permit condition in any event.

No fee for this Section 57A amendment is enclosed given discussions with Officers has confirmed that in the circumstances this will be waived. We also understand no new advertising will required as a result of these amendment given that no new detriment can be said to emerge. Further, we understand that whilst technically this re-sets the clock back to zero days that given we are at the very last stage of the decision making process that we shall not be prejudiced on this front in terms of timing for a decision.

Yours sincerely,

ANDREW CLARKE
Director
Clarke Planning Pty Ltd

Attachment 3 - PLN20/0626 - 265 Johnston Street Abbotsford - S57A Amendment - Plans

DRAWING SCHEDULE

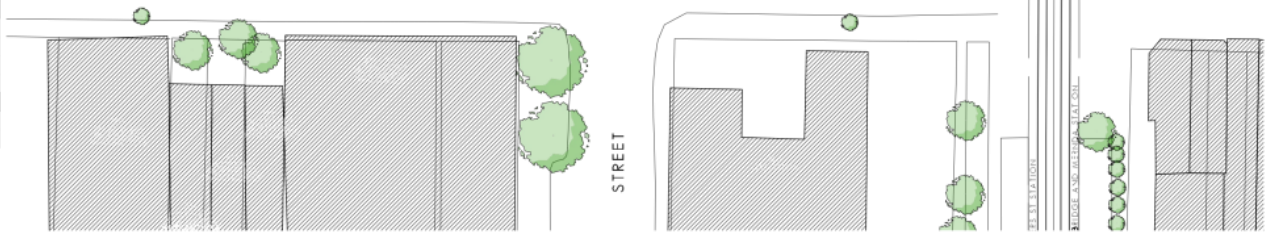
TPA01	MASTER PLAN, AREA ANALYSIS	1:300
TPA02	DETAILED SITE ANALYSIS - NEIGHBOURHOOD AND SITE DESCRIPTION	1:300
TPA03	EXISTING CONDITIONS / DEMOLITION PLANS	1:100
TPA04	EXISTING CONDITIONS / DEMOLITION ELEVATIONS	1:100
TPA05	DETAILED SITE ANALYSIS - DESIGN RESPONSE	1:300
TPA06	DETAILED SITE ANALYSIS - STREETSCAPE	1:100
TPA07	BASEMENT LEVEL 3 FLOOR PLAN	1:100
TPA08	BASEMENT LEVEL 2 FLOOR PLAN	1:100
TPA09	BASEMENT LEVEL 1 FLOOR PLAN	1:100
TPA10	GROUND FLOOR PLAN	1:100
TPA11	FIRST FLOOR PLAN	1:100
TPA12	SECOND FLOOR PLAN	1:100
TPA13	THIRD FLOOR PLAN	1:100
TPA14	FOURTH FLOOR PLAN	1:100
TPA15	FIFTH FLOOR PLAN	1:100
TPA16	SIXTH FLOOR PLAN	1:100
TPA17	SEVENTH FLOOR PLAN	1:100
TPA18	ROOF PLAN	1:100
TPA19	ELEVATIONS 1	1:100
TPA20	ELEVATIONS 2	1:100
TPA21	SECTION A-A	1:100
TPA22	SECTION B-B	1:100
TPA23	SECTION C-C	1:100
TPA24	SECTION D-D	1:100
TPA25	DETAILED SHADOW ANALYSIS - 9:00AM, 10:00AM, 11:00AM, SEPTEMBER 22	1:300
TPA26	DETAILED SHADOW ANALYSIS - 12:00 NOON, 1:00PM, SEPTEMBER 22	1:300
TPA27	DETAILED SHADOW ANALYSIS - 2:00PM, 3:00PM, SEPTEMBER 22	1:300
TPA27A	DETAILED SHADOW CROSS SECTIONS - 9:00AM, 10:00AM, 11:00AM, SEPTEMBER 22	1:300
TPA28	CLAUSE 58 ASSESSMENT 1	1:100
TPA29	CLAUSE 58 ASSESSMENT 2	1:100
TPA30	CLAUSE 58 ASSESSMENT 3	1:100
TPA31	3D PERSPECTIVES 1	1:200
TPA32	3D PERSPECTIVES 2	1:200
TPA33	3D PERSPECTIVES 3	1:200
TPA34	3D PERSPECTIVES 4	1:200

AREA ANALYSIS

SITE AREA
No. OF PROPOSED APARTMENTS

APARTMENT NUMBER	DESCRIPTION	AREA	BALCONY
BASEMENT LEVEL 3			
BASEMENT LEVEL 2			
BASEMENT LEVEL 1			
GROUND FLOOR			
CAFE			
APARTMENT G1			
OFFICE 1			
LIBRARY			
FIRST FLOOR			
OFFICE 2			
APARTMENT 11			
APARTMENT 12			
APARTMENT 13			
APARTMENT 14			
APARTMENT 15			
SECOND FLOOR			
APARTMENT 21			
APARTMENT 22			
APARTMENT 23			
APARTMENT 24			
APARTMENT 25			
THIRD FLOOR			
APARTMENT 31			
APARTMENT 32			
APARTMENT 33			
APARTMENT 34			
APARTMENT 35			
FOURTH FLOOR			
APARTMENT 41			
APARTMENT 42			
APARTMENT 43			
APARTMENT 44			
APARTMENT 45			
FIFTH FLOOR			
APARTMENT 51			
APARTMENT 52			
APARTMENT 53			
APARTMENT 54			
APARTMENT 55			
SIXTH FLOOR			
APARTMENT 61			
APARTMENT 62			
APARTMENT 63			
APARTMENT 64			
SEVENTH FLOOR			
APARTMENT 71			
APARTMENT 72			

MASTER PLAN



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APARTMENTS

265 JOHNSTON STREET, ABBOTSFORD

DRAWING TITLE:
MASTER PLAN, AREA ANALYSIS

TPA 01 - 1 OF 34
JOB NO: 19-75
DATE: 8TH JUNE 2022
SCALE: 1:300
DRAWN BY: MATTHEW.A.
FOR VCAT

ALL LEVELS ARE TO AUSTRALIAN HEIGHT DATUM

N

Attachment 3 - PLN20/0626 - 265 Johnston Street Abbotsford - S57A Amendment - Plans

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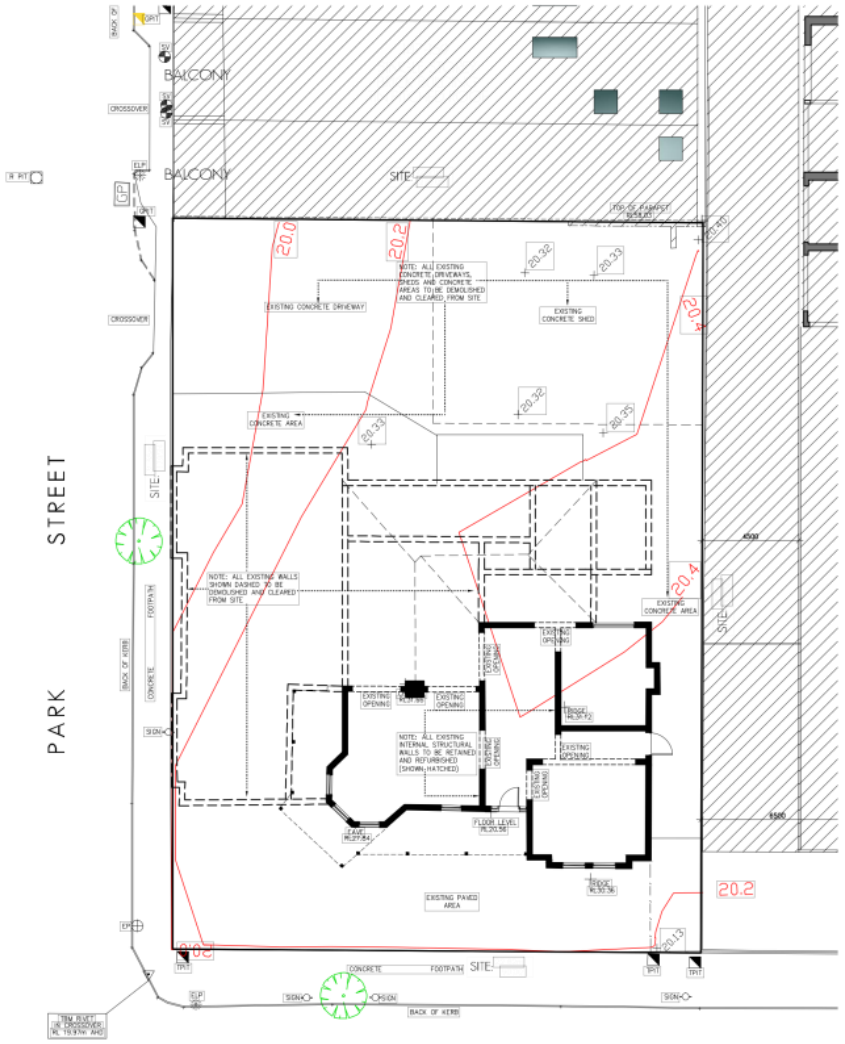
APARTMENTS

265 JOHNSTON STREET, ABBOTSFORD

DRAWING TITLE:
DETAILED SITE ANALYSIS - NEIGHBOURHOOD AND SITE DESCRIPTION

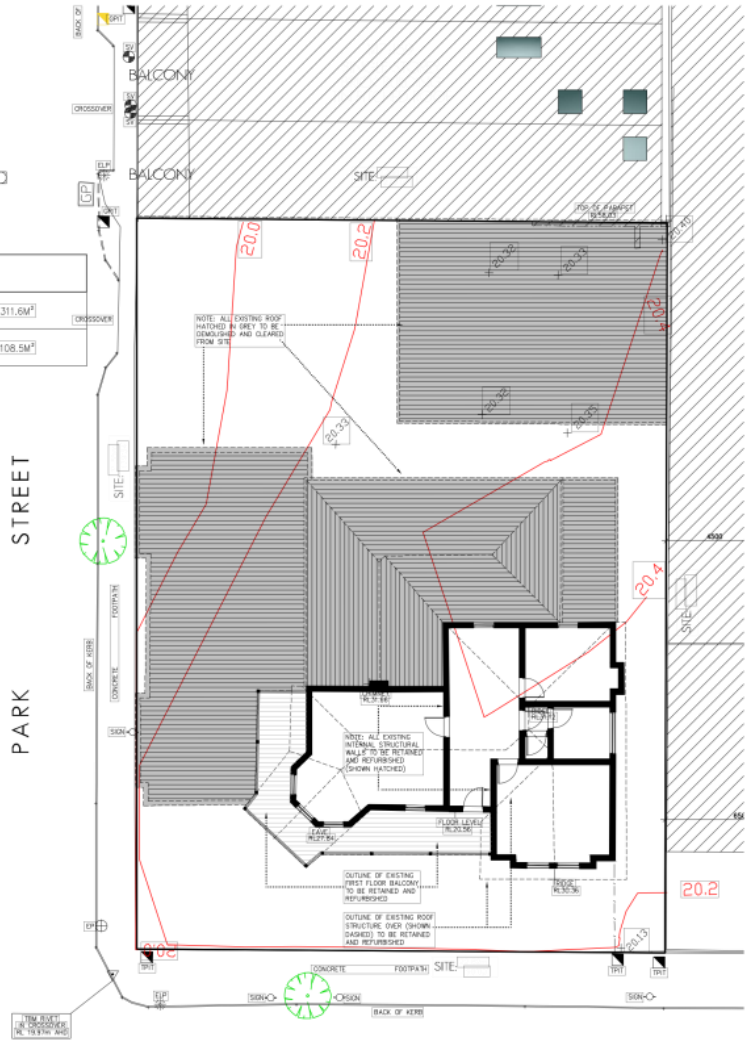
TP.02 - 2 OF 34 | DATE: 8TH JUNE 2022 | DRAWN BY: MATTHEW.A. | ALL LEVELS ARE TO AUSTRALIAN HEIGHT DATUM
JOB NO: 19-75 | SCALE: 1:300 | FOR VCAT

Attachment 3 - PLN20/0626 - 265 Johnston Street Abbotsford - S57A Amendment - Plans



GROUND FLOOR PLAN

EXISTING BUILDING	
GROUND FLOOR	311.6M²
FIRST FLOOR	108.5M²



FIRST FLOOR PLAN

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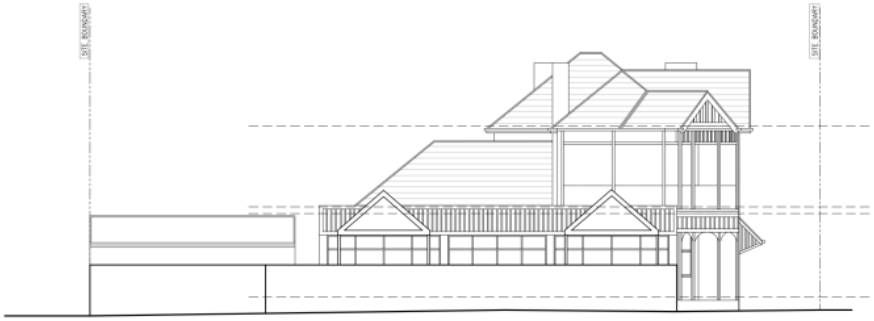
APARTMENTS

265 JOHNSTON STREET, ABBOTSFORD

DRAWING TITLE:
EXISTING CONDITION / DEMOLITION PLANS

TPA.03 - 3 OF 34
JOB NO: 19-75
DATE: 8TH JUNE 2022
SCALE: 1:100
DRAWN BY: MATTHEW.A.
FOR VCAT
ALL LEVELS ARE TO AUSTRALIAN HEIGHT DATUM

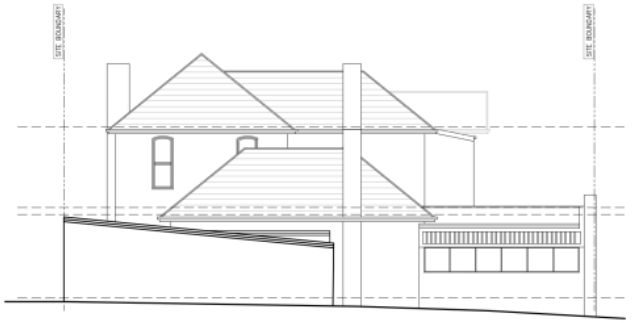
Attachment 3 - PLN20/0626 - 265 Johnston Street Abbotsford - S57A Amendment - Plans



WEST ELEVATION
(I.E FACING PARK STREET STREET)

NORTH ELEVATION
(I.E FACING JOHNSTON STREET)

EAST ELEVATION



SOUTH ELEVATION

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APARTMENTS

265 JOHNSTON STREET, ABBOTSFORD
DRAWING TITLE:
EXISTING CONDITIONS / DEMOLITION ELEVATIONS
TPA.04 - 4 OF 34
JOB NO: 19-75
DATE: 8TH JUNE 2022
SCALE: 1:100
DRAWN BY: MATTHEW.A.
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Attachment 3 - PLN20/0626 - 265 Johnston Street Abbotsford - S57A Amendment - Plans

Attachment 3 - PLN20/0626 - 265 Johnston Street Abbotsford - S57A Amendment - Plans

STREETSCAPE: IE FACING JOHNSTON STREET SCALE 1:200

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APARTMENTS

265 JOHNSTON STREET, ABBOTSFORD

DRAWING TITLE:
DETAILED SITE ANALYSIS - STREETSCAPE

TP406 - 6 OF 34
JOB NO: 19-75

DATE: 8TH JUNE 2022
SCALE: 1:100

DRAWN BY: MATTHEW.A.
FOR VCAT

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Attachment 3 - PLN20/0626 - 265 Johnston Street Abbotsford - S57A Amendment - Plans

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APARTMENTS

265 JOHNSTON STREET, ABBOTSFORD

DRAWING TITLE:
BASEMENT LEVEL 3 FLOOR PLAN

TP A 07 - 7 OF 34
JOB NO: 19-75
DATE: 8TH JUNE 2022
SCALE: 1:100
DRAWN BY: MATTHEW A.
FOR VCAT

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Attachment 3 - PLN20/0626 - 265 Johnston Street Abbotsford - S57A Amendment - Plans

BASEMENT LEVEL 2 FLOOR PLAN

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APARTMENTS

265 JOHNSTON STREET, ABBOTSFORD

DRAWING TITLE:
BASEMENT LEVEL 2 FLOOR PLAN

TP.A08 - 8 OF 34
JOB NO: 19-75
DATE: 8TH JUNE 2022
SCALE: 1:100
DRAWN BY: MATTHEW.A.
FOR VCAT

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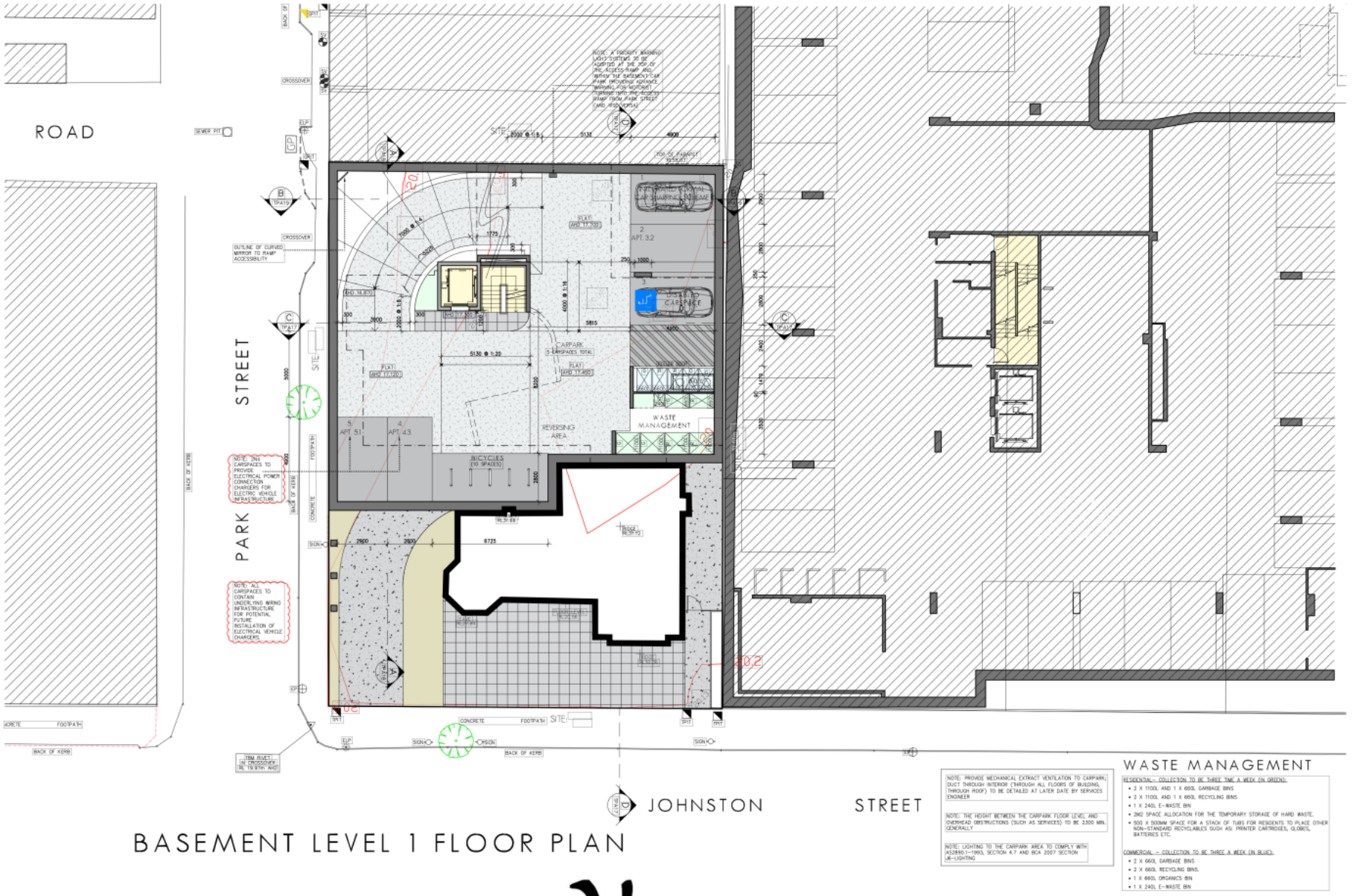
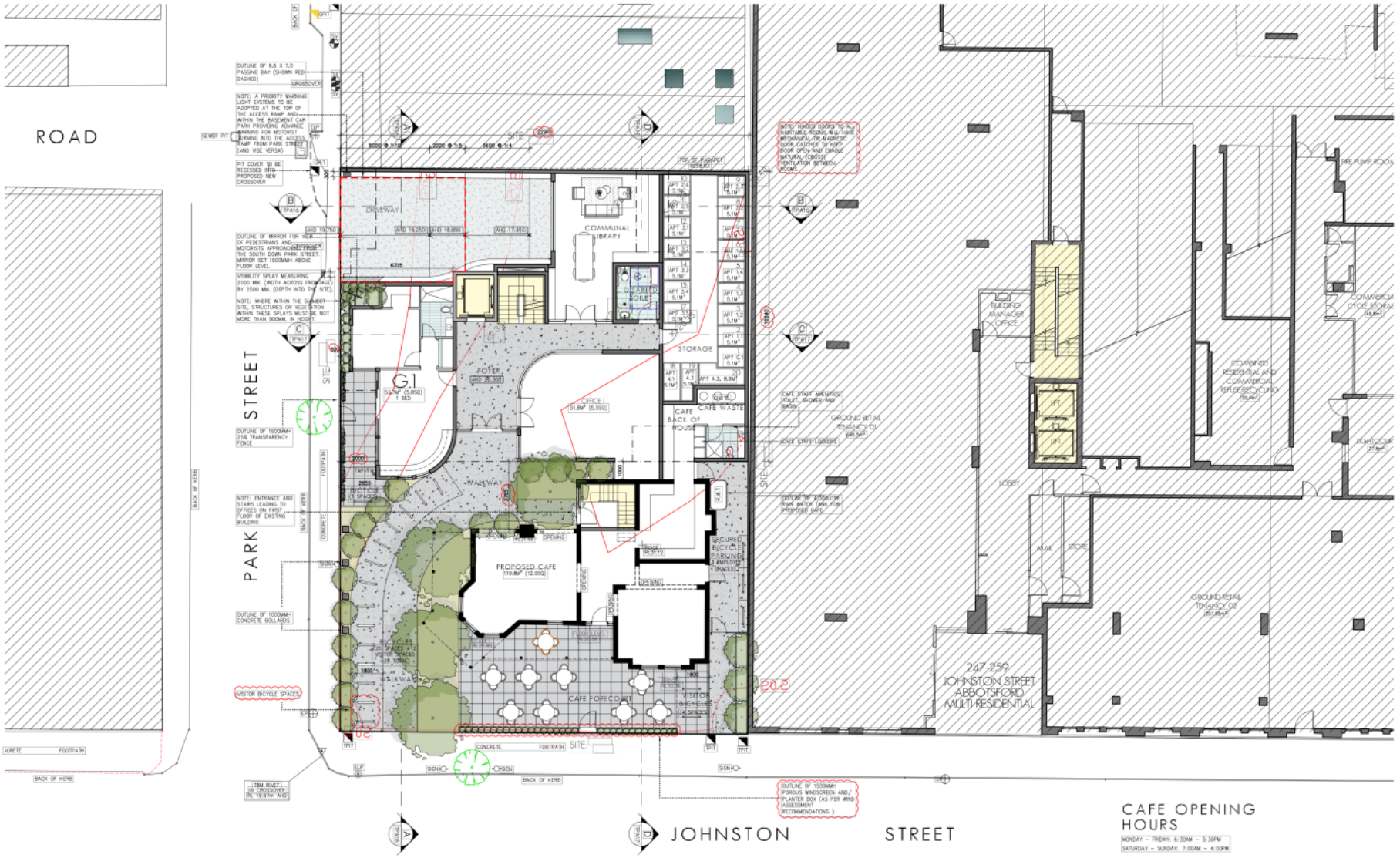
Attachment 3 - PLN20/0626 - 265 Johnston Street Abbotsford - S57A Amendment - Plans



Attachment 3 - PLN20/0626 - 265 Johnston Street Abbotsford - S57A Amendment - Plans



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APARTMENTS

265 JOHNSTON STREET, ABBOTSFORD

DRAWING TITLE: GROUND FLOOR FLOOR PLAN
TP.A 10 - 10 OF 34
JOB NO: 19-75
DATE: 8TH JUNE 2022
SCALE: 1:100
DRAWN BY: MATTHEW.A.
FOR VCAT
ALL LEVELS ARE TO AUSTRALIAN HEIGHT DATUM

Attachment 3 - PLN20/0626 - 265 Johnston Street Abbotsford - S57A Amendment - Plans

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APARTMENTS

265 JOHNSTON STREET, ABBOTSFORD

DRAWING TITLE:
FIRST FLOOR PLAN

TPA II - 11 OF 34
JOB NO: 19-75
DATE: 8TH JUNE 2022
SCALE: 1:100
DRAWN BY: MATTHEW A.
FOR VCAT

ALL LEVELS ARE TO AUSTRALIAN HEIGHT DATUM

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Attachment 3 - PLN20/0626 - 265 Johnston Street Abbotsford - S57A Amendment - Plans

SECOND FLOOR PLAN

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APARTMENTS

265 JOHNSTON STREET, ABBOTSFORD

DRAWING TITLE:
SECOND FLOOR PLAN

TPA12 - 12 OF 34
JOB NO: 19-75
DATE: 8TH JUNE 2022
SCALE: 1:100
DRAWN BY: MATTHEW A.
FOR VCAT

ALL LEVELS ARE TO AUSTRALIAN HEIGHT DATUM

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Attachment 3 - PLN20/0626 - 265 Johnston Street Abbotsford - S57A Amendment - Plans

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APARTMENTS

265 JOHNSTON STREET, ABBOTSFORD

DRAWING TITLE:
THIRD FLOOR PLAN

TPA13 - 13 OF 34
JOB NO: 19-75
DATE: 8TH JUNE 2022
SCALE: 1:200
DRAWN BY: MATTHEW A.
FOR VCAT
ALL LEVELS ARE TO AUSTRALIAN HEIGHT DATUM

Attachment 3 - PLN20/0626 - 265 Johnston Street Abbotsford - S57A Amendment - Plans

FOURTH FLOOR PLAN

PETRIDIS ARCHITECTS
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APARTMENTS

265 JOHNSTON STREET, ABBOTSFORD

DRAWING TITLE:
FOURTH FLOOR PLAN

TPA14 - 14 OF 34
JOB NO: 19-75
DATE: 8TH JUNE 2022
SCALE: 1:100
DRAWN BY: MATTHEW A. FOR VCAT

ALL LEVELS ARE TO AUSTRALIAN HEIGHT DATUM

Attachment 3 - PLN20/0626 - 265 Johnston Street Abbotsford - S57A Amendment - Plans

PETRIDIS ARCHITECTS
LEVEL 1 / 173 UPPER HEIDELBERG ROAD
IVANHOE 3079
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APARTMENTS

265 JOHNSTON STREET, ABBOTSFORD
DRAWING TITLE:
FIFTH FLOOR PLAN
TPA15 - 15 OF 34
JOB NO: 19-75
DATE: 8TH JUNE 2022
SCALE: 1:100
DRAWN BY: MATTHEW A.
FOR VCAT
ALL LEVELS ARE TO AUSTRALIAN HEIGHT DATUM

Attachment 3 - PLN20/0626 - 265 Johnston Street Abbotsford - S57A Amendment - Plans

SIXTH FLOOR PLAN

PETRIDIS ARCHITECTS
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IVANHOE 3079
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EMAIL: office@petridisarchitects.com.au

APARTMENTS

265 JOHNSTON STREET, ABBOTSFORD

DRAWING TITLE:
SIXTH FLOOR PLAN

TPA16 - 16 OF 34
JOB NO: 19-75
DATE: 8TH JUNE 2022
SCALE: 1:100
DRAWN BY: MATTHEW A.
FOR VCAT

ALL LEVELS ARE TO AUSTRALIAN HEIGHT DATUM

N

Attachment 3 - PLN20/0626 - 265 Johnston Street Abbotsford - S57A Amendment - Plans

PETRIDIS ARCHITECTS
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APARTMENTS

265 JOHNSTON STREET, ABBOTSFORD

DRAWING TITLE:
SEVENTH FLOOR PLAN

TPA.17 - 17OF 34
JOB NO: 19-75
DATE: 8TH JUNE 2022
SCALE: 1:100
DRAWN BY: MATTHEW.A.
FOR VCAT
ALL LEVELS ARE TO AUSTRALIAN HEIGHT DATUM

Attachment 3 - PLN20/0626 - 265 Johnston Street Abbotsford - S57A Amendment - Plans

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APARTMENTS

265 JOHNSTON STREET, ABBOTSFORD

DRAWING TITLE:
ROOF PLAN

TPA18 - 18 OF 34
JOB NO: 19-75
DATE: 8TH JUNE 2022
SCALE: 1:100
DRAWN BY: MATTHEW A.
FOR VCAT
ALL LEVELS ARE TO AUSTRALIAN HEIGHT DATUM

Attachment 3 - PLN20/0626 - 265 Johnston Street Abbotsford - S57A Amendment - Plans

EAST ELEVATION

(IE, FACING PARK STREET)

NORTH ELEVATION

(IE, FACING JOHNSTON STREET)

MATERIALS AND FINISHES SCHEDULE

ROOF:
1) FLAT ROOF, SHEET STEEL, ZINCALUME

WALLS:
2) SELECT AUSTRAL BRICK, INDUSTRIAL "STEEL" OR SIMILAR
3) SELECT PGH BRICK, URBAN ESSENCE "BLACK ASH" OR SIMILAR
4) RENDERED FINISH, SELECT INTEGRAL COLOUR, DULUX COLOUR SPECIFIER "FLOODED GUM" OR SIMILAR
5) RENDERED FINISH, SELECT INTEGRAL COLOUR, DULUX COLOUR SPECIFIER "DOMINO" OR SIMILAR
6) RENDERED FINISH, SELECT INTEGRAL COLOUR, DULUX COLOUR SPECIFIER "ANCIENT RUIN" OR SIMILAR
7) RENDERED FINISH, SELECT INTEGRAL COLOUR, DULUX COLOUR SPECIFIER "NATURAL WHITE" OR SIMILAR
8) RENDERED FINISH, SELECT INTEGRAL COLOUR, DULUX COLOUR SPECIFIER "CHINA BROWN" OR SIMILAR
9) SELECT TIMBER PICKET FENCE

WINDOW FRAMES:
10) SELECT ALUMINIUM COLORBOND POWDER COAT "NIGHT SKY"

DRIVEWAY:
11) SELECT CONCRETE PAVING

PETRIDIS ARCHITECTS
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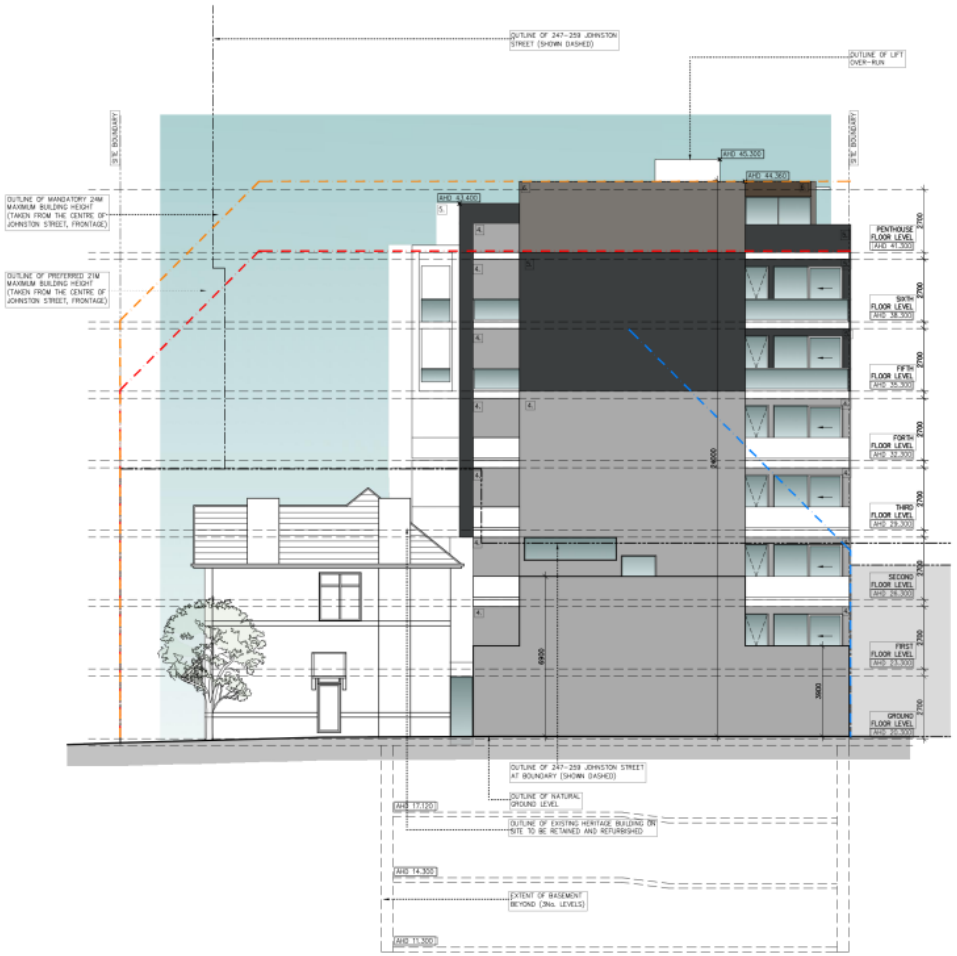
APARTMENTS

265 JOHNSTON STREET, ABBOTSFORD

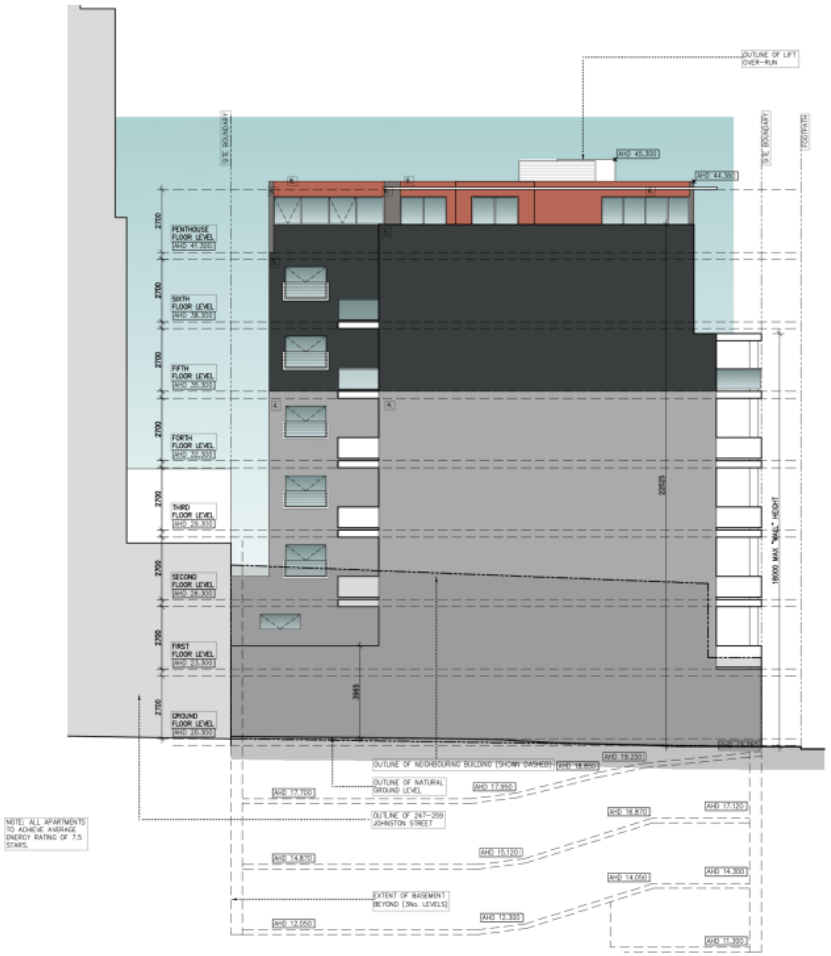
DRAWING TITLE:
ELEVATIONS J, MATERIALS AND FINISHES SCHEDULE

TPA19 - 19 OF 34 | DATE: 8TH JUNE 2022 | DRAWN BY: MATTHEW A. | ALL LEVELS ARE TO AUSTRALIAN HEIGHT DATUM
JOB NO: 19-75 | SCALE: 1:100 | FOR VCAT

Attachment 3 - PLN20/0626 - 265 Johnston Street Abbotsford - S57A Amendment - Plans



WEST ELEVATION



SOUTH ELEVATION

MATERIALS AND FINISHES SCHEDULE

ROOF:
1) FLAT ROOF, SHEET STEEL, ZINCALUME

WALLS:
2) SELECT AUSTRAL BRICK, INDUSTRIAL "STEEL" OR SIMILAR
3) SELECT PGH BRICK, URBAN ESSENCE "BLACK ASH" OR SIMILAR
4) RENDERED FINISH, SELECT INTEGRAL COLOUR, DULUX COLOUR SPECIFIER "FLOODED GUM" OR SIMILAR
5) RENDERED FINISH, SELECT INTEGRAL COLOUR, DULUX COLOUR SPECIFIER "DOMINO" OR SIMILAR
6) RENDERED FINISH, SELECT INTEGRAL COLOUR, DULUX COLOUR SPECIFIER "ANCIENT RUIN" OR SIMILAR
7) RENDERED FINISH, SELECT INTEGRAL COLOUR, DULUX COLOUR SPECIFIER "NATURAL WHITE" OR SIMILAR
8) RENDERED FINISH, SELECT INTEGRAL COLOUR, DULUX COLOUR SPECIFIER "CHINA BROWN" OR SIMILAR
9) SELECT TIMBER PICKET FENCE

WINDOW FRAMES:
10) SELECT ALUMINUM COLORBOND POWDER COAT "NIGHT SKY"

DRIVEWAY:
11) SELECT CONCRETE PAVING

PETRIDIS ARCHITECTS
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APARTMENTS

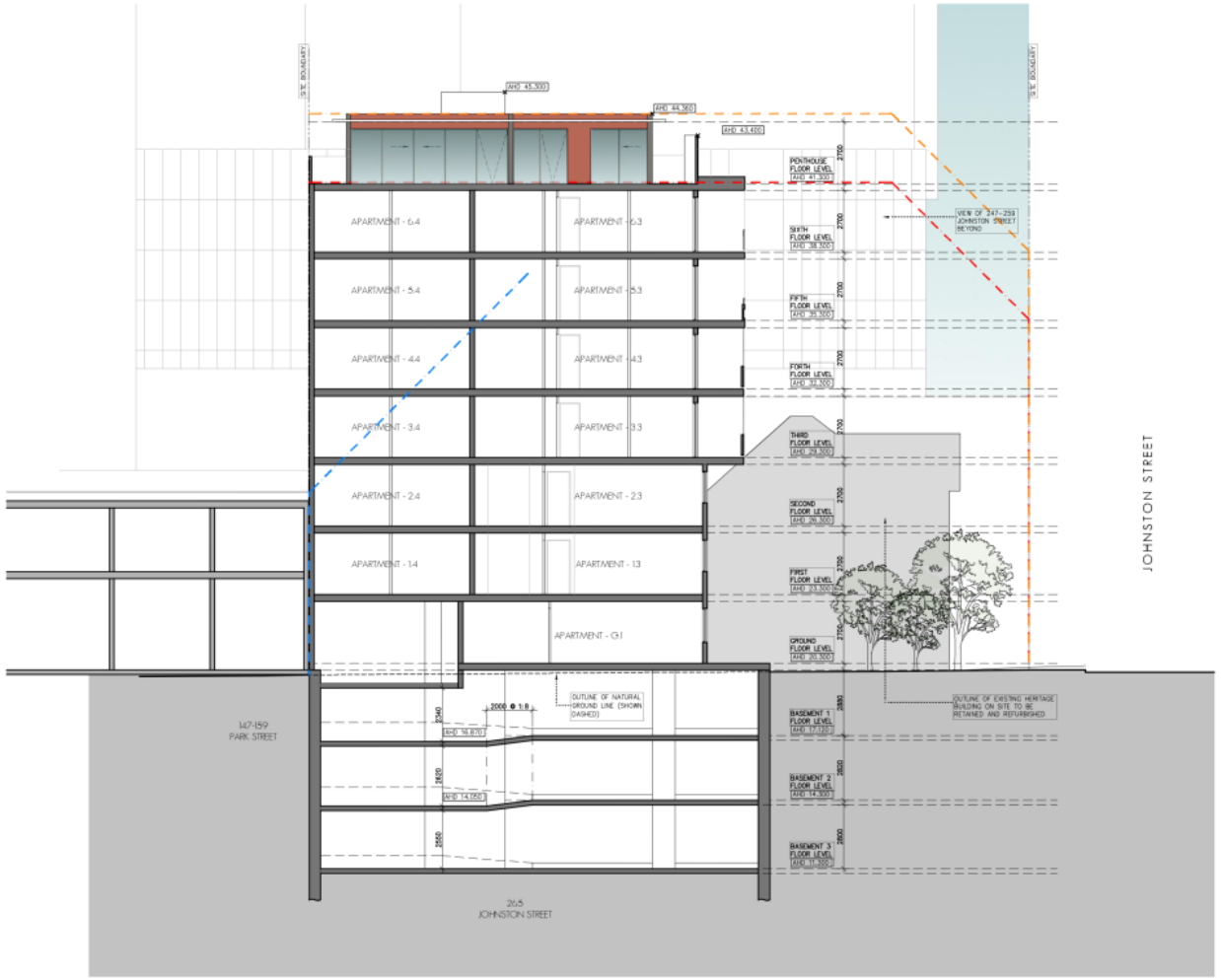
265 JOHNSTON STREET, ABBOTSFORD

DRAWING TITLE:
ELEVATIONS 2 - MATERIALS AND FINISHES SCHEDULE

TPA20 - 20 OF 34
JOB NO: 19-75
DATE: 8TH JUNE 2022
SCALE: 1:100
DRAWN BY: MATTHEW A.
FOR VCAT

ALL LEVELS ARE TO AUSTRALIAN HEIGHT DATUM

Attachment 3 - PLN20/0626 - 265 Johnston Street Abbotsford - S57A Amendment - Plans



SECTION A-A

PETRIDIS ARCHITECTS
LEVEL 1 / 173 UPPER HEIDELBERG ROAD
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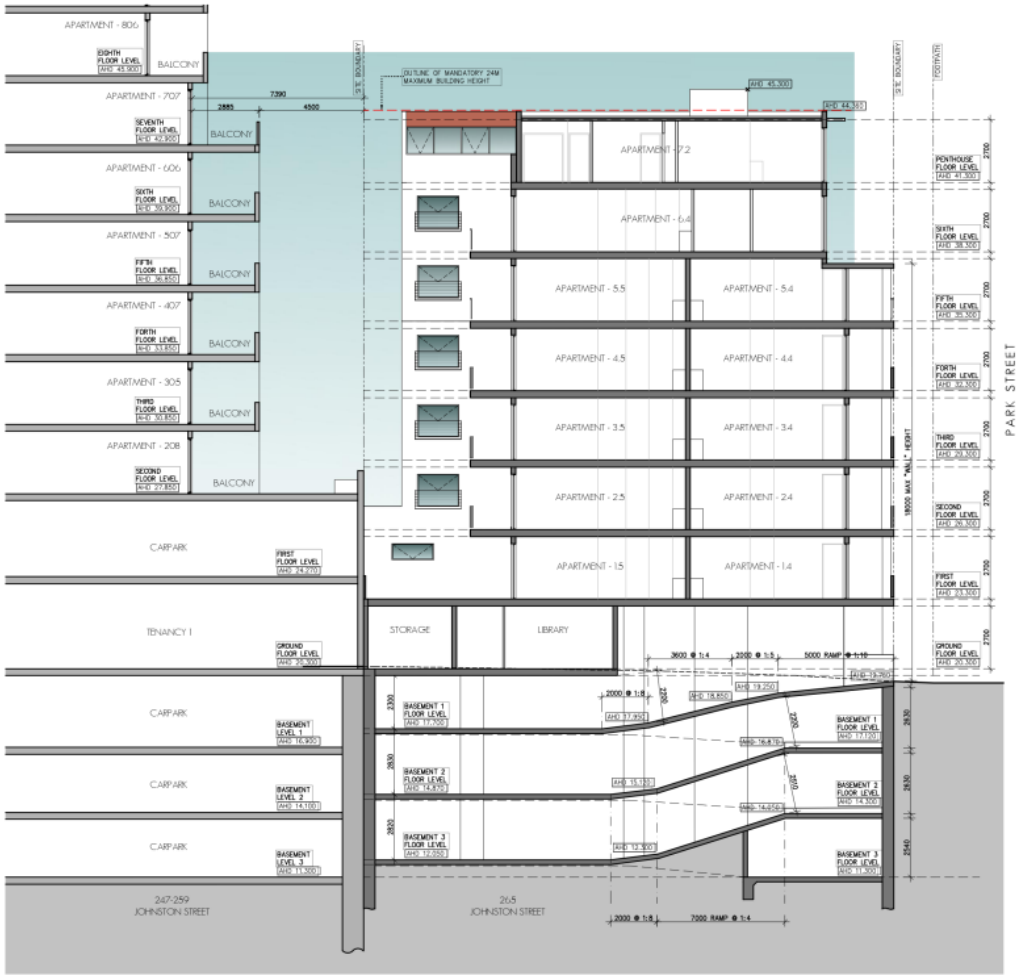
APARTMENTS

265 JOHNSTON STREET, ABBOTSFORD

DRAWING TITLE: SECTION A-A

TP A21 - 21 OF 34 | JOB NO: 19-75 | DATE: 8TH JUNE 2022 | SCALE: 1:100 | DRAWN BY: MATTHEW A. FOR VCAT | ALL LEVELS ARE TO AUSTRALIAN HEIGHT DATUM

Attachment 3 - PLN20/0626 - 265 Johnston Street Abbotsford - S57A Amendment - Plans

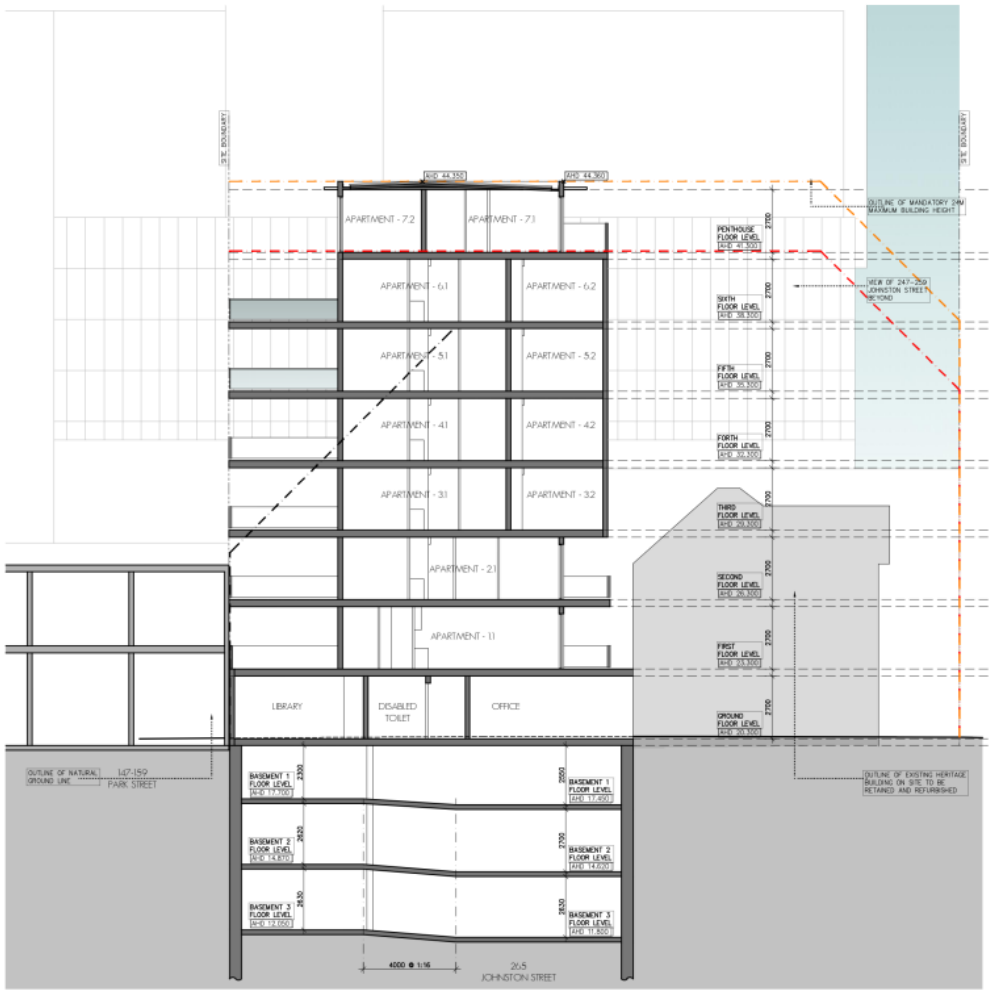


SECTION B-B

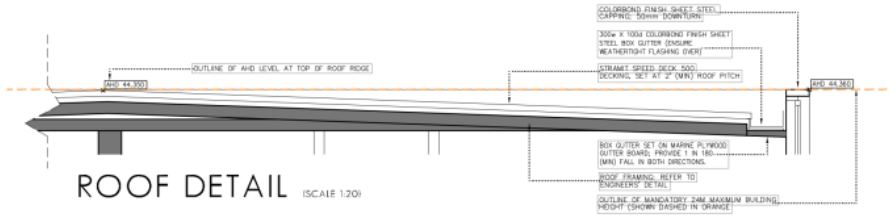
Attachment 3 - PLN20/0626 - 265 Johnston Street Abbotsford - S57A Amendment - Plans

SECTION C-C

Attachment 3 - PLN20/0626 - 265 Johnston Street Abbotsford - S57A Amendment - Plans



SECTION D-D



ROOF DETAIL (SCALE 1:20)

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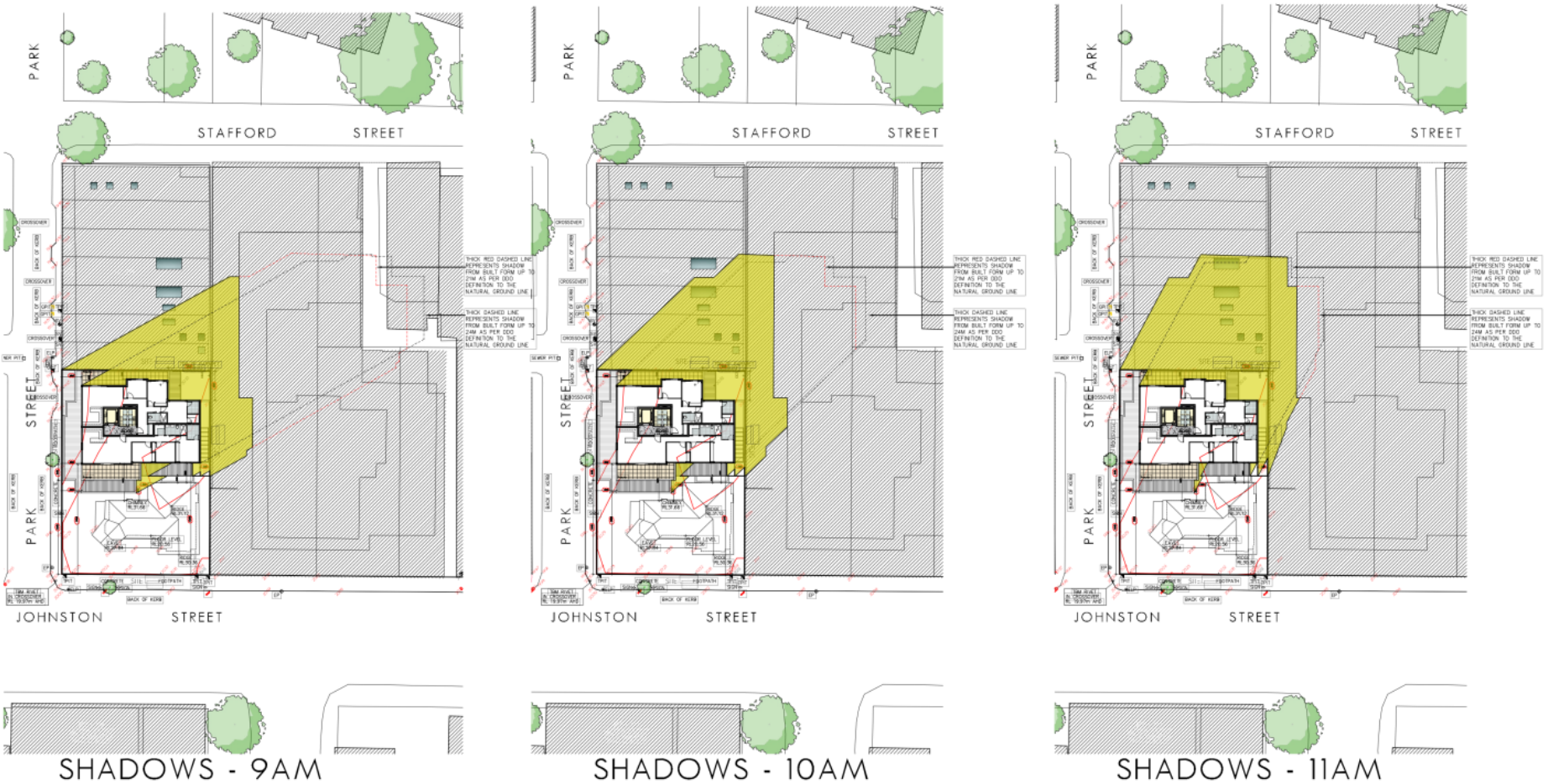
APARTMENTS

265 JOHNSTON STREET, ABBOTSFORD

DRAWING TITLE: SECTION D-D

TPA24 - 24 OF 34 | JOB NO: 19-75 | DATE: 8TH JUNE 2022 | SCALE: 1:100 | DRAWN BY: MATTHEW.A. FOR VCAT | ALL LEVELS ARE TO AUSTRALIAN HEIGHT DATUM

Attachment 3 - PLN20/0626 - 265 Johnston Street Abbotsford - S57A Amendment - Plans



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APARTMENTS

265 JOHNSTON STREET, ABBOTSFORD

DRAWING TITLE: DETAILED SHADOW ANALYSIS - 9.00A.M, 10.00A.M AND 11.00A.M- SEPTEMBER 22

TPA 25 - 25 OF 34 | JOB NO: 19-75 | DATE: 8TH JUNE 2022 | SCALE: 1:300 | DRAWN BY: MATTHEW A. FOR VCAT | ALL LEVELS ARE TO AUSTRALIAN HEIGHT DATUM

Attachment 3 - PLN20/0626 - 265 Johnston Street Abbotsford - S57A Amendment - Plans

LEGEND

PROPOSED SHADOWS

PROPOSED SHADOWS UP TO 24M

EXISTING SHADOWS

SHADOWS - 12 NOON

153 PARK STREET

SHADOW ANALYSIS STATISTICS – SEPTEMBER EQUINOX (22 SEPT)	
TOTAL SECLUDED PRIVATE OPEN SPACE	8.0m²
EXISTING SHADOW SPOS	2.7m²
EXISTING UNSHADOWED SPOS	6.2m²
POST-DEVELOPMENT SHADOWED SPOS	0.6m²
POST-DEVELOPMENT UNSHADOWED SPOS	5.6m²
POST-DEVELOPMENT UNSHADOWED %	62.9%

155 PARK STREET

SHADOW ANALYSIS STATISTICS – SEPTEMBER EQUINOX (22 SEPT)	
TOTAL SECLUDED PRIVATE OPEN SPACE	9.2m²
EXISTING SHADOW SPOS	2.8m²
EXISTING UNSHADOWED SPOS	6.4m²
POST-DEVELOPMENT SHADOWED SPOS	1.2m²
POST-DEVELOPMENT UNSHADOWED SPOS	3.2m²
POST-DEVELOPMENT UNSHADOWED %	34.8%

157 PARK STREET

SHADOW ANALYSIS STATISTICS – SEPTEMBER EQUINOX (22 SEPT)	
TOTAL SECLUDED PRIVATE OPEN SPACE	9.4m²
EXISTING SHADOW SPOS	2.9m²
EXISTING UNSHADOWED SPOS	6.5m²
POST-DEVELOPMENT SHADOWED SPOS	1.4m²
POST-DEVELOPMENT UNSHADOWED SPOS	1.9m²
POST-DEVELOPMENT UNSHADOWED %	20.3%

159 PARK STREET

SHADOW ANALYSIS STATISTICS – SEPTEMBER EQUINOX (22 SEPT)	
TOTAL SECLUDED PRIVATE OPEN SPACE	9.3m²
EXISTING SHADOW SPOS	3.0m²
EXISTING UNSHADOWED SPOS	6.3m²
POST-DEVELOPMENT SHADOWED SPOS	5.7m²
POST-DEVELOPMENT UNSHADOWED SPOS	0.6m²
POST-DEVELOPMENT UNSHADOWED %	6.4%

SHADOWS - 1PM

153 PARK STREET

SHADOW ANALYSIS STATISTICS – SEPTEMBER EQUINOX (22 SEPT)	
TOTAL SECLUDED PRIVATE OPEN SPACE	8.9m²
EXISTING SHADOW SPOS	5.1m²
EXISTING UNSHADOWED SPOS	3.8m²
POST-DEVELOPMENT SHADOWED SPOS	1.4m²
POST-DEVELOPMENT UNSHADOWED SPOS	2.4m²
POST-DEVELOPMENT UNSHADOWED %	27.0%

155 PARK STREET

SHADOW ANALYSIS STATISTICS – SEPTEMBER EQUINOX (22 SEPT)	
TOTAL SECLUDED PRIVATE OPEN SPACE	9.2m²
EXISTING SHADOW SPOS	5.2m²
EXISTING UNSHADOWED SPOS	4.0m²
POST-DEVELOPMENT SHADOWED SPOS	4.0m²
POST-DEVELOPMENT UNSHADOWED SPOS	0.0m²
POST-DEVELOPMENT UNSHADOWED %	0.0%

157 PARK STREET

SHADOW ANALYSIS STATISTICS – SEPTEMBER EQUINOX (22 SEPT)	
TOTAL SECLUDED PRIVATE OPEN SPACE	9.4m²
EXISTING SHADOW SPOS	5.3m²
EXISTING UNSHADOWED SPOS	4.1m²
POST-DEVELOPMENT SHADOWED SPOS	4.1m²
POST-DEVELOPMENT UNSHADOWED SPOS	0.0m²
POST-DEVELOPMENT UNSHADOWED %	0.0%

159 PARK STREET

SHADOW ANALYSIS STATISTICS – SEPTEMBER EQUINOX (22 SEPT)	
TOTAL SECLUDED PRIVATE OPEN SPACE	9.3m²
EXISTING SHADOW SPOS	5.0m²
EXISTING UNSHADOWED SPOS	4.3m²
POST-DEVELOPMENT SHADOWED SPOS	4.3m²
POST-DEVELOPMENT UNSHADOWED SPOS	0.0m²
POST-DEVELOPMENT UNSHADOWED %	0.0%

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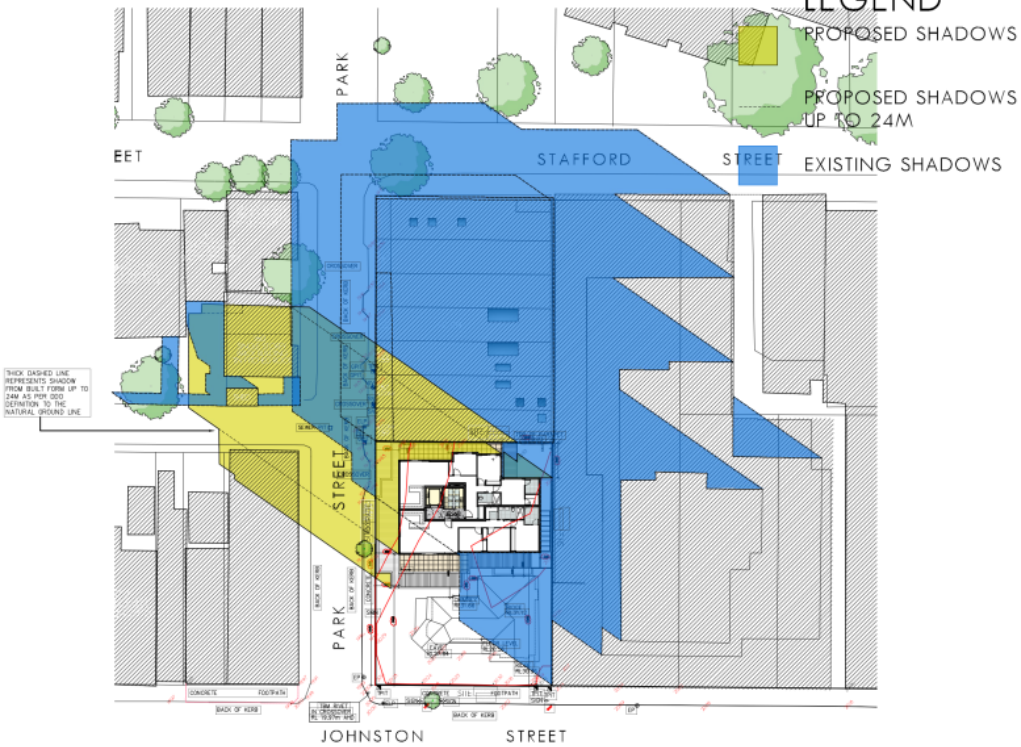
APARTMENTS

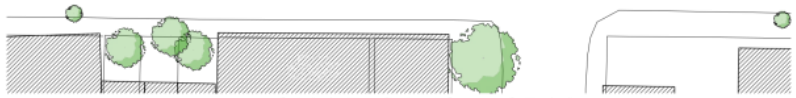
265 JOHNSTON STREET, ABBOTSFORD

DRAWING TITLE:
DETAILED SHADOW ANALYSIS - 12 NOON, 1PM - SEPTEMBER 22

TPA 26 - 26OF 34 | DATE: 8TH JUNE 2022 | DRAWN BY: MATTHEW A. | ALL LEVELS ARE TO AUSTRALIAN HEIGHT DATUM
JOB NO: 19-75 | SCALE: 1:300 | FOR VCAT

Attachment 3 - PLN20/0626 - 265 Johnston Street Abbotsford - S57A Amendment - Plans





SHADOWS - 2PM

153 PARK STREET

SHADOW ANALYSIS STATISTICS – SEPTEMBER EQUINOX (22 SEPT)	
TOTAL SECLUDED PRIVATE OPEN SPACE	8.0m²
EXISTING SHADOW SPOS	8.7m²
EXISTING UNSHADOWED SPOS	0.2m²
POST-DEVELOPMENT SHADOWED SPOS	0.1m²
POST-DEVELOPMENT UNSHADOWED SPOS	0.1m²
POST-DEVELOPMENT UNSHADOWED %	0.1%

155 PARK STREET

SHADOW ANALYSIS STATISTICS – SEPTEMBER EQUINOX (22 SEPT)	
TOTAL SECLUDED PRIVATE OPEN SPACE	9.2m²
EXISTING SHADOW SPOS	8.7m²
EXISTING UNSHADOWED SPOS	0.5m²
POST-DEVELOPMENT SHADOWED SPOS	0.5m²
POST-DEVELOPMENT UNSHADOWED SPOS	0.0m²
POST-DEVELOPMENT UNSHADOWED %	0.0%

157 PARK STREET

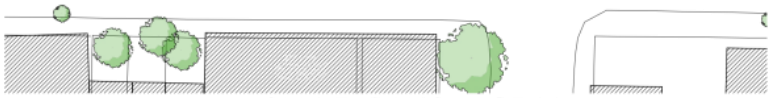
SHADOW ANALYSIS STATISTICS – SEPTEMBER EQUINOX (22 SEPT)	
TOTAL SECLUDED PRIVATE OPEN SPACE	9.4m²
EXISTING SHADOW SPOS	8.8m²
EXISTING UNSHADOWED SPOS	0.6m²
POST-DEVELOPMENT SHADOWED SPOS	0.6m²
POST-DEVELOPMENT UNSHADOWED SPOS	0.0m²
POST-DEVELOPMENT UNSHADOWED %	0.0%

159 PARK STREET

SHADOW ANALYSIS STATISTICS – SEPTEMBER EQUINOX (22 SEPT)	
TOTAL SECLUDED PRIVATE OPEN SPACE	9.3m²
EXISTING SHADOW SPOS	8.1m²
EXISTING UNSHADOWED SPOS	1.3m²
POST-DEVELOPMENT SHADOWED SPOS	1.2m²
POST-DEVELOPMENT UNSHADOWED SPOS	0.0m²
POST-DEVELOPMENT UNSHADOWED %	0.0%

160 PARK STREET

SHADOW ANALYSIS STATISTICS – SEPTEMBER EQUINOX (22 SEPT)	
TOTAL SECLUDED PRIVATE OPEN SPACE	26.5m²
EXISTING SHADOW SPOS	16.2m²
EXISTING UNSHADOWED SPOS	10.3m²
POST-DEVELOPMENT SHADOWED SPOS	10.3m²
POST-DEVELOPMENT UNSHADOWED SPOS	0.0m²
POST-DEVELOPMENT UNSHADOWED %	0.0%



SHADOWS - 3PM

153 PARK STREET

SHADOW ANALYSIS STATISTICS – SEPTEMBER EQUINOX (22 SEPT)	
TOTAL SECLUDED PRIVATE OPEN SPACE	8.0m²
EXISTING SHADOW SPOS	8.0m²
EXISTING UNSHADOWED SPOS	0.0m²
POST-DEVELOPMENT SHADOWED SPOS	0.0m²
POST-DEVELOPMENT UNSHADOWED SPOS	0.0m²
POST-DEVELOPMENT UNSHADOWED %	0.0%

155 PARK STREET

SHADOW ANALYSIS STATISTICS – SEPTEMBER EQUINOX (22 SEPT)	
TOTAL SECLUDED PRIVATE OPEN SPACE	9.2m²
EXISTING SHADOW SPOS	9.2m²
EXISTING UNSHADOWED SPOS	0.0m²
POST-DEVELOPMENT SHADOWED SPOS	0.0m²
POST-DEVELOPMENT UNSHADOWED SPOS	0.0m²
POST-DEVELOPMENT UNSHADOWED %	0.0%

157 PARK STREET

SHADOW ANALYSIS STATISTICS – SEPTEMBER EQUINOX (22 SEPT)	
TOTAL SECLUDED PRIVATE OPEN SPACE	9.4m²
EXISTING SHADOW SPOS	9.4m²
EXISTING UNSHADOWED SPOS	0.0m²
POST-DEVELOPMENT SHADOWED SPOS	0.0m²
POST-DEVELOPMENT UNSHADOWED SPOS	0.0m²
POST-DEVELOPMENT UNSHADOWED %	0.0%

159 PARK STREET

SHADOW ANALYSIS STATISTICS – SEPTEMBER EQUINOX (22 SEPT)	
TOTAL SECLUDED PRIVATE OPEN SPACE	9.3m²
EXISTING SHADOW SPOS	9.3m²
EXISTING UNSHADOWED SPOS	0.0m²
POST-DEVELOPMENT SHADOWED SPOS	0.0m²
POST-DEVELOPMENT UNSHADOWED SPOS	0.0m²
POST-DEVELOPMENT UNSHADOWED %	0.0%

160 PARK STREET

SHADOW ANALYSIS STATISTICS – SEPTEMBER EQUINOX (22 SEPT)	
TOTAL SECLUDED PRIVATE OPEN SPACE	26.5m²
EXISTING SHADOW SPOS	17.4m²
EXISTING UNSHADOWED SPOS	9.1m²
POST-DEVELOPMENT SHADOWED SPOS	9.1m²
POST-DEVELOPMENT UNSHADOWED SPOS	0.0m²
POST-DEVELOPMENT UNSHADOWED %	0.0%

52 STAFFORD STREET

SHADOW ANALYSIS STATISTICS – SEPTEMBER EQUINOX (22 SEPT)	
TOTAL SECLUDED PRIVATE OPEN SPACE	77.0m²
EXISTING SHADOW SPOS	53.7m²
EXISTING UNSHADOWED SPOS	23.3m²
POST-DEVELOPMENT SHADOWED SPOS	12.6m²
POST-DEVELOPMENT UNSHADOWED SPOS	10.7m²
POST-DEVELOPMENT UNSHADOWED %	13.6%

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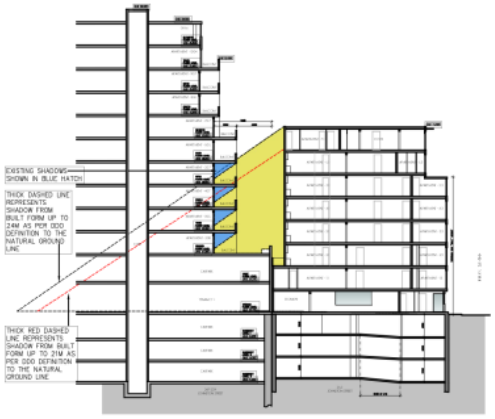
APARTMENTS

265 JOHNSTON STREET, ABBOTSFORD

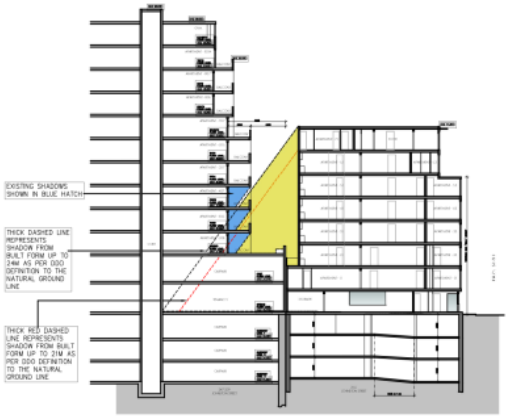
DRAWING TITLE:
DETAILED SHADOW ANALYSIS - 2.00PM, 3.00PM- SEPTEMBER 22

TPA 27 - 27 OF 34 | DATE: 8TH JUNE 2022 | DRAWN BY: MATTHEW A. | ALL LEVELS ARE TO AUSTRALIAN HEIGHT DATUM
JOB NO: 19-75 | SCALE: 1:300 | FOR VCAT

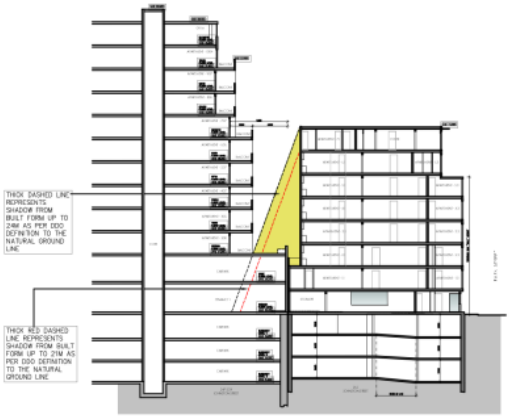
Attachment 3 - PLN20/0626 - 265 Johnston Street Abbotsford - S57A Amendment - Plans



SHADOWS - 9AM



SHADOWS - 10AM



SHADOWS - 11AM

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APARTMENTS

265 JOHNSTON STREET, ABBOTSFORD

DRAWING TITLE:
DETAILED SHADOW CROSS SECTIONS - 9AM, 10AM, 11AM- SEPTEMBER 22

TP427A-27 OF 34 | DATE: 8TH JUNE 2022 | DRAWN BY: MATTHEW A. | ALL LEVELS ARE TO AUSTRALIAN HEIGHT DATUM
JOB NO: 19-75 | SCALE: 1:300 | FOR VCAT

Attachment 3 - PLN20/0626 - 265 Johnston Street Abbotsford - S57A Amendment - Plans

CLAUSE 58 ASSESSMENT LEGEND

FUNCTIONAL LAYOUT

BEDROOM DIMENSIONS

LIVING AREA

ROOM DEPTH

2700MM MIN. CEILING HEIGHT FOR LIVING, DINING AND KITCHEN AREAS MEASURED FROM FINISHED FLOOR LEVEL TO FINISHED CEILING LEVEL, EXCEPT WHERE SERVICES ARE PROVIDED ABOVE THE KITCHEN.

NATURAL CROSS VENTILATION

BREEZE PATH

PRIVATE OPEN SPACE

WINDOWS

STORAGE

ALL APARTMENTS ARE ALLOCATED 4.3M³ MIN. EXTERNAL STORAGE (LOCATED IN BASEMENT)

KITCHEN STORAGE INCLUDES:
- UNDERSIDE OF BENCH
- PANTRY
- OVERHEAD CUPBOARDS

ACCESSIBILITY

GROUND FLOOR PLAN

FIRST FLOOR PLAN

PETRIDIS ARCHITECTS
LEVEL 1 / 173 UPPER HEIDELBERG ROAD
IVANHOE 3079
PH: (03) 9499 8828
EMAIL: office@petridisarchitects.com.au

APARTMENTS

265 JOHNSTON STREET, ABBOTSFORD

DRAWING TITLE:
CLAUSE 58.01 ASSESSMENT 1

TPA 28 - 28 OF 34
JOB NO: 19-75
DATE: 8TH JUNE 2022
SCALE: 1:100
DRAWN BY: MATTHEW A.
FOR VCAT
ALL LEVELS ARE TO AUSTRALIAN HEIGHT DATUM

Attachment 3 - PLN20/0626 - 265 Johnston Street Abbotsford - S57A Amendment - Plans

CLAUSE 58 ASSESSMENT LEGEND

FUNCTIONAL LAYOUT

BEDROOM DIMENSIONS

LIVING AREA

ROOM DEPTH

2700MM MIN. CEILING HEIGHT FOR LIVING, DINING AND KITCHEN AREAS MEASURED FROM FINISHED FLOOR LEVEL TO FINISHED CEILING LEVEL, EXCEPT WHERE SERVICES ARE PROVIDED ABOVE THE KITCHEN.

NATURAL CROSS VENTILATION

BREEZE PATH

PRIVATE OPEN SPACE

WINDOWS

STORAGE

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KITCHEN STORAGE INCLUDES:
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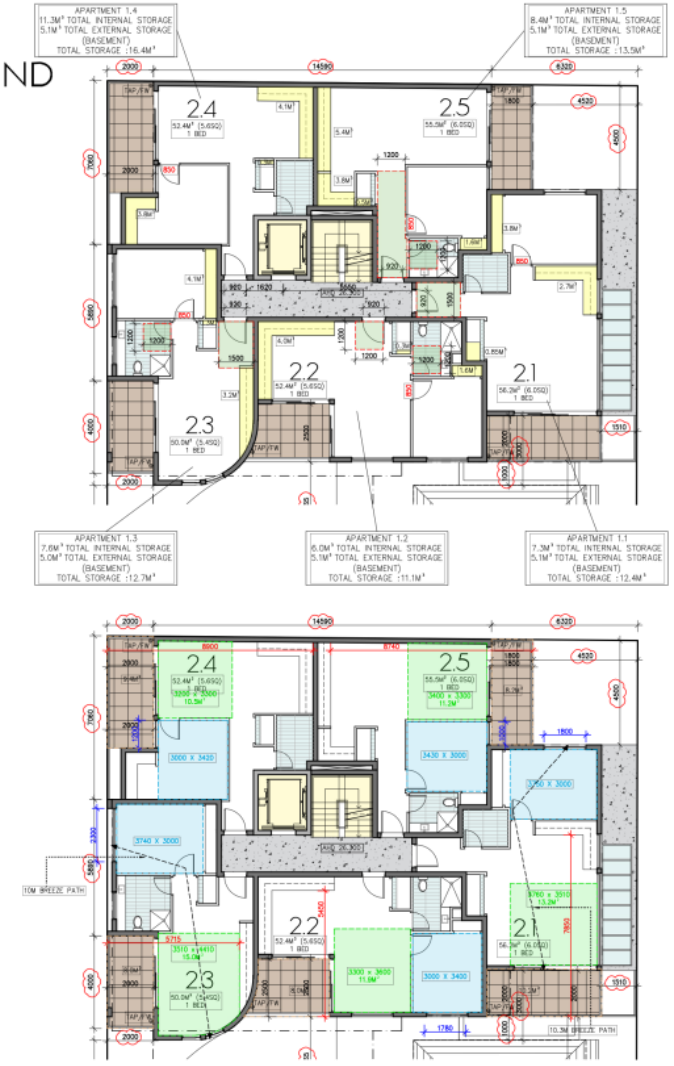
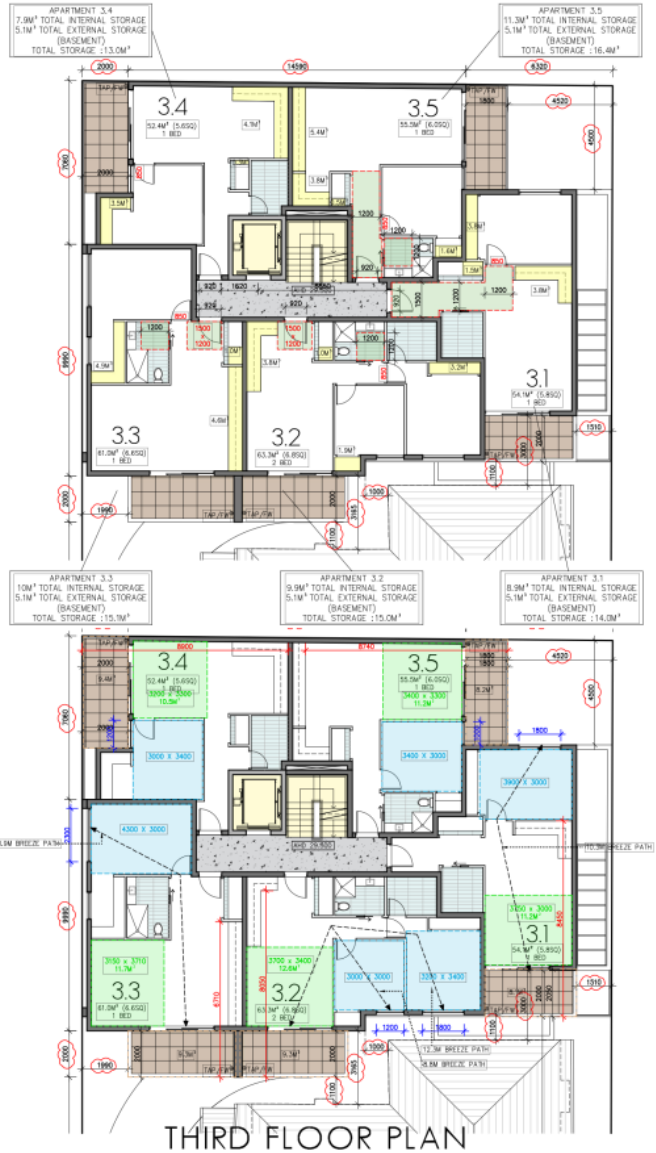
- PANTRY
- OVERHEAD CUPBOARDS

ACCESSIBILITY



SECOND FLOOR PLAN



THIRD FLOOR PLAN
(TYPICAL THROUGH TO SIXTH FLOOR)

PETRIDIS ARCHITECTS
LEVEL 1 / 173 UPPER HEIDELBERG ROAD
IVANHOE 3079
PH: (03) 9499 8828
EMAIL: office@petridisarchitects.com.au

APARTMENTS

265 JOHNSTON STREET, ABBOTSFORD

DRAWING TITLE:
CLAUSE 58.01 ASSESSMENT 2

TPA 29 - 29 OF 34 | DATE: 8TH JUNE 2022 | DRAWN BY: MATTHEW A. | ALL LEVELS ARE TO AUSTRALIAN HEIGHT DATUM
JOB NO: 19-75 | SCALE: 1:100 | FOR VCAT

Attachment 3 - PLN20/0626 - 265 Johnston Street Abbotsford - S57A Amendment - Plans

CLAUSE 58 ASSESSMENT LEGEND

FUNCTIONAL LAYOUT

BEDROOM DIMENSIONS

LIVING AREA

ROOM DEPTH

2700MM MIN. CEILING HEIGHT FOR LIVING, DINING AND KITCHEN AREAS MEASURED FROM FINISHED FLOOR LEVEL TO FINISHED CEILING LEVEL, EXCEPT WHERE SERVICES ARE PROVIDED ABOVE THE KITCHEN.

NATURAL CROSS VENTILATION

BREEZE PATH

PRIVATE OPEN SPACE

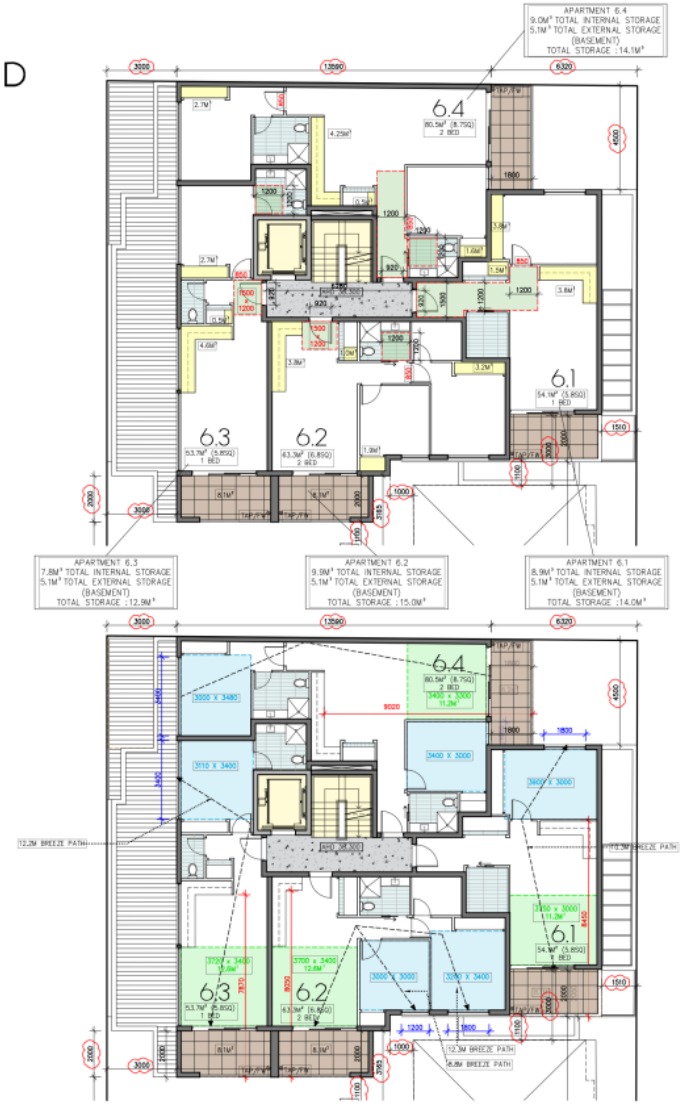
WINDOWS

STORAGE

ALL APARTMENTS ARE ALLOCATED 4.3M³ MIN. EXTERNAL STORAGE (LOCATED IN BASEMENT)

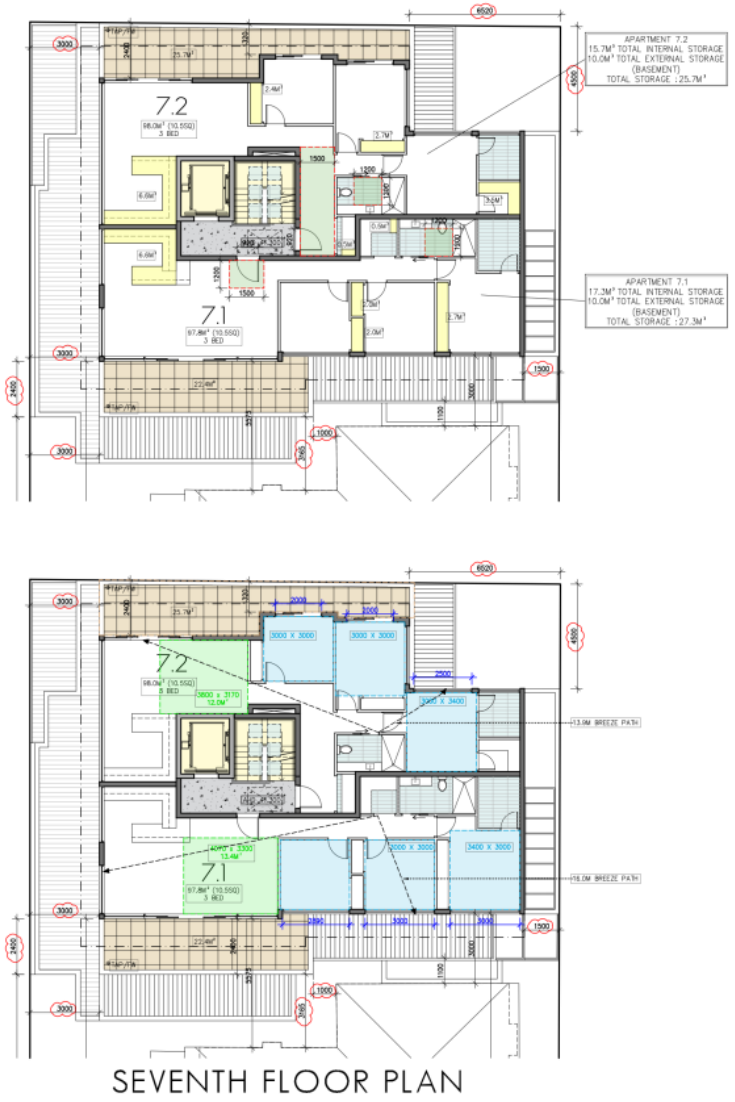
KITCHEN STORAGE INCLUDES:
- UNDERSIDE OF BENCH
- PANTRY
- OVERHEAD CUPBOARDS

ACCESSIBILITY



THIRD FLOOR PLAN

(TYPICAL THROUGH TO SIXTH FLOOR)



SEVENTH FLOOR PLAN

PETRIDIS ARCHITECTS
LEVEL 1 / 173 UPPER HEIDELBERG ROAD
IVANHOE 3079
PH: (03) 9499 8828
EMAIL: office@petridisarchitects.com.au

APARTMENTS

265 JOHNSTON STREET, ABBOTSFORD

DRAWING TITLE:
CLAUSE 58.01 ASSESSMENT 3

TPA30 - 30 OF 34
JOB NO: 19-75
DATE: 8TH JUNE 2022
SCALE: 1:100
DRAWN BY: MATTHEW A.
FOR VCAT

ALL LEVELS ARE TO AUSTRALIAN HEIGHT DATUM

N

Attachment 3 - PLN20/0626 - 265 Johnston Street Abbotsford - S57A Amendment - Plans

VIEW 1

VIEW 2

PETRIDIS
LEVEL 1 / 173 UPPER HEIDELBERG ROAD
IVANHOE 3079
PH: (03) 9499 8838
EMAIL: office@petridisarchitects.com.au

APARTMENTS

265 JOHNSTON STREET, ABBOTSFORD

DRAWING TITLE:
3D PHOTO MONTAGE

TPA31 - 31 OF 34
JOB NO: 19-75
DATE: 8TH JUNE 2022
SCALE: 1:300
DRAWN BY: MATTHEW A.
FOR VCAT

ALL LEVELS ARE TO AUSTRALIAN HEIGHT DATUM

N

Attachment 3 - PLN20/0626 - 265 Johnston Street Abbotsford - S57A Amendment - Plans

VIEW 3

VIEW 4

PETRIDIS
LEVEL 1 / 173 UPPER HEIDELBERG ROAD
IVANHOE 3079
PH: (03) 9499 8838
EMAIL: office@petridisarchitects.com.au

APARTMENTS

265 JOHNSTON STREET, ABBOTSFORD

DRAWING TITLE:
3D PHOTO MONTAGE

TPA32 - 32 OF 34
JOB NO: 19-75
DATE: 8TH JUNE 2022
SCALE: 1:300
DRAWN BY: MATTHEW A.
FOR VCAT

ALL LEVELS ARE TO AUSTRALIAN HEIGHT DATUM

N

Attachment 3 - PLN20/0626 - 265 Johnston Street Abbotsford - S57A Amendment - Plans

VIEW 5

VIEW 6

PETRIDIS
LEVEL 1 / 173 UPPER HEIDELBERG ROAD
IVANHOE 3079
PH: (03) 9499 8836
EMAIL: office@petridisarchitects.com.au

APARTMENTS

265 JOHNSTON STREET, ABBOTSFORD

DRAWING TITLE:
3D PHOTO MONTAGE

TPA33 - 33OF 34
JOB NO: 19-75
DATE: 8TH JUNE 2022
SCALE: 1:300
DRAWN BY: MATTHEW A.
FOR VCAT
ALL LEVELS ARE TO AUSTRALIAN HEIGHT DATUM

Attachment 3 - PLN20/0626 - 265 Johnston Street Abbotsford - S57A Amendment - Plans

PETRIDIS
LEVEL 1 / 173 UPPER HEIDELBERG ROAD
IVANHOE 3079
PH: (03) 9499 8838
EMAIL: office@petridisarchitects.com.au

APARTMENTS

265 JOHNSTON STREET, ABBOTSFORD

DRAWING TITLE:
3D PHOTO MONTAGE

TPA34 - 34 OF 34
JOB NO: 19-75
DATE: 8TH JUNE 2022
SCALE: 1:300
DRAWN BY: MATTHEW A.
FOR VCAT

ALL LEVELS ARE TO
AUSTRALIAN HEIGHT DATUM

N

Traffic Solutions

22 July 2021

Evan Boloutis
EB Traffic Solutions Pty Ltd
evan@ebtraffic.com.au
0408 395 729

Mr Matthew Aforozis
matthew.a@petridisarchitects.com.au

Dear Mr Aforozis

ADDENDUM TRAFFIC ASSESSMENT: 265 JOHNSTON STREET, ABBOTSFORD

The traffic assessment has been based upon:

- Australian Standard, AS 2890.3:2015;
- Yarra Council, Planning Referral comments, Ref: PLN20/0626, dated 11 February 2021; and
- Layout plans of the proposed development prepared by Petridis Architects, Job 19-75, Dwg TPA09, dated 15 March 2021 and Dwg TPA10, dated 17 February 2021.

The following traffic assessment examines the required and proposed bicycle parking facilities and electric vehicle charge points provided on the development site.

The layout plans used as a basis for the assessment are shown in **Attachment A**,

Reference to Council's internal assessment indicates, amongst other things, that:

Adequacy of visitor spaces

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

- The number of visitor bicycle spaces is not specified in the Traffic report or noted on the plans. A total of 46 bicycle spaces are provided at various locations at the ground floor and basement 1. It is assumed that the 4 bicycle spaces adjacent to the café dining area are intended for use by visitors to the site.
- Council's best practice rate[1] recommends a total of 8 visitor spaces for the development. As such, it is recommended that a minimum of 4 bicycle hoops are provided within the property boundary, which could include the 2 hoops proposed adjacent to the café dining area and 2 hoops adjacent to the walkway area, as these areas are visible and accessible to visitors of the site.
- All visitor bicycle spaces are provided as a horizontal at-grade space and appear to be in accordance with access and clearance requirements of AS2890.3.

Reference to the layout plans indicate that two bicycle hoops have been provided adjacent to the café (4 bicycle spaces) and two bicycle hoops (4 bicycle spaces) provided adjacent to the walkway area for visitors, which have been provided in accordance with the dimensional requirements set out in AS 2890.3:2015.

Number of spaces

The number of employee / resident spaces has not been specified. It is assumed that 42 of the bicycle spaces proposed are intended for resident / employee use, which meets Council's best practice rate[2] recommendation of 35 resident / employee spaces.

Reference to the layout plans indicate that 38 bicycle spaces have been provided for residents/employees, which are distributed as follows;

- 12 bicycle hoops (24 spaces) have been provided at ground level;
- Three secured bicycle spaces on the west side of the café;
- Five bicycle hoops (10 spaces) within the basement level 1 car park; and
- One bicycle space for the G1 dwelling on the ground floor.

Design and location of resident / employee spaces and facilities

The following comments are provided in relation to the location and design of resident / employee bike parking:

- 10 resident spaces are provided at the basement level 1 and 32 spaces are provided at various locations at the ground floor. Pursuant to Clause 52.34-3 & Australian Standard AS2890.3 bicycle spaces must be provided in a bicycle locker or in a lockable compound. As such, all employee / resident bicycle spaces must be consolidated into a secure facility (i.e. access to the bicycle parking is with a key or swipe card) and ideally be located at the ground floor level.
- Given the layout of employee / resident bicycle spaces will need to be revised to provide bicycle parking within a secure facility, a detailed assessment of the proposed spaces in accordance with clearance and access requirements AS2890.3 has not been undertaken.
- All resident / employee spaces are provided as horizontal at-grade racks which satisfies the AS2890.3 requirement for at least 20% of bicycle storage spaces to be provided as horizontal at ground-level spaces.

Reference to the layout plans indicate that the following distribution of employee/visitor bike spaces have been provided on the development site:

Employees

- 12 bicycle hoops (24 spaces) have been provided at ground level;
- Three secured bicycle spaces on the west side of the café;
- Five bicycle hoops (10 spaces) within the basement level 1 car park; and
- One bicycle space for the G1 dwelling on the ground floor.

Visitors

- two bicycle hoops have been provided adjacent to the café (4 bicycle spaces); and
- two bicycle hoops (4 bicycle spaces) provided adjacent to the walkway area for visitors,

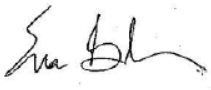
It is considered that the location of these spaces within the boundary of the development site would correspond to secure spaces, with the onus on the user to provide a lock to then securely attach their bicycle to the bicycle rack, as is commonplace in all similar bike rack facilities.

Electric Vehicles

Council's BESS guidelines encourage the use of fuel efficient and electric vehicles (EV). The plans note that electrical wiring will be provided at two parking bays, which is supported. However, to allow for easy future provision for EV charging, it is recommended that all car parking bays should be electrically wired to be 'EV ready'. This does not mean car parking bays must be fitted with chargers, but that the underlying wiring infrastructure is in place to allow future owners and tenants to easily install a charger. For this purpose, the following should be installed:

Reference to the layout plans indicate that the basement car park layout plans have been annotated indicating that '*all car spaces to contain underlying wiring infrastructure for potential future installation of electric vehicle chargers*'.

It is further noted that car space 4 (apartment 43) and car space 5 (apartment 51) are shown annotated on the layout plans that '*electrical power connection chargers for electric vehicle infrastructure.*'



Evan Boloutis
Director
EB Traffic Solutions Pty Ltd

B.Eng (Civil), MEng Sc (Traffic), MBA

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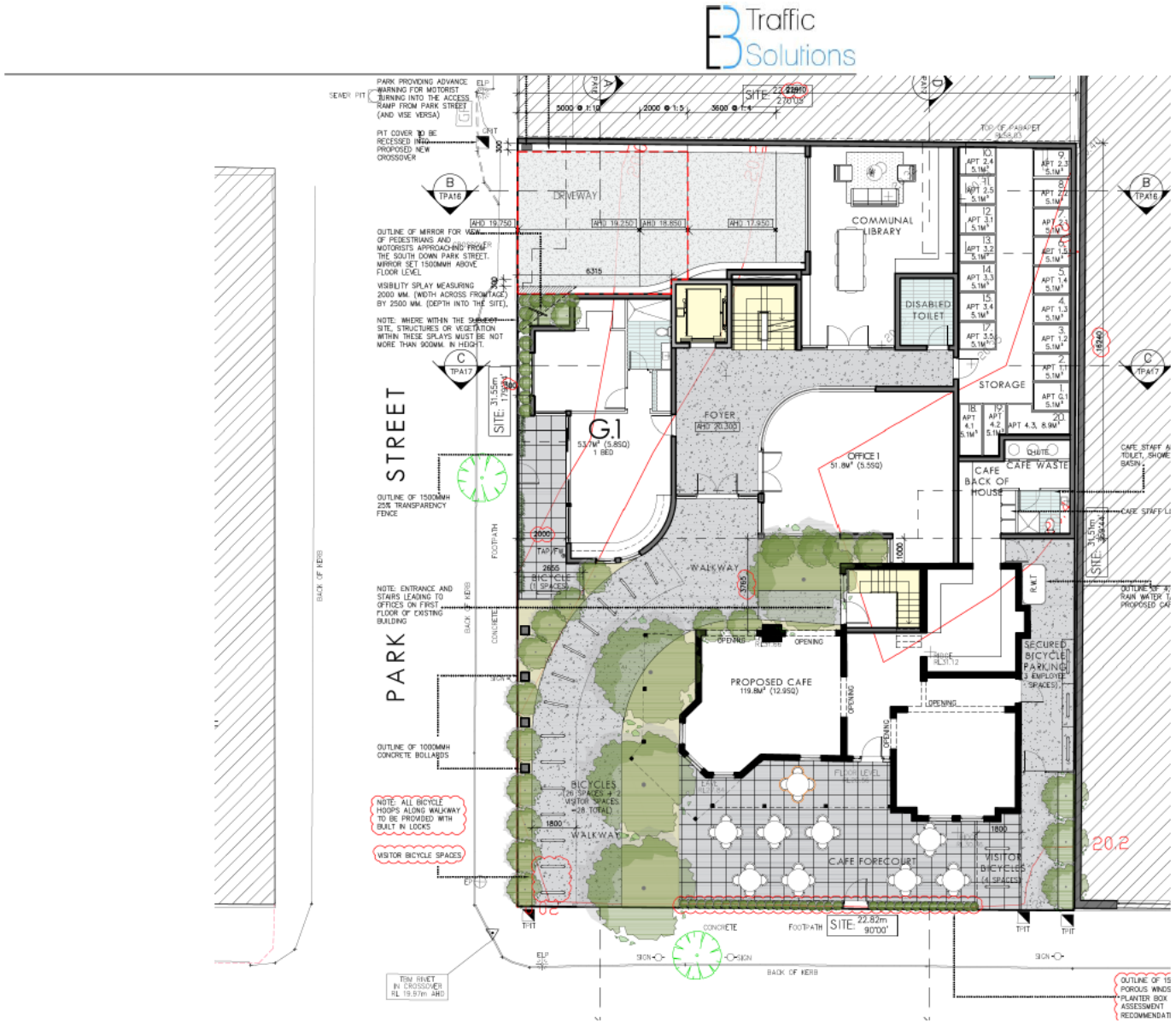
Traffic Solutions

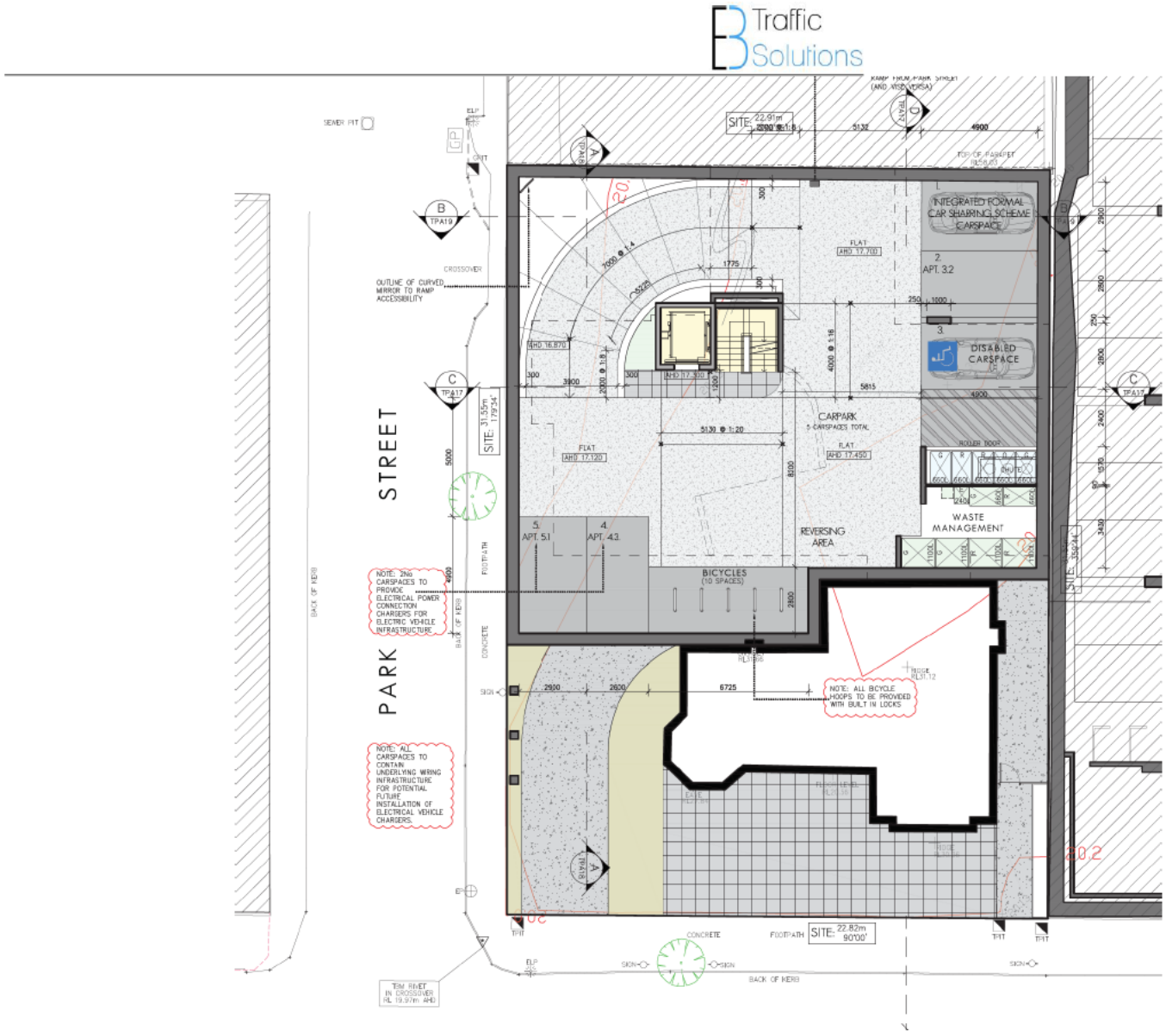
ATTACHMENT A

PROPOSED BICYCLE PARKING FACILITIES

Attachment 4 - PLN20/0626 - 265 Johnston Street Abbotsford - Traffic Report - Original



Attachment 4 - PLN20/0626 - 265 Johnston Street Abbotsford - Traffic Report - Original



Attachment 5 - PLN20/0626 - 265 Johnston Street Abbotsford - S57A Amendment - Traffic Report

Traffic Solutions

22 July 2021

Evan Boloutis
EB Traffic Solutions Pty Ltd
evan@ebtraffic.com.au
0408 395 729

Mr Matthew Aforozis
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Attachment 5 - PLN20/0626 - 265 Johnston Street Abbotsford - S57A Amendment - Traffic Report

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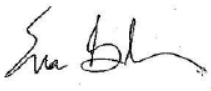

Evan Boloutis
Director
EB Traffic Solutions Pty Ltd

B.Eng (Civil), MEng Sc (Traffic), MBA

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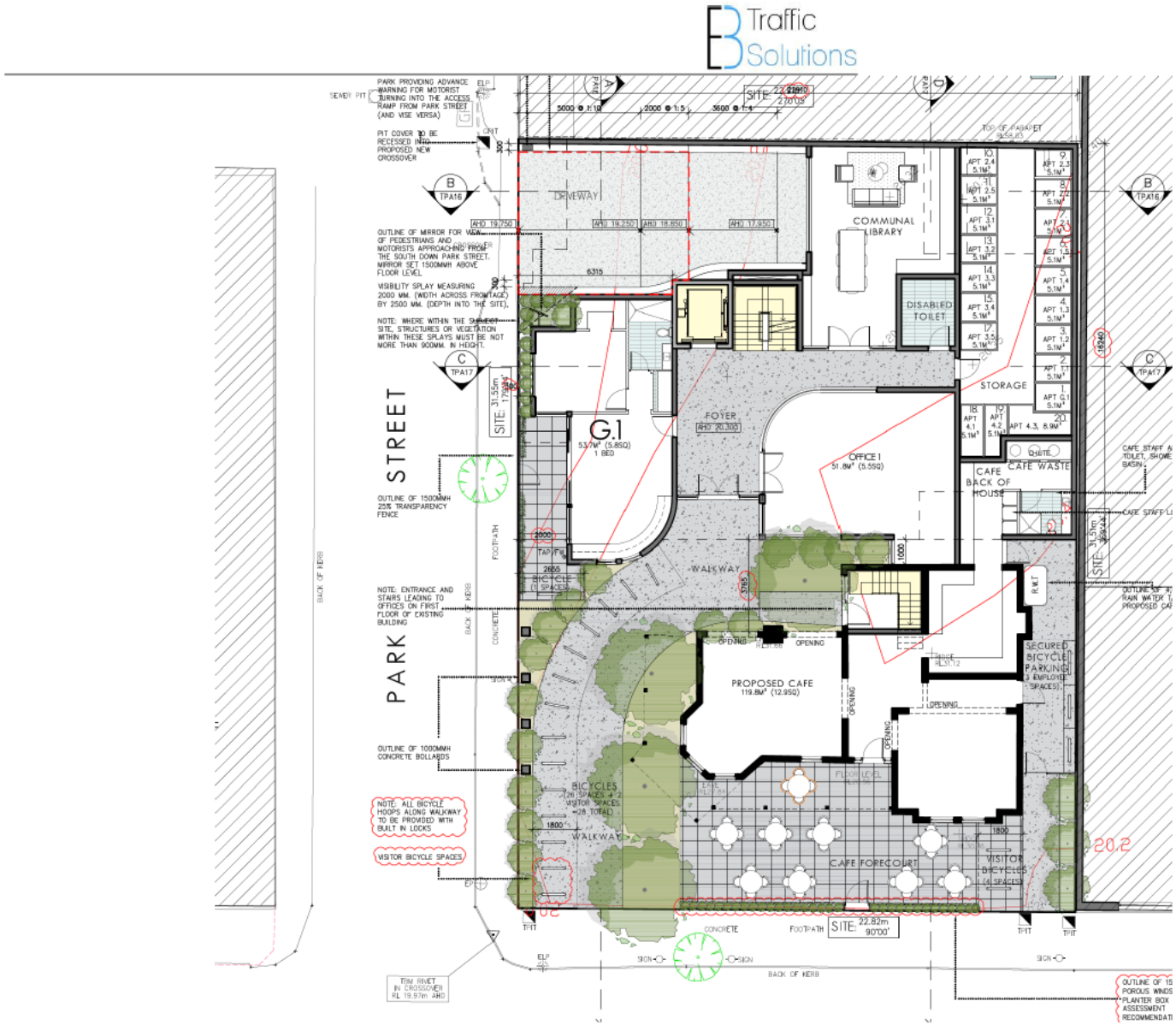
Attachment 5 - PLN20/0626 - 265 Johnston Street Abbotsford - S57A Amendment - Traffic Report

Traffic Solutions

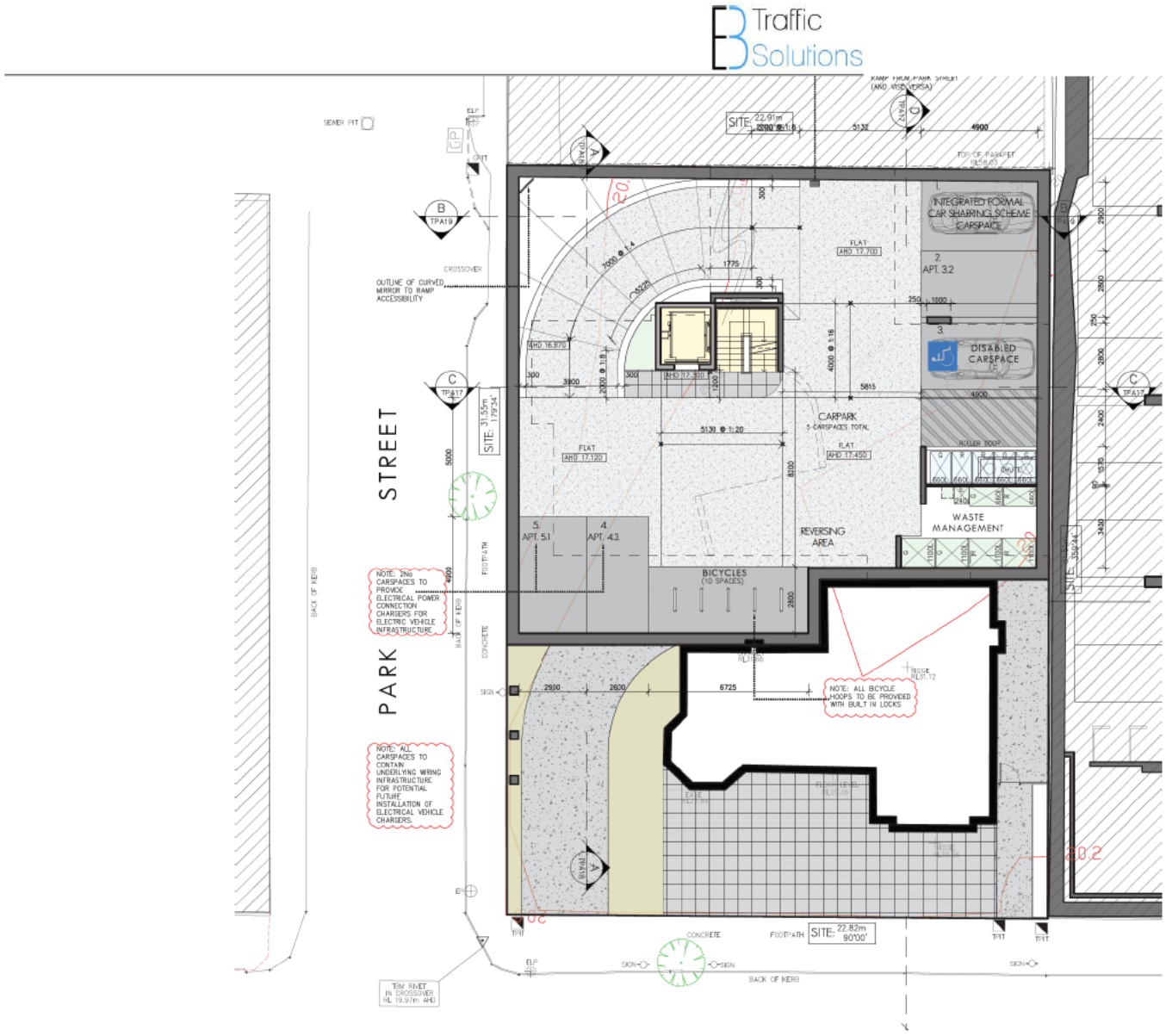
ATTACHMENT A

PROPOSED BICYCLE PARKING FACILITIES

Attachment 5 - PLN20/0626 - 265 Johnston Street Abbotsford - S57A Amendment - Traffic Report



Attachment 5 - PLN20/0626 - 265 Johnston Street Abbotsford - S57A Amendment - Traffic Report



Attachment 6 - PLN20/0626 - 265 Johnston Street Abbotsford - S57A Amendment - ESD Report

lid Low Impact Development Consulting

Environmentally Sustainable Design

Sustainability Management Plan for:

265 Johnston St, Abbotsford

Prepared for: Petridis Architects
Prepared by: FM – Low Impact Development Consulting

28/10/2021

e: info@lidconsulting.com.au
p: 03 9016 9486
a: Suite 7, 252 St Georges Rd, Fitzroy North Vic 3068
w: www.lidconsulting.com.au

Attachment 6 - PLN20/0626 - 265 Johnston Street Abbotsford - S57A Amendment - ESD Report

Version	Date	Description	Prepared by
1.0	3/07/2020	**Draft**	**FM**
1.1	9/07/2020	**Draft**	**FM**
2.0	14/08/2020	**For issue**	**FM**
2.1	28/10/2021	**For Issue**	**CH**

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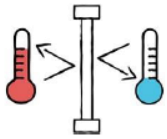
The content of this document represents the entirety of work output or recommendations offered by LID Consulting for this particular project. This content supersedes all other verbal discussions undertaken by LID Consulting representatives in relation to this project.

Commercial waste calculations are based on rates provided by government organisations and adopted and used as an industry standard. Bin numbers and spatial requirements have been calculated in accordance with these guidelines. The end user requirements may vary from this depending on the business use, type and operational practice.

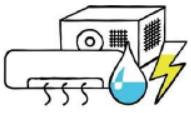
Attachment 6 - PLN20/0626 - 265 Johnston Street Abbotsford - S57A Amendment - ESD Report

Development highlights

Energy efficient dwellings that achieve 7.5 Stars average

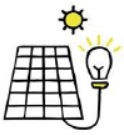


Improved energy efficiency - use of double glazed windows



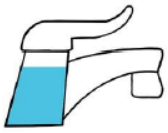
Energy and water efficient heating and cooling

Energy efficient electric hot water service

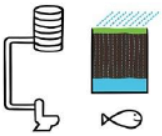


Renewable energy 14kW PV Panels

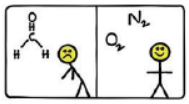
Potable (drinking) water savings – 16kL total Rainwater tank storage connected to toilets



Potable (drinking) water efficient fixtures



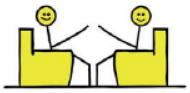
Onsite water use and infiltration - Best Practice Stormwater treatment



Improved indoor air quality due to reduced use of off-gassing materials

Daylight maximised for this design

Excellent access to public transport

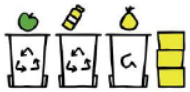


Communal meeting space

Avoidance of use of rainforest timbers

Environmentally friendly materials choices

Tap on balconies to help facilitate balcony vegetation



Separate waste stream and recycling facilities

Icons copyright LID Consulting

Attachment 6 - PLN20/0626 - 265 Johnston Street Abbotsford - S57A Amendment - ESD Report

Contents

Executive summary i
1 Energy Efficiency 1
2 Indoor Environment Quality 7
3 Water Conservation 11
4 Stormwater Management 12
5 Material Selection 14
6 Location and Transport 17
7 Waste Management 21
8 Urban Ecology 24
9 Management, Innovation and Community Benefit 26
Appendix 1 - BESS Report 28
Appendix 2 - STORM Report 56
Appendix 3 - STORM Area proof 57
Appendix 4 - Residential Daylight Assessment 58
Appendix 5 - Non-residential Daylight Assessment Mark-up 60
Appendix 6 - Natural ventilation 61
Appendix 7 - Landscape plan components 62
Appendix 8 - Preliminary Office energy rating (Section J Façade calculator) 63
Appendix 9 - Preliminary residential energy ratings 65

Attachment 6 - PLN20/0626 - 265 Johnston Street Abbotsford - S57A Amendment - ESD Report

Executive summary

Project summary

This ESD report is for the proposed mixed-use residential development of at 265 Johnston St, Abbotsford and is based on the drawing set provided by Petridis Architects on the 20th September 2021. This report addresses the environmentally sustainable development requirements under Clause 22.17 of the Yarra City Council Planning Scheme, demonstrating best practice energy performance, water efficiency, indoor environment quality, stormwater management, sustainable transport, waste management and urban ecology.

This sustainability report details measures that meet and often exceed mandatory Environmentally Sustainable Design (ESD) requirements for this type of mixed-use residential development. The body of the report contains a full list of ESD initiatives to be included in the development. A summary of the major ESD initiatives committed to are included below:

- Net Zero carbon / carbon neutral capability
  - The apartment and office development will be future proofed and built to enable net zero carbon emissions capability in operation. The project has electricity rather than gas as it's fuel source for all of energy uses: space heating, hot water heating and cooking.
- Energy
  - Energy efficient dwellings that exceed 6-star average rating requirement, and will achieve 7.5 Stars average.
  - Improved energy efficiency double glazed windows throughout the development
  - Energy efficient heating and cooling systems beyond minimum standards
  - Energy efficient hot water measures
  - Renewable energy Photovoltaic (PV) Panels of 14kW
  - An Allume power share system will be installed to optimise the use of solar PV power or an embedded network will be established by the developer (and managed by the owners corporation) for this development that will purchase only 100% carbon neutral energy. (Innovation credit)
- Water
  - On-site water use and infiltration measures to meet CSIRO Best Practice Stormwater Management (Water Sensitive Urban Design) treatment quality requirements
  - Rainwater tank(s) of 16kL combined capacity connected to toilets to reduce potable water consumption
  - Potable (drinking) water saving measures including low flow toilets, showers and taps
- Indoor Environment Quality (IEQ)
  - Daylight levels assessed to Best Practice standards
  - Reduced indoor pollutants from the use of low off-gassing materials such as low VOC paints and adhesives, and low formaldehyde products
- Sustainable materials
  - Avoidance of the use of endangered rainforest timbers in this development.
  - Use of more environmentally friendly material alternatives for concrete, insulation and other building components
- Sustainable transport
  - Electric vehicle skeleton infrastructure will be provided to all parking spaces to simplify tenant future charger installations. (Innovation credit)

    - One EV charging unit will be installed
- Urban ecology
    - Retention/inclusion of significant vegetation for Urban Heat Island benefits

Generally, other non-mandatory guidelines and good design principles (eg. Green Star and concepts) have also been incorporated where deemed to be relevant in respect to the scope and nature of this development. This encourages further levels of sustainability above and beyond the mandatory requirements.

The proposed development advances basic sustainability principles by increasing the potential use of the site, in line with the surrounding environment. In the context of rising living costs and a need to limit use of material, energy and land resources, the proposed development enables a more affordable and energy efficient model of housing. The expected design life of this development would be in excess of 40 years.

Mandatory guidelines and tools addressed in this report as relevant to sustainability include:

- National Construction Code (NCC) / Building Code of Australia (BCA) Volume One Section J and Volume Two part 3.12 as relevant;
- Victorian Planning Policy (VPP) and Local Planning Policy (LPP) clauses including
    - 11 Settlement
    - 12 Environmental and Landscape Values
    - 15.02-1S Energy and Resource Efficiency
    - 18.02-R Sustainable Personal Transport
    - 19.01-2R Renewable Energy – Metropolitan Melbourne
    - 22.17 Environmentally Sustainable Development
    - 22.16 Stormwater Management (WSUD)
    - 53.18 Stormwater Management in Urban Development
    - 58 Apartment Developments (of 5 or more storeys)
- Built Environment Sustainability Scorecard (BESS); and
- The STORM assessment.

The proposed development will address the relevant ESD requirements of the above planning scheme provisions.

Results summary

Further to the above initiatives and in conjunction with others listed in this report, the development was assessed using the 'Built Environment Sustainability Scorecard' (BESS), obtaining a total score of **70% and passing all mandatory categories**. A score of 50% or greater (including compliance under water, energy, stormwater and IEQ categories) demonstrates a Best Practice environmentally sustainable development.

Commitment & documentation on plans

The "ESD initiatives" in each section can be included in a notes box on the plans, or the report can be referenced in a single note, such as: "The ESD report associated with these plans forms a part of the town planning submission, it is therefore required to be read in conjunction with drawings' notes and specifications, and applied accordingly."

Where applicable, also indicate on the relevant parts of the plans the water tank size and location, raingarden size and location, shading devices, the openable component of a window, air-conditioners condensers, clotheslines, bicycle racks, external materials, solar

panels, hot water system type, car park CO sensor, EV charging station and other relevant readily shown items.

Abbreviations used in this report include:

- BCA – Building Code of Australia
- SDAPP – Council Sustainable Design Assessment in the Planning Process
- SDS – Sustainable Design Scorecard
- BESS – Built Environment Sustainability Scorecard
- BADS – Better Apartment Design Standards (Victorian Planning Provision Clause 55.07 and Clause 58)

Attachment 6 - PLN20/0626 - 265 Johnston Street Abbotsford - S57A Amendment - ESD Report

1 Energy Efficiency

Goals

- To improve the efficient use of energy by ensuring the development demonstrates potential for ESD initiatives at the planning stage
- To reduce total operating greenhouse gas emissions
- To reduce energy peak demand through particular design measures (e.g. appropriate building orientation, shading to glazed surfaces, optimise glazing to exposed surfaces, space allocation for solar panels and external heating and cooling

Initiatives

Energy Rating	Current mandatory 6-star average (5 star minimum) energy efficiency requirements for class 2 dwellings will be exceeded. The development dwellings will achieve or exceed an average of 7.5 Stars across the project which will be demonstrated with preliminary energy ratings on all dwellings. As design changes are likely due to council feedback, the preliminary energy ratings will be completed once feedback has been received.	SDAPP – Energy efficiency / BESS tool / BCA (Exceeded)
Maximum Cooling Loads	Dwellings in the proposed development will meet the maximum cooling load requirement for the relevant climate zone. This development is located in NatHERS climate zone '21 – Melbourne' with an annual cooling limit of 30MJ/m².	Planning scheme clause 55.07-1 / 58.03-1
General insulation comments (residential)	Insulation installed in residential dwellings will meet minimum BCA requirements as appropriate to meet minimum 5-Star and average 7.5-Star energy ratings.	BCA Part 3.12 / Part J
Improved building fabric, heating and cooling, and hot water supply – non-residential	The proposed development will achieve improvements on the Deemed to Satisfy (DtS) requirements of NCC 2019 Section J, including: • 10% improvement on NCC floor and ceiling insulation; • Heating and cooling systems within 85% of the best CoP/EER available (or within one star) for the required capacity; and • Water heating systems within one star of the best available, or 85% of the	BCA Part J, BESS Energy

	performance of the best available for the required capacity. The walls and glazing in the proposed development will meet the required NCC2019 façade calculator.	
Building sealing	Building sealing will be to BCA standards including the following or equivalent: compressible foam or similar seals provided around doorways from conditioned to non-conditioned spaces, draft protection devices along the bottom edge of external swing doors, multi-fit cable and pipe seals/adhesive membrane grommets for sealing around pipes or conduits passing through the building envelope, and exhaust fans will have self-closing dampers fitted. Building sealing prevents un-intended heat gain or heat loss.	Part J
	No power data points etc. will be installed on external walls where insulation removal for electrical safety would compromise the external wall envelope. Alternatively, if installed, acoustic fire rated wall boxes will be installed behind these power and data points.	Additional sustainability practice
Hot water supply	The hot water supply for residences will be from gas instantaneous units (minimum 6 stars energy efficiency) units. The hot water units will be located centrally but will be connected to a highly insulated ring main to ensure pipe runs are short to all outlets and cold-water wastage is minimised when hot water taps are first turned on.	SDAPP - Energy efficiency / BESS tool
Heating and cooling	Heating and cooling will be efficient inverter reverse cycle air-conditioners and selected to be within 1 star of the best available system on the market of relevant size/capacity.	SDAPP - Energy efficiency / BESS tool
Windows	Windows will be aluminium double glazing as required to meet energy efficiency ratings/performance.	NCC-BCA Section J, NatHERS

	Windows to be retained will be serviced to ensure they are opening easily and that seals are in good condition. For more details on windows see IEQ natural ventilation in this report.	
External shading	North facing windows are generally shaded by balconies above. This shading prevents summer sun radiating into living space windows whilst allowing winter sun to penetrate into the space.	Additional sustainability practice
Natural ventilation	Where provided, one window or sliding door included on each elevation to each room will be openable to provide natural ventilation and reduce the need for mechanical cooling. The openable component is to be shown on the plans.	Additional sustainability practice
Carpark ventilation	The carpark roller door will contain openings and allow for natural ventilation in order to reduce the need for operation of mechanical ventilation system.	Additional sustainability practice
CO sensors	Carbon monoxide sensors will be installed in carparks to control variable speed fan drives and save energy	BESS
Lighting in dwellings	Lighting density in dwellings will be reduced to at least 20% below the maximum allowed by the BCA 2019.	BCA Part J6 – Additional sustainability practice
Lighting	Lighting density throughout the development will be within the Building Code of Australia (BCA) 2019 maximums. These are significantly lower than BCA 2016 maximums ie: • 1.5W/m2 rather than 8W/m2 for storage • 2.5W/m2 or 4.5Wm2 rather than 7W/m2 or 9W/m2 for offices • 14W/m2 rather than 22W/m2 for retail • 2W/m2 rather than 6W/m2 for carpark • 5W/m2 rather than 8W/m2 for common areas such as corridors).	BCA Part J6 – Mandatory

	The very significant improvement in LED lighting over recent years allows this gain without a loss in illuminance.	
Lighting switching in perimeter zones	Lighting in a natural lighting zone within 3m of a window will be separately controlled from artificial lighting in a separate zone not adjacent to windows	BCA Part J6 – Additional sustainability practice
External lighting	External lighting to paths and driveways/carparks will have a daylight sensor and either timer or motion sensors installed.	BCA Part J6
Clothes drying facilities	Indoor clothes drying rails will be incorporated in the European laundries in each dwelling to remove the need for electric dryers. These rails will operate much like a wardrobe rail that allows clothes to be hung on shirt hangers above the laundry tub. Where this is not suitable external retractable clothes lines will be installed on balconies.	BESS tool
Energy and water efficient dishwashers	Where installed dishwashers will be minimum 4.0 star energy and 4.0 star water.	Green Star
Individual metering of services	Electricity will be individually metered for each dwelling, and other tenancy ensuring energy saving behaviour is rewarded.	Additional sustainability practice
Alternative energy source Solar PV panels	Alternative energy source Solar PV panels of 14kW capacity will be installed to supply power to the development.	BESS tool
Power distribution system or embedded network and 100% renewable energy purchase	**Innovation points** An Allume (or equivalent) power distribution system will be installed to optimise the use of solar PV power. Alternatively an embedded network will be set up by the developer (who establishes the owners corporation) for the electricity supply to the development. The embedded network will purchase 100% renewable energy for the building.	Additional sustainability practice

Additional Details

Maximum Cooling Loads	The proposed development commits to achieving the maximum cooling load for the climate zone '21 - Melbourne' of 30MJ/m² per annum per clause '55.07-1 Energy Efficiency'. Cooling loads for each dwelling will be assessed during the building certification energy ratings and adjusted as appropriate. Should a reduction in a dwelling cooling loads be required there is potential for this development to adapt through the specification of higher performing glazing and/or improved local shading as appropriate. Further information is contained within the appendices.
Hot water meters in apartments	Meters are usually installed in a Common area such as a hallway cupboard, garage, basement, behind a ceiling or wall access panel in the foyer or in the corridor on each floor. In some cases, meters can be installed in apartments, or alternatively . These can often be located under the sink or vanity unit inthe bathroom or behind a hidden access panel in the wall. Refer to Origin Energy's fact sheet Information about your Hot Water meter https://www.originenergy.com.au/content/dam/origin/residential/docs/hot-water/your-centralised-hot-water.pdf
Equivalent annual COP/EER	Star rating is voluntary for 3 phase air-conditioning systems, the below table provides the equivalent annual coefficient of performance and/or energy efficiency ratio

Star rating	ACOP/AEER
1	2.75
1.5	3
2	3.25
2.5	3.5
3	3.75
3.5	4
4	4.25
4.5	4.5
5	4.75
5.5	5
6	5.25

Downlights	Previously, downlights were installed with clearances around the fitting leaving gaps in the ceiling insulation. This created a point undesirable for heat losses and gains to occur. By installing IC rated downlights, the insulation can be installed without interruption over the downlight. Example stockists include:

- **Beacon Lighting** Commercial (Victorian head office: 8415 0277 or visit http://www.beaconlightingcommercial.com.au/lighting/lighting-tips-1/ic-rating.html). LEDlux models City, Comparda, Element, Infinity and Tone models are IC rated.
- **Rexel Electrical** (Melbourne CBD store: 9670 5522). Atom lighting models AT9012, AT9015, AT9016, AT9020, AT9021, AT9022, AT9027 are IC rated. For technical information, contact Atom lighting head office on (07) 5537 1022
- **Cetnaj** (South Melbourne Store: 8632 3100). SAL Sunny Australia Lighting: The Ecogem S9041 model is IC rated and able to be covered by insulation.
- **Bunnings** (Victorian head office: 8831 9777 or visit www.bunnings.com.au). Select Deta LED Downlights rated as IC abutted and covered.

Power distribution system or embedded network and Renewable energy procurement	Allume (or equivalent) power distribution systems https://allumeenergy.com/ enable sending the electricity generated from rooftop solar photovoltaic cells (PV) to the apartment or tenant who is using power at the time. The system maximises the on-site use of on-site generated electricity, reducing the need to export this electricity to the grid. The Allume (or equivalent) power system is generally viable for developments below the scale where embedded networks are viable. Embedded networks are now viable for larger (>60 dwelling) new apartment, townhouse or subdivision developments or on smaller developments where electricity generating solar photovoltaic (PV panel) systems are also included. An embedded network established in conjunction with the installation of PV panels will typically allow cheaper electricity prices and/or better allow renewably generated power to be shared by building occupants, reducing the need to purchase mains supply power. The installation of an embedded network will be a similar cost to the developer as a standard network but will provide substantial marketing benefits for developers. Onsite renewable energy generation is the preferred option for offsetting part of a project's CO_2 emissions from electricity sources. As rooftop PV can only supply part of a project's electricity needs due to site constraints and intermittent generation, it is possible to provide 100% renewable energy to the development through the purchase of 'green power' through a retailer or Power Purchase Agreement (PPA) for larger developments. PPAs are becoming increasingly popular by larger firms who wish to reduce their carbon footprint whilst providing a level of certainty to the volatile energy market. As PPAs can be complex and vary widely depending on a firm's needs, it is best to engage an external party to assist in assessing risks and opportunities specific to PPA arrangements, such as Energetics: https://www.energetics.com.au; (email info@energetics.com.au).

2 Indoor Environment Quality

Background

Access to daylight and sunshine is advantageous to the wellbeing of humans.

Many paints, adhesives, sealants and flooring types contain Volatile Organic Compounds (VOCs) which are released into the air in our homes. Joinery has, over the last 30 years, contained high levels of formaldehyde. VOCs and formaldehyde are recognised as potentially harmful to humans as well as contributors to atmospheric pollution.

Goals

- To achieve a healthy indoor environment quality for the wellbeing of building occupants, including the provision of fresh air intake, cross ventilation and natural daylight.
- To achieve thermal comfort levels with minimised need for mechanical heating, ventilation and cooling.
- To reduce indoor air pollutants by encouraging use of materials with low toxic chemicals levels.
- To minimise noise levels and noise transfer within and between buildings and associated external areas.

Initiatives

Natural ventilation	Dwelling windows will meet or exceed BCA minimum 5% room area allowance. The openable component of is to be shown on the plans.	BCA requirement
	All dwelling windows will include an openable component.	Additional sustainability practice
	Since the initial BESS v5 submission the BESS tool has been upgraded to BESS v6 which has additional requirements, particularly in respect of the IEQ section compliance. IEQ compliance now requires a demonstration of natural ventilation characteristics. Apartments X.1 X.2 and X.3 all have breeze paths of less than 15m. Note it is assumed the room depth opposite the two bedrooms in X.2 apartments is <5m so these apartments comply with natural ventilation requirements. In addition, the door to the bedroom of dwelling X.4 will be rehung (per the dotted lines) to ensure good breeze flow from the bedroom window into the lounge room. See appendix 6 for details. BESS v6 compliance can be met with both the inclusion or exclusion of X.2 apartments.	BESS tool v6

	All ground and first floor openable windows will incorporate or have locks fitted to allow windows to be locked open at night safely allowing overnight ventilation.	Additional sustainability practice
	Hinged doors to habitable rooms will have mechanical or magnetic door catches to keep doors open and enable natural (cross)ventilation between rooms.	BESS tool
	All three external windows of the office will contain a BCA complying openable component to facilitate natural ventilation. External corner ventilation openings will be placed to be >3m from each other.	BESS tool v6
Daylight	All rooms have 2.7m ceilings and there is at least 2.4m high glazing to living rooms to maximise daylight ingress.	Additional sustainability practice
	Daylight has been assessed against the BESS Deemed to Satisfy criteria for the residential parts of the development and against the Green Star Hand Calculation methods for the non-residential spaces. When assessed against the Deemed to Satisfy pathway criteria, 91% of living areas and 91% of bedrooms achieve compliance. Additionally, when the BESS in-built calculator was used, compliance was achieved for 100% of living areas and 97% of bedrooms. 38% of the Office area and 42% of the Café area achieves adequate daylight, which exceeds the best practice requirement of 30% of the floor area achieving above the relevant threshold. Further results and daylight ingress mark-ups have been provided in the appendices.	BESS tool, Green Star
	Light coloured walls internally will help to maximise daylight levels.	Additional sustainability practice
Lighting Comfort	Lights installed in the development will be flicker-free.	Green Star
Low VOC products	Paints and adhesives are required to be low VOC types or water based. Contractors are required to provide evidence of these.	Green Star / BESS tool

Low formaldehyde products	Engineered wood products (including MDF, particleboard and plywood) will be Class E1 formaldehyde or better. Formaldehyde is used in the production of resins that act as glues for engineered wood products and is a colourless gas with a strong odour. Exposure to formaldehyde can cause irritation in the eyes, nose and throat with various authorities recommend E1 as a maximum emissions class.	Green Star / BESS

Additional details

Ventilation paths

Suppliers of mechanical or magnetic door latch stops that can keep doors open include: Gainsborough, Architect and Scope and Bellvue Imports.

Low VOC

Volatile Organic Compounds is the term used to describe several hundred petrochemical solvent type compounds found in paints, adhesives, sealants carpets, reconstituted wood products, and new furniture. Newer buildings generally have higher concentrations of these VOC's that contribute to headache, lethargy etc. in occupants.

Low VOC product details:

Low VOC paints, adhesives and sealants – the VOC content of paints, adhesives and sealants will not exceed the levels listed in the table below (VOC limits are less water and exempt compounds)(from the Green Star Design and As Built v1.1 guidelines). Low VOC adhesives and sealants are readily available and can be purchased in bulk to minimise the price premium. Mapei adhesives offer a full low VOC adhesives range.

Product category	Maximum VOC content (g/litre)
General purpose adhesives and sealants	50
Interior wall and ceiling paint, all sheen levels	16
Trim, varnishes and wood stains	75
Primers, sealers and prep coats	65
One and two pack performance coatings for floors	140
Acoustic sealants, architectural sealant, waterproofing membrane and sealant, fire	250

retardant sealant and adhesives	
Structural glazing adhesive, wood flooring and laminate adhesive and sealants	100

Low VOC paints are readily available at all suppliers:

- Wattyl ID Eco System Low VOC
- Haymes - www.haymespaint.com.au
- Porters Paints - www.porterspaints.com
- Bio Products Aust - www.bioproducts.com.au
- Ecolor - www.ecolour.com.au
- Livos - www.livos.com.au
- Murobond - www.murobond.com.au
- Oikos non toxic Paints - www.designerpaintco.com
- The Natural Paint Company - www.naturalpaint.com.au

Low formaldehyde products

Reduced formaldehyde emissions in engineered wood products are classed as below:

Class	Limits (mg/L)
Super E0	Less than or equal to 0.3
E0	Less than or equal to 0.5
E1	Less than or equal to 1.0
E2	Less than or equal to 2.0
E3	Greater than 2.0

Companies offering low formaldehyde products include:

- Polytec offers E1 and E0.
- Nikpol offers E1, E0 and Super E0 for select products.
- Austral Plywood E1, E0 and Super E0 for select products.
- Laminex Australia offer E1, E0, Super E0 and no added formaldehyde for select products.

3 Water Conservation

Background

As populations increase and global warming contributes to fast climate change, the access to clean potable water will become more of an issue to Australians and the world. Inefficient use of water can lead to the destruction of habitat for dams, over-use of artesian water supplies creating a rising water table or intensive energy use for desalination plants.

Goals

- To ensure the efficient use of water.
- To reduce total operating potable water use.
- To encourage the collection and re-use of stormwater
- To encourage the appropriate use of alternative water sources.
- To minimise associated water costs

Initiatives

Water efficient fixtures, fittings and appliances	Water efficient fixtures, fittings and appliances have been selected in line with the following WELS ratings: • 4 star shower (6-7.5L/min) • 4 star toilets • 5 star bathroom taps • 5 star kitchen taps • 4.0 star dishwasher	BESS, Green Star
Rainwater collection and use	Rainwater collection and use will involve the installation of a rainwater tank of minimum 12,000L capacity, collecting water from all proposed roof areas and A 4,000L rainwater tank will be installed to collect runoff from a portion of the café roof area and supplying it to all toilets in the existing building.	STORM, BESS tool, Green Star
Accessibility of pumps	Water pumps and manual over-ride switches will be readily accessible for access in the event of malfunction.	Additional sustainability practice

Additional details

Water efficient fixtures & fittings	All fittings to be specified are based on recommendations from www.savewater.com.au or from the product search on the following site www.waterrating.gov.au and will be amongst the most efficient on the market, and a significant improvement on fittings historically used in most buildings. Traditionally shower heads would use more than 16 litres of water per minute. One-star shower heads use between 12 – 16 litres per minute, 2 star shower heads use between 9-12 litres per minute. To reduce this to 7.5-9 litres per minute with a 3-star shower head is a significant improvement. Further water efficient appliances will be determined from sources such as the following web site http://www.waterrating.gov.au.

4 Stormwater Management

Background

Pollutants that build up on impervious surfaces get washed into the stormwater system and end up in local waterways. Water Sensitive Urban Design is now a major goal of urban development to prevent this occurring.

The quality of water leaving a site (and peak and total stormwater run-off volumes) can be improved by collection of water in water tanks, natural infiltration through gardens and lawns into the soils, and minimisation of impervious pavements or the shedding of water from impervious surfaces into garden beds that have particularly good infiltration into the ground – known as infiltration beds. The following measures have been adopted to ensure these concerns are addressed.

Goals

- To reduce the impact of stormwater run-off
- To improve the quality of stormwater run-off
- To achieve best practice stormwater quality outcomes
- To incorporate the use of water sensitive urban design, including stormwater re-use

Initiatives

Best Practice Stormwater treatment	The following is proposed to achieve 100% of Melbourne Water STORM calculator Best Practice Stormwater treatment goals: • Rainwater shed from new roof and balcony areas (minimum 418.4m²) will be collected in a rainwater tank of 12,000L capacity. • Rainwater shed from at least 98.45m² of the café/office roof will be collected in a rainwater tank of 4000L capacity. • Leaf diverting rain heads and first flush diverters will be included upstream of the tank to divert the initial sediment flow	STORM, Planning scheme clause 53.18-5, 58.03-8

	when rain events occur from entering the tank. • The 12kL rainwater tank will be connected to toilets in at least 5 levels of the apartment building serving all toilets for flushing purposes. The 4kL rainwater tank will be connected to toilets in the café/office building, also for flushing purposes. • As balconies can gather more residual pollutants, a better filtration system and maintenance may be required for storing collected water in the water tank. • See appendices for STORM Areas proof.	

Additional details

Water sensitive urban design - rainwater tanks	The proposed rainwater tank collection system provides benefits of reducing the peak and total stormwater run-off when it rains. Since the water tanks are connected to the toilets, the tank water volumes are run down regularly. This leaves spare capacity to collect new rainfall water and hence reduces the level of rain from the roofs going down the drains. In addition, the pollutants leaving the site to the stormwater system (and hence local creeks) is reduced, by water collected off the roofs, going via the toilets into the sewer system rather than stormwater system as would otherwise have been the case. The final design of the Stormwater system will meet council drainage engineers' requirements. The designed system complies with Melbourne Water STORM requirements ie meets Victorian Best Practice Stormwater guidelines – see appendix 2.
Collecting rainwater from terrace & balconies	When collecting rainwater from rooftop terraces, rainwater can be exposed to significantly more litter and pollutants than most roofs. Thus, the appropriate filters must be used to remove both coarse and fine sediment; to avoid causing damage to the pump, and to reduce odours and discoloration before the water is re-used within toilets. It is recommended that multiple filters be employed in series, as demonstrated below: • Pleated Filter - Used for the removal of large particle sediment • Sediment Filter (20 micron) - Used to remove fine particle sediment (approx. 40 microns is the visible limit of the naked human eye). • Carbon Filter - Used to remove taste, odour & discolouration It should be noted that the actual filters incorporated within the rainwater collection & reuse system will depend on several factors, such as the system configuration, pump type & size. The final filter specification will be confirmed during the detailed design process.

5 Material Selection

Background

Careful selection of construction materials can help to limit the environmental impacts of the production, transport and incorporation of these materials in our buildings. In many cases there are similarly performing, comparable but more environmentally friendly product selection options available.

Goals

The goals in environmentally sustainable construction material selection should be to:

- Limit the use of new materials where possible - to help minimise the detrimental outcomes of product manufacture or modification
- Select durable materials and re-use materials where possible – increase the lifespan of all products.
- To minimise the environmental impacts materials used by encouraging the use of materials with a favourable lifecycle assessment based on the fate of materials, their recycling / reuse potential, their embodied energy, their biodiversity, human health, and environmental toxicity impacts.

Initiatives

Supplementary Cement materials SCMs	20-35% partial cement replacement (Geopolymer - Supplementary cement materials - slag and/or flyash) will be incorporated in on-site on-ground poured structural and paving concrete mixes where vehicles will not be regularly driving over the concrete subject to structural engineers approval. These concrete mixes have a complying strength, are a similar price and use a reduced amount of high greenhouse gas producing Portland cement when compared with standard cement mixes. They also incorporate the recycling of industrial waste products such as fly ash and slag and reduce the amount of raw resources required to produce the end product.	Green Star
Light coloured paving	Paving will be light in colour to reduce solar absorption and mitigate the addition to the urban heat island effect. The alternative, dark pavers, would absorb more heat and potentially provides a hotter localised micro-climate on hot days.	Additional sustainability practice
Light coloured roofing	The building roof colour is to be light – medium colour (as per the BCA definitions) rather than dark to help mitigate the effects of the Urban Heat Island effect.	Additional sustainability practice

Sustainable timbers	No unsustainable rainforest timbers will be incorporated i.e. no Oregon, Western Red Cedar, Meranti, Merbau, Teak or Luan.	Green Star
Accredited plantations	All framing timber will be from accredited plantations - either FSC or PEFC/AFS.	Green Star
Polyester insulation	Where polyester insulation is to be used, products with recycled content will be specified. Polyester insulation is also readily re-useable and if clean is recyclable.	Additional sustainability practice
Carpet underlay	Where carpet is installed, underlay with recycled content will be used under carpets Alternatively, a carpet underlay that is third party GECA certified will be used (e.g. Cloudwalk carpet cushion range).	Additional sustainability practice

Additional details

Partial cement replacement in concrete	Cement production is the single biggest industrial producer of greenhouse gas generating emissions. Cement production causes 8% of global emissions – more than the global car feet. (*From page7 of the BZE Rethinking Cement report which references International Energy Agency 2015. Various data sources http://www.iea.org/statistics/*). The industry standard cement type has been Portland cement, for which the raw material is limestone. The first stage of cement making is to transform limestone (calcium carbonate - CaCO3) into lime (CaO), thus releasing carbon dioxide (CO2) a Greenhouse Gas as a waste product. This single process accounts for about half of the carbon emissions associated with cement making, and therefore around 4% of the world's total emissions. The rest comes from the heat required to drive the production processes and the energy to grind and transport material.
Light coloured paving	Light coloured paving has a low solar absorptance per below. Alternatively it has a high Solar Reflective Index (SRI) of 39 minimum

initial value or 34 as a three year value (from the Green Star Design and As Built Credit 25 criteria).

Note typical initial SRI values are:

Grey concrete 35

White concrete 86

Standard white paint 100

Standard black paint 5

New asphalt 0

Light coloured roofing

From the BCA 2019 Volume 2 Part 3.12.1.2 Roofs Explanatory Notes item 6:

A low solar absorptance roof reduces the flow of heat from solar radiation better than a high solar absorptance roof. A roof with a solar absorptance value of less than 0.4 typically corresponds to a roof of light colour such as white, off-white or cream. Typical absorptance values based on ASTM E903 are as follows:

Colour	Value	BCA Classification
Slate (dark grey)	0.90	Dark
Red, green	0.75	Dark
Yellow, buff	0.60	Medium
Zinc aluminium — dull	0.55	Medium
Galvanised steel— dull	0.55	Medium
Light grey	0.45	Medium
Off white	0.35	Light
Light cream	0.30	Light

Figure 1: Typical Absorptance Values Table © LID Consulting

Note solar absorptance values above 0.60 are considered dark.

Alternatively, the Solar Reflective Index (SRI) of roofs can be considered. From the Green Star Design and As Built Credit 25 the SRI should be greater than an initial figure of 82 or three year minimum of 64 for roofs of pitch less than 15 degrees, and 39 initially or three year figure of 34 for roofs with a pitch of greater than 15 degrees.

6 Location and Transport

Goals

- To ensure that the built environment is designed to promote the use of walking, cycling and public transport in that order.
- To minimise car dependency
- To promote the use of low emission vehicle technologies and supporting infrastructure

Location

The location of this development meets urban consolidation goals as set out in government policy documents. The development is relatively close to public transport and facilities.

The location achieves a **Walk Score** of 93 which is considered walker's paradise.

Initiatives

Bicycle paths	The development is located 800m from the Main Yarra Trail, and sits within a network of roads with dedicated bicycle lanes which allow transport through and around the surrounding suburbs.	Additional sustainability practice
Bicycle parking	The proposed development includes the provision of 33 formal allocated bicycle parking spaces located at ground level for apartment residents. An additional 13 bicycle parks have been provided in the basement carpark for non-residential employees and visitors. This allocation supports promoting the use of sustainable personal transport and is especially relevant given the suitable location of the development.	Planning Scheme clause 52.34 / SDAPP – Transport / BESS
End of trip facilities	Showers and lockers have been provided for the non-residential tenancies to encourage alternative sustainable transport methods.	Planning Scheme clause 52.34 / SDAPP – Transport / BESS
Local public transport information packs	Relevant local train, tram and bus timetables will be included in the Building Users Guide provided. Also included will be brief details of the Melbourne myki public transport payment card system including how to register and load funds against a myki card.	SDAPP - Transport

	Occupants will be alerted to the existence of various public transport smartphone apps such as the Public Transport Victoria app and/or train or tram tracker	
Public transport	The proposed location is serviced by the following public transport options: • Train – 100 metres from the site • Tram – 1.1 kilometres from the site • Bus – 100-200 metres from the site These are able to be viewed on the public transport Local Area Map attached in the appendices.	Additional sustainability practice
Electric vehicle charger installed	At a minimum, one EV charging unit will be installed, with appropriate signage and charging infrastructure installed. Provision will be included in the communal car park for min 30Amp power point to be installed and accessible between 2 parking spaces to perform overnight charging of electric vehicles.	BESS tool
Electric vehicle charging infrastructure	**Innovation points:** Electric vehicle skeleton infrastructure will be provided to all parking spaces. This skeleton infrastructure will include: • a separate distribution board for electric vehicle charging (centrally located to all car spaces) and • cable tray and clear paths for future cabling from the distribution board to each car space. Note no further charging infrastructure need be installed by the developer. For further details refer to the Moreland Zero Carbon Development guidelines – EV Infrastructure https://morelandzerocarbon.org.au/wp-content/uploads/2021/10/MZCDG_EV_INFRASTRUCTURE.pdf	Moreland Zero Carbon Development Guidelines
Car Share Scheme	A formal car share scheme will be provided in the development with an allocated parking space reserved in the basement carpark.	BESS tool

Additional details

Bicycle paths	Principal Bicycle Network (PBN) routes for each council area are available via the following link https://www.vicroads.vic.gov.au/traffic-and-road-use/cycling/bicycle-network-planning

	From the VicRoads website: Bicycle Priority Routes (BPRs) are mainly priority sections of the PBN. They identify those routes that should be elevated to a higher order of priority, mainly on the basis of potential for separation from motorised traffic. BPRs are identified on VicRoads' SmartRoads Road Use Hierarchy (RUH) map for Metropolitan Melbourne's local government areas. The map shows the priority modes on each road that have been developed for each council area, and forms the foundation for the network operating plan. Use the SmartRoads interactive map(External link) to access available maps. Strategic Cycling Corridors (SCCs) are a recent addition to bicycle network planning in metropolitan Melbourne. Identification of SCCs is part of the initiative in Plan Melbourne to 'Support Walking and Cycling in Central Melbourne'. They are corridors developed to improve cycling to an around major activity centres in metropolitan Melbourne. SCCs are a subset of the PBN.
Bicycle parking/storage	Our cities are on the cusp of a significant uptake in the use of electric versions of bicycles and scooters. These electric incarnations are ideal for short trips to connect with public transport, and their use will boost the demand for bicycle parking rails and appropriate scooter locker storage.
Public transport	Tram, bus and train timetables can be accessed from http://ptv.vic.gov.au/timetables/ A full range of Public Transport Victoria maps can be sourced from http://ptv.vic.gov.au/getting-around/maps/ For more train specific information visit www.metrotrains.com.au A Travel Smart map showing major local travel interchanges can be obtained for the councils listed on the site http://www.transport.vic.gov.au/projects/travelsmart/maps
Electric vehicle charging	Charging at home or work Charging stations usually require a 30Amp electricity supply – cheaper to install at the new build stage. In addition a charging station to manage the power draw down is also required – typically costing $700 - $1500 per station (refer to www.evse.com.au or similar).

The rate of charge of vehicles will depend on the EV's on-board charger – 2.5 kilowatts (kW) to 7 kW is usual. So at 2.5 kW, a Nissan Leaf will be fully charged overnight. Note Tesla vehicles require a three phase 16 Amp power supply.

EVs can be charged on economy electricity tariffs, so owners can save money if an economy (eg overnight) tariff is used for off peak charging. If you charge from a solar PV system, recharge costs can be further reduced with the added benefit of no CO2 emissions from this renewable energy source.

Please note: An EV charging point set up by the electrical contractor must comply with the relevant Australian Standards and state specific requirements.

The My Electric Car calculator http://myelectriccar.com.au/calculator/ details potential fuel savings in switching to an EV.

Information generally taken from https://www.ergon.com.au/network/manage-your-energy/electric-vehicles/charging-your-electric-vehicle

7 Waste Management

Goals

- To promote waste avoidance, re-use and recycling during the design, construction and operation stages of development.
- To ensure durability and long-term re-usability of building materials.
- To ensure sufficient space is allocated for future change in waste management needs, including (where possible) composting and green waste facilities.

Initiatives

Demolition stage	The developer has committed to ensuring the demolition contractor recycles a minimum of 80% of materials from the existing building to be demolished. This will include recycling building materials. The demolition contractor will be required to identify in advance what materials will be recycled, and confirm in writing on company letterhead the percentage of materials by mass actually recycled on completion of works.	SDAPP - Waste
Removal of refrigerant from decommissioned air-conditioning units	Before disposing of air conditioners, all units are to have the refrigerant 'recovered' by a licensed Australian Refrigeration Council (ARC) member technician. See more details below.	Additional sustainability practice
Construction waste	A minimum of 80% of materials will be recycled during construction. Written documentation required from contractor(s) in advance on company letterhead confirming items to be recycled, and on completion, confirmation of percentage of materials recycled.	SDAPP - Waste
Plastering waste	The plastering contractor will be required to supply their own bin and recycle plasterboard off-cuts.	Additional sustainability practice

Dual bins in dwellings	Dual bins will be supplied under each kitchen bench to facilitate separation of garbage and recycling in dwellings.	SDAPP - Waste
Separate waste stream collection	Shared bin storage includes separate garbage and recycling bins and facilitates separate collection of the recycling stream.	SDAPP - Waste

Additional details

Recyclable materials

The following materials can generally be recycled:

- Bricks
- Concrete products (ie. Blocks, roof tiles, pavers etc)
- Unpainted or treated timber
- Steel / metal products
- Glass
- Plasterboard
- Plastics
- Carpet or carpet underlay
- Asphalt
- Cardboard
- Green waste

Bin companies or similar that recycle more than others include:

- Jobsite Recyclers. http://www.jobsiterecyclers.com.au/
- Mobius Waste http://www.mobiusmr.com.au/
- Konstruct Recycling www.konstructrecycling.com.au
- Eastern Recycling www.easternrecycling.com.au
- BinGo / National Recycling Group / Harpers Bins / Quickskips www.nationalrecyclinggroup.com.au
- Combined Bulk Bins Pty Ltd http://www.combinedbulkbins.com.au/service.html

Plastering (recycling)

Bins are available from plasterboard recyclers such as Regyp (www.regyp.com.au) and ecoGypsum (http://www.ecogypsum.com.au/collections.html) or contact recycling companies such as T&L recycling on 0407 867 133 or similar firms.

Removal of refrigerant from decommissioned

Air-conditioners on site to be decommissioned are likely to have CFC (ChloroFluouroCarbons), HCFC (HydroChloroFluouroCarbons) or HFC (HydroFluouroCarbons) as the refrigerant. These refrigerants are either very harmful to the ozone layer or very significantly greenhouse gas contributors. If units are not disposed of properly, refrigerant may

air-conditioning units	escape into the atmosphere, contributing significantly to global warming. CFC and HCFCs have been banned for a while now. The alternative, HFCs are being gradually phased out. The federal government has started to cap the amount of refrigerant using HFCs that enters Australia as a start to outlawing such refrigerants including the common R-410A. http://www.environment.gov.au/protection/ozone/hfc-phase-down/hfc-phase-down-faqs Before disposing of air conditioners, all units are to have the refrigerant 'recovered' by a licensed Australian Refrigeration Council (ARC) member technician https://www.arctick.org/. ARC members must hold a Full Refrigerant and Air-conditioning (Full RAC) licence or Restricted Refrigerant Recoverer licence (RRRL). The recovered refrigerant is generally returned to a refrigerant gas retailer or wholesaler who will recycle the gas if possible. Where maintenance regimes have not used the manufacturers recommended gases or have used different gases over time, the refrigerant is less likely to be recyclable. If recycling is not possible, when enough gas is collected the retailer/wholesaler will forward the gas to the refrigerant gas product stewardship organisation Refrigerant Reclaim Australia (RRA) https://refrigerantreclaim.com.au/. RRA has a facility in Melbourne (the sole approved facility in Australia) for destroying refrigerant gases in an environmentally friendly manner. Gas is sent to this facility from all over Australia.

8 Urban Ecology

Background

Urban development has seen the destruction and displacement of plant species and in turn wildlife habitat. With new developments there is an opportunity to redress this that should be taken up. In all infill development cases there should be an improvement on the current environment.

Goals

- To protect and enhance habitat bio-diversity of the urban environment
- To encourage the retention of significant trees
- To encourage the planting of indigenous vegetation.
- To reduce CO2 in the atmosphere through increased vegetation
- To provide environmentally sustainable landscapes and natural habitats and minimise the urban heat island effect
- To encourage the provision of space for productive gardens, particularly in larger residential developments.

Initiatives

Vegetative cover	Approximately 9.4% of the proposed development has landscaping, helping to minimise the urban heat island effect and increasing opportunities for biodiversity on site.	BESS tool
Vertical vegetation in lieu of horizontal vegetation	Where horizontal vegetation is not possible (on ground garden space or roof top garden), vertical vegetation is encouraged in the form of climbers.	Additional sustainability practice
Facilitating balcony gardens	A tap and floor waste will be installed on all balconies to help facilitate watering and maintenance of balcony planting.	Additional sustainability practice
Landscape irrigation	Per the Landscape Plan an approved drip irrigation system is to be supplied to all landscape areas. It is the responsibility of the contractor to ensure that all irrigation meets manufacturers specifications. The system is to be connected to on-site water storage and include a rain-shut off device.	Additional sustainability practice
Erosion control	Silt fences, erosion control blankets, and drain filters will be utilised during construction to ensure top soil/earth is not eroded to drains and creeks.	Additional sustainability practice

Deep soil plantings	Developments with a site area greater than 750m² will comply with planning scheme recommended minimum deep soil areas (see additional details below).	Planning scheme clause 55.07-4 / 58.03-5

Additional details

Deep soil plantings

Developments with a site area greater than 750m² will achieve the following requirements as required by the planning scheme.

Site area (m²)	Deep soil area (% of site area)	Minimum tree provision (number and size of trees per area of deep soil)
750-1000	5% (minimum dimension of 3m)	1 small tree (6-8m) per 30m² deep soil
1001-1500	7.5% (minimum dimension of 3m)	1 medium tree (8-12m) per 50m² deep soil; or 1 large tree per 90m² deep soil
1501-2500	10% (minimum dimension of 6m)	1 large tree (over 12m) per 90m² deep soil; or 2 medium trees per 90m² deep soil
>2500	15% (minimum dimension of 6m)	1 large tree per 90m² deep soil; or 2 medium trees per 90m² deep soil

Note: Where an existing canopy tree over 8 metres can be retained on a lot greater than 1000m² without damage during the construction period, the minimum deep soil requirement is 7% of the site area.

9 Management, Innovation and Community Benefit

Goals

- To encourage design and innovation in the development, which positively influence the improved life of, and sustainability of, the building.
- To encourage a holistic and integrated design and construction process and ongoing high performance.

Initiatives

Building Users Guide	An appropriate short Building Users Guide will be provided for tenants explaining some of the sustainability features and intents of this development.	Green Star
Commissioning energy and water management systems	All energy and water management systems will be commissioned in accordance with the manufacturer's specifications	Additional sustainability practice
Accessible access doors	Common area and apartment entrances will be a minimum 850mm wide opening (eg. 870mm swing door). At least 50% of apartments will have 850mm clear opening widths to the main bedroom, and a bathroom design that meets option A or B as outlined within planning scheme clause 55.07-7 / 58.05-1	Planning scheme clause 55.07-7 / 58.05-1
Stepless paths and entries	The path to the commercial spaces, common building entries and dwellings will be ramped rather than containing steps.	Additional sustainability practice
Lift access	A lift will provide access to all floors.	Additional practice
Accessible car space(s)	Provision has been made for 1 Accessible access car space in the development.	Additional practice

Additional details

Building users guide	A short building user's guide might include details on: • The connection of the water tanks to the toilets • Waste minimisation and recycling strategy and arrangements within the building • Energy and water metering facilities for each dwelling, and what the readings represent • Energy portals details from energy suppliers – can provide your energy use up to the previous day if used in conjunction with in house devices • Energy efficient design choices and materials options that have been incorporated in this building • Specifications for energy efficient items such as lights and plumbing fittings, and recommendation that replacements obtain or improve on these efficiency levels • Local public transport stops and routes and timetables. Also included will be brief details of the Melbourne myki public transport payment card system including how to register and load funds against a myki card. • Building management contact details

Appendix 1 - BESS Report

BESS, 265 Johnston St 211027 - BESS V6 265 Johnston St, Abbotsford 3067

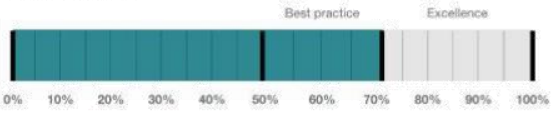
BESS Report

Built Environment Sustainability Scorecard

This BESS report outlines the sustainable design commitments of the proposed development at 265 Johnston 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.

Your BESS Score

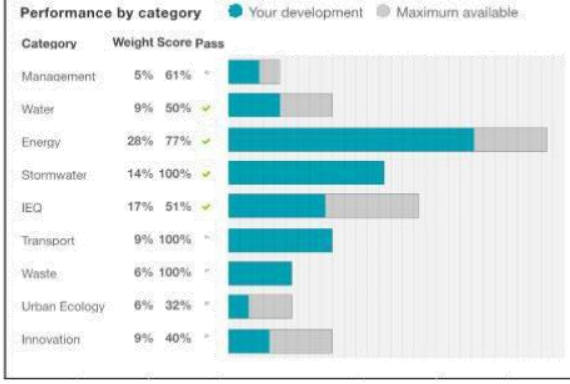


70%

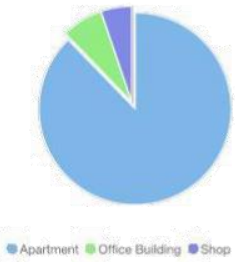
Project details

Address	265 Johnston St Abbotsford VIC 3067
Project no	34A3590B-R1
BESS Version	BESS-6
Site type	Mixed use development
Account	info@lidconsulting.com.au
Application no.	
Site area	720 m²
Building floor area	2,288.9 m²
Date	28 October 2021
Software version	1.7.0-B.371

Performance by category



Building Type composition



The Built Environment Sustainability Scorecard is an initiative of the Council Alliance for a Sustainable Built Environment (CASBE).
For more details see www.bess.net.au

Page 1 of 28

Attachment 6 - PLN20/0626 - 265 Johnston Street Abbotsford - S57A Amendment - ESD Report

Buildings

Name	Height	Footprint	% of total footprint
Mixed use apartment tower	8	418 m²	100%

Dwellings & Non Res Spaces

Dwellings

Name	Quantity	Area	Building	% of total area
Apartment				
3.2 (4.2, 5.2, 6.2)	4	69.4 m²	Mixed use apartment tower	12%
2.5 (3.5, 4.5, 5.5, 6.5)	5	55.5 m²	Mixed use apartment tower	12%
2.1 (3.1, 4.1, 5.1, 6.1)	5	56.2 m²	Mixed use apartment tower	12%
3.3 (4.3, 5.3, 6.3)	4	67.8 m²	Mixed use apartment tower	11%
2.4 (3.4, 4.4, 5.4, 6.4)	5	52.4 m²	Mixed use apartment tower	11%
7.2	1	102 m²	Mixed use apartment tower	4%
7.1	1	100 m²	Mixed use apartment tower	4%
1.3 (2.3)	2	50.0 m²	Mixed use apartment tower	4%
1.2 (2.2)	2	52.4 m²	Mixed use apartment tower	4%
1.1	1	71.1 m²	Mixed use apartment tower	3%
1.5	1	55.5 m²	Mixed use apartment tower	2%
1.4	1	52.4 m²	Mixed use apartment tower	2%
G.1	1	53.7 m²	Mixed use apartment tower	2%
Total	**33**	**2,008 m²**	**87%**	

Non-Res Spaces

Name	Quantity	Area	Building	% of total area
Office Building				
Office	1	160 m²	Mixed use apartment tower	7%
Total	**1**	**160 m²**	**7%**	
Shop				
Cafe	1	120 m²	Mixed use apartment tower	5%
Total	**1**	**119 m²**	**5%**	

Attachment 6 - PLN20/0626 - 265 Johnston Street Abbotsford - S57A Amendment - ESD Report

Supporting information

Floorplans & elevation notes

Credit	Requirement	Response	Status
Management 3.1	Individual utility meters annotated		-
Management 3.2	Individual utility meters annotated		-
Management 3.3	Common area submeters annotated		-
Energy 3.1	Carpark with natural ventilation or CO monitoring system		-
Energy 3.4	Clothes line annotated (if proposed)		-
Energy 4.2	Floor plans showing location of photovoltaic panels as described.		-
Stormwater 1.1	Location of any stormwater management systems used in STORM or MUSIC modelling (e.g. Rainwater tanks, raingarden, buffer strips)		-
IEQ 1.1	If using BESS daylight calculator, references to floorplans and elevations showing window sizes and sky angles.		-
IEQ 1.2	If using BESS daylight calculator, references to floorplans and elevations showing window sizes and sky angles.		-
IEQ 1.5	Floor plans with compliant bedrooms marked		-
Transport 1.1	All nominated residential bicycle parking spaces		-
Transport 1.2	All nominated residential visitor bicycle parking spaces		-
Transport 1.3	Residential bicycle parking spaces at ground level		-
Transport 1.4	All nominated non-residential bicycle parking spaces		-
Transport 1.5	All nominated non-residential visitor bicycle parking spaces		-
Transport 1.6	Showers, change rooms and lockers as nominated		-
Transport 2.1	Location of electric vehicle charging infrastructure		-
Transport 2.2	Location of car share parking space		-
Transport 2.3	All nominated motorbicycle parking spaces		-
Waste 2.1	Location of food and garden waste facilities		-
Waste 2.2	Location of recycling facilities		-
Urban Ecology 1.1	Size and location of communal spaces		-
Urban Ecology 2.1	Vegetated areas		-
Urban Ecology 2.4	Taps and floor waste on balconies / courtyards		-

Supporting evidence

Credit	Requirement	Response	Status
Management 2.2	Preliminary NatHERS assessments		-
Management 2.3b	Preliminary modelling report		-
Energy 1.1	Energy Report showing calculations of reference case and proposed buildings		-
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.		-
Energy 3.6	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.		-
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.		-
Energy 4.2	Specifications of the solar photovoltaic system(s).		-
Stormwater 1.1	STORM report or MUSIC model		-
IEQ 1.1	If using an alternative daylight modelling program, a short report detailing assumptions used and results achieved.		-
IEQ 1.2	If using an alternative daylight modelling program, a short report detailing assumptions used and results achieved.		-

Attachment 6 - PLN20/0626 - 265 Johnston Street Abbotsford - S57A Amendment - ESD Report

BESS, 265 Johnston St 211027 - BESS V6 265 Johnston St, Abbotsford 3067

Credit	Requirement	Response	Status
IEQ 1.4	A short report detailing assumptions used and results achieved.		-
IEQ 1.5	A list of compliant bedrooms		-
Waste 1.1	Report detailing how the existing building is being reused on-site		-

Credit summary

Management Overall contribution 4.5%

	61%	
1.1 Pre-Application Meeting	0%	
2.2 Thermal Performance Modelling - Multi-Dwelling Residential	100%	
2.3 Thermal Performance Modelling - Non-Residential	57%	
3.1 Metering	100%	
3.2 Metering	100%	
3.3 Metering	100%	
4.1 Building Users Guide	100%	

Water Overall contribution 9.0%

	Minimum required 50% **50%**	✓ **Pass**
1.1 Potable water use reduction	40%	
3.1 Water Efficient Landscaping	N/A	◇ Scoped Out
		n/a
4.1 Building Systems Water Use Reduction	100%	

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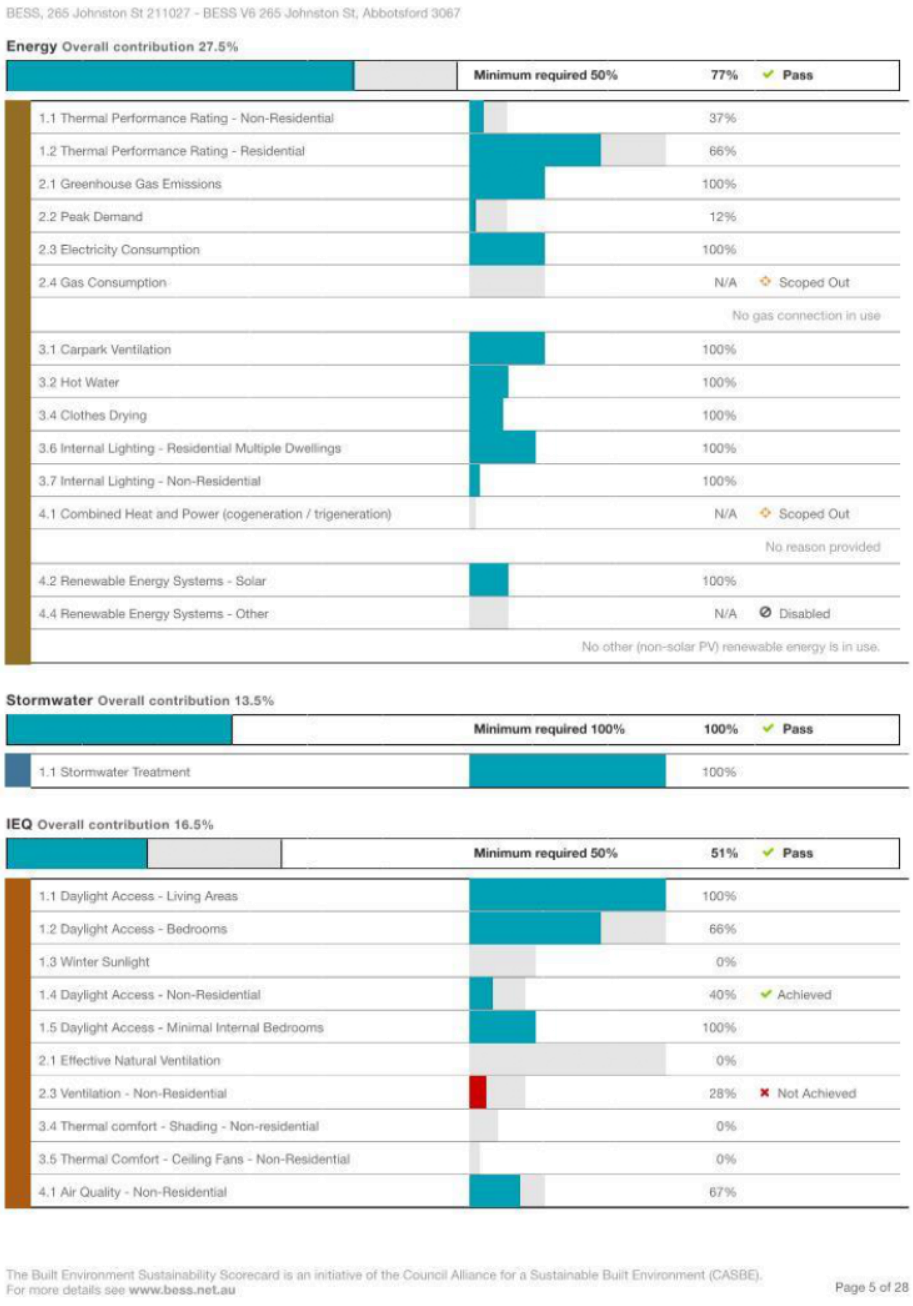
Page 4 of 28

Attachment 6 - PLN20/0626 - 265 Johnston Street Abbotsford - S57A Amendment - ESD Report



BESS, 265 Johnston St 211027 - BESS V6 265 Johnston St, Abbotsford 3067

Energy Overall contribution 27.5%

	Minimum required 50%	77%	✔ Pass
1.1 Thermal Performance Rating - Non-Residential		37%	
1.2 Thermal Performance Rating - Residential		66%	
2.1 Greenhouse Gas Emissions		100%	
2.2 Peak Demand		12%	
2.3 Electricity Consumption		100%	
2.4 Gas Consumption		N/A	✧ Scoped Out
No gas connection in use			
3.1 Carpark Ventilation		100%	
3.2 Hot Water		100%	
3.4 Clothes Drying		100%	
3.6 Internal Lighting - Residential Multiple Dwellings		100%	
3.7 Internal Lighting - Non-Residential		100%	
4.1 Combined Heat and Power (cogeneration / trigeneration)		N/A	✧ Scoped Out
No reason provided			
4.2 Renewable Energy Systems - Solar		100%	
4.4 Renewable Energy Systems - Other		N/A	⊘ Disabled
No other (non-solar PV) renewable energy is in use.			

Stormwater Overall contribution 13.5%

	Minimum required 100%	100%	✔ Pass
1.1 Stormwater Treatment		100%	

IEQ Overall contribution 16.5%

	Minimum required 50%	51%	✔ Pass
1.1 Daylight Access - Living Areas		100%	
1.2 Daylight Access - Bedrooms		66%	
1.3 Winter Sunlight		0%	
1.4 Daylight Access - Non-Residential		40%	✔ Achieved
1.5 Daylight Access - Minimal Internal Bedrooms		100%	
2.1 Effective Natural Ventilation		0%	
2.3 Ventilation - Non-Residential		28%	✖ Not Achieved
3.4 Thermal comfort - Shading - Non-residential		0%	
3.5 Thermal Comfort - Ceiling Fans - Non-Residential		0%	
4.1 Air Quality - Non-Residential		67%	

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Page 5 of 28

Attachment 6 - PLN20/0626 - 265 Johnston Street Abbotsford - S57A Amendment - ESD Report

BESS, 265 Johnston St 211027 - BESS V6 265 Johnston St, Abbotsford 3067

Transport Overall contribution 9.0%

	100%
1.1 Bicycle Parking - Residential	100%
1.2 Bicycle Parking - Residential Visitor	100%
1.3 Bicycle Parking - Convenience Residential	100%
1.4 Bicycle Parking - Non-Residential	100%
1.5 Bicycle Parking - Non-Residential Visitor	100%
1.6 End of Trip Facilities - Non-Residential	100%
2.1 Electric Vehicle Infrastructure	100%
2.2 Car Share Scheme	100%
2.3 Motorbikes / Mopeds	100%

Waste Overall contribution 5.5%

	100%
1.1 - Construction Waste - Building Re-Use	100%
2.1 - Operational Waste - Food & Garden Waste	100%
2.2 - Operational Waste - Convenience of Recycling	100%

Urban Ecology Overall contribution 5.5%

	32%
1.1 Communal Spaces	100%
2.1 Vegetation	25%
2.2 Green Roofs	0%
2.3 Green Walls and Facades	0%
2.4 Private Open Space - Balcony / Courtyard Ecology	100%
3.1 Food Production - Residential	0%
3.2 Food Production - Non-Residential	0%

Innovation Overall contribution 9.0%

	40%
1.1 Innovation	40%

The Built Environment Sustainability Scorecard is an initiative of the Council Alliance for a Sustainable Built Environment (CASBE).
For more details see **www.bess.net.au**

Page 6 of 28

Attachment 6 - PLN20/0626 - 265 Johnston Street Abbotsford - S57A Amendment - ESD Report

Credit breakdown

Management Overall contribution 3%

1.1 Pre-Application Meeting		0%
Score Contribution	This credit contributes 37.5% towards the category score.	
Criteria	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?	
Question	Criteria Achieved ?	
Project	No	
2.2 Thermal Performance Modelling - Multi-Dwelling Residential		100%
Score Contribution	This credit contributes 22.0% towards the category score.	
Criteria	Have preliminary NatHERS ratings been undertaken for all thermally unique dwellings?	
Question	Criteria Achieved ?	
Apartment	Yes	
2.3 Thermal Performance Modelling - Non-Residential		57%
Score Contribution	This credit contributes 3.0% towards the category score.	
Criteria	Has a preliminary facade assessment been undertaken in accordance with NCC2019 Section J1.5?	
Question	Criteria Achieved ?	
Office Building	No	
Shop	No	
Criteria	Has preliminary modelling been undertaken in accordance with either NCC2019 Section J (Energy Efficiency), NABERS or Green Star?	
Question	Criteria Achieved ?	
Office Building	Yes	
Shop	No	
3.1 Metering		100%
Score Contribution	This credit contributes 11.0% towards the category score.	
Criteria	Have utility meters been provided for all individual dwellings?	
Question	Criteria Achieved ?	
Apartment	Yes	
3.2 Metering		100%
Score Contribution	This credit contributes 1.5% towards the category score.	
Criteria	Have utility meters been provided for all individual commercial tenants?	
Question	Criteria Achieved ?	
Office Building	Yes	
Shop	Yes	

Attachment 6 - PLN20/0626 - 265 Johnston Street Abbotsford - S57A Amendment - ESD Report

3.3 Metering	100%
Score Contribution	This credit contributes 12.5% towards the category score.
Criteria	Have all major common area services been separately submetered?
Question	Criteria Achieved ?
Apartment	Yes
Office Building	Yes
Shop	Yes
4.1 Building Users Guide	100%
Score Contribution	This credit contributes 12.5% towards the category score.
Criteria	Will a building users guide be produced and issued to occupants?
Question	Criteria Achieved ?
Project	Yes

Attachment 6 - PLN20/0626 - 265 Johnston Street Abbotsford - S57A Amendment - ESD Report

Water

Overall contribution 4% Minimum required 50%

Water Approach	
What approach do you want to use for Water?:	Use the built in calculation tools
Project Water Profile Question	
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	
Building: All	Mixed use apartment tower
Showerhead: All	4 Star WELS (>= 6.0 but <= 7.5)
Bath: All	Scope out
Kitchen Taps:	
Office 2.4 (3.4, 4.4, 5.4, 6.4)	>= 5 Star WELS rating
Cafe G.1 1.1 1.2 (2.2) 1.3 (2.3) 1.4 1.5 2.1 (3.1, 4.1, 5.1, 6.1) 2.5 (3.5, 4.5, 5.5, 6.5) 3.2 (4.2, 5.2, 6.2) 3.3 (4.3, 5.3, 6.3) 7.1 7.2	>= 6 Star WELS rating
Bathroom Taps:	
Office	>= 5 Star WELS rating
Cafe G.1 1.1 1.2 (2.2) 1.3 (2.3) 1.4 1.5 2.1 (3.1, 4.1, 5.1, 6.1) 2.4 (3.4, 4.4, 5.4, 6.4) 2.5 (3.5, 4.5, 5.5, 6.5) 3.2 (4.2, 5.2, 6.2) 3.3 (4.3, 5.3, 6.3) 7.1 7.2	>= 6 Star WELS rating

Attachment 6 - PLN20/0626 - 265 Johnston Street Abbotsford - S57A Amendment - ESD Report

Dishwashers:	
Office	>= 4 Star WELS rating
Cafe	>= 6 Star WELS rating
G.1	
1.1	
1.2 (2.2)	
1.3 (2.3)	
1.4	
1.5	
2.1 (3.1, 4.1, 5.1, 6.1)	
2.4 (3.4, 4.4, 5.4, 6.4)	
2.5 (3.5, 4.5, 5.5, 6.5)	
3.2 (4.2, 5.2, 6.2)	
3.3 (4.3, 5.3, 6.3)	
7.1	
7.2	
WC: All	>= 4 Star WELS rating
Urinals: All	Scope out
Washing Machine Water Efficiency:	
Office	Scope out
Cafe	
G.1	Default or unrated
1.1	
1.2 (2.2)	
1.3 (2.3)	
1.4	
1.5	
2.1 (3.1, 4.1, 5.1, 6.1)	
2.4 (3.4, 4.4, 5.4, 6.4)	
2.5 (3.5, 4.5, 5.5, 6.5)	
3.2 (4.2, 5.2, 6.2)	
3.3 (4.3, 5.3, 6.3)	
7.1	
7.2	
Rainwater Tanks	
What is the total roof area connected to the rainwater tank?:	
Tank 1	418 m²
Tank 2	98.5 m²
Tank Size:	
Tank 1	12,000 Litres
Tank 2	4,000 Litres
Irrigation area connected to tank:	
Tank 1	0.0 m²
Tank 2	0.0 m²
Is connected irrigation area a water efficient garden?:	
Tank 1	No
Tank 2	No

Attachment 6 - PLN20/0626 - 265 Johnston Street Abbotsford - S57A Amendment - ESD Report

Other external water demand connected to tank?:			
Tank 1	-		
Tank 2	-		
1.1 Potable water use reduction		40%	
Score Contribution	This credit contributes 83.3% towards the category score.		
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.		
Output	Reference		
Project	3771 kL		
Output	Proposed (excluding rainwater and recycled water use)		
Project	2785 kL		
Output	Proposed (including rainwater and recycled water use)		
Project	2471 kL		
Output	% Reduction in Potable Water Consumption		
Project	34 %		
Output	% of connected demand met by rainwater		
Project	76 %		
Output	How often does the tank overflow?		
Project	Never / Rarely		
Output	Opportunity for additional rainwater connection		
Project	1284 kL		
3.1 Water Efficient Landscaping		N/A	Scoped Out
This credit was scoped out	n/a		
4.1 Building Systems Water Use Reduction		100%	
Score Contribution	This credit contributes 16.7% towards the category score.		
Criteria	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?		
Question	Criteria Achieved ?		
Project	Yes		

Attachment 6 - PLN20/0626 - 265 Johnston Street Abbotsford - S57A Amendment - ESD Report

Energy

Overall contribution 21% Minimum required 50%

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
Dwellings Energy Approach	
What approach do you want to use for Energy?:	Use the built in calculation tools
Project Energy Profile Question	
Are you installing any solar photovoltaic (PV) system(s)?:	Yes
Are you installing any other renewable energy system(s)?:	No
Gas supplied into building:	No gas connection
Dwelling Energy Profiles	
Building: All	Mixed use apartment tower
Below the floor is:	
G.1 1.4 1.5	Ground or Carpark
1.1 1.2 (2.2) 1.3 (2.3) 2.1 (3.1, 4.1, 5.1, 6.1) 2.4 (3.4, 4.4, 5.4, 6.4) 2.5 (3.5, 4.5, 5.5, 6.5) 3.2 (4.2, 5.2, 6.2) 3.3 (4.3, 5.3, 6.3) 7.1 7.2	Another Occupancy

Attachment 6 - PLN20/0626 - 265 Johnston Street Abbotsford - S57A Amendment - ESD Report

Above the ceiling is:	
G.1 1.1 1.2 (2.2) 1.3 (2.3) 1.4 1.5 2.1 (3.1, 4.1, 5.1, 6.1) 2.4 (3.4, 4.4, 5.4, 6.4) 2.5 (3.5, 4.5, 5.5, 6.5) 3.2 (4.2, 5.2, 6.2) 3.3 (4.3, 5.3, 6.3)	Another Occupancy
7.1 7.2	Outside
Exposed sides: All	1
NatHERS Annual Energy Loads - Heat:	
G.1	75.2 MJ/sqm
1.1	59.8 MJ/sqm
1.2 (2.2) 3.2 (4.2, 5.2, 6.2)	38.9 MJ/sqm
1.3 (2.3) 3.3 (4.3, 5.3, 6.3)	38.1 MJ/sqm
1.4 2.4 (3.4, 4.4, 5.4, 6.4)	42.8 MJ/sqm
1.5 2.5 (3.5, 4.5, 5.5, 6.5)	39.0 MJ/sqm
2.1 (3.1, 4.1, 5.1, 6.1)	44.3 MJ/sqm
7.1	54.3 MJ/sqm
7.2	85.6 MJ/sqm
NatHERS Annual Energy Loads - Cool:	
G.1	25.7 MJ/sqm
1.1	8.4 MJ/sqm
1.2 (2.2) 1.4 2.4 (3.4, 4.4, 5.4, 6.4) 3.2 (4.2, 5.2, 6.2)	21.2 MJ/sqm
1.3 (2.3) 3.3 (4.3, 5.3, 6.3)	25.8 MJ/sqm
1.5 2.5 (3.5, 4.5, 5.5, 6.5)	11.8 MJ/sqm
2.1 (3.1, 4.1, 5.1, 6.1)	9.9 MJ/sqm
7.1	29.2 MJ/sqm
7.2	21.6 MJ/sqm

Attachment 6 - PLN20/0626 - 265 Johnston Street Abbotsford - S57A Amendment - ESD Report

NatHERS star rating:	
G.1	6.4
1.1	7.4
1.2 (2.2) 3.2 (4.2, 5.2, 6.2)	7.8
1.3 (2.3) 1.4 2.4 (3.4, 4.4, 5.4, 6.4) 3.3 (4.3, 5.3, 6.3)	7.6
1.5 2.5 (3.5, 4.5, 5.5, 6.5)	8.1
2.1 (3.1, 4.1, 5.1, 6.1)	7.9
7.1	6.9
7.2	6.2
Type of Heating System: All	D Reverse cycle space
Heating System Efficiency: All	3 Star
Type of Cooling System: All	Refrigerative space
Cooling System Efficiency: All	3 Stars
Type of Hot Water System: All	C Electric Heat Pump
Is the hot water system shared by multiple dwellings?: All	Yes
% Contribution from solar hot water system: All	0 %
Clothes Line: All	D Private outdoor clothesline
Clothes Dryer: All	F Clothes dryer 1 stars
Non-Residential Building Energy Profile	
Heating, Cooling & Comfort Ventilation - Electricity - reference fabric and reference services:	-
Heating, Cooling & Comfort Ventilation - Electricity - proposed fabric and reference services:	-
Heating, Cooling & Comfort Ventilation - Electricity - proposed fabric and proposed services:	-
Heating - Wood - reference fabric and reference services:	-
Heating - Wood - proposed fabric and reference services:	-
Heating - Wood - proposed fabric and proposed services:	-
Hot Water - Electricity - Baseline:	-
Hot Water - Electricity - Proposed:	-
Lighting - Baseline:	-
Lighting - Proposed:	-
Peak Thermal Cooling Load - Baseline:	-
Peak Thermal Cooling Load - Proposed:	-
Solar Photovoltaic systems	
System Size (lesser of inverter and panel capacity):	
PV 1	8.0 kW peak
PV 2	2.0 kW peak
PV 3	4.0 kW peak

Attachment 6 - PLN20/0626 - 265 Johnston Street Abbotsford - S57A Amendment - ESD Report

Orientation (which way is the system facing)?:	
PV 1	North
PV 2	North
PV 3	North
Inclination (angle from horizontal):	
PV 1	20.0 Angle (degrees)
PV 2	20.0 Angle (degrees)
PV 3	20.0 Angle (degrees)
Which Building Class does this apply to?:	
PV 1	Apartment
PV 2	Office Building
PV 3	Shop

1.1 Thermal Performance Rating - Non-Residential		37%
Score Contribution	This credit contributes 5.1% towards the category score.	
Criteria	What is the % reduction in heating and cooling energy consumption against the reference case (NCC 2019 Section J)?	
1.2 Thermal Performance Rating - Residential		66%
Score Contribution	This credit contributes 27.5% towards the category score.	
Criteria	What is the average NatHERS rating?	
Output	Average NATHERS Rating (Weighted)	
Apartment	7.6 Stars	
2.1 Greenhouse Gas Emissions		100%
Score Contribution	This credit contributes 10.5% towards the category score.	
Criteria	What is the % reduction in annual greenhouse gas emissions against the benchmark?	
Output	Reference Building with Reference Services (BCA only)	
Apartment	175,430 kg CO2	
Output	Proposed Building with Proposed Services (Actual Building)	
Apartment	56,598 kg CO2	
Output	% Reduction in GHG Emissions	
Apartment	67 %	
2.2 Peak Demand		12%
Score Contribution	This credit contributes 5.2% towards the category score.	
Criteria	What is the % reduction in instantaneous (peak-hour) demand against the benchmark?	
Output	Peak Thermal Cooling Load - Baseline	
Apartment	521 kW	
Output	Peak Thermal Cooling Load - Proposed	
Apartment	451 kW	
Output	Peak Thermal Cooling Load - % Reduction	
Apartment	13 %	

Attachment 6 - PLN20/0626 - 265 Johnston Street Abbotsford - S57A Amendment - ESD Report

2.3 Electricity Consumption		100%	
Score Contribution	This credit contributes 10.5% towards the category score.		
Criteria	What is the % reduction in annual electricity consumption against the benchmark?		
Output	Reference		
Apartment	171,991 kWh		
Output	Proposed		
Apartment	55,488 kWh		
Output	Improvement		
Apartment	67 %		
2.4 Gas Consumption		N/A	Scoped Out
This credit was scoped out	No gas connection in use		
3.1 Carpark Ventilation		100%	
Score Contribution	This credit contributes 10.5% towards the category score.		
Criteria	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?		
Question	Criteria Achieved ?		
Project	Yes		
3.2 Hot Water		100%	
Score Contribution	This credit contributes 5.2% towards the category score.		
Criteria	What is the % reduction in annual energy consumption (gas and electricity) of the hot water system against the benchmark?		
Output	Reference		
Apartment	79,678 kWh		
Output	Proposed		
Apartment	33,951 kWh		
Output	Improvement		
Apartment	57 %		
3.4 Clothes Drying		100%	
Score Contribution	This credit contributes 4.6% towards the category score.		
Criteria	What is the % reduction in annual energy consumption (gas and electricity) from a combination of clothes lines and efficient driers against the benchmark?		
Output	Reference		
Apartment	13,380 kWh		
Output	Proposed		
Apartment	2,676 kWh		
Output	Improvement		
Apartment	80 %		

Attachment 6 - PLN20/0626 - 265 Johnston Street Abbotsford - S57A Amendment - ESD Report

3.6 Internal Lighting - Residential Multiple Dwellings		100%	
Score Contribution	This credit contributes 9.2% towards the category score.		
Criteria	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 2019 Vol 1 (Class 2-9) and Clause 3.12.5.5 NCC 2019 Vol 2 (Class 1 & 10)?		
Question	Criteria Achieved ?		
Apartment	Yes		
3.7 Internal Lighting - Non-Residential		100%	
Score Contribution	This credit contributes 1.3% towards the category score.		
Criteria	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?		
Question	Criteria Achieved ?		
Office Building	Yes		
Shop	Yes		
4.1 Combined Heat and Power (cogeneration / trigeneration)		N/A	Scoped Out
This credit was scoped out	None		
4.2 Renewable Energy Systems - Solar		100%	
Score Contribution	This credit contributes 5.2% towards the category score.		
Criteria	What % of the estimated energy consumption of the building class it supplies does the solar power system provide?		
Output	Solar Power - Energy Generation per year		
Apartment	10,216 kWh		
Office Building	2,554 kWh		
Shop	5,108 kWh		
Output	% of Building's Energy		
Apartment	18 %		
Office Building	51 %		
Shop	37 %		
4.4 Renewable Energy Systems - Other		N/A	Disabled
This credit is disabled	No other (non-solar PV) renewable energy is in use.		

Attachment 6 - PLN20/0626 - 265 Johnston Street Abbotsford - S57A Amendment - ESD Report

Stormwater Overall contribution 14% Minimum required 100%

Which stormwater modelling are you using?:	Melbourne Water STORM tool
1.1 Stormwater Treatment	100%
Score Contribution	This credit contributes 100.0% towards the category score.
Criteria	Has best practice stormwater management been demonstrated?
Question	STORM score achieved
Project	100
Output	Min STORM Score
Project	100

Attachment 6 - PLN20/0626 - 265 Johnston Street Abbotsford - S57A Amendment - ESD Report

IEQ Overall contribution 8% Minimum required 50%

IEQ DTS	
Use the BESS Deemed to Satisfy (DtS) method for IEQ?:	No
Dwellings IEQ Approach	
What approach do you want to use for dwellings?:	Use the built in calculation tools
Dwelling Daylight Room Profile Questions	
Room Designation:	
Living Auto-pass Living (4.5) Living (5.5) Living (6.5)	Living
Bedroom Auto-pass Bedroom (1.2) Bedroom (7.2 Bed 2) Bedroom (7.2 Bed 3) Bedroom (1.1 Bed 2)	Bedroom
Quantity:	
Living Auto-pass	30
Bedroom Auto-pass	42
Living (4.5) Living (5.5) Living (6.5) Bedroom (1.2) Bedroom (7.2 Bed 2) Bedroom (7.2 Bed 3) Bedroom (1.1 Bed 2)	1
Auto-Pass:	
Living Auto-pass Bedroom Auto-pass	Yes
Living (4.5) Living (5.5) Living (6.5) Bedroom (1.2) Bedroom (7.2 Bed 2) Bedroom (7.2 Bed 3) Bedroom (1.1 Bed 2)	No
Room Floor Area:	
Living Auto-pass Bedroom Auto-pass	-
Living (4.5) Living (5.5) Living (6.5)	24.8 m²
Bedroom (1.2)	10.2 m²
Bedroom (7.2 Bed 2)	9.5 m²
Bedroom (7.2 Bed 3)	8.4 m²
Bedroom (1.1 Bed 2)	9.0 m²

Attachment 6 - PLN20/0626 - 265 Johnston Street Abbotsford - S57A Amendment - ESD Report

Vertical Angle:	
Living Auto-pass Bedroom Auto-pass	-
Living (4.5) Living (5.5) Living (6.5)	40.3 Angle (degrees)
Bedroom (1.2)	15.9 Angle (degrees)
Bedroom (7.2 Bed 2) Bedroom (7.2 Bed 3)	90.0 Angle (degrees)
Bedroom (1.1 Bed 2)	1.0 Angle (degrees)
Horizontal Angle:	
Living Auto-pass Bedroom Auto-pass	-
Living (4.5) Living (5.5) Living (6.5)	120 Angle (degrees)
Bedroom (1.2)	180 Angle (degrees)
Bedroom (7.2 Bed 2)	130 Angle (degrees)
Bedroom (7.2 Bed 3)	165 Angle (degrees)
Bedroom (1.1 Bed 2)	26.0 Angle (degrees)
Window Area:	
Living Auto-pass Bedroom Auto-pass	-
Living (4.5) Living (5.5) Living (6.5) Bedroom (7.2 Bed 2) Bedroom (7.2 Bed 3) Bedroom (1.1 Bed 2)	7.2 m²
Bedroom (1.2)	2.5 m²
Window Orientation:	
Living Auto-pass Bedroom Auto-pass	-
Living (4.5) Living (5.5) Living (6.5)	West
Bedroom (1.2) Bedroom (1.1 Bed 2)	North
Bedroom (7.2 Bed 2) Bedroom (7.2 Bed 3)	South

Attachment 6 - PLN20/0626 - 265 Johnston Street Abbotsford - S57A Amendment - ESD Report

Glass Type:		
Living Auto-pass Bedroom Auto-pass	-	
Living (4.5) Living (5.5) Living (6.5) Bedroom (1.2) Bedroom (7.2 Bed 2) Bedroom (7.2 Bed 3) Bedroom (1.1 Bed 2)	Clear Double (VLT 0.71)	
Daylight Criteria Achieved?:		
Living Auto-pass Bedroom Auto-pass Living (4.5) Living (5.5) Living (6.5) Bedroom (1.2) Bedroom (7.2 Bed 2) Bedroom (7.2 Bed 3)	Yes	
Bedroom (1.1 Bed 2)	No	
1.1 Daylight Access - Living Areas	100%	
Score Contribution	This credit contributes 20.9% towards the category score.	
Criteria	What % of living areas achieve a daylight factor greater than 1%	
Output	Calculated percentage	
Apartment	100 %	
1.2 Daylight Access - Bedrooms	66%	
Score Contribution	This credit contributes 20.9% towards the category score.	
Criteria	What % of bedrooms achieve a daylight factor greater than 0.5%	
Output	Calculated percentage	
Apartment	97 %	
1.3 Winter Sunlight	0%	
Score Contribution	This credit contributes 7.0% towards the category score.	
Criteria	Do 70% of dwellings receive at least 3 hours of direct sunlight in all Living areas between 9am and 3pm in mid-winter?	
Question	Criteria Achieved ?	
Apartment	No	
1.4 Daylight Access - Non-Residential	40%	✔ Achieved
Score Contribution	This credit contributes 5.8% towards the category score.	
Criteria	What % of the regular use floor areas have at least 2% daylight factor?	
Question	Percentage Achieved?	
Office Building	38 %	
Shop	42 %	

Attachment 6 - PLN20/0626 - 265 Johnston Street Abbotsford - S57A Amendment - ESD Report

1.5 Daylight Access - Minimal Internal Bedrooms		100%
Score Contribution	This credit contributes 7.0% towards the category score.	
Criteria	Do at least 90% of dwellings have an external window in all bedrooms?	
Question	Criteria Achieved ?	
Apartment	Yes	
2.1 Effective Natural Ventilation		0%
Score Contribution	This credit contributes 20.9% towards the category score.	
Criteria	What % of dwellings are effectively naturally ventilated?	
Annotation	The following apartments are deemed to have adequate natural ventilation ie apartments G.1, 1.1, 1.2, 1.3 and equivalent above, 7.1 and 7.2. This amounts to 21 out of 33 apartments ie 64%. If single orientation apartments X.2 are excluded the percentage is 45%. There is less than 15m between all openings and no more than one door between the openings on each ventilation path. In addition the apartment doors of non complying apartments X.4 will be hung to not block the access to the windows to improve air circulation in this space.	
Question	Percentage Achieved?	
Apartment	45 %	
2.3 Ventilation - Non-Residential		28% ✖ Not Achieved
Score Contribution	This credit contributes 5.8% towards the category score.	
Annotation	All three external office windows will have ventilation openings with corner ventilation openings >3m from each other	
Criteria	What % of the regular use areas are effectively naturally ventilated?	
Question	Percentage Achieved?	
Office Building	100 %	
Shop	-	
Criteria	What increase in outdoor air is available to regular use areas compared to the minimum required by AS 1668.2:2012?	
Question	What increase in outdoor air is available to regular use areas compared to the minimum required by AS 1668:2012?	
Office Building	-	
Shop	-	
Criteria	What CO2 concentrations are the ventilation systems designed to achieve, to monitor and to maintain?	
Question	Value	
Office Building	-	
Shop	-	
3.4 Thermal comfort - Shading - Non-residential		0%
Score Contribution	This credit contributes 2.9% towards the category score.	

Attachment 6 - PLN20/0626 - 265 Johnston Street Abbotsford - S57A Amendment - ESD Report

Criteria	What percentage of east, north and west glazing to regular use areas is effectively shaded?	
Question	Percentage Achieved?	
Office Building	-	
Shop	-	
3.5 Thermal Comfort - Ceiling Fans - Non-Residential		0%
Score Contribution	This credit contributes 1.0% towards the category score.	
Criteria	What percentage of regular use areas in tenancies have ceiling fans?	
Question	Percentage Achieved?	
Office Building	-	
Shop	-	
4.1 Air Quality - Non-Residential		67%
Score Contribution	This credit contributes 7.9% towards the category score.	
Criteria	Do all paints, sealants and adhesives meet the maximum total indoor pollutant emission limits?	
Question	Criteria Achieved ?	
Project	Yes	
Criteria	Does all carpet meet the maximum total indoor pollutant emission limits?	
Question	Criteria Achieved ?	
Project	-	
Criteria	Does all engineered wood meet the maximum total indoor pollutant emission limits?	
Question	Criteria Achieved ?	
Project	Yes	

Attachment 6 - PLN20/0626 - 265 Johnston Street Abbotsford - S57A Amendment - ESD Report

Transport Overall contribution 9%

1.1 Bicycle Parking - Residential		100%
Score Contribution	This credit contributes 19.8% towards the category score.	
Criteria	How many secure and undercover bicycle spaces are there per dwelling for residents?	
Question	Bicycle Spaces Provided ?	
Apartment	33	
Output	Min Bicycle Spaces Required	
Apartment	33	
1.2 Bicycle Parking - Residential Visitor		100%
Score Contribution	This credit contributes 19.8% towards the category score.	
Criteria	How many secure bicycle spaces are there per 5 dwellings for visitors?	
Question	Visitor Bicycle Spaces Provided ?	
Apartment	7	
Output	Min Visitor Bicycle Spaces Required	
Apartment	7	
1.3 Bicycle Parking - Convenience Residential		100%
Score Contribution	This credit contributes 9.9% towards the category score.	
Criteria	Are bike parking facilities for residents located at ground level?	
Question	Criteria Achieved ?	
Apartment	Yes	
1.4 Bicycle Parking - Non-Residential		100%
Score Contribution	This credit contributes 2.7% towards the category score.	
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)?	
Question	Criteria Achieved ?	
Office Building	Yes	
Shop	Yes	
Question	Bicycle Spaces Provided ?	
Office Building	2	
Shop	2	
1.5 Bicycle Parking - Non-Residential Visitor		100%
Score Contribution	This credit contributes 1.4% towards the category score.	
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)?	
Question	Criteria Achieved ?	
Office Building	Yes	
Shop	Yes	
Question	Bicycle Spaces Provided ?	
Office Building	1	
Shop	1	

Attachment 6 - PLN20/0626 - 265 Johnston Street Abbotsford - S57A Amendment - ESD Report

1.6 End of Trip Facilities - Non-Residential		100%
Score Contribution	This credit contributes 1.4% towards the category score.	
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?	
Question	Number of showers provided ?	
Office Building	1	
Shop	1	
Question	Number of lockers provided ?	
Office Building	2	
Shop	2	
Output	Min Showers Required	
Office Building	1	
Shop	1	
Output	Min Lockers Required	
Office Building	2	
Shop	2	
2.1 Electric Vehicle Infrastructure		100%
Score Contribution	This credit contributes 22.5% towards the category score.	
Criteria	Are facilities provided for the charging of electric vehicles?	
Question	Criteria Achieved ?	
Project	Yes	
2.2 Car Share Scheme		100%
Score Contribution	This credit contributes 11.3% towards the category score.	
Criteria	Has a formal car sharing scheme been integrated into the development?	
Question	Criteria Achieved ?	
Project	Yes	
2.3 Motorbikes / Mopeds		100%
Score Contribution	This credit contributes 11.3% towards the category score.	
Criteria	Are a minimum of 5% of vehicle parking spaces designed and labelled for motorbikes (must be at least 5 motorbike spaces)?	
Question	Criteria Achieved ?	
Project	Yes	

Attachment 6 - PLN20/0626 - 265 Johnston Street Abbotsford - S57A Amendment - ESD Report

Waste

Overall contribution 6%

1.1 - Construction Waste - Building Re-Use		100%
Score Contribution	This credit contributes 33.3% towards the category score.	
Criteria	If the development is on a site that has been previously developed, has at least 30% of the existing building been re-used?	
Question	Criteria Achieved ?	
Project	Yes	
2.1 - Operational Waste - Food & Garden Waste		100%
Score Contribution	This credit contributes 33.3% towards the category score.	
Criteria	Are facilities provided for on-site management of food and garden waste?	
Question	Criteria Achieved ?	
Project	Yes	
2.2 - Operational Waste - Convenience of Recycling		100%
Score Contribution	This credit contributes 33.3% towards the category score.	
Criteria	Are the recycling facilities at least as convenient for occupants as facilities for general waste?	
Question	Criteria Achieved ?	
Project	Yes	

Attachment 6 - PLN20/0626 - 265 Johnston Street Abbotsford - S57A Amendment - ESD Report

Urban Ecology Overall contribution 2%

1.1 Communal Spaces	100%
Score Contribution	This credit contributes 11.3% towards the category score.
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?
Annotation	Library for residents. Outdoor balcony to office. Cafe forecourt for cafe staff.
Question	Common space provided
Apartment	52.0 m²
Office Building	24.9 m²
Shop	50.0 m²
Output	Minimum Common Space Required
Apartment	52 m²
Office Building	12 m²
Shop	11 m²
2.1 Vegetation	25%
Score Contribution	This credit contributes 45.1% towards the category score.
Criteria	How much of the site is covered with vegetation, expressed as a percentage of the total site area?
Question	Percentage Achieved ?
Project	9 %
2.2 Green Roofs	0%
Score Contribution	This credit contributes 11.3% towards the category score.
Criteria	Does the development incorporate a green roof?
Question	Criteria Achieved ?
Project	No
2.3 Green Walls and Facades	0%
Score Contribution	This credit contributes 11.3% towards the category score.
Criteria	Does the development incorporate a green wall or green façade?
Question	Criteria Achieved ?
Project	No
2.4 Private Open Space - Balcony / Courtyard Ecology	100%
Score Contribution	This credit contributes 9.9% towards the category score.
Criteria	Is there a tap and floor waste on every balcony / in every courtyard?
Question	Criteria Achieved ?
Apartment	Yes

3.1 Food Production - Residential		0%
Score Contribution	This credit contributes 9.9% towards the category score.	
Criteria	What area of space per resident is dedicated to food production?	
Question	Food Production Area	
Apartment	-	
Output	Min Food Production Area	
Apartment	14 m²	
3.2 Food Production - Non-Residential		0%
Score Contribution	This credit contributes 1.4% towards the category score.	
Criteria	What area of space per occupant is dedicated to food production?	
Question	Food Production Area	
Office Building	-	
Shop	-	
Output	Min Food Production Area	
Office Building	4 m²	
Shop	3 m²	

Innovation Overall contribution 4%

Innovations	
Description:	
Power distribution system or Embedded network + 100% renewable electricity	A power distribution system such as by Allume Energy or an embedded network will be established for the building. If an embedded network is created carbon neutral electricity will be purchased for the building
Skeleton EV infra to all parking spaces	Provide skeleton EV infrastructure to all parking spaces ie cable tray, access routes and dedicated EV circuit distribution board(s)
Points Targeted:	
Power distribution system or Embedded network + 100% renewable electricity	2
Skeleton EV infra to all parking spaces	2

1.1 Innovation		40%
Score Contribution	This credit contributes 100.0% towards the category score.	
Criteria	What percentage of the Innovation points have been claimed (10 points maximum)?	

Disclaimer

The Built Environment Sustainability Scorecard (BESS) has been provided for the purpose of information and communication. While we make every effort to ensure that material is accurate and up to date (except where denoted as 'archival'), this material does in no way constitute the provision of professional or specific advice. You should seek appropriate, independent, professional advice before acting on any of the areas covered by BESS.

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Attachment 6 - PLN20/0626 - 265 Johnston Street Abbotsford - S57A Amendment - ESD Report

Appendix 2 - STORM Report

Melbourne Water

STORM Rating Report

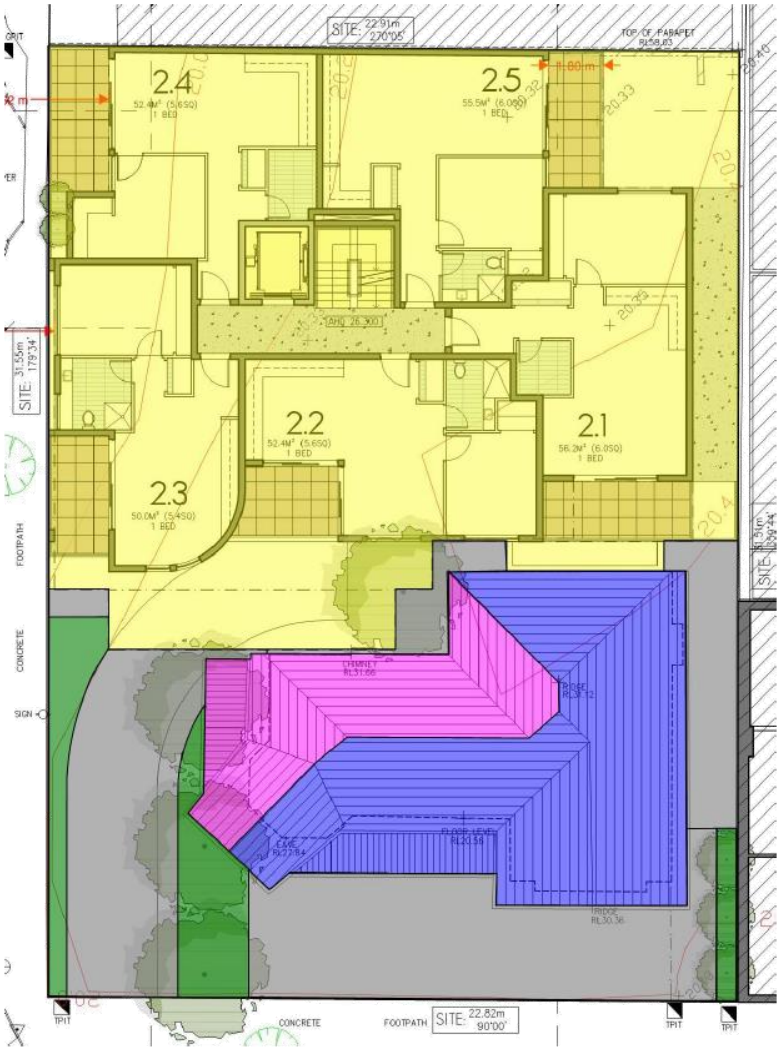
TransactionID: 984969
Municipality: YARRA
Rainfall Station: YARRA
Address: 265 Johnston St
Abbotsford
VIC 3067
Assessor: LID Consulting
Development Type: Residential - Mixed Use
Allotment Site (m2): 720.80
STORM Rating %: 126

Description	Impervious Area (m2)	Treatment Type	Treatment Area/Volume (m2 or L)	Occupants / Number Of Bedrooms	Treatment %	Tank Water Supply Reliability (%)
Roof to RWT - New	418.42	Rainwater Tank	12,000.00	25	167.70	82.00
Roof to RWT - Existing	98.45	Rainwater Tank	4,000.00	10	170.00	82.00
Existing Roof - untreated	45.22	None	0.00	0	0.00	0.00
Impervious - other	129.09	None	0.00	0	0.00	0.00

Date Generated: 02-Jul-2020 Program Version: 1.0.0

Attachment 6 - PLN20/0626 - 265 Johnston Street Abbotsford - S57A Amendment - ESD Report

Appendix 3 - STORM Area proof



Legend			
	Description	Quantity	Unit
	Existing Roof - Untreated	45.22	sq m
	Existing Roof to RWT	98.45	sq m
	Impervious	129.09	sq m
	New Roof and Balc to RWT	418.42	sq m
	Permeable	29.36	sq m

Appendix 4 - Residential Daylight Assessment

Results of BESS Deemed to Satisfy Assessment

Level	Apt	Zone	Dual Aspect	Room compliance achieved?
G	1	Living	Yes	Yes
		Bed 1	No	Yes
1	1	Living	Yes	Yes
		Bed 1	No	Yes
		Bed 2	No	No
	2	Living	Yes	Yes
		Bed 1	No	No
	3	Living	Yes	Yes
		Bed 1	No	Yes
	4	Living	No	Yes
		Bed 1	No	Yes
	5	Living	No	Yes
		Bed 1	No	Yes
2	1	Living	Yes	Yes
		Bed 1	No	Yes
	2	Living	Yes	Yes
		Bed 1	No	Yes
	3	Living	Yes	Yes
		Bed 1	No	Yes
	4	Living	No	Yes
		Bed 1	No	Yes
	5	Living	No	Yes
		Bed 1	No	Yes
3	1	Living	No	Yes
		Bed 1	No	Yes
	2	Living	No	Yes
		Bed 1	No	Yes
		Bed 2	No	Yes
	3	Living	No	Yes
		Bed 1	No	Yes
		Bed 2	No	Yes
	4	Living	No	Yes
		Bed 1	No	Yes
	5	Living	No	Yes
		Bed 1	No	Yes
4	1	Living	No	Yes
		Bed 1	No	Yes
	2	Living	No	Yes
		Bed 1	No	Yes
		Bed 2	No	Yes
	3	Living	No	Yes
		Bed 1	No	Yes

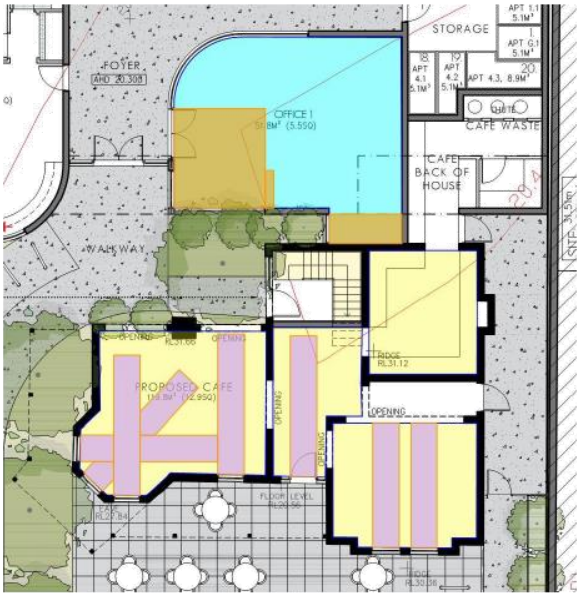
Attachment 6 - PLN20/0626 - 265 Johnston Street Abbotsford - S57A Amendment - ESD Report

		Bed 2	No	Yes
	4	Living	No	Yes
		Bed 1	No	Yes
	5	Living	No	No
		Bed 1	No	Yes
5	1	Living	No	Yes
		Bed 1	No	Yes
	2	Living	No	Yes
		Bed 1	No	Yes
		Bed 2	No	Yes
	3	Living	No	Yes
		Bed 1	No	Yes
		Bed 2	No	Yes
	4	Living	No	Yes
		Bed 1	No	Yes
	5	Living	No	No
		Bed 1	No	Yes
6	1	Living	No	Yes
		Bed 1	No	Yes
	2	Living	No	Yes
		Bed 1	No	Yes
		Bed 2	No	Yes
	3	Living	No	Yes
		Bed 1	No	Yes
		Bed 2	No	Yes
	4	Living	No	Yes
		Bed 1	No	Yes
	5	Living	No	No
		Bed 1	No	Yes
7	1	Living	Yes	Yes
		Bed 1	No	Yes
		Bed 2	No	Yes
		Bed 3	No	Yes
	2	Living	Yes	Yes
		Bed 1	No	Yes
		Bed 2	No	No
		Bed 3	No	No

Summary of results

Room	No. compliant	Total	%
Living	30	33	91%
Bed	42	46	91%

Appendix 5 - Non-residential Daylight Assessment Mark-up



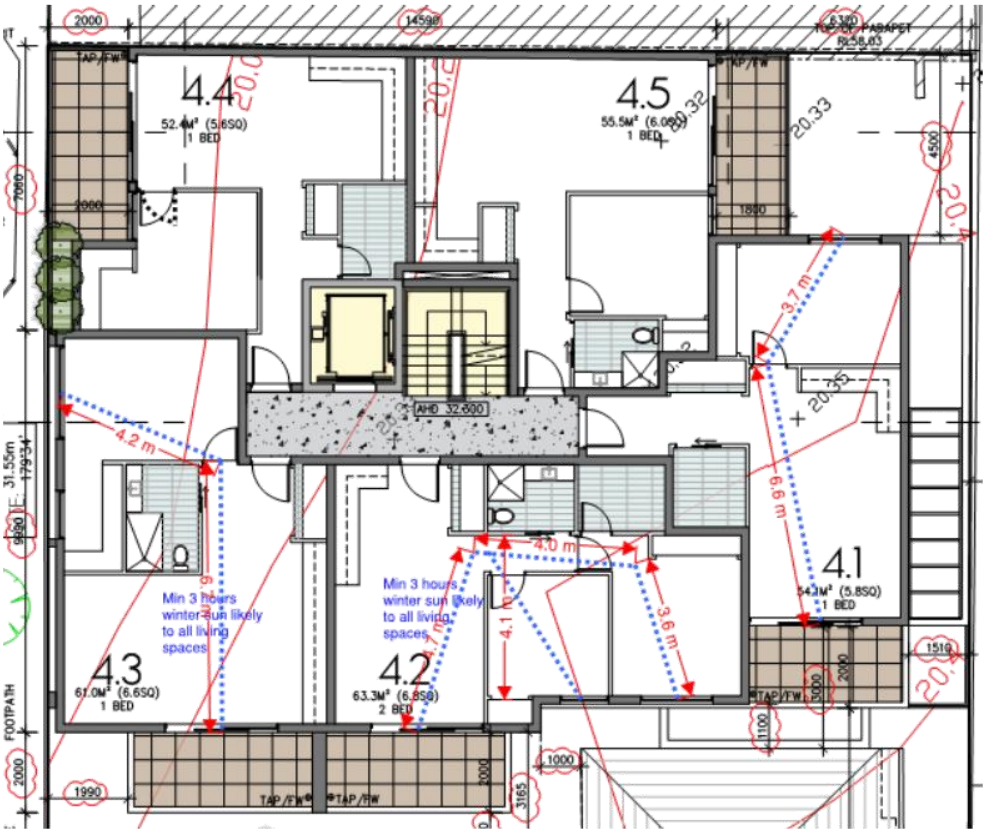
Legend			
	Description	Quantity	Unit
	Daylight compliance area - cafe	26.79	sq m
	Daylight compliance area - office	13.43	sq m
	Nominated area - Office	47.08	sq m
	Nominated Area - Cafe	63.54	sq m

Legend			
	Description	Quantity	Unit
	Daylight compliance area - office	35.36	sq m
	Nominated area - Office	80.24	sq m

Appendix 6 - Natural ventilation

Since the initial BESS v5 submission the BESS tool has been upgraded to BESS v6 which has additional requirements, particularly in respect of the IEQ section compliance.

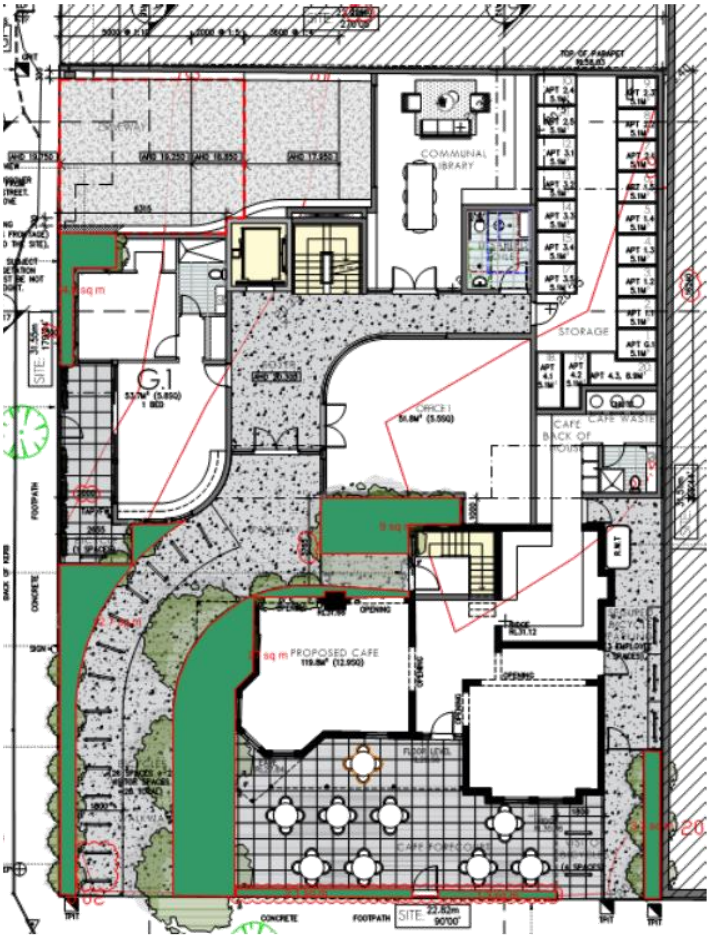
Compliance can be demonstrated with the new requirements per below. Note it is assumed the rom depth opposite the two bedrooms is <5m so the X.2 apartments comply with natural ventilation requirements. Note the door to the bedroom of dwelling X.4 will be rehung (per the dotted lines) to ensure good breeze flow from the bedroom window into the lounge room.



Sample apartment	Number of similar apartments	Complies with natural ventilation requirements	Number of complying apartments
G.1	1	Yes	1
1.1, 2.1, 3.1,4.1,5.1,6.1	6	Yes	6
1.2, 2.2, 3.2, 4.2, 5.2, 6.2	6	Yes	6
1.3, 2.3, 3.3, 4.3, 5.3, 6.3	6	Yes	6
1.4, 2.4, 3.4, 4.4, 5.4, 6.4	6	No	-
1.5, 2.5, 3.5, 4.5, 5.5, 6.5	6	No	-
7.1	1	Yes	1
7.2	1	Yes	1
Totals	**33**		**21 / 33 = 64%**
Total excl X.2	**33**		**15 / 33 = 45%**

Appendix 7 - Landscape plan components

Permeable area 4.5+12.7+27+9+2.1+1.3+3.3+1.3x6 = 67.7m2 out of total area 720m2



PLANT SCHEDULE

SYM	BOTANICAL NAME	COMMON NAME	D/E N/Ex*	HEIGHT X WIDTH AT MATURITY	MIN SUPPLY SIZE	QTY
TREES						
CbF	*Carpinus betulus* 'Fastigiata'	Fastigiate Hornbeam	D/Ex	10 x 6m	50cm/2.0mH	4
Ee	*Elaeocarpus eumundi*	Eumundi Quandong	E/N	5 x 3m (Clipped)	50cm/2.0mH	8
					TOTAL	**12**
SHRUBS						
Mp	*Murraya paniculata*	Orange Jessamine	E/Ex	2 x 1m (Clipped)	200mm pot	
Sr	*Sarcococca ruscifolia*	Fragrant Sw eet Box	E/Ex	1.5 x 1.5m (Clipped)	200mm pot	
BsS	*Buxus sempervirens* 'Suffruticosa'	Dutch Box	E/Ex	0.6 x 0.6m (Clipped)	140mm pot	
					TOTAL	
GROUNDCOVERS						
Ta	*Trachelospermum asiaticum*	Yellow Star Jasmine	E/Ex	0.2 x Spreading	140mm pot	To Later Detail
					TOTAL	

*D/E = Deciduous/Evergreen N/Ex = Native/Exotic

NOTE: PLANT SELECTION CHOSEN ARE FAIRLY DROUGHT TOLERANT IN MELBOURNE

Appendix 8 - Preliminary Office energy rating (Section J Façade calculator)

A Preliminary Section J façade calculator has been undertaken on the ground floor office building. It is noted that the section J deemed to satisfy (DtS) calculator below shows feasible glazing and wall solutions even when the shading represented in the calcualtor is considered conservative (this is due to the DtS calculator being unable to accurately represent the shading that is afforded by the hetritage building to the nortth of the office).

The preliminary wall insulation values used in the calculator below are R2.0.

NCC 2019 Wall-Glazing Calculator v3.0 (Open-source)

Wall and glazing energy efficiency in Class 2-9 buildings - Method 2 of Specification J1.5a, NCC 2019

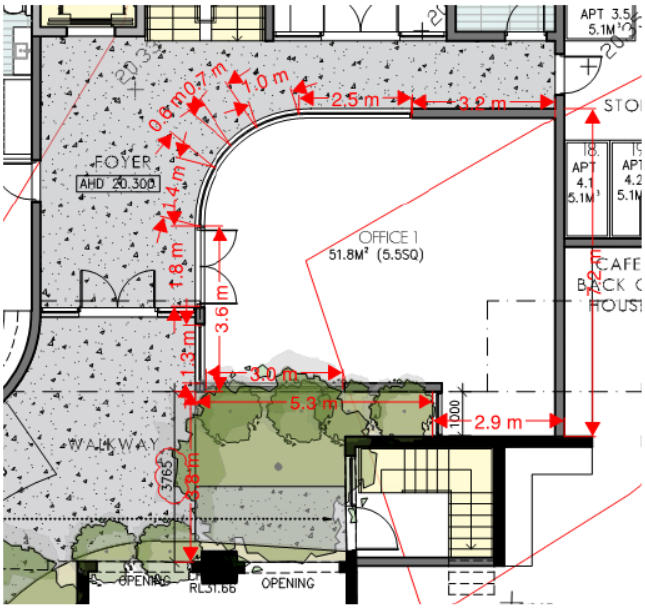
Building name and description	Classification	Climate Zone
Office 1 - ground floor only	Other	6

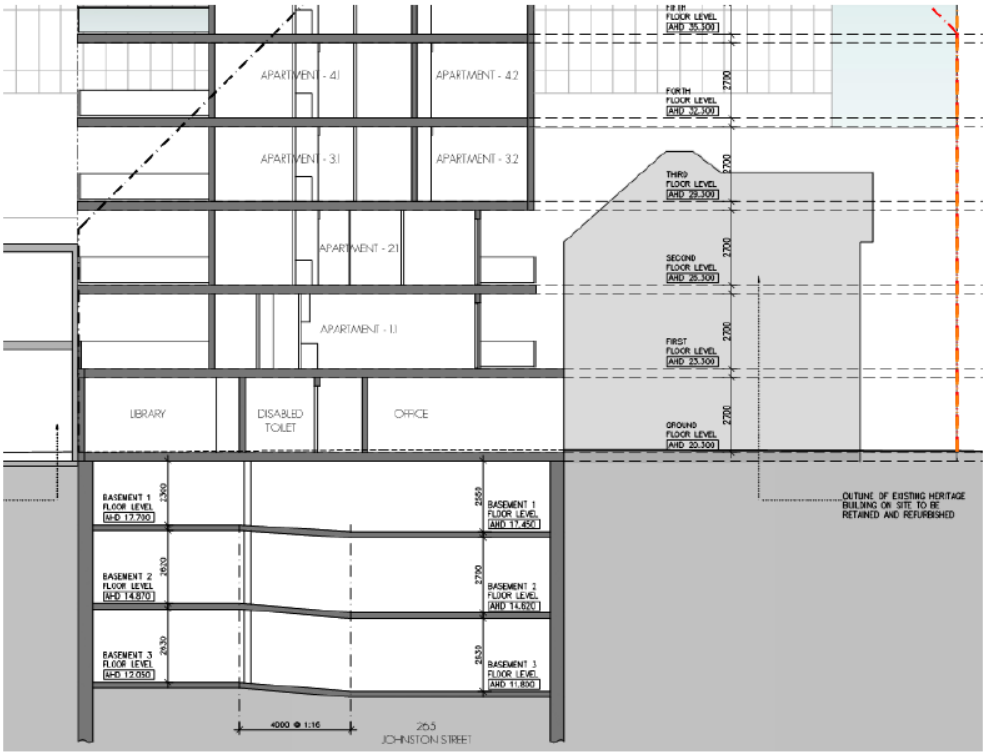
Calculated Area-Weighted U-Value	1.99	Calculated Representative Air-Conditioning Energy Value	6.3
Allowable Area-Weighted U-Value	2.00	Allowable Representative Air-Conditioning Energy Value	6.6
Building total U-Value allowance met	100%	Building total SHGC allowance met	96%
Check Values: Not Visible	Wall Element Requirements: Met	Display Glazing Element Requirements	-

Use of this calculator does not guarantee compliance with the NCC. The disclaimer and a version update check are available at the bottom of the page.

Element Description					U-Value		SHGC and Shading				
ID	Description (optional)	Element Type	Facing Sector	Area (m^2)	U-Value	U-Value Element share of allowance used	SHGC	Glazing Height (m)	Shading Height (m)	Shading Projection (m)	SHGC Element share of allowance used
1	Office 1 intenal wall	Wall	Internal	35.91	0.50	11% of building total					Not counted
2	Office 1 east wall	Wall	East	6.48	0.50	2% of building total					Not counted
3	Office 1 north wall	Wall	North	6.21	0.50	2% of building total					Not counted
4	Internal glazing	Glazing	Internal	21.60	4.00	51% of building total	1	2.7			Not counted
5	East glazing	Glazing	East	6.21	4.00	15% of building total	0.3	2.7	2.7	2.3	20% of building total
6	North glazing	Glazing	North	8.10	4.00	19% of building total	0.3	2.7	6	2	80% of building total

Attachment 6 - PLN20/0626 - 265 Johnston Street Abbotsford - S57A Amendment - ESD Report





Appendix 9 - Preliminary residential energy ratings

The FirstRate5 preview energy rating for the following apartments incorporates the full list of assumptions as listed below. Note, additional glazing or shading specifications can be incorporated to improve these ratings.

Thermal Group	Apartment Modelled	No. of similar/better performing apartments	Similar or better performing apartments	Cooling Load (MJ/m²)	Star Rating	Star rating x no. of dwellings
1	G.1	1	-		6.4	6.4
2	1.1	1	-		7.4	7.4
3	2.1	5	3.1,4.1.5.1, 6.1		7.9	39.5
4	2.2	6	1.2, 3.2, 4.2, 5.2, 6.2		7.8	46.8
5	2.3	2	1.3		7.6	15.2
7	2.4	6	1.4, 3.4, 4.4, 5.4, 6.4		7.6	45.6
8	2.5	6	1.5, 3.5, 4.5, 5.5, 6.5		8.1	48.6
6	4.3	4	3.3, 4.3, 5.3, 6.3		8.2	32.8
9	7.1	1	-		6.9	6.9
10	7.2	1	-		6.2	6.2
			Average star rating			7.7 stars

Full list of assumptions:

- Offset from north point - 180 degrees – ie north to bottom of page
- Heating and cooling choices when optional – default.
- Floor type - suspended slab to all floors
- Floor coverings – carpet to bedrooms, timber to living areas, tiles to wet areas (bathrooms, laundries)
- Floor insulation – R2.0 under floor above carpark ie under apartment G1 and where an apartment floor sits above an open area such as a balcony below.
- Ceiling insulation – where there is a balcony above an apartment, or a roof above an apartment R5.0 + 1 reflective foil insulation
- Roof colour – medium light grey / dull zincalume.
- Balcony tile colour - light
- Wall colour – medium
- Wall height to ceiling – all floors generally 2.7m (ie measured floor to ceiling above) or confirm if different per plans
- Exterior Walls –
  - 150mm precast concrete R2.0 internal insulation and 10mm plasterboard over. No external cladding on precast concrete.
- Interior walls – R2.0 insulation between conditioned and unconditioned spaces
- Windows –
  - All windows/sliding doors to balconies 2.4m height
  - All windows from bedrooms not shown – assume same head height (2.4m) but sill of 1000mm.
  - Other windows as shown in full on west and south elevations

  - Window widths all as per plans
  - Glazing type:
    1. Try first: Thermally broken aluminium frame, double glazed, air filled, clear. (U-value = 3.6, SHGC = 0.47)
    2. If this fails try this in required apartments: Aluminium thermally broken frame, double glazed high solar gain, low E Clear (U-value = 3.1, SHGC=0.39)
  - All windows and doors weather stripped
- Exhaust fans, all sealed –
  - All bathrooms and ensuites: 300mm diameter
  - Kitchen: 180mm
- Ceiling fans – none
- Eaves – included where appropriate
- Wing walls – included where appropriate if beside balcoines
- Fences – included where appropriate
- Lights – no unsealed downlights. Max 4W/m2 density. If downlights are installed they will be IC rated downlights with insulation installed over downlight as per manufacturer's recommendations.

- **Apartment 7.1 deviation from standard assumptions. Note higher energy ratings were required to be within cooling load limits:**
- No floor covering to Kitchen/Living (exposed concrete floor)
- Aluminium thermally broken frame, double glazed high solar gain, low E Clear (U-value = 3.1, SHGC=0.39)
- Eaves 1000mm at 2700mm
- Bedroom bottom sill height 1000mm
- East facing glazing total width=4800mm
- Interior walls – R2.5 insulation between conditioned and unconditioned spaces
- Ceiling insulation R6.0 + 1 reflective foil insulation

- **Apartment 7.2 deviation from standard assumptions (designs replicated to match apartment 7.1 which had more stringent cooling load requirements):**
- Aluminium thermally broken frame, double glazed high solar gain, low E Clear (U-value = 3.1, SHGC=0.39)
- Eaves 1000mm at 2700mm
- Bedroom bottom sill height 1000mm
- East facing glazing total width=5800mm
- West facing bedroom window width 2000mm
- Interior walls – R2.5 insulation between conditioned and unconditioned spaces
- Ceiling insulation R6.0 + 1 reflective foil insulation

Attachment 6 - PLN20/0626 - 265 Johnston Street Abbotsford - S57A Amendment - ESD Report

Provisional Diagnostic Information

FirstRate® Provisional Diagnostic Information

Project Information

Mode	New Home
Climate	21 Melbourne RO
Site Exposure	suburban
Client Name	Petridis Architects
Rated Address	265 Johnston Street Abbotsford
Accredited Rater	LID Consulting
Date	07/10/2021
Reference	G.1 6.4 stars

Energy Usage

Type	Energy MJ/m²
Total	100.9
Heating	75.2
Cooling	25.7

Areas

Area	Size (m²)
Net Conditioned Floor Area (NCFA)	40.9
Unconditioned Room Area	5.1
Garage Area	0.0
Basement Car Park Area	0.0
Glazed Common Area	0.0

Zones

Zone	Area (m²)	Conditioning Type	Conditioned
Bedroom	14.9	bedroom	Y
Bathroom	5.1	unconditioned	N
Kitchen/Living	26.0	kitchen	Y

Walls

Type	Bulk Insulation (R)	Num Reflective Airgaps	Area (m²)
Cast Concrete	2.5	0	46.0
Concrete Block Solid/Core Filled	2.5	0	28.5
Internal Plasterboard Stud Wall	2.0	0	11.1
Internal Plasterboard Stud Wall	0.0	0	9.5

Attachment 6 - PLN20/0626 - 265 Johnston Street Abbotsford - S57A Amendment - ESD Report

Floors

Type	Bulk Insulation (R)	Slab edge insulation (R)	Ventilation	Area (m²)
200mm concrete slab	2.0	0.0	elevated	46.0

Roofs/Ceilings

Type	Bulk Ceiling Insulation (R)	Bulk Roof Insulation (R)	Area (m²)
Slab:Slab - Suspended Slab	0.0	0.0	46.0

Windows

Type	U-Value	SHGC	Area (m²)
ATB-003-01 B Al Thermally Broken A DG Air Fill Clear-Clear	3.60	0.47	18.87

Window Directions

Direction	Area (m²)
E	16.6
N	1.2
NNW	1.1

Air leakage

Item	Sealed	Unsealed
Generic Vent	-	0
Unflued Gas Heater	-	0
Exhaust Fan	2	0
Downlight	0	0
Chimney	0	0
Heater Flue	-	0

Zone Energy Loads

Zone	Heating (MJ/m2)	Total Heating (MJ)	Cooling (MJ/m2)	Total Cooling (MJ)
Bedroom (Z001)	73.0	1088.3	5.2	77.1
Kitchen/Living (Z002)	97.0	2522.2	44.4	1155.8

Provisional Diagnostic Information 27-10-2021 15:15:55 Ver:5.3.1 (3.21) Engine Ver:3.21 Accredited Rater:LID Consulting Assessor's Accreditation Number:

Attachment 6 - PLN20/0626 - 265 Johnston Street Abbotsford - S57A Amendment - ESD Report

Provisional Diagnostic Information

FirstRate® Provisional Diagnostic Information

Project Information

Mode	New Home
Climate	21 Melbourne RO
Site Exposure	suburban
Client Name	Petridis Architects
Rated Address	265 Johnston Street Abbotsford
Accredited Rater	LID Consulting
Date	07/10/2021
Reference	1.1 7.4 stars

Energy Usage

Type	Energy MJ/m²
Total	68.2
Heating	59.8
Cooling	8.4

Areas

Area	Size (m²)
Net Conditioned Floor Area (NCFA)	57.2
Unconditioned Room Area	4.3
Garage Area	0.0
Basement Car Park Area	0.0
Glazed Common Area	0.0

Zones

Zone	Area (m²)	Conditioning Type	Conditioned
Ensuite	4.5	nightTime	Y
Bathroom 2	4.3	unconditioned	N
Bedroom 3	13.3	bedroom	Y
Kitchen/Living	21.7	kitchen	Y
Bedroom 2	10.0	bedroom	Y
Corridor	7.8	dayTime	Y

Walls

Type	Bulk Insulation (R)	Num Reflective Airgaps	Area (m²)
Concrete Block Solid/Core Filled	2.5	0	98.9
Internal Plasterboard Stud Wall	2.0	0	30.8

Internal Plasterboard Stud Wall	2.0	0	20.8
Internal Plasterboard Stud Wall	0.0	0	37.9

Floors

Type	Bulk Insulation (R)	Slab edge insulation (R)	Ventilation	Area (m²)
200mm concrete slab	2.0	0.0	encl	55.8
200mm concrete slab	0.0	0.0	encl	5.8

Roofs/Ceilings

Type	Bulk Ceiling Insulation (R)	Bulk Roof Insulation (R)	Area (m²)
Slab:Slab - Suspended Slab	0.0	0.0	61.6

Windows

Type	U-Value	SHGC	Area (m²)
ATB-003-01 B Al Thermally Broken A DG Air Fill Clear-Clear	3.60	0.47	18.24

Window Directions

Direction	Area (m²)
S	4.3
N	13.9

Air leakage

Item	Sealed	Unsealed
Generic Vent	-	0
Unflued Gas Heater	-	0
Exhaust Fan	3	0
Downlight	0	0
Chimney	0	0
Heater Flue	-	0

Zone Energy Loads

Zone	Heating (MJ/m2)	Total Heating (MJ)	Cooling (MJ/m2)	Total Cooling (MJ)
Bedroom 3 (Z003)	65.9	878.4	0.5	7.2
Corridor (Z004)	78.5	609.0	0.3	2.0
Ensuite (Z001)	91.4	408.8	0.2	1.0
Kitchen/Living (Z005)	71.0	1540.4	21.0	455.4
Bedroom 2 (Z006)	35.6	355.4	6.5	65.1

Provisional Diagnostic Information 27-10-2021 15:01:19 Ver:5.3.1 (3.21) Engine Ver:3.21 Accredited Rater:LID Consulting Assessor's Accreditation Number:

Attachment 6 - PLN20/0626 - 265 Johnston Street Abbotsford - S57A Amendment - ESD Report

Provisional Diagnostic Information

FirstRate® Provisional Diagnostic Information

Project Information

Mode	New Home
Climate	21 Melbourne RO
Site Exposure	suburban
Client Name	Petridis Architects
Rated Address	265 Johnston Street Abbotsford
Accredited Rater	LID Consulting
Date	07/10/2021
Reference	2.1 7.9 stars

Energy Usage

Type	Energy MJ/m²
Total	54.2
Heating	44.3
Cooling	9.9

Areas

Area	Size (m²)
Net Conditioned Floor Area (NCFA)	46.9
Unconditioned Room Area	3.2
Garage Area	0.0
Basement Car Park Area	0.0
Glazed Common Area	0.0

Zones

Zone	Area (m²)	Conditioning Type	Conditioned
Bedroom	13.1	bedroom	Y
Bathroom	3.2	unconditioned	N
Kitchen/Living	33.7	kitchen	Y

Walls

Type	Bulk Insulation (R)	Num Reflective Airgaps	Area (m²)
Concrete Block Solid/Core Filled	2.5	0	91.4
Internal Plasterboard Stud Wall	2.0	0	13.1
Internal Plasterboard Stud Wall	0.0	0	10.1

Attachment 6 - PLN20/0626 - 265 Johnston Street Abbotsford - S57A Amendment - ESD Report

Floors

Type	Bulk Insulation (R)	Slab edge insulation (R)	Ventilation	Area (m²)
200mm concrete slab	0.0	0.0	encl	50.0

Roofs/Ceilings

Type	Bulk Ceiling Insulation (R)	Bulk Roof Insulation (R)	Area (m²)
Slab:Slab - Suspended Slab	0.0	0.0	50.0

Windows

Type	U-Value	SHGC	Area (m²)
ATB-003-01 B Al Thermally Broken A DG Air Fill Clear-Clear	3.60	0.47	10.92

Window Directions

Direction	Area (m²)
S	2.5
N	8.4

Air leakage

Item	Sealed	Unsealed
Generic Vent	-	0
Unflued Gas Heater	-	0
Exhaust Fan	2	0
Downlight	0	0
Chimney	0	0
Heater Flue	-	0

Zone Energy Loads

Zone	Heating (MJ/m2)	Total Heating (MJ)	Cooling (MJ/m2)	Total Cooling (MJ)
Bedroom (Z001)	46.0	604.4	0.9	11.8
Kitchen/Living (Z003)	48.8	1646.8	14.6	491.1

Provisional Diagnostic Information 27-10-2021 15:00:22 Ver:5.3.1 (3.21) Engine Ver:3.21 Accredited Rater:LID Consulting Assessor's Accreditation Number:

Attachment 6 - PLN20/0626 - 265 Johnston Street Abbotsford - S57A Amendment - ESD Report

Provisional Diagnostic Information

FirstRate® Provisional Diagnostic Information

Project Information

Mode	New Home
Climate	21 Melbourne RO
Site Exposure	suburban
Client Name	Petridis Architects
Rated Address	265 Johnston Street Abbotsford
Accredited Rater	LID Consulting
Date	07/10/2021
Reference	2.2 7.8 stars

Energy Usage

Type	Energy MJ/m²
Total	60.1
Heating	38.9
Cooling	21.2

Areas

Area	Size (m²)
Net Conditioned Floor Area (NCFA)	41.1
Unconditioned Room Area	4.4
Garage Area	0.0
Basement Car Park Area	0.0
Glazed Common Area	0.0

Zones

Zone	Area (m²)	Conditioning Type	Conditioned
Kitchen/Living 1	30.3	kitchen	Y
Bedroom	10.7	bedroom	Y
Bathroom	4.4	unconditioned	N

Walls

Type	Bulk Insulation (R)	Num Reflective Airgaps	Area (m²)
Concrete Block Solid/Core Filled	2.5	0	82.5
Internal Plasterboard Stud Wall	0.0	0	9.2
Internal Plasterboard Stud Wall	2.0	0	13.4

Attachment 6 - PLN20/0626 - 265 Johnston Street Abbotsford - S57A Amendment - ESD Report

Floors

Type	Bulk Insulation (R)	Slab edge insulation (R)	Ventilation	Area (m²)
200mm concrete slab	0.0	0.0	encl	45.5

Roofs/Ceilings

Type	Bulk Ceiling Insulation (R)	Bulk Roof Insulation (R)	Area (m²)
Slab:Slab - Suspended Slab	0.0	0.0	45.5

Windows

Type	U-Value	SHGC	Area (m²)
ATB-003-01 B Al Thermally Broken A DG Air Fill Clear-Clear	3.60	0.47	16.17

Window Directions

Direction	Area (m²)
N	10.8
E	5.4

Air leakage

Item	Sealed	Unsealed
Generic Vent	-	0
Unflued Gas Heater	-	0
Exhaust Fan	2	0
Downlight	0	0
Chimney	0	0
Heater Flue	-	0

Zone Energy Loads

Zone	Heating (MJ/m2)	Total Heating (MJ)	Cooling (MJ/m2)	Total Cooling (MJ)
Bedroom (Z002)	11.5	123.1	3.7	39.4
Kitchen/Living 1 (Z001)	52.3	1587.1	29.4	892.9

Provisional Diagnostic Information 27-10-2021 14:59:18 Ver:5.3.1 (3.21) Engine Ver:3.21 Accredited Rater:LID Consulting Assessor's Accreditation Number:

Attachment 6 - PLN20/0626 - 265 Johnston Street Abbotsford - S57A Amendment - ESD Report

Provisional Diagnostic Information

FirstRate® Provisional Diagnostic Information

Project Information

Mode	New Home
Climate	21 Melbourne RO
Site Exposure	suburban
Client Name	Petridis Architects
Rated Address	265 Johnston Street Abbotsford
Accredited Rater	LID Consulting
Date	07/10/2021
Reference	2.3 7.6 stars

Energy Usage

Type	Energy MJ/m²
Total	63.9
Heating	38.1
Cooling	25.8

Areas

Area	Size (m²)
Net Conditioned Floor Area (NCFA)	37.6
Unconditioned Room Area	5.8
Garage Area	0.0
Basement Car Park Area	0.0
Glazed Common Area	0.0

Zones

Zone	Area (m²)	Conditioning Type	Conditioned
Bedroom	12.8	bedroom	Y
Bathroom	5.8	unconditioned	N
Kitchen/Living	24.8	kitchen	Y

Walls

Type	Bulk Insulation (R)	Num Reflective Airgaps	Area (m²)
Concrete Block Solid/Core Filled	2.5	0	81.8
Internal Plasterboard Stud Wall	2.0	0	14.1
Internal Plasterboard Stud Wall	0.0	0	5.0

Attachment 6 - PLN20/0626 - 265 Johnston Street Abbotsford - S57A Amendment - ESD Report

Floors

Type	Bulk Insulation (R)	Slab edge insulation (R)	Ventilation	Area (m²)
200mm concrete slab	0.0	0.0	encl	43.4

Roofs/Ceilings

Type	Bulk Ceiling Insulation (R)	Bulk Roof Insulation (R)	Area (m²)
Slab:Slab - Suspended Slab	0.0	0.0	43.0
Slab:Slab - Suspended Slab	5.0	0.0	0.4

Windows

Type	U-Value	SHGC	Area (m²)
ATB-003-01 B Al Thermally Broken A DG Air Fill Clear-Clear	3.60	0.47	15.44

Window Directions

Direction	Area (m²)
E	13.2
N	2.2

Air leakage

Item	Sealed	Unsealed
Generic Vent	-	0
Unflued Gas Heater	-	0
Exhaust Fan	2	0
Downlight	0	0
Chimney	0	0
Heater Flue	-	0

Zone Energy Loads

Zone	Heating (MJ/m2)	Total Heating (MJ)	Cooling (MJ/m2)	Total Cooling (MJ)
Bedroom (Z001)	37.6	482.2	22.8	292.6
Kitchen/Living (Z003)	43.9	1087.3	31.1	770.8

Provisional Diagnostic Information 27-10-2021 14:58:20 Ver:5.3.1 (3.21) Engine Ver:3.21 Accredited Rater:LID Consulting Assessor's Accreditation Number:

Attachment 6 - PLN20/0626 - 265 Johnston Street Abbotsford - S57A Amendment - ESD Report

Provisional Diagnostic Information

FirstRate® Provisional Diagnostic Information

Project Information

Mode	New Home
Climate	21 Melbourne RO
Site Exposure	suburban
Client Name	Petridis Architects
Rated Address	265 Johnston Street Abbotsford
Accredited Rater	LID Consulting
Date	07/10/2021
Reference	2.4 7.6 stars

Energy Usage

Type	Energy MJ/m²
Total	64.0
Heating	42.8
Cooling	21.2

Areas

Area	Size (m²)
Net Conditioned Floor Area (NCFA)	42.0
Unconditioned Room Area	3.6
Garage Area	0.0
Basement Car Park Area	0.0
Glazed Common Area	0.0

Zones

Zone	Area (m²)	Conditioning Type	Conditioned
Kitchen/Living	21.6	kitchen	Y
Bedroom	13.1	bedroom	Y
Corridor	7.3	dayTime	Y
Bathroom	3.6	unconditioned	N

Walls

Type	Bulk Insulation (R)	Num Reflective Airgaps	Area (m²)
Concrete Block Solid/Core Filled	2.5	0	86.6
Internal Plasterboard Stud Wall	0.0	0	23.6
Internal Plasterboard Stud Wall	2.0	0	10.6

Attachment 6 - PLN20/0626 - 265 Johnston Street Abbotsford - S57A Amendment - ESD Report

Floors

Type	Bulk Insulation (R)	Slab edge insulation (R)	Ventilation	Area (m²)
200mm concrete slab	0.0	0.0	encl	45.6

Roofs/Ceilings

Type	Bulk Ceiling Insulation (R)	Bulk Roof Insulation (R)	Area (m²)
Slab:Slab - Suspended Slab	0.0	0.0	45.6

Windows

Type	U-Value	SHGC	Area (m²)
ATB-003-01 B Al Thermally Broken A DG Air Fill Clear-Clear	3.60	0.47	10.08

Window Directions

Direction	Area (m²)
E	10.1

Air leakage

Item	Sealed	Unsealed
Generic Vent	-	0
Unflued Gas Heater	-	0
Exhaust Fan	2	0
Downlight	0	0
Chimney	0	0
Heater Flue	-	0

Zone Energy Loads

Zone	Heating (MJ/m2)	Total Heating (MJ)	Cooling (MJ/m2)	Total Cooling (MJ)
Corridor (Z003)	112.2	816.7	3.9	28.3
Kitchen/Living (Z001)	45.5	983.8	39.8	859.6
Bedroom (Z002)	13.5	177.9	7.1	92.9

Provisional Diagnostic Information 27-10-2021 14:56:58 Ver:5.3.1 (3.21) Engine Ver:3.21 Accredited Rater:LID Consulting Assessor's Accreditation Number:

Attachment 6 - PLN20/0626 - 265 Johnston Street Abbotsford - S57A Amendment - ESD Report

Provisional Diagnostic Information

FirstRate® Provisional Diagnostic Information

Project Information

Mode	New Home
Climate	21 Melbourne RO
Site Exposure	suburban
Client Name	Petridis Architects
Rated Address	265 Johnston Street Abbotsford
Accredited Rater	LID Consulting
Date	07/10/2021
Reference	2.5 8.1 stars

Energy Usage

Type	Energy MJ/m²
Total	50.8
Heating	39.0
Cooling	11.8

Areas

Area	Size (m²)
Net Conditioned Floor Area (NCFA)	44.9
Unconditioned Room Area	3.6
Garage Area	0.0
Basement Car Park Area	0.0
Glazed Common Area	0.0

Zones

Zone	Area (m²)	Conditioning Type	Conditioned
Kitchen/Living	30.5	kitchen	Y
Bedroom	10.9	bedroom	Y
Bathroom	3.6	unconditioned	N
Corridor	3.6	dayTime	Y

Walls

Type	Bulk Insulation (R)	Num Reflective Airgaps	Area (m²)
Concrete Block Solid/Core Filled	2.5	0	82.3
Internal Plasterboard Stud Wall	0.0	0	20.1
Internal Plasterboard Stud Wall	2.0	0	11.5

Attachment 6 - PLN20/0626 - 265 Johnston Street Abbotsford - S57A Amendment - ESD Report

Floors

Type	Bulk Insulation (R)	Slab edge insulation (R)	Ventilation	Area (m²)
200mm concrete slab	0.0	0.0	encl	48.5

Roofs/Ceilings

Type	Bulk Ceiling Insulation (R)	Bulk Roof Insulation (R)	Area (m²)
Slab:Slab - Suspended Slab	0.0	0.0	48.5

Windows

Type	U-Value	SHGC	Area (m²)
ATB-003-01 B Al Thermally Broken A DG Air Fill Clear-Clear	3.60	0.47	9.36

Window Directions

Direction	Area (m²)
W	9.4

Air leakage

Item	Sealed	Unsealed
Generic Vent	-	0
Unflued Gas Heater	-	0
Exhaust Fan	2	0
Downlight	0	0
Chimney	0	0
Heater Flue	-	0

Zone Energy Loads

Zone	Heating (MJ/m2)	Total Heating (MJ)	Cooling (MJ/m2)	Total Cooling (MJ)
Corridor (Z002)	49.6	179.4	1.8	6.5
Bedroom (Z003)	5.5	60.3	1.0	10.7
Kitchen/Living (Z001)	52.7	1605.2	17.9	544.2

Provisional Diagnostic Information 27-10-2021 14:52:59 Ver:5.3.1 (3.21) Engine Ver:3.21 Accredited Rater:LID Consulting Assessor's Accreditation Number:

Attachment 6 - PLN20/0626 - 265 Johnston Street Abbotsford - S57A Amendment - ESD Report

Provisional Diagnostic Information

FirstRate® Provisional Diagnostic Information

Project Information

Mode	New Home
Climate	21 Melbourne RO
Site Exposure	suburban
Client Name	Petridis Architects
Rated Address	265 Johnston Street Abbotsford
Accredited Rater	LID Consulting
Date	08/10/2021
Reference	4.3 8.2 stars

Energy Usage

Type	Energy MJ/m²
Total	46.9
Heating	24.1
Cooling	22.8

Areas

Area	Size (m²)
Net Conditioned Floor Area (NCFA)	49.8
Unconditioned Room Area	4.7
Garage Area	0.0
Basement Car Park Area	0.0
Glazed Common Area	0.0

Zones

Zone	Area (m²)	Conditioning Type	Conditioned
Bedroom 1	17.2	bedroom	Y
Bathroom	4.7	unconditioned	N
Kitchen/Living	32.7	kitchen	Y

Walls

Type	Bulk Insulation (R)	Num Reflective Airgaps	Area (m²)
Concrete Block Solid/Core Filled	2.5	0	86.5
Internal Plasterboard Stud Wall	2.0	0	24.7
Internal Plasterboard Stud Wall	0.0	0	6.3

Attachment 6 - PLN20/0626 - 265 Johnston Street Abbotsford - S57A Amendment - ESD Report

Floors

Type	Bulk Insulation (R)	Slab edge insulation (R)	Ventilation	Area (m²)
200mm concrete slab	0.0	0.0	encl	54.6

Roofs/Ceilings

Type	Bulk Ceiling Insulation (R)	Bulk Roof Insulation (R)	Area (m²)
Slab:Slab - Suspended Slab	0.0	0.0	54.6

Windows

Type	U-Value	SHGC	Area (m²)
ATB-003-01 B Al Thermally Broken A DG Air Fill Clear-Clear	3.60	0.47	17.01

Window Directions

Direction	Area (m²)
E	9.4
N	7.6

Air leakage

Item	Sealed	Unsealed
Generic Vent	-	0
Unflued Gas Heater	-	0
Exhaust Fan	2	0
Downlight	0	0
Chimney	0	0
Heater Flue	-	0

Zone Energy Loads

Zone	Heating (MJ/m2)	Total Heating (MJ)	Cooling (MJ/m2)	Total Cooling (MJ)
Bedroom 1 (Z001)	47.9	823.2	38.3	656.7
Kitchen/Living (Z003)	14.2	463.4	17.2	561.5

Provisional Diagnostic Information 27-10-2021 14:46:25 Ver:5.3.1 (3.21) Engine Ver:3.21 Accredited Rater:LID Consulting Assessor's Accreditation Number:

Attachment 6 - PLN20/0626 - 265 Johnston Street Abbotsford - S57A Amendment - ESD Report

Provisional Diagnostic Information

FirstRate® Provisional Diagnostic Information

Project Information

Mode	New Home
Climate	21 Melbourne RO
Site Exposure	suburban
Client Name	Petridis Architects
Rated Address	265 Johnston Street Abbotsford
Accredited Rater	LID Consulting
Date	08/10/2021
Reference	7.1 6.9 stars

Energy Usage

Type	Energy MJ/m²
Total	83.5
Heating	54.3
Cooling	29.2

Areas

Area	Size (m²)
Net Conditioned Floor Area (NCFA)	85.4
Unconditioned Room Area	2.6
Garage Area	0.0
Basement Car Park Area	0.0
Glazed Common Area	0.0

Zones

Zone	Area (m²)	Conditioning Type	Conditioned
Kitchen/Living	37.1	kitchen	Y
Bedroom1	9.8	bedroom	Y
Bedroom2	9.9	bedroom	Y
Bedroom 4	13.2	bedroom	Y
Ensuite	4.1	nightTime	Y
Bathroom	5.2	dayTime	Y
Laundry	2.6	unconditioned	N
Corridor	6.2	dayTime	Y

Walls

Type	Bulk Insulation (R)	Num Reflective Airgaps	Area (m²)
Concrete Block Solid/Core Filled	2.5	0	145.0
Internal Plasterboard Stud Wall	0.0	0	57.8
Internal Plasterboard Stud Wall	2.5	0	8.9

Floors

Type	Bulk Insulation (R)	Slab edge insulation (R)	Ventilation	Area (m²)
200mm concrete slab	0.0	0.0	encl	88.0

Roofs/Ceilings

Type	Bulk Ceiling Insulation (R)	Bulk Roof Insulation (R)	Area (m²)
Slab:Slab - Suspended Slab	6.0	0.0	88.0

Windows

Type	U-Value	SHGC	Area (m²)
ATB-003-03 B Al Thermally Broken A DG Air Fill High Solar Gain low-E -Clear	3.10	0.39	41.81

Window Directions

Direction	Area (m²)
E	11.5
N	30.3

Air leakage

Item	Sealed	Unsealed
Generic Vent	-	0
Unflued Gas Heater	-	0
Exhaust Fan	4	0
Downlight	0	0
Chimney	0	0
Heater Flue	-	0

Zone Energy Loads

Zone	Heating (MJ/m2)	Total Heating (MJ)	Cooling (MJ/m2)	Total Cooling (MJ)
Bedroom2 (Z008)	12.2	119.8	4.7	46.3
Corridor (Z005)	96.3	593.6	10.5	65.0
Bedroom 4 (Z011)	32.5	429.6	6.5	86.2
Kitchen/Living (Z001)	73.9	2737.9	65.3	2418.4
Ensuite (Z014)	31.0	125.5	1.4	5.6
Bedroom1 (Z004)	14.5	141.9	8.4	82.0
Bathroom (Z015)	169.8	887.9	1.0	5.0

Attachment 6 - PLN20/0626 - 265 Johnston Street Abbotsford - S57A Amendment - ESD Report

Provisional Diagnostic Information 27-10-2021 13:44:11 Ver:5.3.1 (3.21) Engine Ver:3.21 Accredited Rater:LID Consulting Assessor's Accreditation Number:

Attachment 6 - PLN20/0626 - 265 Johnston Street Abbotsford - S57A Amendment - ESD Report

Provisional Diagnostic Information

FirstRate® Provisional Diagnostic Information

Project Information

Mode	New Home
Climate	21 Melbourne RO
Site Exposure	suburban
Client Name	Petridis Architects
Rated Address	265 Johnston Street Abbotsford
Accredited Rater	LID Consulting
Date	08/10/2021
Reference	7.2 6.2 stars

Energy Usage

Type	Energy MJ/m²
Total	107.2
Heating	85.6
Cooling	21.6

Areas

Area	Size (m²)
Net Conditioned Floor Area (NCFA)	84.7
Unconditioned Room Area	4.7
Garage Area	0.0
Basement Car Park Area	0.0
Glazed Common Area	0.0

Zones

Zone	Area (m²)	Conditioning Type	Conditioned
Kitchen/Living	32.3	kitchen	Y
Bedroom1	9.9	bedroom	Y
Corridor	14.4	dayTime	Y
Bedroom2	11.4	bedroom	Y
Bathroom1	4.7	unconditioned	N
WIR	2.5	nightTime	Y
Ensuite	3.3	nightTime	Y
Bedroom 8	11.0	bedroom	Y

Walls

Type	Bulk Insulation (R)	Num Reflective Airgaps	Area (m²)
Concrete Block Solid/Core Filled	2.5	0	155.2
Internal Plasterboard Stud Wall	0.0	0	56.7
Internal Plasterboard Stud Wall	2.5	0	18.6

Floors

Type	Bulk Insulation (R)	Slab edge insulation (R)	Ventilation	Area (m²)
200mm concrete slab	0.0	0.0	encl	89.4

Roofs/Ceilings

Type	Bulk Ceiling Insulation (R)	Bulk Roof Insulation (R)	Area (m²)
Slab:Slab - Suspended Slab	6.0	0.0	89.4

Windows

Type	U-Value	SHGC	Area (m²)
ATB-003-03 B Al Thermally Broken A DG Air Fill High Solar Gain low-E -Clear	3.10	0.39	39.76

Window Directions

Direction	Area (m²)
S	23.0
E	13.9
W	2.8

Air leakage

Item	Sealed	Unsealed
Generic Vent	-	0
Unflued Gas Heater	-	0
Exhaust Fan	3	0
Downlight	0	0
Chimney	0	0
Heater Flue	-	0

Zone Energy Loads

Zone	Heating (MJ/m2)	Total Heating (MJ)	Cooling (MJ/m2)	Total Cooling (MJ)
Corridor (Z004)	112.5	1615.5	4.3	61.1
Bedroom2 (Z008)	93.5	1065.0	14.7	167.3
Bedroom 8 (Z012)	70.0	771.0	6.1	66.7
WIR (Z017)	71.9	177.0	1.2	3.0
Kitchen/Living (Z001)	100.9	3255.8	46.8	1508.7
Ensuite (Z020)	155.8	520.2	6.1	20.5

Attachment 6 - PLN20/0626 - 265 Johnston Street Abbotsford - S57A Amendment - ESD Report

Bedroom1 (Z005)	45.3	447.3	15.4	151.7

Provisional Diagnostic Information 27-10-2021 14:39:59 Ver:5.3.1 (3.21) Engine Ver:3.21 Accredited Rater:LID Consulting Assessor's Accreditation Number:

Attachment 7 - PLN20/0626 - 265 Johnston Street Abbotsford - S57A Amendment - Waste Management Plan

lid Low Impact Development Consulting

Waste Management Plan

Mixed-use/Residential development

265 Johnston St, Abbotsford

Prepared for: Petridis Architects
Prepared by: FM – Low Impact Development Consulting

DATE: 28/09/2021

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w: www.lidconsulting.com.au

Summary

A private collection service is recommended to collect the shared residential 2 x 1100L and 1 x 660L garbage bins and 2 x 1100L and 1 x 660L recycling bins weekly from the bin store. The private collection service will also collect the shared commercial 2 x 660L garbage bins, 2 x 660L recycling bins and 1 x 660L Organics bin, twice weekly.

The bins will be stored within the residential and commercial bin stores located on basement level 1. The private waste contractor is responsible for collecting the bins from the basement bin store, completing a three-point turn, and exiting the basement in a forward direction.

Attachment 7 - PLN20/0626 - 265 Johnston Street Abbotsford - S57A Amendment - Waste Management Plan

Version	Date	Description	Prepared by
1.0	3/07/2020	**For Issue**	**FM**
2.0	11/02/2021	**Revised for Issue**	**FM**
2.1	28/02/2021	**Revised apt numbers**	**CH**

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The content of this document represents the entirety of work output or recommendations offered by LID Consulting for this particular project. This content supersedes all other verbal discussions undertaken by LID Consulting representatives in relation to this project.

Commercial waste calculations are based on rates provided by government organisations and adopted and used as an industry standard. Bin numbers and spatial requirements have been calculated in accordance with these guidelines. The end user requirements may vary from this depending on the business use, type and operational practice.

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Attachment 7 - PLN20/0626 - 265 Johnston Street Abbotsford - S57A Amendment - Waste Management Plan

Contents

Collection Summary 1

1 Waste Management 2

2 Proposed Collection Solution 2

2.1 Residential 2
2.2 Commercial 3
2.3 Future 4-bin System 4

3 Additional information 5

3.1 General Waste Considerations 5
3.2 Green Garden Waste 5
3.3 Hard waste collection 6
3.4 Organics (food) waste collection 6
3.5 E-Waste (electronic waste) Recycling 6
3.6 Miscellaneous recycling containers 6
3.7 Waste Vehicle Requirements 7

4 Allowance for different rates of waste generation 7

5 Design inclusions 8

5.1 Litter spread 8
5.2 Traffic Management 8
5.3 Noise Management 8
5.4 Odour reduction 8
5.5 Bin store design 8
5.6 Collection Times 9
5.7 Internal waste Management 9
5.8 Signage, education & safety 10

6 Ongoing management 11

7 Further Waste Reduction Measures 12

7.1 Sustainability Initiatives 12
7.2 Separating Recycling 13
7.3 Organic food waste diversion options 14
7.4 Hospitality waste reduction 16

8 Supplementary information 16

8.1 Waste Chutes and carousels/linear systems 16

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Attachment 7 - PLN20/0626 - 265 Johnston Street Abbotsford - S57A Amendment - Waste Management Plan

8.2 City of Yarra Collection Considerations 16
8.3 Links 17
Appendix 1 - Bin collection plan 18
Appendix 2 - Preliminary risk review 19
Appendix 3 - Truck Swept Paths 21
Appendix 4 - How-to: Council kerbside recycling 25

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Attachment 7 - PLN20/0626 - 265 Johnston Street Abbotsford - S57A Amendment - Waste Management Plan

Collection Summary

A private waste collection is proposed per the following details.

Residential waste	**Private Collection Service – collection from basement**	
Waste stream	**No. of bins and capacity**	**Collection frequency**
Garbage	2 x 1100L & 1 x 660L	Once weekly
Co-mingled Recycling	2 x 1100L & 1 x 660L	Once weekly
Cardboard and paper	Residents to place large cardboard items direct into co-mingled recycling bins	See above
Organic Food Waste	Space allocated for future requirements.	
Green Garden waste	N.A.	N.A.
Hardwaste	Shared 1m² - As often as required to maintain space	
E-waste	As often as required to maintain bin	
Commercial Waste	**Private Collection Service – collection from basment**	
Garbage	2 x 660L	2 times weekly
Co-mingled Recycling	1 x 660L	2 times weekly
Cardboard and paper	N.A.	N.A.
Green Garden waste	N.A.	N.A.
Organic Food Waste	1 x 660L	2 times weekly
Hardwaste	Shared 1m² - As often as required to maintain space	
E-waste	As often as required to maintain bin	

NOTE: the approved Waste Management Plan (WMP) will be the model to be adopted for this development. Detailed design and as-built installation must incorporate the design proposed and approved under this WMP. Any revisions of the WMP or changes to the approved waste system of the development require Council approval and may require a re-submitted Waste Management Plan.

More detail is contained within this report.

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1 Waste Management

A waste management analysis has been undertaken based on the:

- Sustainability Victoria Better Practice Guide for Waste Management and Recycling in Multi-Unit Developments 2018;
- City of Yarra planning scheme clauses 19.03-5S and 58.06-3 addressing Standard B45 / D23; and

The purpose of this report is to document a Waste Management Plan for the above project, as required by Statutory Planning. The report is based on drawings supplied by the Petridis Architects on 20/09/2021.

2 Proposed Collection Solution

2.1 Residential

Break up of units	27 x 1 bed apartments 4 x 2 bed apartments 2 x 3 bed apartment Total 33 apartments
Collection Type	Private collection service to collect all Waste Streams
Collection Location	From the basement bin store
Bin Store Location	Basement level 1

	Garbage Waste Streams	**Recycling Waste Streams**
Estimated volume of weekly garbage and recycling per apartment *(based on the rule of thumb on p14 of the Best Practice Guidelines and confirmed with council).	80L per 1 bed apt per week. 100L per 2 bed apt per week.	80L per 1 bed apt per week. 100L per 2 bed apt per week.
Total estimated weekly waste volume	27 x 80L + 4 x 100L + 2 x 120L = 2800L 2800L of Garbage per week	27 x 80L + 4 x 100L + 2 x 120L = 2800L 2800L of Co-mingled Recycling per week
Proposed bins and collection frequency including diverted waste streams:	2 x 1100L and 1 x 660L garbage (landfill) bins collected weekly	2 x 1100L and 1 x 660L Co-mingled recycling bins collected weekly 1 x 240L E-waste bin emptied as required

Standard bin sizes

Size	Width	Depth	Height
80L	450mm	530mm	800mm
120L	485mm	560mm	930mm
240L	580mm	735mm	1100mm
360L	600mm	885mm	1100mm
660L	1370mm	850mm	1215mm
1100L	1370mm	1245mm	1300mm

* NOTE: size may vary between Councils and contract suppliers

Proposed bin store size and total bin footprint

Bin store size: 19m²

Proposed bin footprint
= (4 x 1100L) + (2 x 660L) + (1 x 240L)
= (4 x 1.7) + (2 x 1.16) + (1 x 0.42)
= 6.8 + 2.32 + 0.42
= 9.54m²

Refer to Appendix 3 'How-to: Council Kerbside Recycling' for further information for residents to carry out better recycling practices specific to this council area.

2.2 Commercial

Tenancy/space	**Area**
Office	160.3m²
Cafe	119.8m²

Collection Type — Private collection service to collect all waste streams

Collection Location — From the basement bin store

Bin Store Location — Basement level 1

	Garbage Waste Streams	**Recycling Waste Streams**
Waste rates Waste generation rates based on Best Practice Guidelines	**Office:** 10L/100m² floor area/day **Cafe:** 300L/100m² floor area/day	**Office:** 10L/100m² floor area/day **Cafe:** 200L/100m² floor area/day
Waste generation calculations per week (assumes 5 days operation for the office spaces and 7 days for the cafe)	**Office** = 10L x 160.3 x 5 days = 80.15L / week **Cafe** = 300L x 119.8 x 7 days = 2515.8L / week	**Office** = 10L x 160.3 x 5 days = 80.15L / week **Cafe** = 200L x 119.8x 7 days = 1677.2L / week

Assumes 30% food waste from the Cafe	30% of 2515.8L = 755L Food waste	
Estimated total waste generated per week	Total garbage = 1841.2L /week Total food organics = 755L per week	Total Comingled recycling = 1757.3L /week
Bin for electronic waste (e-waste) – mandatory as of 1 July 2019 e-waste must be separated from general waste		1 x 240L bin
Proposed type, number of bins and collection frequency	2 x 660L Garbage (landfill) bins collected twice weekly 1 x 660L Organic food waste bins collected twice weekly	2 x 660L Co-mingled recycling bins collected weekly 1 x 240L E-waste bin emptied as required

Standard bin sizes

Size	Width	Depth	Height
80L	450mm	530mm	800mm
120L	485mm	560mm	930mm
240L	580mm	735mm	1100mm
360L	600mm	885mm	1100mm
660L	1370mm	850mm	1215mm
1100L	1370mm	1245mm	1300mm

* NOTE: size will vary between Councils and contract suppliers

Proposed bin store size and total bin footprint	**Bin store size = 7.28m²** **Proposed bin footprint** **= 5 x 660L** **= 5 x 1.16** **= 5.8m²**

2.3 Future 4-bin System

Victoria will implement a 4-bin colour coded waste and recycling system in all residential settings by 2027. As the 79 different councils work towards this, some will roll out this scheme sooner than others. Generally, all new developments will look to incorporate space for these waste streams now in the planning phase. Commercial developments should also consider these waste streams.

Municipalities will have different percentages of glass and food volumes within each general waste and recycling streams. Bin numbers may need to be adjusted during the first 6-12 months of occupation to ensure appropriate streaming can occur.

The proposed development is able to accommodate the future glass recycling stream by accommodating the following strategy for recycling:

- Residential Waste:
  - 1 x 1100L and 1 x 660L co-mingled recycling bin, collected 3 times weekly
  - 2 x 240L glass recycling bin, collection frequency as required
- Commercial Waste:
  - 1 x 660L co-mingled recycling bin, collected 3 times weekly
  - 1 or 2 x 240L glass recycling bins, collection frequency as required

No changes to the bin store size or general layout will be required.

Residents and tenancy occupants/cleaners will bring glass recycling directly to the bin store area, and no glass will be placed into chutes.

More information can be found at https://www.vic.gov.au/four-bin-waste-and-recycling-system

3 Additional information

3.1 General Waste Considerations

- Space for the collection, separation and storage of waste and recyclables has been provided, including opportunities for on-site management of food waste through composting or other waste recovery as appropriate.
- Individuals will be required to cart their waste from the residences to the bin store location and transfer waste to the shared bins.
- The Owner's Corporation is responsible for all aspects of waste management including access for the waste contractor to enter the site and bin store on the days of collection.
- Individual occupants/tenants are responsible for placing their waste in the appropriate colour coded bins / chute to ensure all waste types are collected and recycled where possible. Bulky hard waste items and e-waste items are to be taken directly to the bin stores (& not placed in chutes).
- Onsite collection is the most feasible option. At present Easywaste, WasteWise, Kartaway, iDump and CSC Waste provide this service utilising smaller vehicles that can enter basements, load bins and exit in a forward direction.
- The business including cafe will be open 7 days per week during standard business hours only ie 9-5.30pm weekdays and shorter hours within this range for weekends.
- Space for the future consideration of organic food waste collection for the residences has been provided. If more space is required, more frequent waste collection will also be an option as waste is only proposed to be collected once per week.

3.2 Green Garden Waste

- The private maintenance contractor will be responsible for removing any green waste from common areas and can also by arrangement, remove green waste from private spaces.

3.3 Hard waste collection

- Hard waste is to be managed by removal by a private collection service as arranged by the owners corporation/building management. Collections will be arranged at least twice per year, with more frequent collections arranged as required.
- Hard rubbish items will be required to be stored within the allocated apartment storage lockers or within the dwellings/tenancies. A shared 1sqm space has been provided in the bin store area for the temporary storage of hard waste items before collection occurs. Alternatively, residents/tenants can take items to the local waste recovery centre.

3.4 Organics (food) waste collection

- Melbourne and Yarra City Council will trial food waste kerbside collections for residents in 2019. Other Councils are considering similar trials. At this stage there is no requirement for food separation however space for future bins storage is to be considered for all developments now. Additional space has been provided in the residential bin store to accommodate collection of this waste stream in the future.

- Commercial businesses with high volumes of food waste such as cafes and restaurants are recommended to stream out food scraps from landfill waste. An organic food collection service is recommended for this type of commercial development. Veolia and KS Environmental offer organics collection for commercial developments.

- Food waste collections should occur a minimum 2-3 times per week (depending on the temperature of the bins) to avoid a build-up of odour and unwanted mess.

3.5 E-Waste (electronic waste) Recycling

- As of 1st July 2019, there is a ban on e-waste to landfill in Victoria. Any item with a plug, battery or cord can no longer be placed in kerbside bins and instead must be deposited at a designated e-waste drop-off point. Electronic waste includes old mobile phones, computers, audio devices, refrigerators and other white goods, hair dryers, TVs, heaters, and air-conditioners.

- A 240L bin is to be included in every multi-dwelling development for the collection of electronic waste, for correct disposal as arranged by the owners corporation.

- Authorised electrical waste disposal locations can be found at https://recyclingnearyou.com.au/electrical. More details can also be found at https://www.sustainability.vic.gov.au/Campaigns/eWaste/Where-do-I-take-ewaste at https://www.mobilemuster.com.au

3.6 Miscellaneous recycling containers

- Container(s) with drawers or number of small stackable plastic crates minimum footprint 500x500mm are to be supplied to collect recyclables such as:
  - batteries
  - light globes
  - printer cartridges
  - clothes.

  These items are to be recycled periodically as arranged by an interested tenant or the Owners Corporation eg by the maintenance or gardening contractor.

  Note in addition to Council recycling hubs and the e-waste links to over 1000 locations state-wide, Officeworks provide recycling drop-off points for printer cartridges, old IT equipment, and mobile phones.

3.7 Waste Vehicle Requirements

- A private collection service is required to collect all residential and commercial waste from within the basement.
- A 6.4m rear mini loader or 8.8m MRV waste vehicle only is to enter the site from Park Street and travel down the vehicular ramp to the basement to collect bins from the bin store.
- The waste contractor will be responsible for retrieving, emptying and returning bins to/from the bin store at the time of collection.
- The waste vehicle it to turn & exit up the same ramp exiting back onto Park Street in a forward direction.
- Building Management is responsible for ensuring the waste contactor has access to the site and bin store on the days of collection.

Vehicle	Typical size
Rear mini loader	6.4m long x 2.35m wide truck (basement collections) – 2.2m head clearance
Rear Loading	8.8m long x 2.6m wide truck – 4.0m head clearance
Front Fork Loading	10.4m long x 2.6m wide – 5.5m head clearance
Rear Hook Loading (compactors)	9.7m long x 2.6m wide – 5.5m head clearance
NOTE: Larger vehicle may need to be assessed for clearances prior to entering the site.	

4 Allowance for different rates of waste generation

- The total waste capacity exceeds the required allowance calculation by rounding up to the nearest bin size so there is built in capacity should waste levels increase beyond estimates.
- Should the garbage allowance be exceeded, the first action should be to encourage the tenants to reduce their garbage and recycle more.
- Garbage volumes can also be reduced if food waste and soft plastics are directed to recycling streams (see below).
- Should recycling be exceeded while garbage is not exceeded then, residents should be reminded to crush and flatten all cardboard boxes and plastic containers before placing these in the recycling bin(s). If this occurs effectively and there is still an issue it may be appropriate to swap a garbage bin for a recycling bin.
- A waste audit can be undertaken to understand the content of the waste bins and provide images and feedback to clients of good or poor recycling practices.
- Should recycling be exceeded then it may be appropriate to obtain an additional recycling bin.
- More regular collections of garbage or recycling could occur.

5 Design inclusions

The WMP approved under this permit must be implemented and complied with at all times to the satisfaction of the Responsible Authority. No alterations to the WMP may occur without the written consent from the Responsible Authority.

5.1 Litter spread

- Litter spread is to be managed by ensuring garbage and recycling bins are not overloaded, and lids are always closed.
- Litter spread is to be managed by the system of contractors collecting bins from within the property. As bins are not left outside overnight, the possibility of vandals overturning bins is removed.
- The private collection contractor's agreement should require their pickup of any waste that spills from the bins during collections.

5.2 Traffic Management

Traffic management along Park St or Johnston St will not be an issue with collection occurring within the property boundary.

Engineering standards – appropriate engineering standards will need to be addressed in the detailed design stage to ensure adequate basement pavement depths and roadway widths, heavy duty pit lids that are trafficable by collection vehicles, wider driveway splays and sweep paths.

5.3 Noise Management

Minimizing noise associated with waste collections include:

- Collections occurring during the below stipulated collection times restricts the hours of noise from collections.
- The disposal by tenants of bottles and waste into communal bin stores must not occur after 10 pm. Collection vehicles should not break up bottles at the point of collection, only once off site.
- Compaction of waste should only be carried out whilst waste vehicles are on the move.

5.4 Odour reduction

Odour from waste primarily emanates from bin store areas. Control of odour must occur in the bin store area with the provision of suitable natural or mechanical ventilation. If installed the mechanical ventilation system for the bin storage area must not cause a public health nuisance (noise and odour generation) and comply with EPA requirements and in accordance with the ventilation requirements of the Building Code of Australia and AS 1668.2.

- As the bin store is open to the car park if there is good ventilation of the carpark then the bin store should be suitably ventilated.

5.5 Bin store design

Bin Store Design must include the following:

- A layout that allows access to all of the bins with adequate size to allow easy movement/transfer of the required number of bins. There is to be convenient access by residents and made easily accessible to people with limited mobility.
- All screening should be suitably designed for durability and to blend in with the development. Floor and wall surfaces are to be appropriately durable and easily cleaned.
- Space suitable for bin wash down is to be available in the development. If this is the bin store then the floor is to be graded to a waste outlet with a litter trap. Alternately, a private contractor can be arranged to swap dirty bins for clean ones on a regular basis.
- A water tap and hose installed in or near the bin wash areas and correct drainage to sewer (never direct waste to storm water drains) and should be designed in accordance with the relevant EPA Bunding Guidelines.
- Adequate doorway width to allow the easy access of bins and larger hard waste
- The bin store is in the basement that is a closed space and considered to be largely vermin proof. Consider using baits for vermin control and maintained as an ongoing requirement.
- Adequate lighting
- Adequate mechanical or natural ventilation
- Meter boxes should not be included in bin stores due to the need to regularly wash bin stores out.

5.6 Collection Times

Collection times - **Domestic waste –** bin collection shall be in accordance with EPA and Council guidelines and shall be completed at times of least interference / inconvenience to the local amenity and traffic conditions. The EPA Noise Control Guidelines Publication 1254 it states:

- Collections occurring once a week are to be restricted to the hours 6 am — 6 pm Monday to Saturday
- Collections occurring more than once a week are to be restricted to the hours 7 am — 6 pm Monday to Saturday

Collection times – Non-residential waste - bin collection shall be in accordance with EPA and Council guidelines and shall be completed at times of least interference / inconvenience to the local amenity and traffic conditions. The EPA Noise Control Guidelines Publication 1254 it states:

- Where residents are impacted by waste collection the hours of collection must be between 7am – 8pm Monday to Friday or 9am – 8pm Saturdays, Sundays or public holidays
- Early-morning collections are acceptable in non-residential areas.

5.7 Internal waste Management

- General landfill **garbage shall be placed in plastic bags** before placement into bins

- **Recycling materials are <u>not</u> to be bagged** and but are to be placed loosely into the recycling bins. (Items in plastic bags in recycling bins are not recycled). Recyclable items in domestic bin collections include:
    - Rigid plastic containers
    - Paper, cardboard
    - Glass bottles and jars
    - Steel cans, aluminium cans and aluminium foil are among items that can be recycled.
- But exclude:
    - Plastic bags
    - Garden hoses
    - Rope (ropes and garden hoses can wrap around and damage equipment in the recycling plant).
- To improve recycling:
    - Empty containers and bottles of any leftover food or liquid. Ideally rinse them out.
    - Leave lids on everything
    - Don't squash plastic bottles or containers or put anything inside
    - Paper – if it can't be ripped, it can't be recycled due to the plastic coating.

- **Screening of bins** – All bins are stored within the development and not visible from the street.

- **Mobile Garbage Bins (MGB's)** implemented in the development are to be in accordance with Council's specifications in terms of manufacture, composition & colour coding, and are to have required street address and stickers applied per normal Council practice.

5.8 Signage, education & safety

It will be the responsibility of the Owner's Corporation / Building Management to ensure all occupants have all of the material available to them and that they adhere to the required practices regarding waste management, sustainability and promoting waste minimization. All occupants are to operate and maintain safe practiced in all aspects involving the waste management of the development.

- All education material will be in accordance with Council requirements or if this is not available, per signage on the following website: https://www.sustainability.vic.gov.au/government/waste-management/public-place-recycling?query=signage

- Directional signage should be installed to direct occupants and bin collectors to the bin storage areas.

- Instructional signage within shared communal bin stores is to indicate which bin is for garbage and which is for recyclables (or food waste/organics) and also include what items can be included in garbage and recycling bins, and items that need to be disposed of via other services.

- The hard waste storage zone should also be signed.

- A sign will be placed on the wall in the bin store identifying that the following **soft plastics** can be recycled at any location identified on the Redcycle website

http://www.redcycle.net.au/where-to-redcycle/ (Currently primarily Coles store locations). Quick guide to some most commonly recycled Soft Plastic items:

- **A preliminary OHS risk assessment** has been included to identify potential OHS issues, however this risk assessment does not replace the need for the building management/Owners Corporation and collection contractors to complete their own OHS assessment for the bin collection process.

- If the building management/Owners Corporation or contractors OHS requirements demand it, a mechanical tug (details below) will be provided for shifting bins to the collection locations.

6 Ongoing management

The management and maintenance of the waste system will be the responsibility of the apartment complex building management/owner's corporation. Items to be addressed in maintaining the system include:

- The tenancy agreements are to stipulate that the same contractor is to be used for both residential and commercial waste collections. This will ensure there are only two collections (garbage and recycling) servicing this development.

- The tenancy agreements are to outline a schedule of waste collection dates in accordance with the above parameters.

- Allocation of responsibility to the contractor for bringing bins from the bin store location to the collection vehicle and also for returning the emptied bins to the bin store. Responsibility should include ensuring the contractor collects any waste that spills from the bins during emptying.

- Ensuring the waste contractor has access to the site and bin store on the days of collection and for also providing signage to make building occupants aware that waste vehicles enter the carpark.

- Individual occupants are responsible for placing their waste in the appropriate colour coded bin / chute to ensure all waste types are collected and recycled where possible. All cardboard, bulky hard waste items and e-waste items are to be taken directly to the bins stores (& not placed in chutes).

- Cleaners & staff are responsible for placing commercial waste in the appropriate colour coded bins in the bins provided in work areas and then transferring them to corresponding

bin in the bulk bin store to ensure all waste types are collected and recycled where possible.

- That bins and bins stores are monitored regularly with bins rotated as required to ensure areas are fully operational with regular cleaning of the bins and bin store spaces and clean-up after collection if necessary.
- Management and coordination with council for hard waste collection
- Provision of information to residents in relation to the requirements of using the system eg boxes to be flattened, containers for recycling washed, bagged recycling not permitted, bins to not be over-full etc
- Monitoring and feedback to residents if the system is not working properly. Undertake a waste audit should it be suspected waste is not being placed in the correct bins

7 Further Waste Reduction Measures

7.1 Sustainability Initiatives

Residents / Occupants are be made aware of Sustainability Victoria's recommendations for waste reduction www.sustainability.vic.gov.au

Where possible they should practice the waste reduction hierarchy identified in the Environmental Protection Act 1970;

The first step to reducing waste, particularly food waste is to avoid and minimise waste from occurring in the first instance. Changing purchasing habits and implementing waste avoidance include:

- Purchase only what you will consume
- Use re-usable drink bottles, lunch containers, shopping bags
- Avoid single use plastics
- Compost anything that once was alive
- Meal plan, shop seasonally, shop locally

- Sustainability Victoria provides information for households, schools and businesses alike to reduce food waste through their **Love a List Challenge**.

  Love Food Hate Waste aims to raise awareness of avoidable food waste from Victorian households. The average family in Victoria loses over $2,000 a year from wasting food. And two thirds of it could have been eaten. https://www.sustainability.vic.gov.au/Campaigns/Love-Food-Hate-Waste#Howtosavefood

- Reducing your food waste can save you money. And it helps the environment by conserving the water, energy and natural resources that are used to grow, transport and then dispose of food waste. There are a number of resources including meal planners, recipes and you can register to take up the challenge.

- For more information about where your food goes and how you can use it, see https://backtoearth.vic.gov.au

- Local information regarding the disposal and recycling of common household items for each Council can be found at:
  - https://www.sustainability.vic.gov.au/You-and-your-home/Waste-and-recycling/Council-waste-and-recycling-services
  - www.recyclingnearyou.com.au

- **Polystyrene** is collected for recycling by various councils.

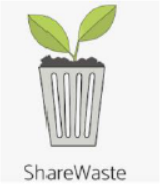
- In addition suppliers such as **Ecycle** http://www.ecyclesolutions.net.au will deliver whitegoods and either collect clean polystyrene from retailers or take polystyrene away after delivery.

- **TerraCycle** is a national initiative where you can look up where to deposit non-recyclable waste such as contact lenses, coffee capsules, mailing satchels, toothbrushes & tubes.
  - http://www.terracyclemap.com

- Unwanted bulky items, clothes and other consumables can be donated to charities, sold on online or at second-hand local market places as is if in good condition. If repair is required, seek out repair community centres for re-purposing. Search PlanetARK for a comprehensive listing to each council.
  - https://recyclingnearyou.com.au/councils/

- Other sites that look to match unwanted items with new owners:
  - https://au.ziilch.com
  - https://www.freecycle.org
  - https://www.ozrecycle.com

- Residents or tenants can register with the **Sharewaste network** www.Sharewaste.com to find local residents who are happy to accept compostable food in their compost heaps. The website allows the parties to connect – the parties donating food scraps and the composters.



7.2 Separating Recycling

- Separation of garbage and recycling is to initially occur in each residence. For this reason, the development must include streamed waste bins (perhaps included under the sink) in each dwelling. Bin types include garbage (Landfill) waste, Recycling, Organic Food Waste, Soft Plastics.

- Separation of garbage and recycling is to initially occur in all work areas and then the bin stores. For this reason, the development will include streamed waste bins on each floor or work area. Cleaners would then transfer waste from these bins to the bin storage area. Example of streamed bins:

7.3 Organic food waste diversion options

- As 40% of domestic waste is from food, reducing the volume of food waste in bins, will assist in reducing their volume of garbage. See http://yourenergysavings.gov.au/waste/reducing-recycling/kitchen-food-waste

- **Bokashi bins** http://www.bokashi.com.au/ are an effective way of reducing waste volumes and breaking down food waste for apartment dwellers. Food scraps are placed in bokashi bins with an accelerator mix added. The volume of waste food is reduced, and the waste in the bin is already on the path to being composted. Bokashi bins can be emptied into compost bins so providing a compost bin on site and having a garden also helps. Bokashi bins are also available from http://www.eco-organics.com.au/about-us.htm

Bokashi Bins

- Food waste collections should occur 2 times per week minimum per week (depending on the temperature of the bins). However, food waste collection rates can be reduced by fixing inexpensive bio-filter lids to the tops of 80-240L wheelie bins. These lids contain a natural compound containing micro-organisms that become active and utilize the foul smelling food fermentation gases to metabolise. Metabolisation causes the micro-organisms transform the smells into odourless carbon dioxide and water. The carbon dioxide is released into the surrounding air, and the water drips back into the waste bin. Enzymes in this water penetrate the waste and help commence the composting process in the bin. The process may not happen perfectly to remove all smells but it does reduce smells. See www.smart-biz.com.au

Bio bin lids

- **Commercial collection of separated food and other organic wastes** in typical waste "wheelie bins" is increasingly being undertaken in Melbourne. When organic matter decomposes in landfill it generates methane, a very potent greenhouse gas. It is preferable that organics are used to replenish our soils and gardens via compost and mulch, rather than to be lost to landfills where they contribute to climate change and global warming via this greenhouse gas generation. Waste or recycling bins could be substituted for organics collection bins. Contractors offering organic waste collection services include:

    - Sita – 1.5m3, 3m3 & 4.5m3 bin options (via Cleanaway) http://www.sita.com.au/commercial-solutions/resource-recovery-recycling/organic-material/.

    - KS Environmental – 120L bins (inner metro only) https://ksenvironmental.com.au/services/recycling-services/food-organics/

    - Veolia – using 1.5m3 bins only (front lift) https://www.veolia.com/anz/our-services/our-services/recycling-waste-services/recycling/organics

    - Easywaste – using 120 & 240L bins http://www.easywaste.com.au

- **Reground** - Food based businesses can easily divert coffee grounds through https://www.reground.com.au who use 80/120L bins to collect grounds. Space for this type of bin can be readily made in the bin store. This company also collect commercial soft plastics.

- **Surplus food re-use**. There are organisations that collect surplus food for human consumption. Collectors that provide this service within Melbourne include:

SecondBite - SecondBite redistributes surplus fresh food to community food programs around Australia. Food is donated by farmers, wholesalers, markets, supermarkets, caterers and events. This high quality surplus food is redistributed to community food programs that support people who are homeless, women and families in crisis, youth at risk, indigenous communities, asylum seekers and new arrivals. Contact: Emily Wild Community, Volunteer and Office Manager emily@secondbite.org

FareShare - FareShare, is a not-for-profit organisation, rescuing food to fight hunger. It collects quality food that would otherwise be wasted from Melbourne businesses such as food wholesalers, retailers and caterers. Volunteers in FareShare's kitchen use this food to prepare healthy, nutritious meals that they distribute to over 100 charities providing emergency food relief for the hungry and homeless. Phone: 03 9428 0044 Email: kath.cotter@fareshare.net.au

OzHarvest is the first perishable food rescue organisation in Australia collecting quality excess food from commercial outlets and delivering it, direct and free of charge, to 600 charities providing much needed assistance to vulnerable men, women and children. www.ozharvest.org, Ph: 03 9999 5070 melbourne.info@ozharvest.org

FoodBank - Foodbank is Australia's largest food relief organisation, operating on a scale that makes it crucial to the work of the front line charities who are feeding vulnerable Australians. Foodbank provides more than 70% of the food rescued for food relief organisations nation-wide. https://www.foodbank.org.au PH: 03 9362 8300 info@foodbankvictoria.org.au

7.4 Hospitality waste reduction

Reducing takeaway food container waste - The website Trashless Takeaway www.trashlesstakeaway.com.au lists restaurants around Australia that allow you to bring your own container to pick up your takeaway food, enabling a reduction in use of recyclable or compostable (only in some commercial composters) food containers.

8 Supplementary information

8.1 Waste Chutes and carousels/linear systems

Waste chutes can be either single chutes for garbage only (with associated recycling bins on each floor beside the garbage chute), dual chutes for garbage and recycling or a shared single chute with electronic controls that nominate which bin the garbage or recycling will fall into in the bin store.

Some concerns exist in relation to cardboard and glass containers being placed down chutes. Large cardboard boxes may cause blockages in waste chutes and glass containers may break up at the base of the chute. Providing a separate cardboard recycling bin in or near the bin store room will allow cardboard can be excluded from chutes.

Installation of chutes for both a garbage and recycling disposal provides the following benefits when managed by the Owners Corporation (ie residents are advised and monitored in their use of cardboard down chutes):

- Recycling areas not required on each level – costs savings for developers
- Recycling bin movements via lifts not required – energy + cost savings

Carousels or linear systems can be provided to automatically rotate the bins when they become full. Chute, carousel and compactor suppliers include:

- Wastech http://wastech.com.au/products-and-services/
- Elephants foot http://www.elephantsfoot.com.au/products/chutes/waste-and-recycling-diverter

Chute and bin room odour control products/services include:

- Garbage doctor http://www.garbagedoctor.com.au/garbage_odour_control_systems.html
- Purifying Solutions http://www.purifyingsolutions.com.au/garbage_chute_cleaning.html

8.2 City of Yarra Collection Considerations

Collection service notes:

- Every rateable tenement is liable to pay for municipal charges (rates) irrespective of the level of collection services provided by Council.

- The Operator shall organise a pre-occupation site meeting, at least one month prior to occupation, with Council's Waste Management and Cleansing Services Coordinator and demonstrate adequate implementation of this Waste Management Plan.

For any future Council request, changes in legal requirements, changes in the development's needs and/or waste patterns (waste composition, volume, distribution, etc), or to address unforeseen operational issues, the operator shall be responsible for coordinating the necessary Waste Management Plan revisions, including, but not limited to, the following:

- A waste audit and new waste strategy.
- Revision of the waste system (bin size/quantity/streams/collection frequency).
- Re-education of users/staff (including residents and operator)
- Revision of the services provided by the waste collector(s).
- Any necessary statutory approval(s).

The resultant Waste Management Plan will be subject to the approval of the Responsible Authority and/or Council's Waste Management and Cleansing Services Coordinator.

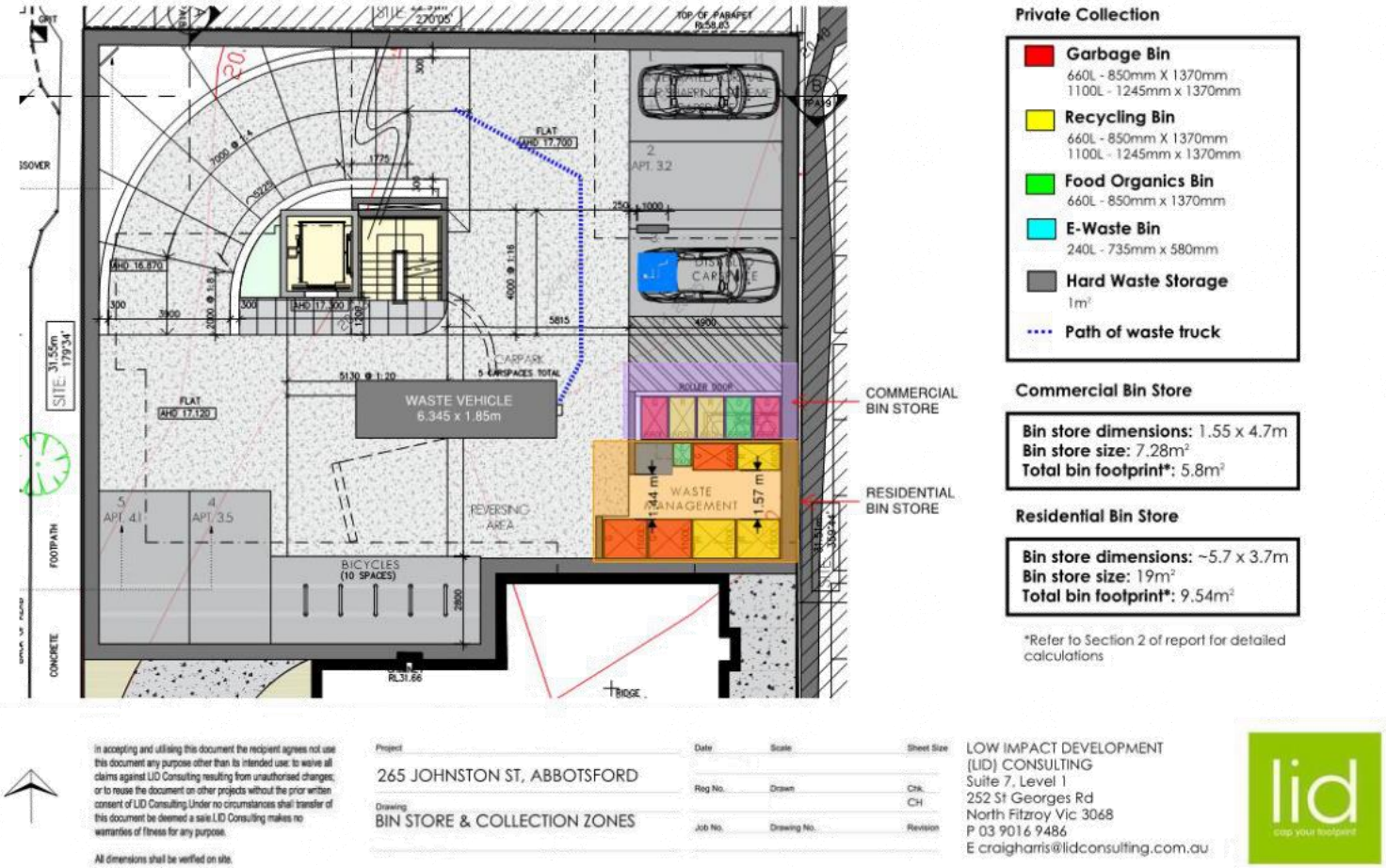
8.3 Links

City of Yarra Council website: https://www.yarracity.vic.gov.au/
Waste collection companies in Victoria (examples only):

- Waste Wise Environmental www.wastewise.com.au (complete basement collections)
- Kartaway http://www.kartaway.com.au/melbourne/index.html (incl basement collections)
- iDump Waste Management www.idump.com.au (mini truck waste collection)
- Citywide www.citywide.com.au
- JJ Richards & Sons www.jjrichards.com.au
- KS Environmental – www.ksenvironmental.com.au
- Sita – www.sita.com.au
- Thiess Services www.thiess-services.com.au
- Wastech www.wastech.com.au
- Easy Waste - http://www.easywaste.com.au
- Waste Ninja https://www.wasteninja.com.au
- http://www.australianboxrecycling.com.au/recycling-bins.php

Attachment 7 - PLN20/0626 - 265 Johnston Street Abbotsford - S57A Amendment - Waste Management Plan

Appendix 1 - Bin collection plan



Appendix 2 - Preliminary risk review

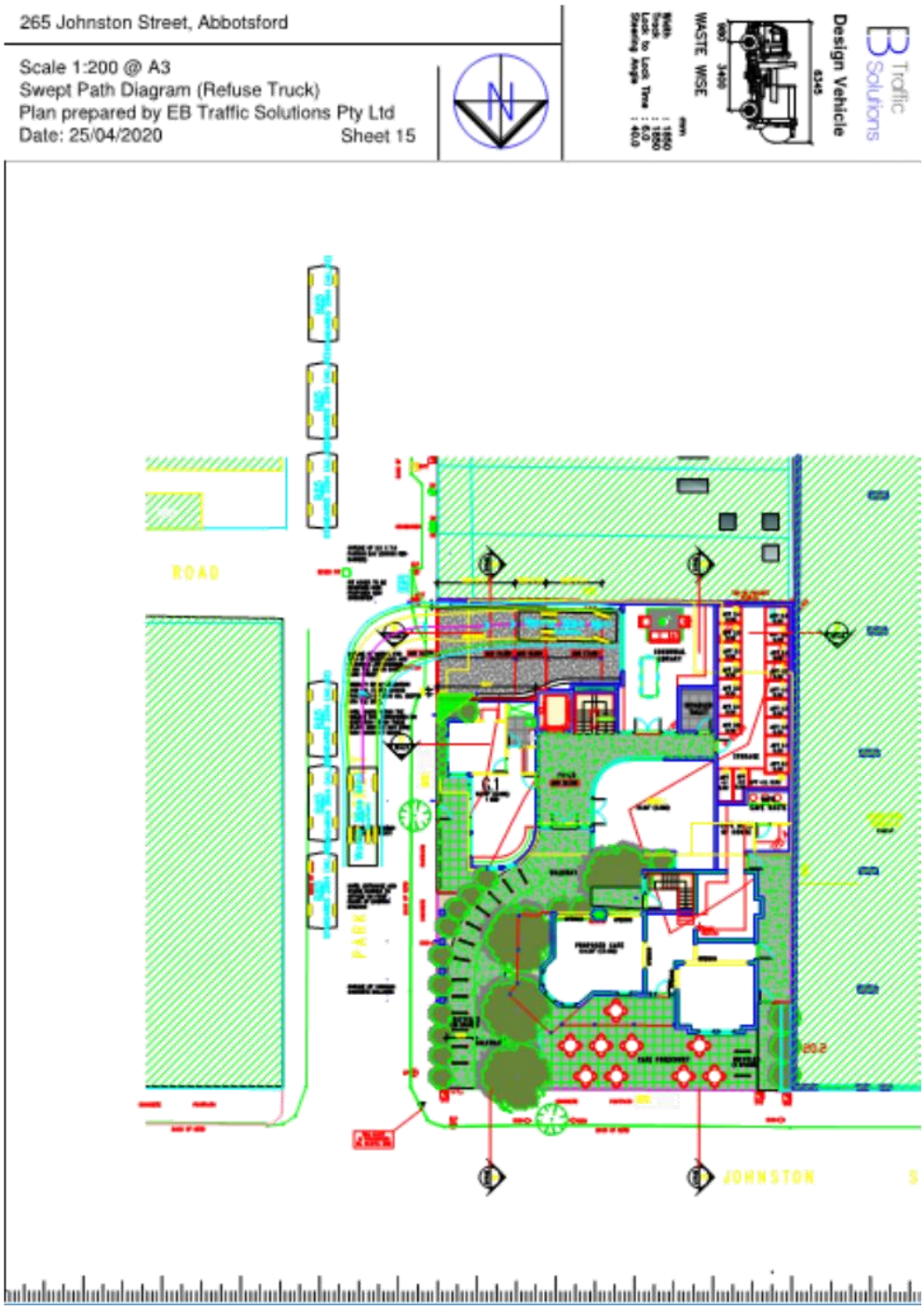
Class 1 Risk = Potential to cause death or permanent injury.	**Class 2 Risk** = Potential to cause injury requiring medical attention.	**Class 3 Risk** = Potential to cause an injury treatable with first aid.

Activity	**Steps involved in completing activity & risk**	**Risk level**	**Risk mitigating measures**	**Implementation responsibility**
Emptying café waste in chutes	Staff to take café waste and recycling bins to waste/recycling chute rooms. Risk of hands in chutes, dropping watches, rings etc in chutes.	3	Signage to ensure hands don't go into chutes. Chute installed to safety standards and manufacturers recommendations.	Developer / Builder
Moving bins within waste / recycling collection room on ground floor	Manual handling or automated bin changing. Risk of manual handling injuries. Automated to be designed by chute designer.	2	Appropriate design of collection room and space. Training of designated person	Building Designer / Owners Corporation
Moving of bins from bin store to collection space	Distance bins to be moved approx 5-10m. Risk of manual handling injuries	2	Ensure all access points have suitably wide doorways and circulation areas.	Building Designer / Owners Corporation
Movement of commercial waste from office to the basement	Carting waste from the office and down the stairs to the basement bin store. Risk of manual handling injuries.	2-1	Commercial tenants should ensure their bin sizes are not excessive and cannot carry too much weight to safely negotiate the stairs to the basement bin store. Building owner to include clause in tenants' contract to ensure bin sizes are not excessive due to this risk.	Building owner/manager
Vehicle comes on site for collection	Large vehicle entering site, and reversing before exiting site. Major risk is hitting, particularly when reversing, young children, the elderly or unaware people	1	Vehicle driver entering site is to survey carpark for activity. If there is no activity near reversing location, driver to execute reverse move immediately before the situation can change. If there is activity, the driver should ensure the person/persons moving in the basement are aware of the pending reversing action, and	Waste collection contractor / Owners Corporation

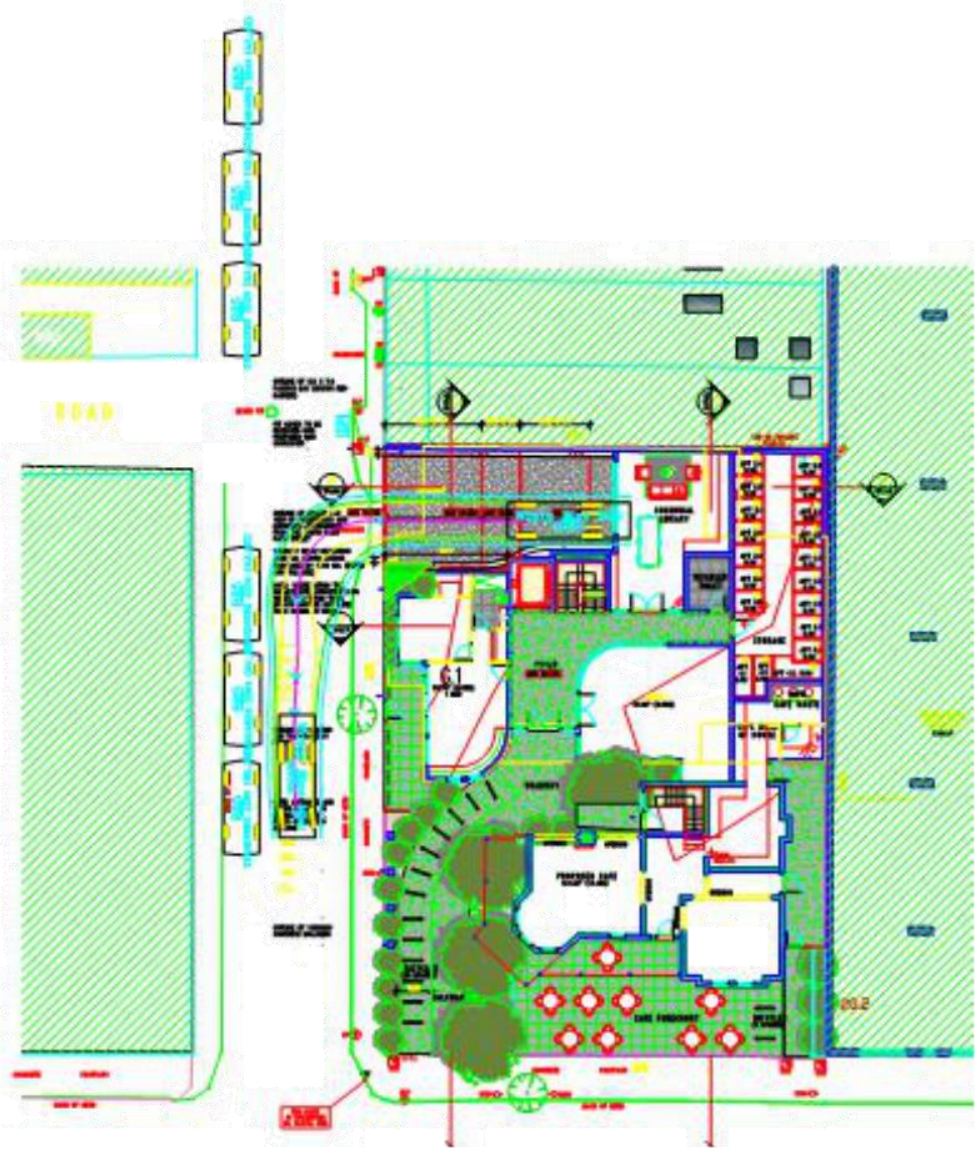
			have time to stay away from the reversing zone or ensure children are away from the reversing zone. Reversing should be at very slow speed. There should be no/few children/elderly people in the carpark area. Reversing buzzers to be applied to all trucks. A "No parking" sign effective at the times of collection to be installed in the reversing area of the carpark. This will allow the collection vehicle to perform a three-point turn and leave in a forward direction.	

Attachment 7 - PLN20/0626 - 265 Johnston Street Abbotsford - S57A Amendment - Waste Management Plan

Appendix 3 - Truck Swept Paths



Attachment 7 - PLN20/0626 - 265 Johnston Street Abbotsford - S57A Amendment - Waste Management Plan



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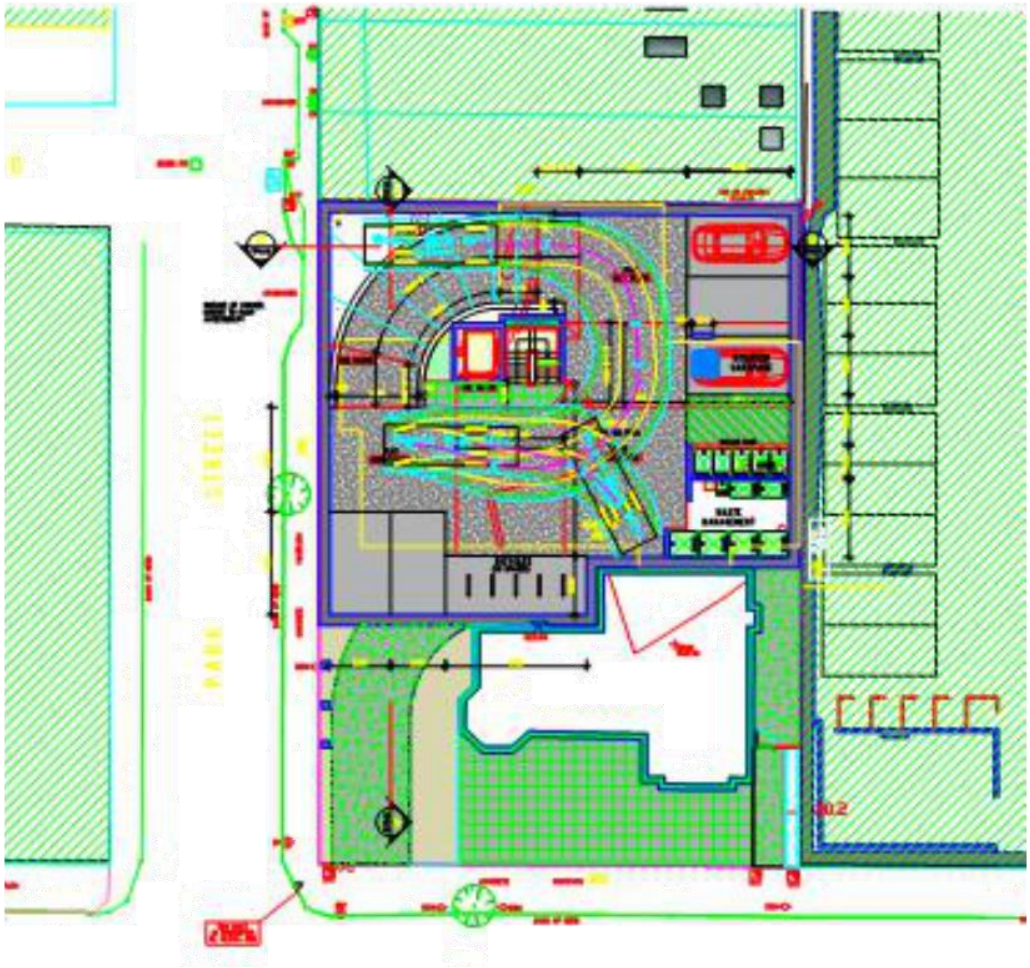

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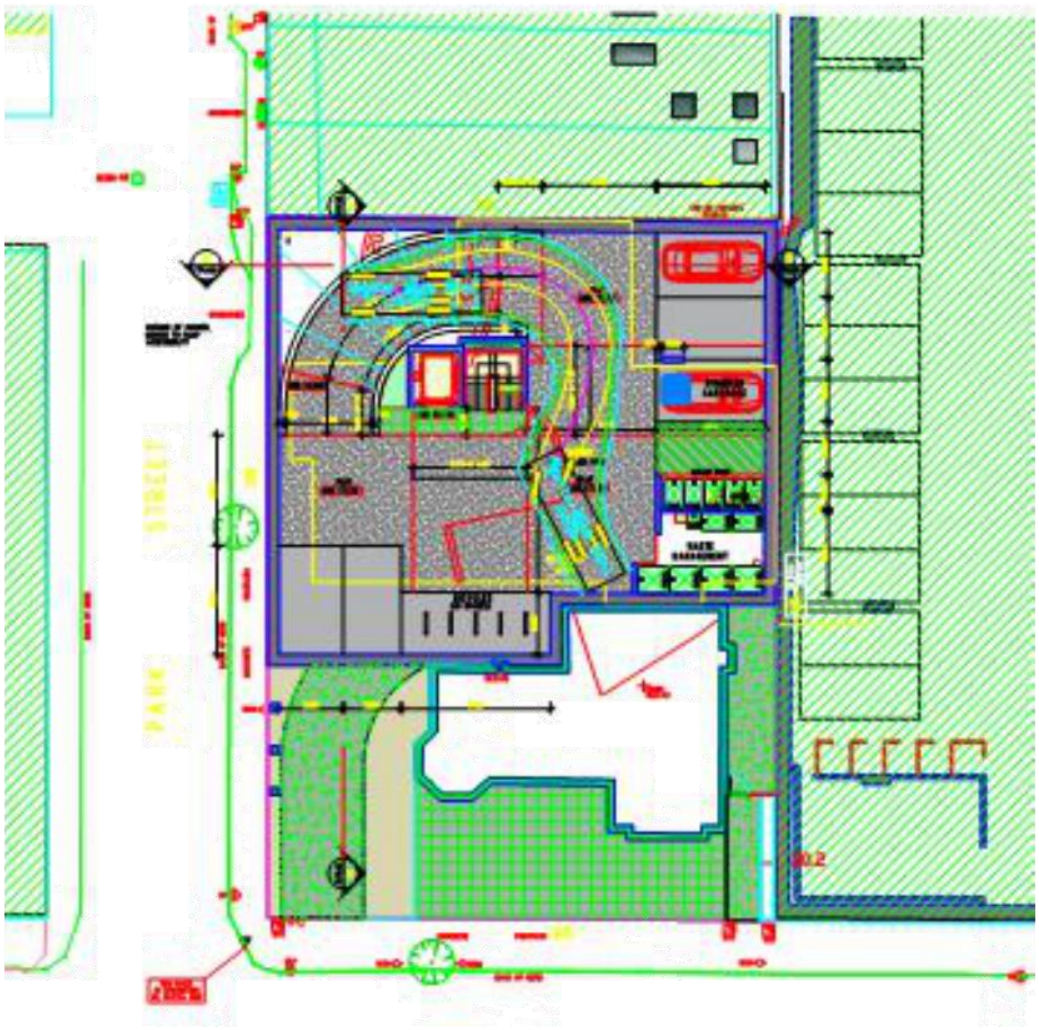
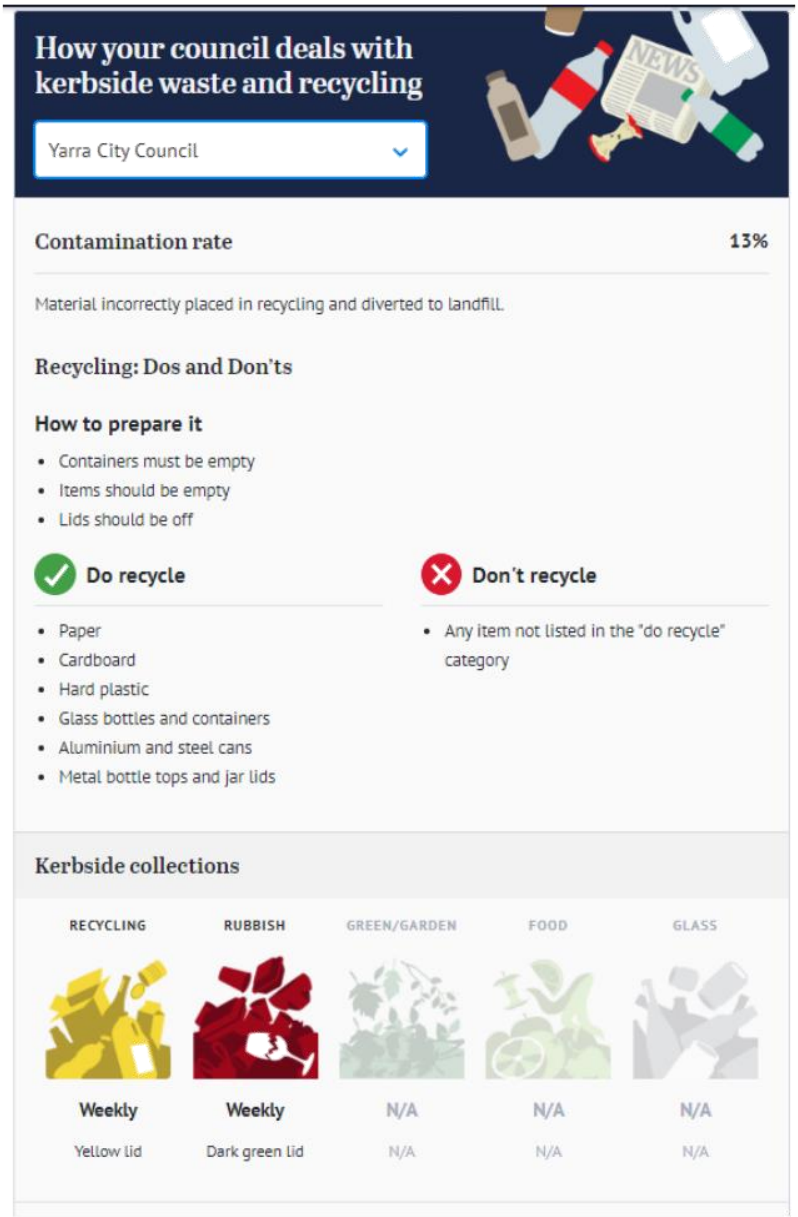


Appendix 4 - How-to: Council kerbside recycling



Source: https://www.theage.com.au/national/victoria/too-hard-basket-how-we-are-rubbishing-our-kerbside-recycling-20191122-p53d81.html

Attachment 8 - PLN20 0626 - 265 Johnston Street, Abbotsford - Engineering Advice on original plans

CITY OF YARRA

MEMO

To: John Theodosakis

From: Mark Pisani

Date: 1 March 2021

Subject: Application No: PLN20/0626
Description: Major Development
Site Address: 265 Johnston Street, Abbotsford

I refer to the above Planning Application received on 24 December 2020 in relation to the proposed development at 265 Johnston Street, Abbotsford. Council's Engineering Referral team provides the following information:

Drawings and Documents Reviewed

	Drawing No. or Document	Revision	Dated
Petridis Architects	TPA 07 *Basement Level 3 Floor Plan* TPA 08 *Basement Level 2 Floor Plan* TPA 09 *Basement Level 1 Floor Plan* TPA 10 *Ground Floor Plan* TPA 11 *First Floor Plan* TPA 21 *Section A-A* TPA 22 *Section B-B*		28 October 2020 28 October 2020 28 October 2020 28 October 2020 28 October 2020 28 October 2020 28 October 2020
EB Traffic Solutions	*Traffic and Parking Assessment Report*	B	23 August 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:

Proposed Use	Quantity/ Size	Statutory Parking Rate*	No. of Spaces Required	No. of Spaces Allocated
One-bedroom dwelling	22	1 space per dwelling	22	8
Two-bedroom dwelling	9	1 space per dwelling	9	9
Three-bedroom dwelling	2	2 spaces per dwelling	4	2
Office	169.7 m²	3.0 spaces per 100 m² of net floor area	5	2**
Food and Drink	119.8 m²	3.5 spaces per 100 m² of leasable floor area	4	
		Total	**44 spaces**	**21 spaces**

Attachment 8 - PLN20 0626 - 265 Johnston Street, Abbotsford - Engineering Advice on original plans

* 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.

** Commercial parking comprises one accessible parking space and one shared space.

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 the One- and Three-Bedroom Dwelling	Of the 22 one-bedroom dwellings being provided on the site, eight of these would be allocated one space each. It is well known that throughout the municipality, a proportion of one-bedroom flat-type dwellings are provided without any on-site parking. Residents and occupants would know up-front whether dwelling contain any on-site parking. Car ownership would be influenced by a site's proximity to public transport services, access to shops, essential facilities and place of employment, to name a few. For the parking demand of the three-bedroom dwellings, EB Traffic Solutions have sourced car ownership data from the 2016 ABS Census. In the Yarra LGA, data suggest that there is a significant proportion of three-bedroom flat type dwellings (in four or more storey blocks) that have one on-site space. We are satisfied with the car parking provision for the dwellings.
Parking Demand for the Office Use	For the purpose of the parking assessment, it is assumed that one on-site space would be allocated to the office use. This would equate to an office car parking provision of 0.6 spaces per 100 square metres of office floor area. Office developments throughout the municipality have been approved by Council with reduced rates. A few examples include: ▪ 13 Cubitt Street, Cremorne – 0.41 spaces per 100 m^2 ▪ 51 Langridge Street, Collingwood – 0.54 spaces per 100 m^2 ▪ 60-88 Cremorne Street – 0.72 spaces per 100 m^2 The proposed office parking rate of 0. 6 spaces per 100 square metres of floor area is considered appropriate as the site has very good access to public transport and seeks to encourage more sustainable forms of transport.
Parking Demand for Food and Drink Use	For the food and drink use, a staff parking demand of 1 space per 100 square metres of floor area could be adopted. Using this rate would equate to 1 space. With one on-site staff space provided, customer parking 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 – 120 metre walk
    - Victoria Park railway station – 170 metre walk
    - Hoddle Street buses – 240 metre walk
- *Multi-Purpose Trips within the Area*. Clients and customers to the office and food and drink premises would combine their trips to the development by engaging in other business and activities whilst in the area.

Attachment 8 - PLN20 0626 - 265 Johnston Street, Abbotsford - Engineering Advice on original plans

- *Convenience of Pedestrian and Cyclist Access*. The site is within walking distance of public transport nodes, shops, businesses and essential facilities. The site also has good connectivity to the on-road bicycle network.

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

- *Availability of Car Parking*. EB Traffic Solutions had undertaken an on-street parking occupancy survey in the surrounding area on Friday 14 February 2020 and on Saturday 15 February 2021 between 12:00pm and 10:00pm (both days). The survey area encompassed Johnston Street (Hoddle St to Nicholson St), Lulie Street (Johnston St to Abbot St), Stafford Street (Hoddle St to Nicholson St) and sections of Turner Street and Studley Street. The times and extent of the survey are considered appropriate. An inventory of some 557 publicly available parking spaces was identified, which also included commercial off-street car parks. For short-stay parking, we are satisfied that there are opportunities for clients and customers to park on-street.
- *Relevant Local Policy or Incorporated Document*. The proposed development is considered to be in line with the objectives contained in Council's *Strategic Transport Statement*. The site is ideally located with regard to sustainable transport alternatives and the reduced provision of on-site car parking would potentially discourage private motor vehicle ownership and use.
- *Other Relevant Considerations*. New residents and occupants of the dwellings would not be eligible to apply for on-street resident and visitor parking permits.

Adequacy of Car Parking
From a traffic engineering perspective, the waiver of parking associated with the one- and three-bedroom dwellings, office and food and drink premises is considered appropriate in the context of the development and the surrounding area. The site has good accessibility to public transport, shops and other facilities. The occupation of the new development should not adversely impact on existing parking conditions in the local area.

The Engineering Referral team 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 EB Traffic Solutions is as follows:

Proposed Use	Adopted Traffic Generation Rate	Daily Traffic	Peak Hour	
			AM	PM
Residential (19 dwellings with parking)	5 trips per dwelling in each peak hour Peak hour volume is 10% of daily traffic volume	95 trips	10	10
Commercial (2 spaces)*	1 trip per space in each peak hour	Not provided	2	2
Total			**12 trips**	**12 trips**

* Commercial parking trip generation not discussed in the Traffic and Parking Assessment Report.

The volume of traffic generated by the proposed development is not unduly high and should not adversely impact the traffic operation of the surrounding road network.

Attachment 8 - PLN20 0626 - 265 Johnston Street, Abbotsford - Engineering Advice on original plans

Attachment 8 - PLN20 0626 - 265 Johnston Street, Abbotsford - Engineering Advice on original plans

DEVELOPMENT LAYOUT DESIGN
Layout Design Assessment

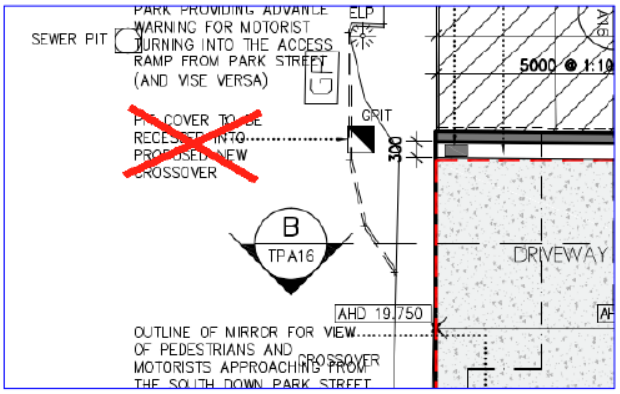
Item	Assessment
Access Arrangements	
Development Entrance	Not dimensioned on the drawings.
Passing Area	The dimensions of the passing area fall just short of the minimum 5.5 metres by 7.0 metres required by *Design standard 1 – Accessways* in Clause 52.06-9. The passing diagrams for a B85 design vehicle and an on-coming B99 design vehicle adequately demonstrate vehicle passing movements at the entrance. The passing area provided at the entrance is considered satisfactory.
Visibility	A pedestrian sight triangle (2.0 metres by 2.5 metres) has been provided at the north side of the entrance in accordance with *Design standard 1*. For visibility south of the development entrance, EB Traffic Solutions have recommended a curvilinear (convex) mirror to be installed on the north side of the entrance. There is no objection to the installation of this mirror.
Headroom Clearance	Headroom clearances of no less than 2.2 metres have been used throughout the development, which satisfies the Australian/New
Internal Ramped Accessways	The single lane ramped accessway has a carriageway width of 3.9 metres with additional 300 mm wide kerbs and satisfies AS/NZS 2890.1:2004.
Car Parking Modules	
At-grade Parking Spaces	The dimensions of the parking spaces (2.6 to 2.9 metres by 4.9 metres) satisfy *Design standard 2: Car parking spaces*.
Accessible Parking Space	With the exception of the 4.9 metre length (Design standard 2), the accessible parking space and shared area satisfy the Australian/New Zealand Standard AS/NZS 2890.6:2009.
Aisles	The aisle widths range from 5.815 metres to 7.4 metres and satisfy *Table 2: Minimum dimensions of car parking spaces and accessways* of Clause 52.06-9.
Column Depths and Setbacks	Columns have depths of 1000 mm and have been set back from the aisles by 250 mm. The positions of the columns are located outside of the parking space clearance envelopes and satisfy *Diagram 1 Clearance to car parking spaces* in Clause 52.06-9.
Clearances to Walls	Clearances of 300 mm have been provided to car parking spaces adjacent to walls. Some spaces have been widened by 300 mm to provide the clearance required by *Design standard 2*.
Gradients	
Ramp Grade for First 5.0 metres inside Property	The ramp for the first 5.0 metres inside the property has a grade of 1 in 10 and satisfies *Design standard 3: Gradients*.
Ramp Grades and Changes of Grade	The ramp grades and changes of grade satisfy Table 3 Ramp Gradients of Clause 52.06-9.

Attachment 8 - PLN20 0626 - 265 Johnston Street, Abbotsford - Engineering Advice on original plans

Item	Assessment
Transition Grades at the Bases of the 1 in 4 Ramp Grade Sections	The 1 in 8 transition grades at the base of the 1 in 4 ramp sections have been provided at lengths of 2.0 metres (along the inside radius of the curved ramps). These transition grades should be lengthened to 2.5 metres to avoid scraping or bottoming out by a B99 design vehicle.
Other Items	
Loading Arrangements	Deliveries to the food and drink premises would be made by small commercial vehicles/vans. There is no objection to these delivery vehicles utilising on-street parking to transport goods to the site.
Proposed Vehicle Crossing – Ground Clearance Check	The existing vehicle crossing on the west side of Park Street is to be demolished and reconstructed with a new vehicle crossing. The new vehicle crossing has not been shown on the drawings. A vehicle crossing ground clearance check is to be undertaken by the applicant's designer to confirm that a B99 design vehicle can enter and exit the property without scraping out (Please see under '*Design Items to be Addressed*' section).
Vehicle Priority System	There is no objection to the installation of a vehicle priority system (traffic signal system) as recommended by EB Traffic Solutions and described in Attachment F of the Traffic and Parking Assessment Report. This system would regulate vehicle entry and exit movements via the single lane accessways.
Swept Path Assessment	
Vehicle Entry and Exit Movements Via Park Street	The swept path diagrams for a B99 design vehicle and an oncoming B85 design vehicle entering and exiting the development via Park Street (in both the north- and southbound directions) are considered satisfactory.
Turning Movements into and out of Individual Parking Spaces	The swept path diagrams for the B85 design vehicle entering and exiting the car parking spaces are considered satisfactory.
Vehicle Passing Movements and Circulation	The swept path diagrams of passing movements for a B99 design vehicle and an oncoming B85 design vehicle are considered satisfactory.

Attachment 8 - PLN20 0626 - 265 Johnston Street, Abbotsford - Engineering Advice on original plans

Design Items to be Addressed

Item	Details
Development Entrance	To be dimensioned on the drawings.
Transition Grades at the Bases of the 1 in 4 Ramp Grade Sections	The 1 in 8 transition grades at the bases of the 1 in 4 ramp sections are to be lengthened to 2.5 metres (along the inside radius).
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, Mason 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.
Annotation on Drawing	The annotation on the drawing – '*Pit Cover is to be recessed into Proposed New Crossover*' must be deleted from the drawings. Gas infrastructure must not be modified or altered unless written authorisation has been granted by Energy Safe Victoria – the authority responsible for regulating safety of gas infrastructure.  Above: Extract of the Ground Floor Plan showing gas pit near development entrance on Park Street.

Attachment 8 - PLN20 0626 - 265 Johnston Street, Abbotsford - Engineering Advice on original plans

INFRASTRUCTURE ITEMS AND CONSTRUCTION ACTIVITIES

Item	Details
General	
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 employees, visitors and other users of the site.
Park Street	
Vehicle Crossing	On the Ground Floor Plan, an existing gas pit is located near the southern boundary of the site, on the west footpath of Park Street. The south vehicle crossing splay must be clear of the existing gas pit. As mentioned earlier, no modifications are to be made to the gas pit unless authorisation has been granted by Energy Safe Victoria. Above: Gas pit within west footpath of Park Street, near southern boundary of subject site.
Footpath Reconstruction	The development works on the site and the occupation of the footpath by plant and heavy equipment will impact on the footpath and deteriorate its condition. The footpath along the site's Park Street frontage must be reconstructed.
Kerb and Channel Reconstruction	The Park Street kerb and channel will heave and sustain damage during building works and must be reconstructed.
Johnston Street	
Footpath Reconstruction	As with Park Street, the footpath along the site's Johnston Street frontage must be reconstructed.

Attachment 8 - PLN20 0626 - 265 Johnston Street, Abbotsford - Engineering Advice on original plans

ENGINEERING CONDITIONS
Civil Works

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

- The footpath along the property's Park Street frontage must be reconstructed to Council's satisfaction and at the Permit Holder's cost. The footpath must have a cross-fall of 1 in 33 (commencing from the back of kerb) or unless otherwise specified by Council.
- The kerb and channel along the Park Street frontage of the site must be reconstructed to Council's satisfaction and at the Permit Holder's cost.
- All redundant property drains are to be demolished and reinstated with paving, kerb and channel to Council's satisfaction and at the Permit Holder's cost.
- The footpath along the property's Johnston Street frontage must be reconstructed to Council's satisfaction and at the Permit Holder's cost. The footpath must have a cross-fall of 1 in 33 (commencing from the back of kerb) or unless otherwise specified by Council.
- Finished floor levels at pedestrian entrances (at the property boundary) are to be readjusted to match into new levels of the reconstructed footpaths.
- Any portions of redundant vehicle crossing must be reinstated with paving, kerb and channel to Council's satisfaction and at the Permit Holder's cost.

Vehicle Crossing

Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the existing vehicle crossing must be demolished, and a new vehicle crossing must be designed and constructed:

- In accordance with any requirements or conditions imposed by Council.
- Demonstrating satisfactory access into and out of the site with a vehicle ground clearance check using the B99 design vehicle, and be fully dimensioned with actual reduced levels (to three decimal places) as per Council's Vehicle Crossing Information Sheet;
- At the Permit Holder's cost; and
- To the satisfaction of Council.

Road Asset Protection

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

Construction Management Plan

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

Impact of Assets on Proposed Development

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

Attachment 8 - PLN20 0626 - 265 Johnston Street, Abbotsford - Engineering Advice on original plans

Discharge of Water from Development

- Only roof runoff, surface water and clean groundwater seepage from above the water table can be discharged into Council drains.
- Council will not permit clean groundwater from below the groundwater table to be discharged into Council's drainage system. Basements that extend into the groundwater table must be waterproofed/tanked.

Removal, Adjustment, Changing or Relocation of Parking Restriction Signs

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

ADDITIONAL ENGINEERING ADVICE FOR THE APPLICANT

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

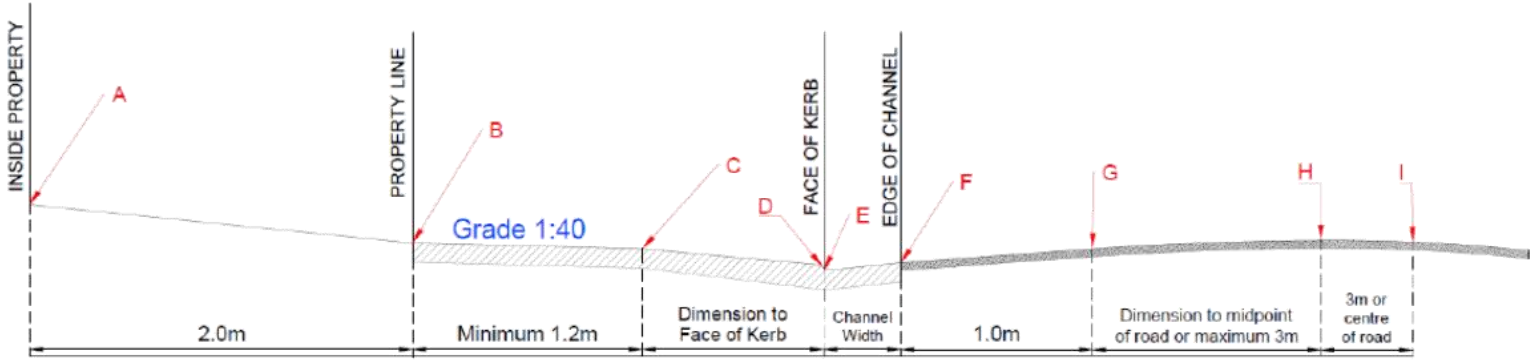
Attachment 8 - PLN20 0626 - 265 Johnston Street, Abbotsford - Engineering Advice on original plans

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 9 - PLN20 0626 - 265 Johnston Street Abbotsford - Engineering comments on amended plans

Development Engineering Formal Referral Response

Application Information	
Referral Officer	John Theodosakis
Officer	Mark Pisani
Council Reference	NA
Address	265 Johnston Street, Abbotsford
Application No.	PLN20/0626
Proposal	Referral - Internal – Development Engineering
Comments Sought	Engineering assessment of revised drawings

Council's Engineering Referral team provides the following information which is based on the information provided by Statutory Planning referenced above.

Comments and Recommendations

Drawings and Documents Reviewed

	Drawing No. or Document	Revision	Dated
Petridis Architects	TPA 07 *Basement Level 3 Floor Plan* TPA 08 *Basement Level 2 Floor Plan* TPA 09 *Basement Level 1 Floor Plan* TPA 10 *Ground Floor Plan* TPA 11 *First Floor Plan* TPA 21 *Section A-A* TPA 22 *Section B-B*		11 November 2021 11 November 2021 11 November 2021 11 November 2021 11 November 2021 11 November 2021 11 November 2021

Attachment 9 - PLN20 0626 - 265 Johnston Street Abbotsford - Engineering comments on amended plans

DEVELOPMENT LAYOUT DESIGN

Layout Design Assessment

Item	Assessment
Access Arrangements	
Development Entrance	Not dimensioned on the drawings
Visibility	The pedestrian sight triangle (2.0 metres by 2.5 metres) on the north side of the entrance satisfies Design standard 1 – Accessways of Clause 52.06-9. There is no objection to the installation of a convex mirror as shown on the drawings.
Headroom Clearance	Headroom clearances of no less than 2.2 metres have been provided along the accessways and parking levels, which satisfy the Australian/New Zealand Standard AS/NZS 2890.1:2004.
Internal Ramped Accessways	The internal ramped accessways have carriageway widths of 3.9 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 to 2.9 metres by 4.9 metres) satisfy *Design standard 2: Car parking spaces* of Clause 52.06-9.
Accessible Parking Space	With the exception of the lengths the accessible parking space and shared area satisfy the Australian/New Zealand Standard AS/NZS 2890.6:2009. No bollard has been provided for the shared area.
Aisles	The aisle widths range from 5.815 metres to 7.4 metres and satisfy *Table 2: Minimum dimensions of car parking spaces and accessways* of Clause 52.06-9.
Column Depths and Setbacks	Columns have depths of 1000 mm and are set back 250 mm from the aisles and are positioned outside of parking space clearance envelopes as required by *Diagram 1 Clearance to car parking spaces* in Clause 52.06-9.
Clearances to Walls	Clearances of 300 mm have been provided to car parking spaces adjacent to walls. Some spaces have been widened by 300 mm to provide the clearance required by *Design standard 2*.
Gradients	
Ramp Grade for the first 5.0 metres inside the Property	The ramp for the first 5.0 metres inside the property has a grade of 1 in 10 and satisfies *Design standard 3: Gradients*.
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 the Bases of the 1 in 4 Ramp Grade Sections	Unsatisfactory - The 1 in 8 transition grades at the base of the 1 in 4 ramp sections have been provided at lengths of 2.0 metres (along the inside radius of the curved ramps). These transition grades should be lengthened to 2.5 metres to avoid scraping or bottoming out by a B99 design vehicle.

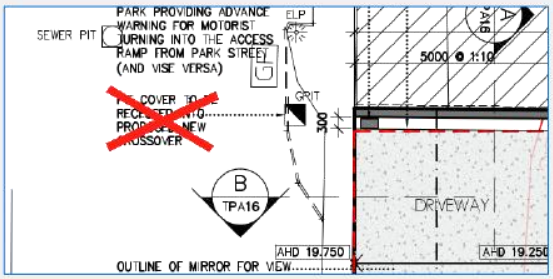
Attachment 9 - PLN20 0626 - 265 Johnston Street Abbotsford - Engineering comments on amended plans

Other Items	
Vehicle Crossing Ground Clearance	A vehicle crossing ground clearance check is to be undertaken for each new vehicle crossing by the applicant's designer to confirm that a B99 design vehicle can enter and exit the property without scraping out (Please see under '*Engineering Advice for Design Items to be Addressed by the Applicant*' section).
Traffic Signal System	As detailed in the original Traffic and Parking Assessment report by EB Traffic Solutions (dated 23 August 2020), it is recommended that a traffic signal system be implemented for the development to help regulate vehicle entry and exit movements via the single lane accessways.

Engineering Advice for Design Items to be Addressed by the Applicant

Item	Details
Development Entrance	To be dimensioned on the drawings.
Accessible Parking Space	A bollard is to be inserted into the shared area as required by AS/NZS 2890.6:2009.
Transition Grades at the Bases of the 1 in 4 Ramp Grade Sections	The 1 in 8 transition grades at the bases of the 1 in 4 ramp sections are to be lengthened to 2.5 metres (along the inside radius).
Vehicle Crossing Ground Clearance	To assist the applicant, a Vehicle Crossing Information Sheet has been appended to this memo. The ground clearance check (for each new vehicle crossing) requires the applicant to obtain a number of spot levels which 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, Park Street. These levels are to be shown on cross sectional drawings, with dimensions, together with the B99 design vehicle ground clearance template demonstrating access and exit movements. Providing the ground clearance checks 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.
Annotation on Drawing	The annotation on the drawing – 'Pit Cover is to be recessed into Proposed New Crossover' must be deleted from the drawings. Gas infrastructure must not be modified or altered unless written authorisation has been granted by Energy Safe Victoria – the authority responsible for regulating safety of gas infrastructure.

Attachment 9 - PLN20 0626 - 265 Johnston Street Abbotsford - Engineering comments on amended plans



INFRASTRUCTURE ITEMS AND CONSTRUCTION ACTIVITIES

Item	Details
General	
Impact on Council Road Assets during Construction	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 employees, visitors and other users of the site.
Park Street	
Vehicle Crossing	On the Ground Floor Plan, an existing gas pit is located near the southern boundary of the site, on the west footpath of Park Street. The south vehicle crossing splay must be clear of the existing gas pit. As mentioned earlier, no modifications are to be made to the gas pit unless authorisation has been granted by Energy Safe Victoria.
Footpath Reconstruction	The development works on the site and the occupation of the footpath by plant and heavy equipment will impact on the

Attachment 9 - PLN20 0626 - 265 Johnston Street Abbotsford - Engineering comments on amended plans

	footpath and deteriorate its condition. The footpath along the site's Park Street frontage must be reconstructed.
Kerb and Channel Reconstruction	The Park Street kerb and channel will heave and sustain damage during building works and must be reconstructed.
Johnston Street	
Footpath Reconstruction	As with Park Street, the footpath along the site's Johnston Street frontage must be reconstructed.

ENGINEERING CONDITIONS

Civil Works

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

- The footpath along the property's Park Street frontage must be reconstructed to Council's satisfaction and at the Permit Holder's cost. The footpath must have a cross-fall of 1 in 33 (commencing from the back of kerb) or unless otherwise specified by Council.
- The kerb and channel along the Park Street frontage of the site must be reconstructed to Council's satisfaction and at the Permit Holder's cost.
- All redundant property drains are to be demolished and reinstated with paving, kerb and channel to Council's satisfaction and at the Permit Holder's cost.
- The footpath along the property's Johnston Street frontage must be reconstructed to Council's satisfaction and at the Permit Holder's cost. The footpath must have a cross-fall of 1 in 33 (commencing from the back of kerb) or unless otherwise specified by Council.
- Finished floor levels at pedestrian entrances (at the property boundary) are to be readjusted to match into new levels of the reconstructed footpaths.
- Any portions of redundant vehicle crossing must be reinstated with paving, kerb and channel 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, a vehicle crossing design must be submitted to Council's Engineering department for approval, and:
    - Demonstrate 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) and comply with design requirements set out in Yarra City Council's Vehicle Crossing Information Sheet.
- Prior to the occupation of the development, or by such later date as approved in writing by the Responsible Authority, any new vehicle crossing(s) must be constructed:
    - In accordance with any requirements or conditions imposed by Council;
    - At the permit holder's cost; and
    - To the satisfaction of the Responsible Authority.

Attachment 9 - PLN20 0626 - 265 Johnston Street Abbotsford - Engineering comments on amended plans

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

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.

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	Assessment

Attachment 9 - PLN20 0626 - 265 Johnston Street Abbotsford - Engineering comments on amended plans

Legal Point of Discharge	The applicant must apply for a Legal Point of Discharge under Regulation 133 – Stormwater Drainage of the *Building Regulations* 2018 from Yarra Building Services unit. Any storm water drainage within the property must be provided and be connected to the nearest Council pit of adequate depth and capacity (legal point of discharge), or to Council's satisfaction under Section 200 of the *Local Government Act* 1989 and Regulation 133.
Clearance to Electrical Assets	Overhead power lines run along the south side of Tanner 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 guidelines for working around electrical assets and can be found at the following link: https://esv.vic.gov.au/technical-information/electrical-installations-and-infrastructure/no-go-zones/

Engineer: Mark Pisani

Signature:

Date: 14 January 2022

Attachment 9 - PLN20 0626 - 265 Johnston Street Abbotsford - Engineering comments on amended plans

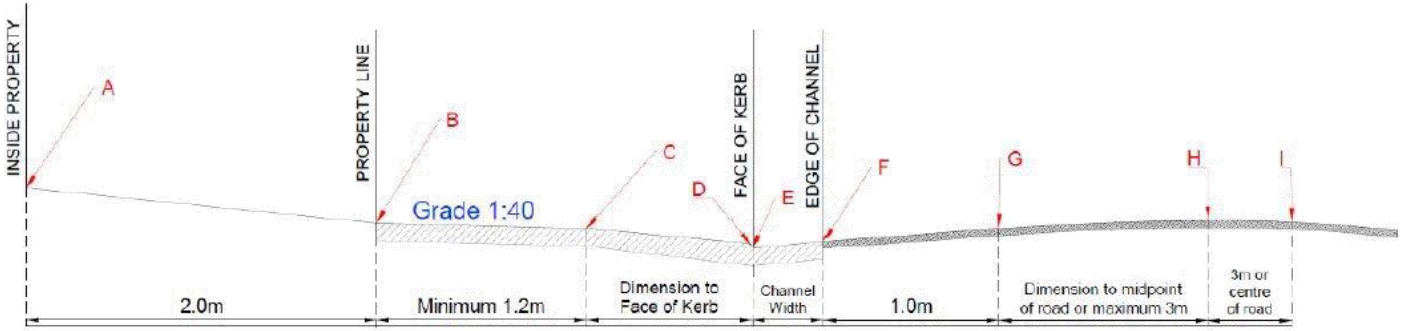
Development Engineering Formal Referral Response

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 - PLN20/0626 - 265 Johnston Street, Abbotsford - Heritage Advice

City of Yarra
Heritage Advice

Application No.: PLN20.0626

Address of Property: 265 Johnston Street, Abbotsford.

Planner: John Theodosakis

Yarra Planning Scheme References: Clauses 43.01, 22.02 DDO15.

Heritage Overlay No.: HO20 **Precinct:** Individually significant.
External paint controls apply

Level of significance

No. 265 Johnston Street, Abbotsford, originally a house and/or surgery but latterly a restaurant, constructed in 1910, is listed as Individually significant in Appendix 8, *City of Yarra Review of Heritage Overlay Areas 2007*. Revised March, 2020. (Incorporated document).

The *Yarra Heritage Database* entry, based on the Allom Lovell & Associates. *City of Yarra Heritage Review, 1998*, reads *viz.*:

> **History**:
>
> Robert Dwyer owned property on the south side of Johnston Street, on the west corner of Park Street. Bertram Crellin, a surgeon, acquired the property with demolished buildings by 1909, and in 1910, he built a brick house on the site for use as a residence.
>
> The building is now occupied by a Greek restaurant.
>
> **Description**:
>
> The house at 265 Johnston Street, Abbotsford, on the south-west corner of Park Street, is a two storey brick Edwardian villa.
>
> The walls are of face red brick with rendered string courses at the window head and sill levels. The roof is clad with slate, which is somewhat atypical for a house of this style and date, although it does have the more usual terracotta ridge tiles and finials. The roof is hipped over the main part of the house, and gabled over the projecting western bay and the corner verandah. The gable ends are roughcast, and have timber bargeboards, fretwork, and bracketing. The verandah is also timber-framed, running from the western bay and wrapping around the polygonal corner. The balcony has simple timber balustrading, and the verandah and balcony have simple timber friezes and chamfered timber posts. The verandah has a concrete floor on a bluestone plinth.
>
> The windows are timber-framed double-hung sashes. There is some original leadlighting to the sidelights of the front entry.

Significance:

The former residence at 265 Johnston Street, Abbotsford, is of local architectural significance. Although its significance has been diminished by alterations, it remains a relatively externally intact example of an unusually large Edwardian residence unusual for Abbotsford on a prominent corner site.

No. 265 Johnston Street, Abbotsford was first identified in the *Collingwood Conservation Study* prepared by Andrew C Ward & Associates in 1989. (pp.285-286). The citation notes that the house was in good condition and that its integrity was also good and that its balcony balustrade had been altered. Its current condition appears to have only superficial damage externally caused by vandalism. I note that the Raworth report (p. 4) states that it has been also damaged by fire and that the balcony is in poor condition.

Proposal

To retain the double-storey portion of the existing building, to demolish various elements listed below, and to construct an 8 storey building above a 3 level basement behind the retained building.

Drawing Numbers

Drawings prepared by Petridis, dated 28th October, 2020 and marked Council RFI, as per Council website.

Heritage Impact Statement, prepared by Bryce Raworth, Conservation/Heritage, dated July, 2020 as per Council website.

Context Description

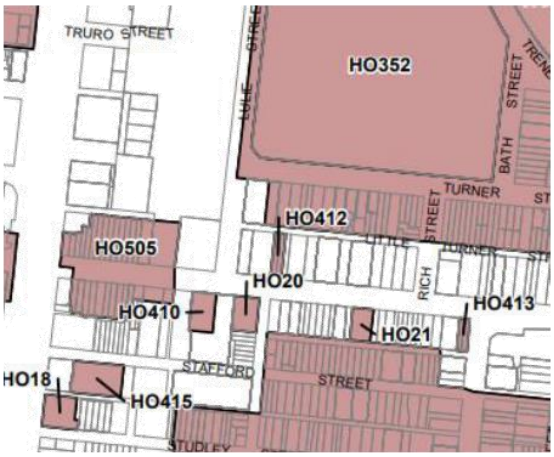


Figure 1 Heritage Overlay Map.

There is little, if anything, of a heritage context provided by nearby buildings – the context is derived form the existing building on this site. The only heritage building within proximity is HO 410, No. 247-253 Johnston Street, Abbotsford, St Crispin House, which has been redeveloped with a 12 storey, principally unadorned concrete building which dominates the St Crispin site and also No. 265 Johnston Street, Abbotsford and the streetscape. Any heritage context that No. 265 Johnston Street may have had has been all but obliterated.

The Raworth report makes various references to St Kilda Road – this is a completely different context and is of little relevance to Johnston Street, Abbotsford.

Figure 2 No. 265 Johnston Street, Abbotsford before the redevelopment of the St Crispin site.

Figure 3 The St Crispin site before its redevelopment.

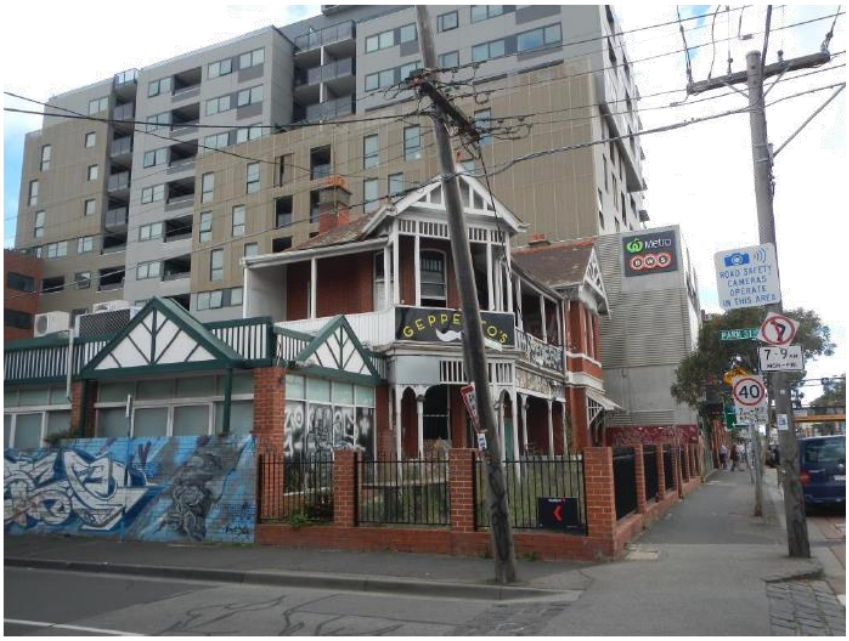


Figure 4 The St Crispin site has been redeveloped with a 12-storey, principally unadorned concrete building which dominates that site and No. 265 Johnston Street, Abbotsford and the streetscape. Any heritage context that No. 265 Johnston Street, Abbotsford may have had has been all but obliterated.

Assessment of Proposed Works

Demolition

The relevant policy to consider is, *viz.*:

> Encourage the removal of inappropriate alterations, additions and works that detract from the cultural significance of the place.
>
> Generally discourage the demolition of part of an individually significant or contributory building or removal of contributory elements unless:
>
> - That part of the heritage place has been changed beyond recognition of its original or subsequent contributory character(s).
> - For individually significant building or works, it can be demonstrated that the removal of part of the building or works does not negatively affect the significance of the place.

All of the elements proposed to be demolished i.e. front and side fences, side addition to Park Street, rear shed/garage and wall shown in Figure 7 and sundry elements, are not original and can be demolished. The presumed kitchen chimney and a section of

original hipped roof above the single storey section shown in Figure 7 is original and visible from the public realm and should not be demolished.

The Raworth report (p. 10) states *viz.*: "It is noted to that no reference is made to the single storey brick rear wing of the dwelling in any previous citations." It cannot be deduced from this that the rear wing has no or little significance. It is not typical of heritage studies, moreover from the eras in which the relevant ones were prepared, to mention every element and/or feature of a building in addition to which the principal place from which a description was compiled is from the front. It is more probable that anything not significant would have been mentioned.

Built form (height/setbacks)

The overall height is in the order of 24 metres. The Preferred maximum building height in Sub-Precinct 2C is 21 metres (DDO15).

Basement

Leaving aside the demolition of the rear single storey wing, there are no issues with the basement.

Ground floor

The setbacks which are dimensioned on the drawings are not overly useful.

Leaving aside the demolition of the rear single storey wing, there are no issues with Office 1, Foyer, walkway. G.1 or the café forecourt.

First and Second floors

The setbacks between the new built form and the existing house are 3.765 – 1 metre or 3 metres including a terrace at the west. This is inadequate for an appropriate interface between the new and the heritage elements.

Third, Fourth, Fifth and Sixth floors

The effective setbacks from the heritage building is 2 metres which is occupied by terraces/balconies.

The East elevation (TPA19) appears to show the Third floor and above as cantilevering over the rear of the roof of the retained heritage building, albeit with a separation, although the plans do not show this. This is not shown on TPA13 and it does not correlate with Section D-D (TPA24). It probably does not cantilever but this requires some clarification.

Seventh floor

The effective setback from the heritage building is 5.175 metres which is occupied by a terrace/balcony. The setback from Park Street is effectively 3 metres which is narrower than that of the heritage building,

The boxiness of the articulation on the North elevation above the retained house (Third floor upwards) provides a strong contrast to the heritage building which dominates it and

which will draw the eye away from it whereas it should be the main visible feature and presence. The design needs to be toned down to form a subtle backdrop.

Colours/materials

The generally neutral palette is acceptable other than for the elements coloured black i.e. 5 and 10. This will be too strong a contrast, particularly where silhouetted against the sky and No. 247-253 Johnston Street, Abbotsford, St Crispin House. The palettes should blend in and not be stark contrasts.

The South elevation is mostly rendered and plain and will not have an acceptable appearance given its visible expanses as viewed from Park Street. Some texture (e.g. Reckli panel where visible) or other element needs to be applied to improve its appearance.

Fence

The fence to Park Street is acceptable.

Landscaping

The vertical garden wall on the North elevation is out-of-keeping with the heritage building and the hard edge of Johnston Street where there is no vegetation. The vertical garden wall on the East elevation is probably acceptable. If they are retained then an incorporated landscape plan, or similar, should be applied to ensure that they are maintained.

Conservation/Restoration Work

The Raworth report (p. 17) states *viz*: "It is proposed to undertake a suite of restoration and conservation works to the exterior of the retained heritage building as part of the scheme. These may include restoration of the original verandah and ground floor window canopy to Johnston Street, repair and cleaning of the exterior brickwork and repainting of external joinery. It is suggested the detail of these works be finalised a permit condition".

These works must be documented by way of appropriately annotated drawings, including methodologies where relevant, prepared by a suitably qualified heritage consultant, and must be submitted to the Responsible Authority for endorsement before any work commences. Where there might be some doubt about condition, replacement method and the like, the heritage consultant is to make the final decision and this must be annotated on the drawings.

As external paint controls apply paint finishes must be investigated microscopically and a short report is to be prepared as part of the Conservation/Restoration Works package. It is expected that it will include a recommendation to reinstate the original decorative scheme which was probably brown and cream or dark green and cream.

Recommendation / Comments:

Not approved.

The fundamental issue of this proposal is the lack of adequate setbacks between the retained heritage building and the new built form together with the proposed height. The result is a dominant, overbearing and overwhelming new building which will

visually adversely affect the heritage building. Presently, despite its context, it stands out in the streetscape partly because it is a large dwelling in a commercial streetscape and because of its appearance and detailing which is in contrast to other buildings, heritage and non-heritage. This characteristic will be diminished.

Cl. 22.02-5.7 New Development, Alterations or Additions requires, *inter alia viz.:*

> **22.02-5.7.1 General**
>
> Encourage the design of new development and alterations and additions to a heritage place or a contributory element to a heritage place 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.
> - Consider the architectural integrity and context of the heritage place or contributory element.
>
> **Cl. 22.02-5.7.2 Specific Requirements (where there is a conflict or inconsistency between the general and specific requirements, the specific requirements prevail)**
>
> **Corner Sites and Sites with Dual Frontages .**
>
> 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.
>
> Encourage new buildings on corner sites to reflect the setbacks of buildings that occupy other corners of the intersection.

The above policies have not been met.

DDO 15 applies to the Johnston Street Activity Centre.

The overall height is in the order of 24 metres which is the Mandatory maximum building height while the Preferred maximum building height in Sub-Precinct 2C is 21 metres (DDO15). There is no requirement to build to the Mandatory maximum building height and a reduction in height would be an improvement, as would increased setbacks.

Similarly there is no requirement for new development on this site to take any cue from the effects of the new development on the St Crispin site. Rather, a more respectful approach on this site would be appropriate.

Decision guidelines (DDO15)

The following decision guidelines apply to an application for a permit under Clause 43.02, in addition to those specified in Clause 43.02 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- The architectural quality of the proposal, which includes the design, scale, height, materials, mass and visual bulk of the development in relation to the surrounding built form.
- The profile and impact of development on the vista along Johnston Street.
- How the proposal responds to the presence of heritage buildings either on, or in close proximity to the site and whether an increased upper level setback is required having regard to the heritage significance and contributory features of the site.

In my opinion the architectural quality of the new built form, including the proposed setbacks and height, is of insufficient standard to meet this Decision Guideline. The impact of the development in views along Johnston Street will be jarring and adverse and the response to the heritage building is inappropriate and not suitably respectful. There will be a prominent and dominant cluster of buildings which will detract from the streetscape.

All of the elements proposed to be demolished i.e. front and side fences, side addition to Park Street, rear shed/garage and wall shown in Figure 7 and sundry elements, are not original and can be demolished. The single storey section shown in Figure 7 is original and visible from the public realm and should not be demolished.

Clarify whether the East elevation (Third floor and above) cantilevers over the rear of the roof of the retained heritage building.

If the vertical garden walls are retained then an incorporated landscape plan, or similar, should be applied to ensure that they are maintained.

Conservation/Restoration Works package is to be documented as set out above and is to be submitted to the Responsible Authority for endorsement before any work commences.

Signed:

Robyn Riddett

Director – Anthemion Consultancies

Date: 20 April, 2021.

Figure 5 A later addition along Park Street.

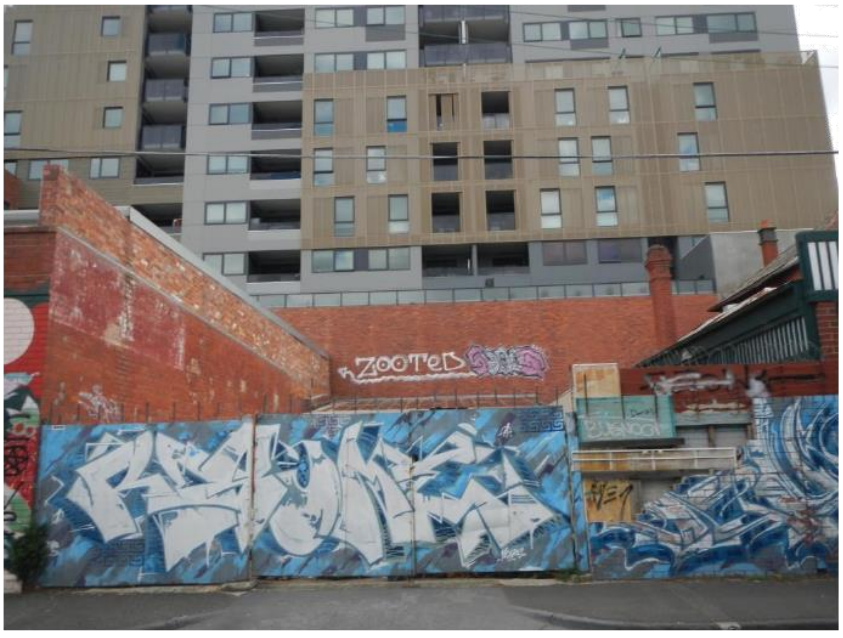


Figure 6 The Park Street boundary fence and rear of the site.

Figure 7 A rear shed/garage. Note the presumed kitchen chimney and a section of original hipped roof.

Figure 6 View of the rear south elevation of the dwelling from the yard behind, showing the single-storey wing with later additions in the foreground, with the upper level of the double-storey portion of the house behind.

Figure 8 A better view of the original roof form above the single storey section contained in the Raworth report p. 7.

Attachment 11 - PLN20/0626 - 265 Johnston Street Abbotsford - Urban Design Comments

MEMO

To:	John Theodosakis (Statutory Planning)
From:	Daniel Perrone (Urban Design)
Date:	05 March 2021
Site Address:	265 Johnston St, Abbotsford
Application No:	PLN20/0626
Description:	PART DEMOLITION TO ALLOW FOR THE DEVELOPMENT OF THE LAND WITH AN EIGHT-STOREY RESIDENTIAL BUILDING AND REDUCTION IN THE ASSOCIATED CAR PARKING REQUIREMENT OF THE YARRA PLANNING SCHEME.

COMMENTS SOUGHT

Urban Design comments have been sought on following matters:

- Height and Massing
- Building Design
- Public Realm

These comments are provided on architectural plans by Petridis Architects, dated 28th October 2020.

COMMENTS SUMMARY

The proposal is not supported in its current form. The following recommendations and clarifications are required to strengthen the proposal from an Urban Design perspective. The rationale behind these changes is explained in detail overleaf.

- Increase upper level building setbacks to western and southern site boundaries to allow for adequate building separation to the west and equitable development to the south.
- Revise materials and façade design of main building to provide a simpler design outcome with higher quality finishes that better reflects the existing heritage building and surrounding context of the site.
- A detailed landscape plan is required to assess the suitability of the proposed ground floor landscaping treatments and the vertical garden façade treatment.

There are no known planned/approved capital works around the site being led by the Urban Design Team.

Attachment 11 - PLN20/0626 - 265 Johnston Street Abbotsford - Urban Design Comments

SITE & CONTEXT

The subject site is located on the corner of Johnston Street and Park Street, Abbotsford. The site is rectangular with a 22.8m frontage to Johnston Street, and a depth of 31.5m, equating to approximately 720.8sqm. The site has the following immediate interfaces:

- To the west along Johnston St, is a recently completed 12-storey building comprising primarily of apartment dwellings. The ground and first floors are built to the boundary along the full length of the subject site, with increasing setbacks of at least 4.5m from the boundary from the third floor.
- To the south along Park St exists a brick warehouse style building comprising seven dwellings. The two-storey form is built to all boundaries.

The subject site is located within the Commercial 1 Zone (C1Z) and is affected by Design and Development Overlay Schedule 15 – Johnston Street Activity Centre (DDO15) and Hertiage Overlay (HO20).

PROPOSAL

The proposed development comprises of 33 apartment dwellings, two offices, and one café. The proposal retains the exisitng individually significant heritage building at the north of the site for use as café and offices, with the new apartment building located at the rear. New landscaping and outdoor café seating are proposed along the Johnston St frontage.

Contextual Response

Park Street Interface

The proposed location for vehicle access at the rear of the site is supported in order to maintain and enhance pedestrian amenity along the main frontage of the site. Furthermore, the allocation of an individual entrance to apartment G1 adds additional presence and sense of address to Park St as a primarily residential street. The provision of trees and the landscaped edge around the north-eastern corner of the site softens the built form around this prominent corner and the heritage building and provides a distinct pedestrian and cyclist entry for the proposed development. A detailed landscape plan is required to assess the suitability of proposed species and landscaping treatments.

Johnston Street Interface

The Johnston Street interface is already predetermined by the existing heritage building. The proposed approach of retaining the existing building and enhancing this interface through landscaping and tree planting is supported, subject to review of a detailed landscape plan.

The open fence/bollards along the north and east site boundaries provide transparency and good passive surveillance across the site, and for this reason is supported. However, this may present security concerns if there is no means of securing the site after hours. The applicant may wish to consider the implications of this.

Height and Massing

As aforementioned, the subject site is affected by Design and Development Overlay Schedule 15 – Johnston Street Activity Centre (DDO15). The location of the development, sub-precinct 2C, stipulates a preferred maximum building height of 21 metres and allows a mandatory maximum building height of 24 metres provided certain criteria are met. Given the site's immediate adjacency to the 12-storey

apartment building to the west, the proposed height of 24 metres is considered acceptable from an Urban Design perspective, however, there is serious concern regarding the proposed development's lack of building separation from this boundary.

It is recommended that from the second floor and above of the proposed development, the western wall is setback further east to **at least** 3-metres (if no habitable room windows are proposed), or **at least** 4.5-metres (if habitable room windows are proposed), from the common boundary as per Clause 2.9 of DDO15 to ensure adequate building separation from the adjacent development. This is shown in Figure 1 below.

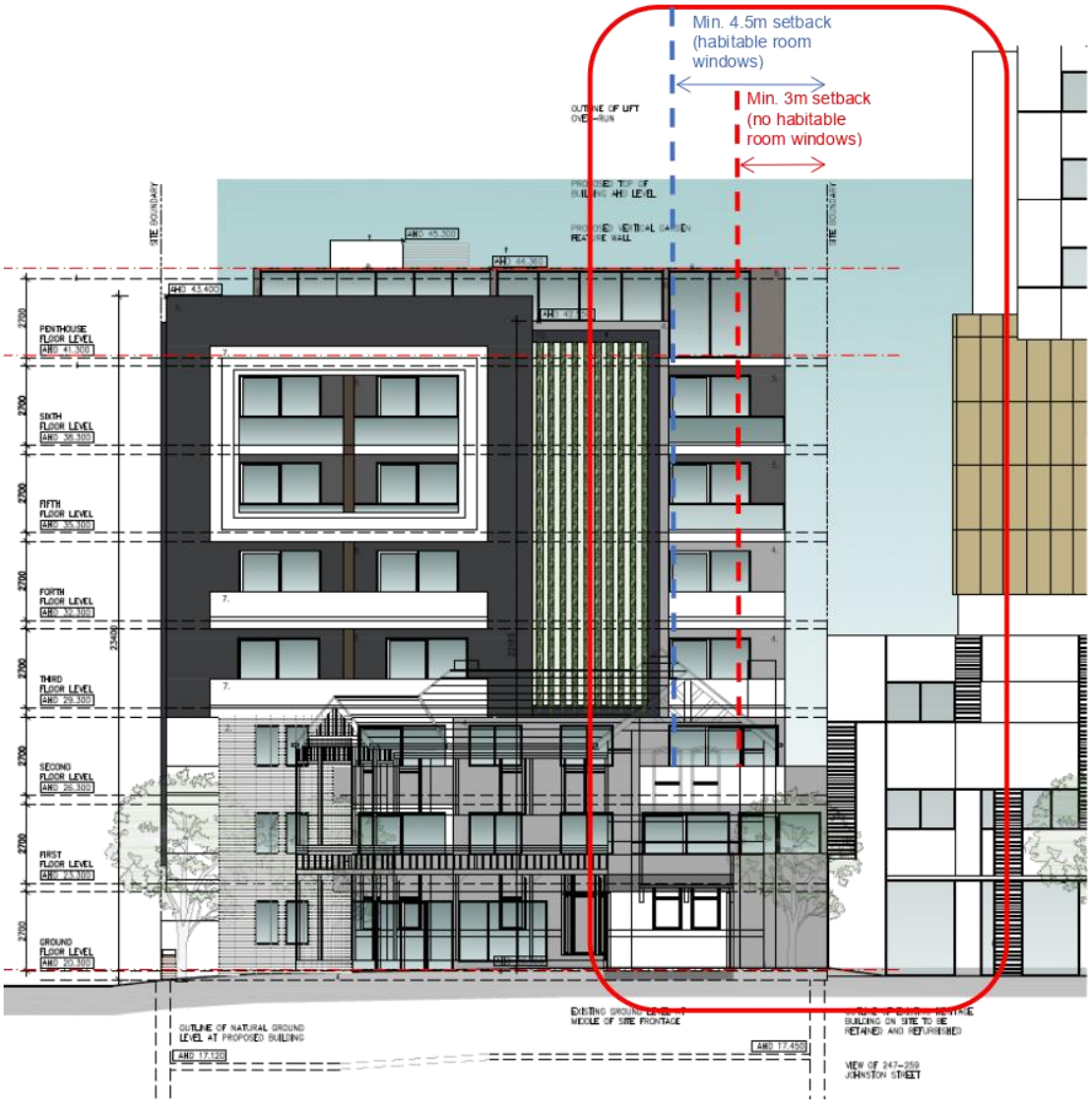


Figure 1: Side setback required to achieve adequate building separation as per Clause 2.9 of DDO15. (Note: drawing not to scale).

Additionally, the proposed built form on the southern boundary presents equitable development concerns for the site(s) to the south of the subject site that is currently inhabited by a number of dwellings in a two-storey brick warehouse style building. Given the neighbouring site(s) location within the C1Z zone, it is

not unlikely that these dwellings could be consolidated for a future development of similar scale to that proposed on the subject site. Therefore, it is recommended that a similar rear setback approach is adopted from this boundary as recommended above to allow for the future equitable development of the southern neighbouring site(s). It should also be noted that the balcony arrangement of the apartments located at the south-eastern corner of the main building may present overlooking issues to the balconies of the neighbouring dwellings south of the subject site.

Architecture and Materiality

The proposed variety of rendered finishes is not considered a high-quality architectural material, and its extensive use across the proposed building is not supported. Additionally, the variety of different façade treatments makes the proposed building appear quite busy and cluttered, detracting from the heritage building at the front of the site. It is recommended that the proposed north and eastern facades of the new building are simplified to read as a more unified/sculptured form.

For the vertical garden façade treatments to be considered, further information is required to assess their suitability. A detailed landscape plan should be submitted, including but not limited to, the following details; planting substrate, support mechanism, plant species, irrigation details, proposed maintenance regime etc.

The timber and brickwork proposed in the fence/bollards, as well as the blockwork in the curved north-eastern section of the main building are examples of higher quality and robust architectural materials that better reflect the heritage of the site and broader context and are supported.

Figure 2: Proposed façade treatment appears cluttered and does not complement the existing heritage building to the north.

Streetscapes and Capital Works

Capital Works:

There are no known planned/approved capital works around the site being led by the Urban Design Team.

Pavements:

All pavements surrounding the site are to be reinstated as asphalt footpaths as per Yarra Standard Drawings:

- Johnston Street to be reinstated with dressed bluestone kerb as per insitu conditions.
- Park Street to be reinstated with charcoal coloured concrete kerb and channel.

Trees:

- Existing street trees to be retained and protected. Reinstate existing tree squares with sawcut asphalt edge and filled with compacted granitic sand as per YSD709.

Street furniture:

- Due to the narrow footpath conditions surrounding the subject site, no new street furniture will be supported within the footpath.

Bicycle Parking:

- All bicycle parking (including visitor spaces) must be accommodated within the subject site due to the narrow footpath conditions mentioned above. The proposed location of visitor bicycle parking along the path in the north-eastern corner of the site is supported as it is visible and accessible from the public realm.

Attachment 12 - PLN20 0626- 265 Johnston Street, Abbostford - ESD advice on original 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-r*esidential 1. 1,000m² 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 12 - PLN20 0626- 265 Johnston Street, Abbostford - ESD advice on original plans

Sustainable Management Plan (SMP)

Referral Response by Yarra City Council

Table of Contents

Assessment Summary: 3
1. Indoor Environment Quality (IEQ) 5
2. Energy Efficiency 6
3. Water Efficiency 8
4. Stormwater Management 9
5. Building Materials 10
6. Transport 11
7. Waste Management 12
8. Urban Ecology 13
9. Innovation 14
10. Construction and Building Management 15
Applicant Response Guidelines 16

Attachment 12 - PLN20 0626- 265 Johnston Street, Abbostford - ESD advice on original plans

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

Assessment Summary:

Responsible Planner:	John Theodosakis
ESD Advisor:	Gavin Ashley
Date:	29.01.2021
Subject Site:	PLN20/0626 265 Johnston Street, Abbotsford VIC 3067
Site Area:	Approx. 720 m²
Project Description:	8 storey building comprising ground level mixed-used (café and commercial office space) and 7 levels of residential development (35 units).
Pre-application meeting(s):	Unknown.
Documents Reviewed:	• Sustainability Management Plan (V 2.0 – 14.08.20), by LID Consulting • Architectural Plans (28.10.20), by Petridis Architects • Daylight Modelling Report (03.07.20), by LID Consulting

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 achieves a BESS report score of 70% (SMP, p. 27).
- The proposal aims to achieve an average of 7.5-star natHERS for energy efficiency, exceeding minimum requirements (SMP, p. 37).
- The proposal claims to achieve NCC 2019 Section J, including 10% improvement on floor and ceiling insulation (SMP, p. 1).
- Building sealing requirements including avoidance of power data points where insulation removal would compromise thermal performance (SMP, p. 2).
- Heating and cooling to be efficient reverse cycle air-conditioners within 1-star of best available (SMP, p. 2).
- Natural ventilation provided via operable windows and doors to each elevation (SMP, p. 3).
- CO monitoring in the carpark (SMP, p. 3).
- 20% improvement on IPD specified in NCC 2019 (SMP, p. 3).
- Electricity will be individually metered for each tenancy (SMP, p. 4).
- 11.5kW solar system proposed (SMP, p. 4).
- For the residential component, 91% of living rooms and bedrooms (when using the DtS criteria) achieve daylight compliance, with the office (38%) and café (42%) also exceeding minimum requirements (SMP, p. 8).
- VOC and formaldehyde specifications outlined – in addition to certified timber (SMP, p. 8/9/15).
- A STORM report with a 126% STORM score has been submitted that demonstrates best practice and relies on ~516 m² of roof connected to 16,000 litres rainwater storage and used for toilet flushing in café tenancy and (min) 5 levels of residential units (SMP, p. 11/12).
- 20-35% partial cement replacement for on-site poured structural and paving concrete (SMP, p. 14).
- Light coloured roofing and paving specified to minimise the impacts of urban heat (SMP, p. 14).
- Where polyester insulation is to be used, products with recycled content will be specified (SMP, p. 15).
- 33 bicycle spaces for employees, and 13 for visitors (SMP, p. 17).

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

- A communal carpark will be equipped with EV charging (accessible from 2 parking spaces) (SMP, p. 18).
- A minimum of 80% of demolition and construction waste to be recycled and diverted from landfill, including the 'recovery' of refrigerants in old air conditioning units by licensed contractor (SMP, p. 20).
- 10% of development has landscaping, predominantly native species selected, rooftop garden, deep soil planting and inclusion of vertical vegetation (SMP, p. 23).
- Building User Guide will be provided to building occupants with the intent to reduce energy and water consumption (SMP, p. 25).

(2) Application ESD Deficiencies:

(3) Outstanding Information:

- Clarify design of windows relied upon for natural ventilation.
- Clarify availability of external views – concerns around the single aspect south-facing apartments.
- Provide insulation specifications (R-Values), and preliminary façade calculation.
- Provide Preliminary NatHERS ratings to support claim.
- Provide preliminary NatHERS or modelling to support.
- Provide a Landscape Plan to clarify design of vertical garden feature, and clarify shading for the north-facing living area for apartment 7.1.
- Clarify individual units and tenants will be individually metered.
- Clarify strategy around landscape irrigation.
- Clarify post-development flows will not exceed pre-development levels.
- Clarify EoT facilities for café and Office 1 staff.
- Provide an operational Waste Management Plan for the development that details generation and management of multiple waste streams including food organics.
- Provide a Landscape Plan to articulate design and planting schedule.
- Provide a Landscape Plan to articulate design and consider additional vertical vegetation and ground level to increase amenity, ecology and UHI reduction.
- Confirm all energy and water management systems will
- be commissioned in accordance with the manufacturer's specifications.

(4) ESD Improvement Opportunities

- Consider using a heat pump. Gas creates a path dependency on fossil fuels and reduces the building level of future-proofing.
- Good, consider reclaimed water in concrete mixes also and clarify strategy towards reducing embodied impacts of steel.
- Consider a small pallet of materials and construction techniques that can assist in disassembly.
- Consider pipes, cabling, flooring to do not contain PVC or meeting best practice guidelines for PVC.
- Good. Consider providing some pre-wiring for future charge points within the development.
- Confirm waste targets within a project-specific Environmental Management Plan.
- Consider Head contractor to be ISO14001 accredited.
- Consider 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.

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	The SMP claims all apartments will have operable windows, with breeze paths included in Clause 58 assessment (SMP, p. 7 & TPA28-30).	Clarify design of windows relied upon for natural ventilation.	3
Daylight & Solar Access	For the residential component, 91% of living rooms and bedrooms (when using the BESS DtS criteria) achieve daylight compliance, with the office (38%) and café (42%) also exceeding minimum requirements (SMP, p. 8).	Satisfactory.	1
External Views	No information has been provided.	Clarify availability of external views – concerns around the single aspect south-facing apartments.	3
Hazardous Materials and VOC	The SMP indicates low VOC and paints, adhesives and sealants in line with Green Star Design & As Built V1.1 guidelines (SMP, p. 9).	Satisfactory.	1
Thermal Comfort	Mixed mode ventilation, double glazing, insulation and shading.	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: 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	The proposal will achieve DtS requirements for NCC 2019, including 10% improvement in floor and ceiling insulation (SMP, p. 1).	Provide insulation specifications (R-Values), and preliminary façade calculation.	3
Thermal Performance	The SMP claims an average NatHERS rating of 7.5-stars, however the BESS report has generic heating and cooling loads (SMP, p. 1 & 37)	Provide Preliminary NatHERS ratings to support claim.	3
Greenhouse Gas Emissions	The BESS report claims a 70% reduction in GHG emissions (SMP, p. 41).	Satisfactory	1
Hot Water System	Gas instantaneous units (min) 6-star efficiency (SMP, p. 2).	Consider using a heat pump. Gas creates a path dependency on fossil fuels and reduces the building level of future-proofing.	4
Peak Energy Demand	The BESS report claims an 11% reduction in peak cooling (SMP, p. 41).	Provide preliminary NatHERS or modelling to support.	3
Effective Shading	North facing windows shaded by either overhanging balconies or vertical garden feature wall, which is also used on the east façade as an external shade treatment (TPA19).	Provide a Landscape Plan to clarify design of vertical garden feature, and clarify shading for the north-facing living area for apartment 7.1.	3
Efficient HVAC system	Heating and cooling to be efficient reverse cycle air-conditioners within 1-star or 85% of best available (SMP, p. 2).	Satisfactory.	1
Car Park Ventilation	Permeable entrance for natural ventilation, and CO monitoring.	Satisfactory.	1
Efficient Lighting	At least 20% improvement in LPD claimed – with external lights controlled by daylight sensors and timer or motion sensors (SM, p. 4).	Satisfactory.	1
Electricity Generation	An 11.5kW rooftop solar system is proposed – capable of generating 12% of residential, 51% of office and 14% of cafes energy supply (SMP, p. 4 & 45).	Satisfactory.	1
Other	-	-	

*** Council Assessment Ratings:**

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

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

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

3. Water Efficiency

Objectives:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
Minimising Amenity Water Demand	Minimum WELS star rating of fixtures: (SMP, p.11) • Taps: 5 star • Toilets: 4 star • Showers: 4 star • Dishwashers 5 star	Satisfactory.	1
Water for Toilet Flushing	16,000-litres of rainwater storage used for toilet flushing in café tenancy and (min) 5 levels of residential units (SMP, p. 11/12).	Satisfactory.	1
Water Meter	While hot water meters mentioned, no other information provided.	Clarify individual units and tenants will be individually metered.	3
Landscape Irrigation	No information has been provided.	Clarify strategy around landscape irrigation.	3
Other	-	-	

*** Council Assessment Ratings:**

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

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

4. Stormwater Management

Objectives:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
STORM Rating	A STORM report with a 126% STORM score has been submitted that demonstrates best practice and relies on ~516 m² of roof connected to 16,000 litres rainwater storage and used for toilet flushing in café tenancy and (min) 5 levels of residential units (SMP, p. 11/12).	Satisfactory.	1
Discharge to Sewer	The stormwater strategy, with connection to toilet aims to run the tanks down regularly to maintain capacity.	Clarify post-development flows will not exceed pre-development levels.	3
Stormwater Diversion	A total rooftop and balcony catchment area of 516 m² proposed (SMP, p. 12).	Satisfactory.	1
Stormwater Detention	A 4,000-litre and 12,000-litre rainwater tank are proposed.	Satisfactory.	1
Stormwater Treatment	Leaf diverting rain heads and first flush diverters in addition to pleated filter, sediment filters, and carbon filters are mentioned (SMP, p. 13).	Satisfactory.	1
Others	-	-	-

*** Council Assessment Ratings:**

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

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

5. Building Materials

Objectives:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
Reuse of Recycled Materials	The SMP indicates carpet underlay and polyester insulation will contain recycled content (SMP, p. 15).	Satisfactory.	1
Embodied Energy of Concrete and Steel	20-35% partial cement replacement (Geopolymer – supplementary cement materials – slag/fly ash) will be incorporated into onsite poured structural and paving concrete (SMP, p. 14).	Good, consider reclaimed water in concrete mixes also and clarify strategy towards reducing embodied impacts of steel.	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	No information has been provided.	Consider pipes, cabling, flooring to do not contain PVC or meeting best practice guidelines for PVC.	4

*** Council Assessment Ratings:**

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

References and useful information:
SDAPP Fact Sheet: 5. Building Materials
Building Materials, Technical Manuals www.yourhome.gov.au
Embodied Energy Technical Manual www.yourhome.gov.au
Good Environmental Choice Australia Standards www.geca.org.au
Forest Stewardship Council Certification Scheme www.fsc.org
Australian Green Procurement www.greenprocurement.org

6. Transport

Objectives:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
Minimising the Provision of Car Parks	Car parking for 21 cars proposed across three basement levels.	Satisfactory.	1
Bike Parking Spaces	33 bike parking spaces for apartments, plus 13 bike parking spaces for visitors.	Satisfactory.	1
End of Trip Facilities	End of trip facilities are not clearly articulated; however, the plans indicate a shower for Office 2 (TPA11).	Clarify EoT facilities for café and Office 1 staff.	3
Car Share Facilities	A formal car share scheme will be provided in the development with an allocated parking space reserved in the basement (SMP, p. 18).	Good.	1
Electric vehicle charging	EV charging infrastructure provided in basement 1, accessible to two vehicles (SMP, p. 18).	Good. Consider providing some pre-wiring for future charge points within the development.	4
Green Travel Plan	A Green Travel plan has not been provided.	Satisfactory as residential development.	1

*** Council Assessment Ratings:**

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

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

7. Waste Management

Objectives:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
Construction Waste Management	A target to recycle or reuse 80% of demolition and construction waste is identified, with contractor documentation required.	Confirm waste targets within a project-specific Environmental Management Plan.	4
Operational Waste Management	No operational Waste Management Plan provided, however space in the basement shown on maps.	Provide an operational Waste Management Plan for the development that details generation and management of multiple waste streams including food organics.	3
Storage Spaces for Recycling and Green Waste	As above.	As above.	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.	-	N/A
Maintaining / Enhancing Ecological Value	The SMP and BESS report claim 10% site coverage (equivalent) or vegetation, with two vertical garden features proposed (SMP, p. 23).	Provide a Landscape Plan to articulate design and planting schedule.	3
Heat Island Effect	Light coloured paving and roofing material proposed to mitigate urban heat island impacts (SMP, p. 14).	Satisfactory.	1
Other		-	
Green wall, roofs, facades	Two vertical garden features proposed.	Provide a Landscape Plan to articulate design and consider additional vertical vegetation and ground level to increase amenity, ecology and UHI reduction.	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: 8. Urban Ecology
Department of Sustainability and Environment www.dse.vic.gov.au
Australian Research Centre for Urban Ecology www.arcue.botany.unimelb.edu.au
Greening Australia www.greeningaustralia.org.au
Green Roof Technical Manual www.yourhome.gov.au

9. Innovation

Objective:

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

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

*** Council Assessment Ratings:**

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

References and useful information:
SDAPP Fact Sheet: 9. Innovation
Green Building Council Australia www.gbca.org.au
Victorian Eco Innovation lab www.ecoinnovationlab.com
Business Victoria www.business.vic.gov.au
Environment Design Guide www.environmentdesignguide.com.au

10. Construction and Building Management

Objective:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
Building Tuning	No information has been provided.	Confirm all energy and water management systems will be commissioned in accordance with the manufacturer's specifications.	3
Building Users Guide	A Building Users Guide explaining optimal usage of building services to minimise energy and water consumption.	Satisfactory.	1
Contractor has Valid ISO14001 Accreditation	No information has been provided.	Consider Head contractor to be ISO14001 accredited.	4
Construction Management Plan	No information has been provided.	Consider that an Environmental Management Plan be developed by the building contractor to monitor and control activities undertaken during construction.	4
Others	-	-	-

*** Council Assessment Ratings:**

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

References and useful information:
SDAPP Fact Sheet: 10. Construction and Building Management
ASHRAE and CIBSE Commissioning handbooks
International Organization for standardization – ISO14001 – Environmental Management Systems
Keeping Our Stormwater Clean – A Builder's Guide www.melbournewater.com.au

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 13 - PLN20/0626 - 265 Johnston Street, Abbotsford - ESD advice on amended drawings

CITY OF YaRRA

MeMO

TO:	**John Theodosakis**
cc:	
FROM:	**Gavin Ashley, ESD Advisor**
DATE:	**28.01.2022**
SUBJECT:	**265 Johnston Street, Abbotsford**

Dear John,

I have reviewed the updated SMP (28.10.21, LID Consulting) and amended plans (11.11.21, Petridis Architects), against the previous SMP (14.08.20, LID Consulting), plans (28.10.20, Petridis Architects) and ESD referral advice (29.01.21) for the above property. An assessment is presented below:

Comparison between documentation sets

- Maintained a BESS score of 70%.
- Solar PV capacity increased from 11.kW to 14kW.
- New commitment to net zero carbon / carbon neutral capability in operation, through:
  - The exclusion of gas (hot water not to be electric). Note that the SMP includes conflicting statements of 'electric hot water' and 'gas instantenous units', while the BESS input is 'electric heat pump'.
  - "An Allume power share system will be installed to optimise the use of solar PV power or an embedded network will be established by the developer (and managed by the owners corporation) for this development that will purchase only 100% carbon neutral energy." Note that this has been input as an Innovation credit in BESS.
- New commitment that "At a minimum, one EV charging unit will be installed, with appropriate signage and charging infrastructure installed."
  - Annotation on Basement Level 1 floor plan states "2No carspaces to provide electrical power connection chargers for electric vehicle infrastructure."
- New commitment that electric vehicle skeleton infrastructure will be provided to all parking spaces to simplify tenant future charger installations. This will include:
  - A separate distribution board for electric vehicle charging (centrally located to all car spaces) and
  - Cable tray and clear paths for future cabling from the distribution board to each car space.
  - Note that this has been input as an Innovation credit in BESS, however, isn't considered an Innovation.
- Applicant has not clarified EoT facilities for café and office staff, as per previous referral advice.
- Applicant has not clarified post-development and pre-development flows, as per previous referral advice.
- Applicant has not clarified availability of external views, as per previous referral advice.
- Metering commitment still only includes electricity metering, not water metering.
- Reference to single glazing removed, now only double glazing.
- Preliminary NatHERS ratings have now been provided to support the commitment of >7.5 average Star rating. Appendix notes deviations from the assumptions for Level 7 apartments (e.g. glazing wdiths) but it is not clear if these changes have been reflected on the plans.
- New commitment that hinged doors to have catches to allow for natural ventilation.
- Glazing on elevations of plans now detailed to show windows and doors which are openable.

Attachment 13 - PLN20/0626 - 265 Johnston Street, Abbotsford - ESD advice on amended drawings

- New commitment that all three external windows of the office will contain an openable component to facilitate natural ventilation, however, this detail is not clear on the plans (due to this glazing not being clear on elevations).
- Appendix with breeze paths of apartments now provided to detail natural ventilation capability.
- The SMP states WELS ratings of 5 star taps and 4 star dishwashers, however, BESS inputs for the café and apartments are 6 star taps and dishwasher.
- STORM assessment has not been updated despite slight changes to the roof catchment area.
- Vegetation cover figure updated from 10% to 9.4% (SMP) / 9% (BESS),
- Previous commitment of "New plantings will be predominantly indigenous natives" has been removed. New Appendix 7 includes the plant schedule with note stating "Plant selection chosen are fairly drought tolerant in Melbourne".
- New commitment that drip irrigation to provided to landscaping and connected to on-site water storage, however, BESS does not show that the irrigation is connected to the rainwater tanks.
- Commitment to rooftop planting from Levels 1-6 has been removed, as the only vegetation on upper levels is planters.
- New commitment that "All energy and water management systems will be commissioned in accordance with the manufacturer's specifications"
- Waste Management Plan submitted to Council (not reviewed as part of this ESD referral advice).
- Landscape Plan submitted to Council (not reviewed as part of this ESD referral advice) including plant schedule and ground level plan.

Outstanding information (to be actioned by the applicant)

- Ensure the hot water system is consistently referred to as 'electric heat pump' across all documentation, including removal of annotations such as 'HWS gas burners' on the plans.
- Remove electric vehicle skeleton infrastructure from Innovation credit in BESS.
- Ensure plans reflect any deviations/alterations to designs adopted in the preliminary residential energy ratings (e.g. glazing widths and sills heights of Level 7 apartments).
- Ensure connection of irrigation to rainwater tanks is consistent across all documentation.
- Ensure WELS ratings are consistent across all documentation.
- Annotation to be added to plans detailing minimum 14kW of solar PV system capacity.
- For clarity, add an annotation to plans that "all three external windows of the office will contain an openable component".
- Clarify end of trip facilities for café and office staff, ensuring consistency of figures between BESS and plans.
- Clarify post-development flows will not exceed pre-development levels.
- Update individual metering of services commitment to include both electricity and water.
- Clarify availability of external views – concerns around the single aspect of south-facing apartments.

ESD improvement opportunities (to be considered by the applicant)

- Consider optimising the capacity of the rainwater tanks to better capitalise on available rainwater. This is recommended as the roof and terrace catchment areas provide opportunity for rainwater harvesting greater than what would be harvested with the current proposed tank capacities, and there is additional reuse demand (e.g. toilets on upper levels and irrigation) not currently met by non-potable sources.
- Consider vertical vegetation to increase amenity, ecology and urban heat island reduction.

Whilst the updates generally result in a neutral or improved ESD outcome, several areas of outstanding information still need to be addressed.

Cheers,
Gavin

Gavin Ashley
Environmental Sustainable Development Advisor
City of Yarra PO Box 168 Richmond 3121
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E gavin.ashley@yarracity.vic.gov.au
W www.yarracity.vic.gov.au

Attachment 14 - PLN20/0626 - 265 Johnston Street, Abbotsford - Referral advice in relation to Wind

MEL CONSULTANTS

22 CLEELAND ROAD
SOUTH OAKLEIGH VIC 3167
AUSTRALIA

(ACN 004 230 013)

Ref: 29-22-DE-REV-00

23rd March 2022

City of Yarra
PO Box 168
Richmond VIC 3121

Attn: John Theodosakis

Dear John,

265 Johnston Street, Abbotsford
Review of Vipac Wind Impact Assessment
Vipac Document Number: 30N-20-0223-TRP-6791340-0 (20 October 2020)

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 50 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 Assessment 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 265 Johnston

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Street, Abbotsford, development has been provided along with reference drawings which are listed in the Appendix of the report. The drawings listed in the Appendix were received by Vipac in Oct 2020 and dated 20 August, 2020. The drawings provided by the City of Yarra to the reviewer are dated 28th October, 2020. There doesn't appear to be any differenced between the drawings for the plans that can be compared with the figures in the report. It is recommended that Vipac reviews the updated drawings to confirm there is no change to the findings of their report.

- The pedestrian safety and comfort criteria are based on the directional gust wind speed criteria and MEL Consultants have no issue with these criteria The recommended criteria for the immediate surroundings streetscapes would be walking comfort, the standing criteria for the entrances to the buildings, and sitting criterion in the outdoor seating area. The assessment clearly discusses the rationale for recommending the standing criterion for the terraces and there is no issue with this recommendation.

- MEL Consultants have no issues with the Vipac desktop assessment of the surrounding streetscapes, ground level entrances, and terrace wind conditions. We do agree with the recommendations for the local wind break screening around the seating area. However, the wind flow deflected by the adjacent 12 floor tower would be expected to be west to east across the seating area, so the proposed 1.5m high screens should have a return on the west side to mitigate these wind flow through the seating area.

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 assessment of the surrounding streetscapes, entrances and terrace wind conditions, but have suggested a return is required on the 1.5m high screening around the seating area.

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Yours sincerely,

M. Eaddy

M. Eaddy
MEL Consultants Pty Ltd

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Attachment 15 - PLN200626 - 265 Johnston St, Abbotsford - Strategic Transport - Advice Response

Planning Referral

To:	John Theodosakis
From:	Chloe Wright
Date:	11/02/2021
Subject:	Strategic Transport Comments
Application No:	PLN20/0626
Description:	Part demolition to allow for the development of the land with an eight-storey residential building and reduction in the associated car parking requirement of the Yarra Planning Scheme.
Site Address	256 Johnston Street, Abbotsford

I refer to the above Planning Application and the accompanying Traffic report prepared by EB Traffic Solutions in relation to the proposed development at 265 Johnston Street, 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	170sqm	1 employee space to each 300 sqm of net floor area if the net floor area exceeds 1000 sqm	0 employee spaces	
		1 visitor space to each 1000 sqm of net floor area if the net floor area exceeds 1000 sqm	0 visitor spaces	
Dwellings	33	1 resident space per 5 dwellings	7 resident space	
		1 visitor space per 10 dwellings for visitors	3 visitor spaces	
Retail	120sqm	1 employee space to each 300 sqm of net floor area	0 employee spaces	
		1 visitor space to each 500 sqm of net floor area	0 visitor spaces	
Bicycle Parking Spaces Total			**7 resident / employee spaces**	**42 resident / employee spaces**
			3 visitor spaces	**4 visitor spaces**
Showers / Change rooms		1 to the first 5 employee spaces and 1 to each additional 10 employee spaces	**0 shower / change room**	**1 showers / change rooms**

Adequacy of visitor spaces

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

- The number of visitor bicycle spaces is not specified in the Traffic report or noted on the plans. A total of 46 bicycle spaces are provided at various locations at the ground floor and basement 1. It is assumed that the 4 bicycle spaces adjacent to the café dining area are intended for use by visitors to the site.
- Council's best practice rate[1] recommends a total of 8 visitor spaces for the development. As such, it is recommended that a minimum of 4 bicycle hoops are provided within the property boundary, which could include the 2 hoops proposed adjacent to the café dining area and 2 hoops adjacent to the walkway area, as these areas are visible and accessible to visitors of the site.
- All visitor bicycle spaces are provided as a horizontal at-grade space and appear to be in accordance with access and clearance requirements of AS2890.3.

Adequacy of resident / employee spaces

Number of spaces

The number of employee / resident spaces has not been specified. It is assumed that 42 of the bicycle spaces proposed are intended for resident / employee use, which meets Council's best practice rate[2] recommendation of 35 resident / employee spaces.

Design and location of resident / employee spaces and facilities

The following comments are provided in relation to the location and design of resident / employee bike parking:

- 10 resident spaces are provided at the basement level 1 and 32 spaces are provided at various locations at the ground floor. Pursuant to Clause 52.34-3 & Australian Standard AS2890.3 bicycle spaces must be provided in a bicycle locker or in a lockable compound. As such, all employee / resident bicycle spaces must be consolidated into a secure facility (i.e. access to the bicycle parking is with a key or swipe card) and ideally be located at the ground floor level.
- Given the layout of employee / resident bicycle spaces will need to be revised to provide bicycle parking within a secure facility, a detailed assessment of the proposed spaces in accordance with clearance and access requirements AS2890.3 has not been undertaken.
- All resident / employee spaces are provided as horizontal at-grade racks which satisfies the AS2890.3 requirement for at least 20% of bicycle storage spaces to be provided as horizontal at ground-level spaces.

Electric Vehicles

Council's BESS guidelines encourage the use of fuel efficient and electric vehicles (EV). The plans note that electrical wiring will be provided at two parking bays, which is supported. However, to allow for easy future provision for EV charging, it is recommended that all car parking bays should be electrically wired to be 'EV ready'. This does not mean car parking bays must be fitted with chargers, but that the underlying wiring infrastructure is in place to allow future owners and tenants to easily install a charger. For this purpose, the following should be installed:

a) One or more distribution boards within each car parking basement level, with capacity to supply 1 x 7kW (32amps) electric vehicle charger for each parking space.

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[1] *Category 6 of the Built Environment Sustainability Scorecard (BESS) recommends "Residential developments should provide 0.25 visitor spaces per dwelling" and 1 visitor space to each 500sqm of office floor space.*

[2] *Category 6 of the Built Environment Sustainability Scorecard (BESS) offers the following for best-practice guidance for resident bicycle parking rates: "As a rule of thumb, at least one bicycle space should be provided per dwelling for residential buildings"* and the following *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.*

b) A scalable load management system. This will ensure that electric vehicles are only charged when the building electrical load is below the nominated peak demand. Building electrical peak demand calculations can therefore be undertaken using the assessment methodology (AS/NZS3000:2018, clause 2.2.2.b.i), thus not increasing building electrical peak demand requirements beyond business as usual.
c) Wiring from the main switchboard to the distribution boards, and cable tray to hold future individual outgoing circuits to electric vehicle chargers.

Recommendations

The following should be shown on the plans before endorsement:

1. A minimum of 35 resident / employee bicycle spaces within a secure facility.
2. A minimum of 8 visitor bicycle spaces provided at a location easily accessible to visitors of the site.
3. Electrical infrastructure to ensure car parking areas are 'electric vehicle ready', including:
    a. One or more distribution boards within each car parking basement level, with capacity to supply 1 x 7kW (32amps) electric vehicle charger for each parking space.
    b. A scalable load management system to ensure that electric vehicles are only charged when the building electrical load is below the nominated peak demand.
    c. Wiring from the main switchboard to the distribution boards, and cable tray to hold future individual outgoing circuits to electric vehicle chargers.

Regards

Chloe Wright
Sustainable Transport Officer
Strategic Transport Unit

6.2 PLN21/0905 - 23 Howard Street Richmond - The construction of a seven storey (plus basement level) office building (no permit required for office land use) and a reduction in the car parking requirements.

Report Summary

Purpose

1. This report provides Council with an assessment of Planning Application PLN21/0905 which is for the construction of a seven-storey (plus basement level) office building (no permit required for office land use) and a reduction in the car parking requirements at No 23 Howard Street Richmond. The report recommends a position of approval subject to conditions.

Key Planning Considerations

2. Key planning considerations include:
   (a) Clause 22.10 – Built Form and Design Policy;
   (b) Clause 34.02 – Commercial 2 Zone;
   (c) Clause 52.34 – Bicycle Facilities, and
   (d) Clause 52.06 – Car Parking.

Key Issues

3. The key issues for Council in considering the proposal relate to:
   (a) Policy and strategic support;
   (b) Built form, and;
   (c) Off-site amenity.

Submissions Received

4. Fifty (50) objections were received to the application, these can be summarised as:
   (a) Built form (including overall height, street wall heights, massing, architectural quality, public realm response, overdevelopment and a lack of transition to the nearby residential area);
   (b) Traffic concerns (increased traffic in the surrounding area and safety issues for pedestrians);
   (c) Impacts to on-street car space availability, including concerns that public transport in the area is not sufficient;
   (d) Amenity impacts (overlooking, overshadowing, loss of daylight, wind impacts, visual bulk, and noise impacts);
   (e) Amenity impacts during construction (noise, pollution, damage to property and traffic disruption);
   (f) Heritage impacts, including the demolition of the existing building at the subject site;
   (g) Lack of front setback landscaping;
   (h) Discordance with the Swan Street Structure Plan (SSSP);
   (i) Footpath overshadowing;
   (j) Loss of views; and
   (k) Impacts to property values.

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) Deletion of level 5, and;

(b) Improvements to the basement level and ground floor level as shown on the sketch plans received 24 June 2022.

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

6.2 PLN21/0905 - 23 Howard Street Richmond - The construction of a seven storey (plus basement level) office building (no permit required for office land use) and a reduction in the car parking requirements.

Reference	D22/177643
Author	Chris Stathis - Senior Statutory Planner
Authoriser	Senior Coordinator Statutory Planning

Ward:	Melba
Proposal:	The construction of a seven storey (plus basement level) office building (no permit required for office land use) and a reduction in the car parking requirements.
Existing use:	Dwelling (with confirmed existing use rights)
Applicant:	Cadence 3.0 Pty Ltd
Zoning / Overlays:	Commercial 2 Zone Design and Development Overlay (Schedule 5) Development Contributions Plan Overlay (Schedule 1)
Date of Application:	03 December 2021
Application Number:	PLN21/0905

Planning History

1. The subject site has the following planning history:

   (a) On 07 May 2021, Council issued a letter confirming that the subject site benefitted from existing use rights for the use of a dwelling on the land (reference PPE21/0050).

Background

Planning Scheme Amendments

2. Amendment C269 proposes to update the local policies in the Yarra Planning Scheme by replacing the Municipal Strategic Statement (MSS) at Clause 21 and Local Planning Policies at Clause 22 with a Municipal Strategic Strategy and Local Policies within the Planning Policy Framework (PFF), consistent with the structure recently introduced by the State Government.

3. Amendment C269 was on public exhibition between 20 August 2020 and 4 December 2020 and proceeded to a panel hearing in October 2021. The Panel report was released on 18 January 2022. Council resolved on 19 April 2022 that having considered the Panel report, to submit the adopted Amendment to the Minister for Planning for approval.

4. The relevant sections to be considered in this report include:

   (a) Clause 13.07-L (Interfaces and amenity);
   (b) Clause 15.01-1L (Urban Design);
   (c) Clause 15.01-2L (Building Design);
   (d) Clause 15.02-1L (Environmentally Sustainable Development);
   (e) Clause 17.01-1 (Employment);
   (f) Clause 18.01-2L (Sustainable Transport);
   (g) Clause 19.05-3L (Waste); and
   (h) Clause 18.02-4L (Car Parking).

5. The new clauses are largely reflected in current planning policy, which is generally not contradictory to the proposed re-write of Clauses 21 and 22. However, as this amendment is now a 'seriously entertained' planning proposal, a summary and brief assessment of the relevant policies to the proposal is provided in the table below. This assessment confirms that the proposal is consistent with the new relevant policies.

Proposed C269 Local Policy reference	Brief Assessment
Clause 02.04 – Strategic Framework Plan	The subject site is formally identified as being located within a Major Employment Precinct.
Clause 11.03-1L – Activity Centres	Whilst not formally located in an activity centre, the proposal will contribute positively to the commercial spine of Howard Street which is located in a Major Employment Precinct.
Clause 13.07-1L – Interfaces and Amenity	The policy aspirations of this clause are addressed under the off-site amenity and on-site amenity assessments below.
Clause 15.01-1L – Urban Design	Built form and design is discussed in the officer assessment below and concludes that the proposal exhibits high quality architectural and urban design.
Clause 15.01-2L – Building Design	Built form and design is discussed in the officer assessment below and concludes that the proposal exhibits high quality architectural and urban design. The proposal will also satisfy the policy that seeks high rates of energy efficiency as discussed in the On-Site Amenity section of the report.
Clause 15.02-1L – Env. Sustainable Development	The proposal will achieve ESD 'excellence', committing to a BESS score of 71%. Council's ESD Advisor has recommended a number of conditions to ensure this high standard is achieved, which are to be incorporated.
Clause 16.01-2L – Housing affordability	The proposal does not provide affordable housing, however this is not applicable as the subject site is located in the Commercial 2 Zone, where dwellings are prohibited by the Planning Scheme.
Clause 17.01-1L – Employment	The proposal includes a new source of commercial activity to the area including over 1,000sqm of office floor area. This will provide a positive contribution to employment opportunities along the Cremorne / South Richmond segment of Church Street.
Clause 18.02-1L – Sustainable Transport	The provision of suitable bicycle facilities and reduction of car parking proposed will ensure this policy is met.
Clause 18.02-4L – Car Parking	The proposal seeks a reduction of the car parking requirements to reduce reliance on private vehicle usage in accordance with the policy.

Proposed C269 Local Policy reference	Brief Assessment
Clause 19.03-2L – Development Contributions	This is addressed via conditions.
Clause 19.03-3L – WSUD	The proposal is consistent with this policy, as outlined in the submitted Sustainable Management Plan. Implementation is required by condition.
Clause 19.03-5L – Waste	Waste management is discussed in the assessment section below and addressed via a Waste Management Plan that will be implemented by condition.

Aboriginal Cultural Heritage Significance

6. The subject site is located within an area of Aboriginal Cultural Heritage Sensitivity. The permit applicant has submitted a comprehensive report from a qualified cultural heritage professional to confirm that the entirety of the subject site has previously been subject to Significant Ground Disturbance, which means that a Cultural Heritage Management Plan (CHMP) does not need to be undertaken prior to the issuance of a Planning Permit for the proposed application.

Lodgement of sketch plans

7. On 24 June 2022, the permit applicant submitted a sketch plan for the basement level and the ground floor plan in response to referral comments. The sketch plans show the following changes:
   (a) Relocation of the employee bicycle spaces to the basement plan, with 14 spaces provided in the form of two-tier racks;
   (b) Provision of four visitor bicycle spaces at ground floor in the form of two horizontal rails located to the west of the bin room;
   (c) The internal wall separating the ground floor corridor from the ground floor office shown as glazed;
   (d) Direct pedestrian access from Howard Street for the ground floor office;
   (e) Increase in the size of the ground floor lobby by decreasing the floor area of the ground floor office (46sqm to 42 sqm);
   (f) Increase in the size of the waste storage area; and
   (g) Deletion of the rear pedestrian door from the laneway and provision of a full-width rear vehicle access door.

8. The sketch plan will be referred to throughout this report where applicable.

9. The application was advertised as an eight-storey building, as at the time of advertising, the proposed lift lobby at the roof terrace level was considered by the Planning Officer to constitute a storey. However, the Tribunal in its decision *Robertson Development Group v Mornington Peninsula Shire [VCAT P1640/2016],* found that small lift lobby or lift landing spaces at a roof terrace level do not constitute a storey because they act as transitionary spaces that cannot reasonably be used for any other purpose. In this case, the proposed lift lobby is small in size (13 sqm) and would not be able to be used for any other purpose other than a transitory space between lift and roof terrace. Therefore, the subject application is best described as a seven-storey (plus roof terrace) building.

The Proposal

10. The proposal is for the construction of a seven-storey office building (no permit required for office land use) and a reduction in the car parking requirements. The proposal can be described in more detail as follows:

    Use
    The application proposes to use the land for office (across all levels) with a net floor area of 1,167sqm. A planning permit is not required for the proposed land use.

    Development

    General

    (a) The development proposes an overall building height of seven stories or 23.55m (measured from the roof of the lift lobby at roof terrace level). Including the lift overrun, the proposal seeks an overall height of 27.8m.

    (b) At the Howard Street interface, a street wall height of four stories (or 13.9m) is proposed. At the rear laneway, the proposal seeks a sheer height of seven stories (or 23.3m).

    (c) The application proposes solid walls across the side boundaries, seeking an eastern boundary wall height of six stories (or 20.4m) and a western boundary wall height of seven stories (or 23.6m), with the lift overrun located above, which reaches a height of 27.8m.

    (d) The development proposes the following massing typology for the podium levels (ground floor and levels 01 – 03):
        (i) Ground floor largely constructed to all boundaries save for modest setbacks along the Howard Street frontage (roughly 0.3 – 0.4m) and a 1m setback from the rear laneway boundary;
        (ii) Levels 1, 2 and 3 constructed to all boundaries to form a four-storey podium to Howard Street;

    (e) The development proposes the following massing typology for the upper levels (levels 04 – 06 and roof terrace level):
        (i) Along the rear boundary, the upper levels (i.e. levels 4, 5 and 6) rise vertically with 0m setbacks from the rear boundary;
        (ii) Along the front (southern boundary), levels 4 and 5 are set back 3.1m from the Howard Street boundary, with level 04 provided with a 21sqm, south-facing terrace. Level 06 is provided with a deeper upper level setback of 4.8m (measured from stairwell) with a south-facing 21sqm terrace projecting into this setback.
        (iii) Along the western boundary, the development rises to a height of seven stories, with 0m setbacks;
        (iv) Along the eastern boundary:
            - Levels G- 04 are constructed to the boundary,
            - Level 05 is constructed to the boundary save for a small, east-facing terrace in the northeast corner of the lot;
            - Level 06 has a raked, east-facing wall which has a minimum setback of 0.67m as well as an east-facing terrace in the northeast corner of the lot;
            - Roof terrace level is set back approximately 2.2m from the eastern boundary

    (f) The proposed configuration of each level is described as follows:

All levels / Multiple Levels

(g) Across all levels, the lift core and stairwell are located centrally along the western boundary;
(h) At levels 01 – 06, amenities are also provided along the western boundary
(i) At levels 01 – 06, awnings are proposed along the northern boundary which protrude outside the northern title boundary by a horizontal distance of 0.5m. The lowest awning (level 01) has a laneway clearance height of 6.95m.
(j) At levels 01 – 06, operable, batten-style windows are also proposed along the northern boundary which, when in an open or semi-open position, protrude outside the northern title boundary by a horizontal distance of approximately 0.9m as shown on the plans. These windows have a laneway ground clearance height of 4.35m.

Basement Level

(k) One basement (constructed to all boundaries save for a 2.5m setback from the rear boundary) with the following features:
    (i) A total of 5 car spaces (in the form of a car stacker system);
    (ii) End of trip facilities including five showers and eight lockers;
    (iii) Services including a comms room, water meter, 6kL rainwater tank and associated pumps;

Ground Floor

(l) The proposed layout of the ground floor plan includes:
    (i) Principal pedestrian entry point at Howard Street frontage, behind which is an entrance corridor which leads to a small lift lobby;
    (ii) 46sqm of office floor area fronting the remainder of the Howard Street fronting;
    (iii) Back of house area located to the north of the lift lobby including:
        - Waste storage room;
        - 16 bicycle spaces (14 employee spaces and 2 visitor spaces, all provided as hanging spaces);
        - Two tandem motorcycle spaces along the western boundary;
        - Vehicle access via a 7m-wide garage door;
        - Car stacker pit which extends below into the basement level;
        - Pedestrian entrance in the form of a single-width door to the west of the garage door;

Levels 1, 2 and 3
(m) These levels each propose 191sqm of office floor area;

Level 4
(n) This level proposes 165sqm of office floor area and a south-facing, 21sqm terrace;

Level 5
(o) This level proposes 160sqm of office floor area, an east-facing, 7sqm terrace and a south-facing, 21sqm terrace;

Level 6
(p) This level proposes 112sqm of office floor area and an east-facing, 5sqm terrace;
(q) As previously outlined, the floor level is set back a minimum of 0.67m from the eastern boundary and at this interface is provided with a solid raked wall.

Roof Terrace Level
(r) This level includes:

(i) A roof terrace (66sqm) wraps around the southern, eastern and northern edges of the plant area/lift lobby (13sqm);
(ii) A screen plant area with a green wall system proposed at the northern and eastern plant walls (i.e. green wall is proposed to face the adjacent terrace areas)

Roof Plan

(s) Provision of a 2.6kW solar panel array on a platform above the plant area

Materials and finishes

(t) The development proposes a mix of concrete (including fluted concrete), glazing, metal cladding (in both bronze and black colour treatments) and steel fins in a bronze colour treatment;

(u) Standard, light grey concrete is expressed across the western boundary walls, except for the front sections of the upper levels, which is proposed to be clad in bronze metal cladding. Concrete is also expressed across the Howard Street podium at levels 01, 02 and 03 in the form of curved, modular forms which frame the podium window. These forms are in alternating colours – a beige colour at levels 01 and 03 and a grey colour at level 02;

(v) Fluted concrete (in a beige colour) is expressed across the eastern boundary walls at ground floor to level 03;

(w) Steel fins (in a bronze colour treatment) are provided at the ground floor façade to the Howard Street podium and act as framing elements to the proposed arched windows at ground floor;

(x) Metal cladding (in a bronze colour treatment) is provided across the southern and eastern facades of levels 5 and 6 as well as the front portion of the western façade of these levels;

(y) All proposed glazing is clear, with fenestration being largely rectangular or square formats, save for the ground floor Howard Street windows, which have arched formats.

11. Three-dimensional perspectives of the development are provided below at Figure 1.

Figure 1: Three-dimensional perspectives of the proposed development, viewed from Howard Street (Applicant submission, February 2022)

Existing Conditions

Subject Site

12. The subject site is located on the northern side of Howard Street in Richmond and has a rectangular lot shape with a total area of 222sqm and has a frontage to Howard Street with access to a rear laneway at the northern boundary of the site.

13. The subject site is developed with a Victorian-era, single-storey brick dwelling which is largely constructed to all boundaries save for a small front garden and a rear area of secluded private open space (SPOS) in the northeast corner of the site. The site is currently used as a dwelling.

Figure 2: The subject site (centre property) (Planning Officer, July 2022)

14. The property is not affected by any covenants, easements or section 173 agreements.

Figure 3: The subject site (Council GIS, April 2022).

Surrounding Land

15. The surrounding land is mixed and is located in close proximity to the commercial strip along Church Street and is located within the Cremorne / South Richmond Major Employment Precinct. Public transport is readily available to the site with tram services on Church Street.

Figure 4: the subject site and surrounding land (Council GIS, April 2022)

16. The subject site is located in and surrounded by the Commercial 2 Zone (C2Z), with the General Residential Zone (GRZ2) further east and land on the southern side of Howard Street being zoned Commercial 1 (C1Z). The surrounding land is mixed, and this pattern is most clearly demonstrated by the zoning context; specifically by the C2Z and residential zones to the east, as depicted at figure 5 below.

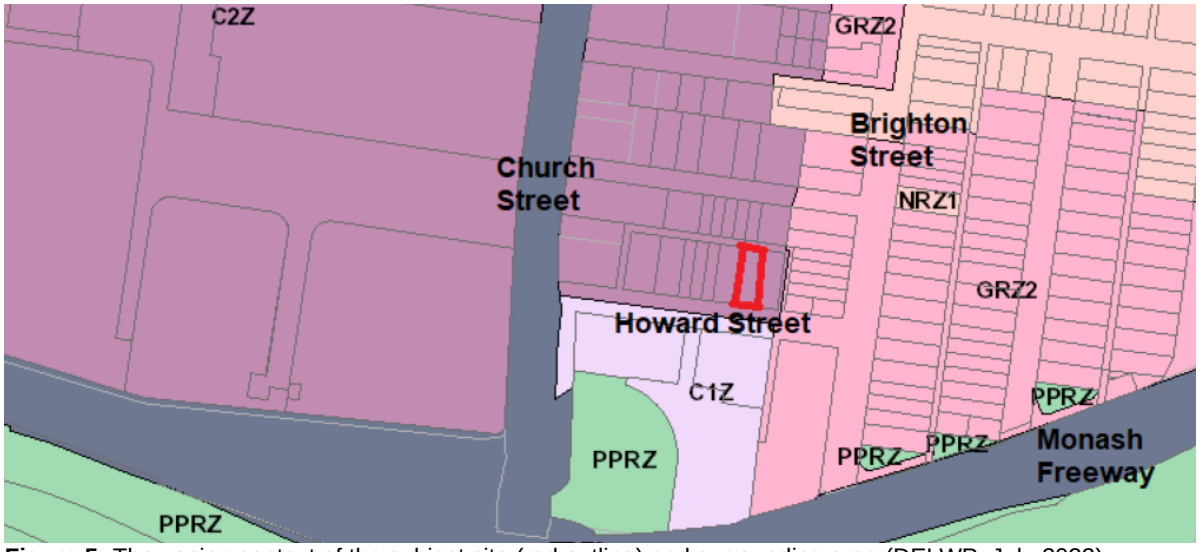


Figure 5: The zoning context of the subject site (red outline) and surrounding area (DELWP, July 2022)

17. To the west (and inclusive) of the subject site, the land is zoned C2Z and runs along Church Street. This area extends further west of Church Street and is typified by low-rise, older (Victorian through to early post-war eras) industrial and commercial buildings of 1-4 storeys as well as an emergent character of mid-rise contemporary office developments of up to 12 storeys. The older building stock typically has high site coverage with buildings presenting to the public realm with sheer walls and minimal (if any) street setbacks. The emerging developments in the area provide contemporary architectural responses, typically with rectilinear forms and materials including concrete, metal cladding and facades with high proportions of glazing. Examples of this emergent character are outlined in the following table:

No.	Address	Details	Image
PLN17/0857	19 Howard Street Richmond	Four-storey (plus roof terrace) office building which has a four-storey street wall height to Howard Street	
PL09/0074	7 – 9 Howard Street Richmond	Five-storey office development with a street wall height of three-four stories to Howard Street.	
No. 971748	633 Church Street Richmond	Ten-storey apartment development with commercial offerings at ground floor fronting Church Street. The development does not have a formal street wall, but instead rises to its full height along the Howard Street frontage with balconies at each level facing on to Howard Street.	
PLN19/0025	9 Kingston Street Richmond	Six-storey office building located 380m to the north of the subject site. The approved development features a singular form which increases in height from two stories (east) to six storeys (west). The permit has been issued and plans are endorsed but works are yet to commence.	

No.	Address	Details	Image
PLN18/0418	1 – 11 Gordon Street Cremorne	Seven-storey office development above a retained single storey heritage warehouse building. Development is complete.	
PLN17/0456	600 Church Street Cremorne	Eight-storey (plus roof terrace) office development. Development is complete.	
PLN20/0320	587 – 593 Church Street Richmond	Eleven-storey (plus roof terrace) hotel development, recently approved by VCAT. Works have not yet commenced. The eastern section of the development reduces in height to ten stories. This approved development has lower floor-to-ceiling heights than the proposed development due to it being a hotel development.	

18. To the immediate east of the subject site is No. 25 – 27 Howard Street, which is a post-war single-storey warehouse building constructed of brick. The building is constructed to all property boundaries and features vehicle access from Howard Street via a single width roller door. A solid door along Howard Street provides pedestrian access to the site and a single square format window presents to the street. The site also has vehicle access from the rear laneway.

19. To the east of No. 25 - 27 Howard Street, is the north-south segment of the rear laneway. Vehicles using the rear laneway are able to access it at this point from Howard Street. Access to the rear laneway is also provided further west along Howard Street.

20. Further east is a three storey dwelling to Howard Street, with the land zoned General Residential Zone (GRZ) and largely consisting of low-rise, single and double storey dwellings, the majority of which are of the Victorian or Edwardian-eras. These dwellings are typically constructed of timber or brick and many feature contemporary, single or double storey additions to the rear, often constructed with timber or metal cladding. McConchie Reserve (220m east) is also located in the area.

21. The most proximate dwellings in a residential zone are:

(a) Nos. 180 – 186 Brighton Street. All four dwellings are single-fronted, single-storey Victorian-era brick dwellings with matching front verandahs and roof parapets. All of the dwellings feature ground floor areas of SPOS at their rear (western) boundaries and all dwellings feature habitable room windows facing west.

(b) No. 29 Howard Street, a contemporary, three-storey dwelling which has pedestrian and vehicle access from Howard Street. The dwelling is constructed to all boundaries and has a large, west-facing terrace located at first floor. The dwelling includes habitable room windows facing west at first floor and second floor as shown at figure 6 below;

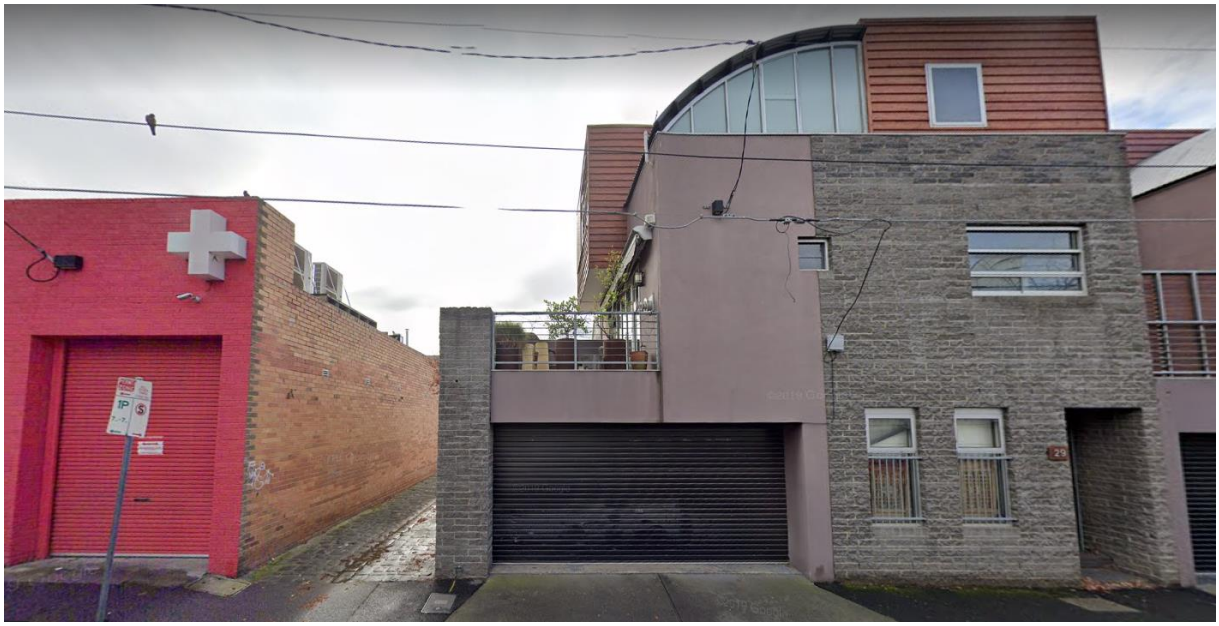


Figure 6: the dwelling at No 29 Howard Street, viewed from the south (Google, 2019)

22. To the north is the rear laneway (3.3m-wide), beyond which are Nos. 16 and 18 Prince Patrick Street, which are double-storey commercial buildings fronting Prince Patrick Street. These buildings are two of a group of similar commercial buildings fronting Prince Patrick Street which are generally constructed flush to all boundaries and are used for office. These buildings have vehicle access from the rear laneway and at first-floor have a number of windows facing south.

23. To the south is Howard Street, which allows for two-way traffic and includes on-street parking on both sides of the street. On the southern side of Howard Street, directly opposite the subject site is a three-storey residential development including the following properties:

(a) No. 14 and No. 16 Howard Street, both of which are ground floor apartments each with a courtyard, living area and bedroom facing north to Howard Street. The courtyards of each of these properties has high front fencing along the Howard Street boundary.

(b) A number of apartment dwellings at first floor and second floor, each with habitable room windows and balconies facing north to Howard Street.

Figure 7: The apartment dwellings on the southern side of Howard Street, opposite the subject site at Nos. 12 – 16 Howard Street (Planning Officer, July 2022)

24. To the southwest, on the southern side of Howard Street, is the aforementioned ten-storey apartment building at No. 633 Church Street. The development was constructed in the late 1990s / early 2000s and features a ten-storey form to Howard Street with balconies that protrude outside of the site's title boundaries. The development includes numerous apartments which face Howard Street – these dwellings feature habitable room windows and balconies facing north to Howard Street. The development does not have any ground floor dwellings that face Howard Street – rather the development responds to Howard Street at ground floor with vehicle access, car parking and services, including four vehicle crossovers along the Howard Street footpath.

25. To the southeast, on the southern side of Howard Street, are dwellings at No. 200 Brighton Street, which includes a number of apartments facing north to Howard Street at first floor and second floor (there are no dwellings at ground floor which face Howard Street). These dwellings include habitable room windows and balconies facing north to Howard Street.

26. As previously mentioned, the southern side of Howard Street is zoned Commercial 1.

Planning Scheme Provisions

Zoning

Commercial 2 Zone

27. Pursuant to Clause 34.02-1 of the Yarra Planning Scheme (the Scheme), a planning permit is not required for the use of the land for office.

28. 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 (Schedule 5)

29. Under Clause 43.02 of the Scheme, a planning permit is not required for the use of the land or for buildings and works. Pursuant to Section 4.0 of the Schedule and the Schedule to Clause 66.06, where a permit is required for the development of the land (in this case under the C2Z), notice of the application must be given to the Environment Protection Authority (EPA), Transurban City Link, and the Roads Corporation (VicRoads).

Development Contributions Plan Overlay (Schedule 1)

30. The subject site is affected by Development Contributions Plan Overlay - Development Contributions Plan Overlay. The Development Contributions Plan applies to the proposed increase in floor area associated with the office, requiring the developer to pay a cash contribution towards essential city infrastructure like roads and footpaths.

31. Pursuant to Clause 45.06-1 a permit granted must:

(a) Be consistent with the provisions of the relevant development contributions plan.
(b) Include any conditions required to give effect to any contributions or levies imposed, conditions or requirements set out in the relevant schedule to this overlay

32. Schedule 1 of the Development Contributions Plan Overlay (DCPO1) applies to the proposal. The subject site is located within Charge Area 11 (Cremorne). A condition will require the applicable contribution to be paid.

33. A planning permit is not required for works under the overlay.

Particular Provisions

Clause 52.06 – Car parking

34. Clause 52.06-1 of the Scheme prescribes 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. The table overleaf outlines the car parking requirements for the proposed office use (pursuant to Table 1 at Clause 52.06-5), the proposed car parking provision on site and the resultant car parking reduction.

Land Use	Units/Area proposed	Rate	No. required	No. proposed	Reduction sought
Office	1,167sqm. net floor area	3 car parking spaces per 100sq.m. of net floor area	35	5	30

35. As shown in the table above, the development requires a planning permit for a car parking reduction pursuant to Clause 52.06-3. A reduction of 30 spaces is sought.

Clause 52.34 – Bicycle facilities

36. A new use must not commence or the floor area of an existing use must not be increased until the required bicycle facilities and associated signage has been provided on the land. The table below outlines the bicycle parking requirements for the proposed use.

Land Use	Units/Area proposed	Rate	No. required	No. proposed	Surplus
Office	1,167sqm. net floor area	*Employee spaces* 1 space to each 300m^2 net floor area (if the net floor area exceeds 1000m^2)	4	14	10
		Visitor spaces 1 visitor space to each 1000sq.m. of net floor area (if the net floor area exceeds 1000m$^{2)}$	1	2	1
		Showers / Change Rooms	1	5	4

Land Use	Units/Area proposed	Rate	No. required	No. proposed	Surplus
		(1 to the first 5 employee spaces and 1 to each additional 10 employee spaces)			

37. As detailed in the above table, the proposal provides a surplus of 10 employee spaces, 1 visitor space and 4 showers / change rooms. As such, a planning permit is not triggered under this provision.

General Provisions

38. The decision guidelines outline at Clause 65 of the Scheme are relevant to all applications. 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 Planning Policy Frameworks, Local Planning Policy Frameworks and any local policy, as well as the purpose of the zone, overlay or any other provision.

Planning Policy Framework (PPF)

39. Relevant clauses are as follows:

Clause 11.01-1R (Settlement - Metropolitan Melbourne)

40. Relevant strategies include;
    (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)

41. 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 11.03-1R (Activity centres – Metropolitan Melbourne)

42. 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 15.01 (Built Environment and Heritage)

43. This clause outlines the following guidelines;
    (a) *Planning should ensure all land use and development appropriately responds to its surrounding landscape and character, valued built form and cultural context.*

(b) *Planning must support the establishment and maintenance of communities by delivering functional, accessible, safe and diverse physical and social environments, through the appropriate location of use and development and through high quality buildings and urban design.*
(c) *Planning should promote development that is environmentally sustainable and should minimise detrimental impacts on the built and natural environment.*
(d) *Planning should promote excellence in the built environment and create places that:*
  (i) Are enjoyable, engaging and comfortable to be in.
  (ii) Accommodate people of all abilities, ages and cultures.
  (iii) Contribute positively to local character and sense of place.
  (iv) Reflect the particular characteristics and cultural identity of the community.
  (v) Enhance the function, amenity and safety of the public realm.

Clause 15.01-1S (Urban design)

44. 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 15.01-1R (Urban design - Metropolitan Melbourne)

45. The objective is:
(a) *To create distinctive and liveable city with quality design and amenity.*

Clause 15.01-2S (Building Design)

46. The objective is:
(a) *To achieve building design outcomes that contribute positively to the local context and enhance the public realm*.

47. The strategies of this clause are:
(a) *Ensure the site analysis 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 provides safe access and egress for pedestrians, cyclists and vehicles.*
(g) *Ensure development provides landscaping that responds to its site context, enhances the built form and creates safe and attractive spaces.*

Clause 15.01-4R (Healthy neighbourhoods - Metropolitan Melbourne)

48. 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)

49. The objective is:
    (a) *To recognise, support and protect neighbourhood character, cultural identity, and sense of place*.

50. 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 and resource efficiency)

51. The objective is:
    (a) *To encourage land use and development that is consistent with the efficient use of energy and the minimisation of greenhouse gas emissions.*

Clause 17 (Economic development)

52. The clause states:
    (a) *Planning is to contribute to the economic wellbeing of the state and foster economic growth by providing land, facilitating decisions and resolving land use conflicts, so that each region may build on its strengths and achieve its economic potential.*

Clause 17.01-1S (Diversified economy)

53. The objective is:
    (a) *To strengthen and diversify the economy*.

54. Relevant strategies are:
    (a) *Protect and strengthen existing and planned employment areas and plan for new employment areas.*
    (b) *Improve access to jobs closer to where people live*

Clause 17.01 -1R (Diversified economy – Metropolitan Melbourne)

55. Strategies include:
    (a) *Facilitate the development of National Employment and Innovation Clusters by ensuring they:*
        (i) Have a high level of amenity to attract businesses and workers;
        (ii) Are supported by good public transport services and integrated walking and cycling paths;
        (iii) Maximise investment opportunities for the location of knowledge intensive firms and jobs.

Clause 17.02-1S (Business)

56. The objective is:
    (a) *To encourage development which meet the communities' needs for retail, entertainment, office and other commercial services.*

57. Relevant strategies include:
    (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 18.02-1S – (Sustainable personal transport)

58. The objective is:
(a) *To promote the use of sustainable personal transport.*

59. Relevant strategies 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) *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.*
(d) *Ensure provision of bicycle end-of-trip facilities in commercial buildings*

Clause 18.02-1R (Sustainable personal transport- Metropolitan Melbourne)

60. 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)

61. The objective 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)

62. 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)

63. The objective is:
(a) *To ensure an adequate supply of car parking that is appropriately designed and located.*

64. 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)

65. Relevant clauses are as follows:
Clause 21.04-2 (Activity Centres)

66. Relevant strategies include:
    (a) *Strategy 4.1 Increase the range of retail, personal and business services, community facilities, and recreation activities, within individual centres.*
    (b) *Strategy 5.2 Support land use change and development that contributes to the adaptation, redevelopment and economic growth of existing activity centres.*
    (c) *Strategy 5.3 Discourage uses at street level in activity centres which create dead frontages during the day.*

Clause 21.04-3 (Industry, office and commercial)

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

68. The clause also acknowledges that Yarra's *commercial and industrial sectors underpin a sustainable economy and provide employment. Yarra plans to retain and foster a diverse and viable economic base.*

Clause 21.05-2 (Urban design)

69. The relevant objectives and strategies 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 encourages new development to be no more than five – six storeys unless it can be demonstrated that the development can achieve specific benefits.
    (c) *Objective 18 To retain, enhance and extend Yarra's fine grain street pattern;*
    (d) *Objective 20 To ensure that new development contributes positively to Yarra's urban fabric;*
    (e) *Objective 21 To enhance the built form character of Yarra's activity centres;*
        (i) Strategy 21.1 Require development within Yarra's activity centres to respect and not dominate existing built form; and
    (f) *Objective 22 To encourage the provision of universal access in new development.*

Clause 21.05-4 (Public environment)

70. The relevant objective and strategies are:
    (a) *Objective 28 To 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 21.05-3 (Built form character)

71. The relevant objective is:
    (a) *Objective 27 To improve the interface of development with the street in non-residential areas.*

Clause 21.06 (Transport)

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

Clause 21.06-1 (Walking and cycling)

73. 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.

Clause 21.06-2 (Public transport)

(b) *Objective 31 To facilitate public transport usage.*
(i) Strategy 31.1 Require new development that generates high numbers of trips to be easily accessible by public transport.

Clause 21.06-3 (The road system and parking)

(c) *Objective 32 To reduce the reliance on the private motor car.*

Clause 21.07-1 (Environmentally sustainable development)

74. The relevant objective of this clause is:
(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 Neighbourhoods (Burnley, Cremorne, South Richmond)

75. The following relevant commentary is offered at this clause:
(a) *This neighbourhood is largely an eclectic mix of commercial, industrial and residential land use. With two railway lines and both north south, and east west tram routes, the neighbourhood has excellent access to public transport. The Cremorne commercial area functions as an important metropolitan business cluster which must be fostered.*

(b) *Along Church Street is an activity centre based on furniture and homewares, professional and business services and hospitality. There is an opportunity to enhance this activity centre with consistent active frontages.*

Relevant Local Policies

76. Relevant clauses are as follows:

Clause 22.05 (Interface Uses Policy)

77. The relevant policy is:
(a) *New non-residential use and development within Business and Mixed Use and Industrial Zones are designed to minimise noise and visual amenity impacts upon nearby, existing residential properties.*

Clause 22.07 (Development abutting laneways)

78. This policy applies to applications for development that is accessed from a laneway or has laneway abuttal, with the relevant objectives as follows;
(a) *To provide an environment which has a feeling of safety for users of the laneway.*
(b) *To ensure that development along a laneway acknowledges the unique character of the laneway.*
(c) *To ensure that where development is accessed off a laneway, all services can be provided to the development. To ensure that development along a laneway is provided with safe pedestrian and vehicular access.*

Clause 22.10 (Built form and design policy)

79. This policy applies to all new development that is not included within a heritage overlay. The policy comprises design elements to guide the scale, form and appearance of new development, of which the following are relevant to this application:
    (a) Setbacks and building heights;
    (b) Street and public space quality;
    (c) Environmental sustainability;
    (d) On-site amenity;
    (e) Off-site amenity;
    (f) Landscaping and fencing; and
    (g) Parking, traffic and access.

80. The policy has the following objectives:
    (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.*
    (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) *Encourage environmentally sustainable development.*

Clause 22.16 Stormwater Management (Water Sensitive Urban Design)

81. This policy applies to (as relevant) new buildings and contains the following objectives;
    (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) *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) Litter - 70% reduction of typical urban annual load
    (c) *To promote the use of water sensitive urban design, including stormwater re-use.*
    (d) *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.*
    (e) *To minimise peak stormwater flows and stormwater pollutants to improve the health of water bodies, including creeks, rivers and bays.*
    (f) *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.*

Clause 22.17 (Environmentally Sustainable Design)

82. The overarching objective is that development should achieve best practice in environmentally sustainable development from the design stage through to construction and operation. The considerations are energy performance, water resources, indoor environment quality, storm water management, transport, waste management and urban ecology.

Other Relevant Documents

Spatial Economic and Employment Strategy

83. 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.

84. 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.

85. The Church Street South (Richmond) Major Employment Precinct is nominated as one of five major employment precincts within Yarra, the other four being Gipps Street (Collingwood), Abbotsford, Cremorne and Victoria Parade.

86. A Strategy of the SEES relevant to this application is Strategy 1: Support Employment Growth in Activity Centres, which includes the following direction:

> *Yarra's Activity Centres are likely to accommodate significant growth in retail, commercial and institutional floor space. It is anticipated that an estimated 134,000 sqm of additional floor space will be added to Yarra's larger Activity Centres between 2016 and 2031 for commercial, retail and institutional uses (an increase of around 10%).*

Yarra Economic Development Strategy 2020 - 2025

87. This is a local strategy that outlines Yarra's vision for future economic development with a focus on major employment precincts, The strategy calls for the intensification of employment opportunities, stating that:

> *Yarra's employment precincts and activity centres are critical economic areas that support a broad range of business and employment uses. The availability of areas of employment land in Yarra …is a strength and competitive advantage and will be important in accommodating future business and employment growth. Therefore, Yarra is in a position whereby further population and employment growth can be accommodated.*

Advertising

88. The application was advertised under the provisions of Section 52 of the *Planning and Environment Act (1987)* by 673 letters sent to surrounding owners and occupiers and by two signs displayed on site. Council received fifty (50) objections, the grounds of which are summarised as follows:

(a) Built form (including overall height, street wall heights, massing, architectural quality, public realm response, overdevelopment and a lack of transition to the nearby residential area);
(b) Traffic concerns (increased traffic in the surrounding area and safety issues for pedestrians);
(c) Impacts to on-street car space availability, including concerns that public transport in the area is not sufficient;
(d) Amenity impacts (overlooking, overshadowing, loss of daylight, wind impacts, visual bulk, and noise impacts);
(e) Amenity impacts during construction (noise, pollution, damage to property and traffic disruption);
(f) Heritage impacts, including the demolition of the existing building at the subject site;
(g) Lack of front setback landscaping;
(h) Discordance with the Swan Street Structure Plan (SSSP);
(i) Footpath overshadowing;
(j) Loss of views; and

(k) Impacts to property values.

Referrals

89. The referral comments are based on the advertised plans (i.e. the decision plans). The sketch plans were referred to Council's Urban Design Unit, Development Engineering Unit, City Works (Waste) Unit and Strategic Transport Unit.

External Referrals

90. Pursuant to the requirements of Schedule 5 to the Design and Development Overlay, notice was provided under Section 52 of the *Planning & Environment Act 1987* to the following authorities:
    (a) Transurban – no response received;
    (b) Transport for Victoria – no response received;
    (c) EPA Victoria – no response received.

Internal Referrals

91. The application was referred to the following units within Council:
    (a) Development Engineering Unit;
    (b) ESD Advisor;
    (c) City Works (Waste) Unit;
    (d) City Works (Open Space) Unit
    (e) Strategic Transport Unit; and
    (f) Urban Design Unit.

92. The application was also referred to the following contractors:
    (a) Urban design consultant (Hansen Partnership);
    (b) Wind Engineering consultant (MEL);
    (c) Acoustic consultant (SLR).

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

OFFICER ASSESSMENT

94. The primary considerations for this application are as follows:
    (a) Policy and Strategic Support;
    (b) Built Form;
    (c) On-Site Amenity;
    (d) Off-Site Amenity;
    (e) Car Parking, Vehicle Access, Traffic, Loading and Waste;
    (f) Bicycle Facilities; and
    (g) Objector Concerns.

Policy and Strategic Support

95. The proposed development achieves the various land use and development objectives outlined in the Scheme and is in accordance with relevant State and local planning policies applicable to the redevelopment of sites within well-serviced commercial areas. The subject site is within the Cremorne / South Richmond segment of Church Street, which whilst not a Major Activity Centre, is an emerging office precinct located on a tram route with numerous retail and hospitality offerings and is included as part of the Church Street South (Richmond) Major Employment Precinct. This ensures that the site is well serviced by local infrastructure and commercial activity.

96. The subject site is located within the Commercial 2 Zone (C2Z), a key purpose of which is *to encourage commercial areas for offices … and associated business and commercial services.* The proposed office use is a Section 1 use (no permit required) which indicates strong strategic support for the proposed development.

97. With regard to the proposed development of the site, State and local policies encourage the concentration of development in and around activity centres with more intense development on sites well-connected to public transport, thereby ensuring efficient use of existing infrastructure. The site is well connected to public transport opportunities, with trams along Church Street, encouraging the use of alternative modes of transport to and from the site and reducing reliance on motor vehicles as encouraged by clauses 18.02 (Transport), 21.03 (Vision), 21.06-3 (the road system and parking) and 21.07 (Environmental Sustainability).

98. While it is not relied upon (as the document does not form part of the Yarra Planning Scheme), Council's Swan Street Structure Plan (SSSP) provides further guidance for the preferred direction for land use and development on the subject site and the surrounding land. The SSSP reinforces current State and local policy to increase the number and diversity of employment opportunities within and around activity centres. The application proposes the construction of a multi-storey office development on a site which is currently underutilised in an area identified for increased development under the Swan Street Structure Plan. The proposal is highly consistent with the purpose of the zone and strategic intent for this area that seek to encourage intensification of commercial uses and provision of diverse employment opportunities.

99. Whilst there is a high degree of strategic and policy support for the proposal, the built form policy under clause 22.10 (Built form and design policy) and the decision guidelines of the C2Z direct that consideration must be given to the design of the building and its interface with the surrounding area. As the subject site is proximate to dwellings in the GRZ, consideration of off-site amenity impacts is of importance and will be discussed further within this report. A key recommendation of this report is that one level be deleted to reduce the prominence of the proposal in its context and also to mitigate visual bulk impacts to nearby residential land. This recommendation will ensure a balance between the competing objectives of the Planning Scheme.

Built Form

100. This section of the report considers the built form of the proposed development and is guided by decision guidelines of the Commercial 2 Zone at clause 34.02-7 as well as State and local planning policy at clauses 15.01-2 – Urban design principles; 21.05 – Urban design; 22.05 – Interface Uses Policy, 22.07 – Development abutting laneways policy and 22.10 – Built form and design policy.

101. These provisions and policies 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 site context, building height, massing, architectural response, the pedestrian experience and the development's interface with sensitive uses. These will be considered in the following paragraphs.

Site Context

102. As outlined earlier within this report, built form in the immediate area is mixed, with an emergence of contemporary, higher-scale development evident in the area. These developments are interspersed throughout a streetscape that is defined by robust commercial and industrial buildings, typically provided with modest (if any) street setbacks.

103. The surrounding context is also defined by the low-scale, residential development which occurs further east of the subject site, which is located in either the NRZ or GRZ. These dwellings are typically one to two storeys and situated on narrow allotments.

104. Four dwellings are located further east of the subject site, all of which feature their areas of SPOS in the western section of their respective lots. Clauses 22.05, 22.10 and the decision guidelines of the zone require that new development respond appropriately to sensitive residential interfaces. At its eastern interface, the proposal has responded to this nearby residential context through:

    (a) A six-storey eastern boundary wall;
    (b) Level 6 provided with a minimum eastern setback of 0.67m and a raked wall graduating away from the eastern boundary as well as a roof terrace in its north-eastern corner;
    (c) Roof terrace level provided with an eastern setback of approximately 2.2m.

105. Whilst the design response has attempted to mitigate visual impacts to the east through progressive setbacks of the uppermost levels, the seven-storey height of the development is considered to be an unacceptable response given the nearest residentially-zoned dwellings are located only 12m away (amongst other reasons). A more detailed assessment of amenity impacts to the residential interfaces will be provided in a latter section of this report – however the proposal's response to site context is supported subject to deletion of one level.
106. As outlined previously, there is no dispute that strategically the subject site is well-located for a higher-density development, being located in the C2Z and within a Major Employment Precinct, and 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.

Building Height

107. The development proposes a solid built form ranging from four to eight stories, as detailed in the following table.

Category	**Proposed Height**
Overall Height	7 storeys (23.5m)
Overall Height (including lift overrun)	7 storeys (27.8m)
Howard St Street Wall	4 storeys (13.9m)
Street Wall at Rear Laneway	7 storeys (23.3m)

108. The proposed height of the development is understood best through the West Elevation (see figure 8 below) which shows the four-storey Howard Street wall (right), the overall height (centre) and the seven-storey northern boundary wall height to the rear laneway (left).

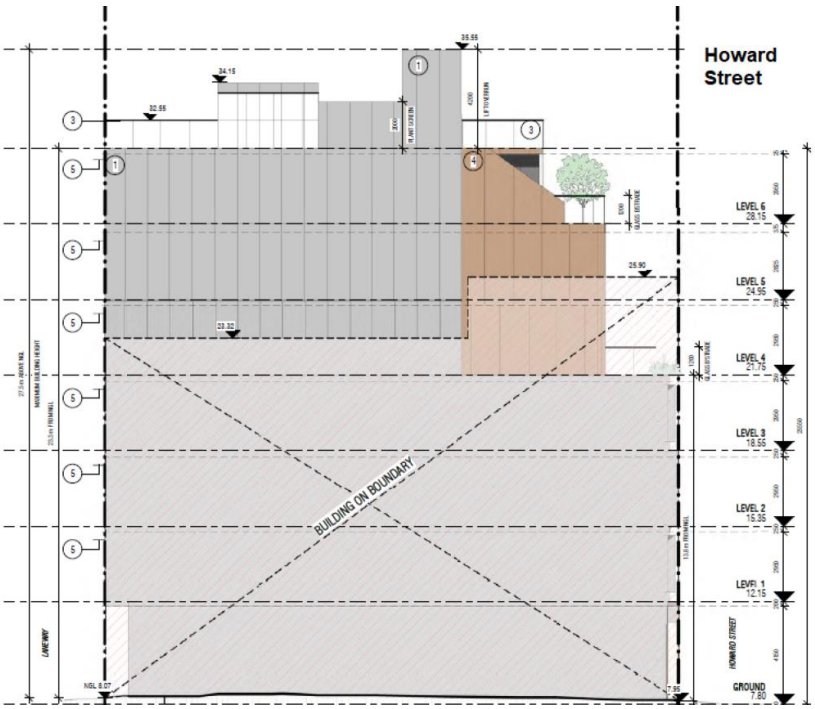


Figure 8: The height of the proposal as viewed from the West Elevation (Applicant submission, February 2022)

109. With respect to the four-storey street wall height to Howard Street, this is well resolved and reflective of the emergent character of mid-rise development in the surrounding area. A four-storey street wall is also commensurate with the scale of Howard Street itself and helps to reinforce the human scale for pedestrians walking along the street. The four-storey street wall is also reflective of the four-storey street wall of the recently constructed development immediately west at No 19 Howard Street. Council's external urban design consultant was also supportive of this street wall height.

110. With respect to the overall seven storey height, this represents a substantial departure from the emergent character on the northern side of Howard Street (i.e. heights ranging from four to five stories). A height of seven storeys would be an overwhelming intrusion into the Howard Street streetscape and views of the upper levels would be dominant, both from the immediate public realm and further afield. The application material includes a sightline assessment for a person standing on the southern footpath of Howard Street, opposite the subject site. As shown at figure 9 below, the four-storey podium would not obscure level 5, making it highly visible from opposite the subject site.

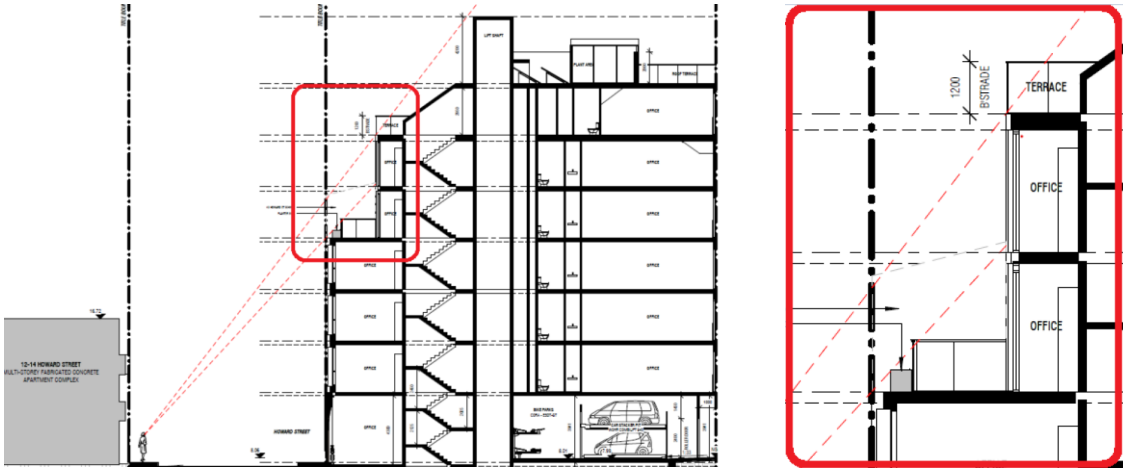


Figure 9: Section showing visibility of upper levels from opposite footpath of Howard Street (left), zoomed in for clarity (right) (Applicant submission, February 2022)

111. Using a close range view (such as the one shown above) is the best case scenario and thus views of the upper levels would be more substantial from further afield, such as at the corner of Howard and Brighton Streets.

112. The proposed building height also fails to acknowledge the subject site's proximity to the residentially zoned dwellings (12m to the east) where mandatory height restrictions of three storeys apply. Should the property to the immediate east of the subject site (No. 25 – 27 Howard Street) be developed in the future, it is likely that a substantially lower height would be required to respond to the eastern dwellings. Thus, at a height of seven storeys, the proposed height poses an unacceptable transition to this lower-scale setting. Council's external urban design consultant concurred, stating that the proposed building height:

    presents an interruption in the urban morphology when it comes to transitioning to residential zoning, presenting an interruption of the scaling down towards a residential interface

113. Council's external urban design consultant also stated that the proposed height:

    will represent a disruption to the emerging 4-5 storeys datum established by recent developments at 7-9 Howard Street and 19 Howard Street.

114. Furthermore, the subject site is not a strategic redevelopment site, it is not a large site, nor is it located on a corner or a main road and thus there is little justification for a development of this scale.

115. Council's external urban design consultant recommended that one level be deleted to ameliorate the issues raised thus far. The recommended level for deletion is level 05. One of the key benefits of deleting level 05 is that when viewed from the immediate public realm along Howard Street, the proposed four-storey podium would obscure views of all of the upper levels (save for a small section of the lift overrun) which would enhance the primacy of the proposed podium form in line with recent developments on the northern side of Howard Street. Council's external urban design consultant has prepared a visual assessment of how the development would perform with level 05 deleted, as shown at figure 10 below. The sections shaded in light orange show the development with level 05 deleted and demonstrate that most of the upper levels would be obscured from view when seen from the opposite site of Howard Street.

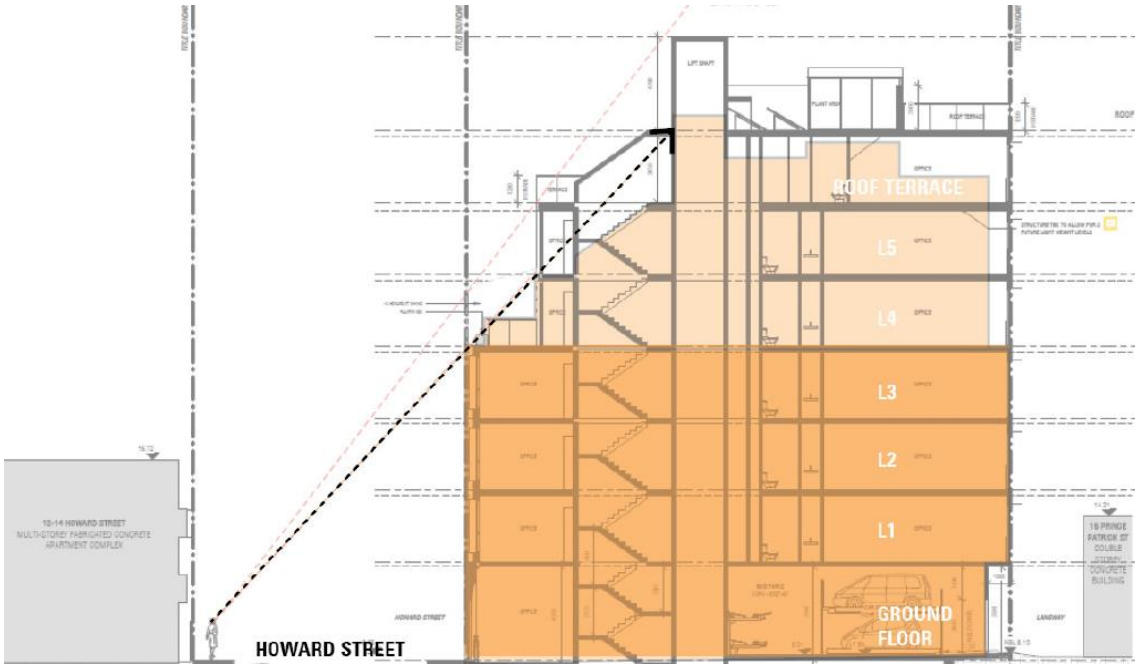


Figure 10: Graphic prepared by Council's external urban design consultant showing the massing of the development if level 05 was to be deleted (Hansen, June 2022)

116. Another advantage of deleting level 05 is that the development would mitigate visual bulk impacts to the sensitive residential interface to the east (this matter is discussed further under the *Massing* section of this assessment).

117. Furthermore, by deleting level 05, views of the proposed upper levels will be largely obscured by the development at No. 19 Howard Street, when viewing the development from the southwest along Howard Street, closer to the intersection of Church Street. This once again highlights that the deletion of level 05 will ensure an outcome that is reflective of the emerging character. In addition, a reduced height of six storeys would accord with the recommended height of 5 – 6 as per Council's SSSP. In any case, the SSSP cannot be relied upon as it was not incorporated into the Yarra Planning Scheme.

118. Based on these considerations, the proposed building height is supportable subject to the deletion of level 05 and further consideration of off-site amenity impacts.

Massing

119. As outlined previously, the massing typology is defined by:
    (a) A four-storey street wall to Howard Street; with upper level setbacks from Howard Street of 3.1m (Levels 4 and 5) and 4.8m (level 6);
    (b) A wall height of seven stories to the rear laneway;
    (c) A seven-storey wall height to the western boundary;
    (d) A six-storey wall height to the eastern boundary, with eastern upper level setbacks of 0.67m (level 06) and 2.2m (roof terrace level).

120. The proposed upper level setbacks from the Howard Street boundary (3.1m – 4.8m) allow for an adequate sense of distinction between the street wall and upper level forms, ensuring that they are read as a separate form to the Howard Street podium levels. Council's external urban design consultant was satisfied that the upper levels are appropriate (subject to the aforementioned deletion of level 05).

121. The proposed zero metre upper level setback to the rear laneway is not supported as it would create a cavernous environment along the laneway, especially if similarly-scaled buildings were to be replicated at other properties along the laneway. The lack of any upper level setback from the rear laneway is also a poor equitable development outcome, and Council's external urban design consultant has recommended that the upper levels are provided with a rear setback of 1.5m. This will be discussed in greater detail under the *Equitable Development* section of this report, however it is considered that the specified 1.5m upper level setback will also alleviate visual impacts for pedestrians using the laneway.

122. With respect to the development's eastern interface, the design response has attempted to mitigate visual impacts to the nearby dwellings through the adoption of staggered eastern setbacks at level 06 and roof terrace level. However, these massing attempts fail to conceal the key issue at hand – namely that a seven-storey building is being proposed within 12m of residentially-zoned dwellings.

123. Council's SSSP states that development abutting a residential zone should a adopt a 10m-high boundary wall and then upper levels should be set back within a 45 degree angle (see figure 11 below). Whilst the SSSP is not relied upon, this guideline does provide a tool for assessing visual impacts in the South Richmond context in the absence of any other test.

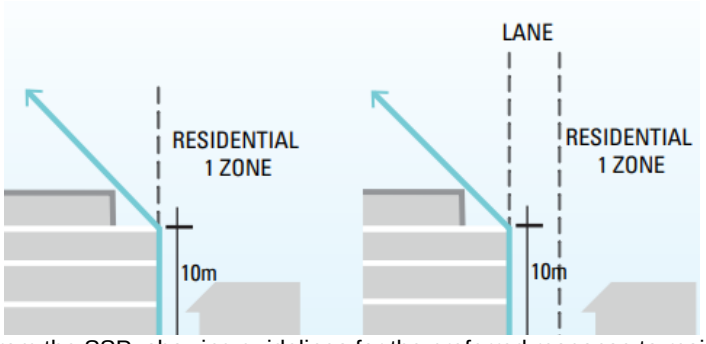


Figure 11: Excerpt from the SSP, showing guidelines for the preferred response to residentially-zoned land.

124. The subject site does not have immediate abuttal with residentially zoned land, so the 10m height would be measured from the eastern boundary of No. 25 - 27 Howard Street. In its current form, the application would fail to comply with this tool, with the proposed massing and height protruding above by over one storey, giving evidence to the unacceptable visual impacts generated by the proposal. As outlined previously, Council's urban design consultant recommended that level 05 be deleted to reduce the height of the development. Accounting for this deletion, the development would largely comply with the sightline tool, as shown by the image below at figure 12.

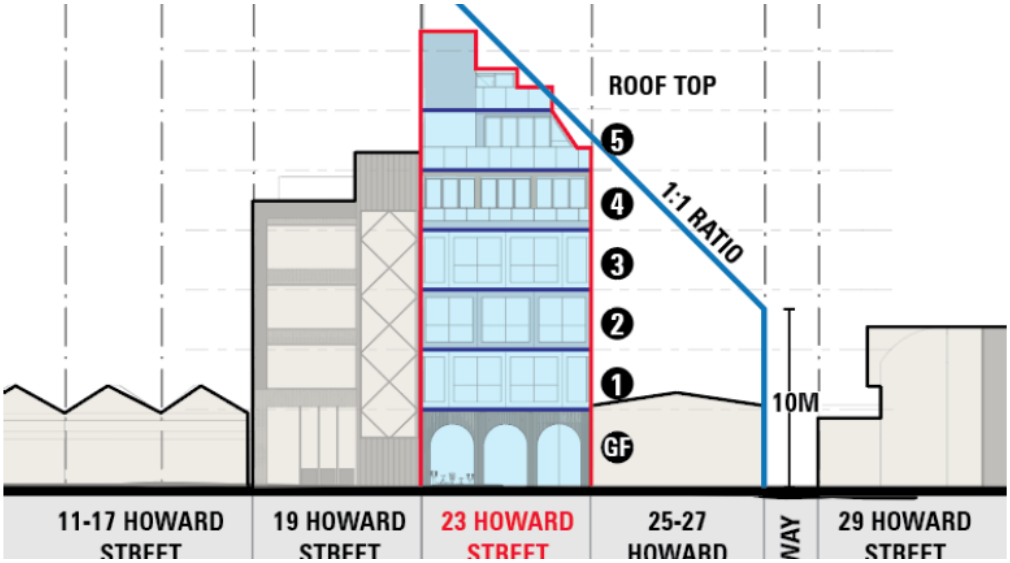


Figure 12: Massing of the proposed development with level 05 deleted (Hansen, June 2022)

125. The above analysis highlights that whilst the eastern upper level setbacks are generally appropriate, it is the proposed overall building height that is the critical issue with respect to visual impacts to the eastern residentially-zoned dwellings. In its current form, the proposal would seek a sizeable variation from the SSSP tool and substantial views of the upper levels would be possible from these dwellings (and the residentially-zoned area more broadly). By deleting level 05 (and with no changes to the eastern upper level setbacks), the development largely falls within the viewline test of the SSSP and visual impacts of the development from the eastern residential land will be substantially reduced. This analysis further highlights the need for the deletion of level 05.

Public realm and pedestrian spaces

126. This principle requires the design of interfaces between buildings and public spaces to enhance the visual and social experience of the use. This outcome has been achieved at ground level, with a high degree of glazing along the Howard Street frontage, allowing views between the ground floor office area and the street, however a number of critical improvements are required as discussed in the following paragraphs.

127. With respect to the Howard Street public realm response, the pedestrian entrance has an appropriate width of 2.36 and provided with a high proportion of glazing. The ground floor office faces Howard Street and also has a high proportion of glazing, ensuring good activation of the public realm. An exposed fire booter is proposed to be fitted into the front glazing – this is considered to be an appropriate outcome in this case as it maximises the proportion of glazing to a site that has a relatively narrow frontage. The fire booster will be set into the front glazing and therefore vandalism of the fire booster is not anticipated to be an issue. Council's Urban Design Unit were also supportive of the proposed fire booster typology. The ground floor façade is set back approximately 0.2m – 0.3m from the Howard Street boundary which will allow for a modest improvement for pedestrian circulation along the Howard Street footpath.

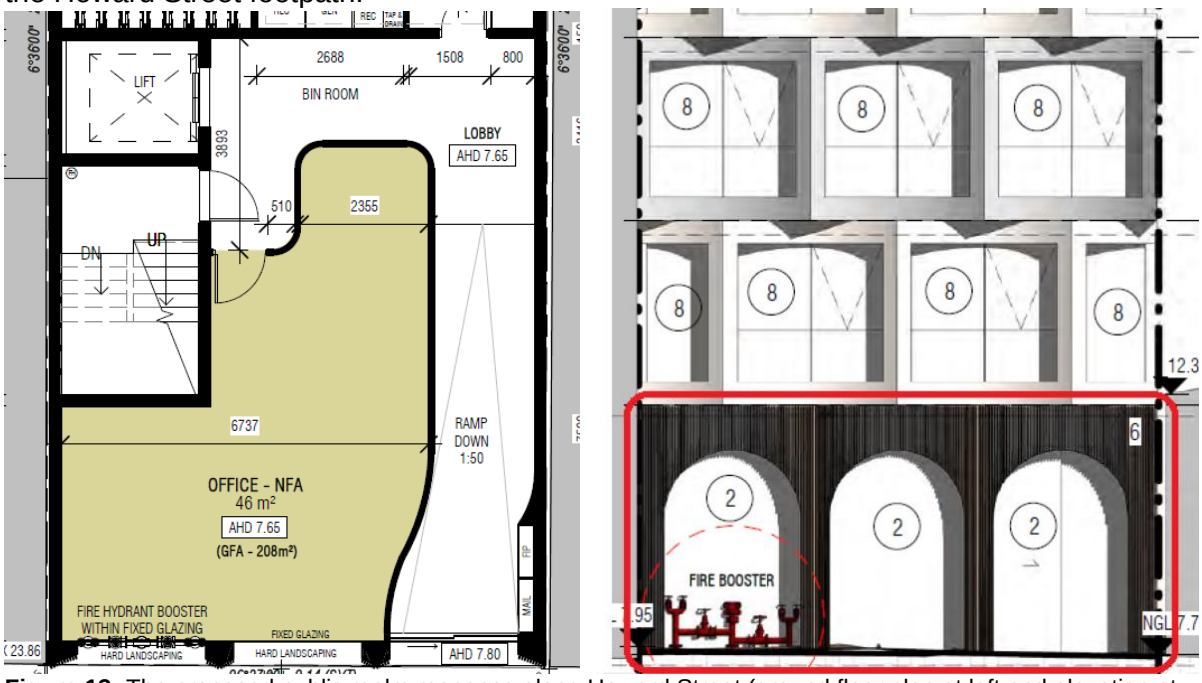


Figure 13: The proposed public realm response along Howard Street (ground floor plan at left and elevation at right) (Applicant Submission, February 2022)

128. Council's external urban design consultant made the following recommendations with regard to the Howard Street frontage:
    (a) Provide the ground floor office with its own entrance from Howard Street;
    (b) Provide visual permeability to the internal wall which separates the corridor and the ground floor office to improve legibility between these two ground floor functions;
    (c) Reconsider and improve access for cyclists;
    (d) Provide details on signage and lighting at the rear entrance to ensure wayfinding and a good sense of safety are achieved along the rear laneway;
    (e) Increase the size of the lift lobby to provide improved amenity for occupants;

129. Council's Urban Design Unit made the following recommendations with respect to the Howard Street public realm proposal:
    (a) Provide the ground floor office with its own entrance from Howard Street and ensure that the change in level from the adjacent footpath is addressed internally.

130. In response to the above advice, the permit applicant submitted a set of basement and ground floor sketch plans (see attachment) which show the following changes (as relevant to urban design considerations):

    (a) Relocation of the employee bicycle spaces to the basement plan, with 14 spaces provided in the form of two-tier racks;
    (b) The internal wall separating the ground floor corridor from the ground floor office depicted as glazed;

(c) Direct pedestrian access from Howard Street for the ground floor office, provided as two internally-opening doors;
(d) Increase in the size of the ground floor lobby by decreasing the floor area of the ground floor office.

131. These sketch plan changes are supported and respond to the majority of the recommendations made by Council's urban design consultant and Urban Design Unit. The following additional changes will further ensure a high quality public realm outcome is achieved in accordance with the aforementioned advice:

(a) Provision of an internal ramp within the ground floor office or other such treatment to ensure a seamless transition between the footpath level and the proposed finished floor level of the ground floor office;
(b) Notation to confirm that the internal wall separating the ground floor corridor from the ground floor office will be constructed of clear glazing;

132. With the inclusion of the sketch plan changes as well as the above additional conditions, the proposal will achieve a high quality outcome for pedestrians and the public realm along Howard Street. A condition will also require the 'hard landscaping' (i.e. the ground surface material treatment) within the ground floor front setback area to be clarified to ensure a satisfactory material is used and to ensure that the material is distinguished from the footpath surface material.

133. The bicycle space changes made by the sketch plans will be discussed under the *Bicycle Facilities* section of this report.

134. At the rear laneway, the development is set back 1m, which is a positive outcome as it will provide a traffic refuge for pedestrians when vehicles pass by. This setback also enables improved vehicle movements along the rear laneway as will be discussed under the *Car Parking, Vehicle Access, Traffic Loading and Waste* section of this report.

135. The ground floor rear façade is dominated by the vehicle access door, which is appropriate given the laneway context. The materials schedule confirms that the access door will be constructed of perforated steel in a black finish – the perforation is a good outcome as it will enable some visual permeability and thus create a sense of activation to the rear laneway. The decision plans show that a pedestrian entrance is also proposed from the rear laneway, to be constructed of solid metal, however this has been deleted by the sketch plans to enable a wider vehicle access door. This outcome is supported for the following reasons:

(a) The sketch plans now provide cyclist access from Howard Street, removing the need for a pedestrian entry from the rear;
(b) Other than employees arriving by car or motorbike, there will be no need for employees to arrive to the site via the rear.

136. Whilst the sketch plan outcome for the rear laneway is supported, a condition will require the provision of sensor lighting within the ground floor laneway setback to ensure a sense of safety for pedestrians using the laneway at night.

137. The application also proposes the following structures which protrude outside the northern (laneway) boundary:

(a) At levels 01 – 06, awnings are proposed along the northern boundary which protrude outside the northern title boundary by a horizontal distance of 0.5m. The lowest awning (level 01) has a laneway clearance height of 6.95m.

(b) At levels 01 – 06, operable, batten-style windows are also proposed along the northern boundary which, when in an open or semi-open position, protrude outside the northern title boundary by a horizontal distance of approximately 0.9m as shown on the plans. These windows have a minimum laneway ground clearance height of 4.35m.

138. With respect to the awnings described at (a), the ground clearance height (6.95m) is supported as this is a height that would comfortably allow for small waste trucks etc. to use the rear laneway. The horizontal extent of protrusion (roughly 0.5m), however, is considered to be an excessive encroachment into public land. Thus, a condition will require these awnings to have a maximum protrusion outside title boundaries of 0.3m, which will ensure that they still provide a reasonable level of solar protection. A condition will also require the SMP to be updated to account for this change to ensure that it does not adversely affect the energy efficiency of the development.

139. With respect to the operable, batten-style windows, these do not provide any ESD benefit and the extent of protrusion (maximum 0.9m) is excessive and at a lower height. A condition will require these windows to be reconfigured so that they do not protrude outside title boundaries at any time (the condition will stipulate that the windows remain operable to ensure that this merit is not deleted from the proposal).

Architectural quality

140. Policy at clause 15.01-2S encourages high standards in architecture and urban design, whilst clause 22.10 encourages the design of new development to respect (amongst others) the pattern, spatial characteristics, fenestration, roof form and materials of the surrounding area.

141. As outlined earlier, there is an emergent character of higher built form within the Cremorne and South Richmond Major Employment Precincts. These developments typically provide robust, rectilinear designs, high proportions of glazing across facades, and roof forms that are either flat or pitched in a contemporary fashion.

142. The development proposes a mix of concrete (including fluted concrete), glazing, metal cladding (in both bronze and black colour treatments) and steel fins in a bronze colour treatment.

143. The proposed Howard Street podium wall is well resolved with curved, modulated window frames in concrete at levels 01-03 that overlap in alternating positions as shown at figure 14 below. This creates an elegant sense of visual interest as well as a robust material expression, which is encouraged at podium levels. The ground floor podium wall applies a similar form, however instead of concrete, bronze steel fins are applied, which is supported as it attracts the viewlines of pedestrians. Council's Urban Design Unit also found that this was a well resolved material treatment.

144. Council's external urban design consultant did not share this view and recommended that the ground floor podium wall be updated with the same concrete treatment as per levels 01-03 so as to *unify the street wall as a coherent 'base' and [be] the focal point of the development.* This recommendation will not be pursued given the merits described above. In this case, the design response has achieved an elegant materiality that will create a positive contribution to Howard Street. Furthermore, a condition will require a façade strategy to provide high level details of the proposed façade systems, (including the Howard Street podium), to ensure that the documented architectural quality will be achieved.

Figure 14: Rendered images of the development showing the proposed materiality and expressed concrete window frames across the podium façade (left) and the eastern boundary wall material treatments (right) (Applicant Submission, February 2022)

145. The use of metal cladding and a high proportion of glazing to the upper levels is supported as this will create a lightweight aesthetic distinct from the more textured and robust materials at the podium levels.

146. With respect to the boundary wall treatments, the west-facing wall at ground floor to level 03 is of no concern given that it will be obscured by the existing development at No. 19 Howard Street. The upper-level, west-facing boundary walls are constructed of a mix of grey concrete and bronze metal cladding – this will provide sufficient articulation. Furthermore, these levels will not be seen at close range given that the development at No. 19 Howard Street will block views of the western upper levels from the immediate public realm.

147. The eastern boundary wall will be highly exposed in the short term due to the single storey building at No. 25 – 27 Howard Street, and thus warrants a close assessment for their proposed material treatment. The eastern boundary walls are proposed to be clad as follows:

    (a) Fluted concrete in a beige colour from ground floor to level 03, and
    (b) Metal cladding panels in a bronze colour at the upper levels.

148. With regard to the fluted concrete, this will provide articulation that ties in with the Howard Street podium and will also cast shadow across this façade throughout the day, which adds a sense of animation. With regard to the bronze metal cladding, the material itself will complement the other upper level façade aspects, however it is currently presented in a rather two-dimensional appearance and could be further improved through the provision of additional articulation. Council's external urban designer recommended that further articulation be provided to both components of the eastern boundary walls. The following conditions for the façade strategy will be required to ensure a high quality boundary wall treatment:

    (a) Minimum 50mm depression between each 'peak' and each 'base' of the proposed fluted concrete at the eastern boundary walls of levels 01 – 03 (this will ensure a high level of articulation and texture is achieved across this part of the façade);

    (b) Increased articulation to the appearance of the bronzed coloured metal cladding at the eastern boundary walls of levels 4 and 5.

149. The development proposes a high proportion of glazing, particularly at the upper levels. Fenestration is proposed to include square and vertical rectangular formats which is reflective of the emerging character of the area. Arched windows are proposed at the ground floor wall of the Howard Street podium which will attract pedestrian's line of sight and provide a sense of legibility for the building entrance.

150. In summary, the application proposes a high quality architectural outcome that has been largely supported by Council's external urban design consultant. As previously discussed, a condition will require the submission of a façade strategy to ensure that the documented architectural outcome is achieved. Furthermore, a condition will also require that the authoring architect, or an architect of a similar calibre (to Council satisfaction) will remain the project architect as it continues through the construction phase.

Landscaping

151. The application did not include a landscape plan, however the plans show the following landscaping:
    (a) A planter box along the southern edge of the level 04 terrace;
    (b) Two pot plants at the southern terrace of level 06;
    (c) Green walls provided across the northern and eastern walls of the roof terrace level plant area.

152. The proposed landscaping is supported due to the small size of the subject site and its location in C2Z land where landscaping is not an identifiable feature of the area. A condition will require the submission of a landscape plan to ensure that the plantings shown on the plans are designed, planted and maintained appropriately.

153. Additionally, a condition will require the development plans to be updated to show any change relevant to the satisfactory landscape plan, thus ensuring that the two plans are consistent.

Street Trees

154. The northern footpath of Howard Street does not have any street trees and so the proposed development itself will not have any impact on existing street trees. On the southern side of Howard Street, there are two street trees opposite the subject site. The requirement for a Construction Management Plan will ensure that construction activities do not impact the health of these trees.

Site coverage

155. The entire site will be covered in built form, providing a site coverage of 100%. Whilst the development does not achieve the prescribed maximum site coverage of 80% in accordance with Clause 22.10, this is acceptable because the proposed site coverage is similar to that of commercial buildings in proximity to the land, with intensive development a characteristic of the surrounding C2Z area. The extent of site coverage is considered acceptable based on the context of the land and this aspect of the development is not considered to result in a visually bulky or imposing building. Further, the provision of a ground floor setback across the Howard Street frontages will help to provide a sense of spaciousness when viewed from the immediate public realm.

Laneway Abuttal

156. Clause 22.07 of the Scheme aims to maintain the unique character of laneways, ensure that development abutting laneways respects the scale of surrounding built form and that vehicle access via laneways will not detrimentally impact other users of the laneway.

157. The subject site abuts a laneway to the north, which provides a 'back of house' context for properties fronting Howard Street, Brighton Street and Prince Patrick Street. The laneway can be used by pedestrians although it does not act as a thoroughfare. As previously outlined, the proposed ground floor setback at the laneway interface is well resolved as it will create a traffic refuge for pedestrians and improve vehicle movements along the laneway.

158. Council's Development Engineering Unit were supportive of vehicle access arrangement shown on the sketch plans which will be discussed in a latter section of this assessment. As previously discussed, lighting and signage will be required to improve the public realm response to the rear laneway.

Light and shade

159. The submitted shadow diagrams show that the proposed development will result in equinox shadowing to the full width of the southern footpath of Howard Street at all hours between 9am and 2pm with only a small section of footpath shadowing by 3pm. However, Howard Street is narrow, which makes it impractical for new development to avoid overshadowing the southern footpath. The footpaths along Howard Street are also affected by a number of existing vehicle crossovers. This is reflective of the predominantly commercial nature of the area. For these reasons the proposed shadowing to the Howard Street southern footpath is supported. Notwithstanding this, the recommended deletion of one level will result in a modest reduction to the extent of footpath overshadowing.

On-Site Amenity

160. The development is considered to achieve a high level of on-site amenity through the following:

(a) provision of a suite of ESD features including indoor air quality monitoring and good daylight access with all floor levels provided with at least two aspects;
(b) five terraces across the development for office employees, two of which are provided with landscaping;
(c) Substantial provision of bicycle parking for both employees and visitors and end of trip facilities for employees.

161. With regards to the wider ESD features proposed for the development; rainwater will be harvested in a 6KL tank for use in landscape irrigation, toilet flushing, fire system test and bin washing, a 2.16kW array of solar panels will be located on the roof and sustainable products will be used throughout the design. These features (amongst others) achieve a BESS score of 71% with a score of 70% signifying 'ESD excellence'.

162. To ensure that the development will actually achieve the stated BESS score, Council's ESD Advisor recommended that the following details be provided:

(a) Correct the revision date of the submitted Waste Management Plan (stated as being dated 2021 when it should be 2022);
(b) While natural ventilation and CO2 concentration are input into the BESS credit, the distance between operable windows is >15m, failing to meet the BESS definition. Amend SMP and BESS report accordingly.
(c) Provide revised daylight modelling that uses an 80% internal wall reflectance level.
(d) Provide a statement around the provision of high-quality views.
(e) Prior to construction, provide an amended JV3 assessment that includes lighting and hot water demand and the benefits from the solar PV system (within the existing table format) to gauge overall improvements.
(f) As above, include overall GHG emission reductions (lighting, hot water and solar PV) in revised JV3 prior to construction.
(g) Confirm hot water system and include within JV3 assessment. It is strongly recommended that new gas connections be avoided, with support for electric alternatives.
(h) Clarify the peak energy demand reduction in heating and cooling associated with the building design and services.
(i) Clarify the external shading strategy for north facing glazing on levels 2-3.
(j) The use of motion sensors is specified 'where feasible'. Remove ambiguous language and confirm strategy.

(k) Provide more details for project-specific response to reducing testing water in fire systems.
(l) Confirm that post-development stormwater flows will not exceed pre-development levels.
(m) The plans indicate the rainwater tank is connected to fire system testing also, however is not included as a use in the rainwater harvesting calculations. Confirm whether the single tank is service all uses, and amend SMP accordingly.
(n) This final stormwater treatment strategy should be confirmed and subjected to Council approval prior to construction.
(o) Confirm whether any recycled materials (i.e. reclaimed bricks) or products with post-consumer content (i.e. insulation) will be specified for the building, noting this is highly recommended.
(p) Confirm whether any attempt to reduce Portland cement (i.e. by 20% by weight) will be made through the use of SCMs or other alternatives (fly ash, manufactured sand etc), noting this is highly recommended.
(q) Clarify strategy around best-practice PVC use.
(r) Include details of surrounding car share locations within both the Green Travel Plan (see below) and the Building Users Guide.
(s) Amend plans with annotation to confirm inclusion of EV charging with the stacker system.
(t) Provide a Green Travel Plan that details how the building supports sustainable transport modes.
(u) Provide a statement as to how the building design has responded to and mitigates the urban heat island effect. Consider increasing vegetation provision and opting for lighter external materials (or at least roofing/terrace) to help reflect heat away from the building).
(v) Provide a Landscape Plan with details of: Planting schedule, maintenance, irrigation and adequate soil depth/volumes to support vegetation (particularly the trees on level 6).
(w) Ultra-low VOC paint is not considered an innovative claim, having been incorporated in developments for years. Maintain the commitment, but remove it from BESS credit.
(x) The SMP (in Transport section) mentions EV charging to 4 car parks. Correct misalignment and confirm EV charging to 100% (i.e. 5 parking spaces).
(y) Confirm building tuning and commissioning strategy.
(z) Confirm provision of a site-specific Environmental Management Plan.

163. With respect to (d), this will not be pursued as views / outlook are not considered to be a critical element of ESD (and the development has a high degree of clear glazing which will ensure good outlook). Otherwise these improvements and updates can be included as conditions for an updated SMP, WMP or GTP, as relevant. Further, a condition will be added to condition 1 to ensure that all details associated with the endorsed SMP be included on the development plans.

Off-Site Amenity

164. Clause 15.01-2S of the Scheme aims to provide building design that minimises the detrimental impacts 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 clauses 22.05 and 22.10 as well as the decision guidelines of the Commercial 2 Zone at Clause 34.02-7.

165. As previously identified, the subject site has commercial interfaces at all boundaries, however is proximate (within 12m) of nearby residentially-zoned dwellings towards the east.

Daylight to windows

166. The closest habitable room windows (for a dwelling in a residential zone) addressing the subject site are the west-facing windows of No. 29 Howard Street, which has a setback of approximately 16 metres from the proposal's eastern boundary wall (which has a height of 20.4m). Whilst not strictly applicable, this would comply with Standard A12 (Daylight to habitable room windows) of ResCode (Clause 54) as:

    (a) the setback (16m) from the eastern boundary wall is greater than half (10.2m) of the height of the eastern boundary wall (20.4m).
    (b) the setback (20m) from the eastern lift overrun wall is greater than half (13.9m) of the height of the eastern lift overrun wall (27.8m).

167. Whilst not applicable for office developments in the C2Z, the above compliance demonstrates the minimal daylight impact on nearby dwellings proposed by the development. Furthermore, the daylight impact to residentially-zoned dwellings will be further reduced by the recommended deletion of one level (which is required for visual bulk reasons, as discussed in this report).

168. The dwellings on the southern side of Howard Street (the north-facing apartments of Nos. 12 - 16 Howard Street) will experience some loss of daylight to their north-facing windows as a result of the proposed development. This is appropriate as Howard Street will continue to provide a buffer between these sites and the subject site to ensure continued adequate daylight access. Furthermore, these sites are all located in the Commercial 1 Zone and the proposed impacts to daylight are anticipated in this context.

169. Whilst the proposed daylight impacts are supported, the recommended deletion of level 05 will nevertheless reduce the proposed daylight impacts.

Overshadowing

170. The decision guidelines of the Commercial 2 Zone and local policy at Clause 22.10 call for new development to consider overshadowing impacts to nearby land in residential zones (including shadowing to existing solar energy facilities). Although not strictly applicable in this instance, and in the absence of any other test, Standard B21 of Clause 55 notes:

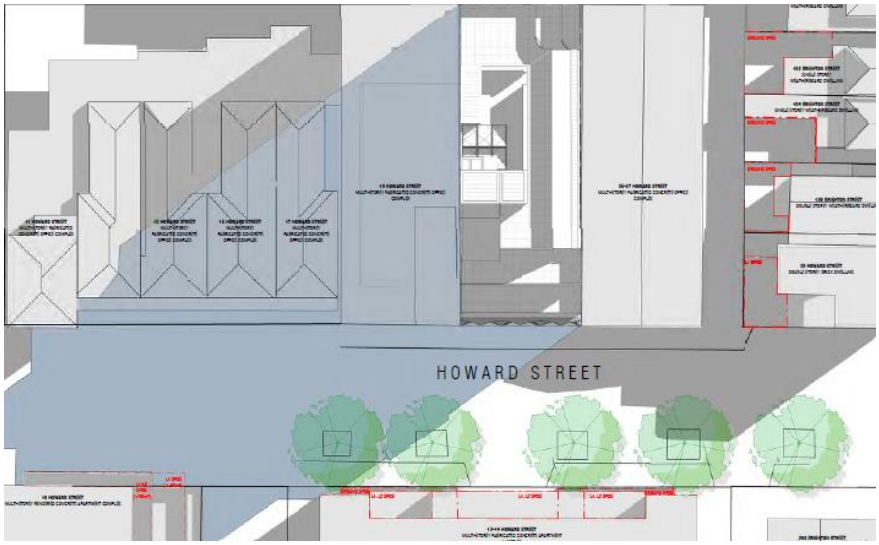
    (a) *Where sunlight to the secluded private open space of an existing dwelling is reduced, at least 75 per cent, or 40 square metres with minimum dimension of 3 metres, whichever is the lesser area, of the secluded private open space should receive a minimum of five hours of sunlight between 9 am and 3 pm on 22 September;* and

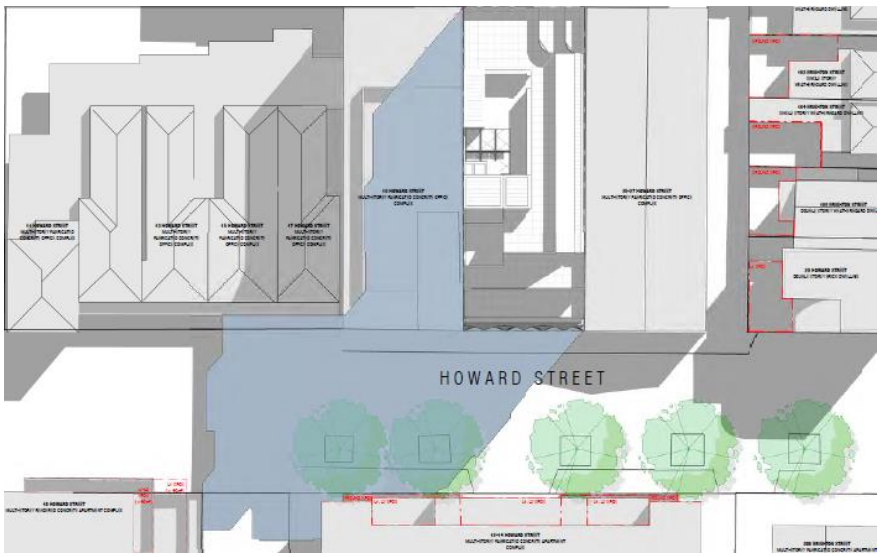
    (b) *If existing sunlight to the secluded private open space of an existing dwelling is less than the requirements of this standard, the amount of sunlight should not be further reduced.*

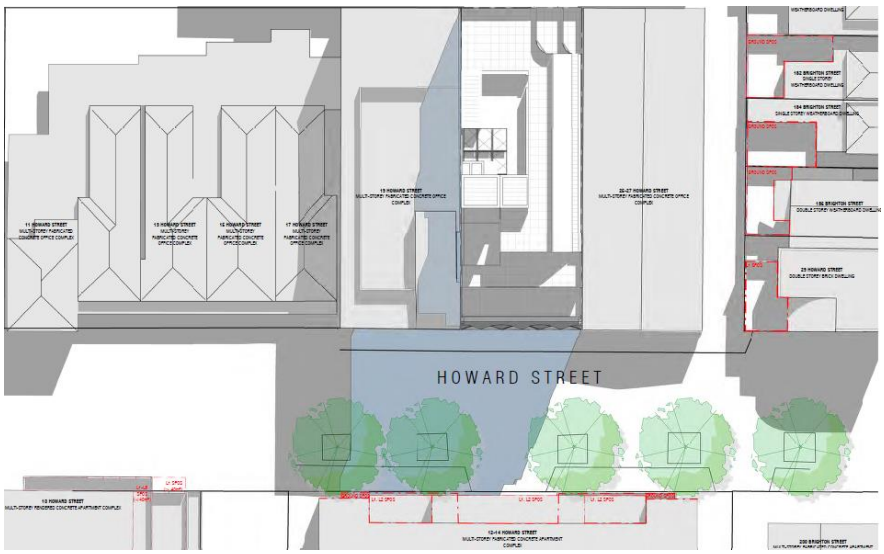
171. Given the north-south orientation of the site, there will be no shadow impacts to any property to the north. The dwellings further west of the site will not be affected due to the existing shadows generated by the four-storey development at No. 19 Howard Street. Thus, the consideration of shadow impacts are limited to the dwellings to the east and south of the subject site.

172. With respect to the dwellings to the east of the subject site, Nos. 180 and 182 Brighton Street will not experience any equinox overshadowing within their areas of SPOS as shown in the shadow diagrams at figure 15 below. The dwellings at Nos. 184 and 186 Brighton Street will not experience new equinox shadowing except at 3pm, which is supported given that these dwellings have good solar access through the day and that 3pm shadows are difficult to mitigate due to the position of the sun at this time. Furthermore, 3pm shadows are anticipated for a dwelling at the eastern edge of C2Z land.

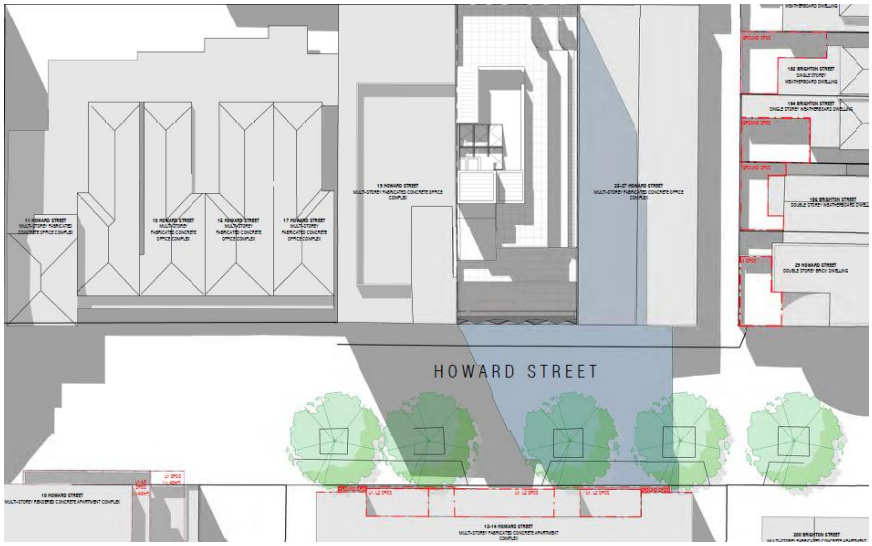
The dwelling at No. 29 Howard Street has its principal area of SPOS as a first floor terrace which will not experience any equinox overshadowing between 9am and 2pm as a result of the development. The entire terrace will be cast in equinox shadow by 3pm, however this is supported for the reasons described above.







HOWARD STREET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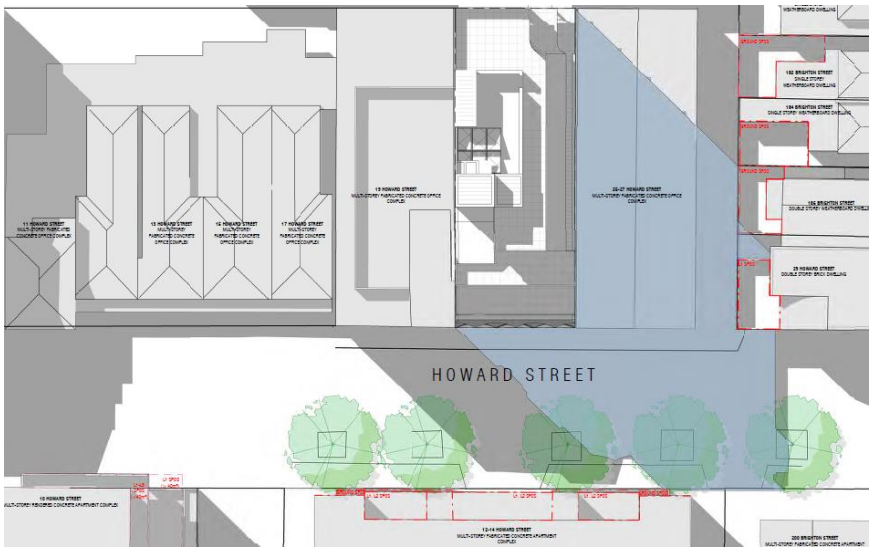
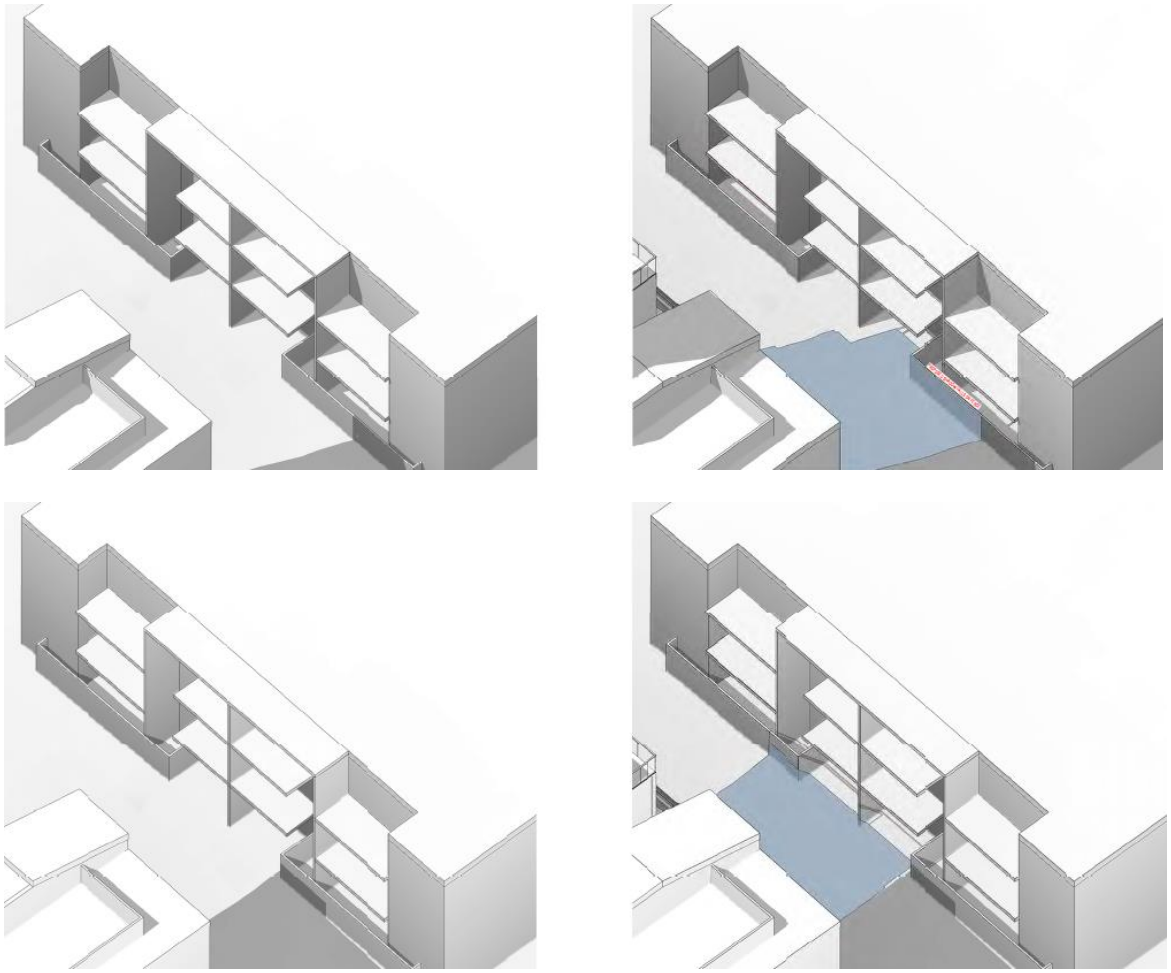

HOWARD STREET

Figure 15: Shadow diagrams at each hour in ascending order from 9am - 3pm (Applicant submission, February 2022)

173. With respect to the apartment dwellings located at No. 633 Church Street, on the southern side of Howard Street, these dwellings are all located at first floor or above, and the submitted shadow diagrams have demonstrated that there will be no new equinox overshadowing to the balconies of these dwellings.

174. With respect to the commercially-zoned, ground floor dwellings on the southern side of Howard Street (i.e. Nos. 14 and 16 Howard Street), the applicant provided sectional shadow diagrams to better ascertain the proposed shadow impacts at the worst case time periods (11am, 12pm and 1pm). These are provided below at figure 16.



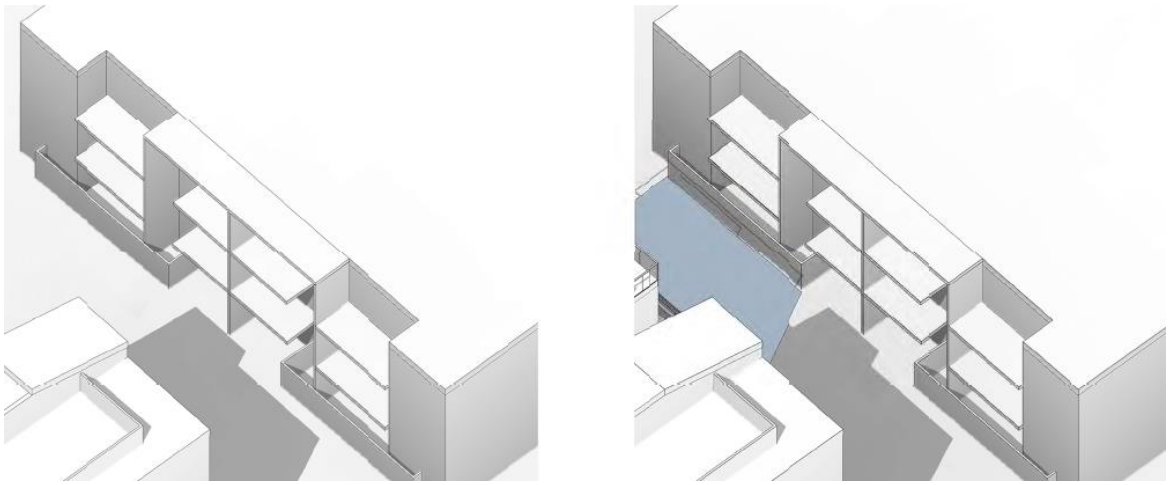


Figure 16: Sectional shadow diagrams (existing conditions at left and proposed conditions at right) for the ground floor dwellings at Nos. 14 and 16 Howard Street at each hour in ascending order from 11am - 1pm (Applicant submission, February 2022)

175. The sectional shadow diagrams confirm that the new equinox shadowing will not extend any higher than the existing front fencing of Nos. 14 and 16 Howard Street, and therefore will not result in any new equinox shadowing to the areas of SPOS for these dwellings.

176. Whilst the proposed extent of overshadowing to all nearby dwellings is supported, it is important to highlight that shadow impacts will be reduced by the recommended reduction in height of one level, which is sought due to visual bulk impacts and building height more generally as outlined previously.

177. With respect to solar energy facilities, the nearest to the subject site is located immediately to the west at No. 19 Howard Street. Aerial imagery shows that the property has solar panels across the northern third of the roof space (see figure 17 below).

Figure 17: Solar panels at No. 19 Howard Street (red outline) to the immediate west of the subject site (Council GIS, April 2022)

178. No 19 Howard Street is a four-storey office building and therefore at this height, solar access to the building's solar panels should be reasonably protected. These solar panels will be overshadowed by the proposed development including:

    (a) Approximately 60% of the panels at 9am;

(b) Approximately 30% of the panels at 10am, and;
(c) Approximately 10% of the panels at 11am.

179. The extent of shadowing to the solar panels is considered to be excessive. Furthermore, the design response of the subject application has not attempted to mitigate shadow impacts to the solar panels in any way. This issue further highlights the need to delete one level from the proposal. It is anticipated that the deletion of one level will substantially reduce overshadowing to these solar panels, particularly at 10am and 11am.

180. There are no solar energy facilities located on the roofs of the buildings on the southern side of Howard Street.

181. In light of the above considerations, the proposal (subject to the deletion of level 05) satisfies the decision guidelines of the Commercial 2 Zone and local policy at Clause 22.10 with regard to overshadowing.

Overlooking

182. The decision guidelines of the Commercial 2 Zone and local policy at Clause 22.10 call for new development to consider overlooking impacts to nearby land in residential zones. Clause 22.10 offers the following guidelines for mitigation of overlooking:

> *New residential development that contains a habitable room window, balcony, terrace, deck or patio with a direct view into a habitable room window of an existing dwelling or a dwelling's secluded private open space located within a horizontal distance of 9 metres (measured at ground level) of the window, balcony, terrace, deck or patio, should be either:*
>
> *(a) Offset a minimum of 1.5 metres from the edge of one window to the edge of the other.*
> *(b) Have sill heights of at least 1.7 metres above floor level.*
> *(c) Have fixed obscure glazing in any part of the window below 1.7 metres above floor level.*
> *(d) Have permanently fixed external screens to at least 1.7 metres above floor level and be no more than 25% transparent.*

183. The above policy is not applicable to the proposed development as it is not a residential development. However, it can be used as a guide for the purpose of assessing overlooking impacts.

184. Given that there are no dwellings located within 9m of the subject site, regardless of any proposed screening, the development would comply with the overlooking requirements of clause 22.10. Furthermore, the design response has minimised overlooking impacts to the eastern residentially-zoned dwellings by providing solid walls along the eastern facades (save for glazing at the small terraces at levels 5 and 6). Similarly, the design response has minimised overlooking into the southern, commercially-zoned dwellings through the provision of a planter box along the southern edge of the level 04 terrace.

185. The proposed development will mitigate overlooking impacts in accordance with the decision guidelines of the Commercial 2 Zone and local policy at Clause 22.10.

Light Spill and Glare

186. The proposed development will not result in unreasonable light spill for the following reasons:

(a) The majority of the eastern façade is constructed of solid wall with minimal glazing, ensuring low levels of light spill to the eastern residentially-zoned dwellings;
(b) There are existing commercial uses that provide lighting in addition to existing street lights; and

(c) Dwellings on the southern side of Howard Street are located in the Commercial 1 Zone and so any light spill generated by the proposed development would be commensurate with this land zoning.

187. The proposed development is unlikely to create problematic glare impacts to the eastern residentially-zoned dwellings given the proposed use of concrete to the eastern podium boundary walls. The use of bronze cladding at the upper level eastern boundary walls may result in high glare impacts and so a condition will require the aforementioned façade strategy to demonstrate that this material will have a low level of light reflectance to ensure minimal glare impacts to nearby residentially zoned dwellings.

Visual Bulk

188. Clause 22.10 calls for new development to be well designed in terms of both massing and materiality to minimise visual bulk impacts to nearby sensitive uses such as dwellings. Visual bulk impacts have been discussed at length in the *Building Height* and *Massing* sections of this report. As identified in these sections, the recommended deletion of one level will substantially mitigate visual bulk impacts as viewed from the nearby residentially-zoned dwellings.

Noise Impacts

189. Clause 13.05-1S states that community amenity should not be reduced by noise emissions. Similarly, local policy at clause 22.05 calls for commercial development to consider noise attenuation in its design response. The application proposes to use the land only for office, which is a section 1 use under the C2Z and therefore does not require a planning permit (and as such, conditions cannot be placed on a permit to restrict the operational capacity of this use). In any case, office uses are not associated with problematic noise impacts.

190. With regard to the proposed development, potential noise sources include the roof top plant and the car stackers. Given the proximity of the site to residentially-zoned dwellings (only 12m away), an acoustic report was prepared on behalf of the permit applicant which includes the following recommendations for noise mitigation:

(a) Commitment that a detailed acoustic assessment will be undertaken for selecting the plant services at roof level;
(b) Detailed construction requirements for the proposed garage door and the proposed car stacker system to ensure that noise and vibration levels are kept to a minimum.
(c) Whilst music noise is not expected, in any case the report recommends the insertion of a clause into any lease agreements to ensure that only background level music shall be played within the development.

191. Council's external acoustic consultant reviewed the acoustic report and found it to be largely satisfactory but recommended that the following changes be made:

(a) *The future detailed assessment of mechanical plant should be conducted by a suitably qualified acoustic consultant.*
(b) *If the hours of use for the outdoor terraces include the night period, we recommend that a patron noise assessment be conducted.*

192. With respect to (a), this relates to the proposed built form and is a reasonable requirement to ensure noise mitigation. A condition will require the acoustic report to be updated accordingly.

193. With respect to (b), this relates to the use of the land. Given that the proposed office use is a section 1 use (no permit required use), any Planning Permit granted cannot control the operational capacity of the use. Therefore, this recommendation will not be pursued. In any case, the outdoor terraces are not anticipated to cater to large groups given their relatively small size.

194. Finally, a condition will require the development to comply at all times with the EPA noise regulations that apply to commercial developments (the EPA Noise Protocol). These measures will ensure minimal noise impacts arising from the development in accordance with State and Local planning policy.

Wind Impacts

195. Wind impacts relate to the public realm (with a particular focus on potential impacts to pedestrians using the public realm) and also to on site amenity for any external areas such as balconies or terraces. A desktop wind assessment was undertaken as part of the application which found that the development (in its current form) would be expected to result in wind conditions:
    (a) achieving the walking comfort criterion within the public realm along the Howard Street footpath and along the rear laneway;
    (b) achieving the standing comfort criterion for the pedestrian entry at Howard Street;
    (c) achieving the walking comfort criterion for all proposed terraces.

196. The expected wind conditions to the public realm and building entrances are supported, as these are the minimum standards expected, respectively.

197. Achieving only the walking comfort criterion for the terraces at level 04, level 06 (southern terrace) and roof level is not supported as these are larger, more useable terraces where seating is anticipated. Thus, a condition will require the wind report to be updated to demonstrate that at least parts of these terraces can achieve the standing comfort criterion.

198. Achieving the walking comfort criterion for the smaller terraces at levels 5 and 6 is supported given their small size which means that they are unlikely to be used by large groups or for long periods.

199. Finally, the submitted wind report is a desktop review only, and thus a condition is needed to provide a wind tunnel report to evaluate the development to ensure that the proposed wind conditions are accurate.

200. In summary, with the inclusion of the above recommended conditions, the development will mitigate impacts satisfactorily. A general condition will also require the plans to show any relevant detail required by the satisfactory wind tunnel report, to ensure that these are shown on the plans and designed to integrate with the architecture of the building.

Equitable Development

201. To ensure the ‘fair, orderly, economic and sustainable development of land’ in accordance with the objective of the Act, matters of equitable development must be considered. In this instance, the site is separated from land to the south by Howard Street (width of approximately 12m). With this substantial buffer, there is no equitable development issues posed by the development for the southern interfaces.

202. The subject site is separated from land to the north by the rear laneway, which has a width of 3.3m. The properties to the north of the rea laneway are double-storey commercial buildings with no heritage overlay and thus have robust development potential. The proposed development provides a four-storey podium height to the rear laneway, which is an acceptable response for the purposes of equitable development, acknowledging that a similar podium response could be replicated at the north-adjacent properties. However, the upper levels also seek a 0m setback from the rear laneway. This is a poor equitable development as it would create a sensitive interface at the northern boundary of the upper levels. Council’s external urban design consultant also identified this as an issue and recommended that the upper levels be set back 1.5m from the northern boundary stating that:

Should future vertical expansion of 18-18A Prince Patrick Street adopt commensurate setbacks, a minimum of 6m separation will be achieved within the upper levels, improving daylight access to tenancies within the lower levels.

203. Council's external urban design consultant produced the following image to further highlight the need for this setback, showing the outline of the proposed development with a level deleted and the remaining upper levels provided with a rear setback of 1.5m, which enables a combined setback of 6m if the property at the north-adjacent property was to develop with an equitable setback (see figure 18 below). As previously discussed, this change would also provide a less domineering response to the rear laneway. Thus a condition will require the levels above level 03 to be set back a minimum of 1.5m from the northern boundary.

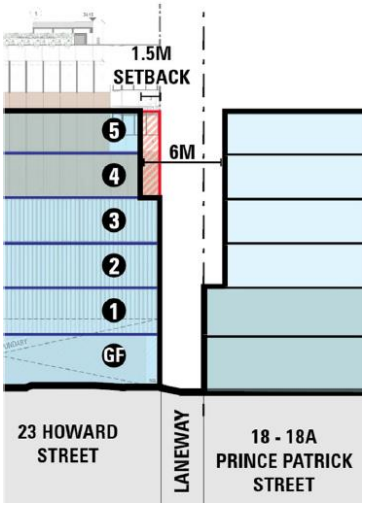


Figure 18: Graphic prepared by Council's urban design consultant to provide equitable development opportunities for land to the north (Hansen, June 2022)

204. The land to the east is also located in the C2Z and not affected by heritage controls. This adjacent site's interface with the GRZ means it has a lower development potential than the subject site, particularly at its eastern edge. In any case, the proposed development has responded appropriately to the east-adjacent property through the use of solid boundary walls at the eastern boundary. At levels 5 and 6, the proposed development includes small east-facing terraces – these do not pose equitable development issues as the east-adjacent is unlikely to reach this height and also these terraces are quite small and are not likely to provide high levels of amenity for occupants, noting that the other, larger terraces proposed will be the primary outdoor areas for occupants of the building.

205. The site to the west (No. 19 Howard Street), like the subject site, is located within the Commercial 2 Zone with no heritage controls but is developed with a contemporary, four-storey office building. Whilst unlikely, it is possible that the west-adjacent property could seek a vertical addition to its height, and thus equitable development still needs to be considered in this case. The proposed development provides a good equitable development response to the west-adjacent property through the use of solid western boundary walls. Part of the proposed roof terrace runs along the western boundary, however this is not an equitable development issue as No. 19 Howard Street has a similar development potential to that of the subject site.

206. In summary, the proposed development will have successfully incorporated equitable development principles into the massing scheme provided that the upper levels are set back 1.5m from the rear boundary.

Car Parking, Vehicle Access, Traffic, Loading and Waste;

Provision of car parking

207. The proposed development would provide 5 on-site car parking spaces. As previously outlined, the proposal triggers a car parking reduction of 30 spaces. The proposed car parking provision (and associated car parking reduction) are supported for the following reasons:

(a) On-street car parking in the surrounding area consists largely of 1 hour, 2 hour and permit-restricted spaces. The lack of long-stay car parking in the surrounding area will significantly reduce car parking demand for both employees and visitors to the proposed development. Further, the permit-restricted spaces in the area will continue to protect car parking availability for existing, permit-holding residents.

(b) The site has good access to public transport, including tram services on Church Street (within 50m), tram services on Toorak Road and Swan Street (both within 800m) as well as East Richmond Railway Station (within 700m);

(c) The provision of bicycle infrastructure in the surrounding area, including the Main Yarra Trail (150m south) which is a highly utilised commuter route for cyclists. The area also has shared lane markings for bicycles including on Church and Brighton Streets. Further, the proposal provides in-excess of the bicycle space requirements prescribed by the Scheme. These measures (as well as the proposed end of trip facilities) will encourage employees to arrive via bicycle.

(d) Local planning policy at clauses 18.02, 21.03, 21.06-3 and 21.07 encourages reduced rates of car parking provision for development sites within close proximity to public transport routes and activity centres.

(e) Traffic is a key issue affecting the road network, particularly in Cremorne and southern Richmond. Providing fewer car spaces will ensure that the development does not generate any unreasonable increase in traffic levels for the surrounding road network.

(f) The report recommends approval subject to the deletion of one level – this will reduce the quantity of approved office floor area and thus lessen the car parking reduction sought under Clause 52.06;

(g) Council's Engineering Services Unit reviewed the proposed car parking provision and raised no issue to the proposed reduction, stating that *the car parking provision for the site is considered appropriate in the context of the development and the surrounding area. Employees who do not have access to on-site parking would make other travel arrangements to commute to and from the site, such as take public transport or ride a bicycle. The operation of the development should not adversely impact on the existing on-street parking conditions in the area.*

Vehicle Access

208. The application (i.e. the decision plans) seeks to provide access to the basement car parking area via the rear laneway using a 7m-wide garage door that is set back 1m from the rear boundary. Council Development Engineering Unit reviewed the plans and provided swept path diagrams and found that insufficient space had been provided on the decision plans for appropriate vehicle movements. In response to this advice, the permit applicant submitted the aforementioned sketch plans, which shows the garage door with an increased width of 8.67m. Council's Development Engineering reviewed these sketch plans and confirmed that the access issue has now been addressed satisfactorily with the sketch plan changes. Otherwise Council's Development Engineering recommended the following additional requirement for the plans:

(a) A vehicle crossing ground clearance sectional drawing must be submitted to show spot levels for the level of the north and south edges of the laneway, the centre line / invert level of the laneway, a 40mm lip / bullnose along the northern edge of the internal concrete slab and the finished floor level 2m inside the internal concrete slab. The proposed levels must be designed to ensure that a B99 design vehicle can enter and exit the development without bottoming-out or scraping.

(b) Convex mirrors could be considered to improve visibility along the laneway;

(c) The proposed bicycle spaces should be reviewed by Council's Strategic Transport Unit.

209. With regard to (a), this will be required by condition to ensure that the development is designed to avoid vehicle scraping. With regard to (b) this will also be required by condition. With regard to (c), it is noted that the application has been referred to Council's Strategic Transport Unit.

210. A number of additional recommendations were made by Council's Development Engineering Unit; these relate to various infrastructure requirements immediately surrounding the site that should be undertaken to Council's satisfaction and at the Permit Holder's cost, as follows:

(a) The footpath immediately outside the property's Howard 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.

(b) The kerb and channel along the property's Howard Street road frontage must be reconstructed to Council's satisfaction and at the permit holders cost;

(c) 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;

(d) 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;

(e) 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;

(f) 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;

(g) 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;

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

(i) 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;

(j) 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;

(k) Any on-street parking reinstated as a result of development works must be approved by Council's Parking Management Unit;

(l) 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;

211. With respect to item (c), this appears to be an error as there are no existing crossovers servicing the site. Otherwise, these additional recommendations can be appropriately captured under general infrastructure, drainage and construction management conditions and/or notes that are usually placed on a permit of this type.

212. Council's Development Engineering Unit liaised with Council's Civil Engineering Unit, who together made the following additional recommendations:

(a) *The ground floor level inside the building is lower than the footpath level in Howard St and the lane at the rear of the development.*

(b) *With respect to the lane at the rear of the development. The applicant should undertake a flood risk assessment to determine the surface water flow width in the lane during sever (1 in 100 year) storm events. If the report indicates that the development is at risk, the developer must incorporate measures to protect the site from surface water from the lane during sever storm events.*

(c) *The finished surface level inside the property along the north property line (abutting the lane), must be a minimum of 40mm higher than the existing surface levels in the lane.*

(d) *The lane at the rear of 23 Howard Street is uneven and the invert holds water. This lane provides vehicle access to the development's off-street parking. The lane falls from the rear of the development towards the east, past the rear of 25-27 Howard Street. The lane at the rear of the development and at the rear of 25-27 Howard Street should be fully reconstructed to ensure that surface water can flow away from the rear of the development.*

(e) *It is noted that the traffic report shows vehicle access only from the west end of the lane. This is a longer distance along the lane to the development than approaching from the east. Vehicle turning movements for the 90-degree bend at both the east and the west ends of the lane are not provided in the report. This should be reviewed by Council's Traffic Unit.*

(f) *The ground floor finished level will be below existing surface levels, The building should be waterproofed to prevent water infiltration into the development.*

(g) *The footpath in front of the development should be made DDA compliant.*

(h) *Surface levels at the entry to the property adjoining the footpath must ensure that surface stormwater from the footpath cannot flow into the property.*

213. With respect to items (a), (b) (d), (f) and (h), a condition will require the ground floor finished floor level (south of the bin room) to be increased so that it is above AHD 7.95 (which is the highest spot level along the site's Howard Street frontage). A condition will also require the ground floor finished floor level for the back-of-house area to be increased to above AHD 8.19 (which is the highest point along the rear laneway) or otherwise treated to Council satisfaction. This condition will be flexibly worded as there are other treatments that can be explored (such as a raised entry hump to stop water flowing into the rear of the development). The condition for the vehicle crossing section will also be worded to account for this requirement.

214. With regard to (c), a condition will require this to be shown. The condition for the vehicle crossing section will also be worded to account for this requirement.

215. With regard to (e), Council's Development Engineering Unit have confirmed that the vehicle access arrangements are now satisfactory based on the sketch plans changes so this recommendation is redundant.

216. With regard to (g), Council's Development Engineering Unit have already recommended that the footpath along the Howard Street frontage be reconstructed to Council satisfaction, so the recommendation has already been addressed.

Traffic

217. The traffic impact assessment submitted with the application estimated that the proposed 5 on-site car spaces would conservatively generate 3 vehicle trips per peak hour and that this level of traffic generation would adversely impact the surrounding street network.

218. Council's Engineering Services Unit concurred with the above findings, stating that *the volume of traffic generated by the office use is low and would not have an adverse impact to the traffic conditions in the laneway and the surrounding streets.*

219. Furthermore, the development has proposed a 1m setback from the rear boundary at ground floor which will improve traffic movements along the rear laneway.

Loading, unloading and waste

220. The Scheme does not provide any requirements for loading bays, rather Council must consider loading and unloading as relevant to the application. The development has not been provided with a loading bay or loading dock, however this is supported for the following reasons:

    (a) The use of the land for office has inherently low loading requirements due to the fact that commercial goods are not produced, sold or stored on site;

    (b) The relatively small size of the site makes it difficult to provide loading facilities within title boundaries and it is unlikely that larger loading vehicles would be able to traverse the rear laneway.

221. Waste collection will occur along Howard Street via a private collection service. The submitted Waste Management Plan (WMP) and the decision plans show a centrally-located waste storage area complete with a tap and drain for bin cleaning and space for four different waste streams (garbage, recycling, food/organic waste and glass). The WMP outlines that the size of the waste area will require the following waste collection frequencies:

    (a) 1 Council garbage collection per week;
    (b) 1 private garbage collection per week;
    (c) 1 private organics collection per week;
    (d) 1 Council recycling collection per fortnight;

(e) 1 private recycling collection per week;
(f) 1 Council glass waste collection per fortnight;
(g) 1 private glass waste collection per week;

222. The WMP states that the Council collections will be the base collection with any excess waste being collected by the private collections when necessary and that the private collections will be scheduled for different days than the Council collections to minimise the number of bins on the street at any one time. This arrangement is considered to be appropriate, however Council's City Works (Waste) Unit highlighted that there is insufficient space with the bin storage area shown on the decision plans. In response to this, the permit applicant submitted sketch plans showing an increased bin storage area. Council's City Works (Waste) Unit reviewed the sketch plans and confirmed that the revised size is now satisfactory. Council's City Works (Waste) Unit recommended that the WMP be updated further to show the following:

(a) A clause to confirm that a review of the waste management will be undertaken if the operational requirements change;
(b) Show the revised waste storage area as per the sketch plans.

223. These can be addressed by way of conditions for an amended WMP.

224. Council's City Works Unit also raised the issue that there maty not be sufficient space for pedestrians walking along the Howard Street footpath when the larger bins are placed on the Howards Street footpath. The footpath has a width of approximately 1.8m and the development entrance has a ground floor setback of approximately 0.4m, thus giving a clearance of 2.2m for pedestrian movements. The largest bin proposed has a depth of 0.7m, which would leave only 1.5m for pedestrian circulation, as confirmed by Council's City Works (Waste) Unit.

225. In order to provide further circulation space for pedestrians when waste bins are on the footpath, a condition will require the ground floor front glazing to be set back a minimum of 0.6m from the southern boundary, which would enable a circulation space of 2m for pedestrians on the occasion when bins are on the footpath. 2m is widely considered a good minimum width for pedestrian circulation as it allows for two pedestrians to comfortably walk along the footpath. The ground floor façade columns do not need to be set back as these are narrow in width. The condition will be worded to ensure a high quality architectural is retained at ground floor.

226. With the inclusion of the sketch plan changes to the waste storage area together with the additional conditions detailed above, the application will provide a satisfactory waste management outcome.

Bicycle Facilities

227. This section of the report is primarily guided by Clause 52.34 of the Scheme which includes specific requirements for the provision of bicycle spaces in developments. In this case, both visitor spaces and employee spaces are relevant to discuss.

228. With regards to visitor spaces, the decision plans show two hanging spaces located with the employee bicycle spaces at ground floor. This exceeds the statutory requirements outlined in Clause 52.34 (1 space, i.e. a surplus of 1 space).

229. Council's Strategic Transport Unit commented that whilst the number of visitor spaces exceeds the statutory requirement, the use of hanging spaces fails to comply with Clause 52.34-3 of the Scheme, which states that all visitor spaces must be provided at a bicycle rail. The location of visitor spaces together with employee spaces can create security issues for the employee bicycles.

Council's Strategic Transport Unit also raised concerns about the visitor spaces being accessed from the rear laneway, which would be inconvenient for cyclists and would make the spaces less legible for visitors.

230. In response to the above issues, the permit applicant submitted sketch plans, which show the relocation of the employee spaces within the basement and the ground floor provided with four visitor spaces in the form of two vertical rails. Council's Strategic Transport Unit reviewed the visitor spaces shown on the sketch plans and stated that the issue has been partially addressed, under the assumption that access to the visitor spaces will be made via Howard Street (rather than the rear laneway which would be a poor outcome for cyclists). Council's Strategic Transport Unit recommended that it be made explicit that the visitor spaces will be accessed from the Howard Street entry and that appropriate signage is provided. The recommendations will be included as conditions for the following:

    (a) A notation to confirm access to the ground floor visitor bicycle spaces will be via the Howard Street entrance;
    (b) Details of visitor bicycle wayfinding signage to be located at the Howard Street entrance.

231. With the inclusion of the sketch plans and the two additional changes above, the proposed visitor bicycle spaces will be functional and legible for visitors.

232. With regards to employee bicycle spaces, the decision plans show a total of 14 spaces, exceeding the requirements outlined in Clause 52.34 (4 spaces), along with the provision of end-of-trip facilities for employees (with five showers and eight lockers). Council's Strategic Transport Unit did not raise issue with the proposed provision, although recommended that employee bicycle spaces be relocated to be closer to the lift shaft and end of trip facilities and that a minimum of 20% of the employee spaces be provided as vertical rail spaces.

233. The permit applicant responded to the above issues by submitting the aforementioned sketch plans which relocated the employee spaces to the basement, in closer proximity to both the lift shaft and the end of trip facilities, which will ensure that the spaces are convenient for employees. The sketch plan employee spaces include four vertical rail spaces and ten hanging spaces. Council's Strategic Transport Unit reviewed the employee spaces shown on the sketch plans and was largely satisfied with the revised configuration, although made the following additional recommendation:

    (a) Provide dimensions of the bicycle spaces, aisle widths, lift and all doors required to access the bicycle parking in accordance with Australian Standard AS 2890.3 or otherwise to the satisfaction of the Responsible Authority.

234. This will be required by condition. With the sketch plan changes and the above additional changes, the proposed employee bicycle spaces will be well resolved and will encourage the use of sustainable transport modes.

235. Council's Strategic Transport Unit also recommended that a Green Travel Plan should be required. A condition will thus require a Green Travel Plan with the standard content requirements for these documents.

236. Finally, Council's Strategic Transport Unit recommended that details of electrical circuits installed to car and bicycle parking spaces to demonstrate 'electric vehicle readiness'. This will also be required by condition.

Objector Concerns

237. Objector concerns are discussed as follows:

(a) *Built form (including overall height, street wall heights, massing, architectural quality, public realm response, overdevelopment and a lack of transition to the nearby residential area;*

This has been discussed at paragraphs 100 – 159 .

(b) *Traffic concerns (increased traffic in the surrounding area and safety issues for pedestrians;*

This has been discussed at paragraphs 217 – 219.

(c) *Impacts to on-street car space availability, including concerns that public transport in the area is not sufficient;*

This has been discussed at paragraphs 207 – 216.

(d) *Amenity impacts (overlooking, overshadowing, loss of daylight, wind impacts, visual bulk, and noise impacts);*

This has been discussed at paragraphs 164 – 206.

(e) *Amenity impacts during construction (noise, pollution, damage to property and traffic disruption);*

Amenity impacts during the construction phase will be dealt with during the Building Permit process, however a condition requires the submission of a detailed Construction Management Plan which will ensure that construction is carried out to Council's satisfaction.

(f) *Heritage impacts, including the demolition of the existing building at the subject site;*

The subject site is not affected by the Heritage Overlay and therefore a planning permit is not required to demolish the existing building on the subject site. Furthermore, Howard Street does not any consistent heritage character, hence its exclusion from the Heritage Overlay.

(g) *Lack of front setback landscaping;*

Landscaping has been discussed at paragraphs 151 – 153. Landscaping within the front setback is not required within the front setback area given the commercial context where lots are typically constructed to all boundaries.

(h) *Discordance with the Swan Street Structure Plan (SSSP);*

As previously outlined, the SSSP cannot be relied upon because it a strategic document produced in 2007 that was never incorporated into the Yarra Planning Scheme.

(i) *Footpath overshadowing;*

This has been discussed at paragraph 159.

(j) *Loss of views;*

Loss of views from private property is not a planning consideration.

(k) *Impacts to property values;*

This is not a planning consideration.

Other Matters

238. The officer recommendation below includes reference to aspects of the development at various levels. Given that the recommendation includes a condition to delete level 05, any levels above this height will be expressed in the conditions both in their original height reference (for example 'level 06 terrace') and the height reference accounting for the deletion of level 05 (for example 'level 5 terrace accounting for condition 1(b)'.

Conclusion

239. As outlined throughout this assessment there is strong policy support at both State and local levels for urban consolidation. Given the site's strategic location in a Major Employment Precinct, proximity to Church Street and excellent public transport options; the site lends itself as a good development site for higher density. By deleting level 05, the recommended outcome tempers density with an appropriate response to its residential interface and the mitigation of visual impacts from the public realm.

RECOMMENDATION

That having considered all objections and relevant planning policies, the Committee resolves to issue a Notice of Decision to Grant Planning Permit PLN21/0905 for the construction of a multi-storey (plus basement level) office building (no permit required for office land use) and a reduction in the car parking requirements at 23 Howard Street Richmond, subject to the following conditions:

1. Before the development commences, amended plans to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plans will be endorsed and will then form part of this permit. The plans must be drawn to scale with dimensions and three copies must be provided. The plans must be generally in accordance with the architectural plans prepared by Kavellaris Urban Design and dated 18 November 2021 but modified to show:

    (a) Deletion of level 05;
    (b) All levels above level 03 set back a minimum of 1.5m from the northern boundary;
    (c) The following changes in accordance with the sketch plans received by Council on 24 June 2022:
        (i) Relocation of the employee bicycle spaces to the basement plan with 14 spaces provided in the form of two-tier racks;
        (ii) Provision of four visitor bicycle spaces in the form of two horizontal rails located to the west of the bin room;
        (iii) The internal wall separating the ground floor corridor from the ground floor office depicted as glazed;
        (iv) Direct pedestrian access from Howard Street for the ground floor office, provided as two internally-opening doors;
        (v) Increase in the size of the ground floor lobby by decreasing the floor area of the ground floor office;
        (vi) Increase in the size of the waste storage area;
        (vii) Deletion of the rear pedestrian door and provision of a full-width access door;

    But further modified to show:

    (d) Provision of an internal ramp within the ground floor office or other such treatment to ensure a seamless transition between the footpath level and the proposed floor level of the ground floor office;
    (e) Notation to confirm that the internal wall separating the ground floor corridor from the ground floor office will be constructed of clear glazing;

(f) Provision of sensor lighting within the ground floor northern setback area;
(g) Ground floor finished floor level (south of the bin room) increased so that it is above 7.95 AHD or otherwise treated to prevent stormwater flowing into the front of the development;
(h) Ground floor back of house area (i.e. north of the lift lobby) increased to above 8.19 AHD or otherwise treated to prevent stormwater flowing into the rear of the development;
(i) Façade awnings at the northern façade to have a minimum horizontal protrusion of 0.3m from the northern title boundary;
(j) North-facing windows reconfigured so that they do not protrude outside title boundaries at any point with these windows remaining operable;
(k) Convex mirrors provided within title boundaries at the rear laneway vehicle entrance to improve visibility;
(l) cross section drawing (ground clearance check) of the basement car parking vehicle entrance using the B99 design vehicle. The ground clearance check must provide (or show) the following:
    (i) spot levels of the northern and southern edges of the laneway, the centre line / invert level of the laneway, a 40mm lip / bullnose along the northern edge of the internal concrete slab and the finished floor level 2m inside the internal concrete slab;
    (ii) no vehicle scraping or 'bottoming out' of a B99 vehicle as it accesses the subject site via the rear laneway
    (iii) any floor level changes associated with condition 1(h);
(m) a notation to confirm that access to the ground floor visitor bicycle spaces will be via the Howard Street entrance;
(n) details of visitor bicycle wayfinding signage to be located at the Howard Street entrance;
(o) dimensions of all bicycle spaces, aisle widths, lift and all doors required to access the bicycle parking, demonstrating compliance with Australian Standard AS 2890.3 or otherwise to the satisfaction of the Responsible Authority;
(p) details of electrical circuits installed to car parking and bicycle parking to demonstrate 'electric vehicle readiness';
(q) the ground floor front glazing set back a minimum of 0.6m from the southern boundary, with any necessary design changes to provide an integrated connection to the level 01 southern façade;
(r) clarify surface materials proposed within the ground floor setback area, with this material to be distinguished from the material treatment of the Howard Street footpath;
(s) any requirement of the endorsed Façade Strategy (condition 3) (where relevant to show on plans);
(t) any requirement of the endorsed Sustainable Management Plan (condition 5) (where relevant to show on plans);
(u) any requirement of the endorsed Waste Management Plan (condition 7) (where relevant to show on plans);
(v) any requirement of the endorsed Landscape Plan (condition 9) (where relevant to show on plans).
(w) any requirement of the endorsed Acoustic Report (condition 11) (where relevant to show on plans);
(x) any requirement of the endorsed Wind Tunnel Modelling Report (condition 14) (where relevant to show on plans);

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

3. In conjunction with the submission of development plans under Condition 1, a Façade Strategy and Materials and Finishes Plan to the satisfaction of the Responsible Authority must be submitted to and be approved by the Responsible Authority. When approved, the Façade Strategy and Materials and Finishes Plan will be endorsed and will then form part of this permit. This must detail:
   (a) elevation drawings at a scale of 1:20 illustrating typical podium details, entries and doors, and utilities and typical tower facade details;
   (b) section drawings to demonstrate façade systems, including fixing details and joints between materials or changes in form;
   (c) detailed drawings to demonstrate a minimum 50mm depression between each 'peak' and each 'base' of the fluted concrete forms proposed along the eastern boundary wall at level 01 – level 03;
   (d) information about how the façade will be maintained, including any vegetation; and
   (e) a detailed materials schedule and coloured drawings outlining colours, materials and finishes, including a commitment that the east-facing metal cladding will have a low level of light reflectivity and an increase in the level of articulation for the east-facing metal cladding;

4. As part of the ongoing consultant team, Kavellaris Urban Design 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.

Sustainable Management Plan

5. In conjunction with the endorsed plans under condition 1, an amended Sustainable Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Sustainable Management Plan will be endorsed and will form part of this permit. The amended Sustainable Management Plan must be generally in accordance with the Sustainable Management Plan prepared by Ark Resources, dated 21 February 2022, but modified to include or show:
   (a) correctly identify that the development does not meet the definition for the natural ventilation and CO2 concentration credit, with the BESS report credits updated accordingly;
   (b) Provide revised daylight modelling that uses an 80% internal wall reflectance level.
   (c) provide an amended JV3 assessment that includes lighting and hot water demand and the benefits from the solar PV system (within the existing table format) to gauge overall improvements;
   (d) include overall greenhouse gas emission reductions (lighting, hot water and solar PV) in revised JV3 assessment;
   (e) Confirm hot water system and include within JV3 assessment with a commitment that the building will be gas-free;
   (f) Clarify the peak energy demand reduction in heating and cooling associated with the building design and services;
   (g) Clarify the external shading strategy for north facing glazing on levels 2-3;
   (h) Discuss the reduced depth of the external shading devices across the northern façade as required by condition 1;
   (i) Remove ambiguous language with regard to the use of motion sensors and confirm this strategy;
   (j) Provide more details for project-specific response to reducing testing water in fire systems;
   (k) Confirm that post-development stormwater flows will not exceed pre-development levels;
   (l) Confirm exactly which uses the single rainwater tank is servicing, and amend SMP accordingly;
   (m) Confirmation of the final stormwater treatment strategy;

(n) Clarify whether any recycled materials (i.e. reclaimed bricks) or products with post-consumer content (i.e. insulation) will be specified for the building;
(o) Confirm a reduction in the use of Portland cement by at least 20% (by weight) will be made through the use of Supplementary Cementing Materials or other alternatives (fly ash, manufactured sand etc);
(p) Clarify strategy around best-practice PVC use;
(q) Provide a statement as to how the building design has responded to and mitigates the urban heat island effect and provide an increase in the provision of vegetation and/or confirm a lighter external material for the roof of the building;
(r) remove the innovation claim for Ultra low PVC pain from the BESS credit, whilst maintaining this commitment within the body of the SMP;
(s) Confirm EV charging is provided to 100% of the car spaces (i.e. the 5 car spaces proposed).
(t) Confirm building tuning and commissioning strategy.
(u) Confirm provision of a site-specific Environmental Management Plan.

6. 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

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 Ratio, dated 18 February 2022, but modified to include or show:
   (a) Correct the revision date to refer to the year 2022;
   (b) A clause to confirm that a review of the waste management will be undertaken if the operational requirements change;
   (c) The revised waste storage area as referenced in condition 1(c)(vi);
   To the satisfaction of the Responsible Authority.

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.

Landscape Plan

9. Before the development commences, a Landscape Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Landscape Plan will be endorsed and will form part of this permit. The Landscape Plan must include (or show):

   (a) The planter boxes and green walls shown by the plans referenced at condion 1;
   (b) show the type, location, quantity, height at maturity and botanical names of all proposed plants;
   (c) indicate the location of all areas to be covered by lawn or other surface materials; and
   (d) provide a specification of works to be undertaken prior to planting,

   to the satisfaction of the Responsible Authority.

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

Acoustic Report

11. 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 Renzo Tonin & Associates, dated 30 November 2021, but modified to include or show:
    (a) A commitment that the future detailed assessment of mechanical plant noise be conducted by a suitably qualified acoustic consultant.
    To the satisfaction of the Responsible Authority.

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

13. The development must at all times comply with the noise limits specified in the Environment Protection Regulations under the Environment Protection Act 2017 and the incorporated Noise Protocol (Publication 1826.4, Environment Protection Authority, May 2021), as may be amended from time to time.

Wind Tunnel Modelling Report

14. Before the development commences, a Wind Tunnel Modelling Report to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Wind Tunnel Report will be endorsed and will form part of this permit. The Wind Tunnel Modelling Report must be generally in accordance with the Wind Impact Statement prepared by Global Wind Technology Services and dated 01 December 2021, but modified to include (or show):
    (a) An assess of the plans referenced at condition 1;
    (b) at least parts of the level 04 terrace and level 06 southern terrace (level 05 when accounting for condition 1(a)) achieve the standing comfort criterion;

    to the satisfaction of the Responsible Authority.

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

Road Infrastructure

16. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the kerb and channel along the property's Howard Street road frontage must be reconstructed to Council's satisfaction and at the permit holders cost.

17. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the footpath immediately outside the property's Howard Street road frontage must be stripped and re-sheeted:

    (a) at no cost to the Responsible Authority;
    (b) with a cross-fall of 1 in 40 or unless otherwise approved in writing by the Responsible Authority;
    (c) to the satisfaction of the Responsible Authority.

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

Responsible Authority, any roads, footpaths and other road related infrastructure adjacent to the development site damaged as a result of the construction works (including trenching and excavation for utility service connections) must be reinstated:

(a) at no cost to the Responsible Authority;
(b) to the satisfaction of the Responsible Authority.

Car Parking

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

Green Travel Plan

20. Before the development is occupied, 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, the following:

    (a) a description of the location in the context of alternative modes of transport;
    (b) employee welcome packs (e.g. provision of Myki/transport ticketing);
    (c) sustainable transport goals linked to measurable targets, performance indicators and monitoring timeframes;
    (d) details of bicycle parking and bicycle routes;
    (e) details of GTP funding and management responsibilities;
    (f) the types of lockers proposed within the change-room facilities, with at least 50% of lockers providing hanging storage space;
    (g) security arrangements to access the employee bicycle storage spaces; and
    (h) signage and wayfinding information for bicycle facilities and pedestrians pursuant to Australian Standard AS2890.3;
    (i) Reference to a minimum 40A single phase electrical sub circuit should be installed to the basement levels for 'EV readiness'; and
    (j) provisions for the Green Travel Plan to be updated not less than every 5 years.

21. 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

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

General

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

24. The amenity of the area must not be detrimentally affected by the construction, 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.

25. 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.

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

27. 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.

Development Contributions

28. Prior to the issue of a building permit, commencement of the development, or issue of a Statement of Compliance (whichever occurs first) the Development Infrastructure Levy must be paid to Yarra City Council in accordance with the approved Development Contributions Plan, or the Owner must enter into an agreement with Yarra City Council to pay the amount of the levy within a time specified in the agreement.

Construction Management

29. 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.

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

Time expiry

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

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

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.

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.

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

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

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.

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.

Attachments

1 PLN21/0905 - PDC Attachment - Locality Map

2 PLN21/0905 - PDC Attachment - Decision Plans

3 PLN21/0905 - PDC Attachment - Urban Context Report

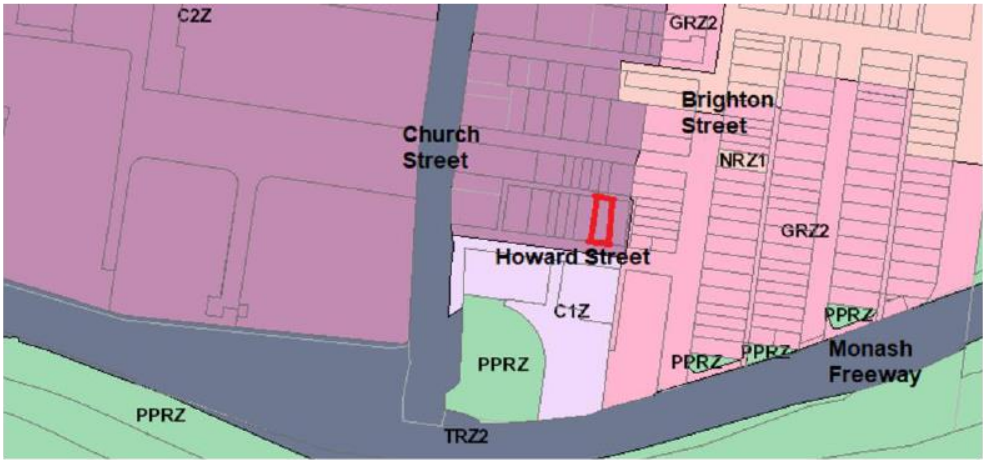
4 PLN21/0905 - PDC Attachment - Sketch Plans Received 24 June 2022

5 PLN21/0905 - PDC Attachment - Referral Comments based on Sketch Plans

6 PLN21/0905 - PDC Attachment - Referral Comments based on Advertised Plans

Attachment 1 - PLN21/0905 - PDC Attachment - Locality Map

PLN21/0905 – 23 HOWARD STREET RICHMOND – LOCALITY MAP

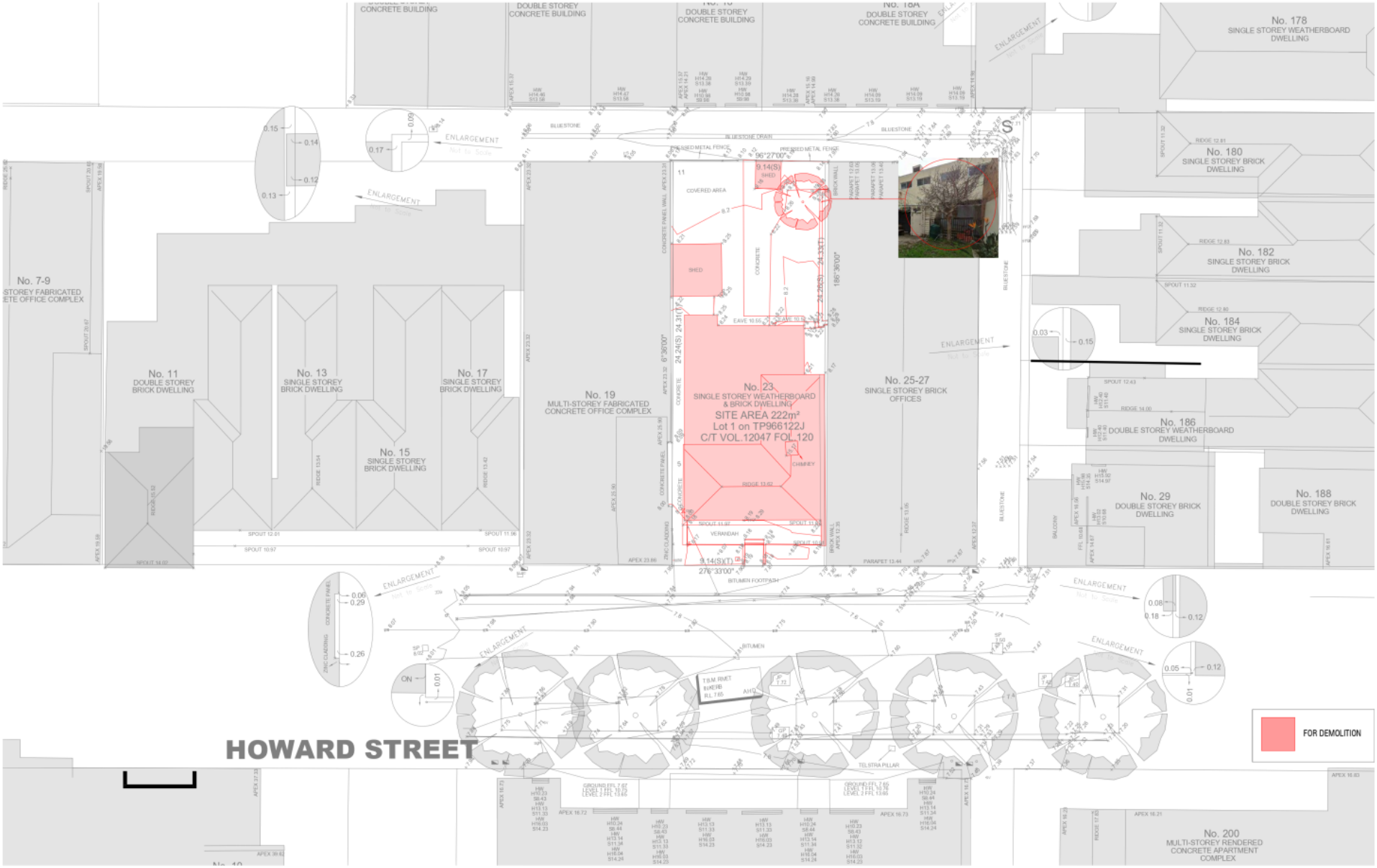


Attachment 2 - PLN21/0905 - PDC Attachment - Decision Plans

Site Survey

KAVELLARIS URBAN DESIGN

Attachment 2 - PLN21/0905 - PDC Attachment - Decision Plans



Existing and Demolition Plan

KAVELLARIS URBAN DESIGN

Attachment 2 - PLN21/0905 - PDC Attachment - Decision Plans

COMMERCIAL DEVELOPMENT

23 HOWARD STREET, RICHMOND

SHEET LIST

Sheet Number	Sheet Name
TP1.0	Cover
TP1.1	Urban Context
TP1.2	Planning Scheme
TP1.3	Site Analysis
TP1.4	Neighbourhood Building Height
TP1.5	Site Photos
TP1.6	Resdentially Sensitive Built Form
TP1.7	Site Survey
TP1.8	Existing and Demolition Plan
TP100	Summary
TP101	Site Plan
TP102	Proposed Basement Plan
TP103	Proposed Ground Plan
TP104	Proposed L1 Plan
TP105	Proposed L2 Plan
TP106	Proposed L3 Plan
TP107	Proposed L4 Plan
TP108	Proposed L5 Plan
TP109	Proposed L6 Plan
TP110	Proposed Roof Terrace Plan
TP111	Proposed Roof Plan
TP200	Streetscape Elevations
TP201	Elevations
TP202	Elevations
TP300	Sections
TP301	Sections
TP302	Sections
TP400	22 Sept - Shadow Diagram 9AM
TP401	22 Sept - Shadow Diagram 10AM
TP402	22 Sept - Shadow Diagram 11AM
TP403	22 Sept - Shadow Diagram 12PM
TP404	22 Sept - Shadow Diagram 1PM
TP405	22 Sept - Shadow Diagram 2PM
TP406	22 Sept - Shadow Diagram 3PM
TP500	Sightline Study
TP600	Renders

PROJECT TEAM

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ARCHITECT
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RENZO TONIN & ASSOCIATES
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ARK RESOURCES
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T 03 9636 0280

STRUCTURAL, CIVIL AND SERVICES
O'NEIL GROUP
2 Oxford Street, South Yarra, VIC, 3141
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FIRE ENGINEER
STANTEC
Level 22/570 Bourke St, Melbourne VIC 3000
T 03 8554 7000

WIND ENGINEER
GWTS
505/434 St Kilda Rd, Melbourne VIC 3004
T 03 9939 9490

BUILDING SURVEYOR
BSGM
Level 1/649 Bridge Rd, Richmond VIC 3121
T 03 9421 0421

DEVELOPMENT SUMMARY

Area Schedule (NFA)

Name	Area
BASEMENT - NFA	113.3 m²
OFFICE - NFA	45.6 m²
OFFICE - L1 NFA	190.8 m²
OFFICE - L2 NFA	190.8 m²
OFFICE - L3 NFA	190.8 m²
OFFICE - L4 NFA	164.5 m²
OFFICE - L5 NFA	159.8 m²
OFFICE - L6 NFA	111.6 m²
Grand total: 8	1167.0 m²

Area Schedule (Terrace)

Name	Area
LEVEL 4	
TERRACE	20.6 m²
LEVEL 5	
TERRACE	5.4 m²
LEVEL 6	
TERRACE	20.9 m²
TERRACE	6.9 m²
ROOF TERRACE	
TERRACE	66.1 m²
Grand total: 5	119.9 m²

Area Schedule (GFA)

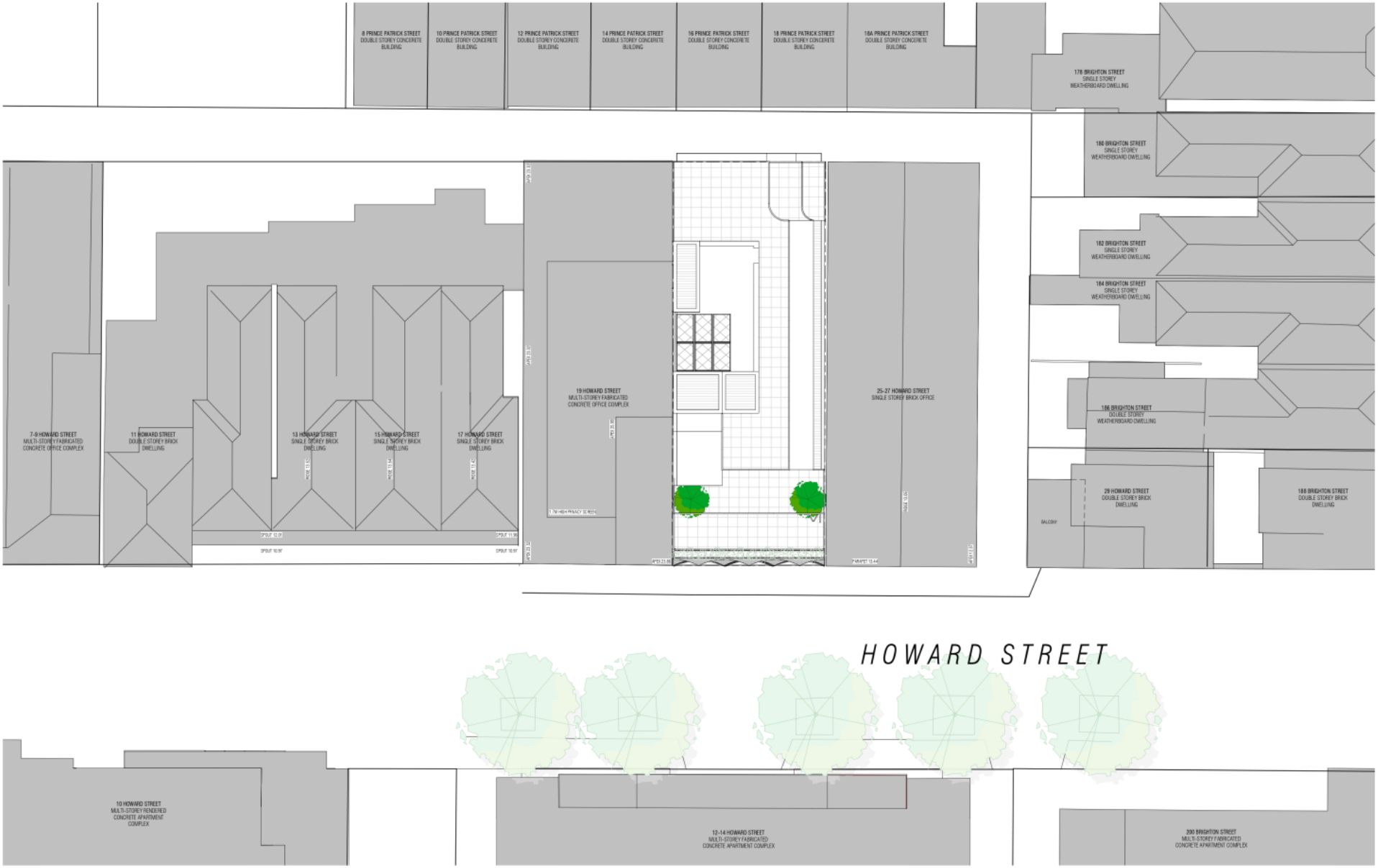
Name	Area
BASEMENT - GFA	194.7 m²
GROUND - GFA	207.8 m²
L1 - GFA	217.5 m²
L2 - GFA	217.5 m²
L3 - GFA	217.5 m²
L4 - GFA	190.7 m²
L5 - GFA	185.3 m²
L6 - GFA	149.1 m²
ROOF TERRACE - GFA	6.7 m²
ROOF TERRACE - GFA	12.8 m²
Grand total: 10	1599.6 m²

SITE AREA: 221m²
BUILDING SITE COVERAGE: 100% (221m²)
CAR PARKS: 5 (CAR STACKER)
BIKE PARKS: 16 (2 TIER STACKER)
MOTORBIKE PARKS: 2

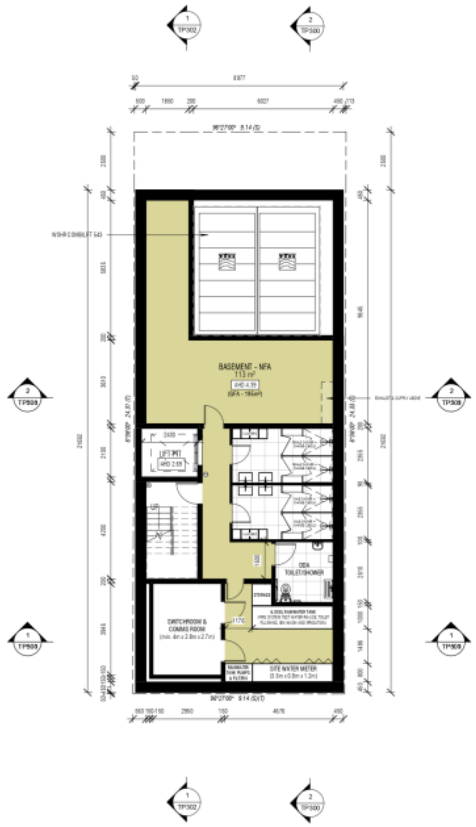
Summary

KAVELLARIS URBAN DESIGN

Attachment 2 - PLN21/0905 - PDC Attachment - Decision Plans



Attachment 2 - PLN21/0905 - PDC Attachment - Decision Plans



Revision	Issue	Checked	Date
1	For Town Planning Submission	KP	01/12/2021

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NOTES:

DRAWING LEGEND:
PA – PLANNING ISSUES
TP – TOWN PLANNING
TI – TENDER ISSUE (NOT FOR CONSTRUCTION)
WD – WORKING DRAWINGS
DD – DESIGN DEVELOPMENT

For Town Planning Submission

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enquiries@kud.com.au www.kud.com.au

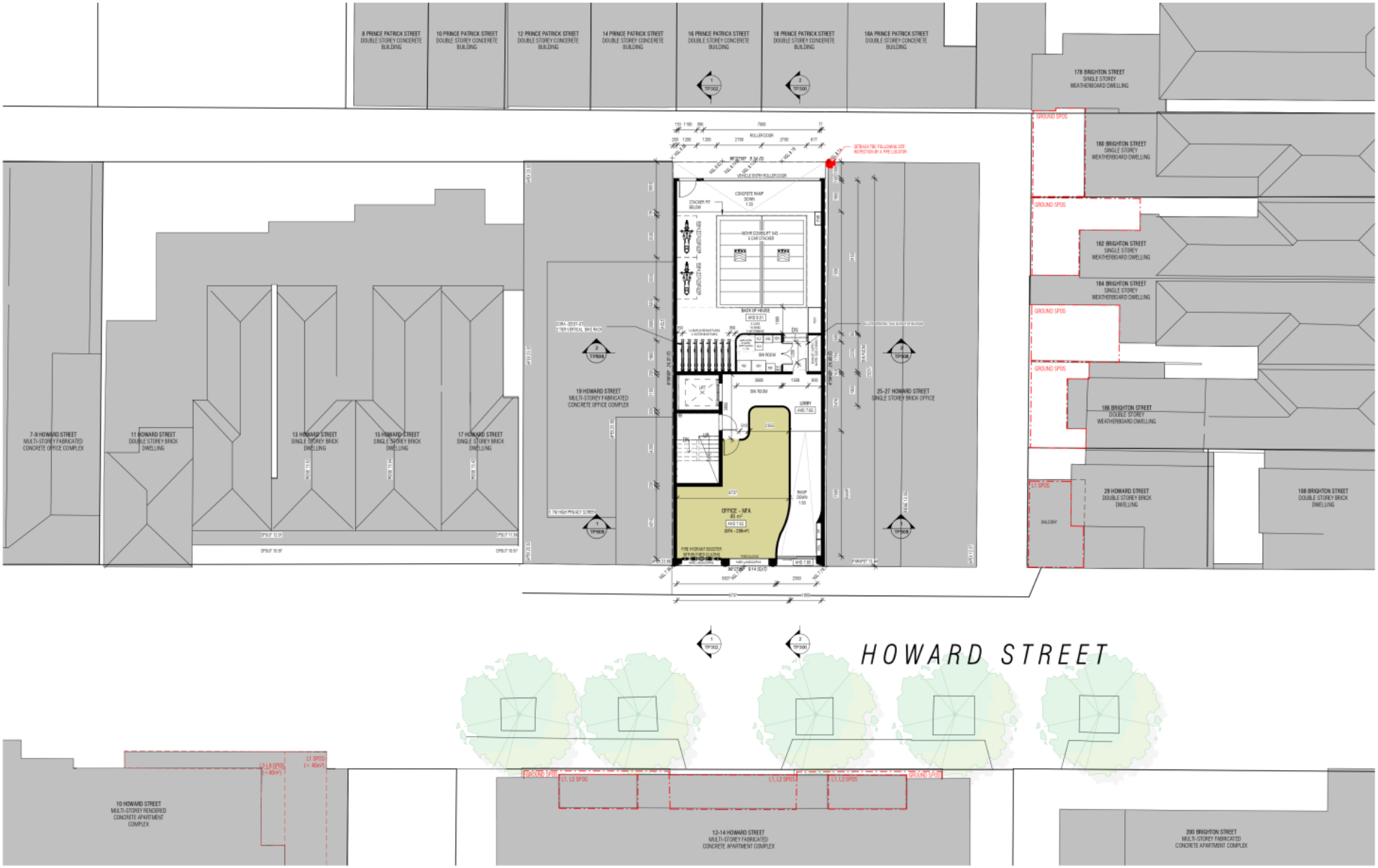
PROJECT No: 21-010

TITLE
Proposed Basement Plan
ADDRESS:
23 Howard Street, Richmond
CLIENT
HUB Property Group

START DATE:	DATE DRAWN:	DRAWN:	SCALE:	REV:	REASON FOR ISSUE:	SHEET:
18/11/2021	3/03/2022 3:08 PM	KP	1 : 100@A1	1	For Review	TP102

NORTH

Attachment 2 - PLN21/0905 - PDC Attachment - Decision Plans



Revision	Issue	Checked	Date
1	For Town Planning Submission	KP	01/12/2021

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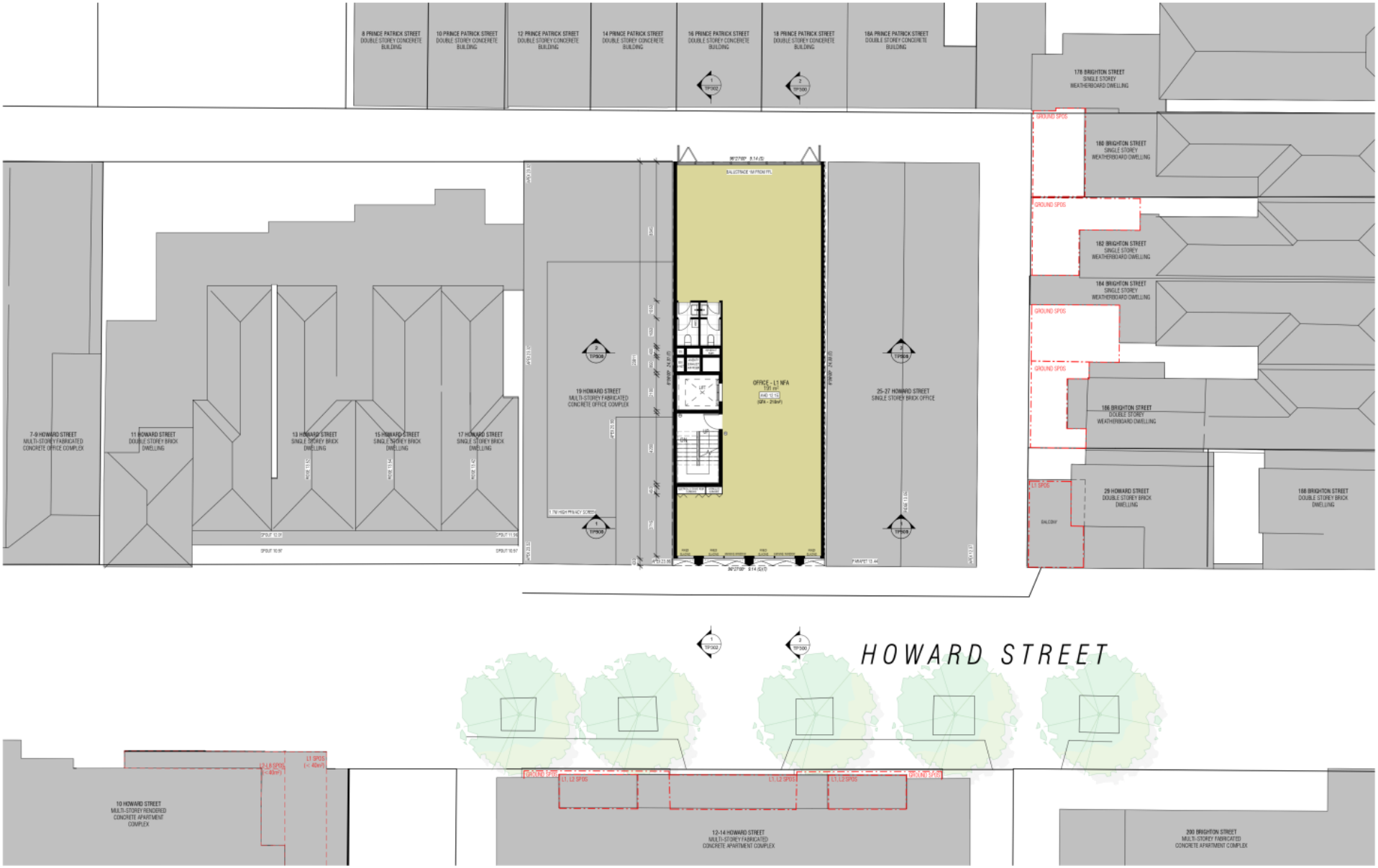
enquiries@kud.com.au www.kud.com.au

PROJECT No: 21-010

TITLE: Proposed Ground Plan
ADDRESS: 23 Howard Street, Richmond
CLIENT: HUB Property Group

START DATE:	DATE DRAWN:	DRAWN:	SCALE:	REV:	REASON FOR ISSUE:	SHEET:
18/11/2021	3/03/2022 3:08 PM	KP	1 : 100@A1	1	For Review	TP103

Attachment 2 - PLN21/0905 - PDC Attachment - Decision Plans



Revision	Issue	Checked	Date
1	For Town Planning Submission	KP	01/12/2021

DRAWING LEGEND:
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TI - TENDER ISSUE (NOT FOR CONSTRUCTION)
WD - WORKING DRAWINGS
DD - DESIGN DEVELOPMENT
For Town Planning Submission

NOTES:

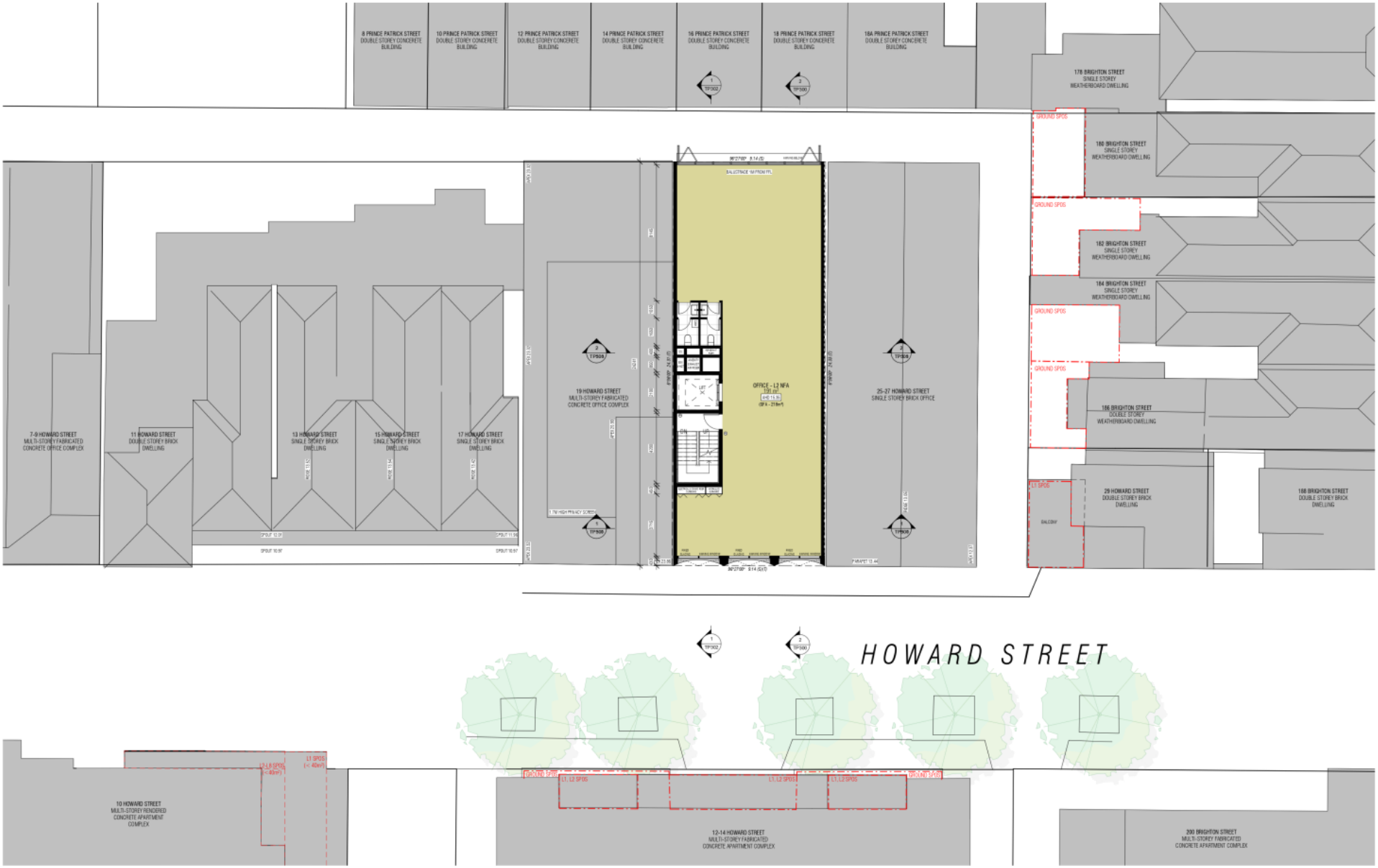
HUB
HAVELLA RIS URBAN DESIGN

PROJECT No: 21-010

TITLE: Proposed L1 Plan
ADDRESS: 23 Howard Street, Richmond
CLIENT: HUB Property Group

START DATE	DATE DRAWN	DRAWN	SCALE	REV	REASON FOR ISSUE	SHEET
18/11/2021	3/03/2022 3:08 PM	KP	1 : 100@A1	1	For Review	TP104

Attachment 2 - PLN21/0905 - PDC Attachment - Decision Plans



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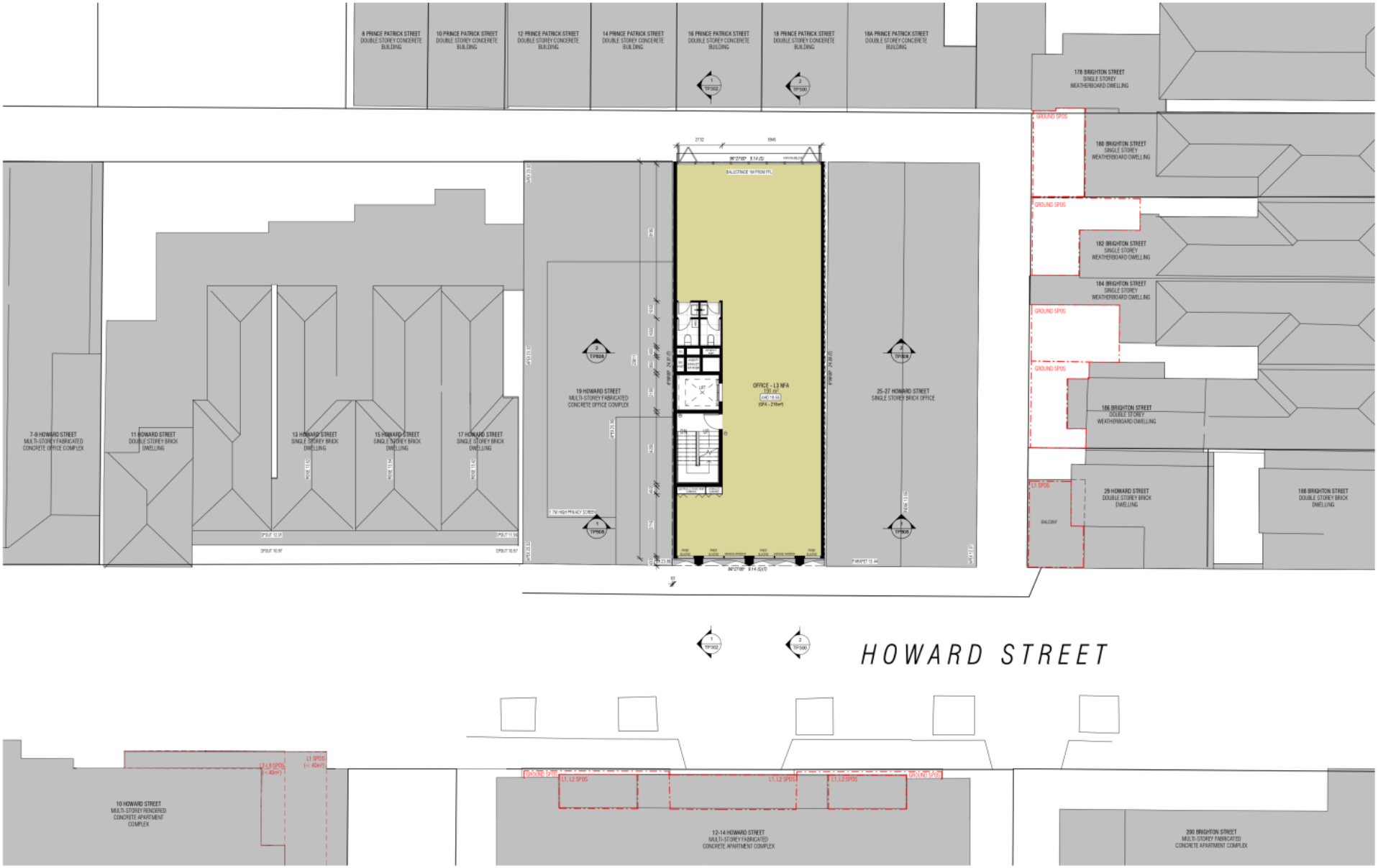
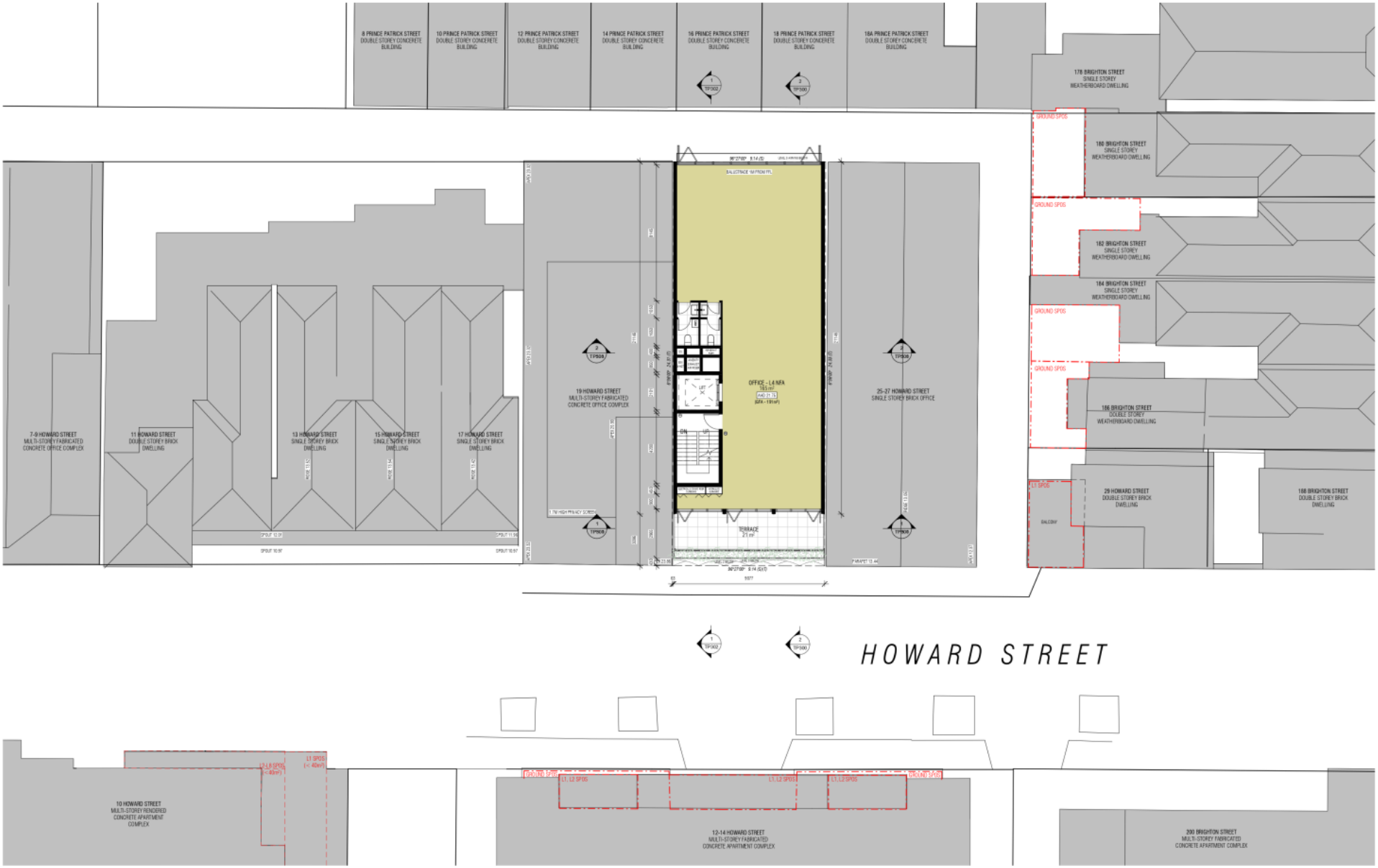


Attachment 2 - PLN21/0905 - PDC Attachment - Decision Plans



Revision	Issue	Checked	Date
1	For Town Planning Submission	KP	01/12/2021

DRAWING LEGEND:
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WD - WORKING DRAWINGS
DD - DESIGN DEVELOPMENT
For Town Planning Submission

NOTES:

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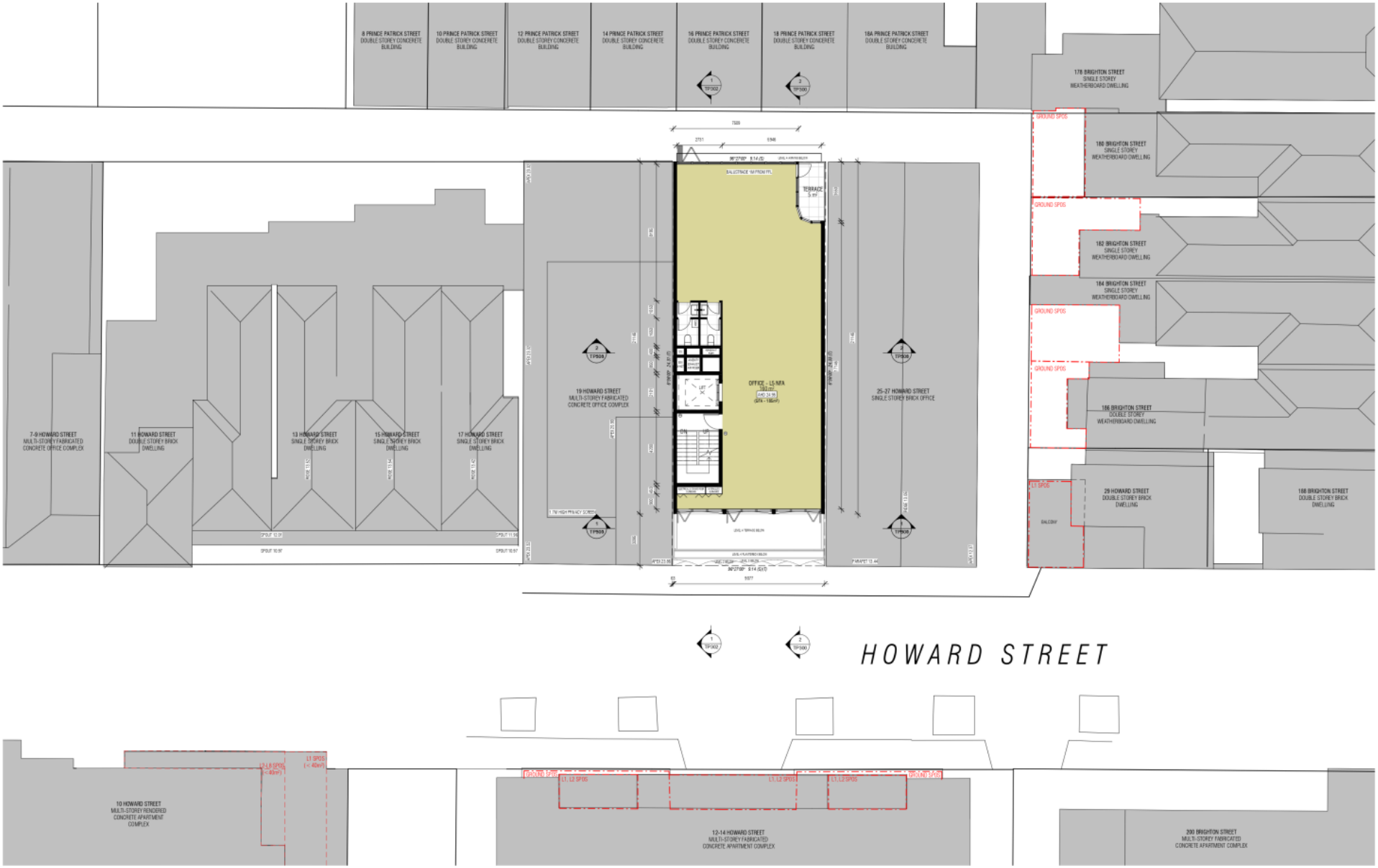
PROJECT No: 21-010

TITLE: Proposed L4 Plan
ADDRESS: 23 Howard Street, Richmond
CLIENT: HUB Property Group

START DATE	DATE DRAWN	DRAWN	SCALE	REV	REASON FOR ISSUE	SHEET
18/11/2021	3/03/2022 3:08 PM	KP	1 : 100@A1	1	For Review	TP107

Attachment 2 - PLN21/0905 - PDC Attachment - Decision Plans



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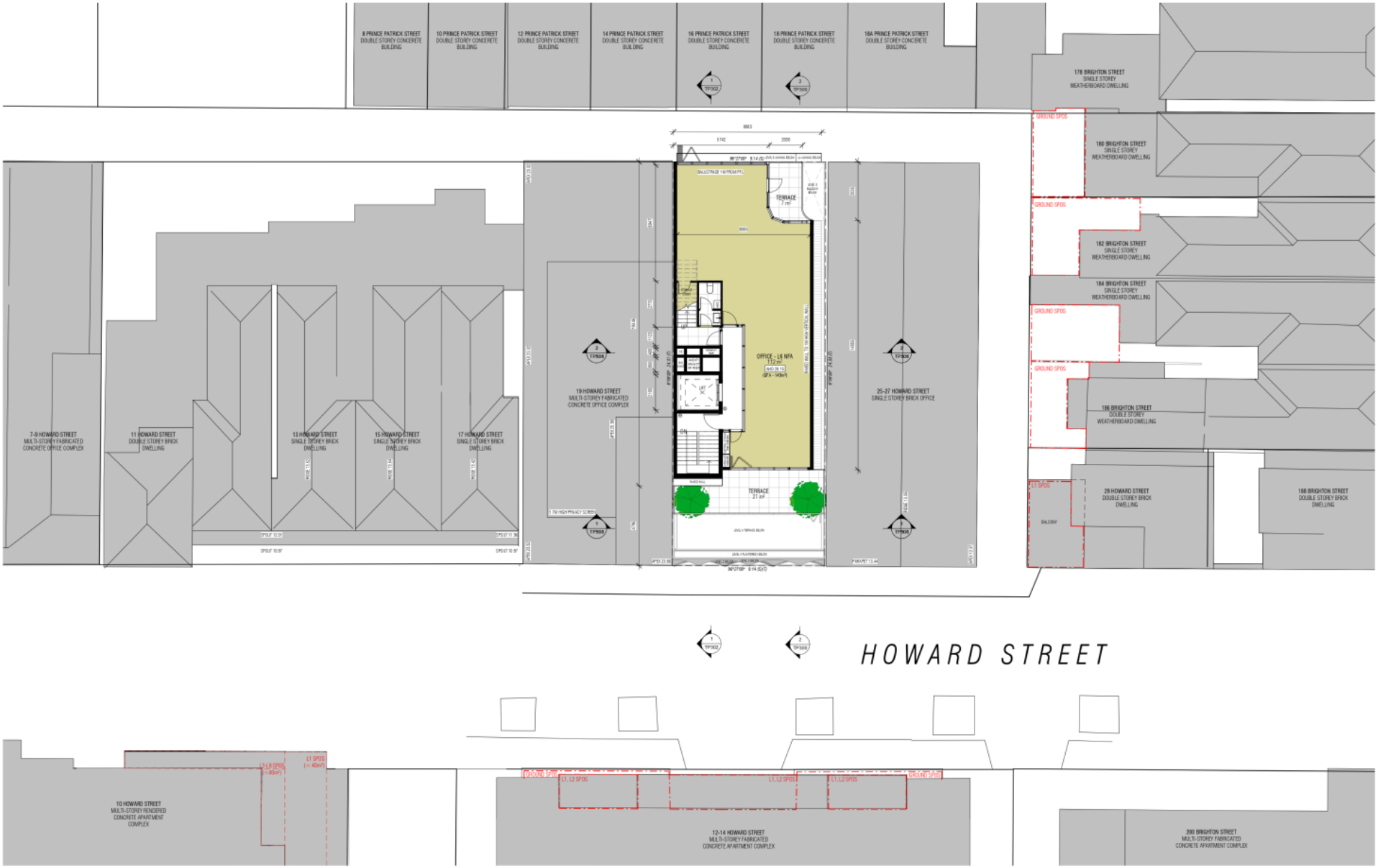

Revision	Issue	Checked	Date
1	For Town Planning Submission	KP	01/12/2021

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TI - TENDER ISSUE (NOT FOR CONSTRUCTION)
WD - WORKING DRAWINGS
DD - DESIGN DEVELOPMENT
For Town Planning Submission

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enquiries@hud.com.au www.hud.com.au

PROJECT No: 21-010

TITLE: Proposed L6 Plan
ADDRESS: 23 Howard Street, Richmond
CLIENT: HUB Property Group

START DATE:	DATE DRAWN:	DRAWN:	SCALE:	REV:	REASON FOR ISSUE:	SHEET:
18/11/2021	3/03/2022 3:08 PM	KP	1 : 100@A1	1	For Review	TP109

Attachment 2 - PLN21/0905 - PDC Attachment - Decision Plans

Revision	Issue	Checked	Date
1	For Town Planning Submission	KP	01/12/2021

DRAWING LEGEND:
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TI - TENDER ISSUE (NOT FOR CONSTRUCTION)
WD - WORKING DRAWINGS
DD - DESIGN DEVELOPMENT
For Town Planning Submission

NOTES:

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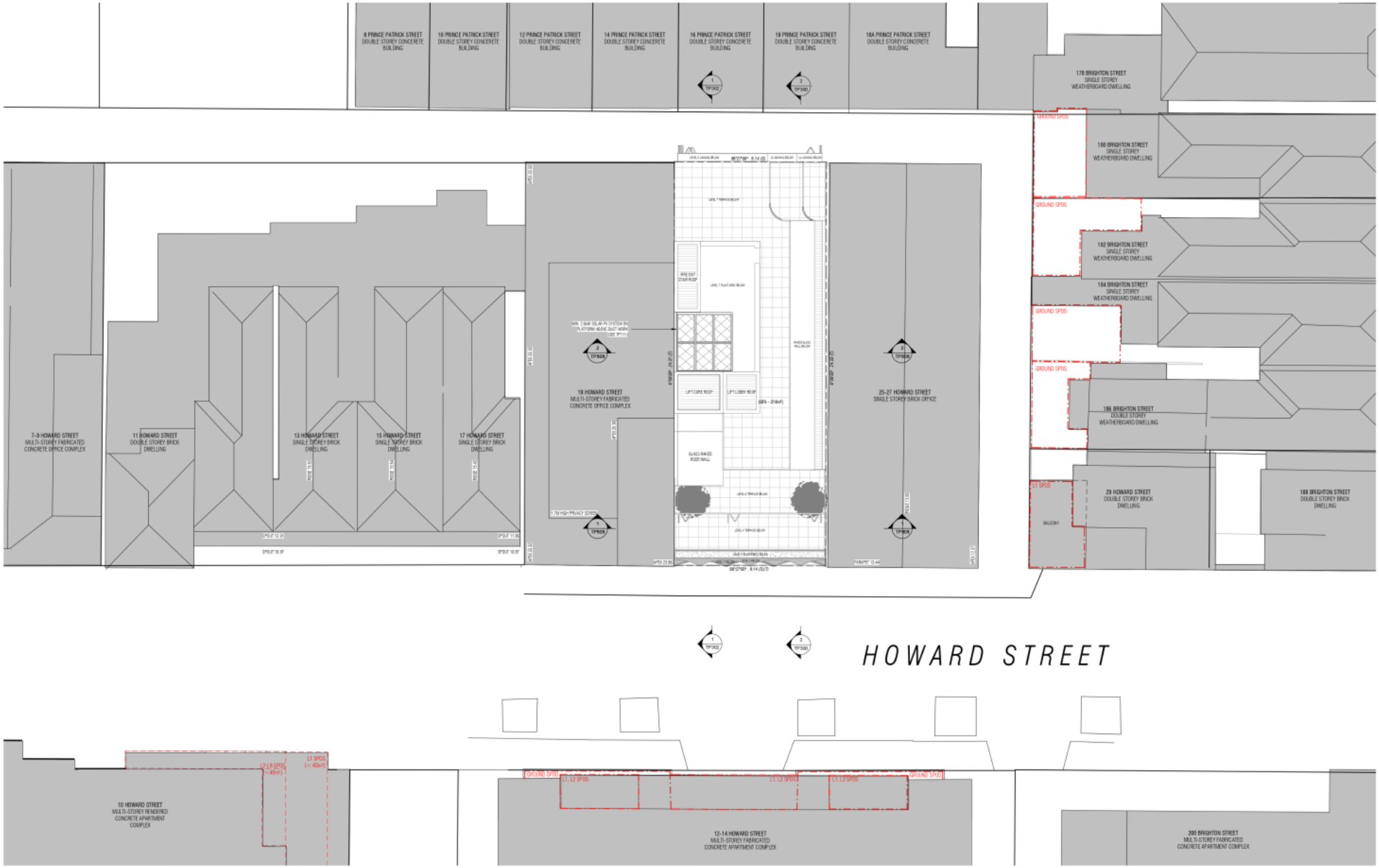
enquiries@hud.com.au www.hud.com.au

PROJECT No: 21-010

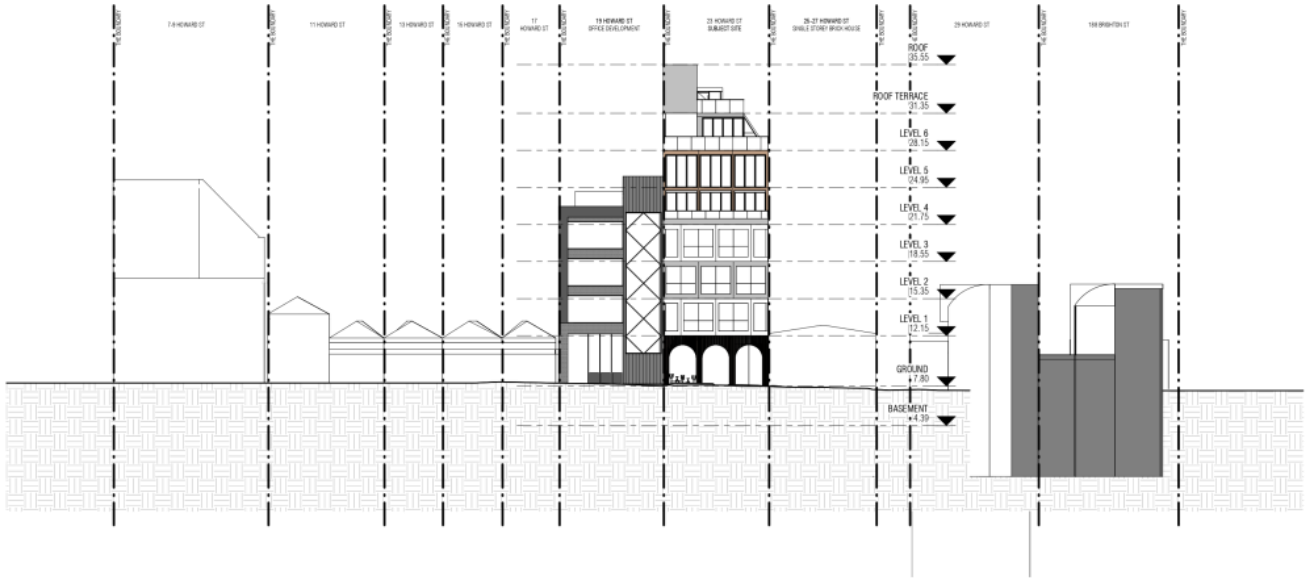
TITLE: Proposed Roof Terrace Plan
ADDRESS: 23 Howard Street, Richmond
CLIENT: HUB Property Group

START DATE	DATE DRAWN	DRAWN	SCALE	REV	REASON FOR ISSUE	SHEET
18/11/2021	3/03/2022 3:08 PM	KP	1 : 100@A1	1	For Review	TP110

Attachment 2 - PLN21/0905 - PDC Attachment - Decision Plans



Attachment 2 - PLN21/0905 - PDC Attachment - Decision Plans



Revision	Issue	Checked	Date
1	For Town Planning Submission	KP	01/12/2021

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NOTES:

DRAWING LEGEND:
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WD - WORKING DRAWINGS
DD - DESIGN DEVELOPMENT

For Town Planning Submission

KAVELLARIS URBAN DESIGN
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tel: +61 3 9429 4733
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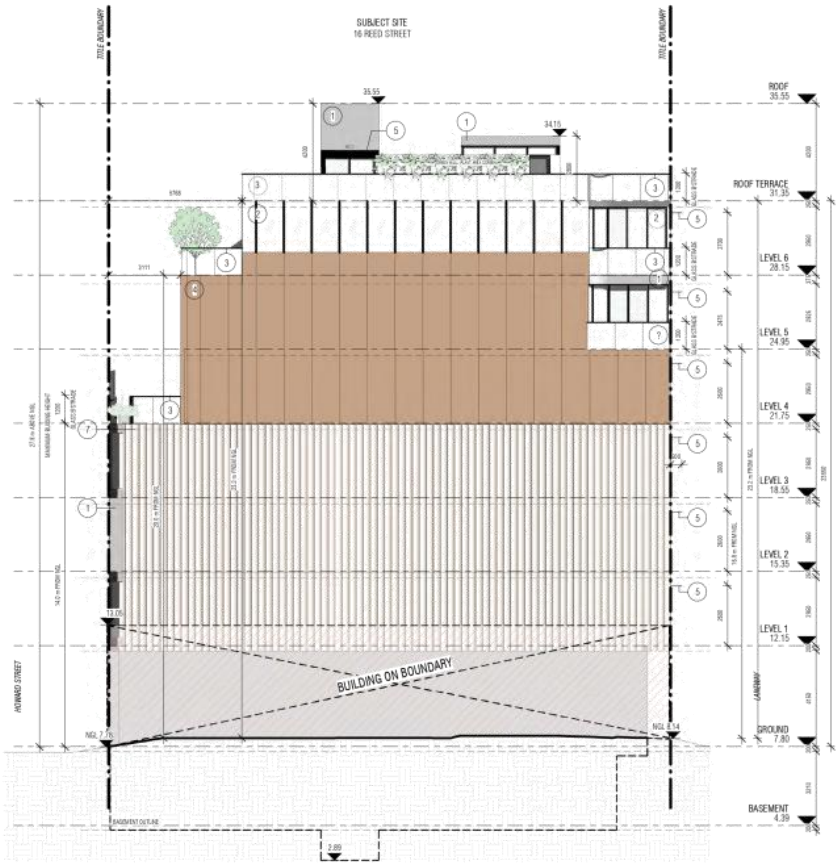
PROJECT No: 21-010

TITLE:
Streetscape Elevations
ADDRESS:
23 Howard Street, Richmond
CLIENT:
HUB Property Group

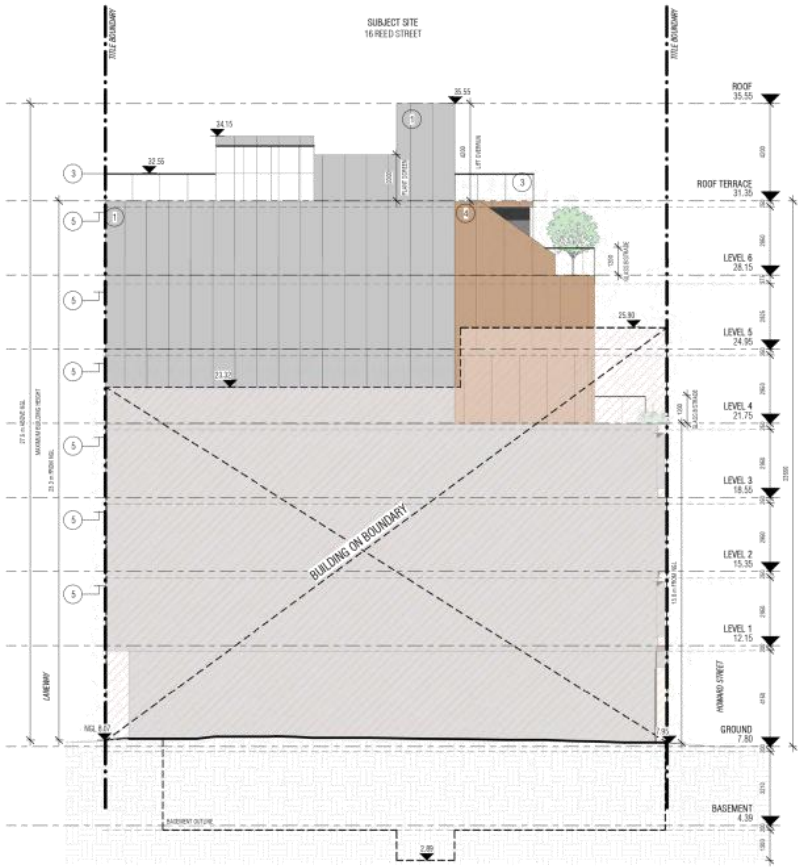
START DATE	DATE DRAWN	DRAWN	SCALE	REV	REASON FOR ISSUE	SHEET
18/11/2021	15/02/2022 3:39 PM	KP	1 : 200@A1	1	For Review	TP200

NORTH

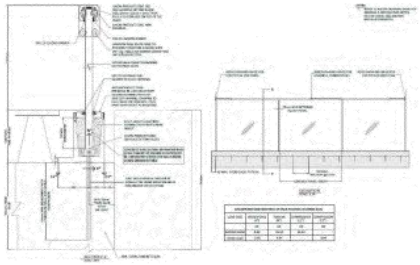
Attachment 2 - PLN21/0905 - PDC Attachment - Decision Plans



1 Proposed East Elevation
1 : 100



2 Proposed West Elevation
1 : 100



FRAMED GLASS BALUSTRADE DETAIL

MATERIAL LEGEND

1 LIGHT GREY CONCRETE

2 BLACK POWDERCOATED FRAMED GLASS

3 FRAMED GLASS BALUSTRADE

4 BRONZE METAL CLADDING

5 POWDERCOATED BLACK METAL

6 STEEL FINS - POWDERCOATED BRONZE

7 FLUTED CONCRETE

8 FRONT-FACED FRAMELESS GLAZING

9 PERFORATED STEEL GARAGE ROLLER DOOR - BLACK METAL

Revision	Issue	Checked	Date
1	For Town Planning Submission	KP	01/12/2021

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NOTES:

DRAWING LEGEND:
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TI - TENDER ISSUE (NOT FOR CONSTRUCTION)
WD - WORKING DRAWINGS
DD - DESIGN DEVELOPMENT

For Town Planning Submission

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170-178 Gertrude Street, Fitzroy, 3065, VIC, Australia
tel: +61 3 9419 4733
enquiries@hud.com.au www.hud.com.au

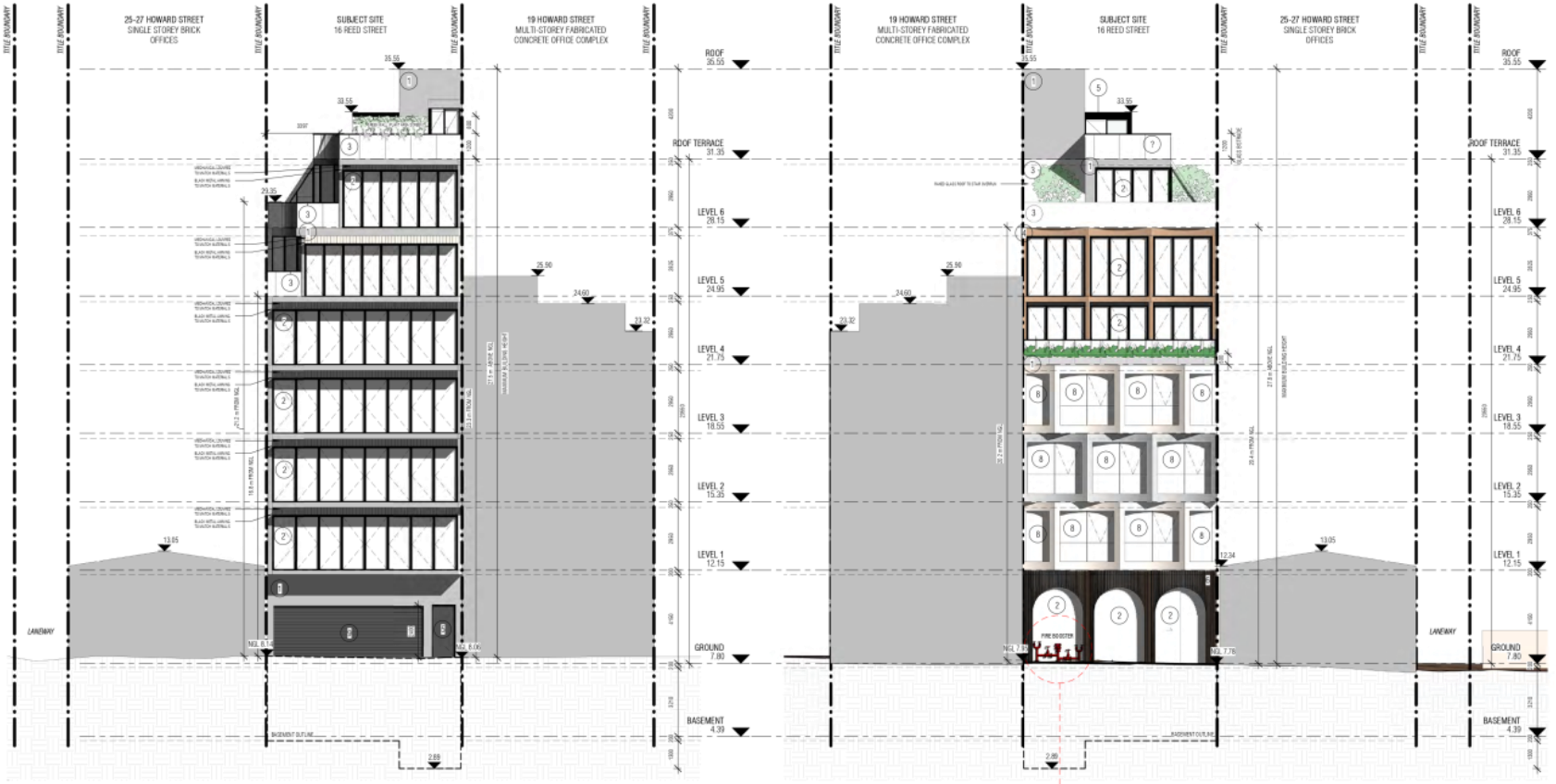
PROJECT No. 21-010

TITLE: Elevations
ADDRESS: 23 Howard Street, Richmond
CLIENT: HUB Property Group

START DATE	DATE DRAWN	DRAWN	SCALE	REV	REASON FOR ISSUE	SHEET
16/11/2021	15/02/2022 4:19 PM	KP	As indicated@A1	1	For Review	TP201

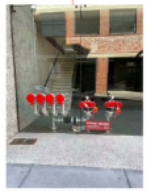
NORTH

Attachment 2 - PLN21/0905 - PDC Attachment - Decision Plans



1 Proposed North Elevation
1 : 100

2 Proposed South Elevation
1 : 100



EXPOSED HYDRANT BOOSTER EXAMPLE
84 CUBITT STREET, CREMORNE.

MATERIAL LEGEND

1 LIGHT GREY CONCRETE

2 BLACK POWDERCOATED FRAMED GLASS

3 FRAMED GLASS BALUSTRADE

4 BRONZE METAL CLADDING

5 POWDERCOATED BLACK METAL

6 STEEL FINS - POWDERCOATED BRONZE

7 FLUTED CONCRETE

8 FRONT-FACED FRAMELESS GLAZING

9 PERFORATED STEEL GARAGE ROLLER DOOR - BLACK METAL

Revision	Issue	Checked	Date
1	For Town Planning Submission	KP	01/12/2021

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TI - TENDER ISSUE (NOT FOR CONSTRUCTION)
WD - WORKING DRAWINGS
DD - DESIGN DEVELOPMENT

For Town Planning Submission

KUD KAELLARIS URBAN DESIGN

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enquiries@kud.com.au www.kud.com.au

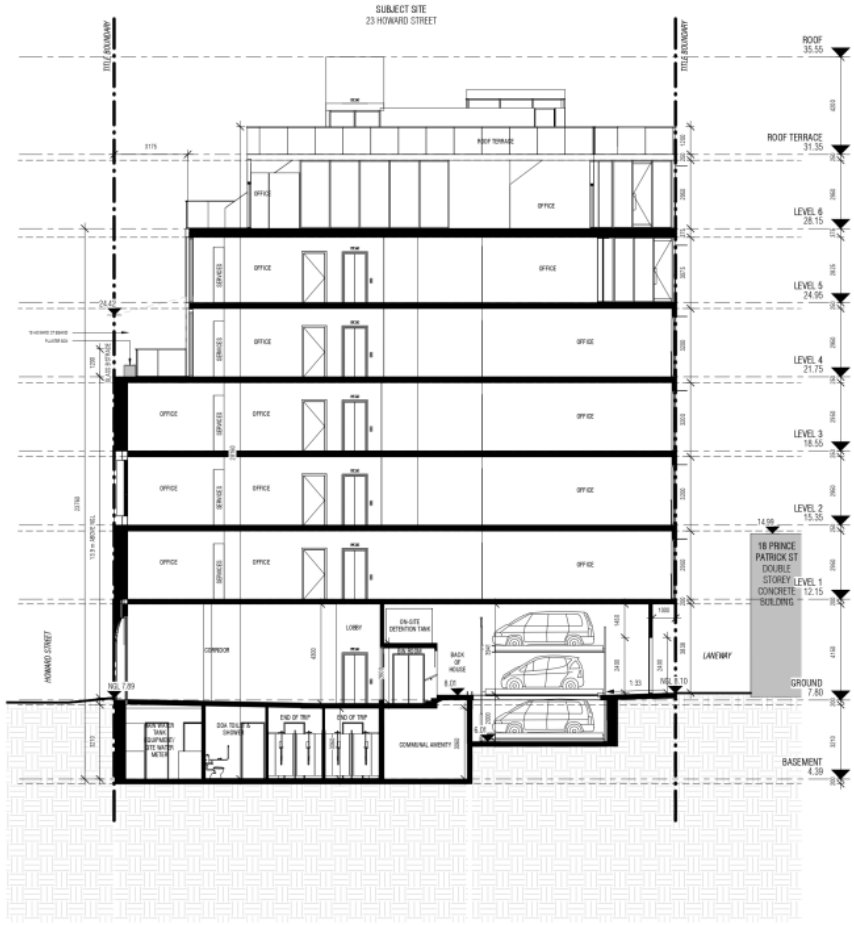
PROJECT No: 21-010

TITLE: Elevations
ADDRESS: 23 Howard Street, Richmond
CLIENT: HUB Property Group

START DATE	DATE DRAWN	DRAWN	SCALE	REV	REASON FOR ISSUE	SHEET
18/11/2021	15/02/2022 4:19 PM	KP	As indicated@A1	1	For Review	TP202

NORTH

Attachment 2 - PLN21/0905 - PDC Attachment - Decision Plans



2 Section 1
1 : 100

Revision	Issue	Checked	Date
1	For Town Planning Submission	KP	01/12/2021

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SK – SKETCHES
TP - TOWN PLANNING
TI - TENDER ISSUE (NOT FOR CONSTRUCTION)
WD - WORKING DRAWINGS
DD - DESIGN DEVELOPMENT

For Town Planning Submission

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PROJECT No: 21-010

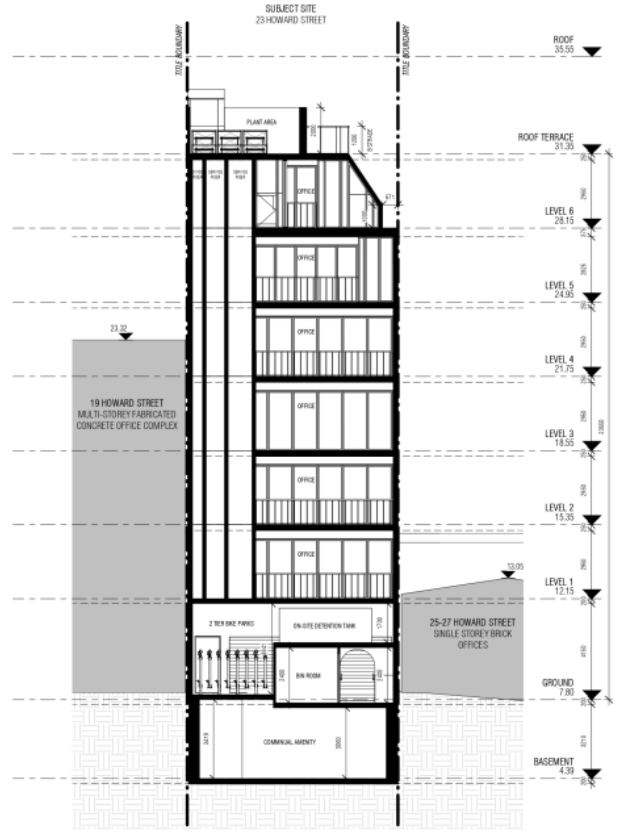
TITLE
Sections
ADDRESS:
23 Howard Street, Richmond
CLIENT
HUB Property Group

START DATE:	DATE DRAWN:	DRAWN:	SCALE:	REV:	REASON FOR ISSUE:	SHEET:
18/11/2021	15/02/2022 4:19 PM	KP	1 : 100@A1	1	For Review	TP300

NORTH

Attachment 2 - PLN21/0905 - PDC Attachment - Decision Plans

1 Section 2
1 : 100



2 Section 3
1 : 100

Revision	Issue	Checked	Date
1	For Town Planning Submission	KP	01/12/2021

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NOTES:

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WD – WORKING DRAWINGS
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For Town Planning Submission

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tel: +61 3 9429 4733
enquiries@kud.com.au www.kud.com.au

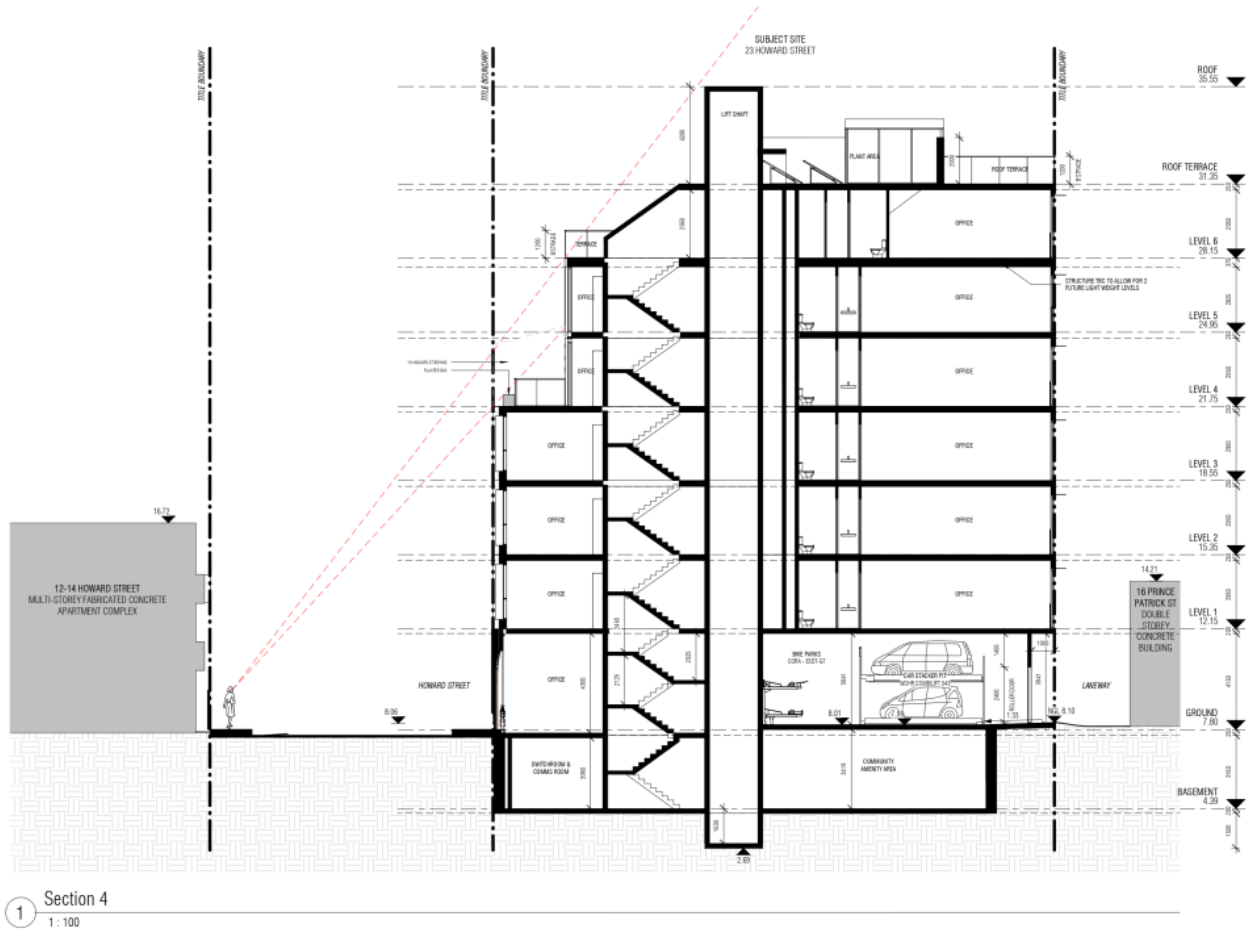
PROJECT No: 21-010

TITLE
Sections
ADDRESS:
23 Howard Street, Richmond
CLIENT
HUB Property Group

START DATE:	DATE DRAWN:	DRAWN:	SCALE:	REV:	REASON FOR ISSUE:	SHEET:
18/11/2021	15/02/2022 4:19 PM	KP	1 : 100@A1	1	For Review	TP301

NORTH

Attachment 2 - PLN21/0905 - PDC Attachment - Decision Plans



1 Section 4
1 : 100

Revision	Issue	Checked	Date
1	For Town Planning Submission	KP	01/12/2021

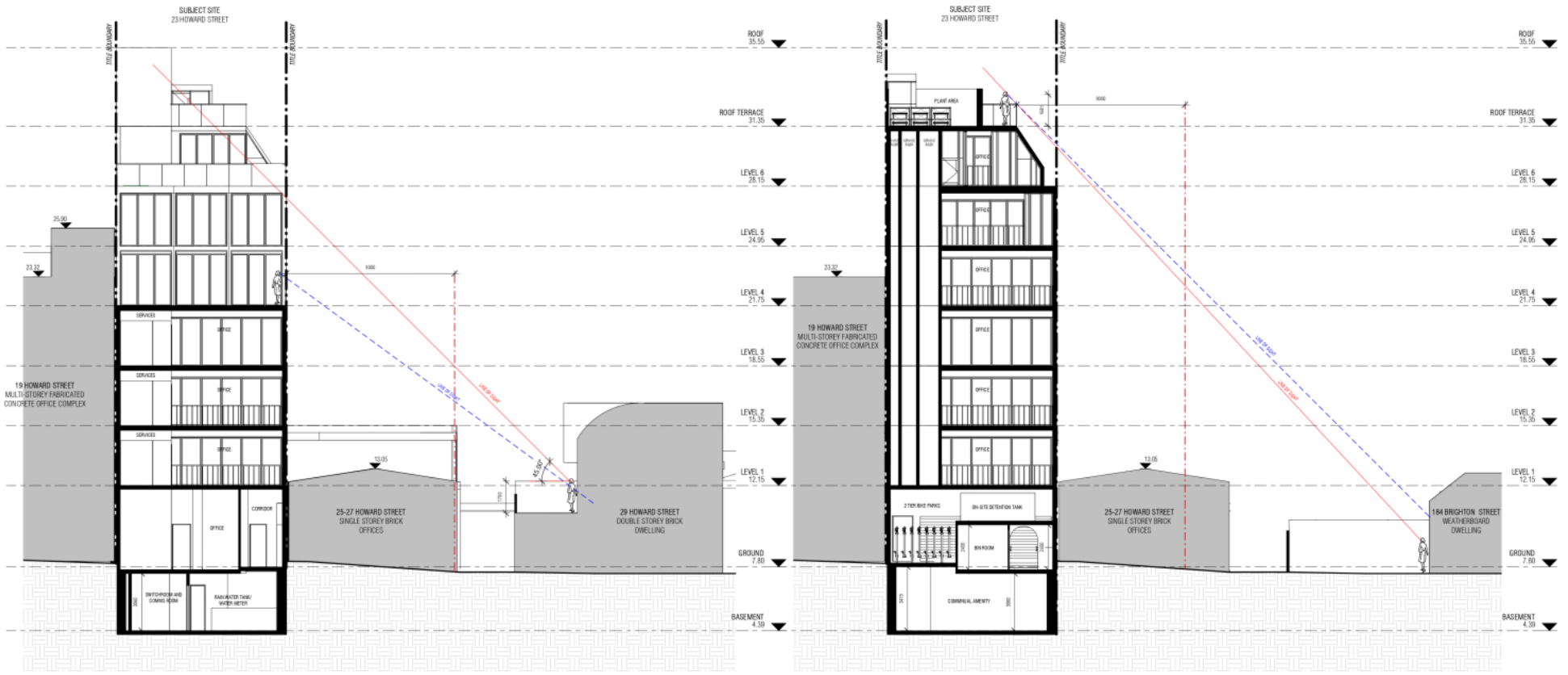
NOTES:

DRAWING LEGEND:
TI - TENDER ISSUE (NOT FOR CONSTRUCTION)
For Town Planning Submission

KAVELLARIS URBAN DESIGN
architecture interior planning urbandesign consultants
PROJECT No: 21-010
TITLE: Sections
ADDRESS: 23 Howard Street, Richmond
CLIENT: HUB Property Group
START DATE: 18/11/2021
DATE DRAWN: 4/03/2022 1:16 PM
DRAWN: KP
SCALE: 1 : 100@A1
REV: 1
REASON FOR ISSUE: For Review
SHEET: TP302

NORTH

Attachment 2 - PLN21/0905 - PDC Attachment - Decision Plans



1 Section 2 - Sightline Study
1 : 100

2 Section 3 - Sightline Study
1 : 100

Revision	Issue	Checked	Date

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enquiries@kud.com.au www.kud.com.au

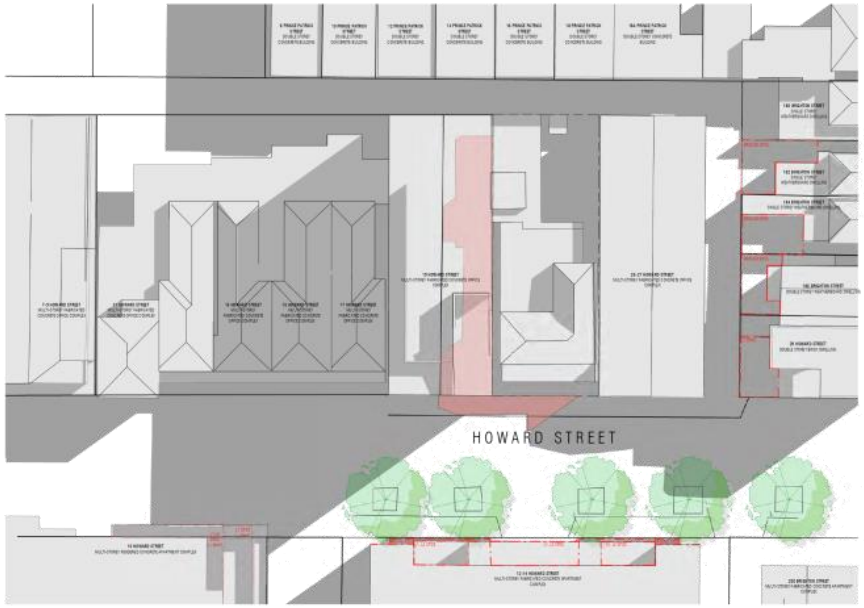
PROJECT No: 21-010

TITLE: Sightline Study
ADDRESS: 23 Howard Street, Richmond
CLIENT: HUB Property Group

START DATE	DATE DRAWN	DRAWN	SCALE	REV	REASON FOR ISSUE	SHEET
18/11/2021	15/02/2022 4:21 PM	KP	1 : 100@A1		For Review	TP500

NORTH

Attachment 2 - PLN21/0905 - PDC Attachment - Decision Plans

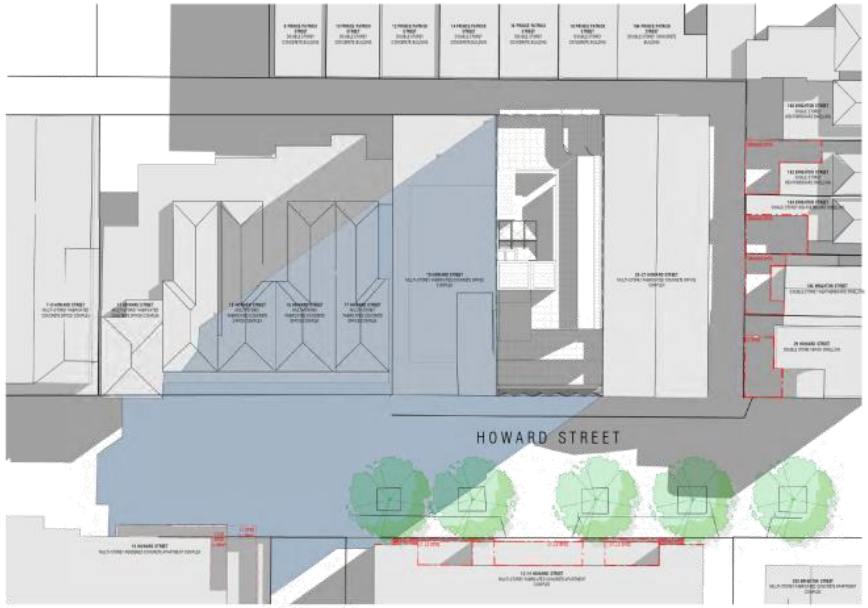


1 22 Sept - 9AM Existing Shadow Diagram
1 : 200

EXISTING SHADOW DIAGRAM - LEGEND

SHADOW CAST BY EXISTING CONDITIONS

SHADOW CAST BY EXISTING BUILDING

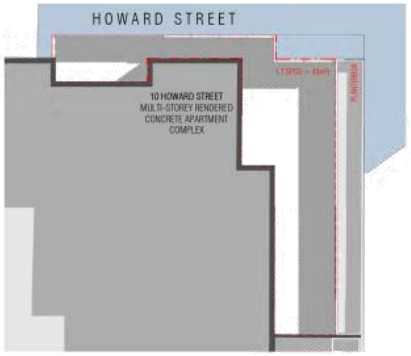


2 22 Sept - 9AM Proposed Shadow Diagram
1 : 200

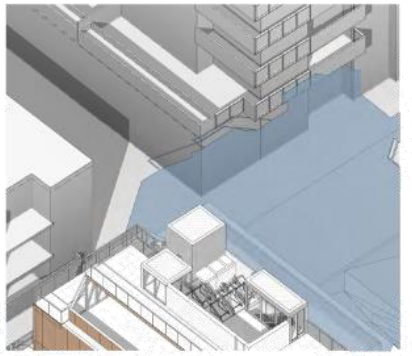
PROPOSED SHADOW DIAGRAM - LEGEND

SHADOW CAST BY EXISTING CONDITIONS

SHADOW CAST BY PROPOSAL



3 22 Sept - 9AM Proposed Shadow Diagram - 10 Howard St
1 : 100



4 10 Howard St - 9AM Proposed Shadow

Revision	Issue	Checked	Date
1	For Town Planning Submission	KP	01/12/2021

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WD - WORKING DRAWINGS

DD - DESIGN DEVELOPMENT

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PROJECT No. 21-010

TITLE
22 Sept - Shadow Diagram 9AM

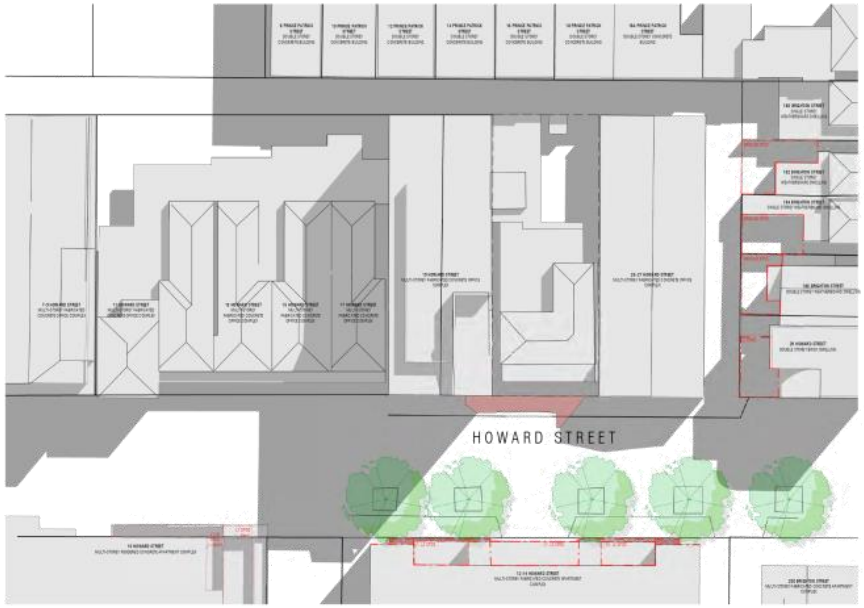
ADDRESS:
23 Howard Street, Richmond

CLIENT
HUB Property Group

START DATE	DATE DRAWN	DRAWN	SCALE	REV	REASON FOR ISSUE	SHEET
18/11/2021	3/03/2022 3:17 PM	KP	As indicated@A1	1	For Review	TP400

NORTH

Attachment 2 - PLN21/0905 - PDC Attachment - Decision Plans

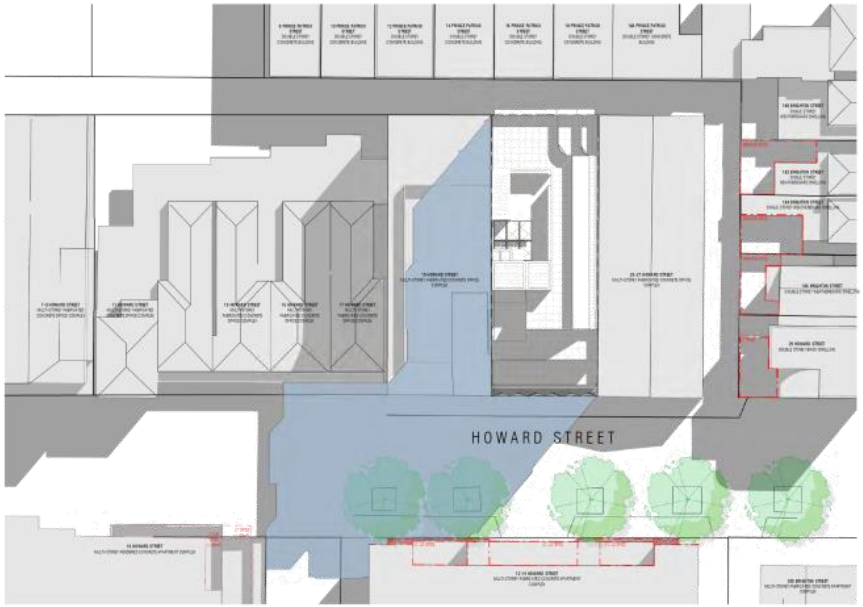


1 22 Sept - 10AM Existing Shadow Diagram
1 : 200

EXISTING SHADOW DIAGRAM - LEGEND

SHADOW CAST BY EXISTING CONDITIONS

SHADOW CAST BY EXISTING BUILDING



2 22 Sept - 10AM Proposed Shadow Diagram
1 : 200

PROPOSED SHADOW DIAGRAM - LEGEND

SHADOW CAST BY EXISTING CONDITIONS

SHADOW CAST BY PROPOSAL

Revision	Issue	Checked	Date
1	For Town Planning Submission	KP	01/12/2021

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WD - WORKING DRAWINGS

DD - DESIGN DEVELOPMENT

For Town Planning Submission

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PROJECT No: 21-010

TITLE: 22 Sept - Shadow Diagram 10AM

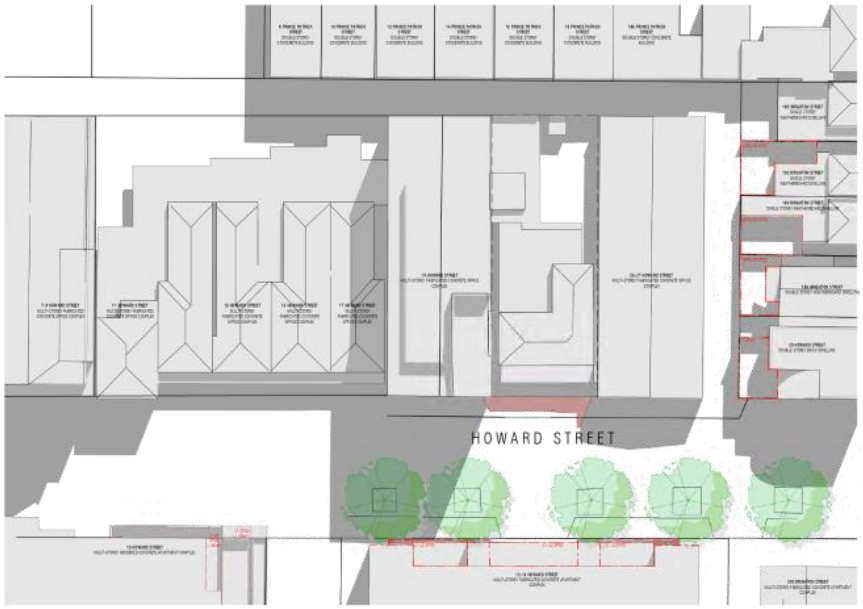
ADDRESS: 29 Howard Street, Richmond

CLIENT: HUB Property Group

START DATE	DATE DRAWN	DRAWN	SCALE	REV	REASON FOR ISSUE	SHEET
16/11/2021	3/03/2022 3:17 PM	KP	1 : 200@A1	1	For Review	TP401

NORTH

Attachment 2 - PLN21/0905 - PDC Attachment - Decision Plans

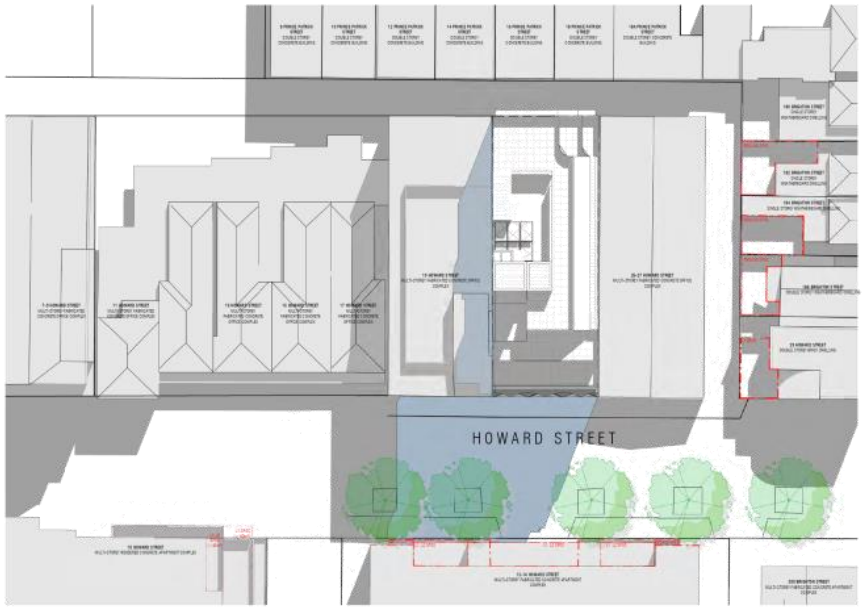


1 22 Sept - 11AM Existing Shadow Diagram
1 : 200

EXISTING SHADOW DIAGRAM - LEGEND

SHADOW CAST BY EXISTING CONDITIONS

SHADOW CAST BY EXISTING BUILDING

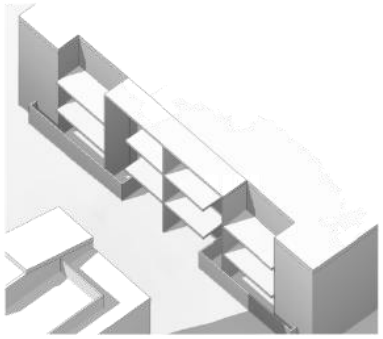


2 22 Sept - 11AM Proposed Shadow Diagram
1 : 200

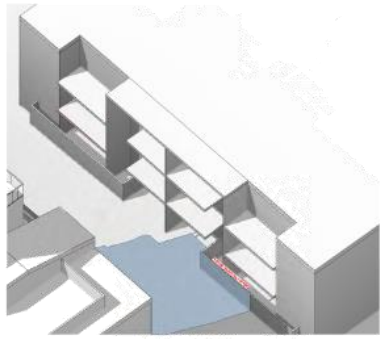
PROPOSED SHADOW DIAGRAM - LEGEND

SHADOW CAST BY EXISTING CONDITIONS

SHADOW CAST BY PROPOSAL



12-14 HOWARD ST COURTYARD & BALCONY SPOS - EXISTING SHADOWS



12-14 HOWARD ST COURTYARD & BALCONY SPOS - PROPOSED SHADOWS

Revision	Issue	Checked	Date
1	For Town Planning Submission	KP	01/12/2021

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WD - WORKING DRAWINGS

DD - DESIGN DEVELOPMENT

For Town Planning Submission

HUB
KANELLARIS URBAN DESIGN

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enquiries@hud.com.au www.hud.com.au

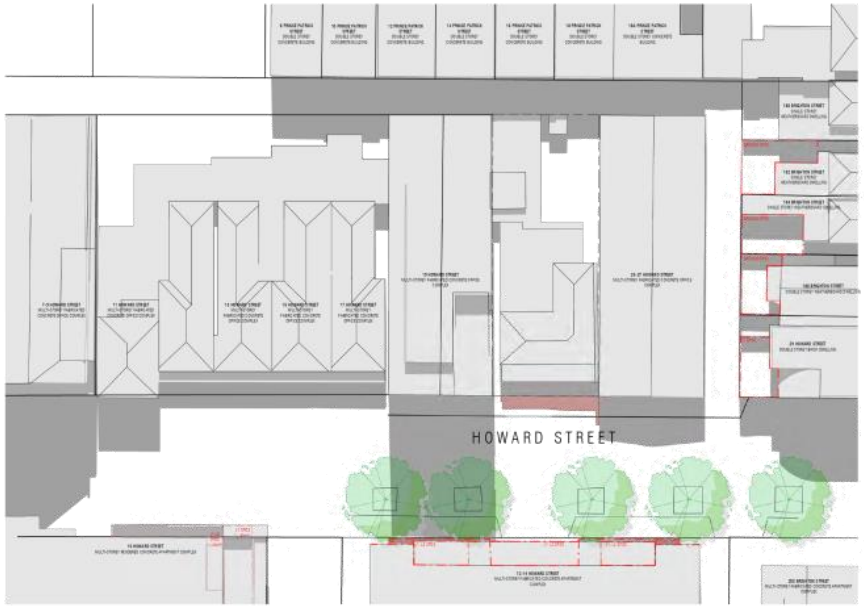
PROJECT No: 21-010

TITLE: 22 Sept - Shadow Diagram 11AM
ADDRESS: 23 Howard Street, Richmond
CLIENT: HUB Property Group

START DATE	DATE DRAWN	DRAWN	SCALE	REV	REASON FOR ISSUE	SHEET
16/11/2021	3/03/2022 3:18 PM	KP	As indicated@A1	1	For Review	TP402

NORTH

Attachment 2 - PLN21/0905 - PDC Attachment - Decision Plans

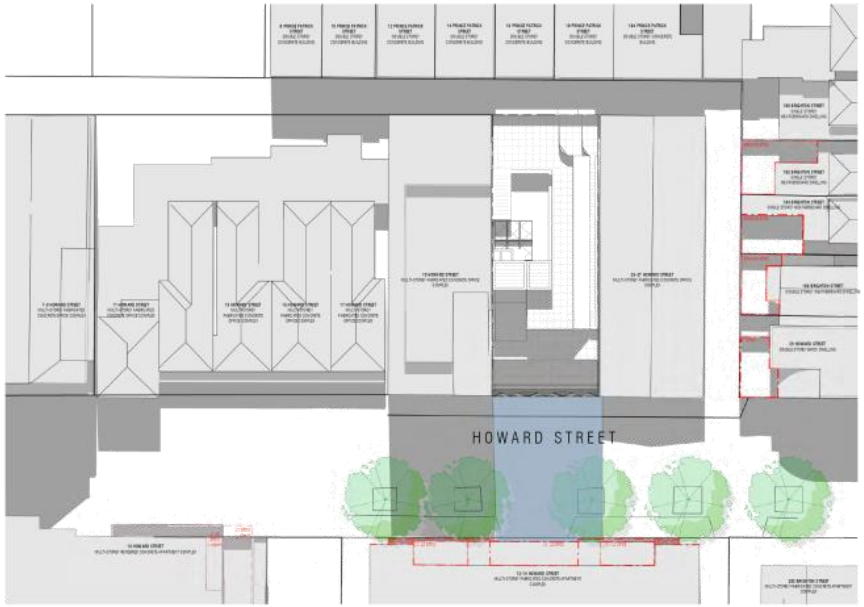


2 22 Sept - 12PM Existing Shadow Diagram
1 : 200

EXISTING SHADOW DIAGRAM - LEGEND

SHADOW CAST BY EXISTING CONDITIONS

SHADOW CAST BY EXISTING BUILDING

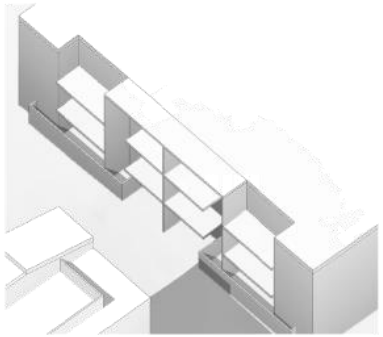


1 22 Sept - 12PM Proposed Shadow Diagram
1 : 200

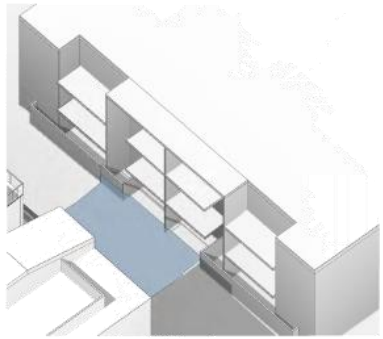
PROPOSED SHADOW DIAGRAM - LEGEND

SHADOW CAST BY EXISTING CONDITIONS

SHADOW CAST BY PROPOSAL



12-14 HOWARD ST COURTYARD & BALCONY SPOS - EXISTING SHADOWS



12-14 HOWARD ST COURTYARD & BALCONY SPOS - PROPOSED SHADOWS

Revision	Issue	Checked	Date
1	For Town Planning Submission	KP	01/12/2021

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DD - DESIGN DEVELOPMENT

For Town Planning Submission

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tel: +61 3 9429 4733
enquiries@hud.com.au www.hud.com.au

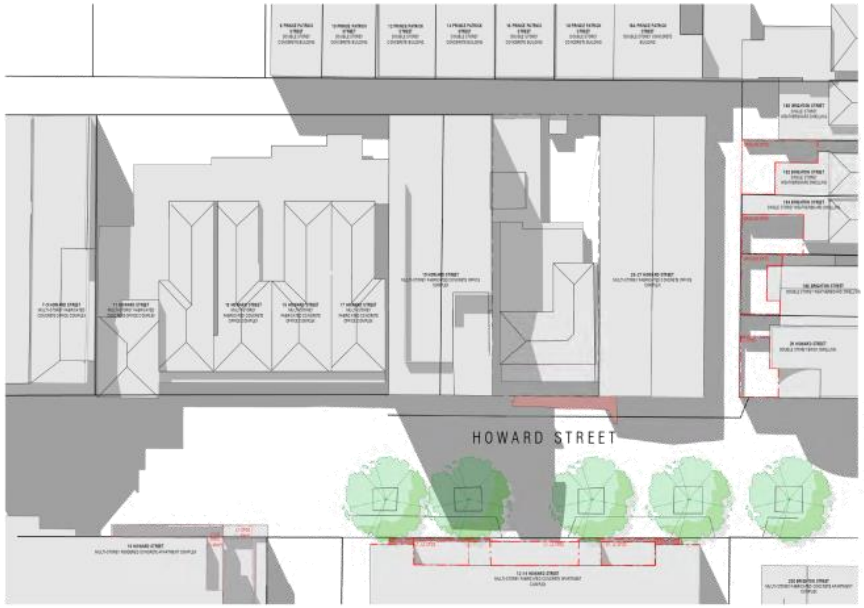
PROJECT No: 21-010

TITLE:
22 Sept - Shadow Diagram 12PM
ADDRESS:
23 Howard Street, Richmond
CLIENT:
HUB Property Group

START DATE:	DATE DRAWN:	DRAWN:	SCALE:	REV:	REASON FOR ISSUE:	SHEET:
16/11/2021	3/03/2022 3:16 PM	KP	As indicated@A1	1	For Review	TP403

NORTH

Attachment 2 - PLN21/0905 - PDC Attachment - Decision Plans

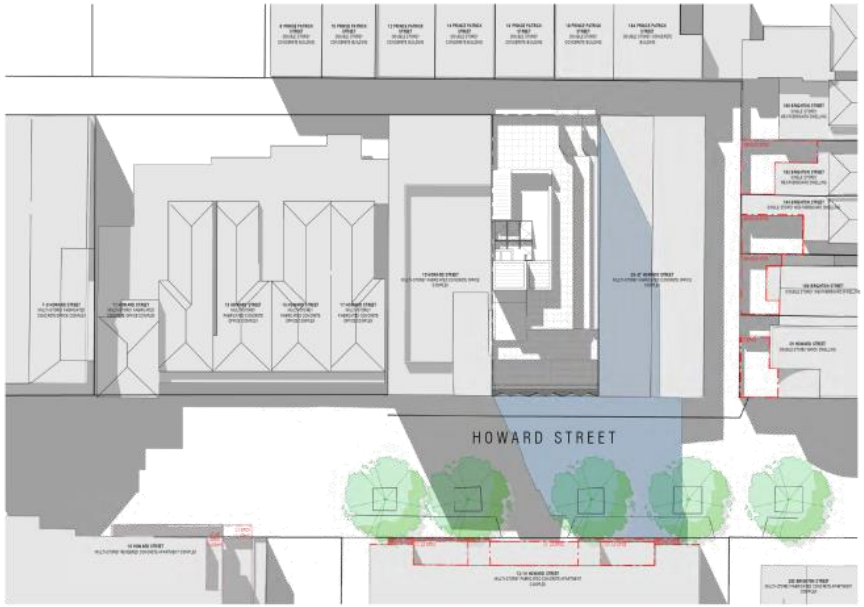


2 22 Sept - 1PM Existing Shadow Diagram
1 : 200

EXISTING SHADOW DIAGRAM - LEGEND

SHADOW CAST BY EXISTING CONDITIONS

SHADOW CAST BY EXISTING BUILDING

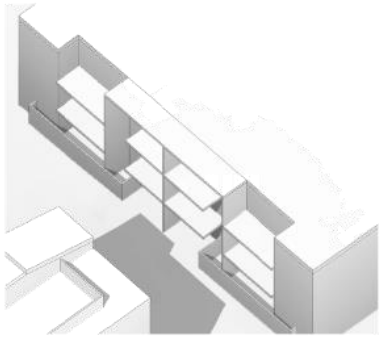


1 22 Sept - 1PM Proposed Shadow Diagram
1 : 200

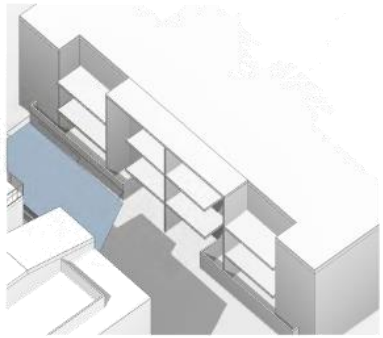
PROPOSED SHADOW DIAGRAM - LEGEND

SHADOW CAST BY EXISTING CONDITIONS

SHADOW CAST BY PROPOSAL



12-14 HOWARD ST COURTYARD & BALCONY SPOS - EXISTING SHADOWS



12-14 HOWARD ST COURTYARD & BALCONY SPOS - PROPOSED SHADOWS

Revision	Issue	Checked	Date
1	For Town Planning Submission	KP	01/12/2021

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WD - WORKING DRAWINGS

DD - DESIGN DEVELOPMENT

For Town Planning Submission

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PROJECT No: 21-010

TITLE: 22 Sept - Shadow Diagram 1PM

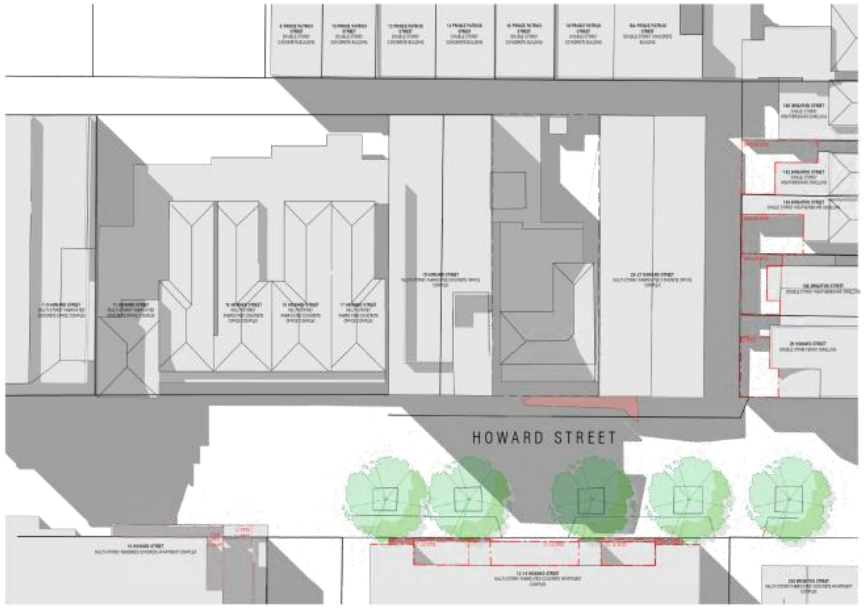
ADDRESS: 20 Howard Street, Richmond

CLIENT: HUB Property Group

START DATE	DATE DRAWN	DRAWN	SCALE	REV	REASON FOR ISSUE	SHEET
16/11/2021	3/03/2022 3:18 PM	KP	As indicated@A1	1	For Review	TP404

NORTH

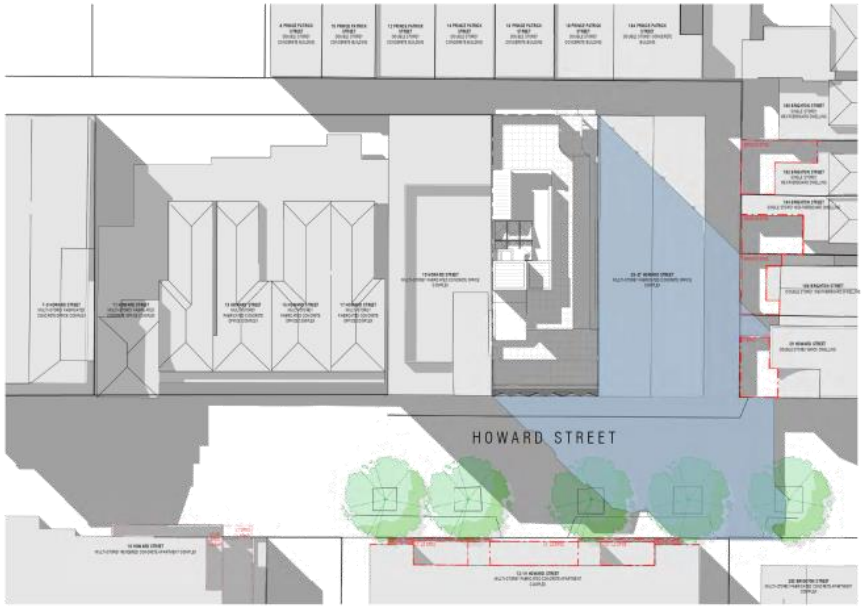
Attachment 2 - PLN21/0905 - PDC Attachment - Decision Plans



2 22 Sept - 2PM Existing Shadow Diagram
1 : 200

EXISTING SHADOW DIAGRAM - LEGEND

SHADOW CAST BY EXISTING CONDITIONS
SHADOW CAST BY EXISTING BUILDING

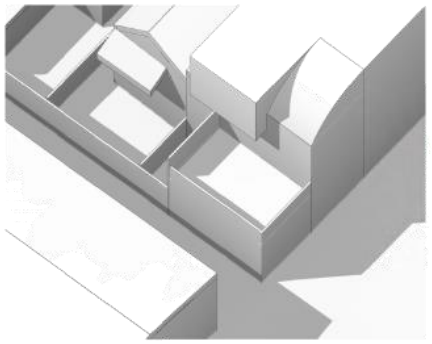


1 22 Sept - 2PM Proposed Shadow Diagram
1 : 200

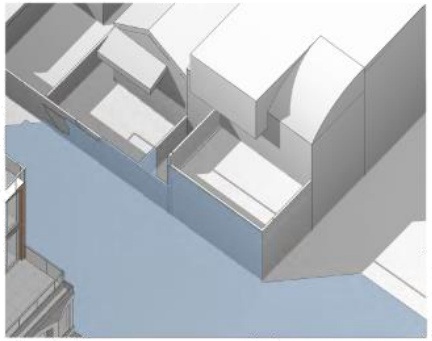
PROPOSED SHADOW DIAGRAM - LEGEND

SHADOW CAST BY EXISTING CONDITIONS
SHADOW CAST BY PROPOSAL

AREA OF SPOS	SHADOWS FROM EXISTING CONDITIONS (m²)	ADDITIONAL SHADOW FROM PROPOSAL (m²)	TOTAL SPOS OVERSHADOWED (m²)
182 BRIGHTON ST (20m²)	8	-	8
184 BRIGHTON ST (18m²)	12	-	12
186 BRIGHTON ST (14m²)	8	-	14
29 HOWARD ST (15m²)	6	-	15



186 BRIGHTON ST 1ST FLOOR SPOS - EXISTING SHADOWS



186 BRIGHTON ST 1ST FLOOR SPOS - PROPOSED SHADOWS

Revision	Issue	Checked	Date
1	For Town Planning Submission	KP	01/12/2021

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For Town Planning Submission

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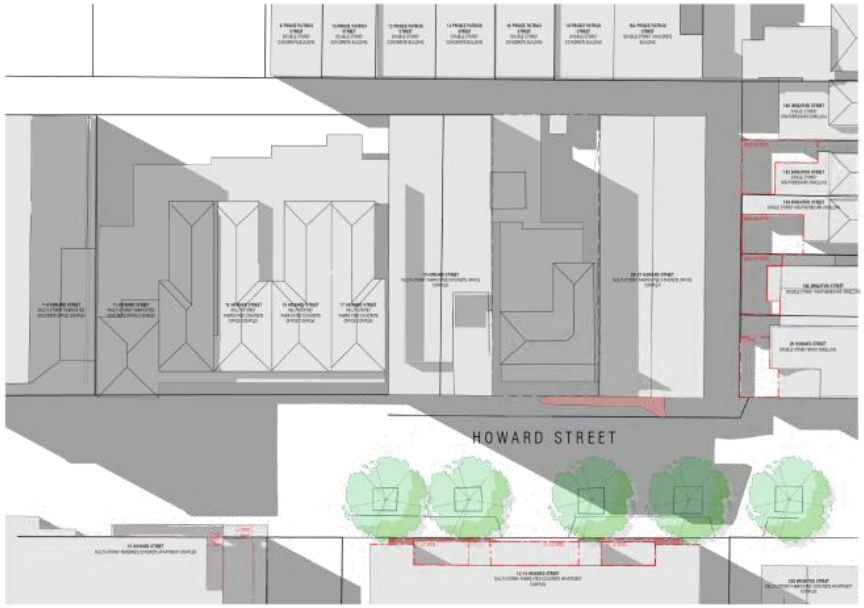
PROJECT No: 21-010

TITLE: 22 Sept - Shadow Diagram 2PM
ADDRESS: 29 Howard Street, Richmond
CLIENT: HUB Property Group

START DATE	DATE DRAWN	DRAWN	SCALE	REV	REASON FOR ISSUE	SHEET
16/11/2021	3/03/2022 3:19 PM	KP	As indicated@A1	1	For Review	TP405

NORTH

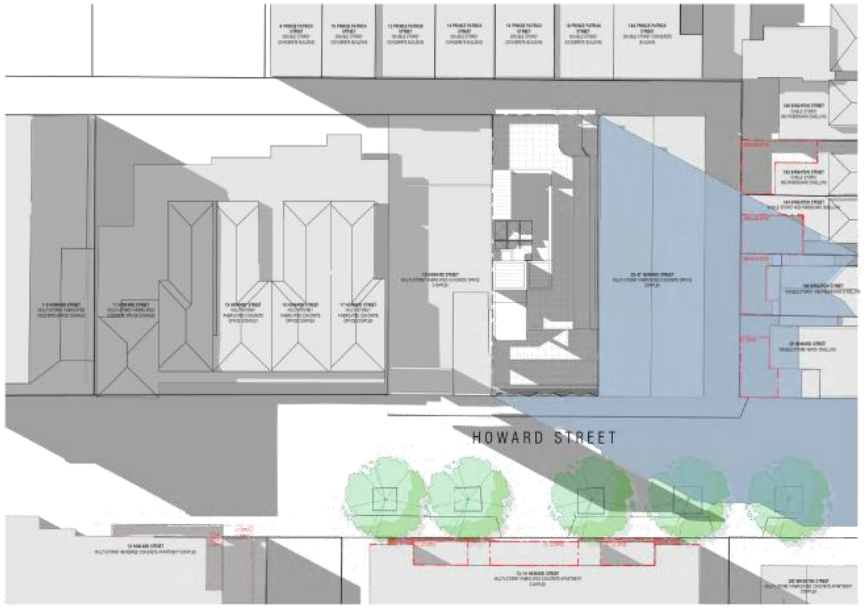
Attachment 2 - PLN21/0905 - PDC Attachment - Decision Plans



2 22 Sept - 3PM Existing Shadow Diagram
1 : 200

EXISTING SHADOW DIAGRAM - LEGEND

SHADOW CAST BY EXISTING CONDITIONS
SHADOW CAST BY EXISTING BUILDING

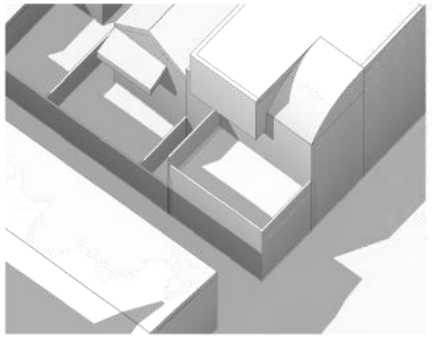


1 22 Sept - 3PM Proposed Shadow Diagram
1 : 200

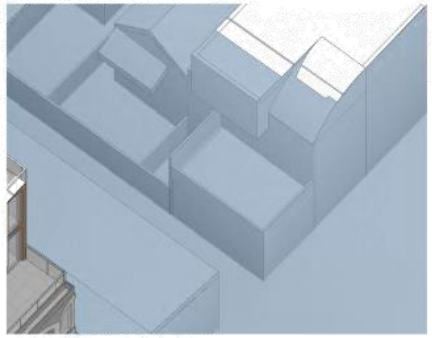
PROPOSED SHADOW DIAGRAM - LEGEND

SHADOW CAST BY EXISTING CONDITIONS
SHADOW CAST BY PROPOSAL

AREA OF SPOS	SHADOWS FROM EXISTING CONDITIONS (m²)	ADDITIONAL SHADOW FROM PROPOSAL (m²)	TOTAL SPOS OVERSHADOWED (m²)
182 BRIGHTON ST (20m²)	17	-	-
184 BRIGHTON ST (18m²)	14	4	18
186 BRIGHTON ST (14m²)	14	4	14
29 HOWARD ST (15m²)	7	8	15



186 BRIGHTON ST 1ST FLOOR SPOS - EXISTING SHADOWS



186 BRIGHTON ST 1ST FLOOR SPOS - PROPOSED SHADOWS

Revision	Issue	Checked	Date
1	For Town Planning Submission	KP	01/12/2021

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DD - DESIGN DEVELOPMENT

For Town Planning Submission

HUB PROPERTY GROUP
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PROJECT No: 21-010

TITLE: 22 Sept - Shadow Diagram 3PM
ADDRESS: 29 Howard Street, Richmond
CLIENT: HUB Property Group

START DATE	DATE DRAWN	DRAWN	SCALE	REV	REASON FOR ISSUE	SHEET
16/11/2021	3/03/2022 3:19 PM	KP	As indicated@A1	1	For Review	TP406

NORTH

Attachment 3 - PLN21/0905 - PDC Attachment - Urban Context Report

PROPOSED 6 STOREY DEVELOPMENT
23 HOWARD STREET, RICHMOND

KAVELLARIS URBAN DESIGN

Attachment 3 - PLN21/0905 - PDC Attachment - Urban Context Report

The subject site sits off one of Richmond's most busiest streets, Church St. It lends itself to be in close proximity to a plethora of commercial and hospitality outlets as well as to public open green space. It is furthermore connected to public transport modes such as the 78 North Richmond/Balaclava tram line.

Urban Context

KAVELLARIS URBAN DESIGN

Attachment 3 - PLN21/0905 - PDC Attachment - Urban Context Report

The subject site sits near the boundary between commercial and residential zones requiring a residentially sensitive design whilst maintaining the industrial and commercial neighbourhood character.

Attachment 3 - PLN21/0905 - PDC Attachment - Urban Context Report

The subject site sits off one of Richmond's most busiest streets, Church St. It lends itself to be in close proximity to a plethora of commercial and hospitality outlets as well as to public open green space. It is furthermore connected to public transport modes such as the 78 North Richmond/Balaclava tram line.

Site Analysis

KAVELLARIS URBAN DESIGN

Attachment 3 - PLN21/0905 - PDC Attachment - Urban Context Report

1 STOREY
2 STOREY
3 STOREY
4 STOREY
5 STOREY
6 STOREY
7 STOREY
8 STOREY
10 STOREY
11 STOREY
12 STOREY
SUBJECT SITE - 23 HOWARD ST. SINGLE STOREY MASONRY HOUSE

50m

The subject site sits on a street with emerging multi-storey office buildings reaching beyond the 6 levels we are proposing. Being adjacent to 19 Howard St which is home to a brand new 4 storey office building the proposed design uses the same principles of being sympathetic to the neighbouring residential open spaces and incorporating industrial materials in line with the neighbourhood character.

Neighbourhood Building Height

KAVELLARIS URBAN DESIGN

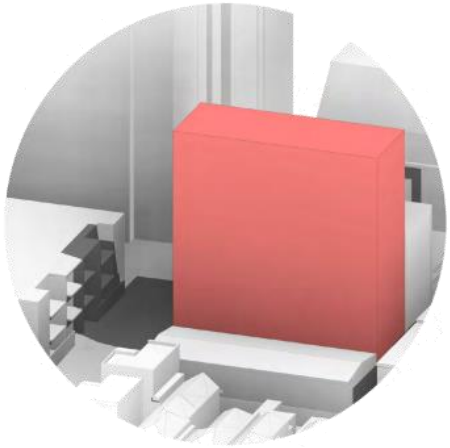
Attachment 3 - PLN21/0905 - PDC Attachment - Urban Context Report

The subject site sits off one of Richmond's most busiest streets, Church St. Being in a transition point between commercial and residential the subject site is designed to be sympathetic to the residential interfaces but also fit in to the industrial neighbourhood character. Adjacent to us at 19 Howard St is a recently completely 4 storey office building which complements the existing use of concrete and glass to the other office buildings closer to the Church St junction.

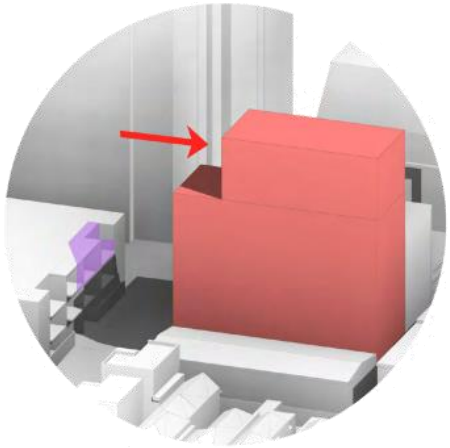
Site Photos

KAVELLARIS URBAN DESIGN

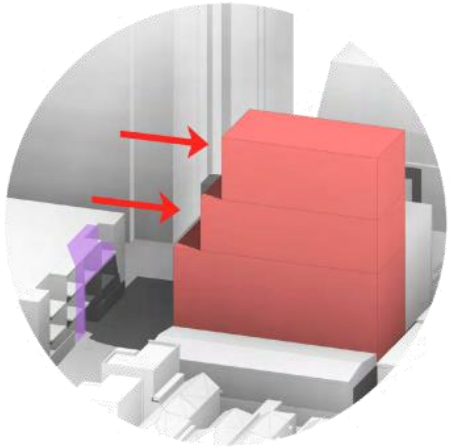
Attachment 3 - PLN21/0905 - PDC Attachment - Urban Context Report



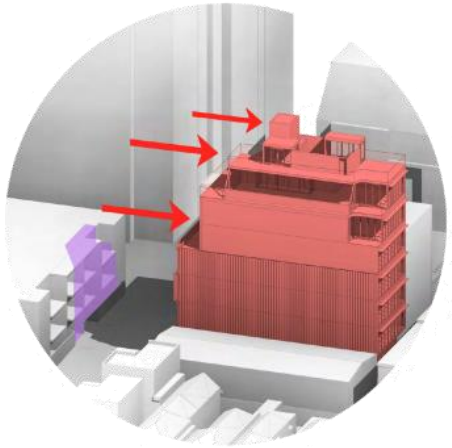
01 - *INITIAL MASS*



02 - *CROWN SETBACK*
Set back to upper level creates a podium and reduce bulk, shadowing



03 - *UPPER LEVEL SETBACK*
Refined built form to create articulation and remove overshadowing to south facing apartments



04 - *FINAL BUILT FORM*

The proposed building is designed to respond to the residential interfaces with the built form setback and articulated to prevent overshadowing to the neighbouring secluded private open spaces.

Resdentially Sensitive Built Form

KAVELLARIS URBAN DESIGN

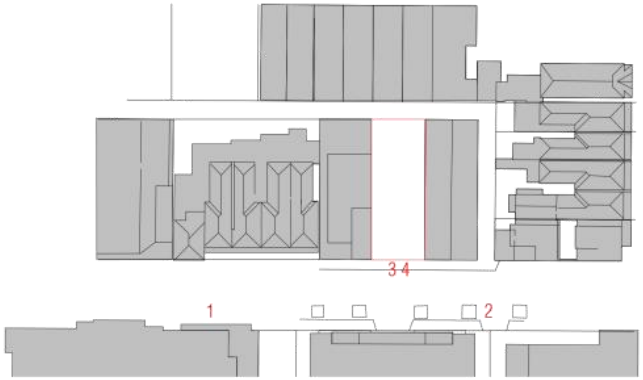
Attachment 3 - PLN21/0905 - PDC Attachment - Urban Context Report

PERSPECTIVE 1

PERSPECTIVE 2

PERSPECTIVE 3

PERSPECTIVE 4



Revision	Issue	Checked	Date
1	For Town Planning Submission	KP	01/12/2021

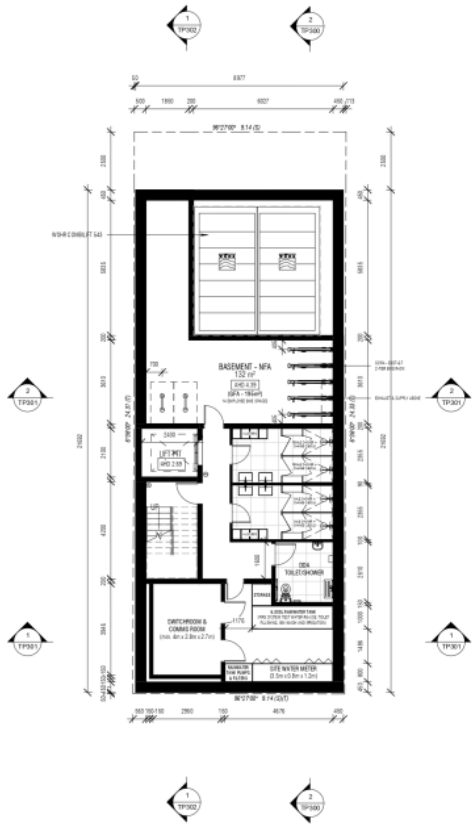
For Town Planning Submission

HUB Property Group

21-010

NORTH

Attachment 4 - PLN21/0905 - PDC Attachment - Sketch Plans Received 24 June 2022



Revision	Issue	Checked	Date
1	For Town Planning Submission	KP	01/12/2021

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WD – WORKING DRAWINGS
DD – DESIGN DEVELOPMENT

For Town Planning Submission

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tel: +61 3 9429 4733
enquiries@kud.com.au www.kud.com.au

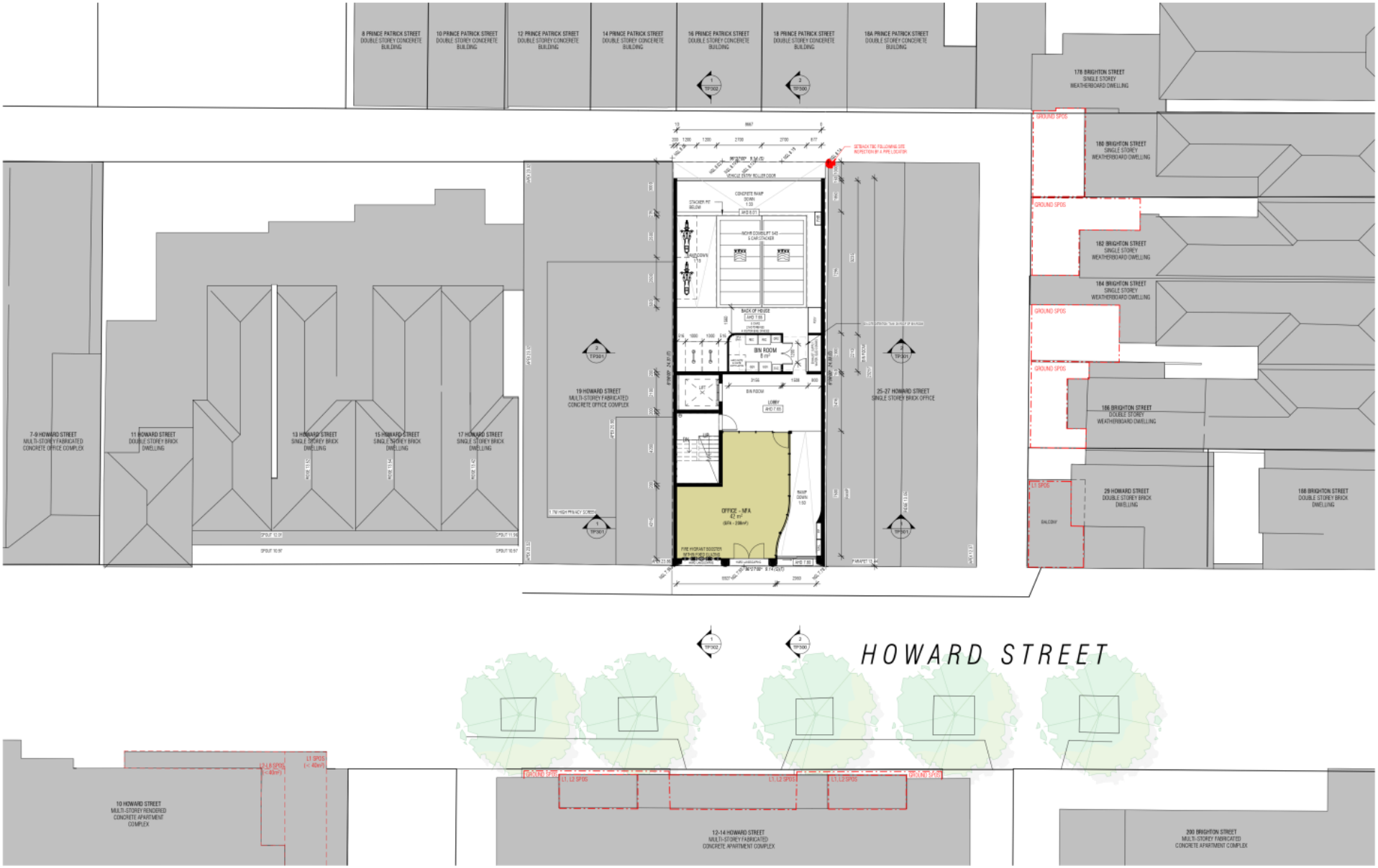
PROJECT No: 21-010

TITLE: Proposed Basement Plan
ADDRESS: 23 Howard Street, Richmond
CLIENT: HUB Property Group

START DATE	DATE DRAWN:	DRAWN	SCALE:	REV:	REASON FOR ISSUE:	SHEET:
18/11/2021	23/06/2022 4:34 PM	KP	1 : 100@A1	1	For Review	TP102

NORTH

Attachment 4 - PLN21/0905 - PDC Attachment - Sketch Plans Received 24 June 2022



Revision	Issue	Checked	Date
1	For Town Planning Submission	KP	01/12/2021

DRAWING LEGEND:
TP - TOWN PLANNING
TI - TENDER ISSUE (NOT FOR CONSTRUCTION)
WD - WORKING DRAWINGS
DD - DESIGN DEVELOPMENT
For Town Planning Submission

NOTES:

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architecture interior planning urbandesign consultants
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tel: +61 3 9429 4733
enquiries@kud.com.au www.kud.com.au

PROJECT No: 21-010

TITLE: Proposed Ground Plan
ADDRESS: 23 Howard Street, Richmond
CLIENT: HUB Property Group

START DATE	DATE DRAWN	DRAWN	SCALE	REV	REASON FOR ISSUE	SHEET
18/11/2021	23/06/2022 4:34 PM	KP	1 : 100@A1	1	For Review	TP103

PLN21/0905 – 23 Howard Street Richmond – Referral Comments based on Sketch Plans

Comments	PDF page No.
Council's Urban Design Unit	2
Council's Development Engineering Unit	4
Council's Strategic Transport Unit	7
Council's City Works (Waste) Unit	10

Urban Design
Formal Referral Response

Application Information	
Referral Officer	USERID
Officer	Lucy Stratton
Council Reference	PLN21/0905
Address	23 Howard St, Richmond VIC 3121
Proposal	The construction of an eight storey (plus basement level) office building (no permit required for office land use) and a reduction in the car parking requirements.
Comments Sought	D22/157870 - IREF22/00363 - Internal Referral Formal Request

Comment Summary

Urban Design Advice (Internal & External) relating to the Ground Floor site planning and public realm interface only.	Sketch Plan Response
Create direct access off Howard Street for ground level office tenancy.	**Partially satisfied.** No information provided in relation to the minor level difference between the Howard Street footpath and internal tenancy.
A reconfiguration of ground level office tenancy to improve a sense of arrival and legibility of the lift lobby.	**Satisfied.**
A reconfiguration of ground level bike storage to improve visibility and accessibility.	**Satisfied.** Revised layout responds to strategic transport advice.
Inclusion of glazing, or semi-translucent materiality along the internal wall for the ground level tenancy to minimise the 'canyon' effect of a long internal corridor.	**Satisfied.**
Further clarification to demonstrate suitable signages and lighting to assist wayfinding from the northern R.O.W.	**Not satisfied.** No further information provided.

Specify hardscape materiality within Howard Street setbacks.	**Not satisfied.** No further information provided.

Urban Designer: Lucy Stratton
Date: 30 June 2022

Development Engineering Formal Referral Response

Application Information	
Referral Officer	Chris Stathis
Officer	Artemis Bacani
Address	23 Howard St, Richmond
Application No.	PLN21/0905
Proposal	The construction of an eight storey (plus basement level) office building (no permit required for office land use) and a reduction in the car parking requirements.
Comments Sought	• The applicant has provided sketch plans in response to your previous comments on the application. You will note that the width of the rear roller vehicle access door has been increased – please review the sketch plans to see if they are now to your satisfaction.

Council's Engineering Referral team provides the following information which is based on the information provided in the Statutory Planning referral request memo referenced above.

Comments and Recommendations

Drawings and Documents Reviewed

	Drawing No. or Document	Revision	Dated
KUD	TP102 *Proposed Basement Plan* TP103 *Proposed Ground Floor*	1 1	23 June 2022 23 June 2022

DEVELOPMENT LAYOUT DESIGN

Attachment 5 - PLN21/0905 - PDC Attachment - Referral Comments based on Sketch Plans

Amended Layout Design Assessment

Item	Assessment
Access Arrangements	
Car Park Roller Door	The car park roller door is 8.66 metres in width.
Setback of Car Park	The front of the car park entrance is setback 1.0 metre from the laneway's southern.
Vehicle Turning Movements	Using the Objective Trapeze software, the entry and exit movements into and out of the individual car stacker platforms from the laneway was assessed. The swept paths for the B85 design vehicle template were considered satisfactory.
Other Items	
Vehicle Crossing Ground Clearance Assessment	A ground clearance assessment is to be provided by the applicant to confirm that a B99 design vehicle can enter and exit the properties without scraping (Please see under '*Engineering Advice for Design Items to be Addressed by the Applicant*' section).

Engineering Advice for Design Items to be Addressed by the Applicant

Item	Details
Vehicle Access Ground Clearance Assessment	The applicant is to submit a 1 in 20 scale cross-sectional diagram with the following spot levels: - the level of the north and south edge of the laneway; - the centreline/invert level of the laneway; - the 40 millimetre lip/bullnose along the northern edge of the internal concrete slab; and - the finished floor level 2.0 metres inside the internal concrete slab. These levels are to be shown on a 1 in 20 scale cross-sectional drawing with dimensions and are to be taken along the centre of each car stacker platform. The proposed levels for the cross-section should take into consideration the comments under *Infrastructure Items and Construction Activities*. Providing the cross-sectional diagram 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.

INFRASTRUCTURE ITEMS AND CONSTRUCTION ACTIVITIES
– Comments Provided by Nick Demosthenous & Kisina Sofele

Attachment 5 - PLN21/0905 - PDC Attachment - Referral Comments based on Sketch Plans

General
1. The ground floor level inside the building is lower than the footpath level in Howard St and the lane at the rear of the development.
2. With respect to the lane at the rear of the development. The applicant should undertake a flood risk assessment to determine the surface water flow width in the lane during sever (1 in 100 year) storm events. If the report indicates that the development is at risk, the developer must incorporate measures to protect the site from surface water from the lane during sever storm events.
3. The finished surface level inside the property along the north property line (abutting the lane), must be a minimum of 40mm higher than the existing surface levels in the lane.
4. The lane at the rear of 23 Howard Street is uneven and the invert holds water. This lane provides vehicle access to the development's off-street parking. The lane falls from the rear of the development towards the east, past the rear of 25-27 Howard Street. The lane at the rear of the development and at the rear of 25-27 Howard Street should be fully reconstructed to ensure that surface water can flow away from the rear of the development.
5. It is noted that the traffic report shows vehicle access only from the west end of the lane. This is a longer distance along the lane to the development than approaching from the east. Vehicle turning movements for the 90-degree bend at both the east and the west ends of the lane are not provided in the report. This should be reviewed by Council's Traffic Unit.
6. The ground floor finished level will be below existing surface levels, The building should be waterproofed to prevent water infiltration into the development.
7. The footpath in front of the development should be made DDA compliant.
8. Surface levels at the entry to the property adjoining the footpath must ensure that surface stormwater from the footpath cannot flow into the property.

Engineer: Artemis Bacani

Signature:

Date: 7 June 2022

Attachment 5 - PLN21/0905 - PDC Attachment - Referral Comments based on Sketch Plans

Strategic Transport Formal Referral Response

Application Information	
Referral Officer	MALLISP
Officer	PlnUSERID
Council Reference	PLN21/0905
Address	23 Howard St, Richmond VIC 3121
Proposal	The construction of an eight storey (plus basement level) office building (no permit required for office land use) and a reduction in the car parking requirements.
Comments Sought	This is the link to the Statutory Planning Referral memo: D22/157874 - IREF22/00366 - Internal Referral Formal Request

Council's Strategic Transport unit provides the following information which is based on the information provided in the Statutory Planning referral request memo referenced above.

Comments

Previous comments

Recommendation (1)

More detail required: This has been partially addressed. It is assumed that the relocation of bicycle parking to the basement is to allow better access to the lift and not require access from the rear bluestone laneway.

If this is the case, this needs to be specified by the applicant that bicycle access is explicitly permitted through the front foyer facing Howard Street and any design changes made to reinforce this (e.g. signage directing people to the bicycle parking location).

Recommendation (2)

More detail required: Some measurements have been provided but others are missing. For example, dimensions of the lift and dimensions of all doors required to access the bicycle parking.

Recommendation (3)

Acceptable response: This has been satisfactorily addressed.

Recommendation (4)

More detail required: Similar to the response to Recommendation 1 above, the visitor bicycle parking is assumed to have its main access from Howard Street.

If this is the case, this needs to be specified by the applicant that bicycle access is explicitly permitted through the front foyer facing Howard Street and any design changes made to reinforce this (e.g. signage directing people to the bicycle parking location).

Recommendation (5)

Acceptable response: This has been satisfactorily addressed.

Recommendation (6)

More detail required: No changes appear to have been made to address this recommendation.

Recommendation (7) (Green Travel Plan)

More detail required: This needs to be provided.

Principal Strategic Transport Planner (Strategic Transport Unit): USERID

1

Signature:

Date: 04/07/2022

Civil Works
Formal Referral Response

Application Information	
Referral Officer	Chris Stathis
Officer	Atha Athanasi
Council Reference	PLN21/0905
Address	23 Howard St, Richmond VIC 3121
Proposal	The construction of an eight storey (plus basement level) office building (no permit required for office land use) and a reduction in the car parking requirements.
Comments Sought	Statutory Planning Referral memo: D22/157873

Council's City Works Branch provides the following information which is based on the information provided in the Statutory Planning referral request memo referenced above.

Comments:

The sketch plans show an 8M^2 waste storage area which will be sufficient to support the proposed waste system. This detail must be updated in the WMP. Previous comments provided for WMP dated 18/2/22 must also be addressed.

1. The bin storage area is not large enough to form an effective waste system and needs to be enlarged. (8M^2 bin storage is sufficient)
2. Kerbside collection may not be appropriate for some of the proposed bin sizes as they may not leave sufficient space for pedestrians at the collection location when bins are presented (1.5m).
3. A clause must be included in the plan regarding potential review into the service if operational requirements change.

Officer: Atha Athanasi

Signature: Atha Athanasi

Date:14/07/2022

Attachment 6 - PLN21/0905 - PDC Attachment - Referral Comments based on Advertised Plans

PLN21/0905 – 23 Howard Street Richmond –

Referral Comments based on Advertised Plans

Comments	PDF page No.
External Urban Design	2
Wind Peer Review	15
Acoustic Peer Review	17
Council's Development Engineering Unit	21
Council's Strategic Transport Unit	30
Council's City Works (Waste) Unit	35
Council's ESD Advisor	37
Council's Urban Design Unit	63

Attachment 6 - PLN21/0905 - PDC Attachment - Referral Comments based on Advertised Plans

Urban Design Memo

To:	Chris Stathis	Date:	18 May 2022
Company:	Yarra City Council	From:	Hansen Urban Design Team
Re:	23 Howard Street, Richmond		

INTRODUCTION

This Urban Design Memo has been prepared by Hansen Partnership for the City of Yarra (Council), as part of a planning permit application for a proposed 7 storey office building at **23 Howard Street, Richmond**. Details of the proposed development are outlined in the architectural plans prepared by KUD Kavellaris Urban Design dated 04/03/2022. Following our site inspection, we have reviewed the relevant background information drawing upon planning policy, analysis of the urban context and our intimate knowledge of the Yarra Planning Scheme and more specifically the Swan Street - Church Street precinct. This memo is based on an independent urban design assessment of the proposal.

The proposed development sits within the Church Street Precinct within the Swan Street Structure Plan (2014) on a site of 222m^2. The site is part of the Church Street South Precinct, which is identified as a Major Employment Precinct by the Spatial Economic and Employment Strategy (2018). This last strategy seeks to retain the employment role keeping a gradual transition from industrial areas to mix employment activity.

This memo presents an analysis of the relevant built form and urban design matters and assesses how the proposed development responds to its existing and anticipated urban contexts. The purpose of this report is to identify if the proposal contributes to an acceptable urban design outcome for the site in the context of the planning scheme and the surrounding precinct to assist Council in reaching a decision.

SITE CONTEXT & INTERFACES

The subject site is located within the Church Street Precinct of the Swan Street Structure Plan. The site has access to tram services along Church Street (the nearest stop is about 90m away), relatively close to a number of train stations (10-minute walk to East Richmond, 15-minute walk to South Yarra) and within a 2-minute walk to the Capital City Trail.

The site is situated away from the Church Street commercial spine, representing one of infill sites fronting Howard Street, a local east-west oriented street.

The site is surrounded by a mix of low to mid rise commercial developments, low-rise residential, and multi-storey apartment buildings. The key site interface conditions are as follows (overleaf):

Subject context (nearmap)

Attachment 6 - PLN21/0905 - PDC Attachment - Referral Comments based on Advertised Plans

- To the immediate **east** is 25-27 Howard Street is a single storey building built to all boundaries. It is currently used for commercial purposes by 'Two Birds Talking' with its primary access (pedestrian and vehicle) off Howard Street. Further east is a 3m R.O.W followed by a row of three storey townhouses fronting Brighton Street. Private open spaces are located at ground level and level 1, abutting the R.O.W.

- To the immediate **west** at 19 Howard Street is a recently constructed four storey office development. It is built to all its boundaries. It adopts a 4 storey mid-rise profile with a glazed façade incorporating the staircase as a prominent element defining the primary street presentation. It also includes a rooftop terrace and rear vehicle access through the R.O.W. Further west is a series of single storey terrace houses with private open spaces to the rear and an approximate 2m front setback for landscape provision.

- To the **north** is a 3m publicly accessible R.O.W which provides rear access to properties fronting both Howard and Prince Patrick Street. Immediately north of the laneway, at 18 and 18A Prince Patrick Street is a double storey commercial building built to all boundaries with its primary frontage to the north and vehicle access to the front and rear. It also has existing outlook along its southern interface fronting the laneway.

- To the immediate **south** is Howard Street a 2-way local street of an approximate 12.5m wide road reserve. It comprises narrow footpaths and on-street car parking to both sides, noting that to the south side there is tree canopy provision in a kerb outstand arrangement. Further south is a 3 storey apartment building at 10-12 Howard Street. Comprising garage entries and private open spaces to the primary street frontage and upper levels with setbacks and balconies fronting Howard Street.

Subject site – 23 Howard Street, Richmond

Rear laneway (north)

25-27 Howard Street (east)

19 Howard Street (West)

Attachment 6 - PLN21/0905 - PDC Attachment - Referral Comments based on Advertised Plans

In the wider context, there have been several planning approvals that are beginning to shape the urban morphology of the area. Some of the notable approvals/buildings under construction relevant to the subject site are:

- 9 Kingston Street, Richmond – 6 storeys, approved.
- 459-471 Church Street, Richmond - 10 storeys, under construction.
- 506 & 508-510 Church Street, Cremorne – 10 storeys, completed.
- 600 Church Street, Cremorne – 8 storeys, completed.
- 631-633 Church Street, Richmond – 9 storeys, completed.
- 12-18 Albert Street, Richmond – 7 storeys, completed.
- 17 Willian Street, Cremorne – 7 storeys, completed.
- 19 William Street, Cremorne – 7 storeys, completed.
- 1 Little Lesney Street & 9 Wiltshire Street, Richmond – 15 storeys, approved.
- 11-13 Pearson Street & 10-12 Adolph Street, Cremorne – 7 storeys, under construction.
- 4-6 Adolph Street, & 3-5 Pearson Street, Cremorne – 7 storeys, approved.
- 10 Chapel Street, Cremorne - 7 storeys, approved.
- 587-593 Church Street, Richmond – 12 storeys, approved.
- 1-11 Gordon Street, Cremorne – 6 storeys, completed.
- 1/22 – 26 Gordon Street, Cremorne – 8 storeys, approved.
- 561-563 Church Street – 6 storey office building, completed.
- 19 Howard Street – 4 storey office building, completed.
- 7-9 Howard Street – 5 storey office building, completed.

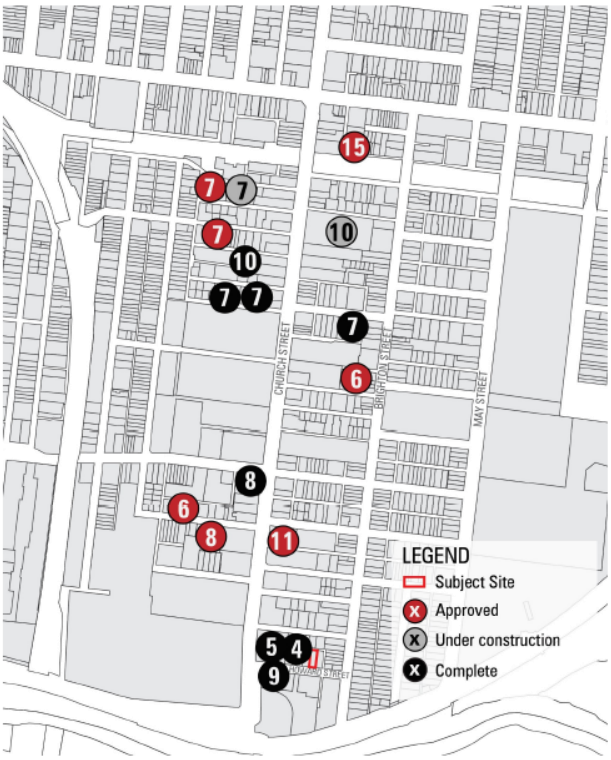


Diagram demonstrating the scale (in storeys) of recently approved and constructed developments in the vicinity

3

Attachment 6 - PLN21/0905 - PDC Attachment - Referral Comments based on Advertised Plans

PLANNING POLICY

The subject site falls within the Yarra Planning Scheme. It is located in a **Commercial 2 Zone (CZ2).** The purpose of the Commercial 2 Zone is as follows:

- *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 5 of the **Design and Development Overlay (DDO5).** This overlay seeks to ensure that new developments are not negatively impacted by the City Link exhaust stack and requires notice of an application to the relevant authorities. This overlay does not contain any design guidelines.

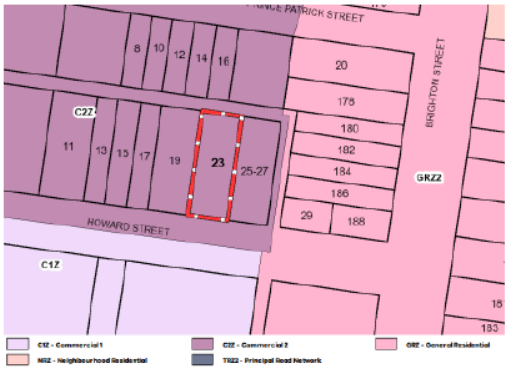
While the subject site is not impacted by any Heritage Overlay, some of the residential properties within the immediate context are within Heritage Overlay (HO308).

State and Local Planning Policy also considered in this urban design assessment of the proposal include:

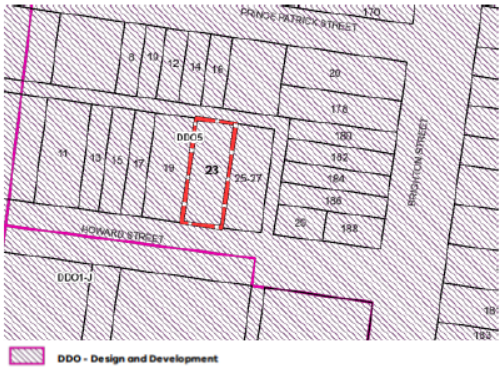
- Clause 11 – Settlement;
- Clause 15 – Built Environment and Heritage;
- Clause 17 – Economic Development;
- Clause 21.02 – Municipal Profile;
- Clause 21.03 – Vision;
- Clause 21.04 – Land Use;
- Clause 21.05 – Built Form;
- Clause 21.08 – Neighbourhoods;
- Clause 22.05 – Interface Uses Policy;
- Clause 22.07 – Development abutting Laneways; and
- Clause 22.10 – Built Form and Design Policy.

Other relevant documents include:

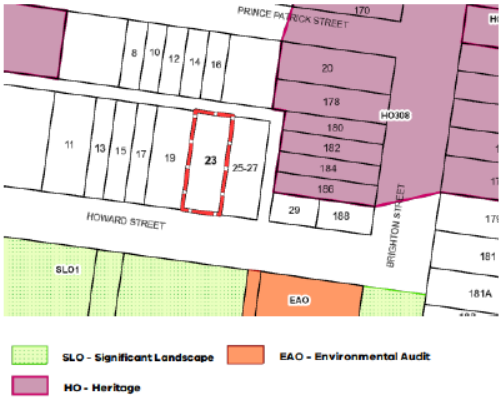
- Swan Street Structure Plan, City of Yarra (2014);
- City of Yarra Urban Design Strategy (2011);
- Plan Melbourne, DEWLP (2017);
- Urban Design Guidelines for Victoria, DELWP (2017); and
- Victorian Government, Urban Design Charter (2010).



Zone Map



DDO Map



Other Overlays Map

Attachment 6 - PLN21/0905 - PDC Attachment - Referral Comments based on Advertised Plans

THE PROPOSAL

The proposal comprises the demolition of the existing building and the construction of a 7-storey building (plus basement) for offices including a roof terrace, car parking, bike parking and motorcycle parking. It has a primary frontage to Howard Street and car park access via the northern R.O.W. Specifically, the proposal comprises the following attributes:

- An overall building scale of 7 storeys (approximately 26.4m excluding lift overrun).
- A 4-storey street wall height of up to 14m built to the Howard Street frontage with 3 additional upper levels setback between 3.1m to 5.7m above the street wall.
- Primary building entry off Howard Street and vehicle access off northern R.O.W.
- A 1m setback from the northern boundary at the ground level for vehicle access and a sheer 7-storey profile built to the northern R.O.W above.
- A basement level comprising 5 car parking spaces in a stacker, end of trip facilities, DDA toilet/shower, and building services.
- 16 bicycle parking spaces for employees and visitors and two motorcycle parking at the ground level.
- Bin room and back of house facilities at the ground level.
- Terraces accessible from individual office tenancy at level 4, 5 and 6 with outlook to the south, and/or north.
- A communal terrace space at the roof top.
- The north and south elevations are glassed, while east and west elevations are party walls. Awning provision is included for all fenestrations to the north.
- The proposed architectural language is contemporary including an array of materials and features such as still fins on powder-coated bronze, powder-coated black metal, light grey concrete curved features and bronze metal cladding, which have been used to articulate the massing arrangement.

Proposed south elevation (extracted from KUD Urban Context Report)

Attachment 6 - PLN21/0905 - PDC Attachment - Referral Comments based on Advertised Plans

URBAN DESIGN ASSESSMENT

Based on our review of the site and surrounds as well as considering the relevant planning policy, we acknowledge that the subject site sits within a diverse and evolving inner urban context that is experiencing development in the form of mixed-use infill within proximity to the public transport options. However, it is also notable that the subject site sits outside the Swan Street Major Activity Centre (Clause 21.08 and 21.12) and is representative of a single, infill site with a single street frontage to a narrow, local street. It is important to consider the proposal against the strategic ambitions of the Planning Policy found within the Yarra Planning Scheme whilst responding to site specific conditions and potential impact on adjoining sensitive interfaces to ensure a comfortable and appropriate 'fit' within its evolving streetscape.

We consider the urban design proposition to be generally supportable in relation to its site planning and architectural response. However, we suggest refinements to the overall built form massing arrangement (including overall height) as detailed below to achieve a successful urban design outcome that responds appropriately to its existing and emerging contexts.

The following urban design assessment outlines our rationale in greater detail with recommendations to achieve a supportable urban design outcome.

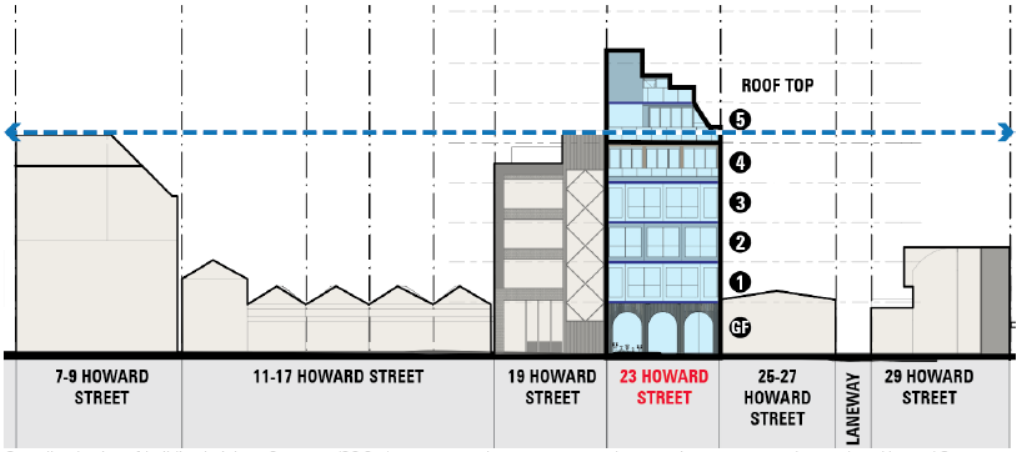
STRATEGIC CONTEXT & URBAN MORPHOLOGY

- There are no specific built form controls relating to overall height affecting the subject site, instead our urban design assessment refers to the relevant policies within the Yarra Planning Scheme (Clause 21.05, 22.10 and DDO5), as well as the principles found in the Swan Street Structure Plan to determine the suitability of the proposal within its existing and emerging contexts. We have also taken into consideration the recent development approvals (heights, massing, setbacks, interface management) as they inform the trajectory of development patterns and emerging urban morphology in the immediate context.
- At a strategic level, the Yarra Planning Scheme seeks to maintain the City's urban character as *a 'low-rise urban form with pockets of higher development'*. Clause 21.05 – 2 states that low- rise building heights within the municipality predominantly vary between 1-2 storeys, with instances of 3-4 storey buildings. Pockets for higher development are Strategic Redevelopment Sites or within Activity Centres and should generally be no more than 5-6 storeys unless specific benefits can be achieved.
- We note the site is not located within the Swan Street Major Activity Centre (Clause 21.08 and 21.12) and it is not a designated strategic development site. While we recognise that there has been some notable transition to increased building heights ranging from 9 to 4 storeys within the immediate vicinity, they have retained a legible transition between taller forms closer to the Church Street spine (west) and predominantly low to mid rise forms towards the residential hinterland (east).
- While outside the Swan Street MAC boundary, the site has been identified within the Swan Street Structure Plan (2014) – Church Street Precinct which outlines urban design principles and guidelines for sites within the MAC and surrounds. It includes building height, street wall, view line tests, building separation requirements, solar access and residential interface principles to ensure new development responds appropriately within this context.

- Recognising both strategic policy and physical contexts of the subject site, we are not fully supportive of a taller mid-rise proposition that is greater than 5-6 storey designation by the Swan Street Structure Plan. While it represents urban morphology that is commensurate with mid-block infill sites within the vicinity, it presents an interruption in the urban morphology when it comes to transitioning to residential zoning, presenting an interruption of the scaling down towards a residential interface. Importantly, when considering the appropriate ultimate scale, the following urban design considerations have influenced our advice and will be discussed in greater detail below:
    - Transition to more sensitive residential interface to the east.
    - Overshadowing impact onto private realms (residential properties to the east).
    - Visual bulk and blank walls presentation.
    - Relationship between the street wall and upper levels.

STREETSCAPE, MASSING, AND INTERFACES

- Clause 22.10 sets out objectives and strategies relating to built form and design of developments, a relevant objective relating to building height seeks *'to ensure that the height of new development is appropriate to the context of the area…and respects the prevailing pattern of heights of the area where this is a positive contribution to neighbourhood character.'*
- As discussed above, the recent development trajectory along Howard Street contributes to a legible transition from the taller building of up to 9 storeys closer to Church Street, transitioning down towards its residential edges. The proposed 7 storey building will represent a disruption to the emerging 4-5 storeys datum established by recent developments at 7-9 Howard Street and 19 Howard Street. As discussed above, the subject site is not a designated strategic site, nor has it been identified as being suitable for vertical punctuation to demarcate key corners. On that basis, we recommend modification of the overall building scale to 6 storeys (22.8m), commensurate with the prevailing recent approvals defining the north side of Howard Street.



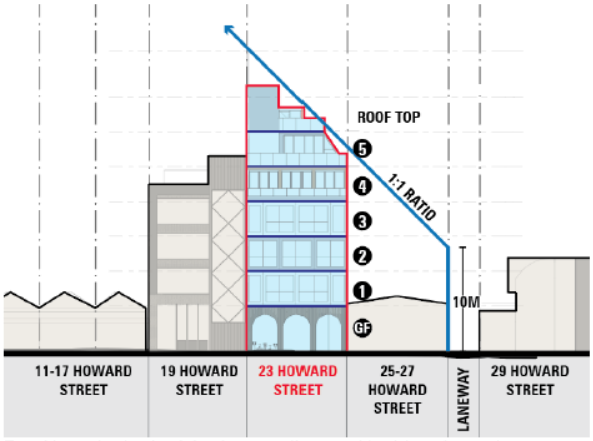
Overall reduction of building height to 6 storeys (22.8m) represents a better reponse to the emerging streetscape datum along Howard Street

Attachment 6 - PLN21/0905 - PDC Attachment - Referral Comments based on Advertised Plans

- We note the Application Package has not contemplated development opportunity on the adjoining site at 25-27 Howard Street, currently occupied by a single storey warehouse. Noting its proximity to the residential precinct, it is logical to expect a moderated urban form proposition that further reinforces the sense of transition to its eastern sensitive interface. We consider a 6-storey form on the subject site allow for a more successful transition should the adjoining site be redeveloped in the future.

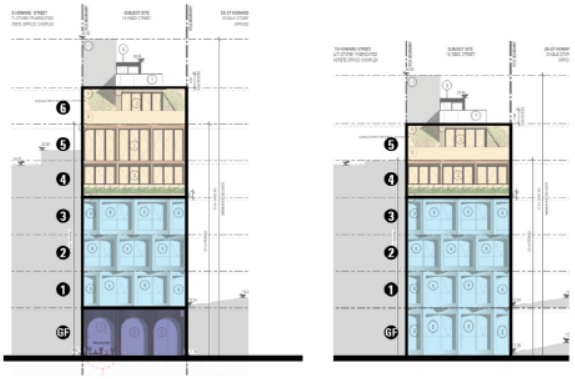
- Design guideline at Clause 22.10-3.3 states that the height of any portion of the new development *'should be guided by its visual impact and off-site amenity impacts on surrounding properties such as overshadowing, visual bulk, day lighting to habitable rooms and overlooking'*. The Structure Plan also suggests that sites in proximity to residential zoning must be designed to minimise the off-site amenity impact on residential land uses by adopting a 1:1 setback ratio.

- We have reviewed the potential overshadowing and visual bulk impacts of the proposed 7 storey development and a reduction of one storey (at level 6) will improve solar access to residential properties (12-14 Howard Street) at 10am (22 September) and minimising visual bulk impact of exposed eastern party wall in the short to medium terms, or until 25-27 Howard Street is redeveloped.



Transition setback using 1:1 ratio responding to residential precinct to the east

- The proposed massing arrangement is made up of 3-4 distinctive components, defined through materiality, architecture detailing and setback arrangement. In simplest terms, the proposed massing strategy comprises the following:
  - A single storey 'base' built to its Howard Street boundary (except for minor setback for hardscaping, servicing and entry at ground level) that is defined by arches and bronze coloured steel fins in response to the single storey warehouse to the east and ground the overall proposal into its streetscape.
  - A three-storey 'middle' built to its Howard Street boundary (forming part of the 4 storey street wall definition) is defined by modulated, light-coloured concrete frame and glazed facade at levels 1 to 3.
  - A two storey 'cap' above and behind the street wall (at levels 4 and 5) is defined by a more restrained bronzed metal frame and glazed façade referencing the 'base' and creating a distinction from the 'middle'.
  - A single storey 'top' that is further recessed behind the Howard Street frontage, presenting as a glazed balustrade along its primary street frontage and an extension of the 'capping' expression.


Diagrams demonstrating proposed massing arrangements (left) and recommended simplification in response to context (right)

Attachment 6 - PLN21/0905 - PDC Attachment - Referral Comments based on Advertised Plans

- While there are no specific street wall measures applicable to the subject site, Clause 22.10-3.3 (Setbacks & Building Height) is intended to broadly guide development. In relation to street wall heights, it states that *'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 adjacent buildings do not reflect the prevailing heights of the area, or 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.*
- While we are generally supportive of 'breaking' down the overall building mass into components, the proposed 3-4 parts response is not consistent with the emerging character of Howard Street. Recent mid-rise developments have adopted a more simplistic massing and a 'unifying' architectural language through their material palette and detailing.
- We would recommend further simplification of the massing arrangement in response to its contextual attributes through the following approaches:
  - Consider replacing ground level steel fins with similar concrete framing elements to unify the street wall as a coherent 'base' and the focal point of the proposed development. We have included a similar project example that demonstrates a more successful street wall response below.
  - As discussed above, reduction of the overall height through removal of level would further diminish visual exposure of the upper levels when viewed from directly across Howard Street. From this vantage point, we consider a visually dominant 4-storey form to be a more appropriate 'fit' within the emerging Howard Street profile.
- Design guideline at Clause 22.10-3.2 states that *'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'*. We acknowledge that the visual bulk perceived from the opposite footpath of Howard Street has been minimised by the setbacks applied to the upper levels. As it is experienced in the oblique along its Howard Street approaches (east and west), the overall reduction of 1 storey will further minimise the visual bulk impact of exposed party walling from within the public and private realms.

Example of recent mid-rise development at 19 Howard Street adopting a simplified massing arrangement and material palette

Example of recent mid-rise developments at 7-9 Howard Street and 625 Church Street adopting a simplified massing arrangement and material palette

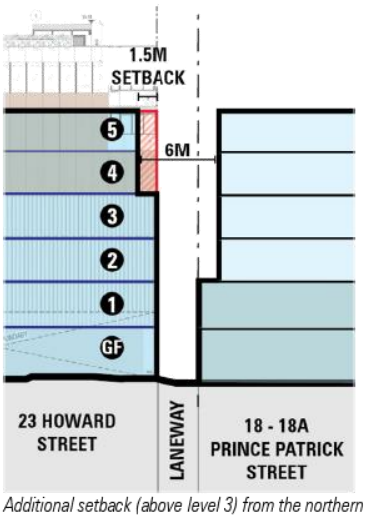
Example of a more unified street wall 'base' through applying consistent materiality

Attachment 6 - PLN21/0905 - PDC Attachment - Referral Comments based on Advertised Plans

- We are comfortable with the proposed 3.1m upper-level setback above the 4 storeys street wall. We believe this to be an appropriate measurement in this context providing a legible visual separation between the base and rising form to reduce its visual dominance when viewed from the opposite footpath of Howard Street.
- For an infill site, we are comfortable with the party wall response along its common boundaries, ensuring equitable development opportunities to the east. The eastern party wall will be visually exposed from multiple vantage points and at a close range within the public and private realms in short to medium terms or until 25-27 Howard Street redevelopment conceals it. Further improvement to aid visual interest will minimise visual bulk impact along the eastern façade and should be considered.
- As discussed above, the presentation of the inactive party wall to the east, where it is visually exposed to its most sensitive residential interface in the short to medium term (until 25-27 Howard Street is redeveloped) will require further refinement. We encourage the applicant to consider alternative materials and textures as seen in recent developments in the area to minimise the blank walls, such as 7-9 Howard Street.
- We note the proposal is built to its northern boundary for its full height (except for a 1m setback at ground level for vehicle access requirement). The northern R.O.W provides a 3m physical separation between the subject site and 2 storey commercial development at 18-18A Prince Patrick Street. The proposed Juliette balcony arrangement comprising operable façades is highly supportable, allowing for natural cross-ventilation in response to emerging post-pandemic office arrangements. The operable northern façade strikes the right balance in achieving dynamic presentation without resulting in visual clutter.
- We also acknowledge recent developments have established a 4 storey podium built to the northern boundary with windows and outlooks overlooking the laneway. Considering development equity principles, we recommend incorporating a 1.5m setback from the northern boundary at levels 4 and 5. Should future vertical expansion of 18-18A Prince Patrick Street adopts commensurate setbacks, a minimum of 6m separation will be achieved within the upper levels, improving daylight access to tenancies within the lower levels.

Example of variation to bronze metal cladding to aid visual interest and minimise visual bulk

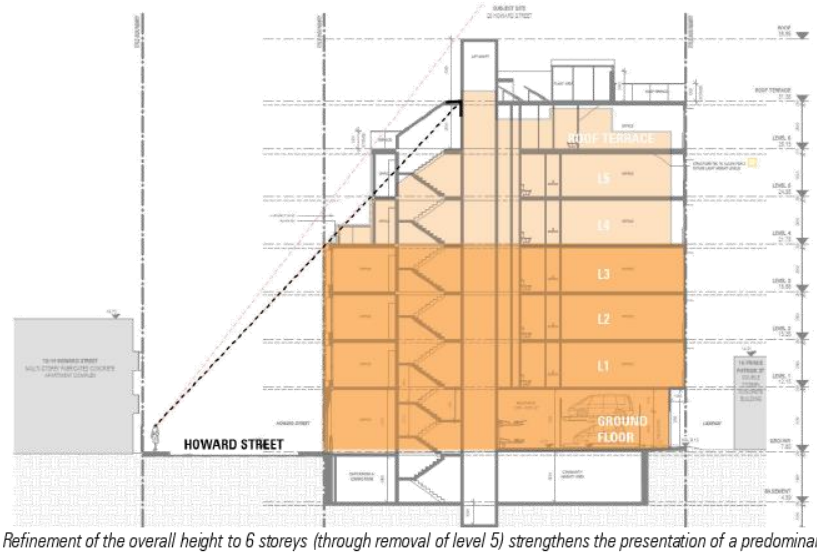
Example of patterned party wall to aid visual interest and minimise visual bulk (existing eastern party wall on 7-9 Howard Street)



Additional setback (above level 3) from the northern boundary will invite a commensurate response should the northern site be expanded vertically, improving daylight access to lower level tenancies.

Attachment 6 - PLN21/0905 - PDC Attachment - Referral Comments based on Advertised Plans

- Design guideline at Clause 22.10-3.3 states that the height of any portion of the new development '*should be guided by its' visual impact and off-site amenity impacts on surrounding properties such as overshadowing, visual bulk, day lighting to habitable rooms and overlooking*'. We have reviewed the potential overshadowing of the proposed 7 storey development, and it is unclear how secluded private open space at ground level at 12-14 Howard Street will be impacted at 10 am on the 22nd of September. An overall reduction of building height to 6 storeys (22.8m) may decrease the negative impact on secluded private open spaces and footpaths to the south side of Howard Street.
- In the broadest sense, we consider the architectural response to the proposed development to be well considered in its intended use as a contemporary commercial office. Notwithstanding our recommendation to 'merge' street wall through its materiality (as discussed above), we find the 'fluted' profile of the 'middle' and 'cap' with contrasting materiality successful in breaking up the overall building mass. Importantly, the material choice and architectural detailing with glazed panels recessed behind the concrete and bronze metal frame achieves the necessary sense of 'depth' without resulting in visual clutter.



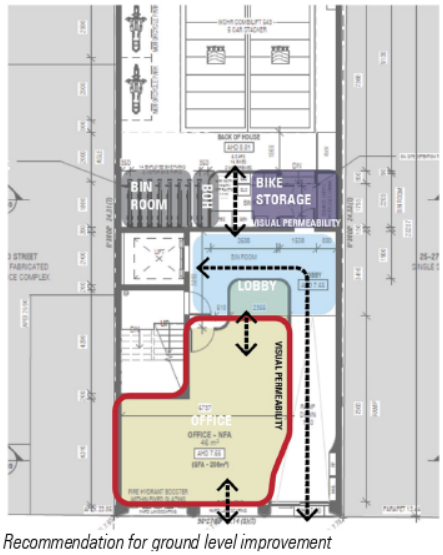
Refinement of the overall height to 6 storeys (through removal of level 5) strengthens the presentation of a predominantly 4 storey profile when viewed from across Howard Street.

Attachment 6 - PLN21/0905 - PDC Attachment - Referral Comments based on Advertised Plans

SITE PLANNING

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

- The ground floor layout seeks to take advantage of its Howard Street and rear laneway access opportunities. Clearly separating pedestrian access from servicing, back of house and servicing to ensure the Howard Street activation is maximised is positive and supported.
- We acknowledge there is a minor level difference between the Howard Street footpath and the internal ground level Finished Floor Level (FFL). A better sense of legibility and identity can be achieved by facilitating direct access to the office tenancy off Howard Street. Facilitating a more visually permeable internal wall and reduction of the office tenancy footprint will also minimise the 'canyon' effect of a long internal corridor, improving legibility between the 'front door', lobby and lift.



Recommendation for ground level improvement

- Bike storage is located within the ground level, accessible from the rear laneway. Acknowledging the importance of active transport, we highly support an arrangement of bike storage in an easily accessible location at ground level, minimising reliance on lift access. However, we would encourage the Design Team to re-consider the current arrangement to allow greater convenience for access and visibility into and from the bike storage from the internal lobby. Possible relocation, an extension of glazing to the internal wall between the bike storage that is potentially directly accessible from the internal lobby will celebrate the commitment to active transport while allowing for 'borrowed' activation for an improved sense of surveillance.
- The rear entrance supports access to a car stacker, motorcycle parking and bike storage. While we are supportive of the provision of bike storage at ground level, with access opportunities from the rear R.O.W, we recommend additional information be provided to demonstrate adequate signage and lighting provisions are considered at this early stage to demonstrate suitable wayfinding and improved sense of safety, especially after hours.
- The internal configuration of the lift/ stair/ service core is well considered, with the core being positioned laterally to allow for a logical circulation and maximising available floor space for the office spaces in an open floor arrangement.
- We are supportive of the inclusion of a communal roof terrace as a shared amenity opportunity for the future working population. We note adequate separation is provided to ensure the privacy of private open spaces to the east is protected.
- We note that there are two small size trees proposed at level 6. Clarification is required to demonstrate the viability of the proposed landscaping treatment.

Attachment 6 - PLN21/0905 - PDC Attachment - Referral Comments based on Advertised Plans

CONCLUSION

In summary, we find the proposed façade strategy and site planning response to be broadly supportable. However, further improvement to the overall scale, northern setbacks, ground level internal arrangement and materiality would be required to achieve a fully supportable urban design outcome that fits better within its existing and emerging contexts. In summary, we recommend:

1. Reduction of the overall building scale to 6 storeys (22.8m) through the removal of Level 5.
2. Simplify the massing arrangement in response to the Howard Street context, including unified materiality for ground level and levels 1 to 3.
3. Incorporate a 1.5m setback from the northern boundary at levels 4 and 5, allowing 6m separation at upper levels (should 18-18A Prince Patrick Street be redeveloped in the future).
4. Minimise the visual bulk impact of eastern party wall presentation by improving the variety of material applications and texture.
5. Create direct access off Howard Street for ground level office tenancy.
6. A reconfiguration of ground level office tenancy to improve a sense of arrival and legibility of the lift lobby.
7. A reconfiguration of ground level bike storage to improve visibility and accessibility.
8. Inclusion of glazing, or semi-translucent materiality along the internal wall for the ground level tenancy to minimise the 'canyon' effect of a long internal corridor.
9. Further clarification to demonstrate the viability of landscaping and planter boxes within the upper levels.
10. Further clarification to demonstrate suitable signages and lighting to assist wayfinding from the northern R.O.W.

We would be happy to liaise with the design team directly to progress these refinements in a timely manner.
Should you have any further enquiries, please don't hesitate to contact us on 9664 9836.

Yours faithfully,

Hansen Partnership Pty Ltd

Urban Design Team

18/05/2022

Attachment 6 - PLN21/0905 - PDC Attachment - Referral Comments based on Advertised Plans

MEL CONSULTANTS

22 CLEELAND ROAD
SOUTH OAKLEIGH VIC 3167
AUSTRALIA

(ACN 004 230 013)

Ref: 47-22-DE-REV-00

23rd March 2022

City of Yarra
PO Box 168
Richmond VIC 3121

Attn: Chris Stathis

Dear Chris,

23 Howard Street, Richmond
Review of GWTS Desktop Pedestrian Level Wind Assessment
GWTS Document Number: GWTS-DPR-10350-2021-1 (1 December 2021)

The review of the GWTS Desktop Pedestrian Level Wind Assessment 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 50 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 Assessment has been prepared based on the experience of the consultancy and no wind tunnel testing by GWTS 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. GWTS 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 23 Howard Street,

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Richmond, development has been provided along with reference drawings which are listed in the Appendix of the report.

- The pedestrian safety and comfort criteria are based on the Melbourne City Council wind safety and comfort criteria and MEL Consultants have no issue with these criteria. These are the same criteria that are now in Clause 58.04-4 of the City of Yarra Planning Scheme. The recommended criteria for the immediate surroundings streetscapes would be walking comfort, the standing criteria for the entrances to the buildings, and walking comfort criterion in the outdoor terrace area. The assessment clearly discusses the rationale for recommending the walking comfort criterion for the terraces and there is no issue with this recommendation.

- MEL Consultants have no issues with the GWTS desktop assessment of the surrounding streetscapes, ground level entrances, and terrace wind conditions.

In conclusion, the GWTS Desktop Pedestrian Level Wind 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 assessment of the surrounding streetscapes, entrances and terrace wind conditions.

Yours sincerely,

M. Eaddy

M. Eaddy
MEL Consultants Pty Ltd

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Attachment 6 - PLN21/0905 - PDC Attachment - Referral Comments based on Advertised Plans

25 May 2022

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City of Yarra
PO Box 168
Richmond VIC 3121

Attention: Chris Stathis

Dear Chris

23 Howard Street, Richmond
Development Application- Review of Acoustic Report
PLN 21/0905

SLR Consulting Pty Ltd (SLR) has been retained by the City of Yarra to provide a review of the acoustic assessment report for the planning application at 23 Howard Street, Richmond.

Details of the report are as follows:

- Title: 23 Howard Street, Richmond – Acoustic Town Planning Report
- Date: 30 November 2021 (Revision 3)
- Prepared for: Hub Property Group
- Prepared by: Renzo Tonin & Associates

The report has been prepared as part of the planning application to construct an office building on the site.

1 Background Information

Summary of the Acoustic Report (Sections 1-2)

The proposed development, site location and nearby sensitive receivers are identified in these sections of the report. The application is for the construction of a six-storey office building with a basement carpark, rooftop terrace and rooftop mechanical plant.

The surrounding properties are identified in Figure 1 of the acoustic report as follows:

- East: a single-storey commercial building (25-27 Howard Street), followed by one- to three-storey dwellings (180-188 Brighton Street)
- South: three-storey apartment buildings (14 Howard Street and 200 Brighton Street), and a ten-storey apartment building (631-633 Church Street)
- West: a four-storey commercial building (19 Howard Street), followed by single-storey terrace dwellings (11-17 Howard Street)

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

SLR comments

The proposed development, site location and nearby sensitive receivers have been identified.

2 Background Noise Levels

SLR Comments

It appears that background noise monitoring has not been conducted for this assessment.

3 EPA Publication 1826 Part I Noise Limits

Summary of the Acoustic Report (Section 3)

EPA Publication 1826 Part I noise limits for the nearest noise sensitive receiver have been calculated based on the planning zones (i.e. assuming 'neutral background' conditions). The calculated noise limits are:

- 57 dBA L_{eq} during the day period
- 45 dBA L_{eq} during the evening period
- 40 dBA L_{eq} during the night period

SLR Comments

The presented noise limits are more stringent (i.e. lower) than our calculations based on the planning zones, especially during the evening and night period. However, given that background noise levels have not been measured, we consider that the presented noise limits are acceptable.

4 Mechanical plant noise

Summary of the Acoustic Report (Section 4.2)

Details of the mechanical plant selection and plant locations are not currently available. The report states that a detailed acoustic assessment shall be conducted once this information is available, in order to ensure compliance with the EPA Noise Protocol Part 1.

SLR Comments

We consider that the proposed approach is acceptable.

The report should state that the assessment be conducted by a suitably qualified acoustic consultant.

5 Car stacker and garage door noise

Summary of the Acoustic Report (Sections 4.2 and 4.3)

The report recommends that noise from the car stacker and garage door be limited to a sound pressure level of 65 dBA L_{max} measured 2 metres from the motor. Several measures regarding vibration isolation are also recommended, along with regular maintenance of the car stacker and garage door.

SLR Comments

Based on the mitigation measures presented, we suggest that noise from the car stacker and garage door is a low-risk issue.

6 Music noise

Summary of the Acoustic Report (Section 4.4)

The report recommends that any music from commercial tenancies be limited to background music.

SLR Comments

Agreed / no comment.

7 Deliveries and waste collection

Summary of the Acoustic Report (Section 4.5)

The report recommends that deliveries and waste collection be conducted in accordance with the EPA Publication 1254 guideline.

SLR Comments

Agreed / no comment.

8 Voice noise from outdoor terraces

SLR Comments

Voice noise has not been assessed for the terraces on level 4, level 6 and the roof. If the hours of operation for these areas include the night period, we recommend that a patron noise assessment be conducted.

9 Recommendations

A review of the acoustic report prepared for the office building proposed for 23 Howard Street, Richmond has been completed. In summary, our recommendations are:

1. *The future detailed assessment of mechanical plant noise should be conducted by a suitably qualified acoustic consultant.*
2. *If the hours of use for the outdoor terraces include the night period, we recommend that a patron noise assessment be conducted*

Yours sincerely

SDL

SIMON DE LISLE
Associate- Acoustics

Checked/
Authorised by: JA

Attachment 6 - PLN21/0905 - PDC Attachment - Referral Comments based on Advertised Plans

Development Engineering Formal Referral Response

Application Information	
Referral Officer	Chris Stathis
Officer	Artemis Bacani
Address	23 Howard St, Richmond
Application No.	PLN21/0905
Proposal	The construction of an eight storey (plus basement level) office building (no permit required for office land use) and a reduction in the car parking requirements.
Comments Sought	• the proposed car parking reduction • car parking configuration • vehicle access arrangements • the swept path diagrams found within the Traffic Report (pdf pages 61 and 62) • car stacker specification sheet (pdf page 68 of traffic report)

Council's Engineering Referral team provides the following information which is based on the information provided in the Statutory Planning referral request memo referenced above.

Comments and Recommendations

Drawings and Documents Reviewed

	Drawing No. or Document	Revision	Dated
KUD	TP102 *Proposed Basement Plan* TP103 *Proposed Ground Floor* TP202 *Elevations* TP300 *Sections* TP302 *Section*	1 1 1 1 1 B	3 March 2022 3 March 2022 15 February 2022 15 February 2022 4 March 2022 14 December 2021
Ratio Consultants	*Transport Report*	C	18 February 2022
Contour	*Town Planning and Urban Context Report*		December 2021

CAR PARKING PROVISION

Attachment 6 - PLN21/0905 - PDC Attachment - Referral Comments based on Advertised Plans

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	1,167 m²	3.0 spaces per 100 m² of net floor area	35	5

* 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 use would be supplied with an on-site car parking provision of 5 spaces, which equates to a rate of 0.43 spaces per 100 square metres of floor area. Office developments throughout the municipality have been approved by Council with reduced rates. A few examples include: **Development Site** / **Approved Office Parking Rate** **Cremorne** 60-86 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 considerably lower than some of the rates listed above, the proposed office parking rate of 0.43 spaces per 100 square metres of floor area is considered appropriate as the site has very good access to public transport and seeks to encourage more sustainable forms of transport.
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: ▪ Church Street trams – 75 metre walk ▪ East Richmond railway station – 710 metre walk ▪ Toorak Road trams – 760 metre walk ▪ Swan Street trams – 790 metre walk ▪ South Yarra railway station – 820 metre walk ▪ Punt Road buses – 870 metre walk

Multi-purpose Trips within the Area	Visitors and clients to the development could combine their visit by engaging in other activities of 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:

Consideration	Details
Availability of Car Parking	On-street parking in this part of Richmond is very high during business hours. The area surrounding the subject site is blanketed in time-based parking restrictions and Permit Zones. The high parking demand in the surrounding streets would be a disincentive for employees to drive to 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 car parking provision for the site is considered appropriate in the context of the development and the surrounding area. Employees who do not have access to on-site parking would make other travel arrangements to commute to and from the site, such as take public transport or ride a bicycle. The operation of the development should not adversely impact on the existing on-street parking conditions in the area.

The Engineering Referral team 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:

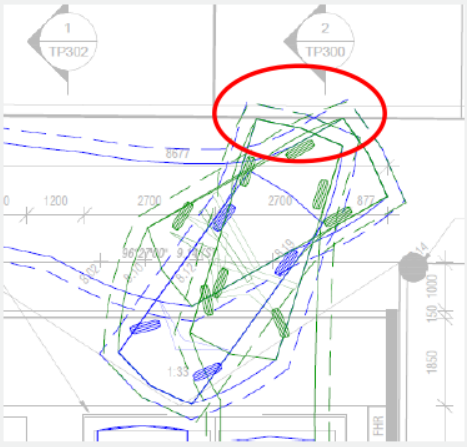
Attachment 6 - PLN21/0905 - PDC Attachment - Referral Comments based on Advertised Plans

Proposed Use	Adopted Traffic Generation Rate	Daily Traffic	AM Peak Hour	PM Peak Hour
Office (5 Spaces)	0.5 trips per space	n/a	3 trips	3 trips

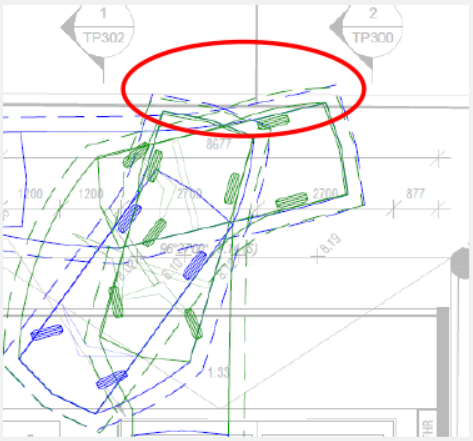
The volume of traffic generated by the office use is low and would not have an adverse impact to the traffic conditions in the laneway and the surrounding streets.

DEVELOPMENT LAYOUT DESIGN

Layout Design Assessment

Item	Assessment
Access Arrangements	
Width of Laneway	Using the Objective Trapeze software, the carriageway width of the laneway was measured at approximately 3.0 metres.
Car Park Roller Door	The car park roller door is 7.0 metres in width.
Visibility	Visibility splays are not required as there are no footpaths within the laneway. The applicant could consider installing convex mirrors on the walls at the car park entrance to improve visibility of on-coming vehicles in the laneway.
Headroom Clearance	The headroom clearance above the car park roller door is 2.4 metres to satisfy *Design standard 1 - Accessways*.
Setback of Car Park	The front of the car park entrance is setback 1.0 metre from the laneway's southern.
Vehicle Turning Movements	The swept path diagrams for the B85 design vehicle template demonstrates insufficient entry and exit movements off the laneway, as shown on the diagrams below. 

Attachment 6 - PLN21/0905 - PDC Attachment - Referral Comments based on Advertised Plans



Mechanical Car Parking	
Car Stacker Device	The car parking for the development would be accommodated within the Wohr Combilift 543-2,0 car stacker system. The car stacker model is available with a platform length of 5.5 metres and a useable platform width of 2.3 metres which can accommodate a B85 design vehicle.
Floor to Ceiling Height	A floor to ceiling height of 4.35 metres has been dimensioned on the drawings, which can accommodate the entry and upper levels of the proposed stacker devices.
Vehicle Clearance Height	The stacker device can provide at least 25 per cent of platforms with a vehicle clearance height of 1.80 metres to satisfy *Design standard 4 – Mechanical parking*.
Other Items	
Vehicle Crossing Ground Clearance Assessment	A ground clearance assessment is to be provided by the applicant to confirm that a B99 design vehicle can enter and exit the properties without scraping (Please see under

Attachment 6 - PLN21/0905 - PDC Attachment - Referral Comments based on Advertised Plans

	'*Engineering Advice for Design Items to be Addressed by the Applicant*' section).

Engineering Advice for Design Items to be Addressed by the Applicant

Item	Details
Visibility	The applicant could consider the installation of convex mirrors at the vehicle car park entrance to improve visibility along the laneway.
Vehicle Turning Movements	The applicant is to re-submit the swept path diagrams and ensure the 300 millimetre clearances for the template do not encroach any objects or structures.
Vehicle Crossing Ground Clearance Assessment	The applicant is to submit a 1 in 20 scale cross-sectional diagram with the following spot levels: - the level of the north and south edge of the laneway; - the centreline/invert level of the laneway; - the 40 millimetre lip/bullnose along the northern edge of the internal concrete slab; and - the finished floor level 2.0 metres inside the internal concrete slab. These levels are to be shown on a 1 in 20 scale cross-sectional drawing with dimensions and are to be taken along the centre of each car stacker platform. Providing the cross-sectional diagram 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 Requirements	The applicant is to liaise with Council's Strategic Transport Unit regarding the bicycle requirements for the development.

INFRASTRUCTURE ITEMS AND CONSTRUCTION ACTIVITIES – KERB EXTENSION – Comments Provided by Nick Demosthenous & Kisina Sofele

General

Attachment 6 - PLN21/0905 - PDC Attachment - Referral Comments based on Advertised Plans

1.	The ground floor level inside the building is lower than the footpath level in Howard St and the lane at the rear of the development.
2.	With respect to the lane at the rear of the development. The applicant should undertake a flood risk assessment to determine the surface water flow width in the lane during sever (1 in 100 year) storm events. If the report indicates that the development is at risk, the developer must incorporate measures to protect the site from surface water from the lane during sever storm events.
3.	The finished surface level inside the property along the north property line (abutting the lane), must be a minimum of 40mm higher than the existing surface levels in the lane.
4.	The lane at the rear of 23 Howard Street is uneven and the invert holds water. This lane provides vehicle access to the development's off-street parking. The lane falls from the rear of the development towards the east, past the rear of 25-27 Howard Street. The lane at the rear of the development and at the rear of 25-27 Howard Street should be fully reconstructed to ensure that surface water can flow away from the rear of the development.
5.	It is noted that the traffic report shows vehicle access only from the west end of the lane. This is a longer distance along the lane to the development than approaching from the east. Vehicle turning movements for the 90-degree bend at both the east and the west ends of the lane are not provided in the report. This should be reviewed by Council's Traffic Unit.
6.	The ground floor finished level will be below existing surface levels, The building should be waterproofed to prevent water infiltration into the development.
7.	The footpath in front of the development should be made DDA compliant.
8.	Surface levels at the entry to the property adjoining the footpath must ensure that surface stormwater from the footpath cannot flow into the property.

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 Howard Street frontage must be reconstructed to Council's satisfaction and at the Permit Holder's cost.
- The footpath along the property's Howard Street frontage must be reconstructed to Council's satisfaction and at the Permit Holder's cost. The footpath must have a cross-fall of 1 in 40 or unless otherwise specified by Council.
- 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.

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	Assessment
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 north side of Howard 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 6 - PLN21/0905 - PDC Attachment - Referral Comments based on Advertised Plans

Engineer:	Artemis Bacani
Signature:	
Date:	23 May 2022

Attachment 6 - PLN21/0905 - PDC Attachment - Referral Comments based on Advertised Plans

Strategic Transport Formal Referral Response

Application Information	
Referral Officer	MALLISP
Officer	PlnUSERID
Council Reference	PLN21/0905
Address	23 Howard St, Richmond VIC 3121
Proposal	The construction of an eight storey (plus basement level) office building (no permit required for office land use) and a reduction in the car parking requirements.
Comments Sought	This is the link to the Statutory Planning Referral memo: D22/88766 - IREF22/00366 - Internal Referral Formal Request

Council's Strategic Transport unit provides the following information which is based on the information provided in the Statutory Planning referral request memo referenced above.

Comments

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)	1,167 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.	
		1visitor space to each 50 sqm of net floor area	0 visitor spaces.	
Bicycle Parking Spaces Total			**4 employee spaces**	**14 employee spaces**
			1 visitor spaces	**2 visitor spaces**
Showers / Change rooms		1 to the first 5 employee spaces and 1 to each additional 10 employee spaces	**0 showers / change rooms**	**5 showers / change rooms**

The development provides a total of 10 additional employee spaces and 1 additional visitor spaces above the requirements of the Scheme.

Adequacy of visitor spaces

2 spaces are noted as visitor bicycle parking spaces.

The provision of the visitor spaces is inadequate for the following reasons:

- Whilst 2 spaces exceeds the statutory requirement, all visitor spaces are hanging spaces. Pursuant to clause 52.34-3 all visitor spaces must be provided at a bicycle rail.

1

Attachment 6 - PLN21/0905 - PDC Attachment - Referral Comments based on Advertised Plans

Adequacy of employee spaces

Number of spaces

Whilst the proposal includes a surplus of 10 employee spaces above the requirements of the planning scheme, it is noted:

- A reduction of car parking spaces is sought.
- The subject site is located in an inner-urban area with already high cycling-to-work demand, and trends indicate demand will continue to increase; and both local and state planning policies include objectives to promote sustainable transport modes, including cycling.

Design and location of employee spaces and facilities

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

- The proposed main access for people riding bikes from the rear laneway is not acceptable for the following reasons:
    - The laneway is paved with rough bluestone cobble. This is not a suitable riding surface. The distance between the asphalt surface of Howard Street and the proposed rear entrance to the bicycle parking area is approximately 42 metres. This does not comply with Clause 52.34-4: “Be located to allow a bicycle to be ridden to within 30 metres of the bicycle parking space.” Or AS2890.3: “Access should be provided from the nearest or most convenient roadway to the parking facility such that a bicycle may be ridden to a point typically not more than 30 m away from the facility.”
    - The laneway is not a bicycle route or through road. This is not considered to be compliant with Clause 52.34-4: “Be located to provide convenient access from surrounding bicycle routes and main building entrances.”
- No spaces are not located within a secure facility. Pursuant to Clause 52.34-3 & Australian Standard AS2890.3 bicycle spaces for residents and employees must be provided in a bicycle locker, or in a lockable compound. A secure car park does not constitute a lockable compound.
- The dimensions of the main access way between the proposed motorcycle parking space and the side of the car stacker are not provided.
- All employee spaces are vertical spaces. Pursuant to clause 52.34-3 at least 20% of spaces must be provided at a horizontal bicycle rail.

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 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.

It is also recommended that at least one electric bicycle charging point is provided in the bicycle parking area.

Green Travel Plan

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

(a) a description of the location in the context of alternative modes of transport;
(b) employee welcome packs (e.g. provision of Myki/transport ticketing);
(c) sustainable transport goals linked to measurable targets, performance indicators and monitoring timeframes;
(d) a designated 'manager' or 'champion' responsible for coordination and implementation;
(e) details of bicycle parking and bicycle routes;
(f) details of GTP funding and management responsibilities;
(g) the types of bicycle storage devices proposed to be used for employee and visitor spaces (i.e. hanging or floor mounted spaces);
(h) the types of lockers proposed within the change-room facilities, with at least 50% of lockers providing hanging storage space;
(i) security arrangements to access the employee bicycle storage spaces; and
(j) signage and wayfinding information for bicycle facilities and pedestrians pursuant to Australian Standard AS2890.3;
(k) Reference to electric vehicle charging provisions

(l) provisions for the Green Travel Plan to be updated not less than every 5 years.

Yarra's key bicycle corridors

The site is located adjacent to key bicycle corridors. Church Street and the Main Yarra Trail.

City Works

Relevant to this business unit and this application, the following capital works are approved / proposed within the area of the subject site (as relevant to the planning application):

None from Strategic Transport.

Recommendations

The following should be shown on the plans before endorsement:

1. Bicycle parking access to be redesigned so as not to require access from the rear laneway, and with reasonable proximity and access to:
    i. Building entrances and/or lift shafts;
    ii. End of trip facilities, including showers and change rooms
2. Dimensions of all relevant access ways noted to demonstrate compliance with Australian Standard AS2890.3 or to the satisfaction of the Responsible Authority.

Attachment 6 - PLN21/0905 - PDC Attachment - Referral Comments based on Advertised Plans

3. All resident and/or employee bicycle parking facilities to include a minimum of 20% of ground level (horizontal) spaces.
4. All visitor bicycle parking provided in a location easily accessed by visitors to the site.
5. All visitor bicycle parking facilities to be ground level (horizontal) spaces.
6. Details of electrical circuits installed to car and bicycle parking spaces to demonstrate 'EV readiness'.

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

Principal Strategic Transport Planner (Strategic Transport Unit): MALLISP

Signature:

Date: 26/05/2022

1

Attachment 6 - PLN21/0905 - PDC Attachment - Referral Comments based on Advertised Plans

Civil Works
Formal Referral Response

Application Information	
Referral Officer	USERID
Officer	Atha Athanasi
Council Reference	PLN21/0905
Address	23 Howard St, Richmond VIC 3121
Proposal	The construction of an eight storey (plus basement level) office building (no permit required for office land use) and a reduction in the car parking requirements.
Comments Sought	This is the link to the Statutory Planning Referral memo: Insert CM Link here to referral request memo (which will include a hyperlink to the submitted WMP)

Attachment 6 - PLN21/0905 - PDC Attachment - Referral Comments based on Advertised Plans

Council's Civil Works Unit provides the following information which is based on the information provided in the Statutory Planning referral request memo referenced above.

Civil Works were requested to make comment on the submitted Waste Management Plan (WMP).

Comments and Recommendations

The waste management plan for 23 Howard St, Richmond authored by Ratio Consultants and dated 18/2/22 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 and needs to be enlarged
2. Kerbside collection may not be appropriate for some of the proposed bin sizes as they may not leave sufficient space for pedestrians at the collection location when bins are presented (1.5m).
3. A clause must be included in the plan regarding potential review into the service if operational requirements change.

Engineer: USERID

Signature:

Date:

Attachment 6 - PLN21/0905 - PDC Attachment - Referral Comments based on Advertised Plans

ESD Formal Referral Response

Application Information	
Referral Officer	Chris Stathis
Officer	Gavin Ashley
Council Reference	PLN21/0905
Address	23 Howard St, Richmond, VIC 3121
Proposal	The construction of an eight storey (plus basement level) office building (no permit required for office land use) and a reduction in the car parking requirements.
Comments Sought	This is the link to the Statutory Planning Referral memo: **D22/68595**

Attachment 6 - PLN21/0905 - PDC Attachment - Referral Comments based on Advertised Plans

Council's ESD Officer provides the following information which is based on the information provided in the Statutory Planning referral request memo referenced above.

ESD comments were requested on the following:

- New referral

In assessing this application, the following documents were reviewed:

- Sustainability Management Plan (SMP) prepared by Ark Resources (Iss E – 22.02.2022)
- Architectural Plans prepared by Kavellaris Urban Design (04.03.2022)
- Waste Management Plan (WMP) prepared by (V4 – 18.02.2021)

**It appears the WMP has been incorrectly dated (should be 2022). This has been included below as an application ESD deficiency*

Attachment 6 - PLN21/0905 - PDC Attachment - Referral Comments based on Advertised Plans

Comments

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 achieves an overall BESS score of 71% (SMP, p. 7).
- Individual tenancy metering for utilities, and commitment to a Building Users Guide (SMP, p. 9).
- Water efficient fixtures and fittings and water efficient landscaping (SMP, p. 10).
- A preliminary JV3 assessment has been provided, demonstrating a (min) 10% improvement in the thermal envelope (SMP, p. 11).
- A 2.16 kW rooftop solar PV system proposed (SMP, p. 11).
- A STORM report with a score of 161% has been submitted that relies on a total rooftop catchment of 210 m^2 diverted to a 6,000-litre rainwater tank that will be used for toilet flushing, bin-wash and irrigation (SMP, p. 10).
- Operable windows on all levels of the office, with 36.8% of areas meeting best practice daylight requirements (SMP, p. 12).
- End of trip facilities and electric vehicle charging provided (SMP, p. 13).

(2) Application ESD Deficiencies

- Clarify the dates on the Waste Management Plan (appears to state 2021, and not 2022) and amend accordingly.
-

(3) Outstanding Information

- While natural ventilation and CO2 concentration are input into the BESS credit, the distance between operable windows is >15m, failing to meet the BESS definition. Amend SMP and BESS report accordingly.
- Provide revised daylight modelling that uses an 80% internal wall reflectance level.
- Provide a statement around the provision of high-quality views.
- Prior to construction, provide an amended JV3 assessment that includes lighting and hot water demand and the benefits from the solar PV system (within the existing table format) to gauge overall improvements.
- As above, include overall GHG emission reductions (lighting, hot water and solar PV) in revised JV3 prior to construction.
- Confirm hot water system and include within JV3 assessment. It is strongly recommended that new gas connections be avoided, with support for electric alternatives.

- Clarify the peak energy demand reduction in heating and cooling associated with the building design and services.
- Clarify the external shading strategy for north facing glazing on levels 2-3.
- The use of motion sensors is specified 'where feasible'. Remove ambiguous language and confirm strategy.
- Provide more details for project-specific response to reducing testing water in fire systems.
- Confirm that post-development stormwater flows will not exceed pre-development levels.
- The plans indicate the rainwater tank is connected to fire system testing also, however is not included as a use in the rainwater harvesting calculations. Confirm whether the single tank is service all uses, and amend SMP accordingly.
- This final stormwater treatment strategy should be confirmed and subjected to Council approval prior to construction.
- Confirm whether any recycled materials (i.e. reclaimed bricks) or products with post-consumer content (i.e. insulation) will be specified for the building, noting this is highly recommended.
- Confirm whether any attempt to reduce Portland cement (i.e. by 20% by weight) will be made through the use of SCMs or other alternatives (fly ash, manufactured sand etc), noting this is highly recommended.
- Clarify strategy around best-practice PVC use.
- Include details of surrounding car share locations within both the Green Travel Plan (see below) and the Building Users Guide.
- Amend plans with annotation to confirm inclusion of EV charging with the stacker system.
- Provide a Green Travel Plan that details how the building supports sustainable transport modes.
- Provide a statement as to how the building design has responded to and mitigates the urban heat island effect. Consider increasing vegetation provision and opting for lighter external materials (or at least roofing/terrace) to help reflect heat away from the building).
- Provide a Landscape Plan with details of: Planting schedule, maintenance, irrigation and adequate soil depth/volumes to support vegetation (particularly the trees on level 6).
- Ultra-low VOC paint is not, having been incorporated in developments for years. Maintain, but remove as largely included in BESS credit IEQ 4.1
- The SMP (in Transport section) mentions EV charging to 4 car parks. Correct misalignment and confirm EV charging to 100% (i.e. 5 parking spaces).
- Confirm building tuning and commissioning strategy.
- Confirm provision of a site-specific Environmental Management Plan.

(4) ESD Improvement Opportunities

- Consider materials and assembly techniques to assist with disassembly and reuse at end-of-life.
- Consider providing locker access within the DDA bathroom/shower.
- Consider increasing vegetation (particularly climbing vegetation on the façade) to assist with urban heat and ecological value.
- Consider incorporating more climbing vegetation and/or a green roof to increase ecological value of the site.
- Consider appointing a head contractor with a valid ISO 14001 accreditation.

Attachment 6 - PLN21/0905 - PDC Attachment - Referral Comments based on Advertised Plans

Recommendations

Having reviewed the application material, the applicant is required to address the items above listed as ESD deficiencies (2) and Outstanding Information (3) – and is strongly encouraged to incorporate the ESD improvement Opportunities (4) where practical.

ESD Officer: ASHLEYG

Signature: Gavin Ashley

Date: 20.04.2022

Attachment 6 - PLN21/0905 - PDC Attachment - Referral Comments based on 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 - PLN21/0905 - PDC Attachment - Referral Comments based on Advertised Plans

Sustainable Management Plan (SMP)

for planning applications being considered by Yarra 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. 1,000m² 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.

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	All offices have operable windows along the North and South façade (SMP, p. 12).	While natural ventilation and CO2 concentration are input into the BESS credit, the distance between operable windows is >15m, failing to meet the BESS definition. Amend SMP and BESS report accordingly.	3
Daylight & Solar Access	Daylight modelling has been provided that indicates that 37% of floor areas have a DF>2.0 - however internal reflectance of walls (90%) is considerably high (SMP, p. 46).	Provide revised daylight modelling that uses an 80% internal wall reflectance level.	3
External Views	No information has been provided.	Provide a statement around the provision of high-quality views.	3
Hazardous Materials and VOC	Specification of low VOC and formaldehyde products and materials (SMP, p. 12).	Satisfactory.	1
Thermal Comfort	Thermal comfort provided via high performance thermal fabric, glazing and external shade awnings (SMP, p. 12).	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: 1. Indoor Environment Quality

Attachment 6 - PLN21/0905 - PDC Attachment - Referral Comments based on 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	A preliminary JV3 assessment has been undertaken which demonstrates that the project will exceed the minimum NCC Section J energy efficiency requirements for the thermal envelope by more than 10% (SMP, p. 11).	Prior to construction, provide an amended JV3 assessment that includes lighting and hot water demand and the benefits from the solar PV system (within the existing table format) to gauge overall improvements.	3
Thermal Performance	11.8% reduction in heating and cooling energy as a result of the thermal fabric as per the JV3 (SMP, p. 58).	Satisfactory.	1
Greenhouse Gas Emissions	11.8% reduction in GHG emissions as per the JV3 (SMP, p. 58).	As above, include overall GHG emission reductions (lighting, hot water and solar PV) in revised JV3 prior to construction.	3
Hot Water System	The SMP states the hot water units will be either: • High efficiency gas instantaneous; or • Electric instantaneous installed at the point of use to avoid standing heat losses (SMP, p. 11).	Confirm hot water system and include within JV3 assessment. It is strongly recommended that new gas connections be avoided, with support for electric alternatives.	3
Peak Energy Demand	The BESS credit has been marked as 100% but actual demand reduction not provided.	Clarify the peak energy demand reduction in heating and cooling associated with the building design and services.	3
Effective Shading	Fixed external awnings will provide shade to the northern façade from levels 4 to 6 (SMP, p. 12).	Clarify the external shading strategy for north facing glazing on levels 2-3.	3
Efficient HVAC system	Space heating and cooling to retail and office spaces will be provided by reverse cycle heat pumps with minimum seasonal CoP & EER of	Satisfactory.	1

Attachment 6 - PLN21/0905 - PDC Attachment - Referral Comments based on Advertised Plans

	4.0 calculated in accordance with AS 3823.4 2014 (SMP, p. 11).		
Car Park Ventilation	Car parking contained in car-stackers (not a traditional basement).	Satisfactory.	1
Efficient Lighting	Lighting will be designed to meet the lighting power density requirements in Table J6.2a of the NCC 2019 Vol 1 (SMP, p. 11).	The use of motion sensors is specified 'where feasible'. Remove ambiguous language and confirm strategy.	3
Electricity Generation	A 2.16 kW rooftop solar PV system is proposed, capable of generating up to 2,821 kWh / year (SMP, p. 42).	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: 2. Energy Efficiency
House Energy Rating www.makeyourhomegreen.vic.gov.au
Building Code Australia www.abcb.gov.au
Window Efficiency Rating Scheme (WERS) www.wers.net
Minimum Energy Performance Standards (MEPS) www.energyrating.gov.au
Energy Efficiency www.resourcesmart.vic.gov.au

3. Water Efficiency

Objectives:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
Minimising Amenity Water Demand	Water efficient fixtures and fittings: • Showers: 4-star WELS • Toilets: 4-star WELS • Taps: 6-star WELS • Dishwashers: 5-star WELS (SMP, p. 9).	Satisfactory.	1
Water for Toilet Flushing	The rainwater tanks will serve toilet flushing, bin-wash and irrigation demand (SMP, p. 10).	Satisfactory.	1
Water Meter	Individual tenancy meters for utilities [including water] with harvesting rainwater supply metering provided to building manager (SMP, p. 9).	Satisfactory.	1
Landscape Irrigation	Drought tolerant plants with automated drip irrigation (SMP, p. 9).	Satisfactory.	1
Other	Strategies to reduce potable water used for testing water in fire systems to be implemented (SMP, p. 9).	Provide more details for project-specific response to reducing testing water in fire systems.	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: 3. Water Efficiency
Water Efficient Labelling Scheme (WELS) www.waterrating.gov.au

Attachment 6 - PLN21/0905 - PDC Attachment - Referral Comments based on Advertised Plans

Water Services Association of Australia www.wsaa.asn.au
Water Tank Requirement www.makeyourhomegreen.vic.gov.au
Melbourne Water STORM calculator www.storm.melbournewater.com.au
Sustainable Landscaping www.ourwater.vic.gov.au

4. Stormwater Management

Objectives:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
STORM Rating	A STORM report with a score of 161% has been submitted that relies on a total rooftop catchment of 210 m^2 diverted to a 6,000-litre rainwater tank that will be used for toilet flushing, bin-wash and irrigation (SMP, p. 10).	Satisfactory.	1
Discharge to sewer	Rainwater harvesting details provided in appendix, however information on stormwater discharge not clear.	Confirm that post-development stormwater flows will not exceed pre-development levels.	3
Stormwater Diversion	A total catchment area of 210 m^2 (SMP, p. 10).	Satisfactory.	1
Stormwater Detention	A 6,000-litre rainwater tank is located in the basement (TP102).	The plans indicate the rainwater tank is connected to fire system testing also, however is not included as a use in the rainwater harvesting calculations. Confirm whether the single tank is service all uses, and amend SMP accordingly.	3
Stormwater Treatment	The following is proposed (subject to hydraulic engineer): • Down-pipes before rainwater tanks • First-flush diverters • Pressure pipes after rainwater pump • 3 Stage Filtration (20 / 5 / 1 micron strainers) • UV disinfection	This final stormwater treatment strategy should be confirmed and subjected to Council approval prior to construction.	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: 4. Stormwater Management
Melbourne Water STORM calculator www.storm.melbournewater.com.au
Water Sensitive Urban Design Principles www.melbournewater.com.au
Environmental Protection Authority Victoria www.epa.vic.gov.au
Water Services Association of Australia www.wsaa.asn.au
Sustainable Landscaping www.ourwater.vic.gov.au

5. Building Materials

Objectives:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
Reuse of Recycled Materials	No information has been provided.	Confirm whether any recycled materials (i.e. reclaimed bricks) or products with post-consumer content (i.e. insulation) will be specified for the building, noting this is highly recommended.	3
Embodied Energy of Concrete and Steel	50% reclaimed water is the only information provided for concrete (SMP, p. 15).	Confirm whether any attempt to reduce Portland cement (i.e. by 20% by weight) will be made through the use of SCMs or other alternatives (fly ash, manufactured sand etc), noting this is highly recommended.	3
Sustainable Timber	All feature timber will be recycled or from accredited sustainably harvested plantation sources (FSC or AFS) (SMP, p. 15).	Satisfactory.	1
Design for Disassembly	No information has been provided.	Consider materials and assembly techniques to assist with disassembly and reuse at end-of-life.	4
PVC	No information has been provided.	Clarify strategy around best-practice PVC use.	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

Attachment 6 - PLN21/0905 - PDC Attachment - Referral Comments based on Advertised Plans

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	A car stacker provides parking for 5 vehicles on site (TP103).	Satisfactory.	1
Bike Parking Spaces	14 racks for employees and 2 racks for visitors on ground level (SMP, p. 13).	Satisfactory.	1
End of Trip Facilities	End-of-trip facilities in the basement comprising - 2 male showers with 4 lockers and a change cubicle; - 2 female showers with 4 lockers and a change cubicle; - 1 shower within the DDA bathroom (SMP, p. 13).	Good. Consider providing locker access within the DDA bathroom/shower.	1 / 4
Car Share Facilities	No information has been provided.	Include details of surrounding car share locations within both the Green Travel Plan (see below) *and* the Building Users Guide.	3
Electric vehicle charging	Electric vehicle infrastructure to ensure the car park is 'electric vehicle ready' including 4 electric vehicle chargers in the stackers (SMP, p. 13).	Amend plans with annotation to confirm inclusion of EV charging with the stacker system.	3
Green Travel Plan	No Green Travel Plan has been provided.	Provide a Green Travel Plan that details how the building supports sustainable transport modes.	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:

Attachment 6 - PLN21/0905 - PDC Attachment - Referral Comments based on Advertised Plans

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	Demolition and construction waste sent to landfill to be less than 5kg per square meter of GFA – with a dedicated recycling contractor engaged to facilitate separation of commercially viable recyclable waste streams (SMP, p. 14).	Satisfactory.	1
Operational Waste Management	An operation Waste Management Plan has been provided, with a bin room located on the ground floor.	Satisfactory.	1
Storage Spaces for Recycling and Green Waste	Recycling, glass, organics and e-waste all catered for within the WMP with spatial allocation in the bin room on the ground floor.	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: 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	Minimal open-sky vegetation on site, with one mature tree being removed.	Satisfactory.	1
Maintaining / Enhancing Ecological Value	Planter boxes have been integrated into the proposed design on levels 4, 6 and the rooftop terrace (SMP, p. 14).	Satisfactory. Consider increasing vegetation (particularly climbing vegetation on the façade) to assist with urban heat and ecological value.	1 / 4
Heat Island Effect	No information has been provided.	Provide a statement as to how the building design has responded to and mitigates the urban heat island effect. Consider increasing vegetation provision and opting for lighter external materials (or at least roofing/terrace) to help reflect heat away from the building).	3
Other	No Landscape Plan has been provided.	Provide a Landscape Plan with details of: Planting schedule, maintenance, irrigation and adequate soil depth/volumes to support vegetation (particularly the trees on level 6).	3
Green wall, roofs, facades	No information has been provided.	Consider incorporating more climbing vegetation and/or a green roof to increase ecological value of the 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*
Air Tightness Testing	Air tightness testing of representative spaces before handover (SMP, p. 15).	Satisfactory.	1
Ultra-Low VOC paints	All paints to be low VOC (<16g/litre), with 50% of paints to be ultra-low VOC (<5g/litre) (SMP, p. 15).	*Ultra*-low VOC paint is not, having been incorporated in developments for years. Maintain, but remove as largely included in BESS credit IEQ 4.1.	3
EV Charging	Electric vehicle charging infrastructure for 100% of car-parking spaces (SMP, p. 15).	The SMP (in Transport section) mentions EV charging to 4 car parks. Correct misalignment and confirm EV charging to 100% (i.e. 5 parking spaces).	3
Construction Waste	Demolition and construction waste sent to landfill to be less than 5kg per m^2 of GFA (SMP, p. 15).	Satisfactory.	1
Indoor plants	Indoor plants will be distributed across office areas and regularly maintained. One or more plants with a soil area of at least 500cm_2 (0.05m_2) will be provided per 10m_2 of office area (SMP, p. 15).	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: 9. Innovation
Green Building Council Australia www.gbca.org.au
Victorian Eco Innovation lab www.ecoinnovationlab.com

Attachment 6 - PLN21/0905 - PDC Attachment - Referral Comments based on Advertised Plans

Business Victoria www.business.vic.gov.au
Environment Design Guide www.environmentdesignguide.com.au

10. Construction and Building Management

Objective:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
Building Tuning	No information has been provided.	Confirm building tuning and commissioning strategy.	3
Building Users Guide	A Building Users Guide will be prepared and will provide details regarding the everyday operation of the building (SMP, p. 9).	Satisfactory.	1
Contractor has Valid ISO14001 Accreditation	No information has been provided.	Consider appointing a head contractor with a valid ISO 14001 accreditation.	4
Construction Management Plan	Besides the construction target, no mention of site-specific Environmental Management Plan to guide construction.	Confirm provision of a site-specific Environmental Management Plan.	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: 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 6 - PLN21/0905 - PDC Attachment - Referral Comments based on 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 - PLN21/0905 - PDC Attachment - Referral Comments based on Advertised Plans

Urban Design
Formal Referral Response

Application Information	
Referral Officer	Chris Stathis
Officer	Lucy Stratton
Council Reference	PLN21/0905
Address	23 Howard St, Richmond VIC 3121
Proposal	The construction of an eight storey (plus basement level) office building (no permit required for office land use) and a reduction in the car parking requirements.
Comments Sought	D22/62236 - IREF22/00363 - Internal Referral Formal Request

Comment Summary

Public Realm Interface

- The subject site is afforded two frontages: Howard Street (south) and the rear un-named laneway (north). The proposal's site planning responds to these conditions, providing rear car access and back of house uses to the laneway, maximising the key street frontage of Howard Street for office uses and the primary entrance.
- A single office tenancy (46sqm) is proposed to front Howard Street, accessed from the common lobby. The tenancy would benefit from direct access from the street for an enhance sense of street address. If this is pursued, the change in level (RL7.90) from the adjacent footpath would need to be addressed appropriately internally.
- The ground floor façade strategy comprises three arches finished in bronze steel fins, distinct from the remained of the street wall (Level 1-3). This is a supported design outcome, creating a tactile and human scale frontage. The integration of the fire hydrant within the glazing is supported, reducing the need for service cupboards and maximising the visual transparency of the frontage.
- In addition to a garage roller door, the rear laneway entrance provides a separate entrance for pedestrians and bicycle access. Given this is the most direct entrance for bicycle access (avoiding internal ramps, stairs and doorways), safety and wayfinding are critical design considerations. It is recommended that lighting and signage be incorporated into the proposal. The garage door finish (perforated black metal) is acceptable.

Attachment 6 - PLN21/0905 - PDC Attachment - Referral Comments based on Advertised Plans

Streetscapes and Capital Works

- Hard landscaping materials within the narrow setbacks along Howard Street, should be specified. There is limited opportunity for street tree planting along the northern side of Howard Street. There are no known planned / approved capital works around the site being led by the Urban Design Team.

Urban Designer: Lucy Stratton
Date: 17 June 2022

6.3 Section 72 Amendment to Planning Permit PLN18/0812 to;
- Increase the red line area to allow for the sale and consumption of liquor at 281 and 283-285 Wellington Street and include as part of the subject site
- Increase the on premises licensed hours to 1am for internal areas Thursday - Saturday, Sunday- Wednesday to remain at 11pm (External areas to close at 10pm)
- Increase the maximum number of patrons to 256
- Reduction to the statutory car parking rate
- Associated buildings and works
- Construct and display of signage

Executive Summary

Purpose

1. This report provides an assessment of planning application PLN18/0812.01 which relates to land at 279-285 Wellington Street, Collingwood. This report recommends approval subject to conditions.

Key Planning Considerations

2. Key planning considerations include:
   (a) Clause 11.01-1S – Settlement;
   (b) Clause 22.05 – Interface Use Policy;
   (c) Clauses 22.09 & 52.27 – Licenced Premises;
   (d) Clauses 22.04 & 52.05 – Signage;
   (e) Clause 32.02 – Commercial 2 Zone;
   (f) Clause 43.01 & 22.02 - Heritage
   (g) Clause 44.05 - Special Building Overlay
   (h) Clause 52.06 – Car Parking; and
   (i) Clause 52.34 – Bicycle Facilities

Key Issues

3. The key issues for Council in considering the proposal relate to:
   (a) Sale and consumption of liquor on-premises;
   (b) Off-site amenity impacts; and
   (c) Car and bicycle parking.
   (d) Objector concerns

Submissions Received

4. 43 objections were received to the application, these can be summarised as:
   (a) Noise
   (b) Parking
   (c) Increase in antisocial behaviour
   (d) Light pollution
   (e) Insufficient bicycle parking
   (f) Use of the laneway for construction

5. 15 letters of support were received to the application

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) Closure of the courtyard from 10pm
   (b) Reduction in the number of patrons from after 10pm to no more than 161

CONTACT OFFICER: **Robert Galpin**
TITLE: **Statutory Planner**
TEL: **9205 5139**

6.3 Section 72 Amendment to Planning Permit PLN18/0812 to;
- Increase the red line area to allow for the sale and consumption of liquor at 281 and 283-285 Wellington Street and include as part of the subject site
- Increase the on premises licensed hours to 1am for internal areas Thursday - Saturday, Sunday- Wednesday to remain at 11pm (External areas to close at 10pm)
- Increase the maximum number of patrons to 256
- Reduction to the statutory car parking rate
- Associated buildings and works
- Construct and display of signage

Reference	D22/169969
Author	Robert Galpin - Statutory Planner
Authoriser	Senior Coordinator Statutory Planning

Ward:	Nicholls Ward
Proposal:	Section 72 Amendment to Planning Permit PLN18/0812 to; - Allow for the sale and consumption of liquor at 281 and 283-285 Wellington Street and include as part of the subject site - Increase the on premises licensed hours to 1am for internal areas Thursday - Saturday, Sunday- Wednesday to remain at 11pm (External areas to close at 10pm) - Increase the maximum number of patrons to 243 - Reduction to the statutory car parking rate - Associated buildings and works - Construct and display of signage
Existing use:	Bar and Vacant premises
Applicant:	Molly Rose Brewing Company Pty Ltd
Zoning / Overlays:	Commercial 2 Zone Heritage Overlay (Schedule 321) Design and Development Overlay (Schedule 2) Special Building Overlay Development Contributions Plan Overlay
Date of Application:	21 October 2021
Application Number:	PLN18/0812.01

Planning History

7. Planning Permit PLN18/0812 was issued on 6 May 2019 to allow for part demolition, use of the land as a tavern, sale and consumption of liquor, display of a sign and a waiver of the bicycle facility requirements at 279 Wellington Street Collingwood.

8. This permit has since been acted upon with the venue currently operational.

Background

Planning Scheme Amendments

Amendment VC 159

9. Planning Scheme Amendment VC 159 was gazetted on 14 July 2019 and applies to all Victorian Planning Schemes. The Amendment is part of the Victorian Government's Smart Planning program which aims to simplify and modernise Victoria's planning policy and rules to make planning more efficient, accessible and transparent. VC159 amends all planning schemes to introduce new land use terms, revise the definition of land use terms and change where land use terms are nested.

10. Included in the changes was amending the land use definitions including deletion reference to the 'tavern' use and replacing it with a 'bar'.

Amendment C269

11. Amendment C269 proposes to update the local policies in the Yarra Planning Scheme by replacing the Municipal Strategic Statement (MSS) at Clause 21 and Local Planning Policies at Clause 22 with a Municipal Planning Strategy and Local Policies within the Planning Policy Framework (PFF), consistent with the structure recently introduced by the State Government

12. Amendment C269 was on public exhibition between 20 August 2020 and 4 December 2020 and proceeded to a panel hearing in October 2021.

13. The Panel report was released on 18 January 2022. Council resolved on 19 April 2022 that having considered the Panel report, to submit the adopted Amendment to the Minister for Planning for approval.

14. Therefore, this is now a seriously entertained amendment and as such planning applications must be assessed against both the existing **MSS** (Municipal Strategic Statement) and proposed **MPS** - Municipal Planning Strategy).

    The relevant sections to be considered in this report include the following:

    (a) Clause 13.07-1L (Licensed premises)

Lodgement of S57A plans or sketch plans

15. In response to objections and concerns raised by Council, the application was amended on 2 May 2022 via Section 57A to;

    - Reduce the proposed licensed hours from 10am – 1am seven days per week to; 10am – 11pm Sunday to Wednesday (remaining at 10am – 1am Thursday to Saturday);
    - Reduce the courtyard operating hours from 11pm to 10pm;
    - Reduce the courtyard patrons from 100-82;
    - Reduce waste pick up frequency from 6 to 3 time per week;
    - Updated front fence to 283-285 to accord with Melbourne Water requirements; and
    - Internal rearrangement.

    An updated ground floor plan, Wellington Street elevation, waste collection schedule and two addendum acoustic reports were submitted with the Section 57A package.

The Proposal

16. The application Section 72 Amendment to Planning Permit PLN18/0812 to;
    - Increase the red line area to allow for the sale and consumption of liquor at 281 and 283-285 Wellington Street and include as part of the subject site

- Increase the on premises licensed hours to 1am for internal areas Thursday - Saturday, Sunday- Wednesday to remain at 11pm (External areas to close at 10pm)
- Increase the maximum number of patrons to 243
- Reduction to the statutory car parking rate
- Associated buildings and works
- Display of signage

Use

(a) The use will remain unchanged, operating as a bar with an ancillary brewery and bottle shop component.

Sale and Consumption of Liquor

(b) The licensed (redline) area will be increased to cover the full site boundaries of 281 and 283-285 Wellington Street, including the first floor of 281 Wellington Street.

(c) A maximum of 243 patrons (including a maximum of 82 patrons in the courtyard)

(d) A maximum of 14 staff

(e) Music restricted to background level

(f) Licensed hours for on premises consumption are Sunday – Wednesday 10am – 11pm and Thursday – Saturday 10am – 1am.

(g) Food service will be available at all times

(h) Patron seating provided for 236 patrons

(i) A Patron Noise and Amenity Action Plan has been provided with the application

Buildings and Works

(j) Works will largely be internal contained within the existing buildings and structures on site.

(k) External works include;

(i) demolition of the existing rear fence and bathroom of 281 Wellington Street and construct a new ground level addition. The addition will be constructed to the rear boundary and include a raked 3.6m -4.34m high concrete sheet wall with a skillion roof.

(ii) Demolition of the existing 3.6m high galvanized rear fence to 283-285 Wellington Street and replacement with a fibre cement sheet wall.

(iii) Demolition of the existing front fence and construction of a new 2.1m high permeable front fence with gate to 283-285 Wellington Street

(iv) Bike racks located within the courtyard

Signage

(l) New signage is proposed as follows

	Type	**Location**	**Area**
Sign 1	Business	Window Decal to	0.18sqm

	Identification	281 Wellington St	
Sign 2	Business Identification	Painted on the first-floor façade of 281 Wellington St	4.9sqm
Sign 3	illuminated lightbox business identification sign (new branding inserted into existing lightbox)	Projecting of 281 Wellington St	0.7sqm
Sign 4	Business Identification	Lettering above the front fence of 283-285 Wellington St	0.84sqm

Car and bicycle parking

(m) No on-site car parking is proposed

(n) 4 bicycle parks are proposed located within the courtyard

Existing Conditions

Subject Site

17. The subject site is located on the western side of Wellington Street, approximately 280m north of Johnston Street in Collingwood.

18. The combined subject site has a frontage to Wellington Street of 22m and a depth of 25m, yielding a total size of approximately 551sqm.

19. At 279 Wellington Street the site contains a 1940's single storey brick industrial building constructed to all boundaries. The buildings comprises a brick parapet and a gabled roof beyond. Vehicle access is provided through both front (Wellington Street) and rear (right of way). Pedestrian access is available through a single pedestrian door to Wellington Street. The premises currently operates as a bar consistent with the current permit.

20. 281 Wellington Street contains a brick double storey Victorian-era commercial building, the buildings is constructed to the street front at ground and first floors and to both side boundaries. The building is partially setback to the rear with a small bathroom and covered service yard. The building has windows at ground and first floor fronting Wellington St, an awning over the footpath and an existing lightbox sign housing affixed to the frontage. The application seeks retrospective approval for this lightbox sign.

21. 283-285 Wellington Street is a largely vacant site presently used for storage. The site has an open gabled structure located mid-point and extends to the rear of the site constructed to the northern, western and southern boundaries. To the east the site contains a large citrus tree, and a galvanised front fence.

22. Overall, the three sites include a total leasable floor area of 662sqm including the first floor of 281 Wellington Street.

Image 1: The subject site as viewed from Wellington St.

Surrounding Land

23. The surrounding streetscape generally consists of a mix of commercial and residential uses, with the western side of the road zoned Commercial 2 and the eastern side Neighbourhood Residential. Development is comprised of single and double storey residential dwellings and commercial buildings of varying eras.

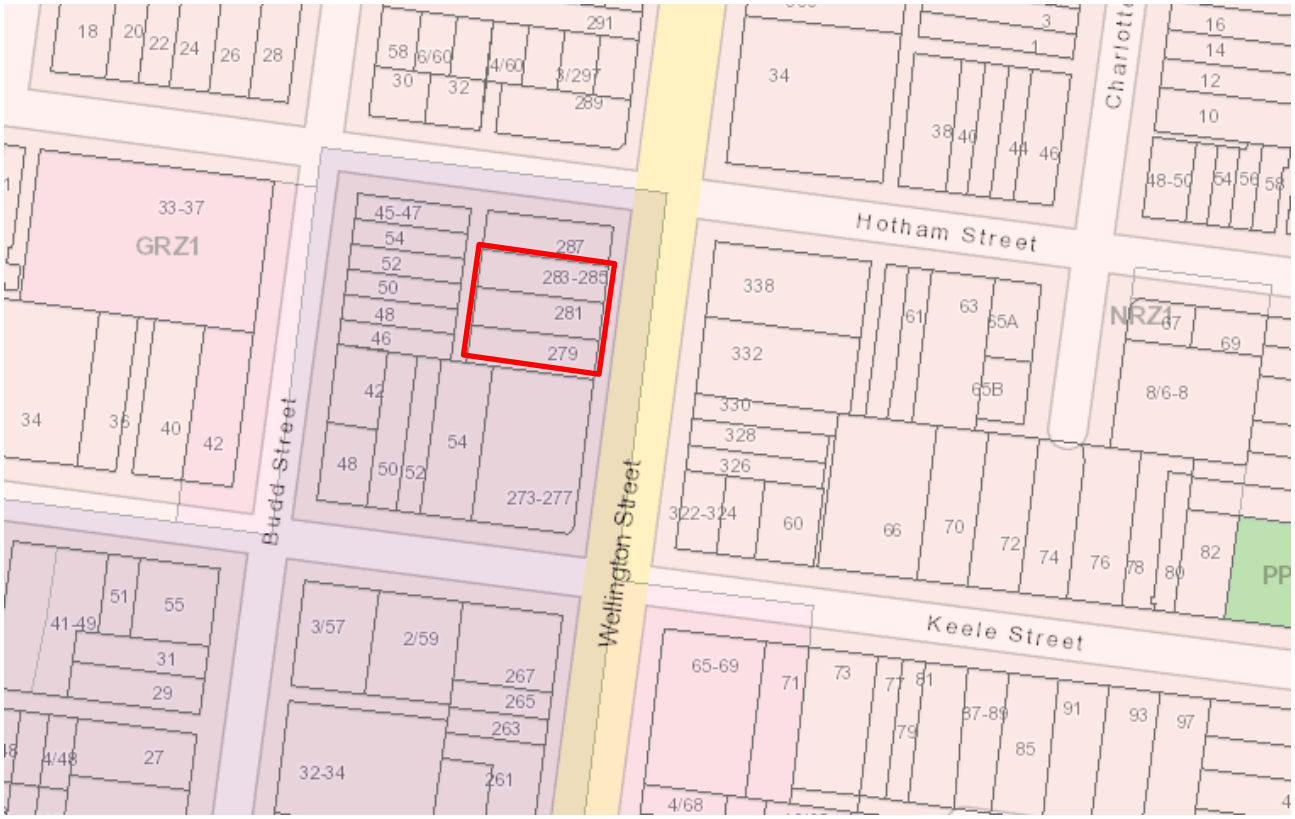


Image 2: The subject site and surrounding zoning

24. Immediately to the south of the subject site are two properties. The corner property is a double storey modern commercial building which is occupied by an office. The building has frontages to both Wellington Street and Keele Street. The building is constructed to the site boundary at both street interfaces and incorporates a large, enclosed car park at ground level and offices above. Vehicle access is available from both Keele and Wellington Street.

25. To the south west t is No. 54 Keele Street, this is a single storey Victorian -era weatherboard dwelling fronting Keele Street. The dwelling is setback from Keele Street with s small front garden and low picket fence. SPOS is located to the rear (north) of the site.

26. To the north is a single storey Victoria-era building currently used as a restaurant. The building is constructed to Wellington Street and both side boundaries. To the rear is a double car port accessed via Hotham Street. The existing restaurant operates under Planning Permit PL08/1113 which allows for the sale and consumption of alcohol Monday to Saturday 7am – 11pm and Sunday 10am – 11pm with a maximum of 50 patrons.

27. To the west of the subject site (across the ROW) is the rear of a three-storey industrial building fronting Budd Street. The rear interface consists of a series of roller doors providing rear access to the building

28. Immediately to the east is Wellington Street with parallel parking serving the residential and commercial properties on Wellington Street. A number of these car spaces are currently occupies by a ‘parklet’ servicing the current microbrewery.

29. To the east of the subject site is a two storey apartment building and a row of Victorian terrace dwellings oriented towards Wellington Street.

30. The site is serviced well by public transport with:

    (a) Bus services operating along Alexandra Parade 260m to the north;

    (b) Bus services operating along Johnston Street 260m to the south

    (c) Bus Services operating along Hoddle Street 550m to the east

    (d) Tram Services 260 to the east on Smith Street and 750m to the east on Brunswick St.

    (e) Victoria Park Train Station located approximately 650m to the south-east;

31. Wellington Street also has excellent bicycle access, with dedicated Dutch style bicycle lanes providing the primary north-south bicycle route through Collingwood.

Image 3: The subject side and surrounds

Planning Scheme Provisions

Zoning

32. The subject site is zoned Commercial 2 Zone. The following provisions apply:
    (a) Pursuant to clause 34.02-1 of the Yarra Planning Scheme a permit is required to use the land as a Bar (nested under food and drinks premises) as the leasable floor area is over 100sqm.
    (b) Pursuant to Clause 34.02-8, advertising sign requirements are at Clause 52.05. This zone is in Category 1 (Commercial Areas).
    (c) Pursuant to Clause 34.02-4 of the Scheme, a permit is required to construct a building or construct or carry out works.

Overlays

Heritage Overlay

33. The subject site is affected by the Heritage Overlay (Schedule 321). The following provisions apply:
    (a) Pursuant to *Clause 43.01-1* of the Scheme, a permit is required to:
        (i) construct or display a sign
        (ii) demolish or remove a building,
        (iii) *construct a building or construct or carry out works*
        (iv) *Internally alter a building if the schedule to this overlay specifies the heritage place as one where internal alteration controls apply.*
    (b) A permit is required for all aspects of the proposal except for the internal modifications.

34. Appendix 8 to the City of Yarra Review of Heritage Areas, 2007 – The buildings at 279-281 Wellington Street are identified as being 'contributory' and 283-285 as 'non-contributory' to the Gold Street Precinct, Collingwood.

Special Building Overlay

35. The subject site is affected by the Special Building Overlay. The following provisions apply:
    (a) Pursuant to *Clause 44.05-2* of the Scheme, a permit is required to construct a building or construct or carry out works.

Design and Development Overlay

36. The subject site is affected by a Design and Development Overlay (Schedule 2 – Main Roads and Boulevards).

    (a) Pursuant to Clause 43.02-2 A permit is required to Construct a building or construct or carry out works

Development Contributions Plan Overlay

37. The subject site is also located within the Development Contributions Plan Overlay (Schedule 1).

38. Pursuant to Clause 45.06-1 a permit granted must:

    (a) *Be consistent with the provisions of the relevant development contributions plan;*

    (b) *Include any conditions required to give effect to any contributions or levies imposed, conditions or requirements set out in the relevant schedule to this overlay.*

39. The proposed development is exempted from a development contribution as it does not increase the floor area of the commercial use or introduce a dwelling/apartment.

Particular Provisions

Clause 52.05 – Signs

40. Pursuant to Clause 34.02-8 (signs) of the Scheme advertising sign requirements are contained at Clause 52.05. This zone is in a Category 1 (Commercial Area) with regards to signage.

41. A planning permit is not required for business identification signage provided the total display area of all signs to each premises must not exceed 8 sqm. As the total sign area does not exceed 8sqm a permit is not required for the business identification signs under Clause 52.05.

42. Internally illuminated signs within 30m of a Residential Zone are a Section 2 (permit required) under the zone category. As such a planning permit is required for the proposed internally illuminated sign.

Clause 52.06 – Car Parking

43. Clause 52.06-2 of the Scheme states that before a new use commences, the number of car spaces required under Clause 52.06-5 must be provided on the land to the satisfaction of the Responsible Authority. Pursuant to Clause 52.06-5 the site is included in the Principal Public Transport Network Area under the Principal Public Transport Network Area Maps (State Government of Victoria, 2018) and therefore the car park rate under Column B (Table 1) applies.

44. Pursuant to Clause 52.06-2, the car parking spaces required under Clause 52.06-5 must be provided on the land. Clause 52.06-3 requires a planning permit to reduce the number of car parking spaces required under this clause. Pursuant to Clause 52.06-5, the car parking requirements for the proposed amendment are as follows:

Use	Statutory Requirement	On-site Provision	Reduction requested
Bar (additional 450sqm)	15 (3.5 to each 100sqm of leasable floor area)	0	15

45. 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 52.27 – Licensed Premises

46. Pursuant to Clause 52.27, a planning permit is required to use land to sell or consume liquor if any of the following apply:

    (a) A licence is required under the Liquor Control Reform Act 1998;

    (b) A different licence or category of licence is required from that which is in force;

    (c) The number of patrons allowed under a licence is to be increased;

    (d) The area that liquor is allowed to be consumed or supplied under a licence is to be increased.

47. This application is seeking to increase the patron numbers and the area that liquor is allowed to be consumed or supplied under the existing licence. A permit is therefore required pursuant to clause 52.27.

Clause 52.34 – Bicycle Facilities

48. Pursuant to Clause 52.34-1, a new use must not commence or the floor area of an existing use must not be increased until the required bicycle facilities and associated signage are provided on the land. The following table identifies the car parking requirement under Clause 52.34-3, the provision on site, and the subsequent reduction below the statutory requirement.

49. A total of 625sqm of floor area is provided:

Use	Statutory Requirement	Spaces required	On-site Provision	Reduction requested
Retail premises other than specified in this table	Employee 1 to each 300sqm of leasable floor area Visitor/patron 1 to each 500sqm of leasable floor area	2 1	4 Total	N/A

50. As demonstrated above a planning permit is not required pursuant to Clause 52.34-2.

General Provisions

Clause 62 – Buildings and Works

51. Clauses 62.02-1 and 62.02-2 of the Scheme set out exemptions from permit requirements in this scheme relating to the construction of a building or the construction or carrying out of works.

52. Pursuant to Clause 62.02-2 of the Scheme a permit is not required for the internal rearrangement of a building or works provided the gross floor area of the building, or the size of the works, is not increased and the number of dwellings is not increased.

Clause 65 – Decision guidelines

53. 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)

Clause 11.01-1S – Settlement

54. The objective of this clause is "*to promote the sustainable growth and development of Victoria and deliver choice and opportunity for all Victorians through a network of settlements".*

Clause 13.05-1S – Noise abatement

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

Clause 15.03-1S – Heritage conservation

56. The objective of this clause is "*To ensure the conservation of places of heritage significance".*

Clause 17.01-1S – Diversified employment

57. The objective of this clause is "*to strengthen and diversify the economy".*

Clause 17.02-1S – Business

58. 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

59. 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

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

Clause 18.02-1R – Principal public transport network

61. The 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 21.03 – Vision

62. A key vision for the city of Yarra is to include land use that:

(a) Will accommodate a diverse range of people, including families, the aged, the disabled, and those who are socially or economically disadvantaged.

Clause 21.04-1 – Accommodation and housing

63. This clause identifies 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"*

64. Objective 3 of this policy is "*To reduce potential amenity conflicts between residential and other uses."* and the relevant strategy is to *"Apply the Licensed Premises policy at clause 22.09*".

Clause 21.05-1 – Heritage

65. This clause identifies that "*In conserving areas of heritage significance there is also a need to provide for adaptive reuse and change of buildings."*

66. Objective 14 of this policy is "*To protect and enhance Yarra's heritage places."* and a relevant strategy includes *"Apply the Development Guidelines for sites subject to a Heritage Overlay policy at clause 22.02."*

Clause 21.05-4 – Public environment

67. This clause identifies that *"There is a need to ensure that, as development occurs, Yarra's public environment, buildings and transport infrastructure are accessible to all people."*

68. Objective 28 of this policy is "*To a provide a public environment that encourages community interaction and activity."* and a relevant strategy includes *"Encourage universal access to all new public spaces and buildings."*

Clause 21.08 – Neighbourhoods (Collingwood)

69. Clause 21.08-5 identifies the location of the subject site as a non-residential area with objectives of seeking to improve the development with the street*."*

Relevant Local Policies

Clause 22.02 – Development guidelines for sites subject to the Heritage Overlay

70. This policy provides guidance for the protection and enhancement of the City's identified places of cultural and natural heritage significance. The relevant objectives of this clause are:

(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 encourage the preservation, maintenance, restoration and where appropriate, reconstruction of heritage places;
(f) To ensure the adaptation of heritage places is consistent with the principles of good conservation practice;
(g) To ensure that additions and new works to a heritage place respect the significance of the place.

Clause 22.04 – Advertising Signs Policy

71. This Policy applies to all permit applications for advertising signs or for development which incorporates an advertising sign. The relevant objectives of this clause include:

(a) *To ensure that signs contribute to and do not detract from the visual amenity of commercial precincts, activity centres and residential areas.*

(b) *To minimise visual clutter.*

(c) *To ensure that signs are not the dominant element in the streetscape.*

(d) *To protect and enhance the character and integrity of places of heritage significance.*

Clause 22.05 – Interface Uses

72. This policy applies to applications for use or development within the Business (Commercial) Zone. The relevant objectives of this clause are:

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

Clause 22.09 – Licensed Premises

73. This policy applies to an application under Clause 52.27 (Licensed Premises). The objectives of this clause are:

(a) To protect the amenity of nearby properties and areas by effectively managing the
(b) location, size, operation and hours of licensed premises.
(c) To encourage best practice venue design and venue operation for licensed premises.
(d) To protect residential and other commercial uses from excess noise, traffic and car
(e) parking issues.
(f) To provide for daytime trade and active street frontages in retail strips, while providing
(g) the reasonable commercial opportunities for the trading of licensed premises.

Advertising

74. The application was advertised under the provisions of Section 52 of the *Planning and Environment Act (1987)* with165 letters sent to surrounding owners and occupiers and a sign displayed on site. Council received 43 objections and 15 letters of support, the grounds of which are summarised as follows:

(a) Noise

(b) Parking

(c) Increase in antisocial behaviour

(d) Light pollution

(e) Insufficient bicycle parking

(f) Use of the laneway for construction

75. The Section 57A amendment sought to address these concerns with a reduction to the licensed hours, further internal alterations and revised front fence. The reduction in the scale of the proposal were not re-advertised as they would not cause additional material detriment to any person. The details and plans however, have been sent to the objectors with the invitations to this PDC meeting for their reference.

Referrals

76. The referral comments are based on the advertised plans. Additional comments have also been obtained from Council's Acoustic Consultant, Social Planner and City Works Department in regard to the Section 57A amendment received on 2 May 2022.

External Referrals

77. The application was referred to the following authorities:

(a) Melbourne Water

78. No objections to the proposal subject to standard conditions being included on any permit to issue. Referral responses/comments have been included as attachments to this report.

Internal Referrals

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

(a) Traffic Engineering

(b) Social Planning

(c) Community Amenity

(d) City Works Unit

(e) SLR Consulting (Acoustic Consultants)

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

OFFICER ASSESSMENT

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

(a) Strategic Context

(b) Use;

(c) Sale and consumption of liquor;

(d) Heritage/Buildings and works

(e) Signage;

(f) Car parking;

(g) Bicycle facilities; and

(h) Objector concerns.

(i) Other matters

Strategic Context

82. There is policy support within the State and Local Planning Policy Frameworks for a use of this nature in this location, given the commercial zoning and that the site is within walking distance of public transport networks and a Major Activity Centre (**MAC**) in Smith Street.

83. With regards to this amendment, the use of the site for consideration lies with the extension to use of the land as a bar and the sale and consumption of liquor both on and off the premises. The previous planning permit application assessed the ancillary microbrewery component. The specific implications of the use and the sale and consumption of liquor will be discussed further in this report, with particular regard to the purpose of the Commercial 2 Zone and the interface to residential dwellings across Wellington Street. The operation of the proposal will be considered against the cumulative impact, off-site amenity impacts and land use conflicts of the site.

84. Nonetheless, solely with regard to the location of the proposed extended bar, it is considered to have strategic support given that state and local planning policies encourage the concentration of commercial and entertainment uses in and near Major Activity Centres, such as Smith Street, which are well connected to public transport and benefit from existing infrastructure (clauses 17.02-1S, 17.02-2S and 18.02-2R). The subject site is within 240 metres of the Smith Street MAC, and also benefits from access to various sustainable transport modes including the 86 tram along Smith Street to the west and 'Copenhagen' style bike lanes along Wellington Street.

85. Further, Clause 17.02-2S (Out-of-centre development) specifically directs preference of locations in or on the border of an activity centre (such as the subject site) for the expansion of single use retail and commercial uses. Clause 17.02-1S (Business) encourages *use and development which meets the communities' needs for retail, entertainment, office and other commercial services*. One of the strategies suggested to achieve this is *to provide small scale shopping opportunities that meet the needs of local residents and workers in convenient locations*. The subject site itself, which is situated in a commercial zone near to residential dwellings, is an appropriate scale to provide local residents and workers with convenient dining and drink opportunities.

86. Moreover, Clause 17.01-1S (Diversified Economy) and Clause 21.04-3 (Industry, office and commercial) encourage growth that strengthens and diversifies the economy and job opportunities, encouraging that any growth *improve(s) access to jobs closer to where people live.* As discussed, the site is highly accessible, is zoned for commercial use and is near to where people live, thereby providing for an appropriate location for a restaurant use.

Use

87. The discussion of the appropriateness of the use will be guided by the purpose and decision guidelines of the Commercial 2 Zone (C2Z) at *Clause 34.02-7* and the requirements of the Interfaces use policy at *Clause 22.05* of the Scheme.

88. It is considered that the proposed use of the site as a bar is consistent with the purpose of the Commercial 2 Zone, which *encourage(s) commercial areas for offices, appropriate manufacturing and industries, bulky goods retailing, other retail uses, and associated business and commercial services*. As such, the zone directs commercial uses to this area. This is further justified by the fact that the commercial uses of a bar premise presently occupies the site at 279 Wellington Street, with a food and drink premises located at 287 Wellington Street, next door to the proposal. The bar use in itself is not significantly different from the restaurant in its use, given the proposed substantial food offering (ie they are both for the service of food and drinks), however, it is acknowledged that the scale is proposed to increase. The proposal is to expand the existing bar, extending the leasable floor area and increasing the hours of operation and patron numbers. Each aspect will be discussed in turn.

89. As discussed, the location of the proposed bar is acceptable in a strategic sense; however, consideration must be given to the potential impacts on the surrounding area and interfacing land uses.

90. The bar use only requires a permit should it exceed 100sqm, as such, policy provides clear support for this use to operate in these locations, with the permit trigger ensuring that venues over 100sqm in floor area are appropriately considered and managed. The subject site, despite being located within a Commercial 2 Zone and within proximity to a MAC, is located directly opposite dwellings (approximately 20 metres away) within Residential Zones. As such, consideration to this interface is necessary.

91. The submitted floorplans show 236 seats in association with the bar which will provide a substantial food offering with a full-scale kitchen with the applicant also indicating this will be open at all times. As such it is anticipated that the proposal will operate more like a restaurant with seating provided for 97% of patrons. This substantially exceeds the 75% of patron seating typically required for a restaurant.

92. The existing planning permit allows for the sale of packaged liquor, this aspect of use will continue, with a dedicated shopfront proposed to 281 Wellington Street. This aspect of the proposal is considered ancillary with the bottle shop primarily selling products produced on site. The retail component of the use enjoys strong strategic support as discussed above and will not result in any increased off-site amenity impacts to that of the primary bar use.

93. Clause 22.05-1 of the Scheme identifies that there is a need to support commercial uses and ensure they are well managed with regard to amenity impacts and their proximity to residential uses. The policy includes various considerations for non-residential uses located near residential properties, with decision guidelines (relevantly) relating to noise, light spill, loading and unloading, rubbish removal and storage and other operational disturbances that may cause detriment to the amenity of nearby residential sites. These requirements are further reiterated by the objectives of the Commercial 2 Zone.

Noise

94. It is noted that objections were received from residents in regard to noise emissions. Despite this residential interface (within 20 metres to the east), the subject site is located within, and is otherwise surrounded to the north, west and south by the Commercial 2 Zone which encourages areas for uses such as retail and associated businesses. It is also on the periphery of the Smith Street MAC, within which active and vibrant commercial uses and retail activity is present and expected. As such, the amenity expectations of residents in this area need to be somewhat tempered in order to maintain the viability of industrial and business areas, as is recognized in Clause 22.05 (Interface Uses Policy). Nonetheless, subject to conditions, it is considered that a reasonable level of amenity can be experienced by neighbouring uses.

95. While music and patron noise impacts will also be discussed with relation to the sale and consumption of liquor later in this report, it is considered that the noise generated from the day to day operation of the proposed bar would not be unreasonable given the surrounding site context. The supplied acoustic report address plant and mechanic noise associated with the use, confirming compliance with Part I of the Victorian EPA Publication 1826 (the Noise Protocol, formerly SEPP N-1). This report was reviewed by Council's Acoustic Consultant who did not raise any concerns.

96. Noise associated with deliveries and waste collection is also considered to have minimal impacts with proposed hours of delivery/waste disposal as follows.

    (a) Waste collection to occur between 7am and 8pm weekday and 9am and 8pm all other days.

    (b) Deliveries shall be conducted in accordance with EPA Publication 1254 'Noise Control Guidelines' and shall not occur after 10pm, and before 7am weekdays or 9am all other days.

(c) Emptying bottles into bins and glass crushing shall not occur after 10pm, and before 7am weekdays or 9am all other days. Noise enclosures are required for any bottle crushers and shall be located away from dwellings (if bottle crushers are proposed).

97. These hours are consistent with the hours detailed within Council Policy and Conditions of the existing planning permit and will not cause unreasonable detriment.

Loading and unloading

98. The amendment application proposes that deliveries are to be carried out Monday to Saturday between 7.00am and 10.00pm and Sunday (and public holidays) between 9.00am and 10.00pm, consistent with the current EPA requirements. An existing condition is already included on the original permit specifying that deliveries are to occur between 7.00am – 10.00pm on any day, this will be amended accordingly.

99. The applicant has confirmed that small vans/trucks would be used for deliveries. The provision of a roller door fronting Wellington Street would enable a vehicle to enter the site, alternatively, the existing 4 hour or 15 minute parking on Wellington Street could be used.

Light spill

100. The use of the site throughout the day time will obviously bare no impact on neighbouring amenities with regards to light spill. Although the existing building presents four windows and a roller doors to Wellington Street, it is not expected that the use will result in an unreasonable light spill to nearby residential dwellings for the following reasons:

(a) The outdoor area will close from 10pm.

(b) A condition will require that the roller doors are closed from 10pm when the sensitivity of residential amenity is traditionally higher.

(c) Light spill from a bar is expected to be consistent with a habitable use, that being ambient or white light, rather than strobe or colourful lighting which may be at odds with a residential area; and

(d) The site is a minimum distance of 23 metres from the nearest dwelling and is buffered by a busy road. This distance, and the presence of on street lighting and car lights, will appropriately buffer any light from the bar to residential dwellings.

Waste management

101. A Waste Management plan was provided by the applicant and referred to Council's City Works Unit. Council's City Works Unit were largely satisfied with the supplied plan however advised that the proposed 5 private collections per waste stream per week is excessive. As part of the Section 57A submission the applicant reduced the collections to 3 times per week per stream. This was again referred to Council's City Works Unit who were satisfied with the reduction. An updated WMP detailing the revised collection schedule will subsequently be required via condition.

102. The 57A submission also relocated the waste storage area, which will remain to the rear of the site. This location is considered appropriate as it is away from the more sensitive residential interface. A condition will also require the updated WMP to show the revised bin store location.

103. Considering the nature of the use, within an existing building operating as a bar premises, it is expected that any impacts resultant from waste can be appropriately managed, subject to conditions.

Conclusion

104. Overall it is considered that the proposed expansion of the existing bar use will support the purpose of the Commercial 2 Zone and will increase employment opportunities in the area. Subject to various conditions of permit aimed at protecting the amenity of nearby residential land, the bar will operate without adversely impacting upon the amenity of the neighbouring residential land, and is therefore supported.

Sale and consumption of liquor

105. The decision guidelines at Clause 22.05 (Interface uses policy), Clause 22.09 (Licensed premises) and Clause 52.27 (Licensed premises) are the most relevant when assessing the sale and consumption of liquor.

106. The proposed application applies for:

    (a) The expanded sale and consumption of liquor on-site, in association with the bar use; and

    (b) The continued sale of liquor for consumption off-site, in association with the ancillary microbrewery use.

107. Each aspect of the proposal will present different considerations. Traditionally, the nature of the sale of liquor for consumption off the premises is less likely to result in adverse amenity impacts associated with patrons consuming liquor on-site. Visits to purchase packaged alcohol will likely be short and reasonably dispersed, particularly in this instance where it is associated with the ancillary microbrewery use where liquor is a minor sales component and for specialised products.

108. Existing conditions of the permit restrict the sale of packaged liquor to between 11am and 11pm consistent with Council's Policy at Clause 22.09 which encourages the sale of packaged liquor to between 9am and 11pm. This 11pm cessation will be retained as a condition of the permit.

109. With regards to the sale and consumption of liquor on-site, an additional assessment is necessary. Amongst other things such as the hours of operation, patron numbers, and the general impact of licensed premises on the amenity of the area, the decision guidelines of Clause 52.27 require consideration of the cumulative impact of any existing licensed premises and the proposed licensed premises on the amenity of the surrounding area.

110. A majority of the above considerations are contained in Council's local licensed premises policy (Clause 22.09) which will be discussed in turn. In addition to this, it is necessary to give consideration to potential cumulative impacts associated with the new liquor licence. The "Corner Hotel" decision (*Swancom Pty Ltd T/as Corner Hotel v Yarra City Council & Ors*) provides a potential assessment methodology for considering applications that may result in a cumulative impact. The decision also acknowledges that depending on the nature of the use, the required level of assessment will vary.

111. Applying the matrix of risk below, a reasonable consideration would suggest that a score of 1-3 would be no risk, but that a score higher than 3 would be a potential risk and require a cumulative impact assessment.

Type of Premise	**Risk Factor**
Café / Restaurant	0
Bar / Restaurant / Café	1
Bar	3
Hotel / Tavern	3
Night Club	3
Place of Assembly	**2**

Size of Premise	**Risk Factor**
0 – 49 patrons	0
50 – 99 patrons	1
100 – 199 patrons	2
200+	**3**
Closing hours	**Risk factor**
11pm	0
12am	1
1am	**2**
2am	3
3am	3
After 3am	4

112. The proposed bar achieves a score of 8 and therefore would require a cumulative impact assessment.

113. Pursuant to Clause 22.09-3, it is policy that *licensed premises are managed in accordance with a Noise and Amenity Action Plan (NAAP)*. The applicant has provided a NAAP, which outlines how the premises will operate including detail on staffing, patrons, incident complaints and noise control among other things.

Location, Access and Venue Design

114. New licensed premises should be located such that:

(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 no 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.*

115. As previously discussed, the premise has strategic support in the subject location. The site is on the periphery of the Smith Street Activity Centre, is within a Commercial 2 Zone and a consolidated neighbourhood with good access to services, infrastructure and public transport. The issue of noise will be discussed elsewhere in this report and conditions employed to minimise the scale and duration of the proposed use and associated sale and consumption of liquor.

116. Traditionally, the sale and consumption of liquor in association with a food and drinks premises does not tend to result in excessive drinking or anti-social behaviour that adversely impacts the amenity of a place, as the primary focus of the use is for the service of food and drinks. With 236 seats provided and a full-scale kitchen operation the venue will function similar to that of a licensed restaurant. The kitchen is located internally to the rear 281 Wellington Street and whilst the annotation confirming the use of this area has not been included on the supplied Section 57A Amended plans the applicant has confirmed this area as a full-scale kitchen. A condition of the permit will subsequently require this is noted on the plans.

117. Further, ingress and egress will be limited to the Wellington Street as the only pedestrian access point. In addition the opportunity to peruse the retail portion of the premise, queuing of patrons is not expected. The proposed roller doors, windows and external areas will be required to be closed by 10pm. Further, given the nature of the use, the dispersal of patrons from the venue is likely to be staggered, with patrons coming and going at various times throughout the day and evening.

118. Whilst the venue has an outside area operational until 10pm the application package confirms the venue will be a non-smoking venue. Patrons can smoke within the public realm, in accordance with the relevant smoking regulations.

Venue Design

119. Licensed premises should ensure that:

    (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.*

120. The venue will be largely located within existing buildings, with minor external works proposed, however, it continues to generally meet the relevant layout and design guidelines for the following reasons:

    (a) The windows and entry points provide opportunities for informal and passive surveillance of the street environment.

    (b) The entry points are clearly distinguishable, with few opportunities for concealment such as recessed doors and alcoves provided.

    (c) The internal premise is open plan, avoiding high congestion of patrons near entry points.

    (d) Although the entry and exit point is to Wellington Street, where it is opposite residential properties, this is an existing condition and moreover, is the ideal entry and exit point when regarding patron safety and navigation to public transport, taxis and ride share.

    (e) Bathrooms are provided internally, undercover, to the rear of the premises.

    (f) The proposed floorplans locate back-of-house areas and bathrooms towards the rear of the site, where it is easily accessed from the rear laneway. As such, it is expected that an appropriate location for waste storage can be provided to the rear, away from the sensitive residential interfaces.

121. In addition, a condition will be included on any permit issued requiring a sign be erected at the exit(s) of the venue to advise patrons to respect the amenity of adjacent residential areas and to leave in a quiet and orderly manner.

Hours of operation

122. The application originally proposed the use and sale and consumption of liquor to be carried out between 10am to 1am seven days a week. Following the submission of the Section 57A amended application package on 2 May 2022, the applicant amended the hours as follows:

    (a) Sunday - Wednesday – 10.00am to 11.00pm;

    (b) Tuesday - Saturday – 10.00am to 1am;

123. Clause 22.09 Licensed Premises Policies provides the following guidelines, relevant to the proposal:

    (a) *Licensed premises in a Commercial or Industrial zone should not provide for the sale and consumption of liquor beyond 1am, unless the responsible authority is satisfied that it will not adversely affect the amenity of the area.*

    (b) *Licensed Premises within 30 metres of a residential zone should not provide for the sale and consumption of liquor beyond 11pm, unless the responsible authority is satisfied that it will not adversely affect the amenity of the area.*

    (c) *Packaged liquor outlets should not provide for the sale of liquor after 11pm.*

    (d) *Licensed premises (including packaged liquor outlets) should not commence the sale and consumption of liquor before 9am.*

124. As previously identified the subject is located 20m from the nearest residential zone located on the opposite side of the Wellington Street. Council's Social Planner has subsequently recommended that the venue close at 11pm in accordance with the above policy.

125. The proposed amended closing hours are however considered appropriate given the site's location within proximity to an activity centre and major entertainment precinct with convenient transport access (public transport, taxis and ride sharing), reduced patron late night numbers (maximum 161 from 10pm with the closure of the outdoor area) and acoustic attenuation measures.

126. The proposal incorporates seating for 97% of all patrons which is demonstrated on the supplied floor plan with a full kitchen and food to be provided at all times, as such it is not considered that the proposed bar use will not be akin to a typical 'vertical drinking' venue.

127. Furthermore the proposed courtyard will close at 10pm all nights of the week, with a substantial reduction in patrons numbers thereafter.

128. Council's Acoustic Consultant has reviewed the revised hours of operation confirming they are satisfactory.

129. Given the nature of the use, it is anticipated that patrons will arrive and disperse from the site in small groups, which should not result in unreasonable amenity impacts to nearby sensitive uses.

Patron Numbers

130. The proposed licensed premises will have a maximum of 243 patrons on premises at any one time. The applicant has provided a Building Surveyors Report (patron capacity report) which states that the maximum occupant capacity of the proposed premises could be 378 patrons. Therefore, the proposed patron numbers (at 243 patrons) will not exceed the safe or amenable capacity of the building as encouraged by the policy.

131. The proposed 243 maximum patrons include the 80 patrons currently allowed within the venue at 279 Wellington Street resulting in an increase of 163 patrons. Whilst it is acknowledged that supplied amended acoustic report indicates a total of 256 patrons these figures are inconsistent with the remainder of the application package which stipulates 243 patrons. An updated acoustic report demonstrating a maximum of 243 patrons will subsequently be required by condition.

132. Council Policy at Clause 22.09 encourages licensed premises with a capacity of more than 200 patrons to be located within one of Yarra's five Core Entertainment Precincts. Whilst it is acknowledged that the subject site is not located within a Core Entertainment Precinct, with the closest being Smith Street 240m to the west, the proposal is not considered to result in unreasonable offsite amenity or cumulative impacts.

133. A maximum of 82 patrons is proposed within the courtyard at 283-285 Wellington Street, this area is proposed to close at 10pm. In order to limit late night noise impacts it is recommended that the overall venue capacity be reduced to 161 patrons after 10pm rather than the current patrons being absorbed internally. As a result, the venue capacity will be well under the 200 patrons prescribed within 22.09 after 10pm limiting potential for late night amenity impacts.

134. Council's Social Planner, Acoustic Consultant and Community Amenity Unit were all supportive of the proposed patron numbers.

Noise

135. Noise pertaining to the everyday operation of the venue has been discussed in association with the use. Given the nature of the application being for the sale and consumption of liquor both music and patron noise are the primary considerations when it comes to noise.

136. An acoustic report has been submitted as part of this application. This report was prepared by Renzo Tonin and Associates and dated 16 August 2021. The report has been reviewed by Council's Acoustic Consultant, SLR Consultants. The report identifies the nearest noise sensitive receivers as the dwellings on the opposite side of Wellington Street approximately 23m to the east.

137. The supplied report reviews four main areas for review which include music noise, patron noise and plant noise and operations (the latter two which have previously been discussed). The report identifies the following noise mitigation measures;

    (a) Music maintained at background music level

    (b) Any doors, windows kept closed after 10pm except for patron ingress/egress

    (c) The use of dispersed low powered speakers (as opposed to fewer higher-powered speakers)

    (d) Speakers not mounted to the roof structure

    (e) No additional acoustic attenuation works required due to the construction of the existing buildings.

138. The report indicated that internal patron and music noise would be compliant with the relevant EPA guidelines with regard to the nearest the noise sensitive receiver.

139. The patron and music noise levels were reviewed by SLR Acoustics and generally deemed satisfactory.

140. A further addendum acoustic report was submitted on 2 May 2022 detailing the most current application plans, a reduction in operating hours and reduced external patron numbers.

141. The addendum report was referred to SLR Consultants who were comfortable with all changes noting they would generally result in reduced amenity impacts and limited the use of the external courtyard to the daytime and evening period only.

142. The Section 57A revised plans show a revised bathroom location, now located externally within the rear of 283-285 Wellington Street. Acess to the bathrooms will continue to be required after the 10pm closure of the external courtyard. Council's Acoustic consultant noted that whilst the external location of the bathrooms was not ideal, it was unlikely to result in unreasonable patron noise. Noting that the number of bathroom facilities provided would not result in patrons queuing. Furthermore, the bathrooms are provided to the rear of the site 40m from the nearest dwelling, thus providing ample separation.

143. With regard to music noise SLR Consultants considered the proposed background music levels satisfactory, noting that while the venue required music volumes to be managed by staff, the venue presents as a low risk of non-compliance and as such did not believe that the use of music limiters would be necessary.

144. Council's Community Amenity Unit however recommended that a noise limiter device be installed to mitigate any potential risk. Given the scale of the venue and the scope of works to be undertaken this is considered reasonable and will ensure ongoing compliance.

145. A condition requiring an updated acoustic report detailing the installation of a music limiter, calibrated to ensure ongoing compliance with the relevant EPA guidelines with regard to the nearest the noise sensitive receiver will be included as part of any permit issued.

146. It is noted that the originally supplied acoustic report incorrectly noted the bar would operate until 12am seven nights per week, inconsistent with the application package. This was rectified within the addendum report to reference the correct operating hours.

147. Furthermore the originally supplied acoustic report and addendum report indicated greater patron numbers than the supplied planning permit application. With patron numbers totalling 265 patrons in the original report and 256 within the addendum, whilst this does not raise any issues with regard to the supplied calculations, given a higher number of patrons has been assessed, a condition of the permit will also require that the report is amended to reflect 243 patrons, consistent with the submitted application package.

*Noise and Amenity Action Plan (**NAAP**)*

148. To ensure a venue is managed appropriately, policy at Clause 22.09 requires submission of a NAAP which outlines management procedures aimed at ensuring good patron management. If endorsed the NAAP becomes a legal document that can be enforced if the premises operates outside of specified parameters.

149. The NAAP submitted to Council outlines the specific management procedures to be followed at all times, and includes details relating to staffing, responsible service of alcohol and complaint management procedures for minimising amenity impacts. The measures indicated in the NAAP that have not been addressed elsewhere in this report include:

    (a) A complaints register kept on the premises will be activated and maintained. The manager on duty will take the complaint and pass on all information to the manager of the venue to appropriately deal with the issue.

    (b) The management of dispersal of patrons

    (c) The management of group bookings

    (d) The management of external queues

    (e) Closing the windows and doors at 10pm

    (f) Staff will endeavour to ensure patrons leave the premises in a quiet and orderly manner.

150. However, the following matters have not been adequately addressed in the NAAP and must be addressed through a condition of any permit to issue:

    (a) Details of food offering for the duration of proposed licensed hours

    (b) Responsible Service of Alcohol (RSA) training for bar staff

    (c) Measures to prevent loitering within toilet area after 10pm

    (d) Patron management practices to reduce patron numbers after 10pm

151. A condition of any permit will require the business to operate in strict adherence to the amended NAAP to be endorsed.

Cumulative Impact

152. As previously discussed the proposed bar achieves a risk score of 8 and therefore would require a cumulative impact assessment. It is however noted that due to the reduced weeknight operating hours and reduced patrons numbers after 10pm, the risk index is reduced to a score of 7 Thursday-Saturday and a score of 5 all other days.

153. In the absence of any benchmarks within the Scheme to measure cumulative impact, Council relies on the assessment methodology for cumulative impact in the VCAT decision *Swancom Pty Ltd v Yarra CC (Red Dot) [2009] VCAT 923* as an appropriate methodology for the assessment of this proposal.

154. A number factors such as policy context and land mix of the surrounding area have been discussed previously earlier in the report, with anticipated amenity impacts also considered in detail. An assessment including the mix of licensed premises and potential impact mitigation will need to be undertaken.

155. The subject site is located within proximity of the Smith Street Entertainment Precinct where commercial uses, licensed premises and live music venues are encouraged to be located and is within a 'cluster' of licensed premises (as there are fifteen or more including the proposed premises) within a radius of 500 metres of the subject site.

156. Many of these licensed premises are identified as cafés and restaurants operating on Smith Street and Johnston Street. The below map identified 19 premises operating as bars, the locations of which are seen in Figure 4 below. It is relevant for the purpose of the cumulative impact assessment, to consider these On-Premises and General Licences, as these premises are likely to serve liquor at least sometimes without substantial food being available and have generally high patron capacities and later trading times.

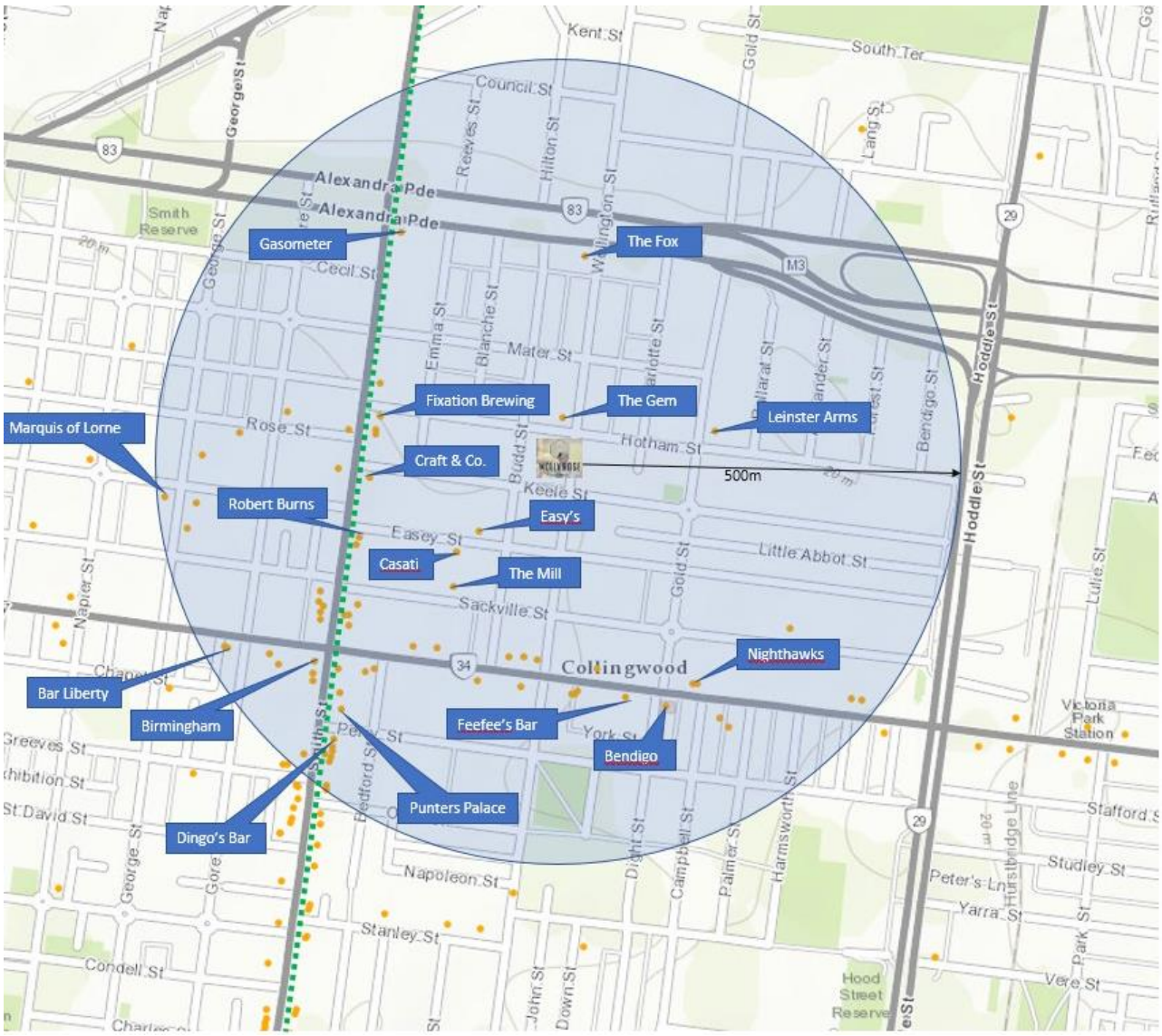


Image 4: The location of surrounding licenced premises

157. The closing times of these premises is staggered, with three of these premises licensed until 11pm, two until midnight, ten until 1am and 4 no later than 3am. A summary of details of these premises (as per the submitted Cumulative Impact Assessment) are provided in the table at Figure 5 below.

	Licence Type	Hours	Patrons	Music
The Gem	General authorising supply for consumption on and off the premises	No later than 1am; No earlier than 7am.	Not specified	No amplified music after 11pm.
Easey's	On-premises licence authorising supply for consumption on premises.	No later than 1am; No earlier than 11am	200	Background music level at all times; internal areas
Leinster Arms	General authorising supply for consumption on and off the premises.	No later than 1am; No earlier than 7am.	160	No live or amplified music to be audible in a habitable room of any private residence after 9 p.m. on any night.
The Fox	General authorising supply for consumption on and off the premises	No later than 1am; No earlier than 7am.	88	Standard SEPP N2 condition
The Mill	Producers authorising supply to licence holders; consumption of licensee's product on and off the premises; and consumption of other liquor on the premises.	No later than 11pm; No earlier than 12 noon	Not specified	Standard SEPP N2 condition
Craft and Co	General authorising supply for consumption on and off the premises.	No later than 11pm; No earlier than 8am;	100	Standard SEPP N2 condition
Robert Burns	General authorising supply for consumption on and off the premises	No later than 12 midnight; No earlier than 7am.	221	Standard SEPP N2 condition
Bendigo	Late night (general) authorising supply for consumption on and off the premises.	No later than 3am; No earlier than 7am.	300	Live music permitted
Feefee's	On-premises licence authorising supply for consumption on the premises.	No later than 1am; No earlier than 8am	34	Standard SEPP N2 condition
Nighthawks	On-premises licence authorising supply for consumption on the premises.	No later than 1am; No earlier than 11am	84	Live music first floor only, Thursday to Sunday, and to cease at 12 midnight.
Fixation Brewing Co.	Producer's licence authorising supply of liquor that is the licensee's product to a licence holder.	No later than 12 midnight; No earlier than 11am	Not specified	Standard SEPP N2 condition
Gasometer	Late night (general) authorising supply for consumption on and off the premises.	No later than 3am; No earlier than 7am	385	Multiple conditions tied in with security
Perry's	Late night (general) authorising supply for consumption on and off the premises.	No later than 3am; No earlier than 7am	100	No live music shall be provided.
Casati	Producers authorising supply to licence holders; consumption of the licensee's product on and off the premises; and consumption of other liquor on the premises.	No later than 11pm; No earlier than 9am	Not specified	Standard noise/amenity condition
Marquee of Lorne	Late night (general) authorising supply for consumption on and off the premises.	No later than 1am; No earlier than 7am	200	Background music only.
Birmingham	General authorising supply for consumption on and off the premises	No later than 1am; No earlier than 7am	200	Standard SEPP N2 condition
Liberty	Restaurant and café authorising supply for consumption on the premises.	No later than 1am; No earlier than 11:30am	100	Background music only.
Tote	General authorising supply for consumption on and off the premises	No later than 3am; No earlier than 7am	408	Live music permitted
Glou	General authorising supply for consumption on and off the premises	No later than 1am; No earlier than 11am	50	Background music only or non-amplified live .

Image 5: A summary of surrounding licenced premises

158. With regard to the above results, there are eight large-scale premises (with over 200 patrons) within a 500m radius of the subject site, The remaining venues are predominantly small-scale bars, with relatively restricted patron numbers and are not considered to substantially contribute to negative cumulative impacts within the area.

159. The established licence character is diverse, with no prevailing balance of 'vertical' or 'seated' establishments, and with staggered closing times.

160. Further to the various types of licensed establishments within the study area, it is noted that queuing for premises is not common. There is also a sufficient separation between venues and activities, with the immediate area not attracting a significant night time trade from outside the local area distinct from one of Council's core entertainment precincts (e.g. Brunswick Street, Smith Street).

161. Within the immediate proximity of the subject site is the Gem, located on the corner of Wellington Street and Hotham Street, being the only venue of the above list located within 100m of the subject site. The venue has a licence until 1am. Whilst it is acknowledged that there is a licensed restaurant next door at 287 Wellington Street, this venue is considered to have negligible impact, being only licensed until 11pm with a maximum of 50 patrons.

162. Given the varied nature of the liquor offerings available within the immediate surrounds, the proposal to offer a limited scale brewery will not detrimentally contribute to a cumulative impact.

Transport and dispersal

163. Practice Note 61 (Licensed Premises) requests consideration of the dispersal routes of patrons from the premises in order to assess potential impacts on the amenity of the surrounding area, noting that how patrons leave the licensed premises at closing time can have a significant impact on the amenity of an area.

164. As there is only one main entry/exit for patrons from the venue onto Wellington Street, people are likely to disperse along the main thoroughfare to access public transport and taxis or other licensed venues within the area. With the Tote and the Bendigo Hotel being the closest venues operating until 3am it is likely that any patrons not heading home, or to another location via taxi/ride share will head south through the Commercial 2 Zone to either of these two venues located on Johnston Street.

165. In addition, the dispersal of patrons from the venue is likely to be staggered, with patrons coming and going at various times throughout the day, evening and night.

166. Given the locality of the premises (and involving the consumption of liquor), it can be expected that the primary modes of dispersal would be by walking, public transport and taxi. Whilst some car travel from the venue could be expected, it is unlikely to be the main mode of transport for patrons.

167. Based on the location of the subject site within proximity to a number of activity centres, the nature of the venue and the likely dispersal routes to be used, it is not considered that the proposal will create unreasonable additional impacts within the surrounding area.

Impact mitigation

168. To ensure a venue is managed appropriately, Council's local policy at clause 22.09 requires submission of a NAAP which outlines management procedures aimed at ensuring good patron management. The NAAP has been discussed earlier within this assessment. This document outlines the specific management procedures to be followed at all times, and includes details relating to staffing and incident registers, patron and noise management.

169. Subject to conditions the NAAP is considered to be satisfactory in mitigating negative cumulative impacts associated with the venue. To ensure the venue is managed in accordance with these specifications, the NAAP will be endorsed by way of planning permit condition, on any permit issued.

170. In addition to these measures, Council's Local Law No.8 prohibits the consumption of liquor in public places and Council's Community Amenity Unit and Victoria Police are charged with ensuring these venues operate in an appropriate manner. Victoria Police generally focus on patron behaviour on the street and Council's Community Amenity Unit generally deals with issues of noise from within premises.

171. Furthermore, as previously discussed the premiss is not a typical 'vertical drinking' venue with seating provided for nearly all patrons (97%) and a substantial food offering. Whilst the applicant has confirmed these specific details on food provision are not captured in the NAAP and will be required be way of a condition of any permit to issue.

172. As specified previously within the report, Planning Scheme Amendment C269 is currently seriously entertained and therefore the proposal will be assessed against the relevant proposed new Licenced Premises policy (13.07-1L).

This policy remains largely unchanged as a result of the amendment with the planning panel noting *"The Panel accepts the policy is a neutral translation of existing policy. The Panel acknowledges the challenge of translating existing policy into the new PPF format, and notes extensive application requirements have been recast as strategies and policy guidelines. Any further or additional protections would need to be strategically justified and introduced through a separate process."*

The amendment is subsequently of no consequence to the above assessment against current policy.

173. Based on the location of the subject site, the nature of the venue and the likely dispersal routes to be used, it is not considered that the proposal will create unreasonable impacts within the surrounding area.

Heritage/Buildings and works

174. The proposal seeks to demolish the existing rear ground floor section of 281 Wellington Street to construct a new kitchen area, construct a new toilet block under the existing gabled roof structure to 283-285 Wellington Street and construct a new front fence to 283-285 Wellington Street.

Demolition

175. The decision guidelines for the demolition are found at Clause 22.02-5.1 of the Scheme which states the removal of part of a contributory graded heritage building is acceptable provided it does not adversely affect the contribution of the building to the heritage place. As such the demolition to the rear of 281 Wellington Street which is located beyond the existing two storey-built form and is not visible from the street is acceptable.

176. The demolition of the existing front fence, rear wall and small area of the roof the building of 283-285 Wellington Street is also supported by policy given the 'non contributory' status of the building.

177. Demolition works are also shown to the gabled roof form of 283-285 for the provision of a flue, given the relocation of the kitchen through the Section 57A amended plans this may no longer be required. The flue would likely be relocated to the reconstructed portion of 281 Wellington Street, this is of little consequence given it will not be visible from the streetscape and located away from the residential interfaces. A condition of the permit will require the location of the kitchen flue correctly shown on the plans.

Buildings and Works

178. The buildings and works require consideration in terms of heritage impacts (Clauses 22.02 and 43.01), general off-site amenity (Clauses 34.02-4 and 22.05), the design requirements of DDO2 (Clause 43.01) and consideration against Council's development abutting laneways policy at Clause 22.07.

179. The proposed works to the rear of 281 Wellington Street will see the existing ground floor-built form extended to the western boundary. The new addition will be a maximum of height of 4.34m, wall constructed of fibre cement sheet to the laneway and a skillion roof. From a heritage perspective these works are of little consequence as they will not be visible from the primary Wellington Street frontage. The works will also have no impact with regards to the requirements of DD02 which seeks to *"To retain existing streetscapes and places of cultural heritage significance and encourage retention of historic buildings and features which contribute to their identity."*

180. The new front fence to 283-285 Wellington Street will also have negligible impact to the heritage streetscape with the new 2.1m mesh and steel front gate replacing the existing dilapidated 2.1m high galvanised front fence. The materials and design are in keeping in character with the historic industrial use of the site and surrounds.

181. Furthermore, no off-site amenity impacts associated with the ground floor addition or new rear wall associated 283-285 Wellington are anticipated given the commercial use of the building to the west on the opposite side of the laneway. The proposed works are compatible in scale and design with respect to the existing built form of the laneway, consistent with the decision guidelines of Clause 22.07. The supplied plans show that gate to 279 Wellington Street opens outwards into the laneway, this is inconsistent with the previously endorsed plans. The applicant has confirmed that this is an error on the plans and the existing gate opens inwards and is not proposed to be replaced. This will be required to the rectified on the plans via condition.

182. Given the subject site is located within a Special Building Overlay and 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.

183. The original application plans were referred to Melbourne Water who had no objection to the proposal, subject to a condition. In response to the amended proposal, Melbourne Water required the following conditions to be included on any permit to issue;
    (a) *Any new buildings must be constructed with finished floor levels set no lower than 20.74 metres to Australian Height Datum (AHD), which is 300mm above the applicable flood level of 20.44 m to AHD.*
    (b) *Any new garage/s must be constructed with finished floor levels set no lower than 20.44 metres to AHD.*
    (c) *Any new veranda's /decking must be constructed with unenclosed foundations to allow for the passage of overland flows.*
    (d) *All open space within the property (including all setbacks) must be set/maintained at existing natural surface level so as not to obstruct the passage of overland flows.*
    (e) *Any new fencing/gates must be of an open style of construction (minimum 50% open) to allow for the passage of overland flows.*

Signage

184. It is proposed to renew an existing double sided, internally illuminated, business identification sign located on the front façade of 281 Wellington Street. This is the only sign that requires a permit under Clause 52.05 (Signage).

Image 6: The proposed façade

Image 7: The proposed illuminated sign

185. The signage is also considered consistent with the objectives of Clause 22.04, noting all of the following:

(a) There is an existing character of projecting illuminated lightbox signage associated with the restaurant to the north and the Gem on the opposite side of Hotham Street.

(b) Given the existing levels of illumination from street lighting and traffic on Wellington Street the proposed signage will not cause unreasonable amenity impacts.

(c) The illuminated signage will be setback 2.1m from the Kerb and located 3.26m above the footpath, allowing for clear vehicle and pedestrian movement and compliant with Council's Signage Policy.

(d) They have a clear and necessary relationship with the site and will sit comfortably within this commercial area;

(e) Overall signage to the premises is limited to less than 8sqm ensuring no visual clutter;

(f) With no animated or flashing components, the sign not result in any adverse amenity impacts and will not distract drivers;

(g) The support structure is existing and no additional support structures are proposed;

(h) The sign will not obscure important views or vistas and will not dominate the host building.

186. Further signage proposed include the window decal and logo painted to the frontage of 281 Wellington Street and the free standing metal sign above the fence of 283-285 Wellington Street. Whilst these signs do not trigger a permit under Clause 52.05 (given the size and commercial 2 zoning) a permit is required under the Heritage Overlay.

187. The extent of signage is considered compatible with the existing heritage building at 281 Wellington Street. The signage will not overwhelm or dominate the existing heritage building or obscure important heritage features with the larger of the two signs, the painted logo to the façade proposed in place of a previously black painted area of the existing brick façade.

188. The proposed signage above the front fence of 283-285 Wellington Street is also considered of simple minimalistic design, with the free-standing metal lettering sympathising with the historic industrial heritage buildings.

Car parking Policy

189. The existing permit (PLN18/0812) allows for the use of 279 Wellington Street as a bar had a requirement to provide 7 car spaces and was granted a full waiver of on site parking. The subject site therefore has had a parking credit of 7 spaces.

190. Pursuant to Clause 52.06 of the Scheme, the use as a bar, with a leasable floor area of 450sqm (the additional leasable floor area of 218-285 Wellington Street) generates a car parking demand of 15 car space. No spaces are proposed on site.

191. As discussed earlier in this report, the subject site is in proximity to public transport services including:

    (a) Bus services operating along Alexandra Parade 260m to the north;

    (b) Bus services operating along Johnston Street 260m to the south

    (c) Bus Services operating along Hoddle Street 550m to the east

    (d) Tram Services 260 to the east on Smith Street and 750m to the east on Brunswick St.

    (e) Victoria Park Train Station located approximately 650m to the south-east;

192. There are a number of short-term car parking spaces within the immediate area with 4 hour parking located on Wellington Street and 2 hour parking on Hotham Street.

193. Car parking associated with the bar is essentially short-stay parking for patrons and long-stay parking for staff. As there are no on-site car spaces provided, the site's parking short-fall would be accommodated off-site (in the surrounding road network or any off-street car park).

194. Council's Engineering Department have reviewed the proposal and have no objection to the waiver of on-site parking provision for this site stating

    "The majority of streets in Collingwood contain short-stay parking restrictions which ensure that parking turns over frequently. Patrons to the site during business hours should consider commuting by sustainable transportation modes such as catching public transport, riding a bicycle, or walking - measures that are in line with Council's position on promoting sustainable and active transport."

195. In addition, Council Traffic Engineers have stated

    "In Collingwood, the recent introduction of parking sensors in the surrounding streets (such as Smith Street) would further discourage persons attempting to park all-day. The parking sensors also ensure that parking frequently turns over for short-stay parking users (visitor, client parking etc.)."

196. Based on the above assessment a car parking reduction is considered acceptable for the following reasons:

(a) The subject site has excellent access to public transport (as discussed in paragraph 30).

(b) The subject site is located within proximity to two Activity Centres where multi-purpose trips are likely, particularly with respect to the bar use.

(c) Given the nature of the use as a bar, it is likely patrons will have the tendency to consume alcohol, travel by alternative means is expected.

(d) Since the demand for on-street parking in the area is very high, staff at the site would be inclined to use more sustainable forms of transport (public transport, bicycles) to commute to and from the site.

(e) Planning policy under Clause 21.06 supports provision of less car parking in activity centres and within the PPTN area and seeks to reduce the reliance on the private motor car.

(f) The subject site is located on a major bicycle route running through Collingwood providing excellent bicycle access.

Bicycle facilities

197. As previously identified the proposal seeks to include 4 bicycle spaces within the external area of 283-285 Wellington Street, compliant with the requirements of Clause 52.34-2. Whilst the plans appear to show this as horizontal parking, it is presently unclear. Given these spaces will be available to visitors it is recommended these spaces are horizontal for ease of access. Should a permit issue a condition will require further details including the type and dimensions, demonstrating compliance with spacing requirements of AS2890.3.

Other matters:

198. The following maters are discrepancies/errors that need to be corrected:

North orientation is incorrect

199. The north elevation is incorrectly shown on the plans, a condition of any permit will require this to be rectified.

Elevations to be labelled

200. The supplied elevations have not been labelled by orientation. This will be conditioned accordingly.

The signage on the roller as per the current approval is not shown on elevations

201. The signage located on the roller door of 279 Wellington Street approved under the previous planning permit is not shown on the supplied plans. A condition of any permit will require this is shown.

Modification to the address of the land referenced within the planning permit

202. The address of the land will be required to be updated to include 281 and 283-285 Wellington Street.

Objector concerns

203. Objector concerns have been addressed throughout the report as follows:

(a) *Noise*

Discussed in paragraphs 94-97 and 135-147

(b) *Parking*

Discussed in paragraphs 189-196

(c) *Increase in antisocial behaviour*

A cumulative impact assessment has been undertaken this is discussed in paragraphs 152-173

(d) *Light pollution*

Discussed in paragraphs 100 and 185

(e) *Insufficient bicycle parking*

Discussed in paragraph 197

(f) *Use of the laneway for construction*

This is not a planning consideration.

Conclusion

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

RECOMMENDATION

That a Notice of Decision to Grant an Amended Planning Permit to Planning Permit PLN18/0812 be issued to:

- Include 281 and 283-285 Wellington Street as part of the subject site;
- allow for an increase the licensed area to allow for the sale and consumption of liquor at 281 and 283-285 Wellington Street,
- increase the on premises licensed hours to 1am for internal areas Thursday – Saturday (External areas to close at 10pm),
- Increase the maximum number of patrons to 243,
- a reduction to the statutory car parking rate,
- associated buildings and works; and
- to construct and display signage

generally, in accordance with the plans and reports noted previously as the “decision plans”, subject to the following change to the address of the land referenced in the permit and permit conditions.

New conditions shown in **bold and amended conditions <u>underlined</u>.

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. The plans must be generally in accordance with the advertised plans, prepared by Mitchell and Eades (dated 24.04.2022 and 16.12.2021) but modified to show:

(a) The rear gates to 279 Wellington Street opening inward;
(b) The kitchen clearly annotated on the plans;
(c) The type and dimensions of the bicycle parking demonstrating compliance with the requirements of AS2890.3;
(d) The north orientation correctly shown on all plans;
(e) the elevations to be labelled with site orientations;
(f) The existing signage to the roller door of 279 Wellington Street (as approved under Planning Permit PLN18/0812) shown on the elevations; and
(g) Any requirements of Melbourne Water detailed within conditions 29 - 33

2. The use, sale and consumption of liquor, development and display of signage 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.

Use/Sale and Consumption of Liquor

3. No more than 243 patrons are permitted on the land at any time, with this number reduced to no more than 161 patrons after 10pm.

4. No more than 82 patrons are permitted within the courtyard of 283-285 Wellington Street.

5. No more than 14 staff are permitted on the land at any one time.

6. The use may only occur between the following hours:

(a) 10am – 11pm Sunday – Wednesday, and
(b) 10am – 1am Thursday – Saturday for the bar
(c) 10am – 11pm 7 days per week for the ancillary brewery and bottle shop.

7. The sale and consumption of liquor on site may only occur between the following hours:

(a) 10am – 11pm Sunday – Wednesday, and
(b) 10am – 1am Thursday – Saturday

8. The sale and consumption of liquor off site may only occur between the following hours:

(a) 10am – 11pm 7 days per week

9. The courtyard at 283-285 Wellington Street must close from 10pm.

10. The Wellington Street doors, windows and roller door must be closed from 10pm until the following day except for patron ingress and egress.

11. 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.

12. 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.

13. The use must comply at all times with the Environment Protection Regulations under the Environment Protection Act 2017 and the incorporated Noise Protocol (Publication 1826.4, Environment Protection Authority, May 2021) or any other requirement to the satisfaction of the Responsible Authority, as may be amended from time to time.

14. Prior to the commencement of the use and sale and consumption of liquor in accordance with the amended permit (PLN18/0812.01) or at a later date as agreed in writing by the responsible authority, 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 previously supplied Acoustic Report prepared by Renzo Tonin and Associated and dated 24 June 2021, and the supplied addendum reports dated 27 April 2022 and 30 May 2022 but amended to;

(a) Confirm a maximum of 243 patrons

(b) Demonstrate that the noise limiter is calibrated to ensure that music within all areas of the venue complies with Part II of the Victorian EPA *Noise limit and assessment protocol for the control of noise from commercial, industrial and trade premises and entertainment venues*, Publication 1826 (the Noise Protocol).

(c) Compliance of Condition 14(b) is to be confirmed via measurements undertaken at all sensitive receiver locations.

(d) Include the following details of the noise limiter:

(i) Description of the noise limiter, including make and model

(ii) Description of the means by which the system is locked to prevent access from unauthorised parties

(iii) Noise limits for music at sensitive receiver locations

(iv) Detail of the noise limiter settings

(v) Octave band levels of music at representative/reference location/s within the venue conducted with the limiter set to achieve compliance with Part II of the Noise Protocol.

(vi) A statement that the noise limiter has been set to ensure compliance with Part II of the Noise Protocol.

15. Prior to the commencement of the use and sale and consumption of liquor in accordance with the amended permit (PLN18/0812.01) or at a later date as agreed in writing by the responsible authority, a Noise Limiter must be installed on the land. The Noise Limiter must:

(a) Incorporate a frequency discriminating sound analyser and be able to be set to control octave band music levels.

(b) installed in a tamperproof box or have a software lock, not accessible to personnel other than the venue's acoustic consultant.

(c) Control all audio amplification equipment (inclusive of any DJ equipment) and associated loudspeakers.

(d) calibrated by the acoustical consultant to ensure that music within all areas of the venue complies with Part II of the Victorian EPA *Noise limit and assessment protocol for the control of noise from commercial, industrial and trade premises and entertainment venues*, Publication 1826 (the Noise Protocol).

(e) The device is to be recalibrated as necessary to maintain compliance when any changes are made to the audio equipment or to the layout, which have the potential to affect the compliance status of the venue.

to the satisfaction of the Responsible Authority.

16. Prior to the commencement of the use and sale and consumption of liquor in accordance with the amended permit (PLN18/0812.01) or at a later date as agreed in writing by the responsible authority, an amended Noise and Amenity Action Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Noise and Amenity Action Plan will be endorsed and will form part of this permit. The amended Noise and Amenity and Action Plan must be generally in accordance with the Noise and Amenity Action Plan prepared by Tract and dated October 2021, but modified to include (or show, or address):

(a) Details of food offering for the duration of proposed licensed hours;

(b) Responsible Service of Alcohol (RSA) training for bar staff;

(c) Measures to prevent loitering within toilet area after 10pm; and

(d) Patron management practices to reduce patron numbers after 10pm.

17. Before the commencement of the use or development in accordance with the amended permit (PLN18/0812.01) or at a later date as agreed in writing by the responsible authority, 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 15 September 2021 but modified to include:

(a) Reduced waste pick up schedule limited to a maximum of 3 times per week per stream.

(b) The location of the bin store consistent with the plans prepared by Mitchell and Eades dated 24.04.2022

18. The provisions recommendation and requirements of the endorsed Noise and Amenity Action Plan must be implemented and complied with to the satisfaction of the Responsible Authority.

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

20. Emptying of bottles and cans into bins may only occur between 7am and 10pm on Monday to Saturday or after 9am on a Sunday or public holiday.

21. Except with the prior written consent of the Responsible Authority, delivery and collection of goods or waste to and from the land may only occur between 7.00am and 10.00pm and Sunday (and public holidays) between 9.00am and 10.00pm,

Signage Conditions

22. The signage identified as being non-illuminated must not be illuminated by external or internal light.

23. The illuminated sign must not include any flashing or intermittent light.

24. The signs must be constructed, displayed and maintained to the satisfaction of the Responsible Authority.

25. The signage component of this permit expires 15 years from the date of the permit.

26. On expiry of this permit, the approved signs and structures built specially to support and illuminate signage must be removed

Buildings and works

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

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

Melbourne Water Conditions (29 – 33)

29. Any new buildings must be constructed with finished floor levels set no lower than 20.74 metres to Australian Height Datum (AHD), which is 300mm above the applicable flood level of 20.44 m to AHD.

30. Any new garage/s must be constructed with finished floor levels set no lower than 20.44 metres to AHD.

31. Any new veranda's /decking must be constructed with unenclosed foundations to allow for the passage of overland flows.

32. All open space within the property (including all setbacks) must be set/maintained at existing natural surface level so as not to obstruct the passage of overland flows.

33. Any new fencing/gates must be of an open style of construction (minimum 50% open) to allow for the passage of overland flows.

Expiry Condition

34. This permit will expire if:
    (a) the development associated with the amended permit (PLN18/0812.1) is not commenced within two years of the date of this permit;
    (b) the signage associated with the amended permit (PLN18/0812.01) is not displayed within two years of the date of this permit;

(c) the development associated with the amended permit (PLN18/0812.01) is not completed within four years of the date of this permit; or

(d) the use and sale and consumption of liquor associated with the amended permit (PLN18/0812.01) is not commenced within two years of the date of this permit.

(e) The use or sale and consumption of liquor is discontinued for a period of two years.

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.

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

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.

Attachments

1 Location Map

2 Plans

3 Acoustic Report

4 Acoustic Report Addendum Pt 1

5 Acoustic Report Addendum Pt 2

6 Waste Management Plan

7 Town Planning Report

Attachment 1 - Location Map

PLN18/0812.01 - 281 and 283-285 Wellington Street

Zoning Map

Aerial

Attachment 2 - Plans

PROPOSED MOLLY ROSE BAR EXTENSION
279-283 WELLINGTON ST
COLLINGWOOD, 3066, VIC

TOWN PLANNING ISSUE

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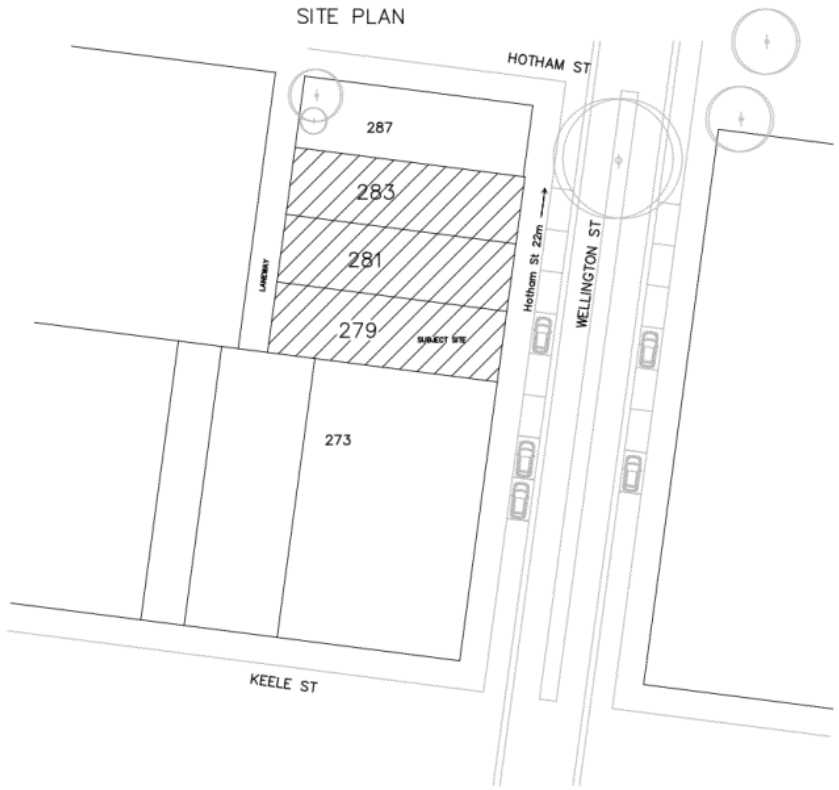
Project Type & Location: MOLLY ROSE - 279--283 WELLINGTON ST, COLLINGWOOD 3066, VIC
Project No.: mr
Date: 18-10-2021
Scale: NTS
Project Stage: TOWN PLANNING ISSUE
Drawn: SM
Checked: SE
Drawing No.: TP- -000
Revision: 6
Drawing Title: FACADE CHANGES

Attachment 2 - Plans



PROPOSED SITE PLAN
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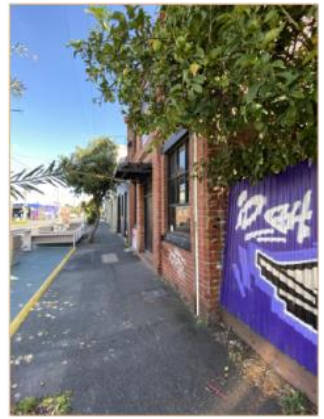

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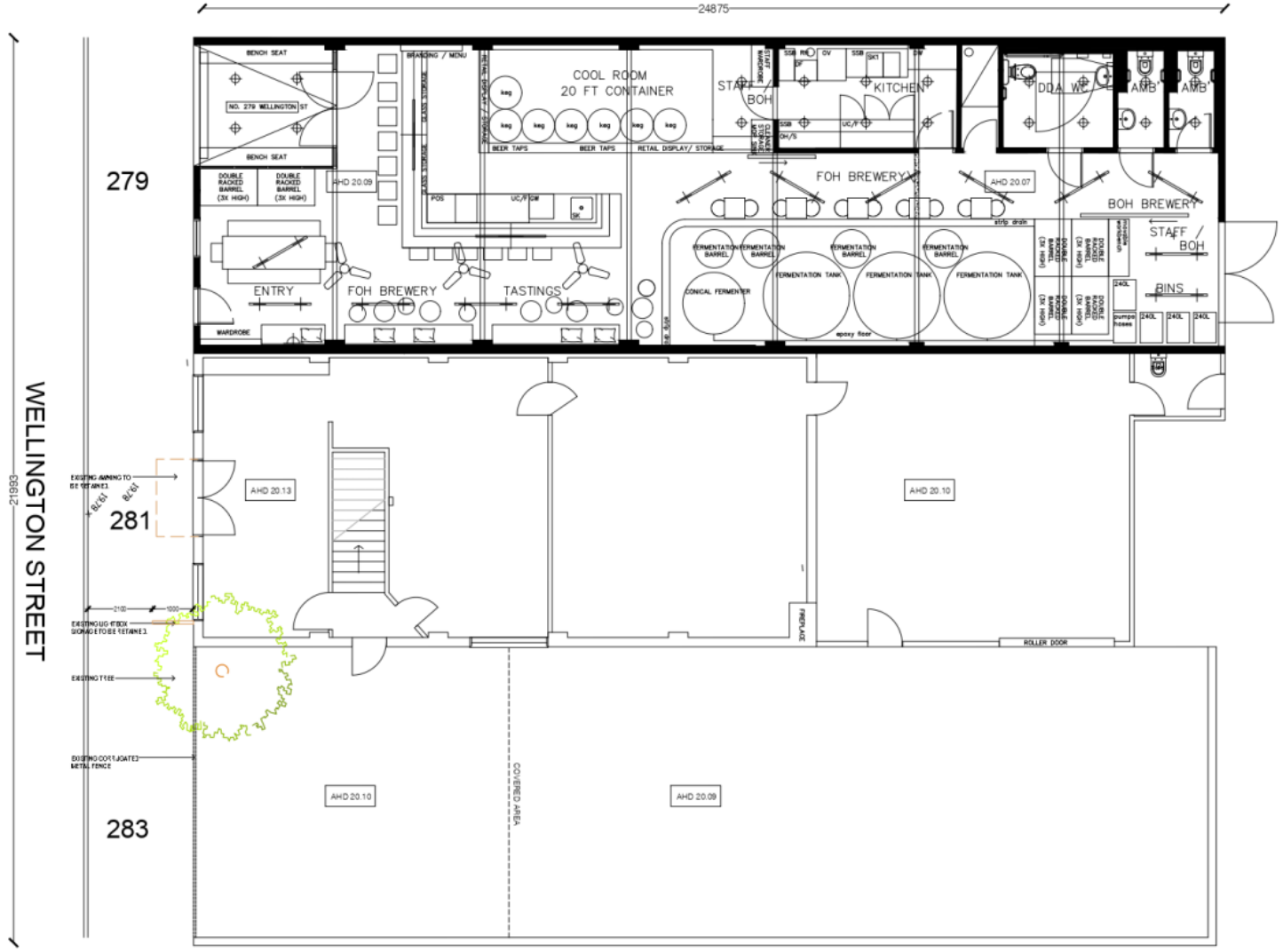

279 - 283 EXISTING FLOOR PLAN
1:100 @ A3

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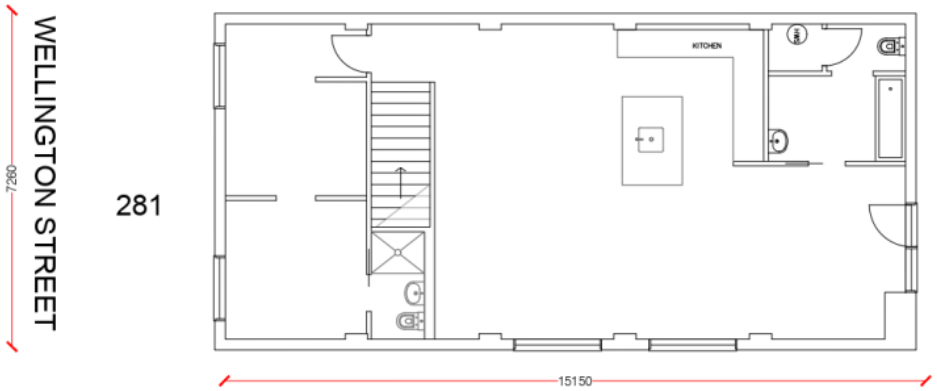

281 EXISTING FIRST FLOOR PLAN
1:100 @ A3

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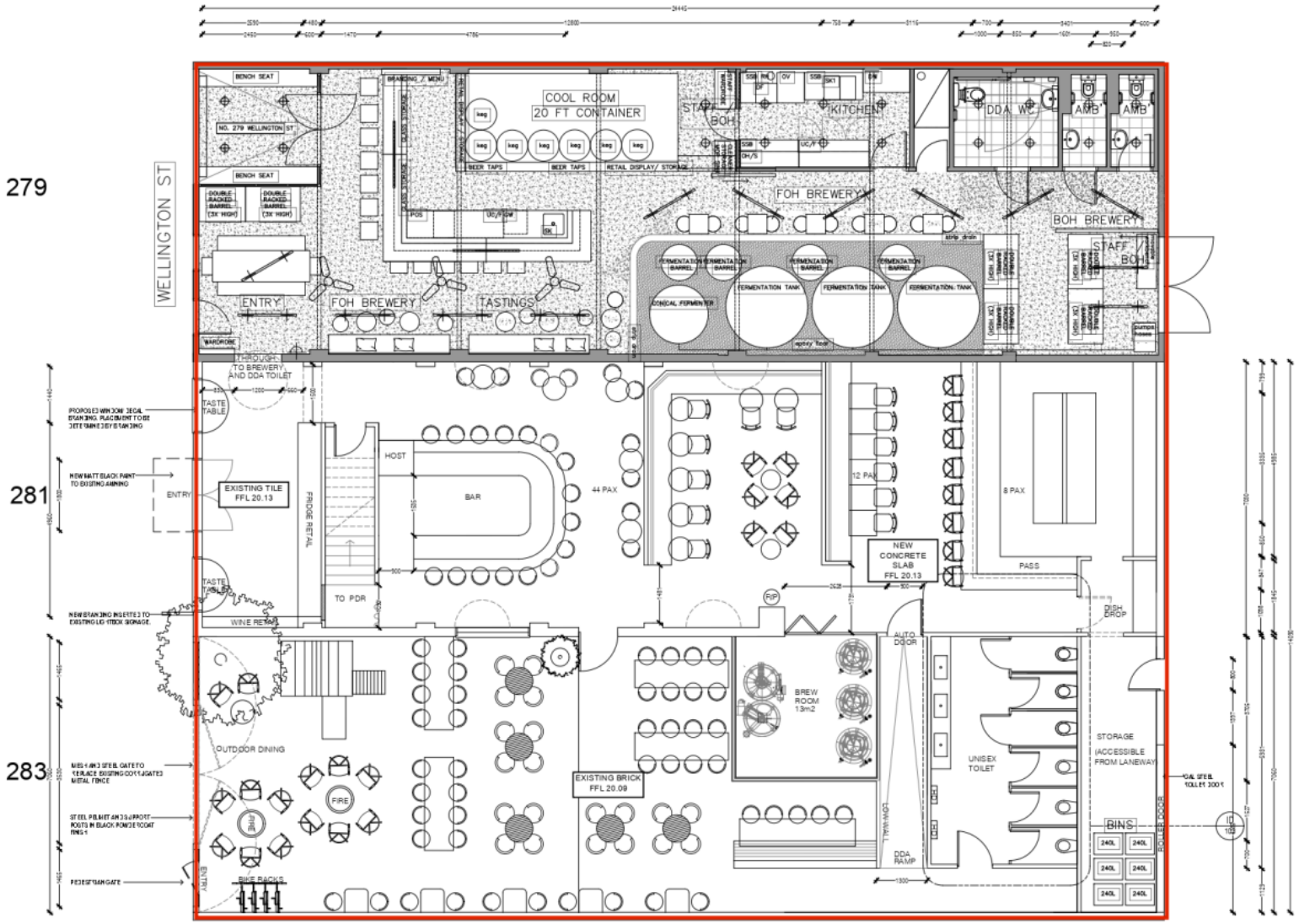

	AREA (SQ.M)	PAX
BAR	82	44
CHEF'S TABLE	22	20
PDR	43	28
OUTDOOR	106	82
RETAIL	20	
TOTAL	283	174

PROPOSED GROUND FLOOR PLAN
1:100 @ A3

LICENSED AREA

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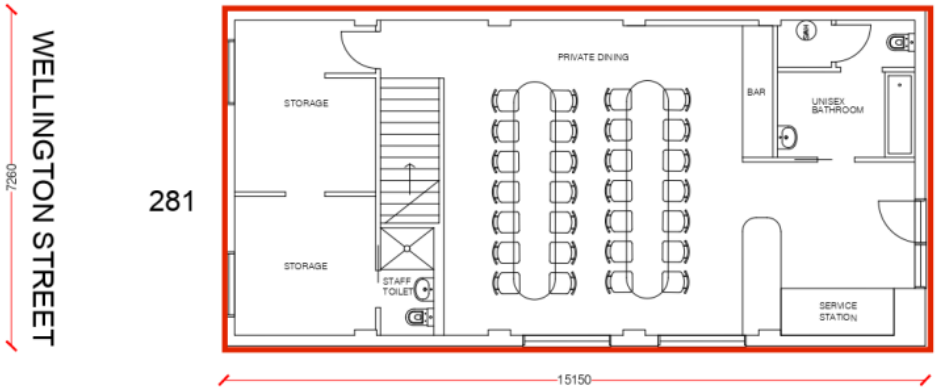
Project No.: 24-004 | Date: 14-04-2025 | Scale: 1:100 @ A3
Project Stage: TOWN PLANNING ISSUE | Drawn: SM | Checked: SE
Drawing No.: ID-100 | Revision: 2
Drawing Title: 279, 281 & 283 GENERAL ARRANGEMENT PLAN

Attachment 2 - Plans



PROPOSED FIRST FLOOR PLAN
1:100 @ A3

	AREA (SQ.M)	PAX
BAR	82	49
CHEF'S TABLE	22	20
PDR	43	28
OUTDOOR	106	84
RETAIL	20	
TOTAL	283	181

PROPOSED LIQUOR LICENSE RED LINE

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Project No.: n/a
Date: 18-12-2021
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Checked: SE
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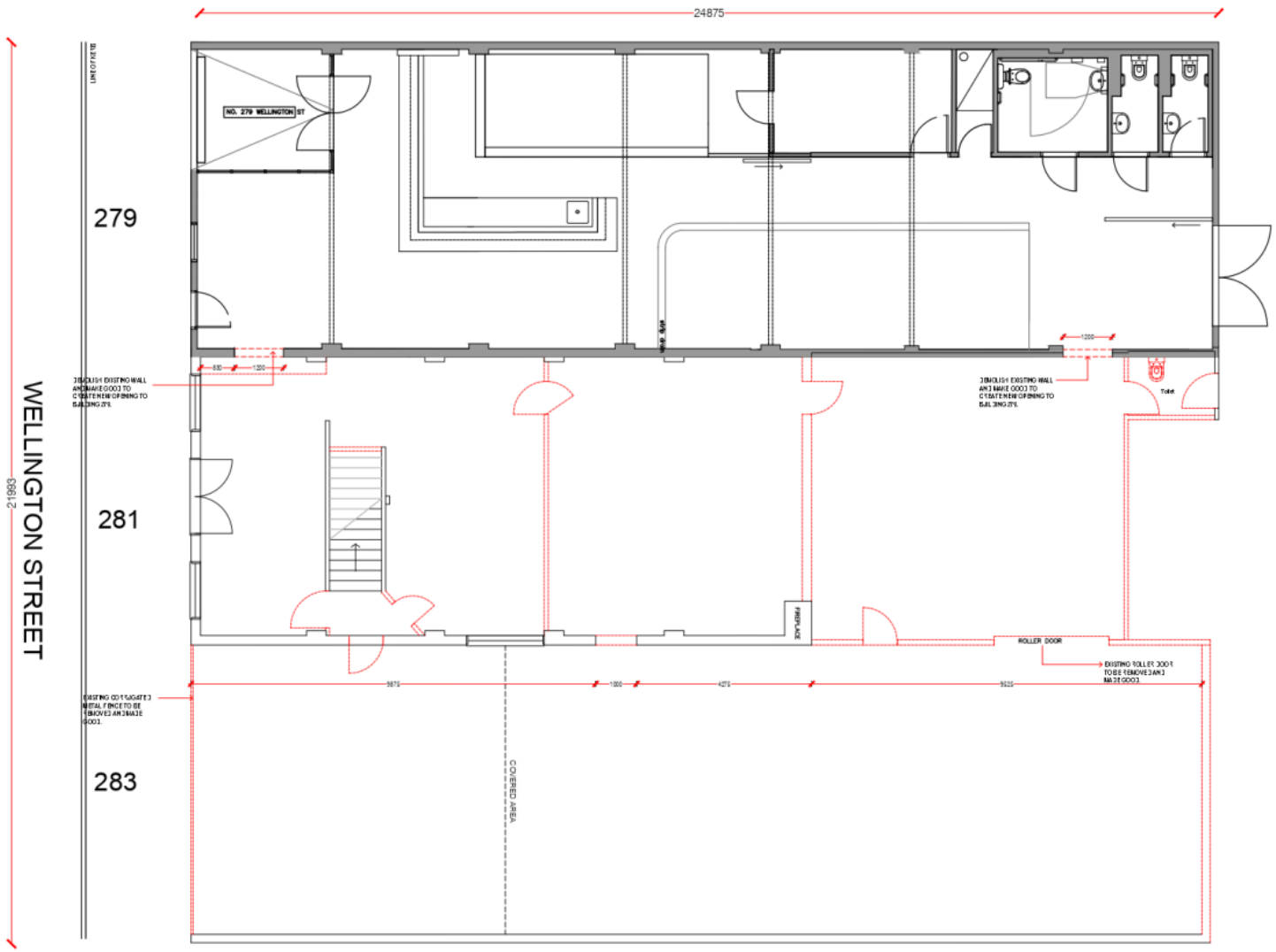
Revision: 6
Drawing Title: PROPOSED 281 FIRST FLOOR PLAN

Attachment 2 - Plans



279-283 DEMOLITION PLAN
1:100 @ A3

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Project No.: n/a
Date: 13-04-2020
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Checked: SE
Drawing No.: TP-102A7
Revision:
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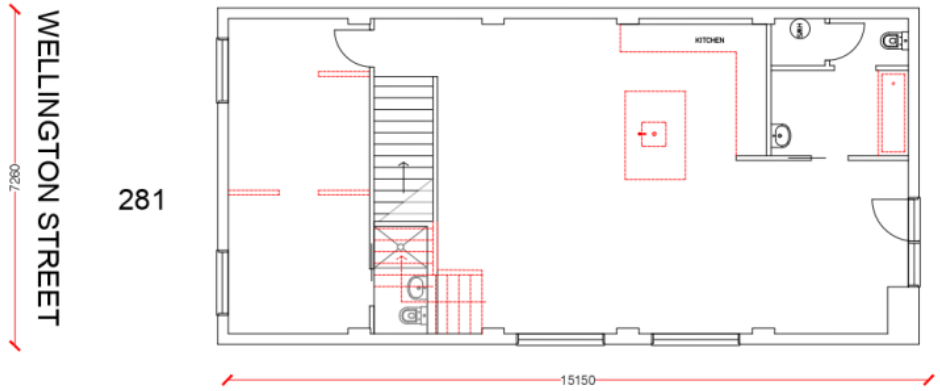
Attachment 2 - Plans



FIRST FLOOR DEMOLITION PLAN
1:100 @ A3

FIRST FLOOR DEMOLITION PLAN
1:100 @ A3

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MOLLY ROSE - 279-283 WELLINGTON ST, COLLINGWOOD 3066, VIC

Project No.	Date	Scale	Drawing No.	Revision
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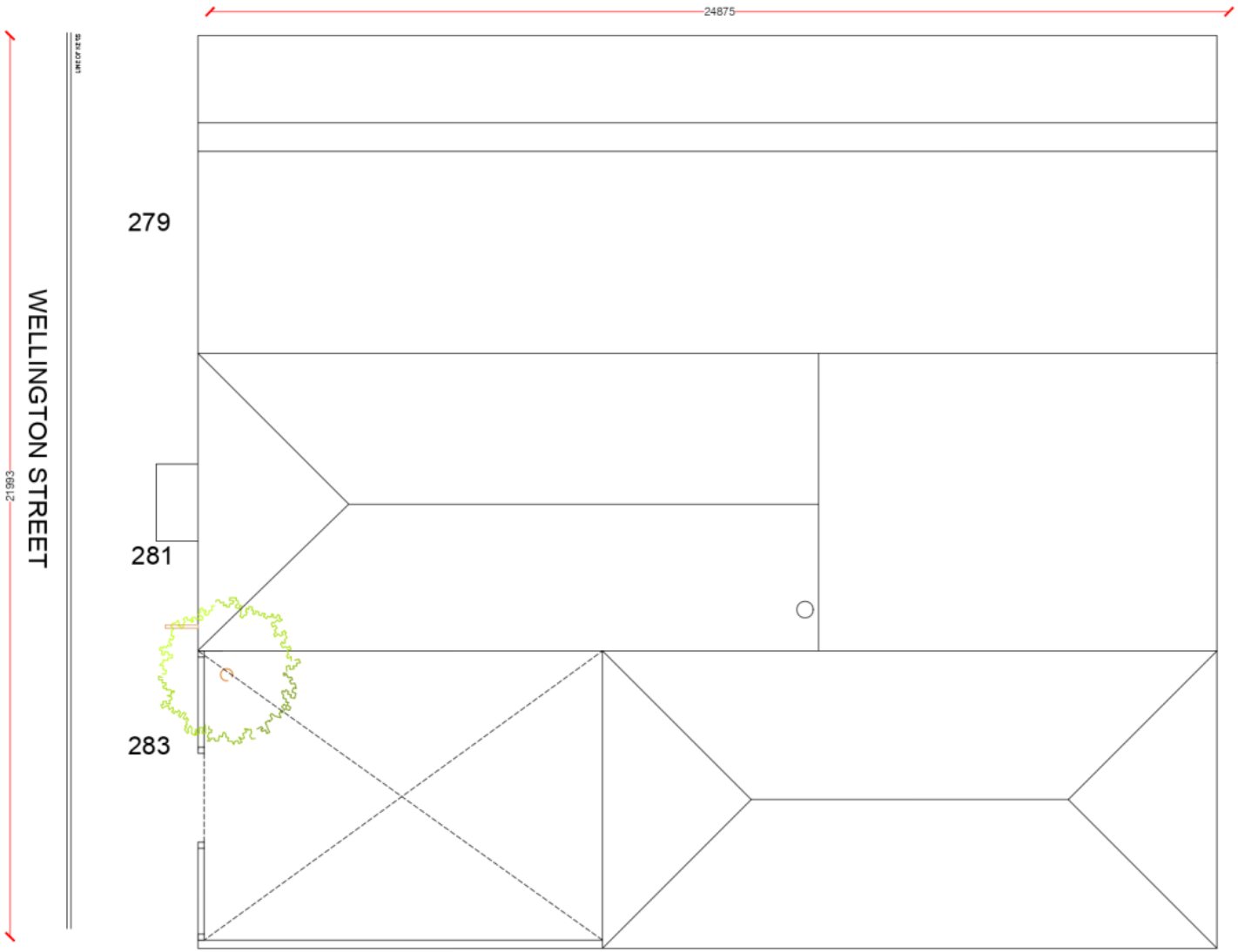
TOWN PLANNING ISSUE	SM	SE	281 FIRST FLOOR DEMOLITION PLAN	

Attachment 2 - Plans



EXISTING ROOF PLAN
1:100 @ A3

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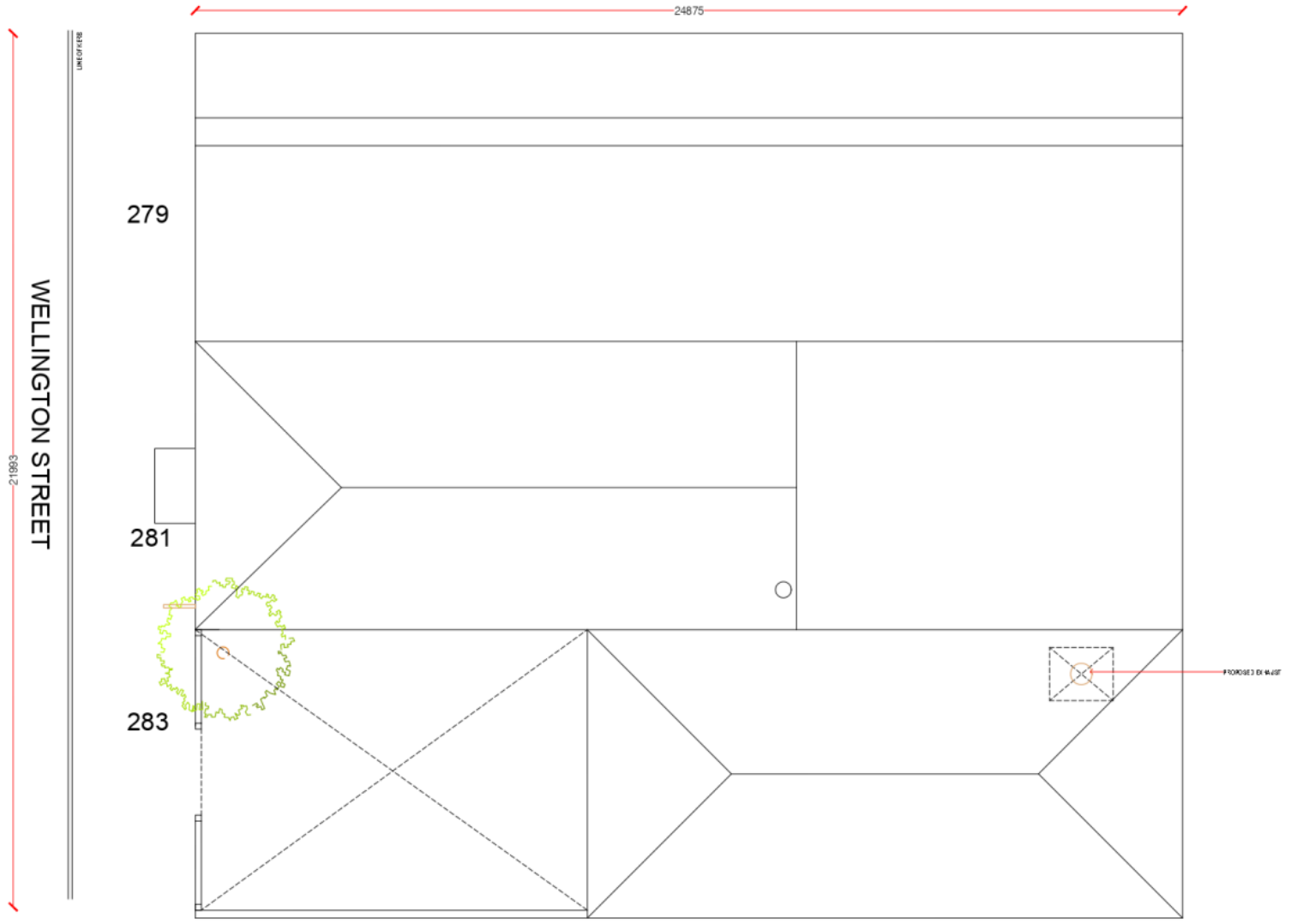
MOLLY ROSE - 279--283 WELLINGTON ST, COLLINGWOOD 3066, VIC
Project No. nil
Date 18-12-2021
Scale 1:100 @ A3
Project Stage TOWN PLANNING ISSUE
Drawn SM
Checked SE
Drawing No. TP-104A6
Revision
Drawing Title EXISTING ROOF PLAN

Attachment 2 - Plans



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Date: 18-10-2021
Scale: 1:100 @ A3
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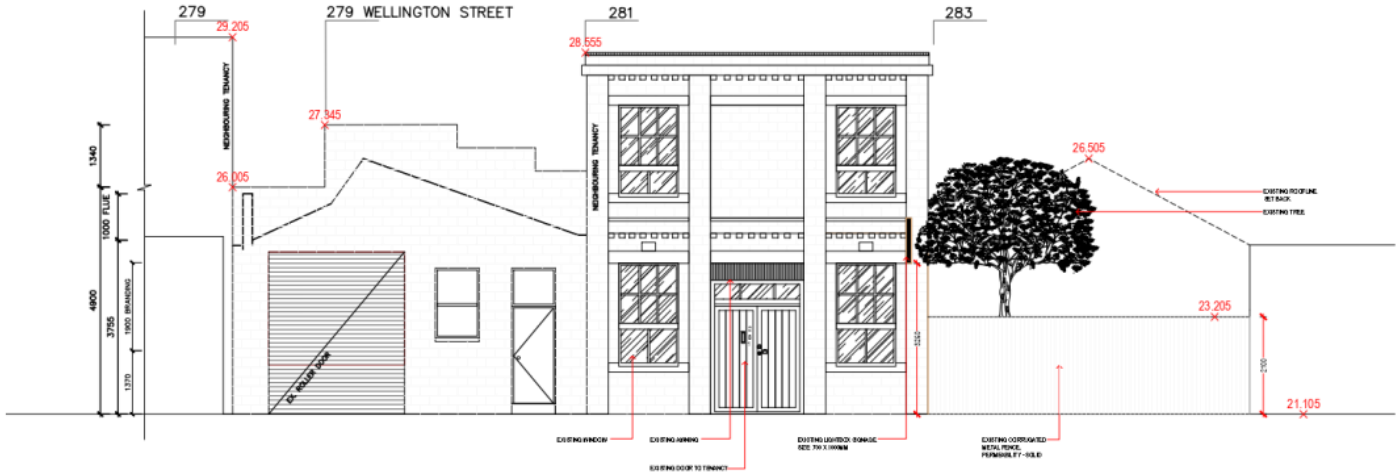
Revision:
Drawing Title: PROPOSED ROOF PLAN

Attachment 2 - Plans



EXISTING EXTERNAL ELEVATION
1:100 @ A3

For Town Planner Use Only

These measurements are based on open source Wellington Street AHD marker. This is set at 20.955 from the center of Johnston & Wellington Street.

Building AHD marker points are based on Mitchell & Eades measurements provided.

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Project No.: n/a
Date: 18-10-2021
Scale: 1:100 @ A3
Project Stage: TOWN PLANNING ISSUE
Drawn: SM
Checked: SE
Drawing No.: TP-200
Revision: 6
Drawing Title: EXISTING EXTERNAL ELEVATION

Attachment 2 - Plans

DEMOLITION EXTERNAL ELEVATION
1:100 @ A3

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Project No.: n/a
Date: 18-10-2021
Scale: 1:100 @ A3
Project Stage: TOWN PLANNING ISSUE
Drawn: SM
Checked: SE
Drawing No.: TP-202
Revision: 6
Drawing Title: DEMOLITION EXTERNAL ELEVATION

Attachment 2 - Plans

EXISTING EXTERNAL ELEVATION
1:100 @ A3

PROPOSED FENCE MATERIALITY
BLACK POWDERCOAT STEEL & MESH

PROPOSED EXTERNAL ELEVATION
1:100 @ A3

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Revision: 2
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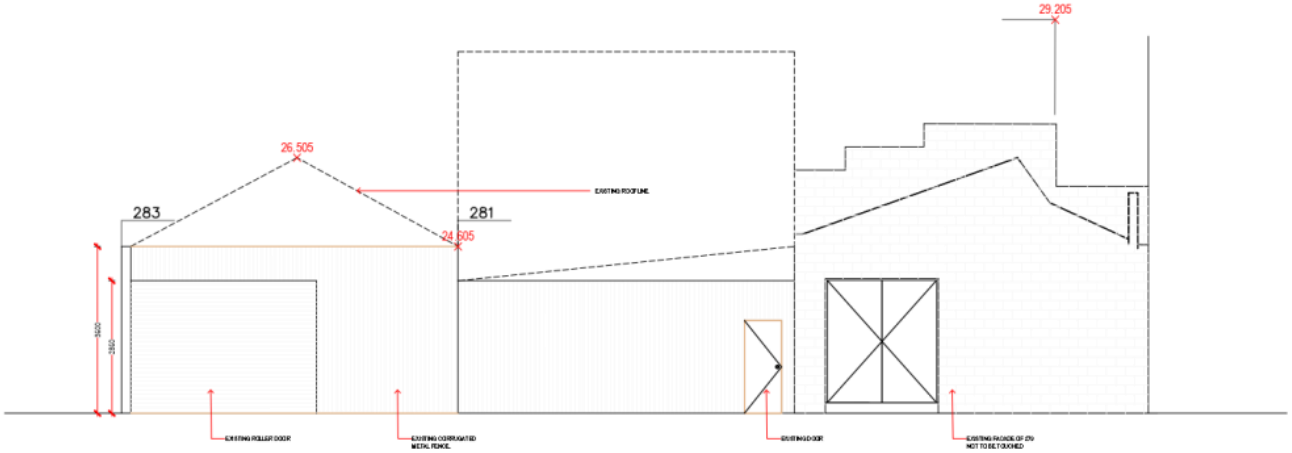
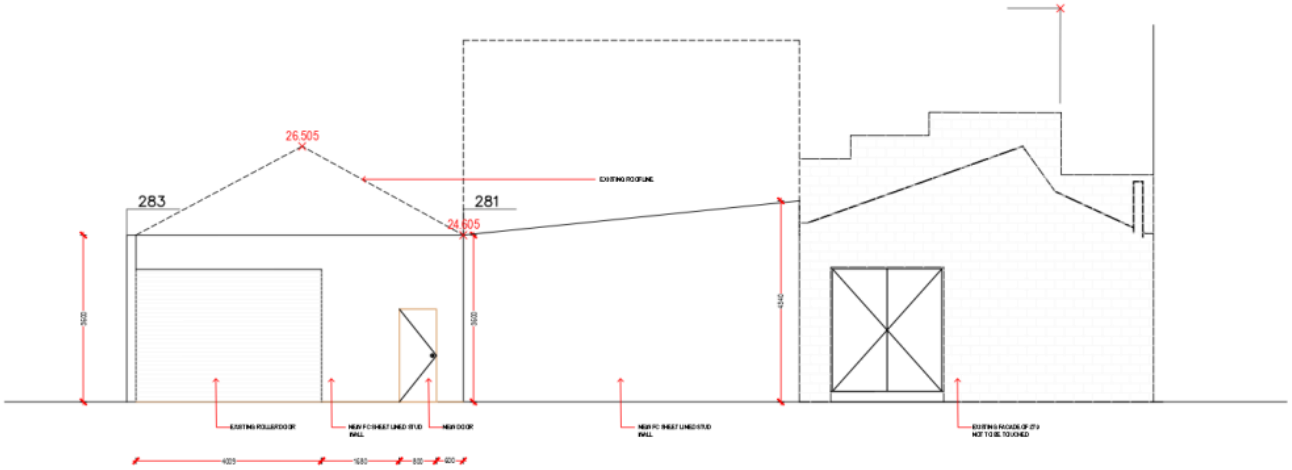
Attachment 2 - Plans



EXISTING EXTERNAL ELEVATION
1:100 @ A3



PROPOSED EXTERNAL ELEVATION
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Date: 16-12-2023
Scale: 1:100 @ A1
Project Stage: TOWN PLANNING ISSUE
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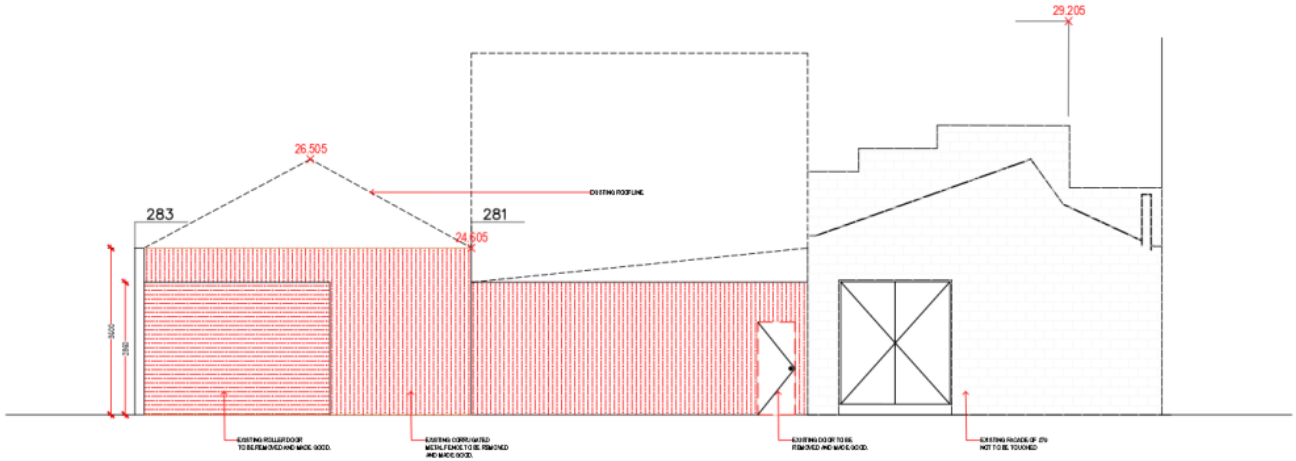
Checked: SE
Drawing No.: TP-203
Revision: 6
Drawing Title: EXISTING/ PROPOSED EXTERNAL ELEVATION

Attachment 2 - Plans



DEMOLITION EXTERNAL ELEVATION
1:100 @ A3

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Project Stage: TOWN PLANNING ISSUE
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Checked: SE
Drawing No.: TP-203
Revision: 6
Drawing Title: DEMOLITION EXTERNAL ELEVATION

Attachment 3 - Acoustic Report

RENZO TONIN & ASSOCIATES
inspired to achieve

Acoustics
Vibration
Structural Dynamics

279-283 WELLINGTON STREET, COLLINGWOOD - VENUE EXPANSION

Acoustic Report

16 August 2021

Molly Rose Brewing Co.

MD544-01F01 Acoustic Report (r1).docx

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aaac Association of Australian Acoustical Consultants

Attachment 3 - Acoustic Report

Document details

Detail	Reference
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Prepared for:	Molly Rose Brewing Co.
Address:	279 Wellington Street, Collingwood
Attention:	Nic Sandery

Document control

Date	Revision history	Non-issued revision	Issued revision	Prepared	Instructed	Reviewed / Authorised
13.08.2021	Draft	0		A. Rajagopal	N. Peters	
16.08.2021	Issued		1	A. Rajagopal	N. Peters	N. Peters
File: MD544-01F01 Acoustic Report (r1).docx						

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The work presented in this document was carried out in accordance with the Renzo Tonin & Associates Quality Assurance System, which is based on Australian/New Zealand Standard AS/NZS ISO 9001.

This document is issued subject to review and authorisation by the suitably qualified and experienced person named in the last column above. If no name appears, this document shall be considered as preliminary or draft only and no reliance shall be placed upon it other than for information to be verified later.

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In preparing this report, we have relied upon, and presumed accurate, any information (or confirmation of the absence thereof) provided by the Client and/or from other sources. Except as otherwise stated in the report, we have not attempted to verify the accuracy or completeness of any such information. If the information is subsequently determined to be false, inaccurate or incomplete then it is possible that our observations and conclusions as expressed in this report may change.

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We have prepared this report in accordance with the usual care and thoroughness of the consulting profession, for the sole purpose described above and by reference to applicable standards, guidelines, procedures and practices at the date of issue of this report. For the reasons outlined above, however, no other warranty or guarantee, whether expressed or implied, is made as to the data, observations and findings expressed in this report, to the extent permitted by law.

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Attachment 3 - Acoustic Report

Executive summary

Renzo Tonin & Associates has undertaken an acoustic assessment of the proposed venue, to be located at 279-283 Wellington Street, Collingwood (the Subject Site/Venue), to assess noise from its proposed operations.

Renzo Tonin & Associates expects that the Subject Venue can operate in conformance with all relevant criteria and without adverse noise impact on residential amenity in the area.

The following have been set out to guide operation of the Subject Venue:

Indoor background music

- Music noise levels shall be maintained at *background music* levels. Per Clause S.9A(5) of the Liquor Control Reform Act 1998, background music levels constitute *"...a level that enables patrons to conduct a conversation at a distance of 600 millimetres without having to raise their voices to a substantial degree."*
- External doors and windows should be kept closed after 10pm.
- As a general guide, reverberant internal noise levels should be maintained at or below L_{Ceq} 75 dB(C) near windows, doors and openings, following the instructions in this report.

Outdoor background music

- Music noise levels shall be maintained at *background music* levels. Noise levels shall be managed not to exceed L_{Ceq} 75 dB(C) at a distance of 1 metre from any speaker, following the instructions in this report.
- Speakers shall be placed such that they are aimed away from Wellington Street.
- An array of many small low-capacity/low-volume speakers located near the heads of patrons should be used (rather than fewer, high-power speakers, for example).
- Speakers shall be selected and controlled so as not to emphasise bass content in the music beyond typical equalisation.
- No music shall be provided outdoors after 11pm, on all days.

Patron noise

- Indoor patron capacity:
  - 80 patrons at 279 Wellington Street
  - 60 patrons on Ground Level of 281 Wellington Street (10 patrons in the restaurant and 50 patrons in the bar)
  - 25 patrons on First Floor of 281 Wellington Street
- Outdoor patron capacity:
  - 100 patrons at 283 Wellington Street
- Any doors or windows to patron areas should be kept closed after 10pm, except for access/egress, or in case of emergency.
- The following typical Venue Management Plan control measures should be implemented:
  - Demonstrate incorporation of safe design principles as detailed in the *'Design Guidelines for Licensed Venues (Victorian Commission of Gambling and Liquor Regulation 2017)'*.
  - The maintenance of a register for any complaints.
  - Provide a telephone number to contact the premises, provided on the internet and a notice put on the door and linked to the complaints register.
  - Set out procedures to be undertaken by staff in the event of a complaint by a member of the public, the Victoria Police, an 'authorised officer' of Council, or an officer of the Victorian Commission for Gambling and Liquor Regulation.

Attachment 3 - Acoustic Report

	- Details of training provide for bar staff in the responsible serving of alcohol. - Plans for measures to be taken by management and staff to ensure patrons do not cause nuisance or annoyance beyond the land.
•	Generally, patrons outside the Subject Venue shall be welcomed and encouraged to enter the premises, rather than congregate outside, and shall be managed by security so as to not generate excessive noise.
Plant and mechanical services noise	
•	Noise from existing mechanical plant at the Subject Venue was observed to be inaudible at surrounding dwellings.
•	From experience with similar developments, Renzo Tonin & Associates Noise expects small-scale mechanical equipment to be used at the Subject Site, and for noise emissions from expected mechanical plant to comply with EPA Pub. 1826-P1 / SEPP N-1 noise limits at all times.
•	To guide the development, it is recommended that any mechanical services be located such that there is no line of sight from them to dwellings.
Scheduled activities	
•	Waste collection shall be conducted in accordance with EPA Publication 1254 *'Noise Control Guidelines'* and shall not occur after 8pm, and before 7am weekdays or 9am all other days.
•	Deliveries shall be conducted in accordance with EPA Publication 1254 *'Noise Control Guidelines'* and shall not occur after 10pm, and before 7am weekdays or 9am all other days.
•	Emptying bottles into bins and glass crushing shall not occur after 10pm, and before 7am weekdays or 9am all other days. Noise enclosures are required for any bottle crushers and shall be located away from dwellings (if bottle crushers are proposed).

Attachment 3 - Acoustic Report

Contents

Executive summary iii

1 Introduction 1

2 Site and venue overview 2

3 Noise environment 5

3.1 Noise monitoring 5

3.2 Measured noise levels 6

3.3 Referenced noise levels 7

3.3.1 Patron sound power levels 7

4 Criteria 8

4.1 EPA Publication 1826 (superseding legislation) 8

4.1.1 Commercial noise limits - EPA Publication 1826-P1 / SEPP N-1 8

4.1.2 Music noise limits - EPA Publication 1826-P2 / SEPP N-2 9

4.2 Patron noise 10

4.3 Deliveries to- and waste collection from commercial tenancies 12

4.3.1 Deliveries 12

4.3.2 Waste collection 12

4.3.3 Glass disposal 12

5 Noise assessment 13

5.1 Noise propagation model 13

5.1.1 Subject Venue construction details 13

5.2 Music noise 14

5.2.1 Indoor background music 14

5.2.2 Outdoor background music 16

5.3 Patron noise 17

5.4 Plant and mechanical services noise 19

5.4.1 Existing mechanical services noise emissions 19

5.4.2 Future mechanical services noise emissions 19

5.5 Activity scheduling 20

6 Conclusion 21

APPENDIX A Glossary of terminology 23

List of tables

Table 1: Subject Venue operational details 2

Table 2: Existing land uses surrounding the Subject Site 3

Table 3: Noise monitoring locations 5

Table 4: Background noise levels 6

Attachment 3 - Acoustic Report

Table 5:	Patron sound power levels: YPS Amendment GC37 (c/- Marshall Day)	7
Table 6:	EPA Pub. 1826-P1 / SEPP N-1 noise criteria	8
Table 7:	EPA Pub. 1826-P2 / SEPP N-2 day and evening limits	9
Table 8:	EPA Pub. 1826-P2 / SEPP N-2 night limits	9
Table 9:	Patron noise targets	11
Table 10:	Patron noise assessment	17

List of figures

Figure 1:	Site overview	4
Figure 2:	Observation of music noise at surrounding dwellings	14
Figure 3:	Inspection of mechanical services	19

Attachment 3 - Acoustic Report

1 Introduction

Renzo Tonin & Associates has been engaged by Molly Rose Brewing Co. to undertake an acoustic assessment for the proposed expansion of Molly Rose Brewing, located at 279 Wellington Street, Collingwood. The proposed expansion is to include operations at the neighbouring properties at 281 and 283 Wellington Street, Collingwood.

This report assesses noise from the proposed commercial operations. Renzo Tonin & Associates has based its assessment of the Subject Venue (279-283 Wellington Street, Collingwood) on on-site observations and drawings shown overleaf.

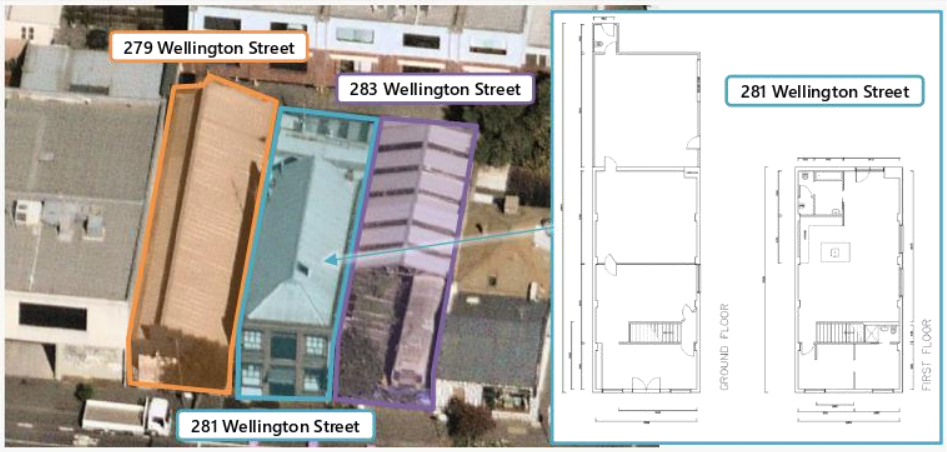
The work documented in this report was carried out in accordance with the Renzo Tonin & Associates Quality Assurance System, which is based on Australian Standard / NZS ISO 9001. Appendix A contains a glossary of acoustic terms used in this report.

Attachment 3 - Acoustic Report

2 Site and venue overview

Table 1 outlines the understood operational details of the Subject Venue proposal.

Table 1: Subject Venue operational details

Subject Venue proposed layout	
	
279 Wellington Street – single storey building (existing and proposed operations)	
Use type:	Bar
Hours of operation:	Until 11pm (all days)
Number of patrons:	80 indoor patrons
Music:	Music at background music levels
Access:	From Wellington Street and rear laneway
281 Wellington Street – two storey building (proposed operations)	
Ground floor	
Use type:	Restaurant (rear section), bar (middle section) and retail (front section)
Hours of operation:	Until midnight (all days, for restaurant and bar) and until 11pm (all days, for retail)
Number of patrons:	10 indoor patrons (for restaurant) and 50 indoor patrons (for bar) proposed
Music:	Music at background music levels
Access:	From rear laneway (for restaurant) and from Wellington Street (for bar and retail)
First floor	
Use type:	Restaurant (private dining) and offices
Hours of operation:	Until midnight (all days)
Number of patrons:	25 indoor patrons proposed
Music:	Music at background music levels
Access:	From ground floor
283 Wellington Street – outdoor beer garden (proposed operations)	
Use type:	Family-friendly outdoor beer garden (table service only)
Hours of operation:	Until 11pm (all days)
Number of patrons:	100 outdoor patrons
Music:	Music at background music levels
Access:	From Wellington Street and rear laneway

Attachment 3 - Acoustic Report

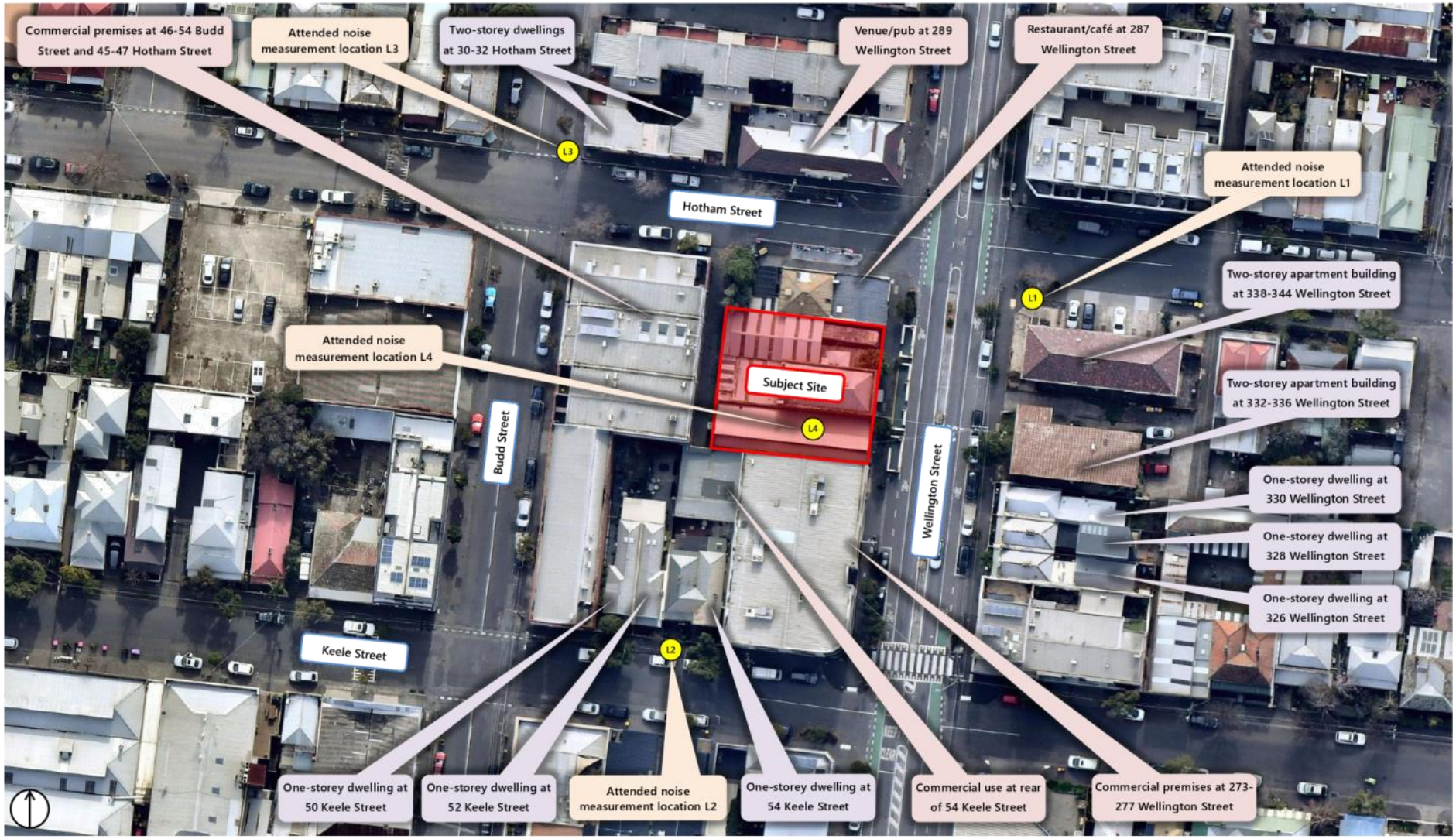
Figure 1 and Table 2 present an overview of land uses surrounding the Subject Venue.

Table 2: Existing land uses surrounding the Subject Site

Subject Site	279-283 Wellington Street, Collingwood – *Commercial 2 Zone (C2Z)* • 279 Wellington Street – existing Molly Rose Brewing venue • 281 Wellington Street – existing two-storey building • 283 Wellington Street – existing land to be developed into an outdoor beer garden
North of the Subject Site	287 Wellington Street, Collingwood – *Commercial 2 Zone (C2Z)* • *"Chotto Motto"* restaurant/café • VCGLR Restaurant and Café License No. 32350079 • Licensed until 11pm (all days) Hotham Street • Two lanes, 30km/h speed limit 289 Wellington Street, Collingwood – *Neighbourhood Residential Zone 1 (NRZ1)* • *"The Gem Bar and Dining Room"* pub • VCGLR General License No. 31904508 • Outdoor area: licensed until 11pm (all days) • Indoor area: licensed until 11pm (Sunday to Thursday) and 1am (Friday and Saturday) 30-32 Hotham Street, Collingwood – *Neighbourhood Residential Zone 1 (NRZ1)* • Two-storey dwellings • Approximately 23m from the proposed Subject Venue boundary
East of the Subject Site	Wellington Street • Two lanes, 30km/h speed limit • ~9000 annual average daily vehicle traffic (combined: northbound and southbound) 338-344 Wellington Street, Collingwood – *Neighbourhood Residential Zone 1 (NRZ1)* • Two-storey apartment building across Wellington Street • Approximately 23m from the proposed Subject Venue boundary • Windows facing Wellington Street are understood to be living rooms (not bedrooms) 332-336 Wellington Street, Collingwood – *Neighbourhood Residential Zone 1 (NRZ1)* • Two-storey apartment building across Wellington Street • Approximately 23m from the proposed Subject Venue boundary • Windows facing Wellington Street are understood to be living rooms (not bedrooms) 326-330 Wellington Street, Collingwood – *Neighbourhood Residential Zone 1 (NRZ1)* • Single storey dwellings across Wellington Street
South of the Subject Site	273-277 Wellington Street, Collingwood – *Commercial 2 Zone (C2Z)* • Two-storey commercial use building 50-54 Keele Street, Collingwood – *Commercial 2 Zone (C2Z)* • Single storey dwellings
West of the Subject Site	46-54 Budd Street and 45-47 Hotham Street, Collingwood – *Commercial 2 Zone (C2Z)* • Three-storey commercial use building

Attachment 3 - Acoustic Report

Figure 1: Site overview



3 Noise environment

3.1 Noise monitoring

To quantify existing noise levels in the area, Renzo Tonin & Associates conducted attended noise measurements on the night of Sunday, 1 August 2021. The measurement locations are shown in Figure 1 and described in Table 3 below.

Table 3: Noise monitoring locations

ID	Location	Details
L1	1.5m above ground level, at the corner of Wellington Street and Hotham Street	• Measurement time: 9:00pm to 11:30pm • The microphone was set up 1.5 metres above the natural ground height with no vertical reflective surfaces in close proximity. • The monitor was set to record broadband and spectral noise descriptors, and audio for noise source verification. • The background noise environment comprised primarily of non-localised metropolitan noise and traffic.
L2	1.5m above ground level, at the front of 54 Keele Street	• Measurement time: 9:00pm to 11:30pm • The microphone was set up 1.5 metres above the natural ground height with no vertical reflective surfaces in close proximity. • The monitor was set to record broadband and spectral noise descriptors, and audio for noise source verification. • The background noise environment comprised primarily of non-localised metropolitan noise and traffic.
L3	1.5m above ground level, at the corner of Hotham Street and Budd Street	• Measurement time: 9:00pm to 11:30pm • The microphone was set up 1.5 metres above the natural ground height with no vertical reflective surfaces in close proximity. • The monitor was set to record broadband and spectral noise descriptors, and audio for noise source verification. • The background noise environment comprised primarily of non-localised metropolitan noise and traffic.
L4	1.5m above ground level, inside the existing Subject Venue, to measure representative background music noise levels	• Measurement time: 9:10pm to 9:25pm • The microphone was set up 1.5 metres above the indoor ground height with no vertical reflective surfaces in close proximity. • The monitor recorded music played at representative background music levels at the Subject Venue • Measured L_{eq} 67 dB(A) reverberant music noise level

Notes: An NTi XL2 sound level analyser was used for the measurement campaign. The XL2 is a Class 1 instrument having accuracy suitable for field and laboratory use. The calibration of the device was checked in the field immediately before and after the measurement using a Brüel & Kjær Type 4231 calibrator; no drift in calibration was observed. The noise monitor conforms with IEC 61672-3:2013 and IEC 61260-3:2016; the sound calibrator conforms with IEC 60942:2017, and all carry manufacturers certification or NATA certification detailing Standard conformance testing within the last two years and one year, respectively.

3.2 Measured noise levels

Table 4 presents background noise levels measured during the noise measurement campaign.

Table 4: Background noise levels

ID	Measurement time	Overall noise level, L_{90} dB(A)	Noise level L_{90} dB, at frequency band (Hz):						
			63	125	250	500	1k	2k	4k
L1 (East)	9:25pm-9:40pm, Sunday 1 August 2021	48	51	48	46	43	45	39	30
	10:05pm-10:15pm, Sunday 1 August 2021	46	50	48	44	41	44	37	27
	10:55pm-11:10pm, Sunday 1 August 2021	46	48	46	43	40	44	36	20
L2 (South)	9:45pm-9:55pm, Sunday 1 August 2021	45	49	45	42	41	42	34	21
	10:15pm-10:25pm, Sunday 1 August 2021	45	48	45	41	40	42	35	23
	11:20pm-11:30pm, Sunday 1 August 2021	43	45	44	39	38	41	33	19
L3 (North)	9:55pm-10:05pm, Sunday 1 August 2021	46	50	47	47	43	42	35	23
	11:10pm-11:20pm, Sunday 1 August 2021	45	49	46	42	40	42	34	18

3.3 Referenced noise levels

3.3.1 Patron sound power levels

Acoustic consultants in Melbourne have measured patron noise levels from numerous venues at varying distances and under various operational conditions with a significant degree of variation in results.

As part of acoustic evidence for Yarra Planning Scheme Amendment GC73, Marshall Day Acoustics presented the following commentary regarding patron noise for the purpose of predicting noise levels from external patron areas (quotations in grey, with comments in black). Renzo Tonin & Associates has previously measured noise levels consistent with these:

Table 5: Patron sound power levels: YPS Amendment GC37 (c/- Marshall Day)

Area use category	**Average sound power level per patron, $L_{W,eq}$ dB(A)**	**Maximum sound power level from 2 patrons shouting $L_{W,max}$ dB(A)**	*Area use definition*
Vertical consumption	*88*	*104* (does not scale with patron number)	*Standing patrons drinking and talking.* *Focus of activity on drinking and socialising.*
Taverns with significant food offerings	*83*	*104* (does not scale with patron number)	*Predominantly seated patrons, drinking, dining and talking.* *Focus of activity on drinking, whilst dining and socialising.*
Restaurant dining	*78*	*98* (does not scale with patron number)	*Seated patrons, drinking, dining and talking.* *Focus of activity on dining and socialising.*
Small smoking areas, <40 patrons	*73*	*98* (does not scale with patron number)	*Patrons using area for smoking.* *Focus of activity on smoking rather than socialising (data also includes outdoor areas with alcohol consumption).*

Notes:
- Sound power levels appear to be generally referenced from Lazarus, H 1986, "*Prediction of verbal communication in noise – a review: Part 1*", Applied Acoustics, vol. 19, pp., as cited in Hayne et al 2011, '*Prediction of noise from small to medium sized crowds*', in Acoustics 2011: Breaking New Ground, Proceedings of the Annual Conference of the Australian Acoustical Society, AAS Queensland Division 2011, Gold Coast, paper number 133.

$L_{W,eq}$ Scaled as 3 dB per doubling/halving of patron numbers, assuming that at any one time, two patrons will be listening quietly for every patron talking (Per Figure from MDA Evidence)

$L_{W,max}$ Maximum sound power level from two patrons shouting simultaneously, facing in opposite directions such that noise emissions may be modelled as omnidirectional. This sound power level does not scale with patron number.

4 Criteria

4.1 EPA Publication 1826 (superseding legislation)

Effective from 1 July 2021, EPA Publication 1826 *'Noise Limit and Assessment Protocol for the Control of Noise from Commercial, Industrial and Trade Premises and Entertainment Venues'* (EPA Pub. 1826) supersedes:

- *State Environmental Protection Policy (Control of Noise from Commerce, Industry and Trade) No. N-1* (SEPP N-1), and
- *State Environment Protection Policy (Control of Music Noise from Public Premises) No. N-2* (SEPP N-2).

For this assessment's application, EPA Publication 1826 uses the same methods to assess noise impacts as SEPP N-1 and SEPP N-2, but with slight amendments to the durations of the day, evening and night periods. For the sake of familiarity, both EPA 1826, and superseded SEPP N-1 and SEPP N-2 shall be referenced.

Superseding EPA Publication 1826 day, evening and night period durations are defined by the Environment Protection Regulations 2021, implemented following.

4.1.1 Commercial noise limits - EPA Publication 1826-P1 / SEPP N-1

EPA Pub. 1826-P1 / SEPP N-1 noise limits are calculated from planning overlays and background noise levels measured within an area in absence of intrusive commercial noise sources. Table 6 presents the applicable noise limits.

Table 6: EPA Pub. 1826-P1 / SEPP N-1 noise criteria

Location	Period	Zoning level, L_{eq} dB(A)	Background noise level,[1] L_{90} dB(A)	Classification	EPA Pub. 1826-P1 / SEPP N-1 limit, L_{eq} dB(A)
Nearest receivers to the East	Day	*55*	-	*Neutral*	**55**
	Evening	*48*	*48*	*High Background*	**51**
	Night	*43*	*46*	*High Background*	**43**[2]
Nearest receivers to the South	Day	*58*	-	*Neutral*	**58**
	Evening	*52*	*45*	*Neutral*	**52**
	Night	*47*	*43*	*Neutral*	**47**
Nearest receivers to the North	Day	*55*	-	*Neutral*	**55**
	Evening	*48*	*46*	*High Background*	**49**
	Night	*43*	*45*	*High Background*	**43**[2]

EPA 1826-P1 period definitions:
Day: Monday-to-Saturday 7am-to-6pm; Sundays NA
Evening: Monday-to-Saturday 6pm-to-10pm; Sundays or Holidays 7am-to-10pm
Night: All days 10pm-to-7am

Notes:
1. Background noise levels per Table 4.
2. The 'Neutral' classification has been applied for night period noise limits, due to limited measurements during that period. This is a conservative measure.

Assessment of commercial noise impacts is over a 30-minute period and is assessable outside dwellings, places of sleep and places of education.

4.1.2 Music noise limits - EPA Publication 1826-P2 / SEPP N-2

Table 7 and Table 8 present the EPA Pub. 1826-P2 / SEPP N-2 noise limits for assessment outside dwellings.

Table 7: EPA Pub. 1826-P2 / SEPP N-2 day and evening limits

Location	Period	Background noise level, L_{90} dB(A)		EPA Pub. 1826-P2 / SEPP N-2 limit, L_{eq} dB(A)
Nearest receivers to the East	Day / Evening	46	+5 =	**51**
Nearest receivers to the South		45	+5=	**50**
Nearest receivers to the North		46	+5=	**51**

EPA Pub. 1826-P2 day-and-evening period definitions: Monday-to-Saturday 7am-to-11pm; Sunday 9am-to-10pm

Notes:
1. Note that for SEPP N-2, the end of the day-and-evening period was 10pm.
2. Background noise levels per Table 4.

Table 8: EPA Pub. 1826-P2 / SEPP N-2 night limits

Location	Description		Noise level dB, at Frequency (Hz)						
			63	**125**	**250**	**500**	**1k**	**2k**	**4k**
Nearest receivers to the East	Minimum measured background noise spectrum	L_{90}	48	46	43	40	44	36	20
			+8 =	+8 =	+8 =	+8 =	+8 =	+8 =	+8 =
	Noise limits for trade until midnight	L_{10}	**56**	**54**	**51**	**48**	**52**	**44**	**28**
Nearest receivers to the South	Minimum measured background noise spectrum	L_{90}	45	44	39	38	41	33	19
			+8 =	+8 =	+8 =	+8 =	+8 =	+8 =	+8 =
	Noise limits for trade until midnight	L_{10}	**53**	**52**	**47**	**46**	**49**	**41**	**27**
Nearest receivers to the North	Minimum measured background noise spectrum	L_{90}	49	46	42	40	42	34	18
			+8 =	+8 =	+8 =	+8 =	+8 =	+8 =	+8 =
	Noise limits for trade until midnight	L_{10}	**57**	**54**	**50**	**48**	**50**	**42**	**26**

EPA Pub. 1826-P2 night period definition: All times outside EPA Pub. 1826-P2 day-and-evening-period

Notes:
1. Note that for SEPP N-2, the beginning of the night period was 10pm.
2. Background noise levels per Table 4.

4.2 Patron noise

There are currently no legislated policies or guidelines in Victoria for the control or assessment of noise from patrons at venues. However, following from Planning Panel and VCAT precedents, Amendment GC73 to the Yarra Planning Scheme 37.01 *Special Use Zone* set out the following criteria for patron noise:

> *"2.0 Use of land*
>
> *Management of Noise*
>
> *The use of land must be managed so as to limit noise in accordance with the following Patron Noise Criteria:*
>
> *For LAeq noise levels, the less stringent of the following:* (nb. continuous outdoor patron noise targets)
>
> - *If noise is assessed external to a Noise Sensitive Building, noise emissions must comply with the following patron noise design targets:*
> - *Day period (from 0700 to 1800) – 50 dB or background noise (LA90) + 10 dB, whichever is higher.*
> - *Evening period (from 1800 to 2200)– 45 dB or background noise (LA90) + 10 dB, whichever is higher.*
> - *Night period (from 2200 to 0700) – 40 dB or background noise (LA90) + 5 dB, whichever is higher. ...*
> - *If noise is assessed internal to a Noise Sensitive Building, noise emissions must achieve the lower of the design sound level range for (whichever is relevant) houses and apartments in inner city areas, entertainment districts, or near major roads, as provided in Australian Standard AS2107:2016 'Acoustics—Recommended design sound levels and reverberation times for building interiors'.*
> - *For LAmax noise levels, during the hours of 10pm-7am:* (nb. patron noise peak targets)
>
> *'Sleep Disturbance Criteria', being a noise level of 55dB LAmax, assessed inside a habitable room of a Noise Sensitive Building normally used for the purpose of sleeping. "*

The above criteria were derived from:

- Continuous outdoor patron noise targets developed by Marshall Day Acoustics (MDA), where (paraphrasing MDA commentary):
  - Target exceedance up to 2 dB have no likely impact
  - Target exceedance of 3-to-5 dB has possibility of impact: Provisions for managerial and engineering controls may be appropriate
  - Target exceedance of 5-to-8 dB has strong possibility of impact: Provisions for managerial and engineering controls should be incorporated
  - Target exceedance more than 8 dB will result in noise impacts: major changes to the design and/or operation of the proposed outdoor area will be required
- Continuous indoor noise targets based on *Australian Standard AS2107:2016 'Acoustics— Recommended design sound levels and reverberation times for building interiors.'*

  In a GC73 associated acoustic expert witness conclave containing Mr Leo (then of Marshall Day Acoustics), Ms Williams (of SLR Consulting) and Mr Peters (of Renzo Tonin & Associates), agreement on criteria comprising L_{eq} 30 dB(A) in bedrooms and L_{eq} 35 dB(A) in living rooms was reached, happening to correspond with lower of the design sound level range from AS2107:2000.
- Noise peak targets based on a survey of studies on sleep disturbance documented in NSW EPA document *Environmental Criteria for Road Traffic Noise, 1999* (ECRTN) and the subsequent New South Wales Office of Environment and Heritage *Road Noise Policy, March 2011* (RNP) – these documents set a target of L_{max} 50-55 dB(A)

When a window to a room is open (such as might be required for natural ventilation during the night), it is commonly accepted that the noise level inside the room due to external sources would be 10-to-15 dB(A) lower than the noise level outside the room.

Attachment 3 - Acoustic Report

The applicable criteria for the Subject Venue are presented in Table 9 below. These have been adopted as targets for patron noise. A 15-minute duration is considered appropriate for assessment.

Table 9: Patron noise targets

Location	Noise type	Period	Criterion	
Nearest receivers to the East	Continuous patron noise level	Day / Evening	L_{eq} 56 dB(A) outside or L_{eq} 35 dB(A) inside[1]	*(nb. L_{90} 46[2] + 10 = 56)*
		Night	L_{eq} 51 dB(A) outside or L_{eq} 30 dB(A) inside[1]	*(nb. L_{90} 46[2] + 5 = 51)*
Nearest receivers to the South	Continuous patron noise level	Day / Evening	L_{eq} 55 dB(A) outside or L_{eq} 35 dB(A) inside[1]	*(nb. L_{90} 45[2] + 10 = 55)*
		Night	L_{eq} 48 dB(A) outside or L_{eq} 30 dB(A) inside[1]	*(nb. L_{90} 43[2] + 5 = 48)*
Nearest receivers to the North	Continuous patron noise level	Day / Evening	L_{eq} 56 dB(A) outside or L_{eq} 35 dB(A) inside[1]	*(nb. L_{90} 46[2] + 10 = 56)*
		Night	L_{eq} 50 dB(A) outside or L_{eq} 30 dB(A) inside[1]	*(nb. L_{90} 45[2] + 5 = 50)*
All receivers	Maximum (or event peak) patron noise level	Night	L_{max} 50-55 dB(A) inside a bedroom, or L_{max} 65 dB(A) outside a bedroom window required to be open for natural ventilation	

Period Definitions: Day: 7am - 6pm; Evening: 6pm - 10pm; Night: 10pm - 7am

Notes:
1. Internal patron noise criterion derived from AS2107 recommended design sound levels.
2. Background noise levels per Table 4.

Attachment 3 - Acoustic Report

4.3 Deliveries to- and waste collection from commercial tenancies

EPA Victoria Publication 1254 *Noise Control Guidelines* provides the following guidelines to mitigate the impact of deliveries and waste collection on residential amenity.

4.3.1 Deliveries

EPA Victoria Publication 1254 *Noise Control Guidelines* provides the following guidelines for deliveries:

Schedule: Deliveries to shops, supermarkets & service stations

- *7 am — 10 pm Monday to Saturday*
- *9 am — 10 pm Sundays and public holidays*

(Outside these hours) ... *deliveries should be inaudible in a habitable room of any residential premises ... regardless of whether any door or window ... is open*

4.3.2 Waste collection

EPA Victoria Publication 1254 *Noise Control Guidelines* provides the following guidelines for waste collection:

- *Refuse bins should be located at sites that provide minimal annoyance to residential premises.*
- *Compaction should be carried out while the vehicle is moving*
- *Noisy verbal communication between operators should be avoided where possible.*

The following times are recommended for waste collection:

One collection per week

- *6:30 am - 8 pm Monday to Saturday*
- *9 am - 8 pm Sunday and public holidays*

Two or more collections per week

- *7 am - 8 pm Monday to Saturday*
- *9 am - 8 pm Sunday and public holidays*

4.3.3 Glass disposal

EPA Publication 1254 *'Noise Control Guidelines'* does not provide explicit guidance for disposal of glass. However, City of Yarra Planning Scheme 22.09 provides the following best practice guidance:

- *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).*
- *Waste management and storage is provided on-site, and noise enclosures are provided where bottle crushers are to be used.*
- *Deliveries to and waste collection from a licensed premise 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.*
- *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.*

5 Noise assessment

5.1 Noise propagation model

A CadnaA three-dimensional noise model, implementing ISO 9613 noise propagation algorithms was built to calculate noise propagation from the Subject Venue to the nearest residential dwellings. The built form of the Subject Venue and proximate buildings were integrated into the model. The following propagation effects were included in the predictive model:

- Mitigation of noise with distance, including geometrical spreading and air absorption
- Reflections from buildings and environment
- Barrier effects due to obstructions between noise sources and residential receivers
- Ground absorption effects
- Local topographical changes

5.1.1 Subject Venue construction details

The following table describes the understood existing and proposed Subject Venue external façade and fit-out details:

279 Wellington Street – single storey building (existing)	
Front façade:	Brick construction, with a door (for Wellington Street access), a non-openable window and a roller door (all have been observed to be closed after 10pm)
Rear façade:	Brick construction, with a door (for rear laneway access)
Roof/ceiling:	Metal deck roof, with suspended chipboard ceiling below
281 Wellington Street – two storey building (proposed)	
Ground floor	
Front façade:	Brick construction, with a door (for Wellington Street access) and two windows (where approximately 1/4th of the total window area is openable)
Rear façade:	Brick construction, with a door (for rear laneway access)
Roof/ceiling:	Metal deck roof
First floor	
Front façade:	Brick construction, with two windows (where approximately 1/4th of the total window area is openable)
Rear façade:	Brick construction, with one openable window
North/South façades:	Brick construction, with two non-openable windows facing North
Roof/ceiling:	Metal deck roof
283 Wellington Street – outdoor beer garden (proposed)	
Front façade:	Existing 2m height steel fence, with a door (for Wellington Street access)
Rear façade:	Existing 2m height steel fence, with a door (for rear laneway access)
Awning:	Existing 3m height, metal deck/Perspex, waterproof awning, covering approximately 120m^2 of the outdoor beer garden, at the rear

5.2 Music noise

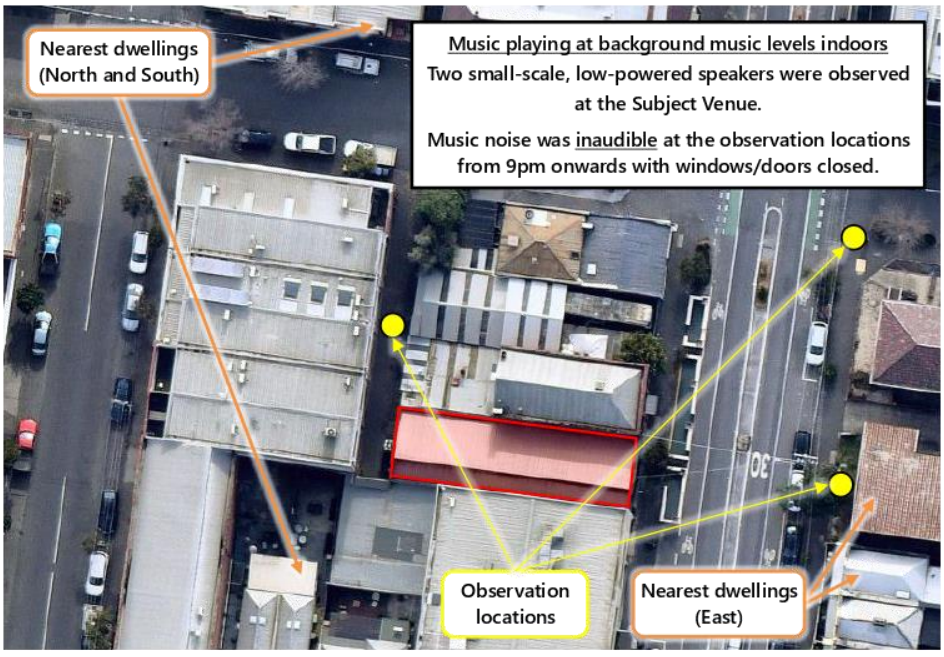
5.2.1 Indoor background music

The following is proposed for the provision of music within the Subject Venue:

279 Wellington Street – single storey building (existing)	
Use type:	Bar
Hours of operation:	Until 11pm (all days)
Music:	Music at background music levels
281 Wellington Street – two storey building (proposed)	
Ground floor	
Use type:	Restaurant (rear section), bar (middle section) and retail (front section)
Hours of operation:	Until midnight (all days, for restaurant and bar) and until 11pm (all days, for retail)
Music:	Music at background music levels
First floor	
Use type:	Restaurant (private dining) and offices
Hours of operation:	Until midnight (all days)
Music:	Music at background music levels

During site attendance on the night of Sunday, 1 August 2021, reverberant background music noise levels at the existing Molly Rose Brewing venue (279 Wellington Street) were measured to be L_{eq} 67 dB(A), and observed to be inaudible at the locations outlined below:

Figure 2: Observation of music noise at surrounding dwellings



Indoor music provided at background music levels is expected to comply with EPA Pub. 1826-P2 / SEPP N-2 at dwellings in all directions, with the following configuration:

- Indoor music noise levels shall be maintained at *background music* levels.
  Per Clause S.9A(5) of the Liquor Control Reform Act 1998, background music levels constitute *"...a level that enables patrons to conduct a conversation at a distance of 600 millimetres without having to raise their voices to a substantial degree."*
- Any doors or windows to patron or retail areas should be kept closed after 10pm except for access/egress, or in case of emergency.
- As a general guide, reverberant internal music noise levels should be maintained at or below L_{Ceq} 75 dB(C), or L_{Aeq} 69 dB(A). A self-management strategy is set out below.
- An array of many small low-capacity/low-volume speakers located near the heads of patrons should be used (rather than a few high-power speakers for example).
- Speakers shall be selected and controlled so as not to emphasise bass content in the music beyond typical equalisation.
- Speakers shall not be mounted to the roof structure.

Renzo Tonin & Associates provides the following guidance for sound meter use to manage internal music noise levels:

Sound meter setup guidance

1.	Use a QM 1589 sound meter (e.g. available from Jaycar for ~$130)	
2.	Turn on the sound meter	
3.	Switch to '**dBC**' by pressing the 'A/C' button once *(nb. dBC means that the sound meter does not ignore low frequency)*	
4.	Switch to '**Hi**' range by pressing the 'Hi/Lo' button once	
	Ensure that other settings are as shown on the screen to the right. If this not so, turn off the sound meter and repeat	
5.	Manage indoor music levels in the indoor patron area to generally not exceed L_{Cfast} 75 dB(C). *Managing levels to, on average, not exceed L_{Cfast} 75 dB(C) is expected to result in L_{Ceq} 75 dB(C) or L_{Aeq} 69 dB(A) at that location, and EPA Pub. 1826-P2 / SEPP N-2 noise limit conformance.*	

5.2.2 Outdoor background music

The following is proposed for the provision of music in the Subject Venue outdoor beer garden:

283 Wellington Street – outdoor beer garden (proposed)	
Use type:	Family-friendly outdoor beer garden (table service only)
Hours of operation:	Until 11pm (all days)
Music:	Music at background levels

Outdoor music provided at background music levels is expected to comply with EPA Pub. 1826-P2 / SEPP N-2 at dwellings in all directions, with the following configuration:

- Music noise levels shall be maintained at *background music* levels.
  Per Clause S.9A(5) of the Liquor Control Reform Act 1998, background music levels constitute *"...a level that enables patrons to conduct a conversation at a distance of 600 millimetres without having to raise their voices to a substantial degree."*
- Noise levels 1 metre from any speaker shall be managed not to exceed L_{Ceq} 75 dB(C) or L_{Aeq} 69dB(A) at a distance of 1 metre from any speaker.
- Speakers shall be placed such that they are aimed away from Wellington Street.
- An array of many small low-capacity/low-volume speakers, located near the heads of patrons should be used (rather than fewer high-power speakers, for example).
- Speakers shall be selected and controlled so as not to emphasise bass content in the music beyond typical equalisation.
- No music shall be provided outdoors after 11pm, on all days.

Renzo Tonin & Associates provides the following guidance for sound meter use to manage outdoor music noise levels:

Sound meter setup guidance

1. Use a QM 1589 sound meter (e.g. available from Jaycar for ~$130)
2. Turn on the sound meter
3. Switch to '**dBC**' by pressing the 'A/C' button once
   (nb. dBC means that the sound meter does not ignore low frequency)
4. Switch to '**Hi**' range by pressing the 'Hi/Lo' button once

   Ensure that other settings are as shown on the screen to the right. If this not so, turn off the sound meter and repeat
5. Manage music levels at 1 metre from speakers in the outdoor patron area to not exceed L_{Cfast} 75 dB(C).

   Managing levels to, on average, not exceed L_{Cfast} 75 dB(C) at 1 metre from each speaker is expected to result in L_{Ceq} 75 dB(C) or L_{Aeq} 69 dB(A) at 1 metre, and EPA Pub. 1826-P2 / SEPP N-2 conformance.

Attachment 3 - Acoustic Report

5.3 Patron noise

The following patron details are proposed for the Subject Venue:

Indoor patrons	279 Wellington Street:	80 indoor patrons until 11pm
	281 Wellington Street:	60 indoor patrons until midnight, on ground level (10 patrons in the restaurant and 50 patrons in the bar)
		25 indoor patrons until midnight, on first floor
Outdoor patrons	283 Wellington Street:	100 outdoor patrons until 11pm

Table 10 presents the patron noise assessment, with the above configuration:

Table 10: Patron noise assessment

Location	Predicted combined noise from indoor[2] and outdoor[3] patrons, L_{eq} dB(A)		Meets continuous patron noise criteria?		Noise peaks from outdoor patrons[3], L_{max} dB(A)	Meets noise peaks criterion of L_{max} 65 dB(A) outside?
	Day / Evening (openable windows and doors open)	Night (at bedroom, venue windows and doors closed[5])				
Nearest receivers to the East			**Day / Evening: L_{eq} 56 dB(A)**	**Night: L_{eq} 51 dB(A)**		
338-344 Wellington Street, Collingwood	L_{eq} 53 dB(A)	L_{eq} 48 dB(A)[4]	✓	✓	L_{max} 52 dB(A)[4]	✓
332-336 Wellington Street, Collingwood	L_{eq} 53 dB(A)	L_{eq} 46 dB(A)[4]	✓	✓	L_{max} 52 dB(A)[4]	✓
330 Wellington Street, Collingwood	L_{eq} 48 dB(A)	L_{eq} 46 dB(A)	✓	✓	L_{max} 57 dB(A)	✓
Nearest receivers to the South			**Day / Evening L_{eq} 55 dB(A)**	**Night L_{eq} 48 dB(A)**		
54 Keele Street, Collingwood	L_{eq} 39 dB(A)	L_{eq} 39 dB(A)	✓	✓	L_{max} <50 dB(A)	✓
52 Keele Street, Collingwood	L_{eq} 39 dB(A)	L_{eq} 39 dB(A)	✓	✓	L_{max} <50 dB(A)	✓
50 Keele Street, Collingwood	L_{eq} 40 dB(A)	L_{eq} 40 dB(A)	✓	✓	L_{max} <50 dB(A)	✓
Nearest receivers to the North			**Day / Evening L_{eq} 56 dB(A)**	**Night L_{eq} 50 dB(A)**		
32 Hotham Street, Collingwood	L_{eq} 50 dB(A)	L_{eq} 50 dB(A)	✓	✓	L_{max} 55 dB(A)	✓

Notes:
- ✓ Conformance, or within 2dB of target per criterion definition (see Section 4.2)
- x Non-conformance per criterion definition

1. Noise levels at other dwellings are expected to be lower than those presented above as a result of greater distance.
2. Internal patron noise levels predicted using the Rindel method as set out in the '*Association of Australasian Acoustical Consultants Licensed Premises Noise Assessment Technical Guideline Version 2.0*' dated November 2020, assuming closed windows and doors from 10pm (i.e. during the night period).
3. External patron noise levels predicted using 'tavern with food offering' noise levels per Table 5.
4. Night period noise assessment taken outside bedroom windows, as identified using information available online (such as realestate.com.au).
5. This includes the front façade roller door at 279 Wellington Street being closed after 10pm (i.e. during the night period).

Attachment 3 - Acoustic Report

With the following management measures, patron noise is predicted to conform with the nominated criteria:

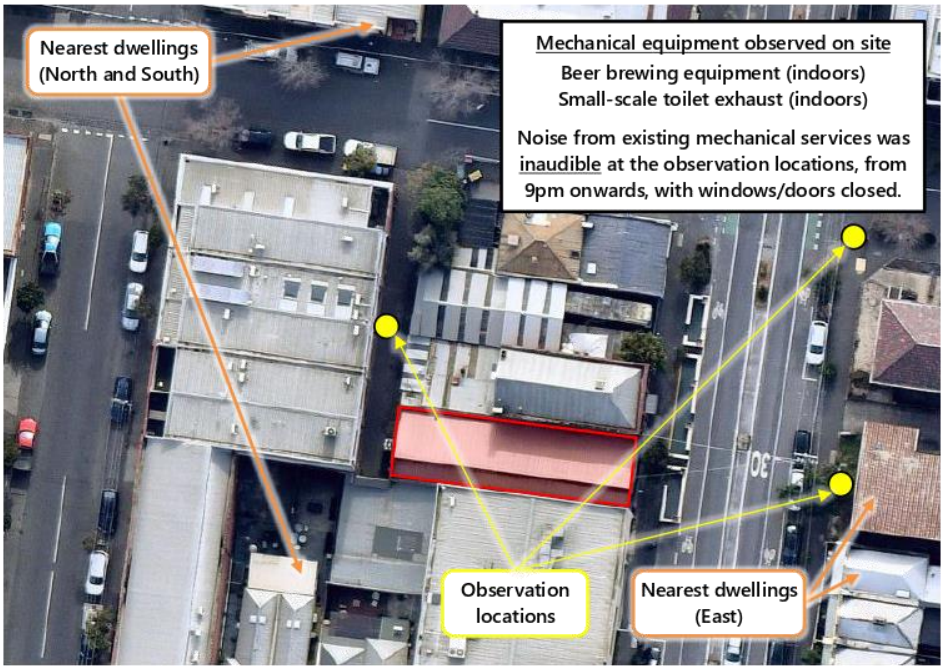
- Any doors or windows to patron areas should be kept closed after 10pm, except for access/egress, or in case of emergency.
- The following typical Venue Management Plan control measures should be implemented throughout the venue:
  - Demonstrate incorporation of safe design principles as detailed in the *'Design Guidelines for Licensed Venues (Victorian Commission of Gambling and Liquor Regulation 2017)'*.
  - The maintenance of a register for any complaints.
  - Provide a telephone number to contact the premises, provided on the internet and a notice put on the door and linked to the complaints register.
  - Set out procedures to be undertaken by staff in the event of a complaint by a member of the public, the Victoria Police, an 'authorised officer' of Council, or an officer of the Victorian Commission for Gambling and Liquor Regulation.
  - Details of training provide for bar staff in the responsible serving of alcohol.
  - Plans for measures to be taken by management and staff to ensure patrons do not cause nuisance or annoyance beyond the land.
- Generally, patrons outside the Subject Venue shall be welcomed and encouraged to enter the premises, rather than congregate outside, and shall be managed by security so as to not generate excessive noise.

5.4 Plant and mechanical services noise

5.4.1 Existing mechanical services noise emissions

During site attendance on the night of Sunday, 1 August 2021, existing mechanical equipment (at 279 Wellington Street) was inspected, with observations of noise levels carried out at the following locations:

Figure 3: Inspection of mechanical services



As shown above, mechanical services noise from existing equipment was observed to be inaudible at dwellings to the East and North. Due to intervening structures and distance, it is expected that existing mechanical services noise is also inaudible at dwellings to the South.

5.4.2 Future mechanical services noise emissions

Details of mechanical plant selection and location are not typically available during concept/town planning phase. From experience with similar developments, Renzo Tonin & Associates Noise expects small-scale mechanical equipment to be used at the Subject Site, and for noise emissions from expected mechanical plant to comply with EPA Pub. 1826-P1 / SEPP N-1 noise limits at all times.

To guide the development, it is recommended that any mechanical services be located such that there is no line of sight from them to surrounding dwellings. The Subject Site building envelope as well as intervening structures are expected to provide sufficient opportunity for noise attenuation.

Attachment 3 - Acoustic Report

5.5 Activity scheduling

Renzo Tonin & Associates recommends that development maintenance activities be scheduled in accordance with the following, per Section 4.3.

- Waste collection shall be conducted in accordance with EPA Publication 1254 *'Noise Control Guidelines'* and shall not occur after 8pm, and before 7am weekdays and Saturdays or 8am on Sundays.
- Deliveries shall be conducted in accordance with EPA Publication 1254 *'Noise Control Guidelines'* and shall not occur after 10pm, and before 7am weekdays and Saturdays or 9am on Sundays.
- Emptying bottles into bins and glass crushing shall not occur after 10pm, and before 7am weekdays or 9am all other days. Noise enclosures are required for any bottle crushers and shall be located away from dwellings (if bottle crushers are proposed).

Attachment 3 - Acoustic Report

6 Conclusion

Renzo Tonin & Associates has undertaken an acoustic assessment of the proposed venue, to be located at 279-283 Wellington Street, Collingwood (the Subject Site/Venue), to assess noise from its proposed operations.

Renzo Tonin & Associates expects that the Subject Venue can operate in conformance with all relevant criteria and without adverse noise impact on residential amenity in the area.

The following have been set out to guide operation of the Subject Venue:

Music noise
Indoor background music
• Music noise levels shall be maintained at *background music* levels. Per Clause S.9A(5) of the Liquor Control Reform Act 1998, background music levels constitute *"...a level that enables patrons to conduct a conversation at a distance of 600 millimetres without having to raise their voices to a substantial degree."*
• External doors and windows should be kept closed after 10pm.
• As a general guide, reverberant internal noise levels should be maintained at or below L_{ceq} 75 dB(C) near windows, doors and openings, following the instructions in this report.
Outdoor background music
• Music noise levels shall be maintained at *background music* levels. Noise levels shall be managed not to exceed L_{ceq} 75 dB(C) at a distance of 1 metre from any speaker, following the instructions in this report.
• Speakers shall be placed such that they are aimed away from Wellington Street.
• An array of many small low-capacity/low-volume speakers located near the heads of patrons should be used (rather than fewer, high-power speakers, for example).
• Speakers shall be selected and controlled so as not to emphasise bass content in the music beyond typical equalisation.
• No music shall be provided outdoors after 11pm, on all days.
Patron noise
• Indoor patron capacity: - 80 patrons at 279 Wellington Street - 60 patrons on Ground Level of 281 Wellington Street (10 patrons in the restaurant and 50 patrons in the bar) - 25 patrons on First Floor of 281 Wellington Street
• Outdoor patron capacity: - 100 patrons at 283 Wellington Street
• Any doors or windows to patron areas should be kept closed after 10pm, except for access/egress, or in case of emergency.
• The following typical Venue Management Plan control measures should be implemented: - Demonstrate incorporation of safe design principles as detailed in the *'Design Guidelines for Licensed Venues (Victorian Commission of Gambling and Liquor Regulation 2017)'*. - The maintenance of a register for any complaints. - Provide a telephone number to contact the premises, provided on the internet and a notice put on the door and linked to the complaints register. - Set out procedures to be undertaken by staff in the event of a complaint by a member of the public, the Victoria Police, an 'authorised officer' of Council, or an officer of the Victorian Commission for Gambling and Liquor Regulation.

Attachment 3 - Acoustic Report

- Details of training provide for bar staff in the responsible serving of alcohol.
- Plans for measures to be taken by management and staff to ensure patrons do not cause nuisance or annoyance beyond the land.

- Generally, patrons outside the Subject Venue shall be welcomed and encouraged to enter the premises, rather than congregate outside, and shall be managed by security so as to not generate excessive noise.

Plant and mechanical services noise

- Noise from existing mechanical plant at the Subject Venue was observed to be inaudible at surrounding dwellings.
- From experience with similar developments, Renzo Tonin & Associates Noise expects small-scale mechanical equipment to be used at the Subject Site, and for noise emissions from expected mechanical plant to comply with EPA Pub. 1826-P1 / SEPP N-1 noise limits at all times.
- To guide the development, it is recommended that any mechanical services be located such that there is no line of sight from them to dwellings.

Scheduled activities

- Waste collection shall be conducted in accordance with EPA Publication 1254 *'Noise Control Guidelines'* and shall not occur after 8pm, and before 7am weekdays or 9am all other days.
- Deliveries shall be conducted in accordance with EPA Publication 1254 *'Noise Control Guidelines'* and shall not occur after 10pm, and before 7am weekdays or 9am all other days.
- Emptying bottles into bins and glass crushing shall not occur after 10pm, and before 7am weekdays or 9am all other days. Noise enclosures are required for any bottle crushers and shall be located away from dwellings (if bottle crushers are proposed).

APPENDIX A Glossary of terminology

The following is a brief description of the technical terms used to describe noise to assist in understanding the technical issues presented.

Ambient noise	The all-encompassing noise associated within a given environment at a given time, usually composed of sound from all sources near and far.		
A-weighting	A filter applied to the sound recording made by a microphone to approximate the response of the human ear.		
Background noise	Background noise is the term used to describe the underlying level of noise present in the ambient noise, measured in the absence of the noise under investigation. It is described as the average of the minimum noise levels measured on a sound level meter and is measured statistically as the A-weighted noise level exceeded for ninety percent of a sample period. This is represented as the LA90 noise level if measured as an overall level or an L90 noise level when measured in octave or third-octave bands.		
Decibel [dB]	The units that sound is measured in. The following are examples of the decibel readings of common sounds in our environment:		
	threshold of hearing	0 dB	The faintest sound we can hear, defined as 20 micro-Pascal
		10 dB	Human breathing
	almost silent	20 dB	
		30 dB	Quiet bedroom or in a quiet national park location
	generally quiet	40 dB	Library
		50 dB	Typical office space or ambience in the city at night
	moderately loud	60 dB	CBD mall at lunch time
		70 dB	The sound of a car passing on the street
	loud	80 dB	Loud music played at home
		90 dB	The sound of a truck passing on the street
	very loud	100 dB	Indoor rock band concert
		110 dB	Operating a chainsaw or jackhammer
	extremely loud	120 dB	Jet plane take-off at 100m away
	threshold of pain	130 dB	
		140 dB	Military jet take-off at 25m away
dB(A)	A-weighted decibel. The A- weighting noise filter simulates the response of the human ear at relatively low levels, where the ear is not as effective in hearing low frequency sounds as it is in hearing high frequency sounds. That is, low frequency sounds of the same dB level are not heard as loud as high frequency sounds. The sound level meter replicates the human response of the ear by using an electronic filter which is called the "A" filter. A sound level measured with this filter is denoted as dB(A). Practically all noise is measured using the A filter.		
Free-field	An environment in which there are no acoustic reflective surfaces. Free field noise measurements are carried out outdoors at least 3.5m from any acoustic reflecting structures other than the ground.		
Frequency	Frequency is synonymous to pitch. Sounds have a pitch which is peculiar to the nature of the sound generator. For example, the sound of a tiny bell has a high pitch, and the sound of a bass drum has a low pitch. Frequency or pitch can be measured on a scale in units of Hertz or Hz.		

Habitable Area	Includes a bedroom, living room, lounge room, music room, television room, kitchen, dining room, sewing room, study, playroom, family room, home theatre and sunroom. Excludes a bathroom, laundry, water closet, pantry, walk-in wardrobe, corridor, hallway, lobby, photographic darkroom, clothes drying room, and other spaces of a specialised nature occupied neither frequently nor for extended periods.
L10	The sound pressure level that is exceeded for 10% of the time for which the given sound is measured.
L90	The level of noise exceeded for 90% of the time. The bottom 10% of the sample is the L90 noise level expressed in units of dB(A).
LAeq or Leq	The "equivalent noise level" is the summation of noise events and integrated over a selected period of time, which would produce the same energy as a fluctuating sound level. When A-weighted, this is written as the LAeq.
Lmax	The maximum sound pressure level measured over a given period. When A-weighted, this is usually written as the LAmax.
Pre-construction	Work in respect of the proposed project that includes design, survey, acquisitions, fencing, investigative drilling or excavation, building/road dilapidation surveys, minor clearing (except where threatened species, populations or ecological communities would be affected), establishing ancillary facilities such as site compounds, or other relevant activities determined to have minimal environmental impact (e.g. minor access roads).
Reflection	Sound wave reflected from a solid object obscuring its path.
R_w	Weighted Sound Reduction Index A measure of the sound insulation performance of a building element. It is measured in very controlled conditions in a laboratory. The term supersedes the value STC which was used in older versions of the Building Code of Australia. Rw is measured and calculated using the procedure in ISO 717-1. The related field measurement is the $D_{nT,w}$. The higher the value the better the acoustic performance of the building element.
Sound Insulation	Sound insulation refers to the ability of a construction or building element to limit noise transmission through the building element. The sound insulation of a material can be described by the Rw and the sound insulation between two rooms can be described by the DnT,w.
Sound level meter	An instrument consisting of a microphone, amplifier and indicating device, having a declared performance and designed to measure sound pressure levels.
Sound power level	Ten times the logarithm to the base 10 of the ratio of the sound power of the source to the reference sound power of 1 pico watt.
Sound pressure level	The level of noise, usually expressed in decibels, as measured by a standard sound level meter with a microphone referenced to 20 micro-Pascal.

Attachment 4 - Acoustic Report Addendum Pt 1

RENZO TONIN & ASSOCIATES
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Acoustics
Vibration
Structural Dynamics

27 April 2022
MD544-01F02 Acoustic Report Addendum (r0).docx

Nic Sandery
Molly Rose Brewing Co.
279 Wellington Street, Collingwood

279-283 Wellington Street, Collingwood - Venue Expansion - Town Planning Acoustic Report Addendum

This addendum has been prepared in conjunction with updated architectural drawings associated with the proposed venue expansion at 279-283 Wellington Street, Collingwood (Molly Rose Brewing Co.), for the town planning acoustic report entitled *'MD544-01F01 Acoustic Report (r1)'* dated 16 August 2021.

The updated set of town planning drawings (entitled *'Molly Rose – 281-283 Wellington St, Collingwood 3066, VIC'*, Project No. 21224, dated 22 April 2022, by Mitchell & Eades) include modification to the eastern boundary fence of the outdoor beer garden (located at 283 Wellington Street).

This modification is understood to include the following:

- Permeable fencing from ground level up to 1m
- Impermeable fencing from 1m up to 2.1m
- The upper impermeable fencing being of steel construction

We understand that the requirement for permeable fencing up to 1m is due to flood provisions as set out by City West Water.

Implementation of the above is not expected to materially affect predicted outdoor patron noise levels presented in Section 5.3 of the original town planning acoustic report.

As such, we expect the proposed modifications to have no material affect on the results of the town planning acoustic assessment, and that the venue can operate in conformance with all relevant criteria and without adverse impact on residential amenity in the area.

This letter may be appended to the acoustic report for endorsement with the acoustic report as required.

Kind Regards,

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Attachment 5 - Acoustic Report Addendum Pt 2

RENZO TONIN & ASSOCIATES
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30 May 2022
MD544-01F03 Acoustic Report Addendum 30.05.2022 (r0).docx

Nic Sandery
Molly Rose Brewing Co.
279 Wellington Street, Collingwood

279-283 Wellington Street, Collingwood - Venue Expansion - Town Planning Acoustic Report Addendum 30.05.2022

This addendum has been prepared in conjunction with Renzo Tonin & Associates' Town Planning Acoustic Report entitled *'MD544-01F01 Acoustic Report (r1)'* dated 16 August 2021 as well as the Acoustic Report Addendum entitled *'MD544-01F02 Acoustic Report Addendum (r0)'* dated 27 April 2022, with regard to the proposed venue expansion of Molly Rose Brewing Co., to be located at 279-283 Wellington Street, Collingwood (the Subject Site/Venue).

Per the Subject Venue's town planning application, operations have been updated to the following:

283 Wellington Street – outdoor beer garden (proposed operations)	
Use type:	Family-friendly outdoor beer garden (table service only)
Hours of operation:	~~Until 11pm (all days)~~ Until 10pm (all days)
Number of patrons:	~~100 outdoor patrons~~ 82 outdoor patrons
Music:	Music at background music levels
281 Wellington Street – two storey building (proposed operations)	
Ground floor	
Use type:	Restaurant (rear section), bar (middle section) and retail (front section)
Hours of operation:	~~Until midnight (all days, for restaurant and bar) and until 11pm (all days, for retail)~~ Restaurant and bar: until 11pm (Sunday to Wednesday) / until 1am (Thursday to Saturday) Retail: until 11pm (all days)
Number of patrons:	~~10 indoor patrons (restaurant) and 50 indoor patrons (bar) proposed~~ 20 indoor patrons (restaurant) and 46 indoor patrons (bar)
Music:	Music at background music levels
First floor	
Use type:	Restaurant (private dining) and offices
Hours of operation:	~~Until midnight (all days)~~ Until 11pm (Sunday to Wednesday) / until 1am (Thursday to Saturday)
Number of patrons:	~~25 indoor patrons proposed~~ 28 indoor patrons
Music:	Music at background music levels
279 Wellington Street – single storey building (existing and proposed operations)	
Use type:	Bar
Hours of operation:	~~Until 11pm (all days)~~ Until 11pm (Sunday to Wednesday) / Until 1am (Thursday to Saturday)
Number of patrons:	80 indoor patrons
Music:	Music at background music levels

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Based on the above modifications, Renzo Tonin & Associates provides the following commentary with regard to patron and music noise:

i. As no outdoor patrons are proposed at the Subject Venue after 10pm, the patron noise targets and day/evening patron noise assessments set out in Section 4.2 and Section 5.3, respectively, of the Town Planning Acoustic Report are considered to be appropriate.

Additionally, due to significant intervening distances and obstacles, noise from patrons utilising the proposed outdoor amenities after 10pm is expected to conform with the relevant criteria.

In conjunction with the patron noise management measures already outlined in Section 5.3 of the Town Planning Acoustic Report, the following item is to be included:

"- Patrons shall be encouraged not to congregate at the outdoor amenities after 10pm."

ii. As indoor operations from Thursday to Saturday are now extended to 1am (from 11pm), updated night period music noise limits are established, based on the following monitored background noise levels measured in the area:

Table 1: Background noise levels

ID	Measurement time	Overall noise level, L_{90} dB(A)	Noise level L_{90} dB, at frequency band (Hz):						
			63	125	250	500	1k	2k	4k
L1 (East)	9:25pm-9:40pm, Sunday 1 August 2021	48	51	48	46	43	45	39	30
	10:05pm-10:15pm, Sunday 1 August 2021	46	50	48	44	41	44	37	27
	10:55pm-11:10pm, Sunday 1 August 2021	46	48	46	43	40	44	36	20
L2 (South)	9:45pm-9:55pm, Sunday 1 August 2021	45	49	45	42	41	42	34	21
	10:15pm-10:25pm, Sunday 1 August 2021	45	48	45	41	40	42	35	23
	11:20pm-11:30pm, Sunday 1 August 2021	43	45	44	39	38	41	33	19
L3 (North)	9:55pm-10:05pm, Sunday 1 August 2021	46	50	47	47	43	42	35	23
	11:10pm-11:20pm, Sunday 1 August 2021	45	49	46	42	40	42	34	18
L5	11:15pm-11:30pm, Wednesday 26 May 2021	44	45	44	44	40	40	32	16
48 Gipps Street, Collingwood	12:45am-1:00am, Thursday 27 May 2021	43	44	43	43	39	38	30	16

As shown above, background noise levels measured at a similar location at 48 Gipps Street, Collingwood show a decrease of 1-to-2 dB from 11:30pm to 1am the following day. As such, revised music noise limits for the Subject Venue are as follows:

Table 2: EPA Pub. 1826-P2 / SEPP N-2 night limits

Location	Description		Noise level dB, at Frequency (Hz)						
			63	125	250	500	1k	2k	4k
Nearest receivers to the South	Minimum measured background noise spectrum (adjusted down to follow the 48 Gipps Street background noise level trend)	L_{90}	44	43	38	37	39	31	19
			+8 =	*+8 =*	*+8 =*	*+8 =*	*+8 =*	*+8 =*	*+8 =*
	Noise limits for trade until 1am	L_{10}	**52**	**51**	**46**	**45**	**47**	**39**	**27**
Nearest receivers to the East	Minimum measured background noise spectrum (adjusted down to follow the 48 Gipps Street background noise level trend)	L_{90}	47	45	42	39	42	34	20
			+8 =	*+8 =*	*+8 =*	*+8 =*	*+8 =*	*+8 =*	*+8 =*
	Noise limits for trade until 1am	L_{10}	**55**	**53**	**50**	**47**	**50**	**42**	**28**
Nearest receivers to the North	Minimum measured background noise spectrum (adjusted down to follow the 48 Gipps Street background noise level trend)	L_{90}	48	45	41	39	40	32	18
			+8 =	*+8 =*	*+8 =*	*+8 =*	*+8 =*	*+8 =*	*+8 =*
	Noise limits for trade until 1am	L_{10}	**56**	**53**	**49**	**47**	**48**	**40**	**26**

EPA Pub. 1826-P2 night period definition: All times outside EPA Pub. 1826-P2 day-and-evening-period

Notes: 1. Background noise levels per Table 1.

Based on the above night period music noise limits, and in conjunction with the guidance for managing indoor background music noise levels detailed in Section 5.2.1 of the Town Planning Acoustic Report, indoor music provided at background music levels is expected to comply with EPA Pub. 1826-P2 / SEPP N-2 at dwellings in all directions surrounding the Subject Venue.

Attachment 5 - Acoustic Report Addendum Pt 2

Based on the above, we expect the proposed modification of operating hours to have no material effect on the results of the town planning acoustic assessment, and that the venue can operate in conformance with all relevant criteria and without adverse impact on residential amenity in the area.

This letter may be appended to the Town Planning Acoustic Report entitled *'MD544-01F01 Acoustic Report (r1)'* dated 16 August 2021 as well as the Acoustic Report Addendum entitled *'MD544-01F02 Acoustic Report Addendum (r0)'* dated 27 April 2022 for endorsement as required.

Kind Regards,

Abhinav Rajagopal
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Attachment 6 - Waste Management Plan

Leigh Design

waste management plans for all urban developments

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Waste Management Plan

Proposed Development:

279-283 Wellington Road, Collingwood, Victoria

Prepared for:

Molly Rose Brewing Company

Document Control

Report Date: 15 September 2021

Prepared By: Leonardo Russi, BEng (Mech), MEng (Env)

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Attachment 6 - Waste Management Plan

TABLE OF CONTENTS

SECTION		PAGE No.
Waste Management Summary		2
Glossary		2
1	Space and System for Waste Management	3
2	Access for Users, Collectors, and Collection Vehicles	6
3	Amenity, Local Environment, and Facility Design	7
4	Management and Sustainability	9
5	Supplementary Information	11
6	Contact Information	12
7	Limitations	12

WASTE MANAGEMENT SUMMARY

- The operator, as defined below, shall be responsible for managing the waste system and for developing and implementing adequate safe operating procedures.
- Waste shall be stored within the development (hidden from external view).
- Users shall sort their waste and dispose garbage and recyclables into collection bins.
- Waste shall be collected in the rear laneway. The collection contractor shall transfer bins between the waste areas and the truck.
- A private contractor shall provide waste collection services.

GLOSSARY

Operator: refers to the Facility Management, who shall manage site operations (via cleaners, staff and contractors, if required).

User: refers to site staff, who shall utilise the waste system.

Attachment 6 - Waste Management Plan

1 SPACE AND SYSTEM FOR WASTE MANAGEMENT

1.1 Development Description and Use

This development shall consist of a commercial tenancy (the floor-area is stated in Table 1, below).

1.2 Estimated Garbage and Recycling Generation

The following table summarises the waste estimate (m^3/week):

Table 1: Waste Estimate

Waste Source	Base Qty (est.)	Garbage	Recycling	Organics
Bar/ Cellar Door / Brewery	approx. area (m^2) = 650	2.99	1.06	0.54
TOTAL (m^3/wk)		**2.99**	**1.06**	**0.54**

Note: Waste figures are based on adjusted Sustainability Victoria Guidelines and on information from similar facilities (excludes industrial or process waste).

1.3 Collection Services

Based on the anticipated waste volume, a private contractor shall be required to collect waste. The operator shall choose a waste collection provider, negotiate a service agreement, and pay for these services.

Note: Every rateable tenement is liable to pay for municipal charges irrespective of the level of collection services provided by Council.

1.4 Location, Equipment, and System Used for Managing Waste

The waste management system is summarised as follows:

- Tenancy receptacles at internal areas.
- Bin Store located at Ground Level.
- Collection bins (kept within the Bin Store - refer to Table 2).

The various collection waste-streams are summarised as follows:

Garbage: General waste shall be placed in tied plastic bags and stored within bins.

Recycling: Two types of bins shall be provided. One type of bin for glass and a second type for all other recyclables (paper, cardboard, aluminium, steel, and plastics). All recyclables shall be commingled until a glass-only service becomes available.

Organics: Food waste shall be placed in an Organics bin. This bin shall be collected by a specialist contractor for offsite composting. Approved biodegradable paper liners are recommended for the Organics bin. Based on nil landscaping, minimal garden waste generation is anticipated (however, the operator shall engage a contractor, if required).

Other Waste Streams: The disposal of hard/electronic/liquid and other wastes (polystyrene, batteries, paint, chemicals and detox items, etc) shall be organised with the assistance of the operator.

These items (including e-waste) shall remain within the development until the operator arranges a private collection from the subject land in accordance with requirements from the relevant authority. In particular, e-waste must not be disposed in landfill.

The operator shall arrange the storage of used cooking oil and its collection by a recycler and shall organise Grease Interceptor Trap servicing, if any.

The following table summarises bin quantity/capacity, collection frequency, and area requirements (based on Table 1):

Table 2: Bin Schedule and Collection Frequency

Waste Source	Waste Stream	Bin Qty	Bin Litres	Collections per Week	Net Area m^2
Whole site	Garbage	3	240	5	1.5
	Recycling	1	120	5	0.4
	Recycling - future glass	1	120	5	0.4
	Organics	1	120	5	0.4
	Hard Waste	-	-	At Call	1.0
Net Waste Storage Area (excludes circulation), m^2:					**3.7**

Notes:
- The operator shall organise hard waste collections (as required).
- Private bins shall be sourced by the operator (either purchased from a supplier or leased from the collection contractor).
- Subject to stakeholders' preference/capability (and as built constraints), bin sizes and quantities can be changed.

1.5 Planning Drawings, Waste Areas, and Management of the Waste System

The plans illustrate approximately $5m^2$ for bin storage, which is deemed sufficient for the above Bin Schedule.

Notwithstanding the above, collections shall be staged appropriately and the operator shall stipulate procedures for effective management of the available space.

Attachment 6 - Waste Management Plan

1.6 Collection Bin Information

The following bins shall be utilised (see Sect. 4.4 for signage requirements):

Table 3: Bin Details

Capacity (litres)	Height (mm)	Width (across front, mm)	Depth (side on, mm)	Empty Weight (kg)	Average* Gross Weight (kg)
120	930	480	545	10	26
240	1060	585	730	13	45

Notes:

- * = Average Gross Weight is based on domestic waste studies (which vary subject to locality and waste-type). Expect greater weight for wet or compacted waste.
- Use the above details as a guide only – variations will occur. The above is based on Sulo plastic (HDPE) flat-lid bins.

Table 4: Yarra Colour Coding

Bin	Garbage	Commingled Recycling
Lid	Green	Yellow
Body	Green	Green

Note: Private bins shall be labelled to identify the waste generator and site address. For glass, Victorian publications illustrate bins with purple lids. For Food Waste / Organics bins, AS 4123.7 bins have a Burgundy lid and a Dark Green or Black body.

Attachment 6 - Waste Management Plan

2 ACCESS FOR USERS, COLLECTORS, AND COLLECTION VEHICLES

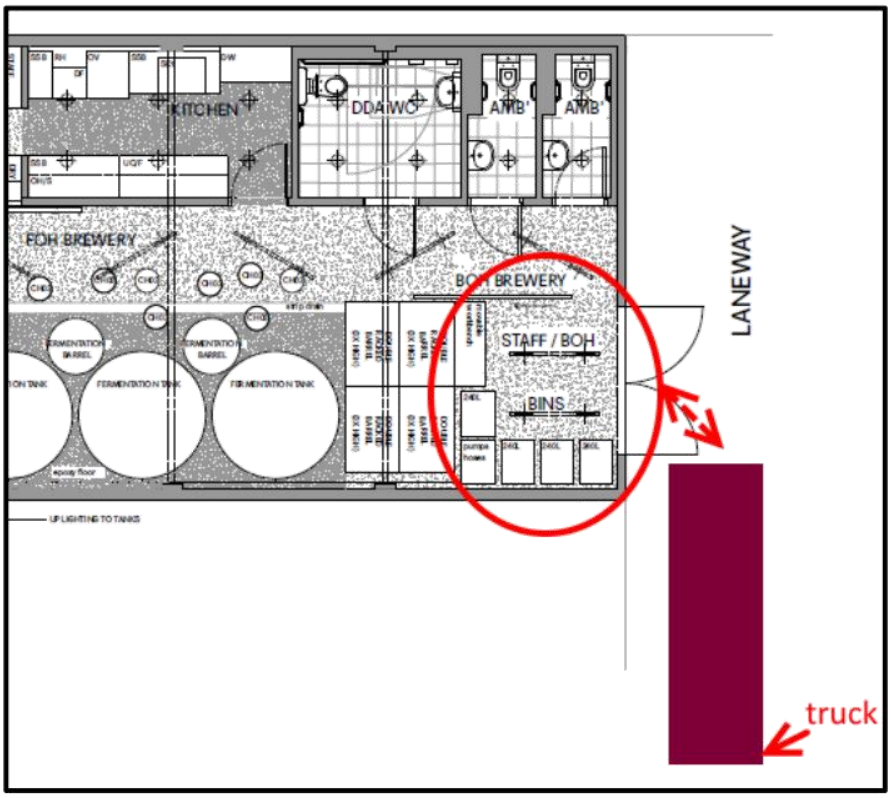
2.1 User Access to Waste Facilities

Site staff shall dispose sorted waste into collection bins located within the Bin Store.

2.2 Collection Arrangements and Access to Waste Facilities

- A private contractor shall collect waste in the rear laneway.
- Collection staff (driver and assistant) shall have access to the Bin Store and transfer bins to the truck and back to the store.
- The waste collection shall be carried-out by rear-lift vehicles (nom. 6.4m long, 2.1m high, and 6.4 tonnes gross vehicle mass).

The collection point is illustrated as follows – NTS:



Attachment 6 - Waste Management Plan

3 AMENITY, LOCAL ENVIRONMENT, AND FACILITY DESIGN

3.1 Noise Minimisation Initiatives

- Collection bins shall feature rubber wheels for quiet rolling during transfers.
- Waste areas shall meet BCA and AS2107 acoustic requirements.
- Local laws shall be observed for all operations in public and private areas. In particular, note the requirements of Yarra's Environmental Local Law Part B, Sect. 10, and Part C, Sect. 17-29, which can be found at: www.yarracity.vic.gov.au
- As specified in Council's Local Law No. 3, waste shall not be collected between: 8pm Sunday and 7am the following Monday; 8pm on any day between Monday and Friday inclusive and 7am on the following day; or 8pm any Saturday and 9am the following Sunday. Also, the waste collector shall protect the acoustic amenity by minimising noise during the collection.

3.2 Litter Reduction and Prevention of Stormwater Pollution

The operator shall be responsible for:

- Promoting adequate waste disposal into the bins (to avoid waste-dumping).
- Securing the waste areas (whilst affording access to users/staff/contractors).
- Preventing overfilled bins, keeping lids closed.
- Abating any site litter and taking action to prevent dumping and/or unauthorised use of waste areas.
- Requiring the collection contractor to clean-up any spillage that might occur when clearing bins.

The above will minimise the dispersion of site litter and prevent stormwater pollution (thus avoiding impact to the local amenity and environment).

3.3 Ventilation, Washing, and Vermin-Prevention Arrangements

Waste areas shall feature:

- Ventilation in accordance with Australian Standard AS1668.
- Tight-fitting doors (all other openings shall have vermin-proof mesh or similar).
- Impervious flooring (also, smooth, slip-resistant, and appropriately drained).
- A graded bin wash area, hot and cold mixing hosecocks, hose, and a suitable floor-waste connected in accordance with relevant authority requirements (alternatively, the operator shall engage a contractor to conduct off-site bin washing). The bin and wash areas may overlap, as stored bins can be moved so that a bin can be washed.

The operator shall regularly clean waste areas/equipment. Also, access doors and bin-lids shall be kept closed.

Attachment 6 - Waste Management Plan

3.4 Design and Aesthetics of Waste Storage Areas and Equipment

Waste shall be placed within collection bins and stored in designated onsite areas (hidden from external view). Following waste collection activities, bins shall be returned to the storage areas as soon as practicable.

Waste facilities shall be constructed of durable materials and finishes, and maintained to ensure that the aesthetics of the development are not compromised. These facilities and associated passages shall be suitably illuminated (this provides comfort, safety, and security to users, staff, and contractors). Access doors shall feature keyless opening from within.

The design and construction of waste facilities and equipment shall conform to the Building Code of Australia, Australian Standards, and local laws.

Attachment 6 - Waste Management Plan

4 MANAGEMENT AND SUSTAINABILITY

4.1 Waste Sorting, Transfer, and Collection Responsibilities

Garbage shall be placed within tied plastic bags prior to transferring into collection bins. Cardboard shall be flattened and recycling containers un-capped, drained, and rinsed prior to disposal into the appropriate bin. Bagged recycling is not permitted.

Refer to Section 2 for waste transfer requirements and collection arrangements.

4.2 Facility Management Provisions to Maintain & Improve the Waste System

The operator shall manage site operations (refer to the glossary in page 2).

It shall be the responsibility of the operator to maintain all waste areas and components, to the satisfaction of users, staff, and the relevant authority (users shall maintain their internal waste receptacles).

The operator shall ensure that maintenance and upgrades are carried-out on the facility and components of the waste system. When required, the operator shall engage an appropriate contractor to conduct services, replacements, or upgrades.

4.3 Arrangements for Protecting Waste Equipment from Theft and Vandalism

It shall be the responsibility of the operator to protect the equipment from theft and vandalism. This shall include the following initiatives:

- Secure the waste areas.
- Label the bins according to property address.
- The private collection contractor shall transfer bins between the waste areas and the truck (bins shall not be placed on the street).

4.4 Arrangements for Bins/Equipment Labelling and Ensuring Users and Staff are Aware of How to Use the Waste System Correctly

- The operator shall provide appropriate signage for the bins. Signage is available at the following internet address: www.sustainability.vic.gov.au.
- The operator shall publish/distribute "house rules" and educational material to:
  - Inform users/staff about the waste management system and the use/location of the associated equipment (provide the summary in page 2 of this report).
  - Improve facility management results (lessen equipment damage, reduce littering, and achieve cleanliness).
  - Advise users/staff to sort and recycle waste with care to reduce contamination of recyclables.

4.5 Sustainability and Waste Avoidance/Reuse/Reduction Initiatives

The *Environment Protection Act 1970* includes principles of environment protection and guidance for waste management decision making. Also, the *Sustainability Victoria Act 2005* established Sustainability Victoria as the statutory authority for delivering programs on integrated waste management and resource efficiency.

From a design perspective, the development shall support the acts by providing an adequate waste system with ability to sort waste.

The operator shall promote the observance of the acts (where relevant and practicable) and encourage users and staff to participate in minimising the impact of waste on the environment. For improved sustainability, the operator shall consider the following:

- Observe the waste hierarchy in the *Environment Protection Act 1970* (in order of preference): a) waste avoidance, b) reuse, c) recycle, d) recovery of energy, e) treatment, f) containment, and g) disposal.
- Peruse the Sustainability Victoria website: www.sustainability.vic.gov.au.
- Participate in Council and in-house programs for waste minimisation.
- Establish waste reduction and recycling targets; including periodic waste audits, keeping records, and monitoring of the quantity of recyclables found in landfill-bound bins (sharing results with users/staff).

4.6 Waste Management Plan Revisions

For any future appropriate Council request, changes in legal requirements, changes in the development's needs and/or waste patterns (waste composition, volume, or distribution), or to address unforeseen operational issues, the operator shall be responsible for coordinating the necessary Waste Management Plan revisions, including (if required):

- A waste audit and new waste strategy.
- Revision of the waste system (bin size/quantity/streams/collection frequency).
- Re-education of users/staff.
- Revision of the services provided by the waste collector(s).
- Any necessary statutory approval(s).

Attachment 6 - Waste Management Plan

5 SUPPLEMENTARY INFORMATION

- The operator shall ensure that bins are not overfilled or overloaded.
- Waste incineration devices are not permitted, and offsite waste treatment and disposal shall be carried-out in accordance with regulatory requirements.
- For bin traffic areas, either level surfaces (smooth and without steps) or gentle ramps are recommended, including a roll-over kerb or ramp. Should ramp gradients, bin weight, and/or distance affect the ease/safety of bin transfers, the operator shall consider the use of a suitable tug.
- The operator and waste collector shall observe all relevant OH&S legislation, regulations, and guidelines. The relevant entity shall define their tasks and:
  - Comply with Worksafe Victoria's Occupational Health and Safety Guidelines for the Collection, Transport and Unloading of Non-hazardous Waste and Recyclable Materials (June 2003).
  - Assess the Manual Handling Risk and prepare a Manual Handling Control Plan for waste and bin transfers (as per regulatory requirements and Victorian COP for Manual Handling).
  - Obtain and provide to staff/contractors equipment manuals, training, health and safety procedures, risk assessments, and adequate personal protective equipment (PPE) to control/minimise risks/hazards associated with all waste management activities. As a starting point, these documents and procedures shall address the following:

Task (to be confirmed)	Hazard (TBC)	Control Measures (TBC)
Sorting waste and cleaning the waste system	Bodily puncture. Biological & electrical hazards	Personal protective equipment (PPE). Develop a waste-sorting procedure
Bin manual handling	Sprain, strain, crush	PPE. Maintain bin wheel-hubs. Limit bin weight. Provide mechanical assistance to transfer bins
Bin transfers and emptying into truck	Vehicular strike, run-over	PPE. Develop a Hazard Control Plan for transfers and collections. Maintain visibility. Use a mechanical bin-tipper
Truck access (reversing & manoeuvring)	Vehicular incident, strike, run-over	PPE. Use a trained spotter. Develop a truck-manoeuvring and traffic-control procedure

Note: The above shall be confirmed by a qualified OH&S professional who shall also prepare site-specific assessments, procedures, and controls (refer to Section 6).

Attachment 6 - Waste Management Plan

6 CONTACT INFORMATION

City of Yarra (local Council), ph 03 9205 5555

Waste Wise Environmental (private waste collector), ph 1300 550 408

Kartaway (private waste collector), ph 1300 362 362

FJP Safety Advisors Pty Ltd (OH&S consultant), ph 03 9255 3660

Warequip (tug supplier – for bin transfers), ph 1800 337 711

Sulo MGB Australia (bin supplier), ph 1300 364 388

One Stop Garbage Shop (bin supplier), ph 03 9338 1411

Note: The above includes a complimentary listing of contractors and equipment suppliers. The stakeholders shall not be obligated to procure goods/services from these companies. Leigh Design does not warrant (or make representations for) the goods/services provided by these suppliers.

7 LIMITATIONS

The purpose of this report is to document a Waste Management Plan, as part of a Planning Permit Application.

This report is based on the following conditions:

- Operational use of the development (excludes demolition/construction stages).
- Drawings and information supplied by the project architect.
- The figures presented in this report are estimates only. The actual amount of waste will depend on the development's occupancy rate and waste generation intensity, the user's disposition toward waste and recycling, and the operator's approach to waste management. The operator shall make adjustments, as required, based on actual waste volumes (if the actual waste volume is greater than estimated, then the number of bins and/or the number of collections per week shall be increased, STCA).
- This report shall not be used to determine/forecast operational costs, or to prepare feasibility studies, or to document operational/safety procedures.

Attachment 7 - Town Planning Report

279, 281, & 283-285 Wellington St, Collingwood

Amended Permit Application
Proposed Extension to Bar

Planning Report prepared by Hansen Partnership for Molly Rose Brewing
October 2021
Updated January 2022

Urban Planning | Urban Design | Landscape Architecture | www.hansenpartnership.com.au

1 Introduction

Hansen Partnership has been engaged by Molly Rose Brewing to prepare an application to amend Planning Permit No. PLN18/0812.

The application seeks approval to extend the existing bar at No. 279 Wellington Street into the adjoining properties at Nos. 281 and 283-285 Wellington Street, incorporating additional areas including private dining beer garden, and bottle shop.

Also forming part of the application are minor demolition works at the rear of Nos. 281 and 283-285 Wellington Street and to create internal connections between each building, construction of buildings and works to replace the demolished structures, demolition and replacement of a fence at the front of No. 283-285 Wellington Street, and the display of four business identification signs, one of which would be internally illuminated.

This report demonstrates that the proposal will achieve an acceptable planning outcome, consistent with the provisions of the Yarra Planning Scheme, and having no unreasonable off-site amenity impacts.

2 Site and Surrounds

The site is located on the western side of Wellington Street between Keele Street and Hotham Street, Collingwood, and within an area generally bounded by Alexandra Parade to the north, Hoddle Street to the east, Smith Street to the west, and Johnston Street to the south.

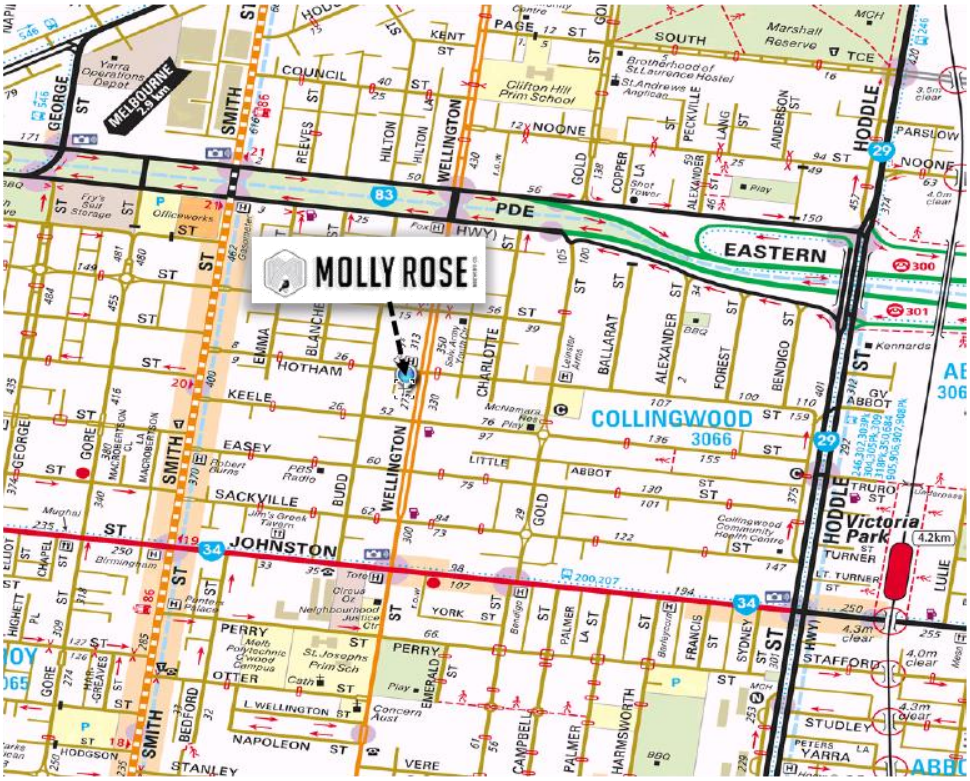


Figure 1 -Melway Map showing location of subject site

Attachment 7 - Town Planning Report

Molly Rose Brewing currently operates a bar at No. 279 Wellington Street, as approved under Planning Permit No. PLN18/0812.

Figure 2 - Existing venue at 279 Wellington Street

Nos. 281 and 283-285 Wellington Street are located immediately to the north of No. 279, and each property contains a vacant building.

No. 281 was most recently used as a shop and café. No. 283 was used for storage.

Immediately to the south of the site is a double storey building used as an office, with car parking provided at ground level.

The rear boundary faces onto a laneway which runs south from Hotham Street.

Figure 3 - Aerial view showing subject site

Attachment 7 - Town Planning Report

Figure 4 – 279 Wellington Street looking north

Figure 5 – 281 Wellington Street

Attachment 7 - Town Planning Report

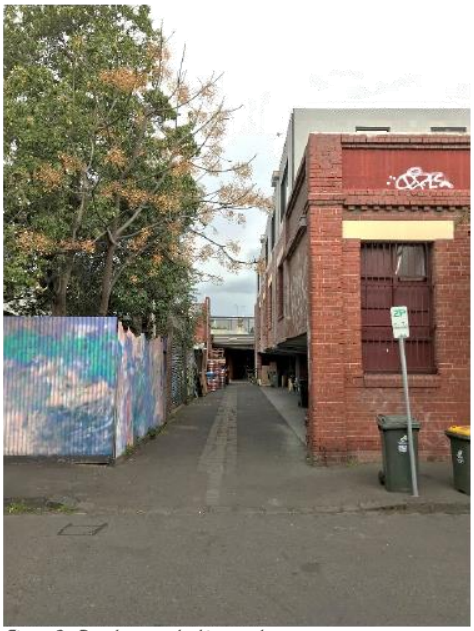


Figure 8 - Rear laneway looking south

Figure 9 - Rear laneway and rear of subject site

Figure 10 – Laneway interface of No. 283-285 Wellington Street

Figure 11 – Laneway interface of all three properties

Figure 12 – Laneway interface of No. 281 Wellington Street

Figure 13 - Opposite side of rear laneway

Figure 14 – Laneway interface and rear of No. 281 Wellington Street

Figure 15 - Rear laneway looking north

Figure 16 – Intersection of Wellington St and Hotham Street

Figure 17 – View of rear laneway from Hotham Street

Opposite the site, on the eastern side of Wellington Street, is a residential area containing a mix of single, double, and three storey development.

Figure 18 - Flats opposite subject site

Figure 19 - Dwellings opposite subject site

Figure 20 - Apartments to north-east of subject site

Figure 21 - Dwellings and service station to south east of subject site

On the opposite side of the rear laneway is a three-storey building fronting Budd Street and used as offices. Car parking is provided at ground level and accessed from the laneway.

Figure 22 - Budd Street frontage of building to west

Figure 23 - Rear laneway showing building to west

Further to the north of the site, on the corner of Hotham and Wellington Streets, is the Curry's/Gem Hotel. Approximately 170m to the east of the Gem is the Leinster Arms Hotel.

Figure 24 – Curry's/Gem Hotel

Figure 25 – Leinster Arms Hotel

Other licensed premises in the surrounding area include:

- The Craft and Co on the corner of Keele Street and Smith Street (approximately 275m from the site)
- The Mill Brewery in Sackville Street (approximately 320m from the site)
- Easey's in Easey Street (approximately 215m from the site)
- Robert Burns Hotel on the corner of Easey Street and Smith Street (approximately 280m from the site).

3. Proposal

Approval is sought extend the existing bar at No. 279 Wellington Street into Nos. 281 and 283-285 Wellington Street.

The internal layout of No. 279 Wellington Street would be modified slightly to create two connections through to No. 281 Wellington Street.

One connection would be created near the front of the site between the existing bar and a proposed retail area, requiring the removal of a bench seating area, and minor internal demolition to create the new doorway.

The other connection would be towards the rear of the site, and would require the relocation of beer barrels and a bin storage area. This too would require minor internal demolition of a boundary wall to create the new doorway.

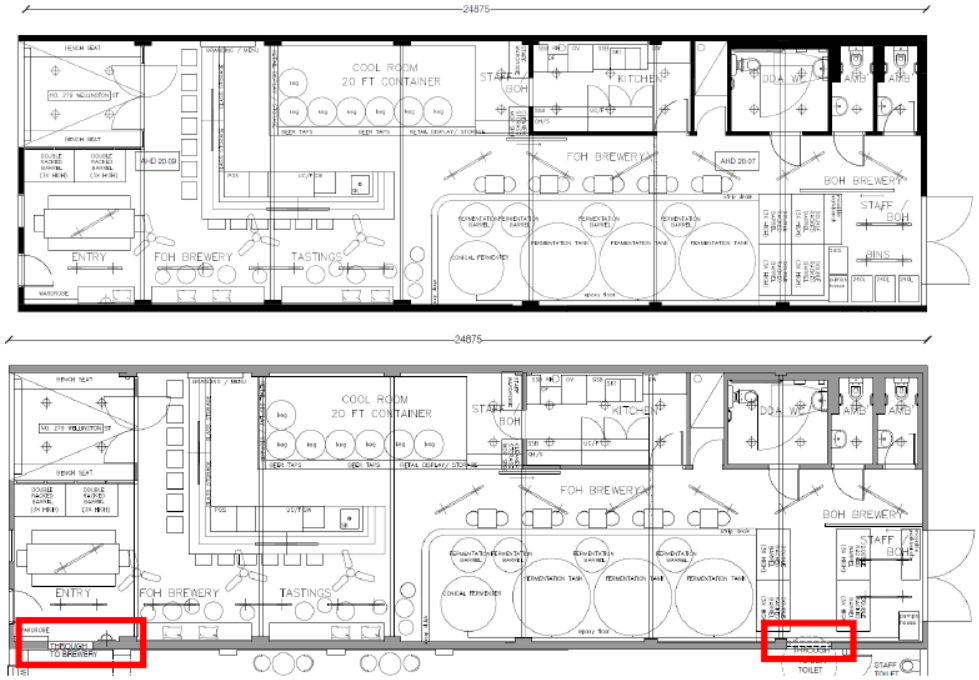


Figure 26 - Existing (top) and proposed (bottom) layouts of No. 279 Wellington Street, with new connections outlined

Within No. 281 Wellington Street, minor internal demolition of the boundary wall would be required to create the new doorways to No. 279 Wellington Street, and two connections (one doorway, and one wider space) through to No. 283-285 Wellington Street.

Also proposed within No. 281 Wellington Street is the demolition of internal walls and, at the rear of the site, a corrugated iron structure and toilet.

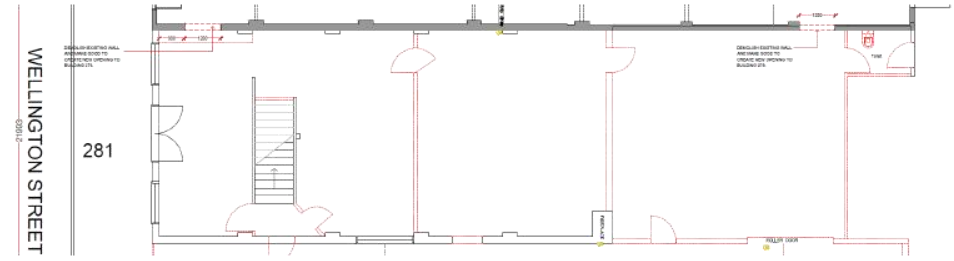


Figure 27 - Proposed extent of demolition at No. 279 and 281 Wellington Street

Figure 28 - Aerial view and rear section of No. 281 Wellington Street

Replacing the demolished structures at the rear of the site would be a brick wall with a height of 3.65 metres above ground level.

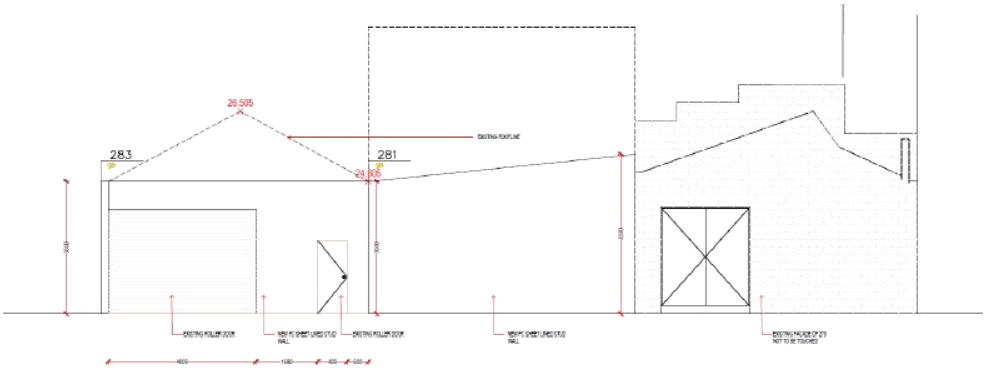


Figure 29 - Proposed rear elevation of No. 281 and No. 283-285 Wellington Street

At the ground level of No. 281 Wellington Street would be toilet facilities, a micro-brewery area with 6 tanks, a bar area accommodating 49 patrons, and a retail sales area with a floor area of 20m2. The new 300L tanks will operate as a pilot micro-brewery component separate from existing brewing components on the site.

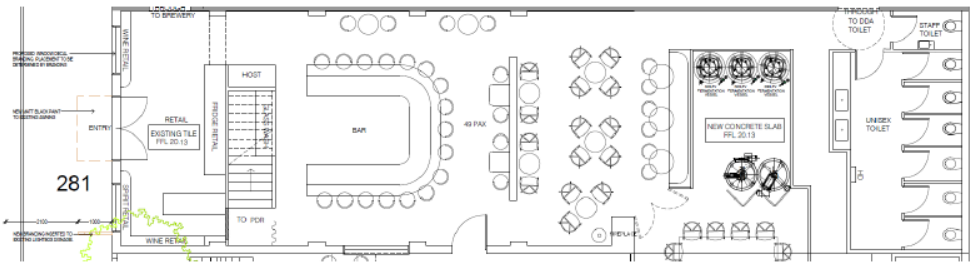


Figure 30 - No. 281 Wellington Street proposed floor plan

At the first floor level of No. 281 Wellington Street would be a private dining area for 28 patrons, storage, and toilet facilities.

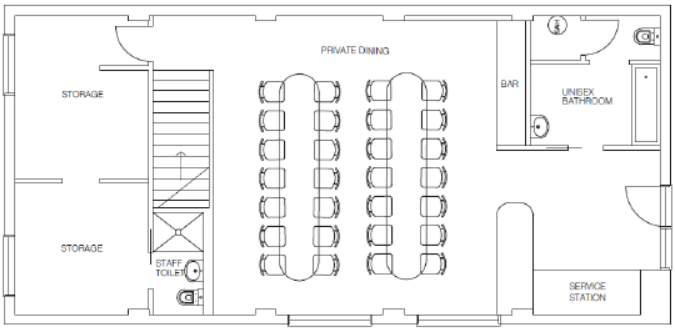


Figure 31 - No. 281 Wellington Street proposed first floor plan

A chef's table seating 16 patrons would extend across the boundary of No. 281 Wellington Street and No. 283-285 Wellington Street.

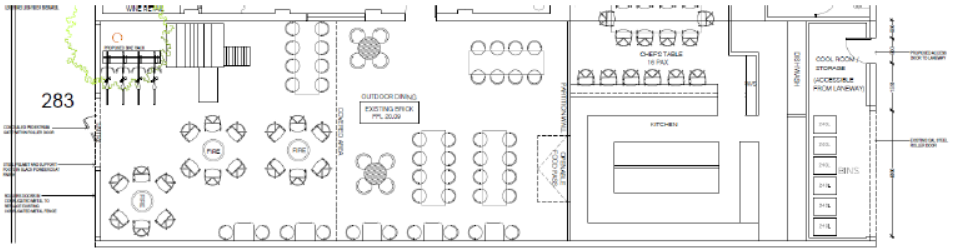


Figure 32 - No. 283-285 Wellington Street proposed floor plan

In addition to part of the chef's table, No. 283-285 Wellington Street would accommodate a bar/dining area for 86 patrons and a kitchen and cool room facilities. The front part of the bar/dining area would be uncovered. Bin storage, relocated from No. 279 Wellington Street, would be located at the rear of the building and accessed from the laneway via a new roller door. Existing structures at the rear of the building would be demolished and replaced with the new brick wall and roller door shown in Figure 29.

At the front of No. 283-285 Wellington Street, it is proposed to demolish the existing 2.1m high corrugated metal fence and replace this with a new corrugated metal fence with a roller door.

One sign is proposed above the new fence. It would be constructed of 300mm high steel black letters and would not be illuminated. A second sign would be located at the front of No. 281 Wellington Street, using an existing light box fixture. A third sign would consist of the Molly Rose logo painted on the front façade of No. 281 Wellington St. A fourth sign would be a small sign in the window of the proposed retail sales area.

Figure 33 Proposed signs and fence at front of No. 281 and No. 283-285 Wellington Street

The proposed extension would cater for an additional 163 patrons. Combined with the existing bar at No. 279 Wellington Street (80 patrons), this would bring the total number of patrons on the site to 243.

It is also proposed to extend the operating hours of the premises to 1am within No. 279 Wellington Street, and to operate areas within No. 281 Wellington Street, including the chef's table area partly within No. 283-285 Wellington Street, until 1am. The other parts of No. 283-285 Wellington Street would be closed at 11pm, with roller doors at the front of this part of the site closes at this time.

The maximum number of staff would be 14, comprised of 3 chefs, 1 kitchen hand, and 10 bartenders/waiters

Music would be played at background level only, with noise levels to comply with the *Noise Limit and Assessment Protocol for the Control of Noise from Commercial, Industrial and Trade Premises and Entertainment Venues* (Publication 1826.2, Environment Protection Authority, March 2021). Further acoustic details are outlined in the accompanying Acoustic Report, prepared by Renzo & Tonin.

The business operating the premises would continue to be Molly Rose Brewing.

The additional beer fermentation tanks would make 300L of beer per week, and therefore maintain the ancillary scale of brewing undertaken on the site. The current micro-brewing functions within No. 279 will continue to operate as they do at present, with all wort (the equivalent of grape juice for wine) used in the brewing process transported from off-site, meaning only fermentation and packaging is required on site. This has a number of benefits, including:

- The hot, noisy, and sticky process associated with making beer is undertaken elsewhere
- The amount of waste and cleaning chemicals required is reduced.
- Potential adverse amenity impacts are avoided

Beer would be packaged into bottles or cans and kegs using manual packaging equipment, which makes little noise. Should wholesale demand require higher volumes than brewed on the site, they will be produced at a contract facility.

Proposed waste management arrangements are detailed in the accompanying Waste Management Plan, prepared by Leigh Design. Waste would be collected from the rear laneway using a private contractor. Bin storage areas on the site are shown on the submitted plans and within the Waste Management Report.

No change to the type of liquor licence is proposed.

4. Planning Controls

4.1 Zoning

The site is zoned Commercial 2, the purpose of which is:

- *To implement the Municipal Planning Strategy and the Planning Policy Framework.*
- *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.*

Land to the north, south, and west is also zoned Commercial 2. Land to the east, on the opposite side of Wellington Street, is zoned Neighbourhood Residential – Schedule 1.

Figure 34 - Zoning Map showing subject site

A planning permit is required to use land for a bar and restaurant (food and drink premises) with a leasable floor area exceeding 100sqm) and shop (not meeting the conditions in the table of uses) in the Commercial 2 Zone, and to construct buildings and works.

The existing use of No. 279 Wellington Street, and proposed use of Nos. 281 and 283-285 Wellington Street is best characterised as a bar as this reflects the real and substantial purpose of the use. It would not be appropriate to characterise the use as a 'hotel' because a) the definition of a hotel use provides for accommodation, amusement machines, and gambling, which will not be provided on the site; b) the retail sales component, whilst selling liquor for consumption off the premises, occupies only a small area, does not change the characterisation of the primary use of the land as a bar, and does not provide a basis for the overall use to be characterised as a hotel; and c) the use of the land currently is and will continue to be consistent with other bars, rather than hotels, such as the nearby Gem and Leinster Arms.

The proposed extension of the bar into No.281 Wellington Street and No. 283-285 Wellington Street is appropriate from a land use perspective. The use of the additional properties is appropriate in the zone, and will not conflict with the purpose of the zone. It is an appropriate use which complements other businesses the zone, and consistent with a number of similar venues approved and operating in the area. The use can also be managed to appropriately mitigate any impacts on the residential area to the east.

The proposed buildings and works at the rear of the site, to replace a demolished wall/structure raise no issues in relation to the purpose of the zone or decision guidelines. Its location, height, and building materials are appropriate and will integrate with existing structures appropriately.

4.2 Overlays

The site is covered by a Heritage Overlay (HO321 – Gold Street Precinct Collingwood) and the Design and Development Overlay – Schedule 2 (Main Roads and Boulevards)

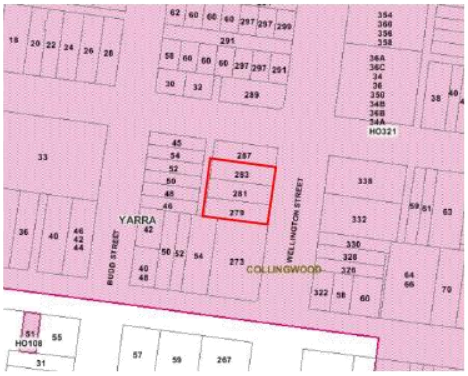


Figure 35 – Heritage Overlay Map

Figure 36 – Design & Development Overlay Map

Nos. 279 and 281 are contributory. No. 283-285 is not contributory.

A planning permit is required for buildings and works under each of the overlay controls, including demolition under the Heritage Overlay, subject to exemptions specified in the *Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014.*

It is submitted that the proposed demolition of the fence at No. 283-285, and display of new signs will not have any detrimental impacts on the heritage values of the site and surrounding precinct.

If anything, the replacement of this fence with a similar, better constructed and better presented fence will be a significant improvement on existing conditions.

Minor demolition works required to create connections between

In response to the purpose of the Heritage Overlay, it is submitted that the proposed demolition, new fence, and new signs will:

- Achieve an outcome consistent with the expectations of State and local policy.
- Enhance the presentation of the heritage precinct in conjunction with an overall proposal which seeks to retain and reuse heritage buildings on the site.
- Not have any adverse impacts on the significance of heritage precinct or contribution buildings on the site make to this precinct.

4.3 Particular Provisions

Clause 52.06 – Car Parking

Clause 52.06 requires the provision of 3.5 spaces per 100sqm of leasable floor area for bar, restaurant, and shop, on a site located within the PPTNA.

At 186sqm, the floor area of the existing bar generated a requirement for 6 spaces. A permit was not required to reduce the required number of car parking spaces as it was a new use of an existing building and the following requirements at Clause 52.06-3 were met:

- The building is in the Commercial 1 Zone, Commercial 2 Zone or Activity Centre Zone.
- The gross floor area of the building is not increased.
- The reduction does not exceed 10 car parking spaces.
- The building is not in a Parking Overlay with a schedule that allows a financial contribution to be paid in lieu of the provision of the required car parking spaces for the use.

No. 281 Wellington Street has a total floor area of 290sqm, comprised of 180sqm of retail floor space at ground level, and 110sqm of associated space at first floor level. The use of this space for a bar/restaurant and shop generates a requirement for 10 spaces (290/100x3.5=10.15).

As the bar/restaurant/shop will be a new use of an existing building, and the above list of requirements are met, it is submitted that a planning permit is not required under Clause 52.06.

No. 283-285 has a floor area of 115sqm. The proposed bar component within this property therefore generates a requirement for 4 spaces (115/100x3.5=4.02). If the same rate is applied to the site area of 184sqm, a requirement for 6 spaces is generated (184/100x3.5=6.44). As with No. 281 Wellington Street, it is submitted that a planning permit is therefore also not required under Clause 52.06.

Were Council to apply the car parking requirements of Clause 52.06 to the overall floor area of No. 281Wellington Street and No. 283-285 Wellington Street, the number of spaces required would be 16 (290+184=474; 474/100x3.5=16.59) and it might be suggested that, as the requirement exceeds 10 spaces, a permit is required.

Clause 52.06-3, however, also states that 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:

- 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 or in a schedule to the Parking Overlay for the existing use of the land.
- The number of car parking spaces currently provided in connection with the existing use is not reduced after the new use commences.

As the use of No.281 Wellington Street, until recently, was as a shop and café, which have an equal and lesser rate under Clause 52.06 than the proposed bar/restaurant/shop, and the second dot point above is not applicable, it is submitted that this exemption is met, and a permit is not required.

Given its previous use as a store, No. 283-285 Wellington Street, with a floor area of 115sqm, generated a requirement for 0.6 car parking spaces (site area is 184sqm, so 10% is 18.4sqm, which equates to 0.6 of a car parking space). The proposed bar/restaurant generates a requirement for 4 spaces (or 6 if the whole site is considered floor area).

A reduction of up to 5 spaces would therefore be required and the Clause 52.06-3 may be said to not apply. As the existing use of the land is considered separately from that of No. 281 Wellington Street under this provision, however, it is appropriate to apply the exemption and, with a reduction less than 10 spaces, no would be required permit is required under that provision.

Taking the most conservative possible approach to car parking requirements associated with the proposal, a reduction of 14 spaces may be considered to be required based on a total additional floor area of 405sqm (405/100x3.5=14.17).

Pursuant to Clause 52.06, a reduction in car parking requirements to zero associated with this approach is consistent with policy objectives which seek to achieve a mode shift away from private cars to public transport, cycling, and walking, and for the following reasons:

Credits

- It would be appropriate to apply a credit equivalent to 9 spaces associated with the previous use of No. 281 Wellington Street (110/100x3=3.3 + 180/100x3.5=6.3), and 1 space associated with the existing use of No. 281-283 Wellington Street (115/100x1=1.15). This would effectively reduce the extent of the reduction by 10 spaces, to 4 spaces. Such a reduction would otherwise be exempt under the first exemption discussed above.

Access to Public Transport

- The area is well served by public transport, with trams and buses within walking distance of the site. As indicated by the map below public transport services include:
  - The No. 86 tram route along Smith Street, approximately 300m to the west.
  - Multiple bus routes along Hoddle Street, approximately 500m to the eat.
  - Victoria Park Station, approximately 900m to the south-east.
  - Two bus routes (202 Yarra Bend - Melbourne University; and 200 City (Queen St) – Bulleen) along Johnston Street, approximately 280m to the south.

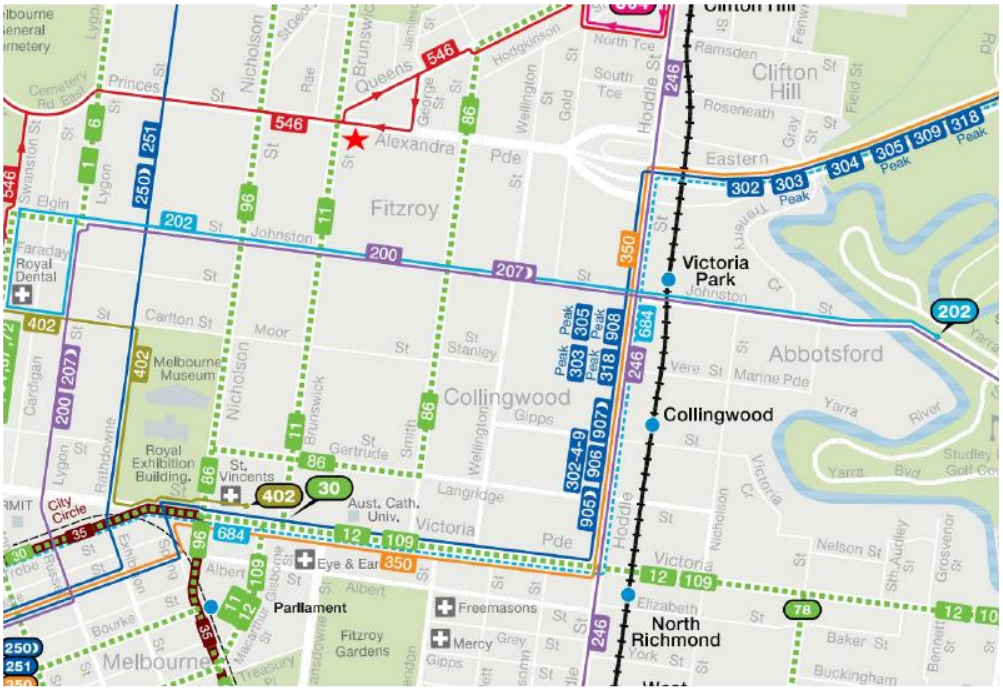


Figure 37 - PTV Public transport map

On-street parking

4 hour parking spaces are provided along both sides of Wellington Street (7am – 7pm Monday to Saturday), and 2 hour parking is provided along both sides of Hotham Street ((7am – 7pm Monday to Saturday) within proximity of the site. It is highly likely that four spaces will be available within the surrounding area during the operating hours of the premises, particularly at night time when most of the businesses in the Commercial 2 zoned area to the east will generate no demand.

Walkability

The site is highly accessible by foot (and bicycle) from all directions, and has a very high walkability score of 95.

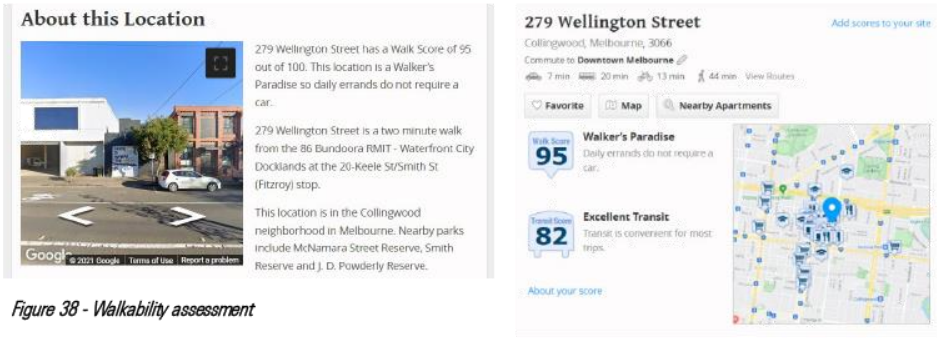


Figure 38 - Walkability assessment

Variable demand

Peak attendance at the venue is likely to be after hours, and during the afternoon on weekends. For the remainder of the time, the number of patrons on the site will be unlikely to generate demand for the number of car parking spaces attributed to the floor areas on the site, or beyond the number of spaces attributed to credits.

Patron Profile

Molly Rose is part of a trail of breweries in the Collingwood area. As an alcohol focused trail, a high proportion of patrons will choose to walk and use public transport or taxis/ride share in order to avoid drink driving risks.

Figure 39 - Collingwood Beer Trail Map

Clause 52.27 requires a permit to sell and consume liquor on the site as a licence is required for the bar under the Liquor Control Reform Act 1998. A permit is also required under this clause to increase the number of patrons and increase the area that liquor is allowed to be consumed or supplied under a licence. A cumulative impact assessment and noise and amenity action plan are included in this report addressing matters relevant to the sale and consumption of liquor.

Clause 52.34 requires the provision of bicycle spaces as follows:

- 1 to each 300 sq m of leasable floor area used for a retail premises other than specified in the table for employees, and 1 to each 500sqm of leasable floor area for visitors/shoppers.
- 1 to each 100sqm of floor area available to the public for a restaurant for employees, and 2 visitor spaces plus 1 to each 200 sq m of floor area available to the public if the floor area available to the public exceeds 400 sq m.

Between 2 and 4 bicycle spaces are required in conjunction with the proposed extension. Four spaces are provided, as shown on the plans.

Clause 52.05 – Signage

The purpose of Clause 52.05 is:

- *To ensure signs are compatible with the amenity and visual appearance of an area, including the existing or desired future character.*
- *To ensure signs do not contribute to excessive visual clutter or visual disorder.*
- *To ensure that signs do not cause loss of amenity or adversely affect the natural or built environment or the safety, appearance or efficiency of a road.*

Signs in the Commercial 2 Zone are subject to the Category 1 controls at Clause 52.05, which allow the display of business identification signs.

The location, size and type of signs proposed is appropriate for the site and consistent with the purpose of Clause 52.05, and the purpose of Category 1 to *'provide for identification and promotion signs and signs that add vitality and colour to commercial areas'*. Each of the proposed signs will integrate with built form elements on the site and will not contribute to visual clutter. They will also have no adverse amenity impacts, or have any impact on road safety.

4.4 Policy

Clause 13.07-1S seeks to *'To protect community amenity, human health and safety while facilitating appropriate commercial, industrial, infrastructure or other uses with potential adverse off-site impacts. '*

The proposed extension of the bar will achieve an outcome consistent with this objective. Using a vacant buildings for an appropriate use which will have no unreasonable impacts on the nearby residential area.

Clause 13.05-1S seeks to *'assist the control of noise effects on sensitive land uses'*

An acoustic report accompanies the application and demonstrates that an outcome consistent with this objective will be achieved on the site.

Clause 17.01-S seeks to strengthen and diversify the economy. A strategy for achieving this is to strengthen existing employment areas.

The proposed use will contribute to the mix and vibrancy of this part of Collingwood, providing employment and activity in a highly accessible location.

Clause 17.02-1S seek to *'encourage development that meets the community's needs for retail, entertainment, office and other commercial services'*.

The proposed extension responds to this need and the ongoing demand for craft beer and venues where it can be enjoyed in different environments within the site, accompanied by food.

Clause 21.08 shows the site located within the Collingwood neighbourhood but with no particular land use or built form outcome specified. The Smith Street activity centre is identified as providing multiple roles to the community.

The proposed use of the site will contribute to the mix of uses in the general area, complementing those along Smith Street.

The Licensed Premises Policy at **Clause 22.09** has the following objectives:

> *To protect the amenity of nearby properties and areas by effectively managing the location, size, operation and hours of licensed premises.*
>
> *To encourage best practice venue design and venue operation for licensed premises.*
>
> *To protect residential and other commercial uses from excess noise, traffic and car parking issues.*
>
> *To provide for daytime trade and active street frontages in retail strips, while providing reasonable commercial opportunities for the trading of licensed premises*

The proposed use of the site as a bar/restaurant, with its ancillary micro-brewery component and small shop component would continue to comply with Council's Licensed Premises Policy, as follows:

Location and Access

- The land is not zoned Residential.
- 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. Molly Rose will continue to operate in a manner which will not result in significant adverse amenity impacts.
- There is opportunity for a high level of public safety and surveillance of patrons as they enter and leave the premises. Within this area, Wellington Street one of the main north-south collector roads, with street lighting, footpaths, and a nearby pedestrian crossing. The premises will therefore enjoy good exposure which will assist with patron safety.
- The premises would not result in an unreasonable cumulative impact on the amenity of the surrounding area. A cumulative impact assessment is included within this report.

Venue Design

- Patron activity areas within the site have been laid out such that each area can be appropriately managed and operated.
- The entry and exit points from the venue are separated from the residential area opposite by Wellington Street. No queuing is anticipated.
- Waste management and storage is provided on-site. The accompanying Waste Management Plan provides further details.

Hours of Operation

- The premises is not proposed to operate beyond 1am and the earliest proposed opening time is 10am.
- Permit conditions can ensure that, in accordance with the policy, deliveries to and waste collection will 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.
- Permit conditions can ensure that, in accordance with the policy, emptying bottles into bins in outdoor areas will not occur after 10pm on any day, before 7am Monday to Saturday, or before 9am on a Sunday or public holiday.
- An amended planning permit for the proposal in conjunction with a liquor licence can specify a range of conditions which ensure that the surrounding area is not adversely impacted by the proposed use. Hours of operate will be limited in accordance with the policy.

The proposed use and licence type.

- The venue will operate with a producer's licence.

The zoning of surrounding land.

- The residential zoning of land opposite, to the east, is acknowledged. A range of measures can be put in place to ensure the proposed use will not have any unreasonable adverse amenity impacts on this area. This will include limiting the hours of operation and playing only background music. The low-key nature of the use will also assist in this regard. No conflict is anticipated in relation to surrounding land zoned Commercial 2.

The location of the premises, location of car parking and availability of public transport, taxi ranks and ride sharing.

- Public transport is available in the surrounding area, as indicated by the site's inclusion within the PPTNA. Trams run along Smith Street, approximately 275 to the west. It is not expected that taxi and ride-sharing drivers would have an issue finding the venue given Wellington Street is a local collector road, cross streets are in close proximity, and the long-established pub to the north (Curry's Family/Gem Hotel).

The nature of surrounding uses and hours of operation.

- A range of land uses are located within the surrounding area, including dwellings and commercial businesses. It is not anticipated that the proposed hours of operation will have any significant off site impacts on these uses, or vice versa.

Potential noise emissions from the premises.

- Only background music will be played on the premises. Noise levels will not exceed the permissible noise levels for entertainment noise as specified in the State Environment Protection Policy (Control of Music Noise from Public Premises) No. N-2. There will be no significant noise emissions associated with the ancillary brewing element. An acoustic report accompanies the application.

The impact of patrons arriving and leaving the premises

- Movement of patrons arriving and leaving the premises will be responsibly managed by staff. Access to public transport is likely to involve a walk along Hotham or Keele Street, to trams along Smith Street, as with other businesses in the area. Given the hours of operation and low-key nature of the proposed use, no significant issues are anticipated.

Any cumulative impact on the amenity of the area.

- A cumulative impact assessment is included within this report.

Patron Numbers

- The maximum number of patrons on the premises will be 243, which is well under the maximum capacity of 378 specified in the accompanying building surveyor advice.
- This number of patrons reflects a peak or maximum rather than the constant number on the site. Venues of this size are also generally considered low risk and the location of the site is well suited to accommodate the proposed use given its location within a Commercial 2 Zone, and immediately adjacent land also zoned Commercial 2.

Clause 22.02 – Development Guidelines for sites Subject to the Heritage Overlay has the following objectives:

- *To conserve Yarra's natural and cultural heritage.*
- *To conserve the historic fabric and maintain the integrity of places of cultural heritage significance.*
- *To retain significant view lines to, and vistas of, heritage places.*
- *To preserve the scale and pattern of streetscapes in heritage places.*
- *To encourage the preservation, maintenance, restoration and where appropriate, reconstruction of heritage places.*
- *To ensure the adaptation of heritage places is consistent with the principles of good conservation practice.*
- *To ensure that additions and new works to a heritage place respect the significance of the place.*
- *To encourage the retention of 'individually significant' and 'contributory' heritage places.*
- *To protect archaeological sites of cultural heritage significance.*

In relation to demolition, the policy seeks to:

- *Encourage the removal of inappropriate alterations, additions and works that detract from the cultural significance of the place.*
- *Generally discourage the demolition of part of an individually significant or contributory building or removal of contributory elements unless:*
    - *That part of the heritage place has been changed beyond recognition of its original or subsequent contributory character(s).*
    - *For a contributory building:*
        - *– that part is not visible from the street frontage (other than a laneway), abutting park or public open space, and the main building form including roof form is maintained; or*
        - *– the removal of the part would not adversely affect the contribution of the building to the heritage place.*

The limited demolition proposed as part of the application is consistent with the above objectives and policy. Where external demolition is proposed, this is limited to a fence at the front of No. 283-285 Wellington Street. and a small section at the rear of No. 281 Wellington Street. Neither contributes to the heritage values of the precinct, and the replacement structures will significantly improve the presentation of the site.

The proposed signs are also respectful of the heritage values of the site, consisting of limited, discreetly placed signs above the fence, and using an existing light box. Painting the Molly Rose logo on the front façade of No. 281 Wellington Street will coordinate well with the existing black painted features and not also detract from the heritage values of the site and surrounding precinct.

5. Noise and Amenity Action Plan

Procedures to be undertaken by staff in the event of complaints by a member of the public, the Victoria Police, an 'authorised officer' of Council or the Victorian Commission for Gambling and Liquor Regulation.

- A complaints register kept on the premises will be activated and maintained. The manager on duty will take the complaint and pass on all information to the manager of the venue to appropriately deal with the issue.

The management and dispersal of patrons, including patrons loitering around the venue after the venue has closed.

- Given that the venue will close no later than 1am it is not anticipated that patrons will loiter outside the venue once it closes. Patrons are likely to either go home or walk to nearby venues open later, such as the Tote (open until 3am).

The management of large group bookings.

- Whilst the venue is not geared towards accommodating large groups, bookings for larger groups within the private dining area will be available for up to 28 patrons.

The management of smokers and on and off-site smoking areas (particularly where liquor may not be allowed to be sold and consumed within the smoking area after a particular time).

- This will be a non-smoking venue.

The management of external queues.

- Queues are not anticipated outside of the venue. Guests will be greeted by a host inside the venue and will be either seated or placed on a waitlist to be called when a spaces opens for them. They will be directed to one of the several other local breweries or bars while they wait.

How the movement and exit of patrons is to be managed, particularly where there is a requirement to close different sections of the venue at different times.

- The beer garden will be closed off at 11pm, with the movement and exit of patrons will be managed by staff, as required. The small size of the venue, its limited capacity, and serving of meals will ensure this can occur.

Details of the provision of music including the frequency and hours of entertainment provided by live bands and DJs.

- There will be no live bands or DJs at the premises. Only low level background music will be played.

Any other measures to be undertaken to ensure no unreasonable amenity impacts from the licensed premises.

- The venue is unlikely to cause unreasonable amenity impacts. It will be a small venue with table service, a strong food offering, and limited hours of operation. All staff will be appropriately trained and an operational management plan will be implemented.

Any other measures to be undertaken to ensure no unreasonable amenity impacts from the licensed premises.

- The doors and windows of the existing bar (including roller door) will continue to be closed at 10pm to reduce noise impact on the surrounding neighbourhood. The beer garden roller door can also be closed at this time.
- The venue is unlikely to cause unreasonable amenity impacts. It will be a modest sized venue with table service, a strong food offering, and limited hours of operation. All staff will be appropriately trained and an operational management plan will be implemented.

6. Cumulative Impact Assessment

Key Details

- Key details of the venue, as extended, are as follows:
- Seating ratio – seating for at least 200 people will be provided (>75% of patrons).
- Meals will be available on the premises.
- Management procedures are outlined in the accompanying Operational Management Plan.
- Only background music will be played on the premises.
- Capacity 243maximum
- Hours
  - Trading hours for consumption off the licensed premises and within the beer garden:
    - Monday-Sunday Between 10am and 11pm
    - Good Friday & Anzac Day Between 12noon and 11pm
  - For Consumption on the licensed premises:
    - Monday-Sunday Between 11 and 1am
    - Good Friday & Anzac Day Between 12noon and 1apm
- Transport and Parking – no parking provided on site; on-street parking available in surrounding area; trams along Smith Street; Victoria Park Station 850m to east/south east

Policy Provisions

The proposal is consistent with the policy provisions of the Yarra Planning Scheme as follows:

- The proposed extension will achieve an outcome consistent with the objective Clause 13.07-1S by using vacant buildings for an appropriate use which will have minimal impact on the nearby residential area.
- The proposed use will contribute to the mix and vibrancy of this part of Collingwood, providing employment and activity in a highly accessible location, consistent with Clause 17.01-S.
- The proposed extension responds to this need and the ongoing demand for craft beer and venues where it can be enjoyed in an intimate and casual environment accompanied by food. This is consistent with Clause 17.02-1S.
- The proposed extension raises no issues in relation to Clause 21.08 – Neighbourhood and will complement the mix of uses in the area around Smith Street.
- The planning assessment forming part of this application provides a detailed assessment against the Licensed Premises Policy at Clause 22.09 and demonstrates the suitability of the proposed use in this location.

Surrounding Land Use Mix

- The surrounding area contains a mix of uses, including residential, commercial, and light industrial. The extended bar will continue to fit well within this mix, being unaffected by commercial and light industrial uses, and having minimal impact on residential uses.

Transport and Dispersal

- Transport and dispersal is facilitated by the location of the site near multiple intersections, within walking distance of public transport, and in an easily identifiable position on Wellington Street.

Impact Mitigation

- Impact Mitigation is outlined in the Operational Management Plan accompanying the application and demonstrates that a range of appropriate measures will be implements to mitigate impacts on the surrounding area.

Attachment 7 - Town Planning Report

Cluster Analysis

- A cluster of licenced premises does exist in the area, with more than 15 licensed premises (including the proposed premises) within a radius of 500m from the subject land.
- Most of the licenced premises within this 500m radius are restaurants and cafés along Smith Street and Johnston Street, which operate with restaurant and café or on-premises liquor licenses.
- Venues within 500m of the subject site which operate as bars and pubs have been identified on the accompanying map. A summary of the licence type, hours of operation, patron numbers and music restrictions for these premises is summarised in the accompanying table.
- Of the 19 premises identified, 16 have liquor licenses allowing them to open later than 11pm. Several are also allowed to play live or amplified music, which is not proposed on the subject site.
- In this context, the proposed use will operate without contributing any significant increase to the cumulative impact on the area.
- The modest number of patrons on the premises is expected to disperse gradually and can readily move to other venues within the surrounding area, most of which are open beyond the proposed closing time of 1am. The absence of live music and provision of table service will further limit amenity impacts.

Attachment 7 - Town Planning Report

	Licence Type	Hours	Patrons	Music
The Gem	General authorising supply for consumption on and off the premises	No later than 1am; No earlier than 7am.	Not specified	No amplified music after 11pm.
Easey's	On-premises licence authorising supply for consumption on premises.	No later than 1am; No earlier than 11am	200	Background music level at all times; internal areas
Leinster Arms	General authorising supply for consumption on and off the premises.	No later than 1am; No earlier than 7am.	160	No live or amplified music to be audible in a habitable room of any private residence after 9 p.m. on any night.
The Fox	General authorising supply for consumption on and off the premises	No later than 1am; No earlier than 7am.	88	Standard SEPP N2 condition
The Mill	Producers authorising supply to licence holders; consumption of licensee's product on and off the premises; and consumption of other liquor on the premises.	No later than 11pm; No earlier than 12 noon	Not specified	Standard SEPP N2 condition
Craft and Co	General authorising supply for consumption on and off the premises.	No later than 11pm; No earlier than 8am;	100	Standard SEPP N2 condition
Robert Burns	General authorising supply for consumption on and off the premises	No later than 12 midnight; No earlier than 7am.	221	Standard SEPP N2 condition
Bendigo	Late night (general) authorising supply for consumption on and off the premises.	No later than 3am; No earlier than 7am.	300	Live music permitted
Feefee's	On-premises licence authorising supply for consumption on the premises.	No later than 1am; No earlier than 8am	34	Standard SEPP N2 condition
Nighthawks	On-premises licence authorising supply for consumption on the premises.	No later than 1am; No earlier than 11am	84	Live music first floor only, Thursday to Sunday, and to cease at 12 midnight.
Fixation Brewing Co.	Producer's licence authorising supply of liquor that is the licensee's product to a licence holder.	No later than 12 midnight; No earlier than 11am	Not specified	Standard SEPP N2 condition
Gasometer	Late night (general) authorising supply for consumption on and off the premises.	No later than 3am; No earlier than 7am	385	Multiple conditions tied in with security
Perry's	Late night (general) authorising supply for consumption on and off the premises.	No later than 3am; No earlier than 7am	100	No live music shall be provided.
Casati	Producers authorising supply to licence holders; consumption of the licensee's product on and off the premises; and consumption of other liquor on the premises.	No later than 11pm; No earlier than 9am	Not specified	Standard noise/amenity condition
Marquee of Lorne	Late night (general) authorising supply for consumption on and off the premises.	No later than 1am; No earlier than 7am	200	Background music only.
Birmingham	General authorising supply for consumption on and off the premises	No later than 1am; No earlier than 7am	200	Standard SEPP N2 condition
Liberty	Restaurant and café authorising supply for consumption on the premises.	No later than 1am; No earlier than 11:30am	100	Background music only.
Tote	General authorising supply for consumption on and off the premises	No later than 3am; No earlier than 7am	408	Live music permitted
Glou	General authorising supply for consumption on and off the premises	No later than 1am; No earlier than 11am	50	Background music only or non-amplified live .

Attachment 7 - Town Planning Report

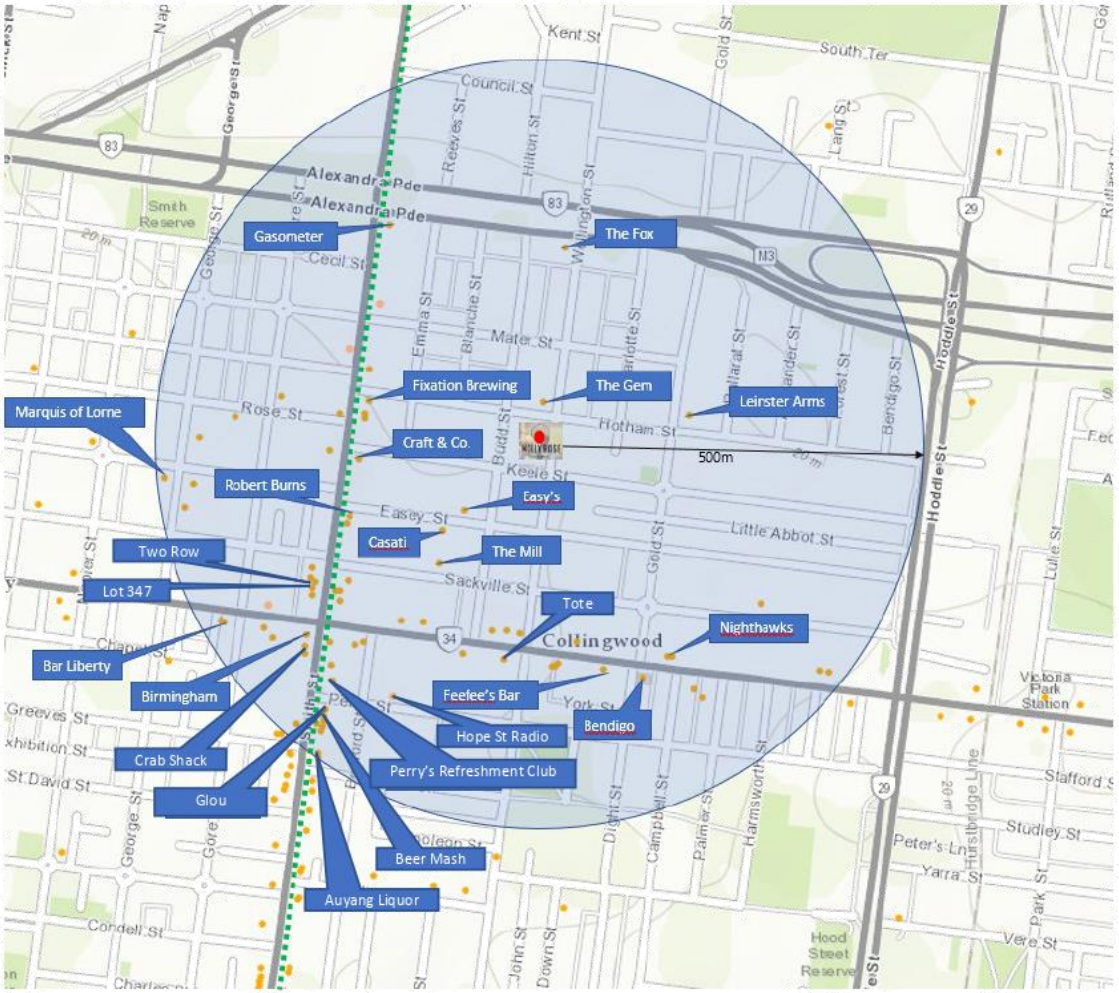


Figure 41 - Location of comparable licenced venues within 500m of subject site

Figure 40 - Public Transport Map

Attachment 7 - Town Planning Report

7. Conclusion

The proposed extension to the existing bar is consistent with the provisions of the Yarra Planning Scheme

The extended Molly Rose venue will make a positive contribution to the area, operate in a responsible manner, and have minimal off-site impacts, including cumulative impacts in conjunction with other licensed premises.

The proposed minor demolition works, and replacement buildings and works at the rear of the site are minor and raise no issues in relation to the zone and overlay provisions applicable to the land, including the Heritage Overlay.

The proposed signs are modest in size, well presented, and will integrate appropriately with other structures on the site, with no impact on the heritage values of the site, or on surrounding land.

The application therefore warrants Council support for approval.

6.4 PLN21/0554 - 15 - 33 Queens Parade, Clifton Hill

Report Summary

Purpose

1. This report provides the Planning Decision Committee with an assessment of a planning application submitted for 15-33 Queens Parade, Clifton Hill. The report recommends approval of the application subject to a number of conditions.

Key Planning Considerations

2. Key planning considerations include:
   (a) Clause 15.01 – Urban Environment;
   (b) Clause 22.02 – Development Guidelines for Sites Subject to the Heritage Overlay;
   (c) Clause 22.05 – Interface uses policy;
   (d) Clause 22.10 – Built Form and Design Policy;
   (e) Clause 34.01 – Commercial 1 Zone;
   (f) Clause 43.01 – Heritage Overlay;
   (g) Clause 52.06 – Car Parking; and
   (h) Clause 58 – Apartment Developments.

Key Issues

3. The key issues for Council in considering the proposal relate to:
   (a) Strategic justification;
   (b) Built form, urban design and heritage;
   (c) Off-site amenity impacts;
   (d) On-site amenity, including Clause 58
   (e) Car parking and traffic;
   (f) Bicycle facilities and strategic transport;
   (g) Environmental Audit Overlay;
   (h) Objector concerns; and
   (i) Other matters

Submissions Received

4. 43 objections were received to the application, these can be summarised as:
   (a) Design (height, scale, bulk, character, precedent);
   (b) Lack transition to sensitive rear interface;
   (c) Wide 6-storey mass causes impacts and out of character;
   (d) Poor response to context with abrupt walls to adjoining sites;
   (e) Heritage including potential impacts on wider streetscape / context as well as the adjoining individually significant building at 11 Queens Parade;

(f) Demolition of warehouse building;

(g) Amenity (off-site, on-site, overlooking, overshadowing, loss of light, lightspill, internal amenity of dwellings);

(h) Clause 58 variations including to deep soil;

(i) Development restricts/impacts views of St. Johns Church;

(j) Balcony encroachment into the six metre front setback;

(k) Impact on skyline of Hodgkinson Street

(l) Traffic and car parking

(m) Compliance with the mandatory height control;

(n) Sustainable design not sufficient;

(o) Noise from rooftop, terraces, deliveries, retail, plant equipment, waste etc.

(p) Overshadowing impacts;

Conclusion

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

   (a) The changes shown in sketch plans prepared by Cera Stribley, dated 12/05/2022, which include the following key changes:

      (i) The southern elevation articulated through staggered planters and greater mix of materials;

      (ii) The removal of the rooftop pergola;

      (iii) End of trip facility added to ground floor;

      (iv) Changes in response to ESD advice such as removal of gas meter, size and location of PV system shown to rooftop, shading shrouds added to north-west facing bedroom windows, EV charging spaces indicated;

   (b) The BR1 (light grey brick) materiality of the Queens Parade street wall to be wrapped fully around the east and west façades to the height of the street wall

   (c) 117sqm of landscaping shown to the rooftop consistent with the rooftop landscape plan prepared by Eckersley Garden Architecture dated 23 July 2021

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

6.4 PLN21/0554 - 15 - 33 Queens Parade, Clifton Hill

Reference	D22/161097
Author	Julian Larkins - Coordinator Statutory Planning
Authoriser	Manager Statutory Planning

Ward:	Nicholls
Proposal:	Full demolition of existing building and construction of a six-storey mixed use building (60 dwellings and retail) including two basement levels and a rooftop terrace with pergola, use of the land as Dwellings, reduction in car parking requirements and alteration to access to a road in a Transport Zone, Category 2
Existing use:	Single storey vacant building (formerly hardware and garden centre)
Applicant:	JCL Prime Development Pty Ltd c/o Tract
Zoning / Overlays:	Commercial 1 Zone (C1Z) Transport Zone 2 Design and Development Overlay Schedule 16-3 (DDO16-A3) Development Contributions Plan Overlay Schedule 1 (DCPO1) Environmental Audit Overlay (EAO) Heritage Overlay Schedule 317 – Clifton Hill Western Precinct (HO317)
Date of Application:	4 August 2021
Application Number:	PLN21/0554

Planning History

6. There are no previous planning permits relevant to the current application.

Background

Lodgement of sketch plans

7. Sketch plans were submitted on 31 May 2022 seeking to respond to some of Council's concerns regarding the application, in particular concerns around height and the southern elevation. The plans show the following key changes:
   (a) The southern elevation articulated through staggered planters and greater mix of materials;
   (b) The removal of the rooftop pergola;
   (c) Fire pump room relocated from Basement 01 to Basement 02;
   (d) End of trip facility added to ground floor;
   (e) Changes in response to ESD advice such as removal of gas meter, size and location of PV system shown to rooftop, shading shrouds added to north-west facing bedroom windows, EV charging spaces indicated;
   (f) Additional section and DDO Height Limit plan shown in red to demonstrate height compliance.
8. The sketch plans will be referenced throughout the assessment and in the recommended conditions below.

Planning Scheme Amendments

Amendment C269

Yarra Planning Scheme Amendment C269 Rewrite of Local Policies

9. Amendment C269 proposes to update the local policies in the Yarra Planning Scheme (the Scheme) by replacing the Municipal Strategic Statement (MSS) at *Clause 21* and Local Planning Policies at *Clause 22* with a Municipal Strategic Strategy and Local Policies within the Planning Policy Framework (PFF), consistent with the structure recently introduced by the State Government.

10. Amendment C269 was on public exhibition between 20 August 2020 and 4 December 2020 and proceeded to a panel hearing in October 2021.

11. The Panel report was released on 18 January 2022. Council resolved on 19 April 2022 that having considered the Panel report, to submit the adopted Amendment to the Minister for Planning for approval.

12. The revised local policy seeks to direct the majority of new housing development to locations within a major or neighbourhood activity centre as per the Strategic Framework Plan at Clause 02.04 of the Scheme. The subject site being located within a Neighbourhood Activity Centre (NAC) is identified as a 'high change area', consistent with the findings of the Yarra Housing Strategy (YHS). The following strategy is relevant:

    Encourage higher density residential and mixed-use development in the form of apartment buildings that establish a new character for the site or precinct.

13. At its Council meeting on 19 April 2022, Council adopted Amendment C269 and on 12 May 2022 it was submitted to the Minister for Planning for approval, in accordance with section 31(1) of the Act. As such, Amendment C269 is seriously entertained planning policy and relevant to the consideration of this application.

14. Of particular relevance to this application, Amendment C269 proposes:

Proposed C269 Local Policy reference	**Brief Assessment**
Clause 02.04 – Strategic Framework Plan	The site is in the of the Queens Parade Neighbourhood Activity Centre Neighbourhood Activity Centre (NAC) and in close proximity to the Smith and Brunswick Street Major Activity Centres.
Clause 11.03-1L – Activity Centres	The proposal will contribute positively to its surrounds within the Queens Parade Neighbourhood Activity Centre and near to the above activity centres, providing a high quality active street frontage.
Clause 13.07-1L – Interfaces and Amenity	The policy aspirations of this clause is addressed under the off-site amenity and on-site amenity assessments below.
Clause 15.01-1L – Urban Design	Built form and design is discussed extensively in the officer assessment below and concludes that the proposal exhibits high quality architectural and urban design.
Clause 15.01-2L – Building Design	Built form and design is discussed in the officer assessment below and concludes that the proposal exhibits high quality architectural and urban design.
Clause 15.02-1L – Environmentally Sustainable Development	The proposal achieves ESD commitments (subject to condition).

Clause 16.01-2L – Housing affordability	The proposal does not provide affordable housing.
Clause 17.01-1L – Employment	The proposal includes commercial uses at ground floor, with a café and retail shop fronting Queens Parade. These uses will provide a positive contribution to employment opportunities within the area.
Clause 18.02-1L – Sustainable Transport	The provision of extensive bicycle facilities and reduction of car parking proposed will ensure this policy is met.
Clause 18.02-4L – Car Parking	The proposal seeks a modest reduction of the car parking requirements for the retail. As part of the assessment the development will be required to provide best practice bicycle facilities to reduce reliance on private vehicle usage associated with the commercial use.
Clause 19.03-2L – Development Contributions	This is addressed via permit conditions.
Clause 19.03-3L – WSUD	The proposal is consistent with this policy, as outlined in the submitted Sustainable Management Plan.
Clause 19.03-5L – Waste	Waste management is discussed in the assessment section below and addressed via a Waste Management Plan that will be implemented by permit condition.

Amendment VC174

15. This Amendment was gazetted on 20 December 2021, incorporating a number of updates/revisions to clauses within the Better Apartment Design Standards at Clause 58 of the Scheme. Pursuant to *Clause 34.01.8* of the Scheme, as the application was lodged prior to this amendment, the Clause 58 requirements that applied at the time of lodgement apply to the proposal under transitional provisions.

Amendment C231

16. Amendment C231 introduced the Design and Development Schedule 16 into the Yarra Planning Scheme to:
    (a) Control heights and setbacks of new development;
    (b) Rezone land on the corner of Smith Street and Queens Parade from Commercial 2 to Commercial 1 which allows housing to be built;
    (c) Apply the environmental Audit overlay to the land that is proposed for rezoning to manage potential land contamination issues; and
    (d) Update the Heritage Overlay.

17. The amendment was exhibited in late 2018, receiving around 400 submissions.

18. In June 2020, Council adopted the controls, and the DDO16 was gazetted n 1 October 2020.

The Proposal

19. The proposal is for full demolition of existing building and construction of a six-storey mixed use building (60 dwellings and retail) including two basement levels and a rooftop terrace with pergola, use of the land as Dwellings, reduction in car parking requirements and alteration to access to a road in a Transport Zone, Category 2. Key features of the proposal include:

Use

20. Two commercial tenancies at ground level with an overall net leasable floor area of 345sqm:

(a) Food and drink (café) premises – 198sqm; and
(b) Retail shop - 147sqm.

21. Entrances to these commercial tenancies will be via Queens Parade, either side of the main entry to the building;

22. The primary residential entry provides access to 60 dwellings/apartments proposed between ground and Level 05;

(a) The apartment breakdown is as follows;

1 bedroom	18
2 bedroom	32
3 bedroom	10
Total	60

Car parking/bicycle parking

23. A total of 73 car parking spaces and 63 storage area (cages and over bonnet) spread across two basements levels as well as 40 bicycle spaces within the basement, ground floor lobby and Queens Parade;

(a) Of these car parking spaces;
  (i) 70 are for residential use and 3 for the commercial uses;

(b) Of these bicycle parking spaces;
  (i) 16 for residents/staff within the basement level 02;
  (ii) 16 visitor spaces provided within the residential lobby and accessed via Queens Parade;
  (iii) 8 visitor bicycle hoops provided on Queens Parade;

24. Basement access to be provided via the ramp entry at the north-east corner of the site off Queens Parade;

Demolition

25. The demolition of the existing triple crossover on Queens Parade (alteration of access to a Transport Zone Category 2);

26. The existing building on site will be demolished. This does not include the rear brick fence to the common boundary which will be propped during construction.

Built form - elevations

Queens Parade

27. The construction of a six storey building, to a maximum height of 18 metres above natural ground level excluding rooftop services and lift overrun. The pergola is to be removed from the proposal which is shown in the sketch plans submitted to Council on 31 May 2022.

28. The development includes a three storey street wall constructed primarily of a light grey brickwork with dark coloured copper framed windows.

29. The upper levels to Queens Parade are a combination of opaque and clear glazing with concrete balconies projecting into the setback.

30. The lower levels include a double basement entry along with substantial glazing with awnings.

31. The form includes a central marking of the main entry where the design also accommodates the slope of the land downward in a west direction towards Smith Street. The entry includes a tree above and is differentiated through the use of concrete at ground floor and black powder coated metal above.

Figure 1: Queens Parade elevation.
Source: Cera Stribley

Figure 2: Queens Parade artist impression.
Source: Cera Stribley

East and west elevations

32. The side elevations include a textured concrete with large 4300mm wide break / courtyard that provide additional light and outlook opportunities to both the east and west boundaries. The eastern elevation shown in figure 3 below includes a wall to the courtyard as it fronts a private driveway along the eastern boundary providing access to no.35 Queens Parade.

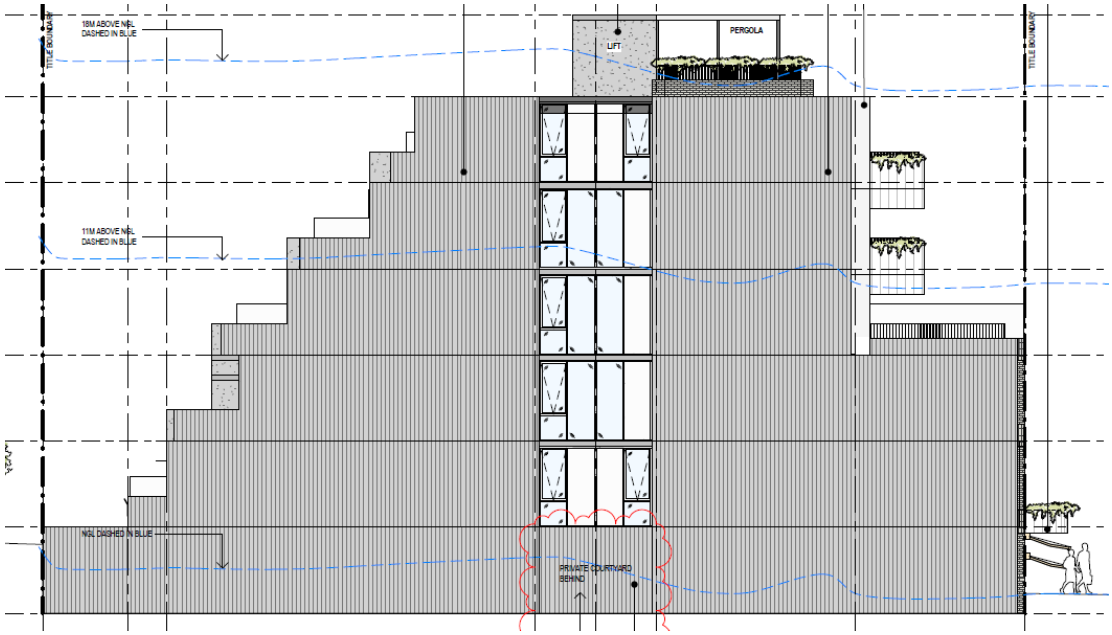


Figure 3: East elevation.
Source: Cera Stribley

Rear elevation

33. The rear of the development is set back in a ‘wedding cake’ style as shown in figure 2 above.

34. The rear presentation is a consistent combination of a brickwork, glazing and landscaping to the terraces as shown in Figure 4 below.

Figure 4: Rear elevation.
Source: Cera Stribley

Layout

Basement levels

35. The basement 02 level contains 42 car spaces, 17 storage cages, 15 over bonnet stores, 16 resident/staff bike spaces, a 30,000L underground rainwater tank and other services.

36. Basement level 01 contains 31 car spaces (2 of which is allocated to café and 1 to shop), 16 storage cages, 15 over bonnet stores, two residential bin storage areas, a shared area and various other service areas.

Ground level

37. At the ground floor, the building includes a café (198sqm) and shop (147sqm) built to the street edge of Queens Parade with the main residential entry / lobby bisecting the two retail offerings. The lobby entry provides access to a central communal terrace as well as eight south-orientated apartments (4 x 2-bedroom and 4 x 1-bedroom). There are separate lifts to either side of the internal accessways and two courtyards to the east (33sqm) and west (18sqm) boundaries which allow the easternmost and westernmost apartments a second area of open space and a second light-source. The central communal terrace also a second light source for the two central most apartments.

38. Rear terraces with landscaping to the southern boundary allow for a 4370mm setback to the south fronting the retained brick boundary fence.

39. The vehicular entry is off Queens Parade at the north-eastern corner of the site via a new 5500mm crossover.

40. Other features of the ground floor include the bike spaces to the front landscape area and the lobby entry, the services abutting the main entry and the 24sqm commercial bin store room to the rear of the shop.

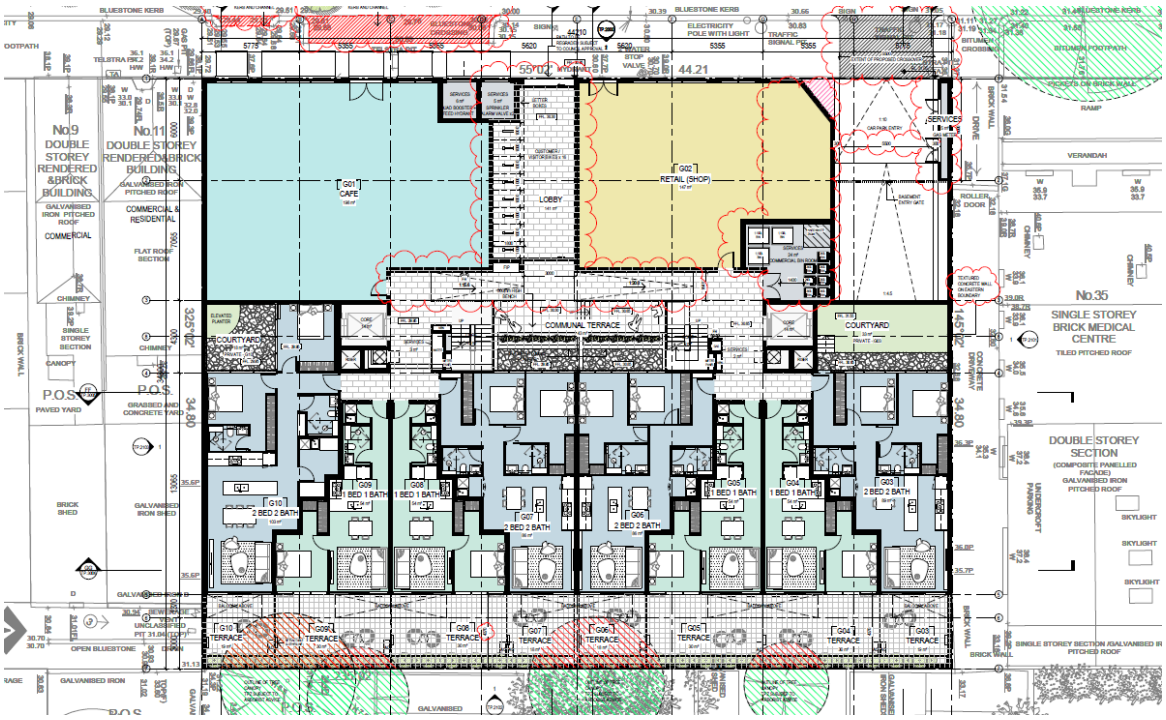


Figure 5: Ground floor
Source: Cera Stribley

Level 01

41. The first floor is the same footprint as the ground but includes 16 apartments (8 x 1 bedroom and 8 x 2 bedroom), with half orientated north and the other half orientated south either side of the central terrace or side boundary courtyards. 14 of the apartments have an 8sqm terrace while the remaining have 9sqm terraces. The terraces include landscape strips to their outer edges.

42. Eight of the apartments have access to a secondary light source – either the central terrace / lightcourt or the side boundary courtyards.

43. Again the rear 4370mm setback is retained though there are eight terraces protruding 1370mm into this setback.

44. There is a landscaped projection over the footpath which will be non-habitable and is shown to contain a tree.

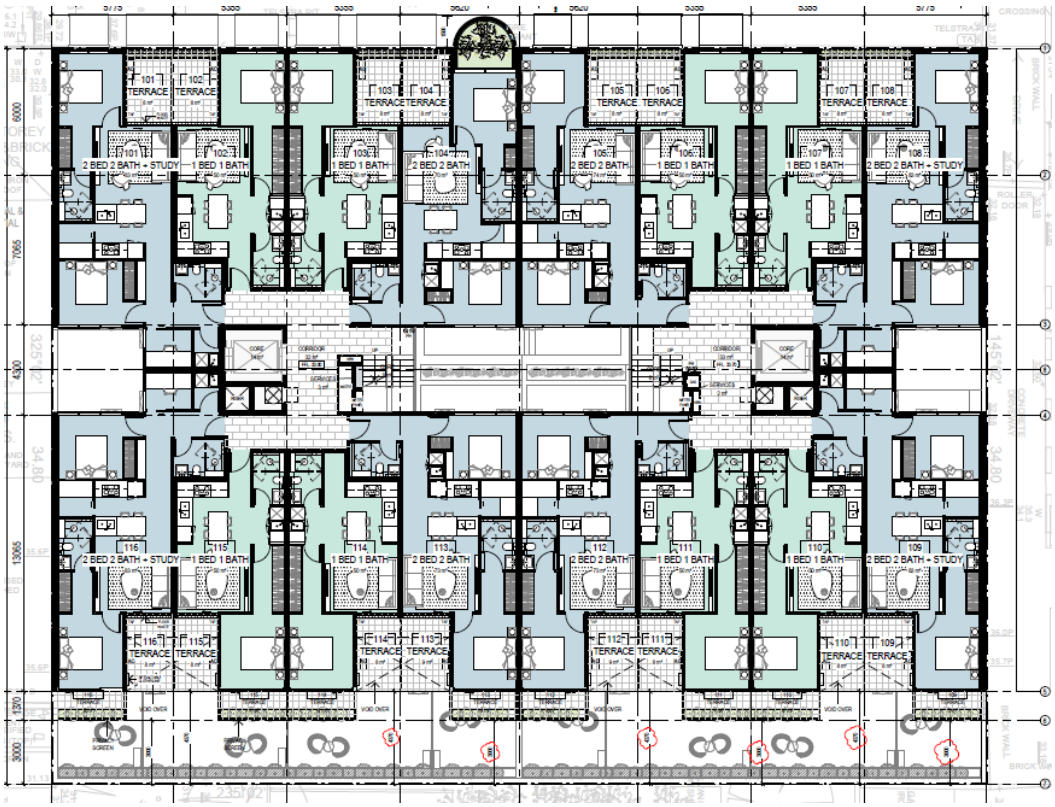


Figure 6: Level 01
Source: Cera Stribley

Level 02

45. The second floor level is very similar to the first floor but with 14 apartments (4 x 1 bedroom and 10 x 2 bedroom), eight of which are orientated to the north, with the remaining six 2 bedroom apartments all orientated to the south.

46. Eight of the apartments have access to a secondary light source – either the central terrace / lightcourt or the side boundary courtyards.

47. The rear setback increases to 6960mm but with six terraces protruding 2590mm into this setback.

Level 03

48. The footprint of Level 03 includes a 6 metre front terrace setback. Four large terraces occupy the front setback, providing large areas of private open space (all over 40sqm) to the combination of 2 x 2 bedroom and 2 x 3 bedroom dwellings facing Queens Parade. These terraces include a landscape strip along the northern edge closest to Queens Parade.

49. To the rear are six (2 x 1 bedroom and 4 x 2 bedroom) south orientated apartments, resulting in a total of ten apartments to this level. Again most (eight out of the ten) apartments have access to secondary light sources provided by the central terrace or the lightcourts, with the only exception being the south orientated 1 bedroom apartments.

50. The rear setback increases to 8670mm to the southern façade and 5975mm to the southern landscape edge of the terraces to each of the six south orientated apartments.

Figure 7: Level 03
Source: Cera Stribley

Level 04

51. The 6 metre front setback is retained but with four terraces protruding 2450mm into the setback resulting in a 3550mm setback from the terraces to Queens Parade. Like level 03 there are four (2 x 2 bedroom and 2 x 3 bedroom) apartments to Queens Parade, whereas to the rear there are only four (2 x 2 bedroom and 2 x 3 bedroom) south orientated apartments. The rear setback once again increases to 11585mm to the southern façade and 8670mm to the southern edge of the terraces to each of the four south orientated apartments.

52. Every apartment to this level has access to a secondary light source though not all apartments include windows to these light sources.

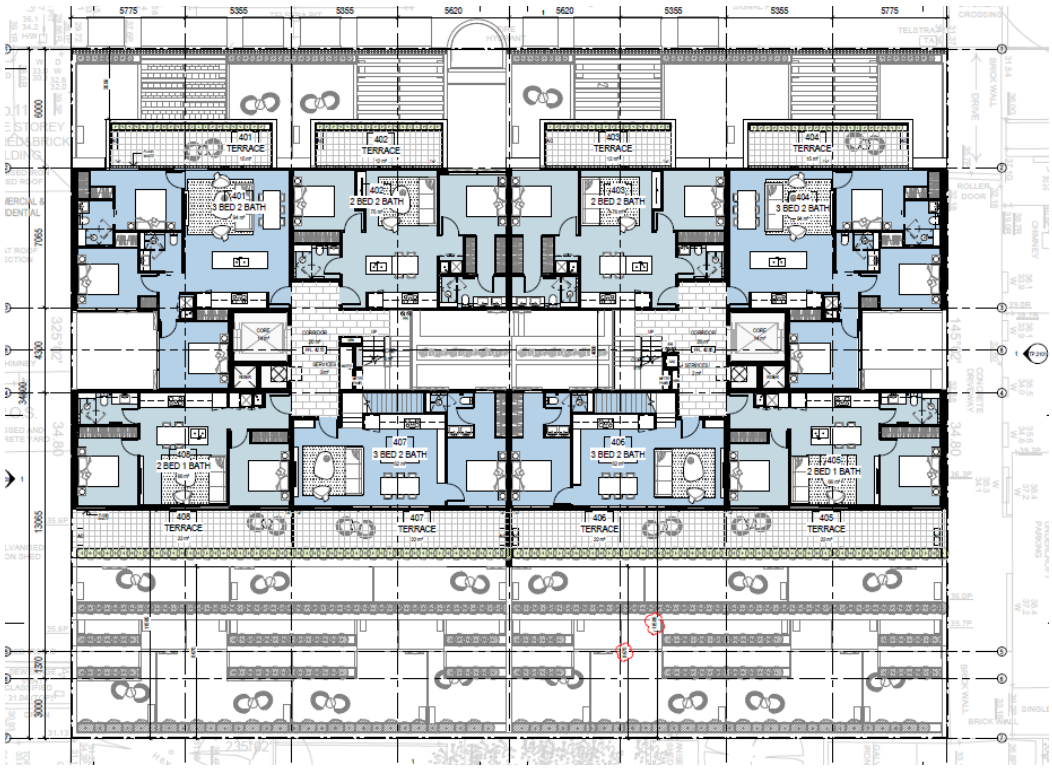


Figure 8: Level 04
Source: Cera Stribley

Level 05

53. The 6 metre front setback is retained and again four terraces project into this setback. The front façade is not entirely linear like the levels below, with splayed edges to the western boundary and another to the centre of the site allowing two of the total of four (4 x 3 bedroom) apartments to have increased irregularly shaped terraces to Queens Parade.

54. The easternmost and westernmost apartments have outlook to both the north and south as well access to the lightcourts. The central apartments enjoy light access to the north and also from the central terrace. The reminder of the layout is the south orientated top level of the 3 bedroom apartments from level 04.

55. The rear setback again increases to 13185mm with a very narrow terrace and landscaping along the southern façade.

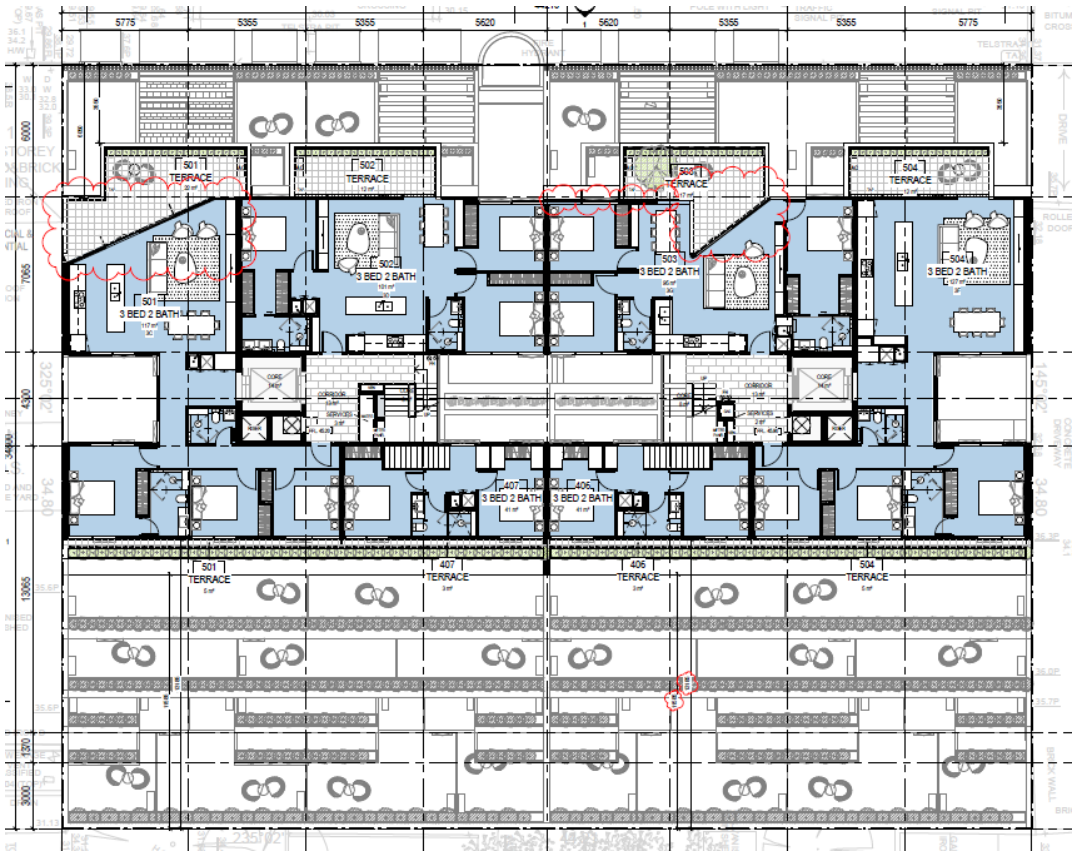


Figure 9: Level 05
Source: Cera Stribley

Roof plan

56. The roof includes a hot water system, two lift overruns and a 60sqm communal terrace space with pergola. The pergola structure is to be removed as shown in the sketch plans.

Existing Conditions

Subject Site

57. The subject site is located on the south side of Queens Parade, approximately 40 metres east of Smith Street, 110 metres west of St Johns Catholic Church and 3km north-east of the CBD. The land gradient falls down Queens Parade towards Smith Street and beyond with the level dropping about 3 metres across the site frontage.

58. There is a narrow dog leg laneway running from the south-west corner of the subject site to Hodgkinson Street. The subject site has a roller door fronting this laneway which previously provided access to a small car park. The proposal does not seek to utilise this laneway for vehicle or pedestrian access.

59. The site currently has one double crossover to Queens Parade that is to be reinstated as curb and channel as the new vehicle access is to be via the proposed single crossover at the north-east corner.

60. The site is a rectangular shape with a frontage of 44.21 metres and depth of 34.8 metres, yielding an overall site area of 1539sqm.

Figure 10: Site context
Source: NearMap

61. Occupying the site is a vacant commercial building built to the street edge and to all boundaries with the exception of the small carpark area to the southwest corner. The building was most recently the Clifton Hill Hardware and Garden Centre. It is painted blue and has four gables as part of its roof form. The site has numerous bill posters and a lot of graffiti all to the frontage.

62. There is a brick wall to the rear boundary of the site that is to be retained.

Certificate of Title

63. The site is formally recognised as Lots 1 and 2 on Title Plan 697002. There are no restrictive covenants nor any Section 173 agreements that exist on the title and the site is not affected by any easements.

Surrounding Land

64. The surrounding area is predominantly a mix of residential and commercial uses, reflecting the site's location within commercial land but interfacing with residential zoned land to the south and east and on the opposite side of Queens Parade.

65. In terms of zoning context, the subject site is located in a small strip of Commercial 1 Zone (C1Z) that holds the Queens Parade and Smith Street corner. To the south is the Neighbourhood Residential Zone 1 (NRZ1) land of Hodgkinson Street and Council Street. Further south to the corner of Smith Street and Alexandra Parade is Commercial 2 Zone land. To the north over Queens Parade is a large established residential (NRZ1) area. To the east further up the hill of Queens Parade is residentially zoned land until over Wellington Street where it returns to Commercial 1 Zone to both sides of Queens Parade. To the west is Mixed Use Zone (MUZ) former gasworks site beyond which is the Fitzroy High School.

Figure 11: Zoning map
Source: DELWP

66. The site is located within close proximity of the Queens Parade Neighbourhood Activity Centre as well as both the Smith and Brunswick Street Major Activity Centres (MAC). The inner-city locale ensures the site is well serviced by infrastructure and public transport, with:

    (a) Queens Parade serviced by tram route (#86 – Bundoora/RMIT – Waterfront/Docklands) and bus routes (Bus Route 546 Melbourne University to Heidelberg Station);

    (b) Smith Street (40m to the west) also serviced by a tram route (#86 – Bundoora/RMIT – Waterfront City/Docklands) which operates throughout the night on weekends and night rider bus route;

    (c) Clifton Hill Railway Station (730m east) which includes the Hurstbridge and Mernda Lines;

    (d) Brunswick Street (660m to the west) serviced by two tram routes (#11 – West Preston – Victoria Harbour Docklands and #112 – West Preston – St Kilda); and

    (e) The CBD is within 3km.

67. The built form of the immediate area is primarily low-scale Victorian heritage or commercial buildings with some modern multi-storey residential on the north-side of Queens Parade. The wider area includes examples of higher forms along Alexandra Parade as well as the future development of the gasworks site. The emerging character will continue to be defined by low-scale heritage buildings and finer grain Victorian/Edwardian subdivision with intermittent mid-rise forms that are interspersed amongst the established heritage character.

68. In the immediate context of the subject site:

    (a) To the north is Queens Parade, a wide arterial road with six lanes and on-street parking either side as well as a tram route running through the middle. Directly opposite are Victorian or modern dwellings from two to three storeys.

    (b) To the south are detached or semi-detached mostly Victorian era dwellings with POS or single storey outbuildings fronting the subject site. Further south is the fully established residential area characterised by highly intact Victoria dwellings.

(c) To the east is a single storey Victorian era building set back behind a solid brick fence. This building is access via stairs as it is elevated about a metre higher than the footpath level. To the rear is a modern double storey addition. The building is occupied by a medical centre. A driveway runs along the length of the eastern boundary to the subject site. Further east are single and double storey properties which are primarily highly intact Victorian buildings and then the prominent bluestone St Johns Catholic Church and redbrick St Johns primary school.

(d) To the west are low-scale commercial buildings and then Smith Street, beyond which is the vacant former Gasworks site that is earmarked for large-scale redevelopment in the form of multiple multi-storey buildings fronting Queens Parade and right through the site to Alexandra Parade.

69. The under construction six storey Collingwood College / Fitzroy high School building to the corner of George Street is the most notable nearby example of comparable recent mid-rise built form.

70. Although the immediate context does not have many examples of comparable mid-rise development, the wider area, in particular further east within the commercial zoned land along Queens Parade or to the south in Alexandra Parade includes examples of higher built form. Furthermore, the gasworks site is earmarked for major redevelopment as shown in the figure 12 below:

Figure 12: 3D image of Gasworks redevelopment plan
Source: Development Victoria Fitzroy Gasworks Development Plan

71. At the time of writing this report the current status of the gasworks site is in master planning stage, with Council awaiting a referral from DELWP.

Planning Scheme Provisions

Zoning

Clause 34.01 – Commercial 1 Zone

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

(a) *To create vibrant mixed use commercial centres for retail, office, business, entertainment and community uses.*
(b) *To provide for residential uses at densities complementary to the role and scale of the activity centres.*

73. Pursuant to clause 34.01-1, a planning permit is not required for accommodation (including dwelling) provided any frontage at ground floor level does not exceed 2m. As the frontage associated with dwellings exceeds 2m at ground floor, a permit is required to use the land for dwellings.

74. Pursuant to clause 34.01-4, a planning permit is required to construct a building or construct or carry out works. The decision guidelines are set out at Clause 34.01-8.

Overlays

Clause 43.01 – Heritage Overlay

75. The subject site is affected by Schedule 317 to the Heritage Overlay. The following provisions are applicable:

    (a) Pursuant to clause 43.01-1 of the Scheme, a planning permit is required to demolish or remove a building and to construct or carry out works.

    (b) The site has no grading (it is unlisted) in the incorporated document *City of Yarra Database of Heritage Significant Areas, July 2020*.

Clause 43.02 – Design and Development Overlay (Schedule 16) – Queens Parade

76. Pursuant to Clause 43.02-2 of the Scheme, a planning permit is required to construct a building or construct or carry out works.

77. Schedule 16 identifies that the subject site is located in Precinct 3A (Figure 11 below) – St John's Precinct.

78. Of relevance to the application, pursuant to Table 3 of Schedule 16:

    (a) The mandatory height of Precinct 3A is 18m;

    (b) The mandatory street wall height is 11 metres to 15-33 Queens Parade;

    (c) The mandatory minimum setback is 6 m;

    (d) There is no specified required rear or side setbacks; and

    (e) The key view line to St John's spire is from the pedestrian refuge as shown in the map below.

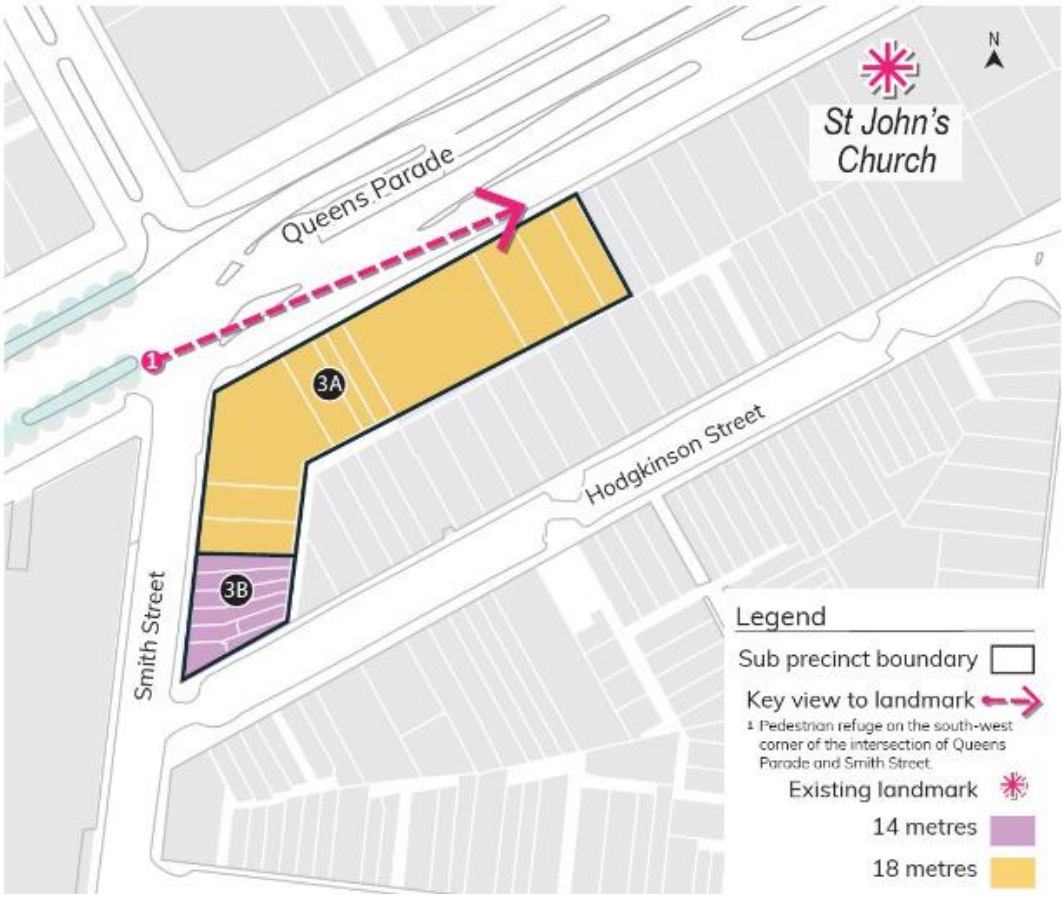


Figure 13: Map 3 – Precinct 3
Source: DELWP

79. Pursuant to Clause 43.02-2 of the Scheme, a planning permit is required to construct a building or construct or carry out works.

80. Pursuant to Clause 2.2 of Schedule 16:

    (a) A permit must not be granted or amended (unless the amendment would not increase the extent of non-compliance) to construct a building or construct or carry out works which exceed the mandatory maximum building height, mandatory maximum street wall height or mandatory maximum street wall setback or are less than the mandatory minimum street wall height or mandatory minimum upper level setbacks specified in the relevant Precinct Tables. A permit cannot be granted to vary these requirements.

81. Clause 2.9.3 of Schedule 16 sets out specific design requirements for Precinct 3 and includes the following mandatory design requirement:

    (a) Maintain views of the belfry and spire of St John's Church and maintain clear sky between the belfry and spire and new development when viewed from the pedestrian refuge on the south-west corner of the intersection with Queens Parade and Smith Street (as indicated on Map 3)

Clause 45.03 – Environmental Audit Overlay (EAO)

82. Pursuant to Clause 43.03-1 of the Scheme, the following requirements apply:

    Before a sensitive use (residential use, child care centre, pre-school centre, primary school, secondary school or children's playground) commences or before the construction or carrying out of buildings and works in association with a sensitive use commences:

(a) A preliminary risk screen assessment statement in accordance with the Environment Protection Act 2017 must be issued stating that an environmental audit is not required for the use or the proposed use; or

(b) An environmental audit statement under Part 8.3 of the Environment Protection Act 2017 must be issued stating that the land is suitable for the use or proposed use

83. The use of the site for dwellings are sensitive uses and the requirements of this overlay are therefore applicable to the application.

Clause 45.06 – Development Contributions Plan Overlay (Schedule 1) (DCPO1)

84. The subject site is affected by the Development Contributions Plan Overlay (Schedule 1). This overlay requires developers to pay a contribution towards essential city infrastructure like roads and footpaths, as well as community facilities. The overlay is applicable to the proposed development as it results in the provision of new dwellings. Conditions have been included in the recommendation to require the development contributions to be met prior to commencement of the development.

Transport Zone (Category 2 – Principal Road Network)

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

86. Clause 36.04-3 of the Scheme requires written consent from Head, Transport Victoria.

87. *Clause 36.04-5* (*Decision guidelines*) of the Scheme considers:

(a) *the effect of the proposal on the development, operation and safety of the transport system;*
(b) Whether the development is appropriately located and designed, including in accordance with any relevant use, design or siting guidelines

Particular Provisions

Clause 52.06 – Car parking

88. 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. Pursuant to Clause 52.06-3 a permit is required to reduce the number of car parking spaces required under this clause.

89. Pursuant to Clause 52.06-5, Column B of Table 1 applies if any part of the land is identified as being within the Principal Public Transport Network Area as shown on the *Principal Public Transport Network Area Maps* (State Government of Victoria, August 2018). The subject site is shown as being within the Principal Public Transport Network Area and therefore Column B applies.

90. 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 decision guidelines at Clause 52.06-6 of the Scheme. The provision of car parking is as follows:

Proposed Use	Quantity/ Size	Statutory Parking Rate*	No. of Spaces Required	No. of Spaces Allocated
One- and Two-Bedroom Dwellings	40	1.0 space per dwelling	40	40

Three- or more Bedroom Dwellings	10	2.0 spaces per dwelling	20	20
Food and drink (café)	198sqm	3.5 spaces per 100 m^2 of net floor area	6	2
Shop/retail	147sqm	3.5 spaces per 100 m^2 of leasable floor area	5	1
		Total	**81 spaces**	**73 spaces**

91. A total of 73 car spaces are proposed on site, therefore the application seeks a modest reduction of 8 spaces to the required rate.

92. 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 decision guidelines at *Clause 52.06-6* of the Scheme.

Clause 52.29 – Land adjacent to the Principal Road Network

93. Pursuant to *Clause 52.29-2*, a permit is required to create or alter access to a road in a Transport Zone 2. The purpose of the clause is to ensure appropriate access to identified roads.

94. 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 66.03 must be referred to Head, Transport for Victoria under Section 55 of the Act.

95. Pursuant to *Clause 52.29-5*, an application is exempt from the notice and third-party review requirements of the Act.

Clause 52.34 – Bicycle facilities

96. 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 purpose of the policy is to encourage cycling as a mode of transport and to provide secure, accessible and convenient bicycle parking spaces.

97. Under the provisions of Clause 52.34-3 of the Scheme, the development's bicycle parking requirements are as follows:

Proposed Use	Quantity/ Size	Statutory Parking Rate	No. of Spaces Required	No. of Spaces Allocated
Dwellings	60 dwellings	In developments of four or more storeys, 1 resident space to each 5 dwellings	12 resident spaces	
		In developments of four or more storeys, 1 visitor space to each 10 dwellings	6 visitor spaces	
Shop	345 sqm	1 employee space to each 300 sqm of net floor area	1 employee spaces	

		1visitor space to each 500 sqm of net floor area	1 visitor spaces	
Bicycle Parking Spaces Total			**13 resident / employee spaces**	**16 resident / employee spaces**
			7 visitor spaces	**24 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**

98. As outlined above, the development is required to provide twelve resident spaces and six visitor spaces. With 16 resident/employee spaces and 24 visitor spaces provided within the development, the statutory requirement is exceeded.

99. Clause 52.34-4 provides design standards for bicycle spaces and signage.

Clause 58 – Apartment Developments

100. The provisions of Clause 58 apply to an application to construct or extend an apartment development if the development is five or more storeys within the Commercial 1 Zone. A development must meet all of the objectives and should meet all of the standards of the Clause.

101. This clause seeks to encourage apartment development that provides reasonable standards of amenity for existing and new residents and to encourage apartment development that is responsive to the site and surrounding area. A development must meet all of the objectives and should meet all of the standards of the Clause.

Clause 53.18 – Stormwater Management in Urban Development

102. 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 62 – General exemptions

103. Pursuant to *Clause 62.02-2* (*Buildings and works not requiring a permit unless specifically required by the planning scheme*), of the Scheme:

(a) *Any requirement in this scheme relating to the construction of a building or the construction or carrying out of works, other than a requirement in the Public Conservation and Resource Zone, does not apply to a:*
- *A solar energy facility attached to a building that primarily services the land on which it is situated;* and
- *An electric vehicle charging station.*

104. Therefore, the proposed solar panels on the roof and the EV charging stations within the car park do not trigger a planning permit under the C1Z.

Clause 65 - Decision Guidelines

105. 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.

Clause 66.02 – Use and Development Referrals

106. Pursuant to *Clause 66.02-1* of the Scheme, an application of the kind listed in the Table at *Clause 66.02-11 must be referred to the person or body specified as the referral authority. The tables specifies whether the referral authority is a determining referral authority or a recommending referral authority*.

107. Pursuant to the Table at *Clause 66.02-11* of the Scheme, an application for a residential development comprising 60 or more dwellings or lots is required to be referred to the Head, Transport for Victoria. This is also the determining referral authority.

Planning Policy Framework (PPF)

108. Relevant clauses are as follows:

Clause 11.01-1R (Settlement - Metropolitan Melbourne)

109. Relevant strategies include;
   (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)

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

Clause 11.03 (Planning for Places)
Clause 11.03-1S (Activity Centres)

111. The relevant objectives is *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)

112. 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 13.04-1S (Contaminated and potentially contaminated land)

113. The objective is *to ensure that potentially contaminated land is suitable for its intended future use and that contaminated land is used safely*.

114. Relevant strategies are:
(a) *Ensure contaminated or potentially contaminated land is or will be suitable for the proposed use, prior to the commencement of any use or development.*
(b) *Protect sensitive uses including a residential use or use as childcare centre, kindergarten, pre-school centre, secondary school or children's playground from the effects of contamination.*
(c) *Facilitate the remediation of contaminated land to make the land suitable for future intended use or development.*

Clause 13.05-1S (Noise abatement)

115. The objective is *to assist the control of noise effects on sensitive land uses*.

116. The relevant strategy is to *ensure that development is not prejudiced and community amenity is not reduced by noise emissions, using a range of building design, urban design and land use separation techniques as appropriate to the land use functions and character of the area.*

117. Noise abatement issues are measured against relevant State Environmental Protection Policy and other Environmental Protection Authority (EPA) regulations.

Clause 13.07 (Amenity and Safety)
Clause 13.07-1S (Land use compatibility)

118. The objective 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 (Built Environment and Heritage)
Clause 15.01-1S (Urban Design)

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

120. Relevant strategies of this clause are to:
(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.*

121. This clause also states that planning must consider as relevant:

(a) *Urban Design Guidelines for Victoria (UDGV) (Department of Environment, Land, Water and Planning, 2017);*
(b) *Apartment Design Guidelines for Victoria (ADGV) (Department of Environment, Land, Water and Planning, 2017).*

Clause 15.01-4S (Healthy neighbourhoods)

122. The objective is *to achieve neighbourhoods that foster healthy and active living and community wellbeing.*

Clause 15.01-4R (Healthy neighbourhoods - Metropolitan Melbourne)

123. 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)

124. The objective is *to recognise, support and protect neighbourhood character, cultural identity, and sense of place*.

125. Strategies are:
(a) *Support development that respects the existing neighbourhood character or contributes to a preferred neighbourhood character.*
(b) *Ensure the preferred neighbourhood character is consistent with medium and higher density housing outcomes in areas identified for increased housing.*
(c) *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 respecting the:*
(i) *Pattern of local urban structure and subdivision.*
(ii) *Underlying natural landscape character and significant vegetation.*
(iii) *Neighbourhood character values and built form that reflect community identity*

Clause 15.02 (Sustainable Development)
Clause 15.02-1S (Energy and resource efficiency)

126. The objective 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 (Heritage)
Clause 15.03-1S (Heritage conservation)

127. The objective is *to ensure the conservation of places of heritage significance.*

128. Strategies include:

(a) *Encourage appropriate development that respects places with identified heritage values.*
(b) *Retain those elements that contribute to the importance of the heritage place.*
(c) *Encourage the conservation and restoration of contributory elements of a 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 16.01 Residential Development
Clause 16.01-1S – Housing Supply

129. The objective of this clause is *'To facilitate well-located, integrated and diverse housing that meets community needs.'*

Clause 16.01-1R (Housing Supply Metropolitan Melbourne)

130. Strategies for this clause are:

(a) Provide certainty about the scale of growth by prescribing appropriate height and site coverage provisions for different areas.

(b) Allow for a range of minimal, incremental and high change residential areas that balance the need to protect valued areas with the need to ensure choice and growth in housing.

Clause 17 (Economic development)
Clause 17.02-1S (Business)

131. The objective is *to encourage development which meet the communities' needs for retail, entertainment, office and other commercial services.*

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

132. The objective is *to create a safe and sustainable transport system by integrating land use and transport.*

133. 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)

134. The relevant objective of this clause is *to promote the use of sustainable personal transport*

135. 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)

136. Strategies of this policy are to:
(a) *Improve local travel options for walking and cycling to support 20minute 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)

137. The objective 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)

138. 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)

139. The objective is *to ensure an adequate supply of car parking that is appropriately designed and located.*

140. A relevant strategy is to *protect the amenity of residential precincts from the effects of road congestion created by on-street parking.*

Local Planning Policy Framework (LPPF)

141. The following LPPF provisions of the Scheme are relevant:

Clause 21 Municipal Strategic Statement (MSS)
Clause 21.04 (Land Use)

142. Relevant objectives and strategies include;

(a) *Objective 3: To reduce potential amenity conflicts between residential and other uses.*
- *Strategy 3.2 Apply the Interface Uses policy at clause 22.05.*
- *Strategy 3.4 Discourage late night and 24hour trading activities located near residential zones to minimize impacts on residential amenity.*

Clause 21.04-2 (Activity Centres)

143. The relevant objective of this clause is *to maintain the long-term viability of activity centres.*

144. Relevant strategies include;

(a) *Strategy 4.1 Increase the range of retail, personal and business services, community facilities, and recreation activities, within individual centres.*
(b) *Strategy 5.2 Support land use change and development that contributes to the adaptation, redevelopment and economic growth of existing activity centres.*
(c) *Strategy 5.3 Discourage uses at street level in activity centres which create dead frontages during the day.*

Clause 21.05 – Built Form
Clause 21.05-1 (Heritage)

145. Relevant objectives and strategies include;

(a) *Objective 14 To protect and enhance Yarra's heritage places:*
    (i) *Strategy 14.1 Conserve, protect and enhance identified sites and areas of heritage significance including pre-settlement ecological heritage.*
    (ii) *Strategy 14.2 Support the restoration of heritage places.*
    (iii) *Strategy 14.3 Protect the heritage skyline of heritage precincts.*
    (iv) *Strategy 14.4 Protect the subdivision pattern within heritage places.*
    (v) *Strategy 14.6 Protect buildings, streetscapes and precincts of heritage significance from the visual intrusion of built form both within places and from adjoining areas.*
    (vi) *Strategy 14.8 Apply the Development Guidelines for Heritage Places policy at clause* 22.02.
    (vii) *Strategy 14.9 Apply the Landmarks and Tall Structures policy at clause 22.03.*

Clause 21.05-2 (Urban design)

146. The relevant objectives and strategies 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 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.*

(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.*

(g) *Objective 22: To encourage the provision of universal access in new development.*

Clause 21.05-3 (Built form character)

147. The general objective of this clause is *to maintain and strengthen the identified character of each type of identified built form within Yarra.*

148. 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"*.

149. 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)

150. The relevant objective and strategies 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.*
(vi) *Strategy 28.9 Apply the Public Open Space Contribution policy at clause 22.12.*

Clause 21.06 (Transport)

151. 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:

152. The relevant objective and strategy include:

(a) *Objective 30 To provide safe and convenient 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)

153. This clause builds upon the objectives outlined at Clause 18, promoting cycling, walking and public transport as alternatives to private motor vehicle usage. The relevant objectives and strategies of this clause are:

    (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 21.06-2 (Public transport)

154. Relevant objectives and strategies include;

    (a) *Objective 31: To facilitate public transport usage.*
    (i) *Strategy 31.1 Require new development that generates high numbers of trips to be easily accessible by public transport.*

Clause 21.06-3 (The road system and parking)

155. Relevant objectives is *objective 32 to reduce the reliance on the private motor car.*

Clause 21.07-1 (Environmentally sustainable development)

156. The relevant objective and strategy of this clause is:

    (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 21.08-7 Neighbourhoods (Fitzroy)

157. This clause describes the area in the following way (as relevant):

    (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.*

158. Relevant built form strategies include:

    (a) *Ensure that development does not adversely affect the significance of the heritage place.*
    (b) *The implementation of built form strategies in clause 21.05 includes:*
        (i) *Supporting development that maintains and strengthens the preferred character of the relevant Built Form Character type.*
        (ii) *Encouraging the redevelopment of the following strategic re-development sites in a way that contributes positively to the urban fabric and public domain of Yarra, and, where subject to the Heritage Overlay protects the heritage of the site and of the area.*

Relevant Local Policies

Clause 22.02 (Development Guidelines for sites subject to Heritage Overlay)

159. The relevant objectives of this clause are as follows:

    (a) *To retain significant view lines to, and vistas of, heritage places.*

    (b) *To preserve the scale and pattern of streetscapes in heritage places.*

    (c) *To ensure that additions and new works to a heritage place respect the significance of the place.*

160. The relevant sections of this clause are as follows:

Clause 22.02-5.1 (Demolition)

161. *Generally encourage the retention of a building in a heritage place, unless:*

    (a) *The building is identified as being not contributory*

162. *Generally discourage the demolition of part of an individually significant or contributory building or removal of contributory elements unless:*

    (a) *For individually significant building or works, it can be demonstrated that the removal of part of the building or works does not negatively affect the significance of the place.*

Clause 22.02-5.7 (New Development, Alterations or Additions)

Clause 22.02-5.7.1 (General)

163. The relevant objectives of this clause are as follows:

    (a) *Encourage the design of new development and alterations and additions to a heritage place or a contributory element to a heritage place to:*

        (i) *Respect the pattern, rhythm, orientation to the street, spatial characteristics, fenestration, roof form, materials and heritage character of the surrounding historic streetscape.*

        (ii) *Be articulated and massed to correspond with the prevailing building form of the heritage place or contributory elements to the heritage place.*

        (iii) *Be visually recessive and not dominate the heritage place.*

        (iv) *Be distinguishable from the original historic fabric.*

        (v) *Not remove, cover, damage or change original historic fabric.*

        (vi) *Not obscure views of principle façades.*

        (vii) *Consider the architectural integrity and context of the heritage place or contributory element.*

Clause 22.03 – Landmarks and tall structures

164. The Municipal Strategic Statement (MSS) identifies the importance of landmarks and tall structures to the built form of the City. The MSS seeks to retain important landmarks and icons which contribute to the identity of the City and to maintain view lines to key landmark sites. This Policy responds to the MSS by identifying key valued landmarks.

165. The objective under this clause is ‘to maintain the prominence of Yarra’s valued landmarks and landmark signs.’

166. *Clause 22.03-4* of the Scheme states: *New buildings within the vicinity of the following landmarks should be designed to ensure the landmarks remain as the principal built reference (as relevant):*

    (a) *Clock tower of Fitzroy Town Hall; and*

    (b) *Spire of St Marks Church, George Street, Fitzroy*

Clause 22.05 (Interface Uses Policy)

167. This policy applies to all development and use applications and aims to reduce conflict between commercial, industrial and residential activities. The policy acknowledges that the mix of land uses and development that typifies inner city areas can result in conflict at the interface between uses.

168. It is policy that:

    (a) *New residential use and development in or near commercial centres and activity centres and near industrial uses includes design features and measures to minimise the impact of the normal operation of business and industrial activities on the reasonable expectation of amenity within the dwellings.*

169. Decision guidelines at *Clause 22.05-6* include:

    (a) *Before deciding on an application for residential development, Council will consider as appropriate:*

        (i) *The extent to which the proposed dwellings may be subject to unreasonable noise, fumes and air emissions, light spillage, waste management and other operational matters from the nearby business or industrial uses.*

        (ii) *Whether the dwellings are designed or incorporate appropriate measures to minimise the impact of noise, fumes and air emissions, light spillage, waste management and other operational matters from the nearby business or industrial uses.*

Clause 22.07 (Development abutting laneways)

170. This policy applies to applications for development that is accessed from a laneway or has laneway abuttal, with the relevant objectives as follows;

    (a) *To provide an environment which has a feeling of safety for users of the laneway.*

    (b) *To ensure that development along a laneway acknowledges the unique character of the laneway.*

    (c) *To ensure that where development is accessed off a laneway, all services can be provided to the development. To ensure that development along a laneway is provided with safe pedestrian and vehicular access.*

Clause 22.12 – Public Open Space Contribution

171. The objectives of this clause are:

    (a) *To implement the Yarra Open Space Strategy;*

    (b) *To identify when and where land contributions for public open space are preferred over cash contributions; and*

    (c) *To ensure that where appropriate, land suitable for public open space is set aside as part of the design of a development so that it can be transferred to or vested in Council, in satisfaction of the public open space contribution requirement.*

172. The subject site is in an area where land in lieu of cash is the preferred method of public open space contribution (area 3121B). Given the size of the site, a land contribution will not be practical and therefore a cash contribution will be requested instead.

Clause 22.16 Stormwater Management (Water Sensitive Urban Design)

173. This policy applies to (as relevant) new buildings and contains the following objectives;

    (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) *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) *Litter - 70% reduction of typical urban annual load*

(c) *To promote the use of water sensitive urban design, including stormwater re-use.*

(d) *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.*

(e) *To minimise peak stormwater flows and stormwater pollutants to improve the health of water bodies, including creeks, rivers and bays.*

(f) *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 wellbeing.*

Clause 22.17 (Environmentally Sustainable Design)

174. The overarching objective is that development should achieve best practice in environmentally sustainable development from the design stage through to construction and operation. The considerations are energy performance, water resources, indoor environment quality, storm water management, transport, waste management and urban ecology.

Other Relevant Documents

Plan Melbourne

175. 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'*

176. The strategy specifies that all ACs have the capacity to continue to grow and diversify the range of activities they offer. Opportunities to partner with the private sector to enable future diversification, investment and employment growth should be explored and, where appropriate, facilitated through planning provisions.

    (a) Outcome 2: *'Melbourne provides housing choice in locations close to jobs and services.'*
        (i) Direction 2.2 of Plan Melbourne is to *'Deliver more housing closer to jobs and public transport*'.

177. The strategy specifies that *'Activity centres are usually well served with public transport and offer access to a range of services and facilities. Many activity centres can support additional housing growth and will need flexibility, particularly where there is a significant population and household growth forecast.'*

178. The strategy promotes '20-minute neighbourhoods' where there is access to local shops, schools, parks, jobs and a range of community services within a 20minute trip from your front door.

Urban Design Guidelines for Victoria (DELWP)

179. The Urban Design Guidelines for Victoria (UDGV) are policy guidelines within the Planning Policy Framework of the Victoria Planning Provisions. The guidelines must be considered when assessing the design and built form of new development where relevant. The guidelines use best practice knowledge and advice underpinned by sound evidence.

Apartment Design Guidelines for Victoria (DELWP)

180. The Apartment Design Guidelines for Victoria (ADGV) provide additional explanation of the apartment standards in the 'interpreting the Standards' section and guidance on matters to consider to meet the objectives of the apartment standards in the 'Design Guidance' section. The Guidelines are also intended to support greater consistency in the planning permit assessment phase of an apartment development.

Yarra Spatial Economic and Employment Strategy

181. 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.

182. 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.

183. In regards to the site, the SEES identifies the site as being located in a Neighbourhood Activity Centre (Queens Parade), and very close proximity to a major Activity Centre (Smith Street) where the following is outlined:

    (a) *Smith Street and Brunswick Street (and the intervening sections of Gertrude and Johnston Streets) form a networked retail core in the suburbs of Fitzroy and Collingwood. Smaller employment areas behind these strip centres also provide a mix of retail, commercial and residential* uses.

Yarra Housing Strategy

184. The Yarra Housing Strategy (YHS) was adopted by Council in September 2018 and includes 4 directions which will inform future policy for the Scheme. The adopted YHS will guide and inform decisions on how residential land in the municipality will evolve and develop into the future.

185. The subject site is located just east of a 'high change area' in a Neighbourhood Activity Centre where (at page 64) 'it is expected that Queens Parade and Heidelberg Road will supply the most new housing of the neighbourhood centres.' The former Gasworks site at 433 Smith Street is expected to supply approximately 1350 new dwellings.

Advertising

186. 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 43 objections, the grounds of which are summarised as follows):

    (q) Design (height, scale, bulk, character, precedent);

    (r) Lack transition to sensitive rear interface;

    (s) Wide 6-storey mass causes impacts and out of character;

    (t) Poor response to context with abrupt walls to adjoining sites;

(u) Heritage including potential impacts on wider streetscape / context as well as the adjoining individually significant building at 11 Queens Parade;

(v) Demolition of warehouse building;

(w) Amenity (off-site, on-site, overlooking, overshadowing, loss of light, lightspill, internal amenity of dwellings);

(x) Clause 58 variations including to deep soil;

(y) Development restricts/impacts views of St. Johns Church;

(z) Balcony encroachment into the six metre front setback;

(aa) Impact on skyline of Hodgkinson Street

(bb) Traffic and car parking

(cc) Clarify the exact number of car spaces proposed;

(dd) Compliance with the mandatory height control;

(ee) Sustainable design encouraging but not enough;

(ff) Design and ground floor compressed to meet six storeys;

(gg) Noise from rooftop, terraces, deliveries, retail, plant equipment, waste etc.

(hh) Overshadowing impacts;

(ii) Excavation will kill large tree to rear of property;

(jj) Impact to solar panels to property to the rear;

(kk) Lack of bike parking for residents;

(ll) Lack of daylight testing for south facing apartments;

(mm) No need for pocket park which should not be reason to support;

(nn) Loss of value;

(oo) Loss of views;

(pp) Noise and impacts of construction of development;

Referrals

Head, Transport for Victoria (Roads Corporation and Department of Transport)

187. 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 66.03 must be referred to Head, Transport for Victoria under Section 55 of the Act.

188. Head, Transport for Victoria have not responded. Comments have not been received at the time of writing the report despite numerous attempts to obtain them since the original referral last year.

189. The application was also referred to the following external referrals:

(a) Urban Design (Hansen Partnership Pty Ltd);
(b) Acoustic (SLR Consulting); and
(c) Wind Consultants (Vipac).

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

(a) Heritage Advisor;

(b) Urban Design Unit (public realm only);

(c) Open Space Unit;

(d) Environmentally Sustainable Design (ESD) Advisor;

(e) Streetscapes and Natural Values Unit;

(f) City Works Unit;

(g) Engineering Services Unit;

(h) Strategic Transport Unit;

191. Referral comments have been included as attachments to this report. It is noted that the proposal was also referred to Council's Strategic Planning unit who had no comment.

OFFICER ASSESSMENT

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

(a) Policy and strategic support;

(b) Built form, urban design and heritage;

(c) Land use

(d) Off-site amenity impacts;

(e) On-site amenity, including Clause 58;

(f) Car parking and traffic;

(g) Bicycle facilities and strategic transport;

(h) Environmental Audit Overlay;

(i) Objector concerns;

(j) Other matters.

Policy and Strategic Support

193. There is strong policy direction to support the redevelopment of the site to provide higher density residential use. Policy at *Clauses 11*, *16*, *18* and *21.04* of the Scheme, together with *Plan Melbourne*, encourage the accumulation of activities and the intensification of development in and around activity centres.

194. Consistent with the zone, a food and drinks premises and a retail premises do not require a planning permit and only the buildings and works are triggered by the zone. This indicates strong strategic support for the mixed-use development containing commercial uses on the ground floor providing activation to Queens Parade with dwellings providing passive surveillance above.

195. The C1Z specifically identifies the purpose of the land to provide for residential uses at densities complementary to the role and scale of the commercial centre. The dwellings would provide increased housing opportunities consistent with policy outlined above. Furthermore, the SEES specifically seeks to support the provision of housing in MACs within mixed-use developments. The development is located within the Queens Parade NAC, and approximately 50m east and 630m east of the Smith Street and Brunswick Street MACs, respectively.

196. The site has good access to shops, restaurants, community facilities and supermarkets, ensuring that the proposal will result in efficient use of existing infrastructure, consistent with *Clause 21.04* of Council's MSS. 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.

As referenced earlier, the metropolitan planning strategy *Plan Melbourne* seeks to create 20minute neighbourhoods, where people can access most of their everyday needs (including employment) within a 20minute walk, cycle or via public transport. These neighbourhoods are recommended to be safe, accessible and well connected for pedestrians and cyclists. The site fulfils this criterion, with tram routes found along Smith and Brunswick Streets. The proposed development also encourages the use of alternative transport modes to and from the site rather than encouraging the reliance on motor vehicles through the provision of bicycle parking and end-of-trip facilities within the basement and at ground floor.
This is encouraged by *Causes 18.02* (Movement networks), *21.06-3* (The road system and parking), *21.03* (Vision) and *21.07* (Environmental sustainability).

197. However, policy support for more intensive development needs to be balanced with built form and heritage guidance at *Causes 15.03* (Heritage) and *21.05* (Built form) of the Scheme. These policies call for development that responds to the surrounding context with regard to urban character and cultural heritage. More specifically, Council's local policy at *Clause 22.02* (Development guidelines for sites subject to the heritage overlay) seeks to maintain and conserve the significant historic character of the area and the design objectives of the DDO16 seeks *to ensure development responds to the heritage character and streetscape…*to support a new mid-rise character behind a consistent street wall in Precinct 3A.

198. As will be discussed in detail within this report, it is considered that the proposal achieves a good balance of State and local policy in relation to high quality developments and protection of heritage values. 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, urban design and heritage

199. The primary considerations for the proposed built form are the provisions of the Design and Development Overlay Schedule 16 (DDO16), the Heritage Overlay and the decision guidelines of the CIZ. This assessment is also based upon State and local planning policy at *Clauses 15.01-2S* (Building design), *21.05-2* (Urban design); *22.02* (Development guidelines for sites subject to the heritage overlay and *22.05* (Interface uses policy).

200. 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 context, height and massing, relationship to adjoining buildings and architectural quality. These matters, and others, will be assessed in turn below.

Context

201. There is no dispute that strategically the subject site is appropriately located for more intense development than which currently exists on site, being located in proximity to the Smith Street and Brunswick Street MACs, and 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, with recently constructed developments in the realm of 6 storeys within the immediate surrounds.

202. Based on the context outlined, a mid-scale infill development on the subject site is expected. However, regard must be had to the appropriate scale of the proposal, based on the individual context and constraints of the land and the more specific provisions of the DDO16 that includes a number of mandatory provisions.

Demolition

203. Prior to ascertaining if the proposed building is acceptable, it must be determined if the demolition of the existing buildings satisfy Council's policy.

204. The existing buildings on the site are graded as being 'not-contributory' to the South Fitzroy heritage precinct. Council's Heritage advisor has confirmed that the demolition of the existing buildings is acceptable. The removal of the 'not-contributory' building would not detrimentally impact the significance of the wider area and is acceptable.

Height, scale and massing of the development

205. The strategic planning context for the site has been established and is considered to support re-development of the site. However, this must be balanced against achieving acceptable design outcomes for the site having regard to relevant built form polices.

206. The site is located within DDO16 which seeks the following relevant design objectives:

(a) Reflect the fine grain character of heritage streetscapes and minimise the dominance of wide building frontages.
(b) Deliver high quality architectural detailing that respects the heritage qualities and rhythms of Queens Parade and Smith Street.
(c) Create a consistent street wall that maintains the prominence of the heritage street wall in the streetscape.
(d) Provide an interface with neighbouring residential properties on Hodgkinson Street that minimises visual bulk and mass and provides building separation along side and rear boundaries abutting existing properties.

Development in Precinct 3A must:

(e) Maintain views of the belfry and spire of St John's Church and maintain clear sky between the belfry and spire and new development when viewed from the pedestrian refuge on the south-west corner of the intersection with Queens Parade and Smith Street (as indicated on Map 3). A permit cannot be granted to vary this requirement

207. The massing of the development is strongly influenced by the mandatory requirements of the DDO16.

Item	DDO16	Proposal	Complies?
Street wall height			
• Queens Parade	11m (mandatory)	9.1m	Yes
Maximum building height •	18m (mandatory)	18m	Yes. The only elements above 18m are architectural features or building services.
Setbacks			
• Queens Parade	6m	6m	Yes. There are balconies that protrude into this setback which are allowed.
• Rear	45 degrees (discretionary)	Staggered to increase generally in line with 45 degree requirement	No. Slight variation required to top level where a small corner protrudes into the discretionary setback.

208. The table above shows that the height of the development is to be built to the mandatory 18 metres and the front setback a minimum 6 metres. There are balconies protruding into this setback, at the upper levels, which are allowed under the control, but require analysis given the policy discourages projections introducing into upper level setbacks.

209. Council's Heritage Advisor does not support the balconies, noting that although the balconies do not literally impinge upon views of the St John's Church '…the dominance and prominence of the spire and belfry are reduced by the visual distraction of the balustrades.' This presents a dilemma as the balconies are crucial to providing POS in accordance with the requirements of Clause 58 as well as landscaping opportunities. Further, the balconies allow a visual connection between the street level and the residents and are a crucial component of the design, providing visual interest and articulation to the front façade.

210. Conversely, the Urban Design consultant does not raise issue with the balconies or the view lines to the church and commended the high quality design to Queens Parade.

Figure 14: Artist impression of proposal looking north-east
Source: Cera Stribley

211. Attempts at reducing the bulk of the balconies by utilising more lightweight and translucent materials would mean that the soil volumes could not be achieved and the landscaping which successfully softens these elements would be lost. The Urban Design consultant is adamant that the light colour of the balconies along with the landscaping demonstrates a well integrated design response that does not impact the view lines to the spire of St John's Church and they therefore fully support this aspect of the development.

212. These balconies ensure that future residents have adequate POS and to simply remove the balconies would result in a simplification of the design that results in a much lesser outcome from near and far views and for future residents of the development.

213. On balance, it is considered that the balconies' benefits far outweigh any perceived impact to the spire and they be retained.

214. The recommendation by the Heritage Advisor to remove the entry canopy and the tree above this canopy is also not considered necessary. The canopy and the tree marks the entry point to the building with the tree a key component of the landscaping of the building. Further, the tree is not a solid structure so is not considered to compete with or take away from the views to the spire.

Figure 15: Artist impression of main entry
Source: Cera Stribley

215. In regard to the massing of the building as it presents to the side boundaries, it is considered that the textured concrete material and substantial breaks in the form created by the lightcourts on either side boundary assist in breaking up the bulk of these boundary walls. However, the Heritage Advisor has recommended additional measures be taken to enhance the aesthetics of these walls. As such a condition will require further visual interest be incorporated into the side blank walls by way of continuing the materiality of the Queens Parade street wall to both the east and west facing façades. This will further break up the mass and enhance the quality of the lower part of the building which could be visible for a significant time, in particular to the east.

216. Finally, in regard to the rear massing of the building the recommendation by the Heritage Advisor that the building should not be visible from Hodgkinson Street is both unrealistic and not supported by policy.

Figure 16: View from Hodgkinson Street
Source: Cera Stribley

217. The building is compliant with the mandatory height limit and works hard to move further away from the sensitive rear interface as the height increases. To entirely obscure the view of the building from Hodgkinson Street would require quite drastic changes that are not sought by DDO16 or other policy.

218. Nonetheless, it is acknowledged that although the setbacks to the rear will allow for the form to be adequately recessive to Hodgkinson Street, further work is required in accordance with external Urban Design consultant's recommendation to enhance the rear design. As such, a advice was given to the applicant that the rear façade be enhanced by way of architectural techniques to incorporate more verticality and break up mass to achieve a comparable quality to the front façade. In response the applicant prepared revised sketch plans which are considered to adequately address this advice (as shown in Figure 17 below). Subject to condition it is considered that the rear presentation will be appropriately designed to limit visual bulk.

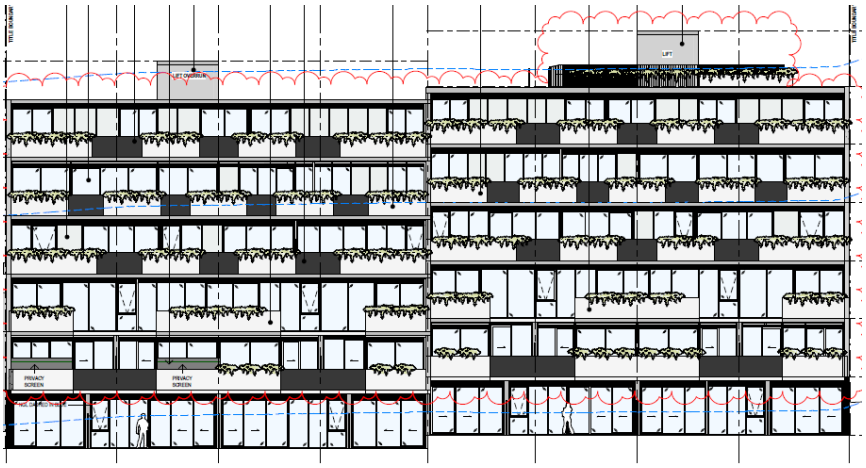


Figure 17: South elevation sketch plans introducing greater variation to this elevation
Source: Cera Stribley

Height

219. The slope of the land means that compliance with the mandatory height presents some challenges for the design, an issue that the external Urban Design consultant and many objectors initially raised.

The sketch plans provide the detail necessary to satisfy the Urban Design consultant and officers that the mandatory height is met at all points with any elements going above the height considered to be architectural features such as framing elements to preserve the rectilinear form of the building and other elements associated with the roof terrace.

220. At all points the height of the building does not go above 18 metres. The sketch plans remove any ambiguity by removing the proposed pergola to the roof top terrace and providing further diagrams to demonstrate that only architectural features go above 18 metres.

221. Nonetheless, it is considered prudent to include a condition that requires additional RL levels at various points to clearly show no part of the internal floorspace of the building goes beyond 18 metres.

Streetwall

222. The street wall is just over 9 metres high, less than the mandatory height of 11 metres required by the DDO16. The lower height of the streetwall below the allowed 11 metres ensures the street wall height more closely aligns (refer to Figure 18 below) with the height of the adjoining terraces to the west and more generally references the Victorian character of the surrounding area. Further, the 9 metre streetwall means the volume of building built to Queens Parade is not maximised and therefore gives more breathing room to the viewline of the church spire consistent with the objectives of the DDO16.

Figure 18: Artists impression looking north-east
Source: Cera Stribley

223. The design of the streetwall is considered to sufficiently reference and complement surrounding heritage by incorporating vertical expression and by way of utilising high quality materials. Moreover, the streetwall has a high degree of activation and minimises the services to the street which makes for a strong and improved pedestrian experience. However, it is agreed that the recommendation from the external Urban Design consultant that the services that do front the street could be better integrated into the design. As such, a condition will require that the services be more successfully integrated into the design by way of glazing above or other material changes such as a similar treatment to the rest of the street wall.

224. Also, as discussed above, a condition to continue the brick treatment to the side façade at the street wall will further enhance these blank façades.

Upper Level

225. As discussed, the DDO outlines a mandatory 18 metre height control and a number of requirements for upper level setbacks including as relevant:

(a) Upper levels above the Queens Parade street wall must be set back by a minimum of 6 metres.

(b) Upper levels to the rear that increase as the building gets taller in accordance with Figure 2 within the control (below); .

(c) Projections such as balconies and building services should not intrude into an upper level setback

Figure 2 - Setback where there is no laneway to the side or rear

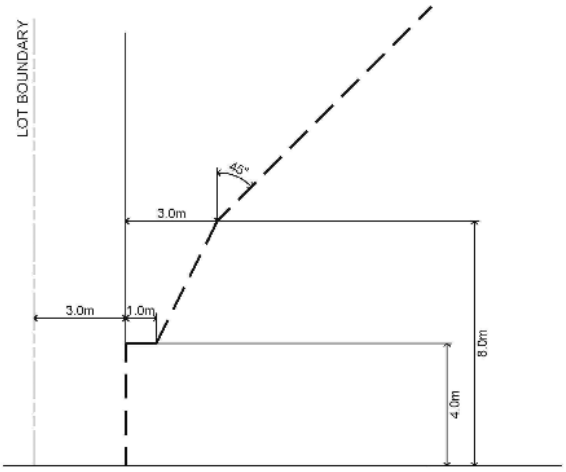


Figure 19: rear setback image within DDO16
Source: DELWP

226. In regard to upper setbacks to Queens Parade, Council's consultant Urban Designer and Heritage consultant have different opinions to the acceptability of the development. Both agree that the height is appropriate in context.

227. As discussed above, it is considered that on balance the Urban Design consultant position that the balconies are appropriate is supportable in this instance. The nature of the land use being for residential apartments means there are expectations (and Clause 58 requirements to be analysed below) for private terraces for future residents. In addition, the terraces do not impinge on views of the spire, as acknowledged by the Heritage Advisor and as shown in the image below.

Figure 20: View of spire
Source: GJM

228. Furthermore, the terraces will allow for significant landscaping opportunities that will soften the appearance of the building and the loss of the balconies would remove an important element of the design as well as erode the visual connectiveness between the street and the upper parts of the building.

229. In regard to the rear setback this also is considered acceptable subject to a condition to enhance the appearance of the southern façade. The design sets every level back further consistent with the diagram but for the topmost level which slightly encroaches.

230. The Urban Design consultant does not support the encroachment (shown in Figure 21 below), while the Heritage Advisor is concerned about any visibility from Hodgkinson Street.

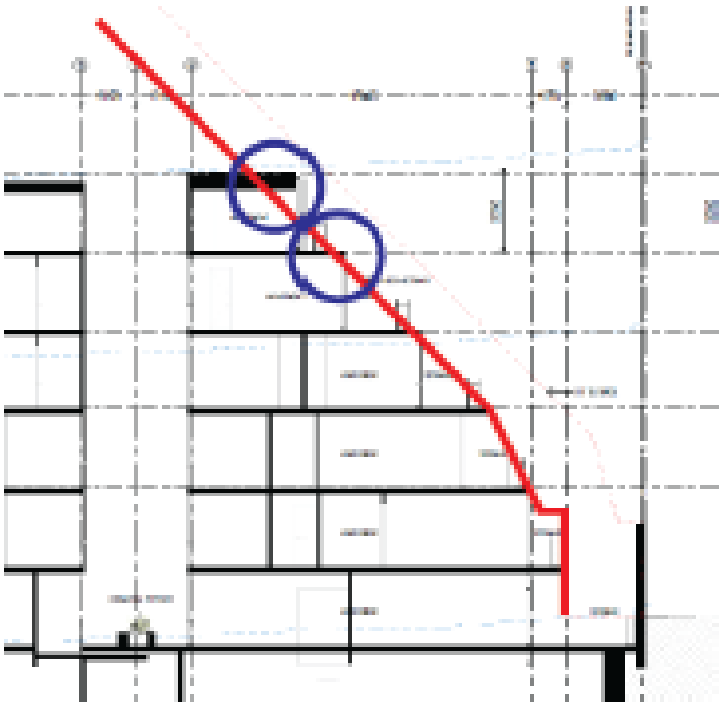


Figure 21: Rear setback encroachment
Source: Hansen

231. The modest variation to the discretionary setback required by the DDO16, in spite of concerns from the Urban Design consultant, is considered to be acceptable in this instance subject to a condition to enhance the appearance and break up the mass and introduce more verticality to the rear façade. Subject to this condition the modest encroachment is deemed to be supportable given it will not contribute to overshadowing or be unreasonably visually intrusive.

232. The substantial setbacks to the rear achieve the intent of the DDO16 by ensuring substantial separation and recessive development from the sensitive rear interface.

Architectural quality

233. The development is considered to be of good architectural quality and in that regard responds to the design objectives clauses 15.01-2 and 22.10-3.4. The contemporary design is appropriate and responds well to this part of Clifton Hill. Council's external Urban Designer is complimentary of the proposed architectural design and quality as it presents to Queens Parade including how the lower level differentiates from the recessive upper levels. As discussed, the sketch plans further enhance the south façade to incorporate vertical elements as well as a condition to wrap the materiality of the street wall to both side façades will ensure a high-quality design response to all aspects of the development.

234. Whilst it is not considered that modified materials are required, the quality of materials can be assured via a standard façade strategy condition. This will ensure that the materials to be utilised for the development are reviewed prior to construction, with a higher degree of detail provided to ensure they are of a high architectural quality in accordance with the plans submitted to date.

235. Lastly, both the Heritage advisor and Urban Design consultant raise issue with the canopies and therefore a condition will require a continuous solid awning across the length of the Queens Parade frontage, with the exception of the projection residential entry.

236. Subject to all of these changes and potentially requirements for more landscaping to be discussed below, the development will respond appropriately to its context and

Landmarks, Views and Vistas

237. The policy direction under Clause 22.03 (Landmarks and Tall Structures) of the Scheme outlines that new development should maintain the prominence of Yarra's landmarks including the spire of the St Johns Church which is 110 metres east of the subject site.

238. Given the distance between the two sites as well as the slope of the land meaning the subject development is at a lower part of Queens Parade, the prominence of the spire would not be adversely affected by the proposed development.

Light, Shade and 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.

240. In respect of public space, Council's internal Urban Design Unit support the landscape area to the public space adjacent the footpath subject to via conditions requiring further details as discussed below. It is considered that the public realm improvements that can be assured via condition, in particular to the landscaped area, will enhance the character of the area.

241. From a design perspective, the new development with a pedestrian entry abutting and the highly quality lower level finishes and visual connectiveness and passive surveillance provided by the balconies towards Queens Parade is vastly improved from existing conditions and will contribute to a higher quality street and increased perceptions of safety.

242. In regard to sunlight access within the public realm, the proposed development will not cause increased shadow impacts due to the orientation of the site.

Site Coverage

243. The level of site coverage proposed is consistent with surrounding built form and is supported.

Landscape architecture

244. The proposal includes a reasonable degree of visible landscaping throughout.

245. At the ground level small sections of landscaping and small trees are proposed within the landscaped outstand. Internal to the building there is landscaping to each rear terrace space as well as to the communal terrace and the two lightcourts, including a green courtyard to the eastern boundary.

246. To the upper levels the terraces facing the street all include landscaping to their outer edge fronting Queens Parade. Small trees mark the entry as well as are proposed to various upper level terraces above the street wall and to the 117sqm rooftop space.

247. This is a significant improvement compared to the existing conditions of the subject site where no landscaping is provided. The ground level landscaped outstand and in combination with the plantings to the upper levels will ensure adequate landscape perspective is provided.

248. Council's Landscape Architect reviewed the submitted landscape plans prepared by *Eckersley* and advised that the submitted package, including maintenance schedule, was not yet satisfactory. The following items were raised:

    (a) *Plant schedule must include, installation pot size, width x height of species at maturity, and plant numbers for each species. Plant species selection needs to consider the relevant overlays (SLO or ESO), the 'Advisory list of environmental weeds in Victoria' and the provision of native species to foster local fauna and biodiversity.*

    (b) *The planting plan(s) must show the plant numbers for each species for each location, including labelling of the trees. The legend is missing a deciduous tree symbol despite more than one deciduous species being proposed in the plan, and there is no symbol for the type of container or planter box.*

    (c) *Detail drawings for elements such as furniture and planters are required – showing dimensions, drainage, lining, materials and growing media. Volumes of growing media need to be adequate for the plant species proposed and for trees this needs to meet the requirements noted above for adequae soil volume.*

    (d) *Provide notes on proposed irrigation, including source of water and location of irrigation control units or reference other drawings.*

    (e) *Provide a maintenance schedule, including task details and frequency; for multi-storey developments and planting, maintenance access will need to be provided for.*

249. Loading bearing weights for the building structure also need to be checked by a suitably qualified structural engineer against the saturated bulk density of soil media, planter box and plant mass being proposed. All of these items can be assured via conditions.

250. The Open Space Unit also recommend additional vertical greening which will be required via condition.

251. The small green space with trees within the public realm adjacent to the footpath outside the development which is in principally supported by the Urban Design unit subject to conditions for more detailed information. The Open Space unit has indicated that it would not form part of any open space contribution.

252. In regard to street trees, there are no existing trees on street that need to be protected. A conversation with the Streetscapes team on 1 August 2022 confirmed that they therefore did not need to comment on the proposal and deferred to the Open Space unit.

Land use

253. Both the shop and café do not require a planning permit at this location. The dwellings, however, require a planning permit under the zone as the residential entry point to the development is over 2 metres wide.

254. As outlined within the *Policy and physical context* section earlier, the subject site is considered an appropriate location for apartments based on its proximity to key activity centres and employment precincts.

255. In respect to the appropriateness of the dwellings, it is considered that they would complement the surrounding area and are generally consistent in terms of the purpose of the Commercial 1 Zone: *to provide for residential uses at densities complementary to the role and scale of the commercial centre.*

256. On this basis, it is considered that the establishment of dwellings at this location is consistent with the purpose of the C1Z, and is therefore supported, subject to additional assessment including of Clause 22.05 below as well as appropriate conditions

Off-site amenity impacts

257. The policy framework for amenity considerations is contained within clause 22.05 (Interface uses policy) and 22.10-3.8 (Built form and Design Policy). This application must consider both the off-site amenity impacts for residential land.

258. Design objectives at clause 22.10-3.8 aim to limit the impact of new development on the amenity of surrounding land, particularly residential land, by ensuring that development does not prejudice the rights of adjoining land users. These objectives are largely designed to reduce off-site amenity impacts to land within a residential zone where they interface with commercial zones.

259. Having regard to amenity impacts on nearby existing residences, policy within clause 22.05 acknowledges that in order to maintain the viability of industrial and business areas, residences which abut business areas should not have unrealistic expectations of the level of amenity which can be achieved.

260. Relevant policy framework for amenity considerations is contained within clause 22.05 (Interface uses policy) of the Scheme. The decision guidelines at Clause 22.05-6 specify that Council should consider (as appropriate):

> (d) *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.*

261. The appropriateness of amenity impacts needs to be considered within their strategic context, with the site being located on land zoned C1Z. With this in mind, the following assessment is provided.

Visual bulk

262. Traditionally buildings with commercial and industrial uses tend not to include side and rear setbacks and this is evident in both the remnant and modern commercial and industrial buildings in the area. Additionally, those which reside in residentially zoned land which backs onto a commercial/industrial area must have an expectation that there will be greater built form in these areas compared to if it faced residential land. The issue of expecting change on adjoining lots was addressed within the Tribunal decision, *37 KR Developments Pty Ltd v Moonee Valley CC* [2010] VCAT 1063, where it was stated that:

> *[9] Local communities often do not acknowledge or recognise that significant change has been a constant feature of our urban areas, and that further substantial change will continue into the future*

263. This was discussed more recently concerning a development site in Cremorne, *Arthur Land Pty Ltd v Yarra CC* [2018] VCAT 946, where the Tribunal found:

> [37] *As indicated earlier, interface situations such as this are difficult. Different outcomes are sought for the residential/heritage areas and the commercial precinct. Similarities are seen where cottages are located behind strip shopping centres and where increased scale occurs at the edge of an activity centre. Transitional responses are required but these situations inevitably see some change in residential amenity because of the scale and bulk of new forms that are typically directed to activity centres and commercial precincts. Visual bulk cannot be expected to be minimised in the same way as a residential-to-residential interface.*
>
> [emphasis added]

264. The primary potential visual bulk impacts are to the dwellings to the south, that being No's 14 to 22 Hodgkinson Street, which have rear POS fronting the subject site. It is considered that the design response does well to respond to these sensitive interfaces by terracing the upper levels. Within this built form context views from windows and POS to built form is not an unreasonable expectation. The setbacks would provide a sufficient separation distance to mitigate visual bulk impacts subject to the condition to further enhance the southern façade through architectural techniques that will break up mass through incorporating more vertically to this frontage as has been addressed. As has been addressed above, the proposal generally complies with the preferred rear setback requirements of the DDO16, appropriately massing this sensitive interface.

Overlooking

265. In regards to overlooking, though not strictly applicable in this instance, the proposal would comply with the overlooking objective of Clause 55 (Standard B22) to the windows facing south, which specifies that new development should be designed to avoid direct views into habitable room windows and SPOS of dwellings within a radius of 9 metres and 45 degree arc.

266. All the south facing windows within 9 metres facing the dwellings to the south are appropriately screened in accordance with the objective and no further screening is deemed required based upon the detailed sectional diagrams provided in the application material.

267. It is also noted that there are limited internal overlooking opportunities but a condition will require further details to ensure that the light court and courtyard windows do not unreasonably internally overlook.

Overshadowing and daylight to existing windows

268. In relation to overshadowing, DDO16 seeks:

(a) To ensure development responds to sensitive interfaces by ensuring the overall scale and form of new buildings provides a suitable transition to low scale residential areas and protects these properties from an unreasonable loss of amenity through visual bulk, overlooking and overshadowing

269. In regard to overshadowing, it is considered that this objective is met given there is very limited additional shadow between 9am and 2pm. If we use Clause 55 as a guide, though not strictly applicable in this instance, the proposal would comply with the overshadowing objective (Standard B21), which requires that secluded private open space should receive a minimum of five hours sunlight between 9am and 3pm on 22 September.

270. Between the hours of 9am to 1pm there is no additional overshadow caused by the development. At 2pm there are modest impacts to 14 and 18 Hodgkinson Street, by way of 4sqm and 2sqm of additional shadow respectively (refer to Figure 22 below). And at 3pm there are more substantial impacts to 14, 18 and 20 Hodgkinson Street. However, for 5 hours between 9am to 2pm there are only modest impacts to two properties that are considered to be consistent with the objectives of Standard 21 and DDO16 and as such can be supported.

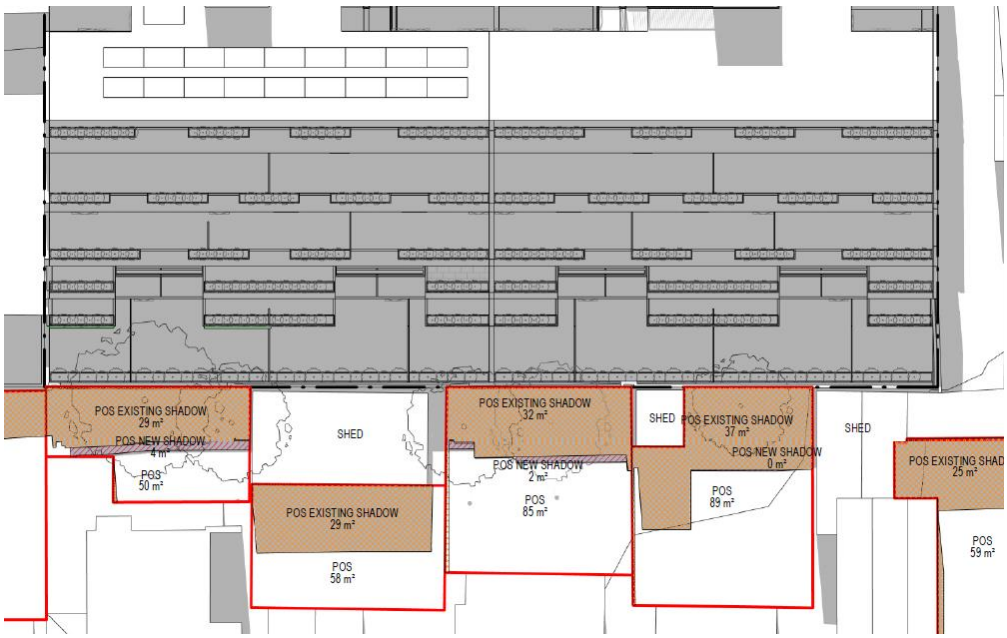


Figure 22: Shadow impacts (2pm)
Source: Cera Stribley

271. It also noted that there will be no additional shadowing to the public realm between 9am to 3pm.

Wind

272. Objective 5.1.4 of the UDGV requires new buildings within activity centres to minimise adverse wind effects. The application was accompanied by a desktop wind assessment prepared by MEL Consultants, who provided the following summary of findings:

    (a) We have assessed the likely environmental wind conditions in the streetscapes surrounding the proposed Development of 15-30 Queens Parade, Clifton Hill, detailed in drawings by Cera Stribley Pty Ltd dated 7th April, 2021.

    (b) It has been assessed that the proposed Development would have wind conditions along Queens Parade that would achieve the walking criterion and wind conditions that would achieve the standing criterion at the main entrance to the development and also the tenancy entries.

    (c) The wind conditions at all ground level pedestrian areas would be expected to pass the safety criterion.

    (d) The wind conditions on the terraces have been assessed to meet the walking criterion, with terraces away from the building corners and the rooftop likely achieving the standing criterion. Incorporating increased balustrade heights in some areas (corner areas/terraces in particular) would improve wind conditions and increase amenity of these spaces. Conditions on all the terraces would be expected to pass the safety criterion.

273. Council's Wind Consultant reviewed the proposal on 11 February 2022 and generally agreed with the predictions and conclusions made except for one aspect as follows:

    (a) MEL Consultants should assess the wind conditions at the communal terrace and private courtyards.

274. It is considered that this can be assured via condition.

Noise

275. 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.

276. The proposal is unlikely to result in unacceptable noise emissions to the nearby residential properties given the majority of the building would be apartments. Due to the nature of the use there will be minimal noise generated by pedestrian activity and is not considered to be detrimental to the amenity of the adjacent properties.

277. The proposed ground floor café premises will also be located indoors and away from the sensitive residential interface to the rear. By its nature the café venue is a controlled environment focused on serving seated customers and would not have vertical drinking or late night hours.

278. The peer review provided various recommendations in relation to traffic noise impacts on future residents, background noise measurements to determine limits applicable to balcony mounted condenser units, the ground floor café and the communal terrace.

279. Subject to conditions, it is considered that noise can appropriately be addressed.

Fumes and air emissions, light spillage

280. The proposed is not considered to result in unreasonable air emissions nor fumes. The use of the land for dwellings does not require a planning permit and as such it is considered that light spill from the building would be limited due to the nature of the use and of an acceptable nature.

Equitable development

281. 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.

282. The two common boundary wall conditions to the east and west require analysis. To both these frontages it is considered that, for a development of this size, it is a reasonable approach to provide boundary walls. To the west the development fronts no.11 Queens Parade, a commercial/residential double storey property, with limited development potential unless it were to be consolidated.

283. In the event the sites to the west were consolidated the boundary wall condition that is broken up by the lightcourt ensures a reasonable development opportunity for this land.

284. Similarly, to the east, though a contributory building, the buffer of the driveway on this land in combination with the break in the mass ensures a reasonable design response even if this wall is visible for a significant time. A condition to further enhance the boundary walls by wrapping the streetwall materiality will also assist in further articulating these walls.

Waste

285. The applicant submitted a Waste Management Plan (WMP) prepared by Leigh Design and dated 25 October 2021 that included the following key features:
    (a) Provision of a 24sqm commercial waste storage room within the ground level of the building;
    (b) Provision of a 25sqm and 12sqm residential waste storage rooms with basement level 01 of the building;

(c) All waste removal will be undertaken by a private contractor (rear-lift vehicle 6.4m long, x 2.1m high). Waste collection will be undertaken internal to the building within the Basement 01 Level carpark or from Queens Parade. The vehicle will enter and exit the site in a forwards direction;
(d) The bins will be cleaned regularly;

Council's City Works Unit reviewed the submitted WMP, raising the following issues to be rectified:

a) *The plan must provide more information on how hard waste is to be managed. Council hard waste collections are based on Kerbside placement of hard waste, collections from within private property must be provided by a private contractor.*

286. The above item can be addressed via condition. Subject to condition, the proposal would result in satisfactory waste arrangements.

On-site amenity impacts, including Clause 58

287. Clause 58 comprises design objectives and standards to guide the assessment of new residential development. Given the site's location within a built-up inner-city mixed-use area, strict application of the standard is not always appropriate, whether the proposal meets the objective is the relevant test. As supplementary guidance, the UDGV and ADGV are also of relevance.

288. The applicant provided apartment types and an assessment table as part of the application to assist in the assessment of the application against the standards of Clause 58.

Standard D1 Urban context objective

289. This is addressed within the Built form, urban design and heritage section of this report. The standard and objective are met.

Standard D2 Residential policy objectives

290. This is addressed within the Policy and strategic support section of this report. The standard and objective are met.

Standard D3 Dwelling diversity

291. This objective seeks to encourage a range of dwelling sizes and types in developments of ten or more dwellings. The proposal provides 60 apartments including 18 x one bedroom, 32 x two bedroom and 10 x three-bedroom apartments. The standard and objective are met.

Standard D4 - Infrastructure

292. The proposal is located within an established area with existing utility services and infrastructure; there is no evidence to suggest that the proposed development would unreasonably overload the capacity of these existing services. The standard and objective are met.

Standard D5 Integration with the street

293. The development improves the integration with the street and activation to Queens Parade. The large crossover currently on-site is being removed and a footpath and kerb reinstated. A high amenity pedestrian entry, retail and upper level passive surveillance are all provided to Queens Parade.

Standard D6 Energy efficiency

294. Redevelopment of the site located in an existing built-up area would make efficient use of existing infrastructure and services, and the proximity of the subject site to numerous public transport modes reduces residents and visitors from relying on private vehicles.

295. 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.

296. Council's ESD Advisor reviewed the submitted SMP and the development plans, commenting that the proposal did not meet the ESD standards. Specifically, there were some deficiencies identified and a number of outstanding information that had not been provided to substantiate a number of items referenced within the SMP. These are replicated below:

Application ESD Deficiencies

a) Clarify external shading approach for north and west facing bedrooms which are not protected by overhanging balcony. Blinds/window shrouds should be included to reduce afternoon heat gain impacts.
b) EoT facilities in the form of a unisex/DDA shower and changeroom be provided for employees to refresh after commuting to work.

Outstanding Information

c) Revise daylight modelling with internal reflectance levels reduced to 70-80% instead of the 94% currently used for ceiling and wall reflectance.
d) Consider a target of 7-stars NatHERS should be set to ensure the apartments are future-proofed for climate change AND pending NCC improvements. Preliminary NatHERS modelling should be provided to support.
e) Amend rooftop plan (TP.1110) to show size and location of rooftop solar PV system.
f) Confirm post-development stormwater flows will not exceed pre-development levels.
g) Confirm the inclusion of key products and materials (extent by weight or cost) which contain post-consumer content (i.e. bulk insulation) or are recycled (i.e. bricks).
h) Confirm strategy to reduce embodied carbon impacts associated with steel and concrete. These are often linked to procurement from sustainable producer and incorporating recycled aggregates where possible.
i) Confirm best-practice approach to PVC materials and products.
j) Clarify provision of bicycle infrastructure for residents is in line with the requirements of cl. 52.34 table 1 – and consider exceeding due to central location and opportunity for cycling.
k) Clarify location of surrounding car-share facilities, and include within Green Travel Plan / Building Users Guide.
l) Amend basement plans to indicate extent of EV charging provision.
m) Provide a Green Travel Plan to support sustainable transport for the commercial component, or ensure information around transport/EV/car share is included within the BUG and made available to all building occupants.

n) Amend plans of bin store rooms in WMP to indicate bin-type and provision.
o) Amend the landscape plan to include cross-sections, or annotations confirming soil volumes and depths in line with the requirements from the updated Better Apartment Design Standards (BADS). Consider provision of Green Factor Tool submission.
p) Provide a statement as to how the design mitigates urban heat island effect, and consider increasing ground level climbing vegetation and opting for lighter external colours to assist.
q) Confirm provision of a tap for terraces on ground level, and include annotation on plans confirming that ALL terraces will contain taps and drainage.
r) Confirm all building services will be tuned and commissioned as per manufacturers requirements
s) Confirm provision of a Building Users Guide detailing sustainable design and operation of the building.

297. The above would not require substantial design changes to be addressed and as such conditions will be included to address the above areas of deficiency and require the outstanding information to be provided.

298. It is noted that the sketch plans do shown some of the information sought.

Standard D7 Communal open space

299. 150sqm of communal open spaces is required by the standard. The architectural plans show 103sqm of communal space including 43sqm at ground floor and another 60sqm of outdoor rooftop space. However, according to the landscape plans 117sqm of green space is to the rooftop which would bring the communal space to be consistent with the standard of this provision. As such, it is considered that subject to condition to require 117sqm in line with the landscape plan, this provision will be met with both spaces being semi-green spaces with seating and the larger of the two being to the rooftop where it will have very good sunlight access.

300. In addition, though not considered part of the communal open space offering, the development is to provide a pocket park subject to conditions for additional detail. The pocket park will be adjacent to the public footpath outside the site which will further enhance the overall open space offering.

Standard D8 Solar access to communal open space

301. The communal open space is located to the rooftop where it can maximise solar access. Furthermore, the limited development potential to the properties to the east and south will ensure more than 50% of the communal open space would receive adequate daylight any time of year into the future.

Standard D9 Safety

302. The proposed communal residential entrances would be highly visible from Queens Parade and not obscured or isolated, with the entry sheltered by a canopy and tree. The entry is of high quality and highly visible from the public realm.

303. More generally, the development will enhance safety by providing a highly activated ground level as well as good passive surveillance to the upper levels.

Standard D10 Landscaping

304. The proposal does not provide for deep soil planting. The fall of the land and the underground car park makes deep soil planting particularly difficult but the lack of deep soil is offset with large planters that will be able to accommodate trees. Though not ideal, the lack of deep soil is considered appropriate in this instance for the following reasons:

- The proposal is a vast improvement on the current site conditions.
- There is reasonable landscaping throughout the development.
- Planter boxes are installed to terraces with small trees and climbers shown.
- The area is not characterised by high volumes of landscaping.

305. In addition, requiring the landscaped outstand, subject to conditions requiring further details, will assist to offset the lack of on-site green spaces for trees, in particular to the ground level. There will also be a condition to provide more vertical greening to the building to further enhance the landscaping.

Standard D11 Access

306. Vehicle access is via a crossover Queens Parade. Access for service, emergency and delivery vehicles is available and the Standard is met. The proposal results in the removal of a wide crossover consistent with this standard's objectives.

Standard D12 Parking location

307. The proposal includes basement car parking accessed via the abovementioned crossover, with access to apartments being via lifts/stairs. The parking provided is conveniently located and the standard and objective is met.

Standard D13 Integrated water and stormwater management

308. The application proposes the installation of 30,000L rainwater collection tank which would be connected to the toilets for flushing and landscape irrigation. The water tank is proposed to be located within the Basement 02 and is shown to be located below the car park.

309. The STORM report provided achieves a score of 101%, which is in line with the policy direction under Clause 22.16 - Stormwater Management (Water Sensitive Urban Design). Council's ESD Advisor raised no concern with the proposed stormwater management proposed and it is considered the requirements of clause 52.18 - Stormwater Management in Urban Development are met.

310. The proposal complies with the objective and the standard.

Standard D14 Building setbacks

311. As outlined within the built form review of this assessment, the height and setbacks of the building, are considered to achieve an acceptable design response to the character of the surrounding area.

Standard D15 Internal views

312. This standard seeks that windows and balconies be designed to prevent overlooking of more than 50 percent of the private open space of a lower-level dwelling directly below and within the same development.

313. The 1310mm high screening for some south facing terraces adequately prevents potential internal overlooking by preventing direct views to below terraces.

Standard D16 Noise impacts

314. The noise impacts are adequately addressed above with some modest additional requirements necessary via condition.

Standard D17 Wind impacts

315. Wind impacts have been addressed above and are deemed acceptable.

Standard D18 Accessibility

316. To ensure the design of dwellings caters for people with limited mobility, the Standard requires that at least 50% of new dwellings should provide:

(a) A clear opening width of at least 850mm at the entrance to the dwelling and main bedroom;

(b) A clear path with a minimum width of 1.2m that connects the dwelling entrance to the main bedroom, an adaptable bathroom and the living area;

(c) A main bedroom with access to an adaptable bathroom;

(d) At least one adaptable bathroom that meets all of the requirements of either Design A or Design B specified in Table D4.

317. The proposal includes 30 apartments that meet this standard and as such the development is acceptable.

Standard D19 Building entry and circulation

318. As previously discussed under safety, the building entrances are considered safe and satisfactory. The main building entrance is provided with shelter and this is a positive attribute of the design. The main entry is highly visible from the public realm and internal vantage points and also connects within the development to ensure pedestrian connectiveness and access through the site for residents.

Standard D20 Private Open Space

319. The private open space to each dwelling is in the form of balconies / terraces off living areas. It is considered that the POS provided is consistent with the objective of this standard. Many of the dwellings have generous balcony spaces well above the requirements of the standard, including some as large as 49sqm.

Standard D21 Storage

320. The storage exceeds the requirements of the standard is fully supported.

Standard D22 Common property

321. The common property areas within the development are generally clearly delineated and would not create areas which are difficult to maintain into the future. The lobby and vehicle access areas are well conceived.

Standard D23 Site services

322. There are limited services direct to Queens Parade to maximise activation to the street. All locations are easily accessible and maintained including the mailboxes which are within the ground level lobby / foyer.

Standard D24 Waste and recycling

323. As previously discussed above the waste and ESD of the development will be satisfactory subject to conditions.

Standard D25 External walls and materials

324. The materials utilised are of a good quality and respond well to the surrounding character as has been discussed above. A condition will require that the street wall brick wrap around the side boundaries to enhance the appearance of these blank walls.

Standard D26 Functional layout

325. Dimensions of the habitable rooms are provided on the plans, demonstrating that the proposal fully complies with this Standard.

Standard D27 Room depth

326. The proposal meets all the requirements of this standard with floor to ceiling heights well above 2.7 metres at 3050mm, meaning room depths cannot go beyond 7635mm for single aspect dwellings.

327. As shown in the detailed topologies the maximum room depth is 7415mm for single aspect dwellings and as such the standard is met.

Standard D28 Windows

328. All habitable rooms within the proposed development contain a window within an external wall to the building.

Standard D29 Natural ventilation

329. The standard requires that at least 40 percent of dwellings should be provided with effective crossover ventilation that has a maximum breeze path through the dwelling of 18m and a minimum breeze path of 5m.

The operability of the windows and the internal courtyard allow for a total of 34 dwellings (56%) that meet the cross-ventilation requirements, in excess of this standard.

Car parking and traffic

330. The proposal provides 73 spaces, meeting the requirement for 70 residential spaces but requiring a reduction of 8 spaces for the retail uses.

331. Council's Engineering unit supported the reduction in car parking to the retail and food and drink premises at this location.

Traffic

332. For the car parking spaces accommodated on-site, Council's Engineering Unit reviewed the trip generation rates provided by Traffix Group and concluded it should not adversely impact on the traffic cooperation of the surrounding area.

Access and layout

333. 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.

334. These details have been reviewed by Council's Engineering Unit who are satisfied with the layout of the car parking area, but included the following comment / clarifications that will be required via condition:

(a) The visibility splay is to be dimensioned;

(b) The headroom clearance along the ramped accessways and basement parking levels are to be dimensioned. The headroom clearance above the accessible space is to be at least 2.5 metres.

335. Lastly, a ground level check must be provided as part of the detailed engineering drawings which again will required via condition:

The ground clearance check and vehicle crossing design need to be done in conjunction with the detailed engineering design for the reconstruction of footpath and kerb and channel outside the property's Queens Parade service road frontage. The property line levels as shown on the architectural drawings will need to be revised based on the civil engineering design of the road infrastructure outside the property.

Bicycle facilities and strategic transport

Bicycle parking and facilities

336. The proposal provides a total of 40 bicycle spaces (16 resident and 24 visitor) that can be accessed directly.

337. The 24 visitor bicycle exceeds Council's best practice recommendation of 16 visitor spaces and is supported.

338. The number of bicycle spaces for residents exceeds the stator rate outlined in Clause 52.34 but is well below the rate outlined within Category 6 of the Built Environment Sustainability Scorecard (BESS), which requires 61 spaces.

339. In addition, further information is required in regard to storage areas accessways and electrical infrastructure.

340. As such, the following requirements have been recommended by the Strategic Transport team and will be required via condition:

(a) A minimum of 61 resident bicycle spaces within a secure facility.

(b) At minimum 20% of resident bicycle spaces must be provided as a horizontal at-grade bicycle rail.

(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.

(d) Electrical infrastructure to ensure all car parking areas are 'electric vehicle ready', including:

(i) One or more distribution boards within each car parking basement level, with capacity to supply 1 x 7kW (32amps) electric vehicle charger for each parking space.

(ii) A scalable load management system to ensure that electric vehicles are only charged when the building electrical load is below the nominated peak demand.

Environmental Audit Overlay

341. The Environmental Audit Overlay (EAO) applies to the subject site. As noted in Architype Australia Pty Ltd v Yarra CC (includes Summary) (Red Dot) [2010] VCAT 497 (31 March 2010) the requirements of the EAO apply independently and do not trigger a planning permit. Therefore the requirements of the EAO do not form permit conditions but would form a note to ensure the permit holder is aware of their obligations under the provision.

Objector concerns

342. Many of the objector issues have been discussed within the body of the report as shown below. Outstanding issues raised are addressed as follows

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

The above built form considerations are discussed within paragraphs 199 to 235.

(b) Lack transition to sensitive rear interface;

The above built form considerations are discussed within paragraphs 259 to 264.

(c) Wide 6-storey mass causes impacts and out of character;

The design is considered to be of high quality and breaks up mass through mix of materials, differentiation between the street wall and upper levels, balconies, openings and landscaping. It is acknowledged that the rear façade can be enhanced and as such a condition will be included to break up its mass by introducing more verticality.

(d) Poor response to context with abrupt walls to adjoining sites;

The boundary walls are broken up with light courts and through the textured concrete. But it is accepted that this response can be improved and as such a condition will require that the street wall wrap around to the side boundaries.

(e) Heritage including potential impacts on wider streetscape / context as well as the adjoining individually significant building at 11 Queens Parade;

The impact to no.11 is considered to be reasonable subject to condition to enhance this façade by way of wrapping the brickwork.

(f) Demolition of warehouse building;

The demolition is supported as discussed in paragraphs 203 to 204.

(g) Amenity (off-site, on-site, overlooking, overshadowing, loss of light, lightspill, internal amenity of dwellings);

Off and on-site amenity is discussed in detail at paragraphs 257 to 329.

(h) Clause 58 variations including to deep soil;

Clause 58 is assessed at paragraphs 287 to 329.

(i) Development restricts/impacts views of St. Johns Church;

This discussed at paragraphs 206 to 211.

(j) Balcony encroachment into the six metre front setback;

This is discussed at paragraphs 208 and 213.

(k) Impact on skyline of Hodgkinson Street

This is discussed at paragraphs 216 to 218.

(l) Traffic and car parking

This is discussed at paragraphs 330 to 340.

(m) Clarify the exact number of car spaces proposed;

73 spaces are proposed as shown in plan.

(n) Compliance with the mandatory height control;

This issue will require the applicant to provide additional RLs of the Natural Ground Level. The additional information shown on the sketch plans attempts to demonstrate that at all points the buildings below 18 metres but this is difficult to express in two-dimensional drawings.

(o) Sustainable design not sufficient;

ESD is discussed at paragraphs 296 to 298 and many additional requirements are being included as conditions.

(p) Noise from rooftop, terraces, deliveries, retail, plant equipment, waste etc.

Noise is discussed at paragraphs 275 to 279.

(q) Overshadowing impacts;

Overshadowing is discussed at paragraphs 268 to 271.

(r) Excavation will kill large tree to rear of property;

An arborist report was prepared by the applicant which concludes that the trees will be protected. A standard tree protection condition to protect this tree will be included as a condition to ensure that the tree is protected during and post construction.

(s) Impact to solar panels to property to the rear;

The development results in limited shadow impacts, even at 3pm the new shadow only falls on the ground of adjoining properties, so any potential impacts the solar panels are acceptable.

(t) Lack of bike parking for residents;

This will be addressed via condition.

(u) Lack of daylight testing for south facing apartments;

Council's ESD officer has required additional daylight modelling via condition. In the Council ESD referral response it is stated that 'Daylight modelling confirm that 95% of bedrooms and 100% of living zones meet the Council's 'best practice' standard for daylight'

(v) No need for pocket park which should not be reason to support;

The pocket park is not considered a reason to support the development. However, requiring a green space that is to Council satisfaction is supported by Council's Urban Design team.

(w) Loss of value;

Fluctuations in property prices are not a relevant consideration in assessing an application under the provisions of the *Planning & Environment Act 1987* or the Yarra City Council Planning Scheme.

(x) Loss of views;

Loss of views is not a planning consideration.

(y) Noise and impacts of construction of development;

Construction techniques, impacts and effects are not a consideration under the *Planning & Environment Act 1987* or Yarra Planning Scheme. A condition will require the submission and endorsement of a Construction Management Plan which would address these issues through Council's Construction Management team.

Conclusion

343. Based on the above report, the proposal is considered to substantially comply with the relevant planning policy and therefore should 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 for demolition of existing building and construction of a six-storey mixed use building (60 dwellings and retail) including two basement levels and a rooftop terrace with pergola, use of the land as Dwellings, reduction in car parking requirements and alteration to access to a road in a Transport Zone, Category 2 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 Cera Stribley, dated 29/09/21, but modified to show:

   Built form / plan detail

   (a) The changes shown in sketch plans prepared by Cera Stribley, dated 12/05/2022, which include the following key changes:

      (i) The southern elevation articulated through staggered planters and greater mix of materials;

      (ii) The removal of the rooftop pergola;

      (iii) Fire pump room relocated from Basement 01 to Basement 02;

      (iv) End of trip facility added to ground floor;

      (v) Changes in response to ESD advice such as removal of gas meter, size and location of PV system shown to rooftop, shading shrouds added to north-west facing bedroom windows, EV charging spaces indicated;

   (b) The BR1 (light grey brick) materiality of the Queens Parade street wall to be wrapped fully around the east and west façades to the height of the street wall;

   (c) With the exception of the building entry, a continuous solid awning across the length of the Queens Parade frontage in lieu of the canvas awnings;

   (d) 117sqm of landscaping shown to the rooftop consistent with the rooftop landscape plan prepared by Eckersley Garden Architecture dated 23 July 2021;

   (e) Services to Queens Parade be more integrated into the design by way of glazing above or other material changes such as a similar treatment to the rest of the street wall;

(f) Internal elevations / sections of the courtyard and lightcourt facing façades including any screening to prevent internal overlooking;

(g) Additional spot level RLs along the natural ground level and top of building to both the elevations and floor plans along the slope of the land to clearly demonstrate the maximum building height at various points;

(h) Demolition plans to clearly show the retention of the rear brick fence;

(i) The elevations to include all relevant upper level setbacks;

(j) The headroom clearance along the ramped accessways and basement parking levels to be dimensioned;

(k) Dimension the visibility splay;

(l) A minimum of 61 resident bicycle spaces within a secure facility;

(m) At minimum 20% of resident bicycle spaces must be provided as a horizontal at-grade bicycle rail;

(n) 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.

(o) Electrical infrastructure to ensure all car parking areas are 'electric vehicle ready', including:

  (i) One or more distribution boards within each car parking basement level, with capacity to supply 1 x 7kW (32amps) electric vehicle charger for each parking space.
  (ii) A scalable load management system to ensure that electric vehicles are only charged when the building electrical load is below the nominated peak demand.

(p) An updated 3D model of the development and its surrounds in conformity with the Department of Environment, Water, Land and Planning Infrastructure Advisory Note – 3D Digital Modelling;

<u>Reports and Plans</u>

(q) Any changes required by the amended Sustainable Management Plan at Condition 7;

(r) Any changes required by the amended Acoustic Report at Condition 9;

(s) Any changes required by the amended Landscape Plan at Condition 13;

(t) Any changes required by the amended Wind Report at Condition 15;

(u) Any changes required by the amended Waste Management Plan at Condition 17; and

(v) Any changes required by the Green Travel Plan at Condition 25.

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

3. 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.

4. 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.

5. 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 and upper level 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 schedule and coloured drawings outlining colours, materials and finishes including:
        (i) Glazing materials used on all external walls must be of a type that does not reflect more than 20% of visible light, when measured at an angle of 90 degrees to the glass surface.

6. As part of the ongoing consultant team, Cera Stribley 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.

    <u>Sustainable Management Plan</u>

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 Ark resources and dated 27 July 2021, but modified to include or show
    (a) Revise daylight modelling with internal reflectance levels reduced to 70-80% instead of the 94% currently used for ceiling and wall reflectance.
    (b) Consider a target of 7-stars NatHERS should be set to ensure the apartments are future-proofed for climate change AND pending NCC improvements. Preliminary NatHERS modelling should be provided to support.
    (c) Confirm post-development stormwater flows will not exceed pre-development levels.
    (d) Confirm the inclusion of key products and materials (extent by weight or cost) which contain post-consumer content (i.e. bulk insulation) or are recycled (i.e. bricks).
    (e) Confirm strategy to reduce embodied carbon impacts associated with steel and concrete. These are often linked to procurement from sustainable producer and incorporating recycled aggregates where possible.
    (f) Confirm best-practice approach to PVC materials and products.
    (g) Clarify location of surrounding car-share facilities, and include within Green Travel Plan / Building Users Guide.

(h) Provide a Green Travel Plan to support sustainable transport for the commercial component, or ensure information around transport/EV/car share is included within the BUG and made available to all building occupants.
(i) Amend plans of bin store rooms in WMP to indicate bin-type and provision.
(j) Amend the landscape plan to include cross-sections, or annotations confirming soil volumes and depths in line with the requirements from the updated Better Apartment Design Standards (BADS). Consider provision of Green Factor Tool submission.
(k) Provide a statement as to how the design mitigates urban heat island effect, and consider increasing ground level climbing vegetation and opting for lighter external colours to assist.
(l) Confirm all building services will be tuned and commissioned as per manufacturers requirements
(m) Confirm provision of a Building Users Guide detailing sustainable design and operation of the building.

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

Acoustic Report

9. Before the use and/or 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 Acoustic Logic and dated 27 September 2021, but modified to include or show:
   (a) Glazing be reviewed, and upgraded if necessary, to ensure that internal noise criteria nominated in the City of Yarra document 'Guidelines – managing noising impacts in urban development', October 2019 are met. These are:
      (i) Average traffic noise levels not to exceed 40 dBA Leq,16h in all habitable rooms and 35 dBA Leq,8h in bedrooms and
      (ii) Loudest hour of road traffic noise is not to exceed 45 dBA $L_{eq,1h}$ in habitable rooms from 7 am to 10 pm, and 40 dBA $L_{eq,1h}$ in bedrooms from 10 pm to 7 am the following morning (as currently provided).

   (b) Review of all acoustically significant mechanical plant and equipment be conducted during the detailed design phase, including plant serving communal and commercial areas, and balcony mounted condenser units, to ensure that the equipment complies with the Victorian EPA Noise Protocol and Noise Control Guidelines. If equipment has potential to impact sensitive receivers in the south side of the development, or existing dwellings to the south, additional background noise measurements should be undertaken to determine noise limits for these locations.
   (c) Advice be provided in the report for managing airborne and structureborne noise (e.g. from patrons, music operation of the commercial kitchen and movement of furniture) to ground and first floor apartments in proximity to the café.
   (d) Advice be provided in the report for addressing impact generated noise from the proposed roof terrace to Level 5 apartments below and the ground floor communal area to adjoining bedrooms, with the glazing to be reviewed and/or upgraded.
   (e) To control airborne noise to the apartments below, it is also suggested that the terrace is not used after 10pm Sunday to Thursday and 11pm Friday and Satuerday.

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

11. Following completion of the development, and prior to its occupation and commencement of use, a post development Acoustic Report to the satisfaction of the responsible authority must be submitted to, and be approved by, the responsible authority. The post development Acoustic Report must be prepared by a suitably qualified acoustic engineer and must review all mechanical plant associated including car park entry with the proposal for compliance with the endorsed Acoustic Report. When approved, the post development Acoustic Report will be endorsed and will then form part of this permit.

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

Landscape Plan

13. Concurrent with the submission of plans under Condition 1, an amended Landscape Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Landscape Plan will be endorsed and will form part of this permit. The amended Landscape Plan must be generally in accordance with the Landscape Plan prepared by Eckersley Garden Architecture and dated 23 July 2021, but modified to include or show:
    (a) Plant schedule must include, installation pot size, width x height of species at maturity, and plant numbers for each species. Plant species selection needs to consider the relevant overlays (SLO or ESO), the 'Advisory list of environmental weeds in Victoria' and the provision of native species to foster local fauna and biodiversity.

    (b) The planting plan(s) must show the plant numbers for each species for each location, including labelling of the trees. The legend is missing a deciduous tree symbol despite more than one deciduous species being proposed in the plan, and there is no symbol for the type of container or planter box.

    (c) Detail drawings for elements such as furniture and planters are required – showing dimensions, drainage, lining, materials and growing media. Volumes of growing media need to be adequate for the plant species proposed and for trees this needs to meet the requirements noted above for adequae soil volume.

    (d) Provide notes on proposed irrigation, including source of water and location of irrigation control units or reference other drawings.

    (e) Provide a maintenance schedule, including task details and frequency; for multi-storey developments and planting, maintenance access will need to be provided for.

    (f) Additional vertical greening, in particualr to the Queens Parade façade.

    (g) Loading bearing weights for the building structure also need to be checked by a suitably qualified structural engineer against the saturated bulk density of soil media, planter box and plant mass being proposed

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

    to the satisfaction of the Responsible Authority.

Wind

15. Before the use and/or development commences, an amended Wind Assessment to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Wind Assessment will be endorsed and will form part of this permit. The amended Wind Assessment must be generally in accordance with the Wind Assessment prepared by MEL Consultants and dated 17 September 2020, but modified to include or show:

    (a) assess the wind conditions at the communal terrace and private courtyards.

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

Waste

17. 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 25 October June 2021, but modified to include or show:

    (a) More information on how hard waste is to be managed. Council hard waste collections are based on Kerbside placement of hard waste, collections from within private property must be provided by a private contractor.

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

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

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

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

Design and Detail Plan

22. Within six (6) months of the development commencing, detailed engineering and landscaping plans showing adjacent streetscape and public realm to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority and at the full cost of the owner showing, including but not limited to, the following:
    (a) the location of all existing and proposed infrastructure on footpath like drainage pits, electricity poles, street signs, parking metres, parking numbers, outstands, trees etc. If any of this infrastructure is proposed to be relocated show the proposed new locations.
    (b) All existing and proposed levels and surface gradsign.
    (c) the location of existing power poles/lights to ensure complete coordination with the location and number of new street trees.

Streetscape and Public Realm Improvement Plan

23. Before the development commences, or by such later date as approved in writing by the Responsible Authority, a Streetscape and Public Realm Improvement plan for the development to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority, including, but not limited to, the following streetscape improvements:
    (a) Landscaping, seating and bike hoops.
    (b) All pavements reinstated as asphalt footpaths with bluestone kerb and channels to match existing for the full length of the site as *per City of Yarra's Infrastructure – Road Materials Policy*.
    (c) All paving must be compliant with Australian Standards for slip resistance and DDA.
    (d) Details of any re-located street infrastructure.
    (e) Details of pedestrian kerb crossing.
    (f) Details of the materiality of outstands including permeable surface finishes, drainage, and landscaping.
    (g) Before the development is commenced, or by such later date as approved in writing by the Responsible Authority, the owner is to amend levels to ensure the grade of the footpath is gradual and DDA compliant.
    (h) Internal finished floor levels (FFL) must be aligned to the proposed DDA compliant footpath levels at the interface with the property boundary.
    (i) Footpaths an any paving adjacent to the site may need to be reinstated to ensure the grade of the footpath and the paving are gradual and DDA compliant at the full cost of the owner.

24. Before the building is occupied, all works (including landscaping) to the public realm as shown in the plans approved under conditions 22 and 23, must be fully constructed and completed:
    (a) at the permit holder's cost; and
    (b) to the satisfaction of the Responsible Authority

Green Travel Plan

25. Before the development is occupied, 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 or show:
    (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;

(j) Electric Vehicle (EV) charging facilities for 5% of the developments car parking spaces.
(k) Provision for the remainder of car parking spaces to be made EV ready. The following must be installed for this purpose:
    (i) One or more distribution boards within each car parking basement level, with capacity for the future installation of 2 pole Residual Current Circuit Breakers with Overcurrent Protection (RCBOs) sufficient to supply 1 x 7kW (32amps) electric vehicle charger for each parking space;
    (ii) A scalable load management system, to ensure electric vehicles are only charged when the building electrical load is below the nominated peak demand. Building electrical peak demand calculations can therefore be undertaken using the assessment methodology (AS/NZS3000:2018, clause 2.2.2.b.i), thus not increasing building electrical peak demand requirements beyond business as usual;
    (iii) Wiring from the main switchboard to the distribution boards, and cable tray to hold future individual outgoing circuits to electric vehicle chargers;
    (iv) Electric vehicle bays located in highly visible, priority locations, to ensure tenants are aware, encouraged and have an incentive to shift to an EV. Bays are marked as 'EV Ready' even where no chargers are yet installed to communicate the users that they are able to relatively easily able to transition to an EV.
(l) Provisions for the Green Travel Plan to be updated not less than every five years.

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

Car Parking

27. 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
(c) endorsed plans;
(d) treated with an all-weather seal or some other durable surface; and line-marked or provided with some adequate means of showing the car parking spaces; 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, external lighting capable of illuminating the pedestrian, bicycle and vehicular entrances provided within the property boundary. Lighting must be:
(a) located;
(b) directed;
(c) shielded; and
(d) of limited intensity,

to the satisfaction of the Responsible Authority.

General

29. The amenity of the area must not be detrimentally affected by the 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,
(d) ash, dust, waste water, waste products, grit or oil, or
(e) the presence of vermin.

30. 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.

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

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

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

34. The development must at all times comply with the noise limits specified in the Environment Protection Regulations under the Environment Protection Act 2017 and the incorporated Noise Protocol (Publication 1826.4, Environment Protection Authority, May 2021).

Road Infrastructure

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

36. 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 street frontage must be reconstructed (including kerb and channel):
(a) at the permit holder's cost; and
(b) to the satisfaction of the Responsible Authority.

37. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the footpath and kerb and channel to all street frontages must be reconstructed:
(a) at the permit holder's cost; and
(b) to the satisfaction of the Responsible Authority.

38. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, any damage to Council infrastructure resulting from the development must be reinstated, including the reconstruction of the footpaths along both the Gore Street and Argyle frontages:
(a) in accordance with Council's Road Materials Policy;
(b) at the permit holder's cost; and
(c) to the satisfaction of the Responsible Aithority.

39. 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 (including trenching and excavation for utility service connections) must be reinstated:
    (a) at the permit holder's cost;
    (b) to the satisfaction of the Responsible Authority.

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

41. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, any redundant vehicular crossing / the existing kerb extension along the property's street frontages 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.

42. 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;
    (b) to the satisfaction of the Responsible Authority.

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

44. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the proposed bench seating on the Gore Street frontage is to be installed:
    (a) at the permit holder's cost;
    (b) to the satisfaction of the Responsible Authority.

Development Infrastructure Levy

45. Prior to the commencement of the development, the Development Infrastructure Levy must be paid to Yarra City Council in accordance with the approved Development Contributions Plan, or the Owner must enter into an agreement with Yarra City Council to pay the Development Infrastructure Levy within a time specified in the agreement.

Community Infrastructure Levy

46. Prior to the issue of a building permit, the Community Infrastructure Levy must be paid to Yarra City Council in accordance with the approved Development Contributions Plan, or the Owner must enter into an agreement with Yarra City Council to pay the Community Infrastructure Levy within a time specified in the agreement.

Construction Management Plan

47. 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) 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:
    (viii) using lower noise work practice and equipment;
    (ix) the suitability of the land for the use of an electric crane;
    (x) silencing all mechanical plant by the best practical means using current technology;
    (xi) fitting pneumatic tools with an effective silencer;
    (xii) 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.

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

49. 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.

Tree Protection

50. Before the use and/or development commences, an amended Tree Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Tree Management Plan will be endorsed and will form part of this permit. The amended Tree Management Plan must be generally in accordance with the report prepared by Liam Costello and dated 28 May 2021, but modified to include (or show):
(a) Any additional detail as may be required subject to changes required by condition 1;
(b) the protection of trees on adjoining land to the south:
    (i) pre-construction;
    (ii) during construction; and
    (iii) post construction
(c) the provision of any barriers;
(d) any pruning necessary; and
(e) watering and maintenance regimes,

to the satisfaction of the Responsible Authority.

S173 Agreement

51. Prior to the occupation of the building, the owner of the land must enter into an agreement with the Department of Environment, Land, Water and Planning (DELWP) pursuant to Section 138A (11) of the Land Act 1958 for the elements of the approved development that project more than 300mm beyond the land's Queens Parade street boundary (i.e. the main entry canopy with landscaping), to indemnify the Crown in relation to any claim or liability arising from projections within the respective road reserves. This condition does not apply where written confirmation is obtained from DELWP that the above agreement is not required.

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

Expiry

53. 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 thew date of this permit.

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

Notes

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

A building permit 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. Drainage infrastructure in Queens Parade is the responsibility of VicRoads, and their approval is required for the Legal Point of Discharge connection from the site.

In relation to the Legal Point of Discharge of the site, the applicant should avoid discharge into laneway at south west corner of development if possible.

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.

All future residents/staff within the development approved under this permit will not be permitted to obtain 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.

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.

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.

An overland flow flood risk assessment should be undertaken by the applicant to determine if property entry points will be impacted by flooding due to severe (1 in 100) storm events. This area has a history of localised flooding.

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

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.

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.

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.

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
1.

Attachments

1 PLN21/0554 - 15 - 33 Queens Parade Clifton Hill - Sketch Plans - Set of Plans

2 PLN21/0554 - 15 - 33 Queens Parade Clifton Hill - Sketch Plans - Statement of Changes

3 PLN21/0554 - 15-33 Queens Parade, Clifton Hill - All referral comments

Attachment 1 - PLN21/0554 - 15 - 33 Queens Parade Clifton Hill - Sketch Plans - Set of Plans

15-33 QUEENS PARADE, CLIFTON HILL 3068

DRAWING LIST - TP DESIGN

Sheet Number	Sheet Name
0000 EARLY WORKS	
TP.0000	DRAWING LIST
0100 EXISTING CONDITIONS	
TP.0100	EXISTING SITE PLAN
0200 EARLY WORKS	
TP.0200	DEMOLITION PLAN
TP.0210	DEMOLITION ELEVATION - NORTH
TP.0211	DEMOLITION ELEVATION - EAST
TP.0212	DEMOLITION ELEVATION - SOUTH
TP.0213	DEMOLITION ELEVATION - WEST
1000 GENERAL ARRANGEMENT	
TP.1000	PROPOSED SITE PLAN
TP.1090	BASEMENT 02 PLAN
TP.1091	BASEMENT 01 PLAN
TP.1100	GROUND FLOOR PLAN
TP.1101	LEVEL 01 PLAN
TP.1102	LEVEL 02 PLAN
TP.1103	LEVEL 03 PLAN
TP.1104	LEVEL 04 PLAN
TP.1105	LEVEL 05 PLAN
TP.1110	ROOF PLAN
2000 ELEVATIONS	
TP.2000	STREETSCAPE ELEVATION
TP.2100	NORTH ELEVATION
TP.2101	EAST ELEVATION
TP.2102	SOUTH ELEVATION
TP.2103	WEST ELEVATION
TP.2200	NORTH ELEVATIONS - DETAIL
3000 SECTIONS	
TP.3000	BUILDING SECTION A-A
TP.3001	BUILDING SECTION B-B
TP.3002	BUILDING SECTION C-C
TP.3003	BUILDING SECTION D-D
TP.3004	BUILDING SECTION E-E
TP.3005	BUILDING SECTION F-F
TP.3006	BUILDING SECTION G-G
TP.3007	BUILDING SECTION H-H

DRAWING LIST - TP DESIGN

Sheet Number	Sheet Name
TP.3010	POWER LINES - SAG & SWAY SECTIONS
TP.3050	DETAIL SECTIONS
TP.3100	OVERLOOKING SECTION 01
TP.3101	OVERLOOKING SECTION 02
TP.3102	OVERLOOKING SECTION 03
4000 OVERLOOKING PLANS	
TP.4000	OVERLOOKING PLAN - GROUND FLOOR
TP.4001	OVERLOOKING PLAN - LEVEL 01
TP.4002	OVERLOOKING PLAN - LEVEL 02
TP.4003	OVERLOOKING PLAN - LEVEL 03
TP.4004	OVERLOOKING PLAN - LEVEL 04
TP.4005	OVERLOOKING PLAN - LEVEL 05
5000 INTERIORS / TYPOLOGIES	
TP.5000	1 BED TYPOLOGIES_01
TP.5010	2 BED TYPOLOGIES_01
TP.5011	2 BED TYPOLOGIES_02
TP.5012	2 BED TYPOLOGIES_03
TP.5013	2 BED TYPOLOGIES_04
TP.5014	2 BED TYPOLOGIES_05
TP.5020	3 BED TYPOLOGIES_01
TP.5021	3 BED TYPOLOGIES_02
TP.5022	3 BED TYPOLOGIES_03
TP.5023	3 BED TYPOLOGIES_04
8000 SHADOW STUDY	
TP.8000	SHADOW STUDY - 9AM
TP.8001	SHADOW STUDY - 10AM
TP.8002	SHADOW STUDY - 11AM
TP.8003	SHADOW STUDY - 12PM
TP.8004	SHADOW STUDY - 1PM
TP.8005	SHADOW STUDY - 2PM
TP.8006	SHADOW STUDY - 3PM
9000 OTHERS	
TP.9000	DIAGRAM - DDO HEIGHT LIMIT

CERA STRIBLEY

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NOTES
Do not scale. Contractor must verify all dimensions on site before commencing any work or preparing shop drawings which must be approved by the architect before manufacture. Any extra or altered work shown on this drawing must be claimed and approved before proceeding.

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REV	DATE	REVISION	BY	CHK
-	07.04.2021	ISSUED FOR PRE APP	DC	DC
A	26.07.2021	TOWN PLANNING	DC	DC
B	29.09.2021	TOWN PLANNING - RR	DC	DC
C	09.04.2022	TOWN PLANNING - RR 2	DC	DC
D	12.05.2022	TOWN PLANNING - RR 3	JC	JC

REV	DATE	REVISION	BY	CHK

PROJECT
QUEENS PARADE
15-33 QUEENS PARADE, CLIFTON HILL 3068
MIXED USE DEVELOPMENT

DRAWING STATUS
TOWN PLANNING

JOB N°	2113
REVISION N°	D
DATE	12.05.2022
SCALE	@ A1
DRAWN BY	DC
CHECKED BY	DC

DRAWING TITLE
DRAWING LIST

TP.0000

Attachment 1 - PLN21/0554 - 15 - 33 Queens Parade Clifton Hill - Sketch Plans - Set of Plans

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B	03.03.2022	TOWN PLANNING - RFI 2	DC	DC
C	12.04.2022	TOWN PLANNING - RFI 3	JC	JC

REV	DATE	REVISION	BY	CHK

PROJECT
QUEENS PARADE
15-33 QUEENS PARADE, CLIFTON HILL 3068
MIXED USE DEVELOPMENT

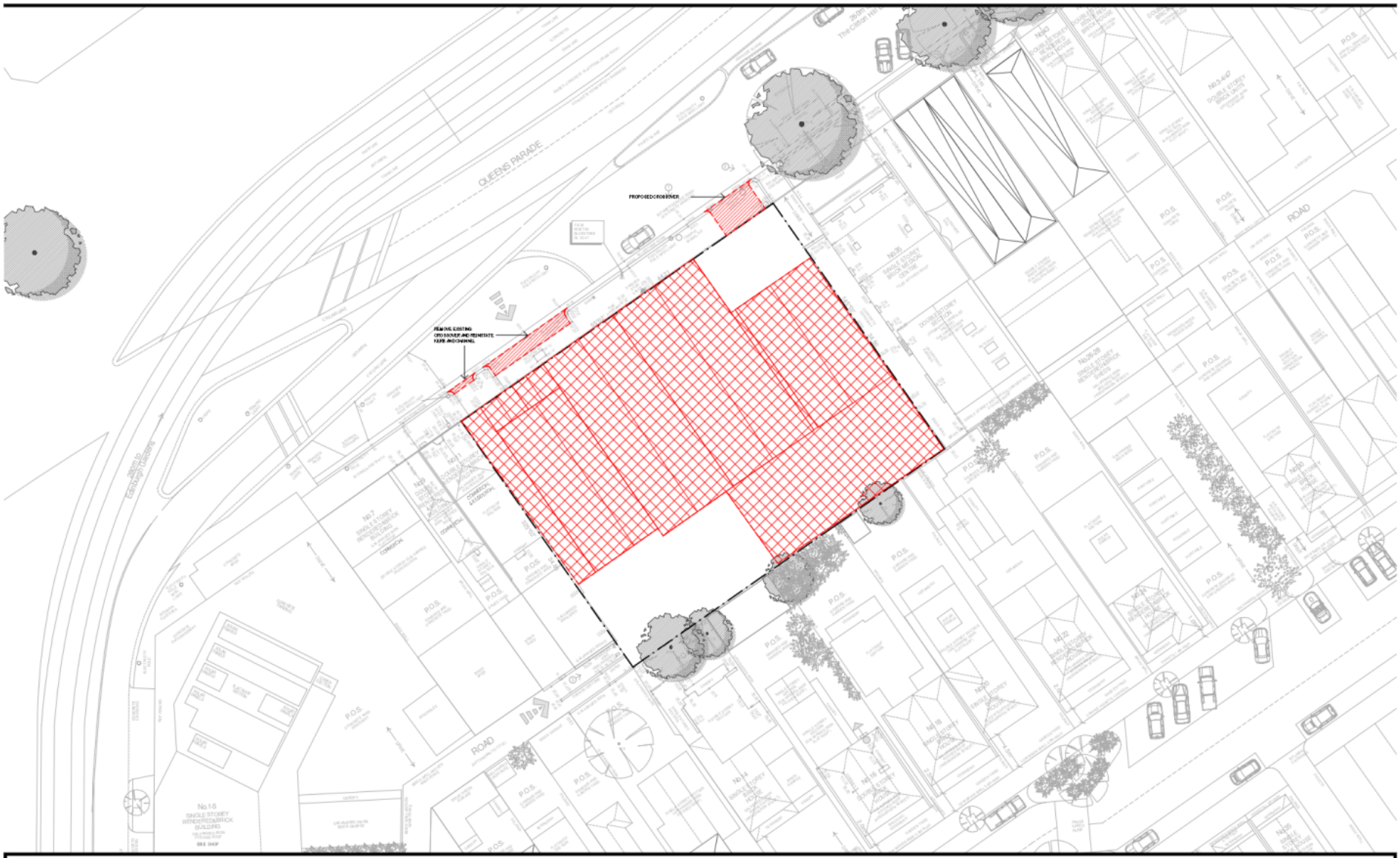
DRAWING STATUS
~~SCHEMATIC DESIGN~~

JOB N°	2113
REVISION N°	C
DATE	12.03.2022
SCALE	1 : 200 @ A1
DRAWN BY	Author
CHECKED BY	Checker

DRAWING TITLE
~~EXISTING SITE PLAN~~

~~TP.0100~~

Attachment 1 - PLN21/0554 - 15 - 33 Queens Parade Clifton Hill - Sketch Plans - Set of Plans



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B	03.03.2022	TOWN PLANNING - RFI 2	DC	DC
C	02.04.2022	TOWN PLANNING - RFI 3	JC	JC

PROJECT
QUEENS PARADE
15-33 QUEENS PARADE, CLIFTON HILL 3068
MIXED USE DEVELOPMENT

DRAWING STATUS
TOWN PLANNING

DRAWING TITLE
DEMOLITION PLAN

JOB N°	21113
REVISION N°	C
DATE	12.03.2022
SCALE	1:200 @ A1
DRAWN BY	DC
CHECKED BY	DC

TP.0200

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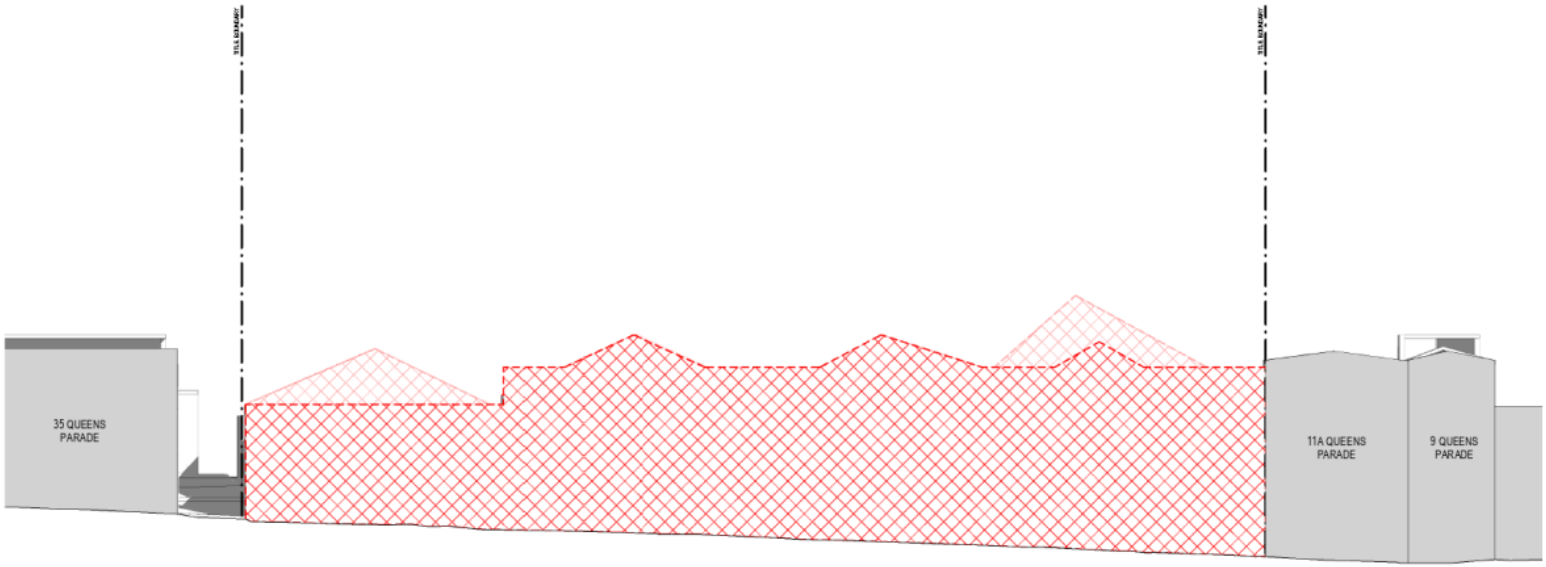

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C	12.04.2022	TOWN PLANNING - RR 3	JC	JC

REV	DATE	REVISION	BY	CHK

PROJECT
QUEENS PARADE
15-33 QUEENS PARADE, CLIFTON HILL 3068
MIXED USE DEVELOPMENT

DRAWING STATUS
TOWN PLANNING

JOB N°	2113
REVISION N°	C
DATE	12.03.2022
SCALE	1 : 100 @ A1
DRAWN BY	FJ
CHECKED BY	DC

DRAWING TITLE
DEMOLITION ELEVATION - NORTH TP.0210

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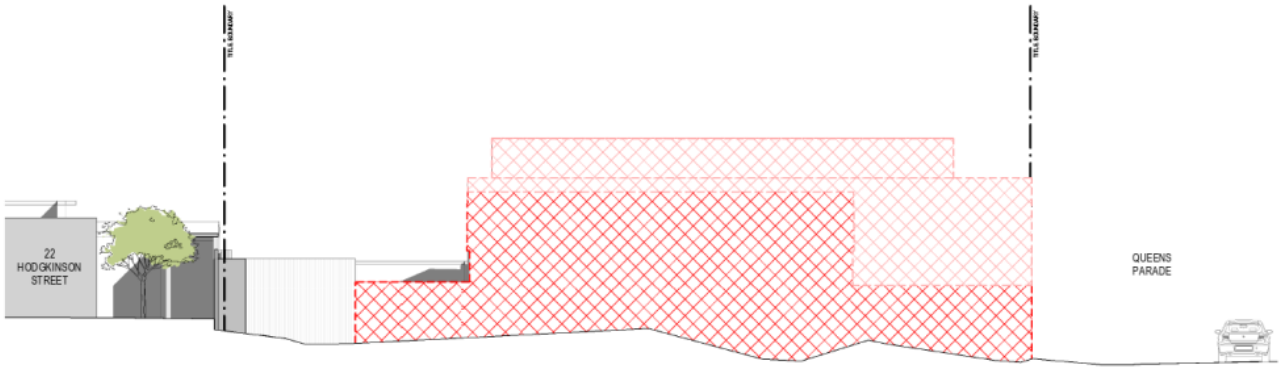

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C	12.04.2022	TOWN PLANNING - RFI 3	JC	JC

REV	DATE	REVISION	BY	CHK

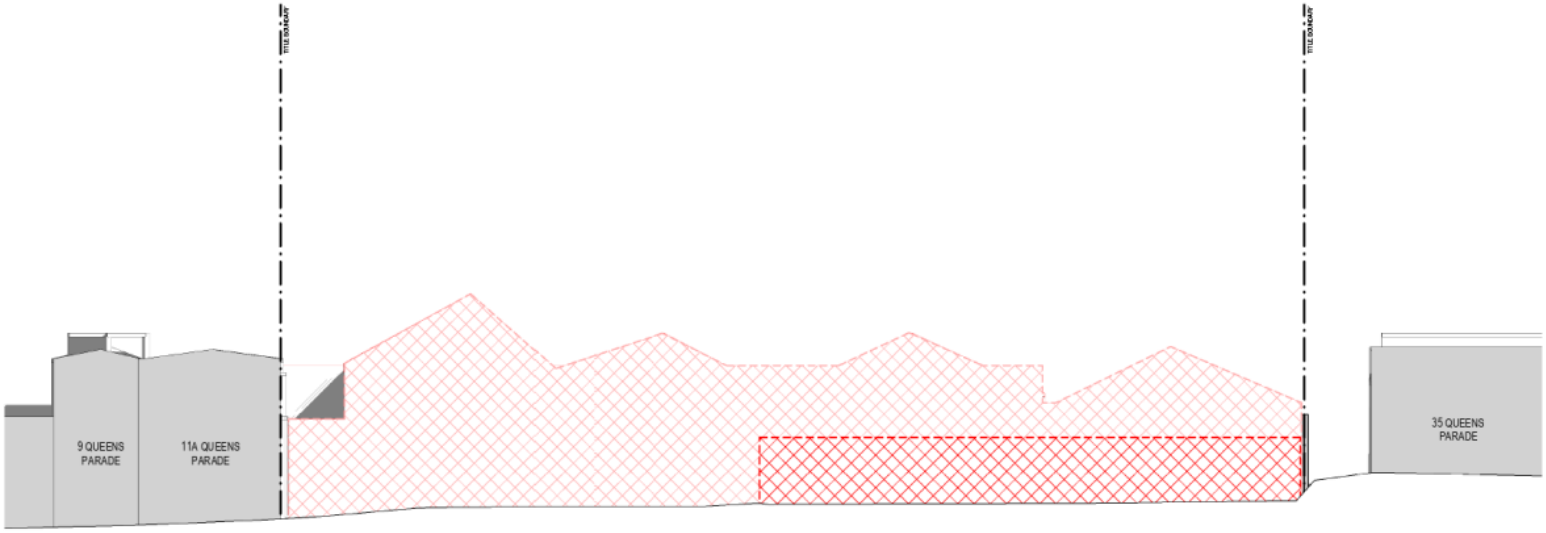
PROJECT
QUEENS PARADE
15-33 QUEENS PARADE, CLIFTON HILL 3068
MIXED USE DEVELOPMENT

DRAWING STATUS
TOWN PLANNING

JOB N°	2113
REVISION N°	C
DATE	12.03.2022
SCALE	1 : 100 @ A1
DRAWN BY	FJ
CHECKED BY	DC

DRAWING TITLE
DEMOLITION ELEVATION - EAST TP.0211

Attachment 1 - PLN21/0554 - 15 - 33 Queens Parade Clifton Hill - Sketch Plans - Set of Plans



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C	12.04.2022	TOWN PLANNING - RFI 3	JC	JC

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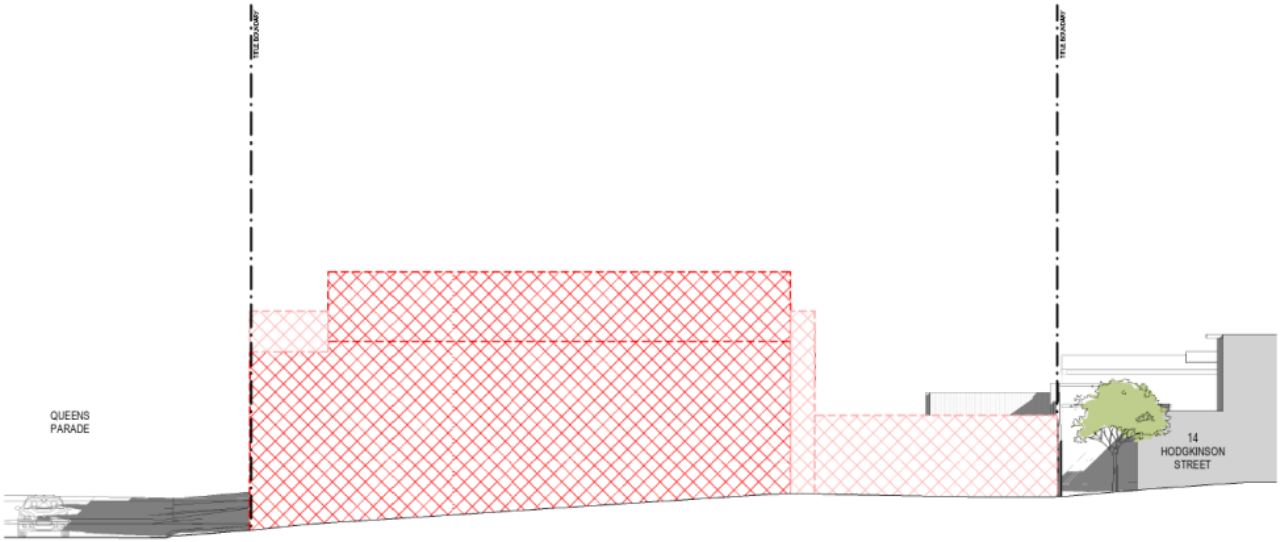
MIXED USE DEVELOPMENT

DRAWING STATUS
TOWN PLANNING

JOB N°	2113
REVISION N°	C
DATE	12.03.2022
SCALE	1 : 100 @ A1
DRAWN BY	FJ
CHECKED BY	DC

DRAWING TITLE
DEMOLITION ELEVATION - SOUTH TP.0212

Attachment 1 - PLN21/0554 - 15 - 33 Queens Parade Clifton Hill - Sketch Plans - Set of Plans



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C	12.04.2022	TOWN PLANNING - RFI 3	JC	JC

REV	DATE	REVISION	BY	CHK

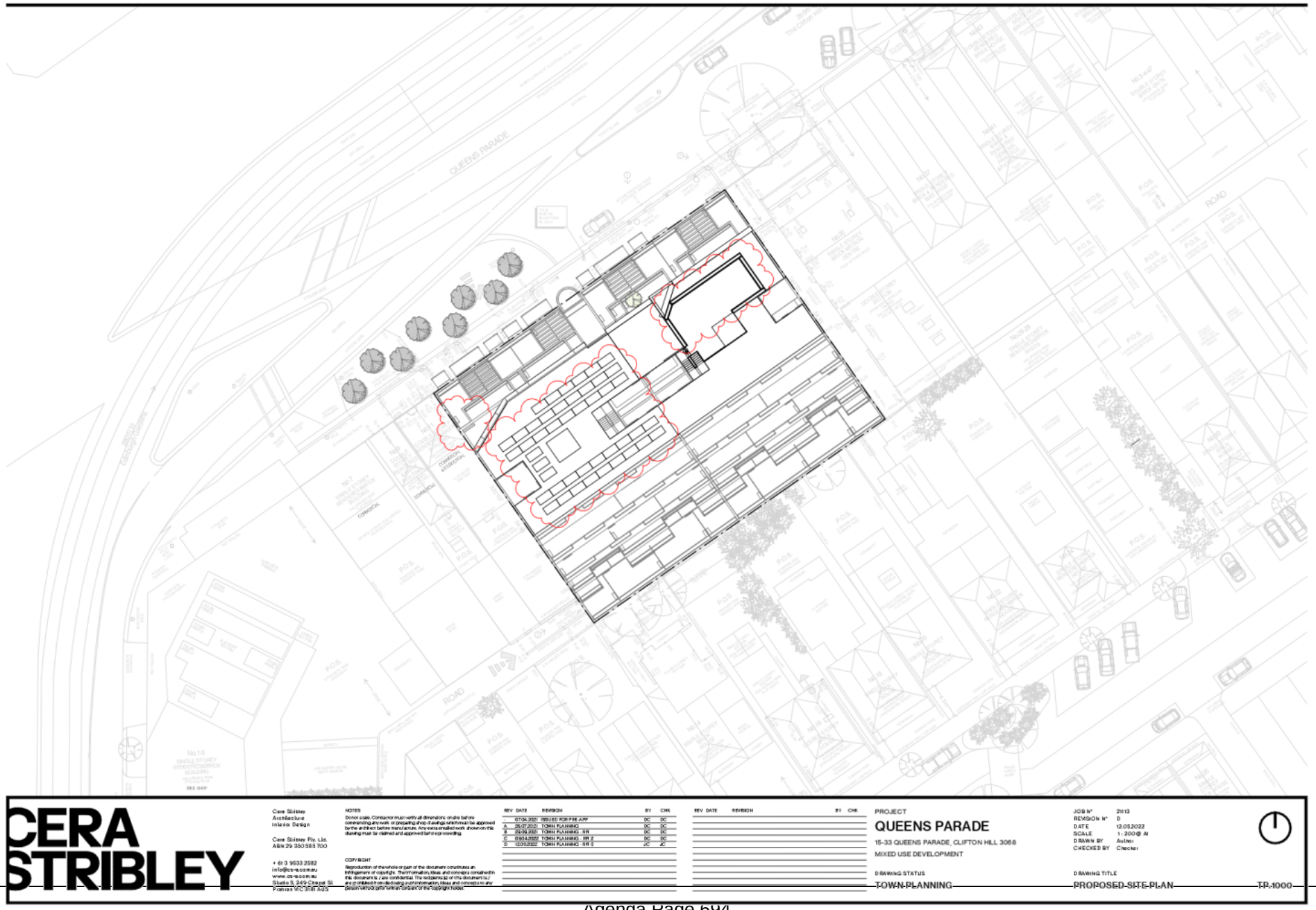
PROJECT
QUEENS PARADE
15-33 QUEENS PARADE, CLIFTON HILL 3068
MIXED USE DEVELOPMENT

DRAWING STATUS
TOWN PLANNING

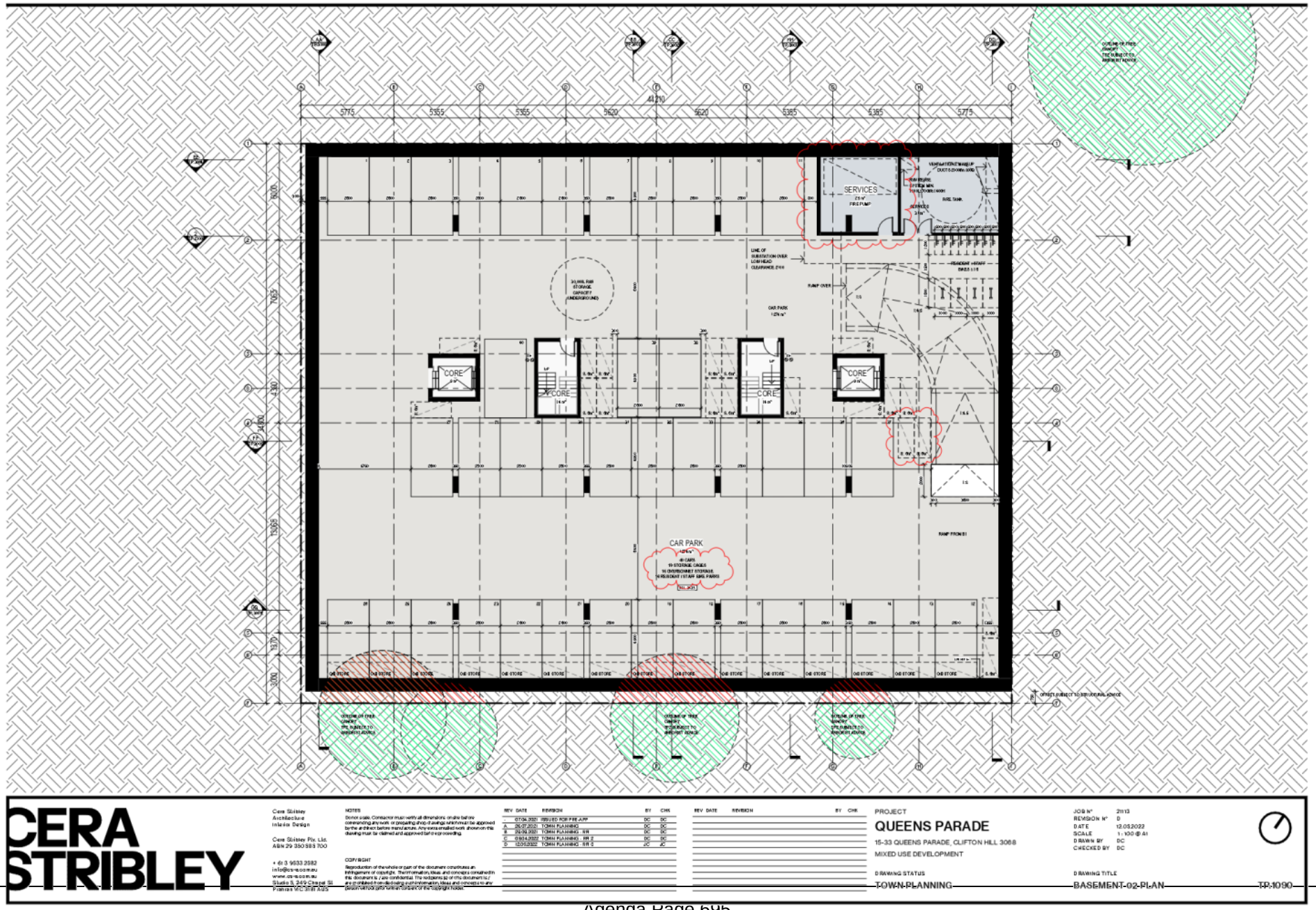
JOB N°	2113
REVISION N°	C
DATE	12.03.2022
SCALE	1 : 100 @ A1
DRAWN BY	FJ
CHECKED BY	DC

DRAWING TITLE
DEMOLITION ELEVATION - WEST TP.0213

Attachment 1 - PLN21/0554 - 15 - 33 Queens Parade Clifton Hill - Sketch Plans - Set of Plans



Attachment 1 - PLN21/0554 - 15 - 33 Queens Parade Clifton Hill - Sketch Plans - Set of Plans



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C	01.04.2022	TOWN PLANNING - RFI 2	DC	DC
D	12.05.2022	TOWN PLANNING - RFI 3	JC	JC

REV	DATE	REVISION	BY	CHK

PROJECT
QUEENS PARADE
15-33 QUEENS PARADE, CLIFTON HILL 3068
MIXED USE DEVELOPMENT

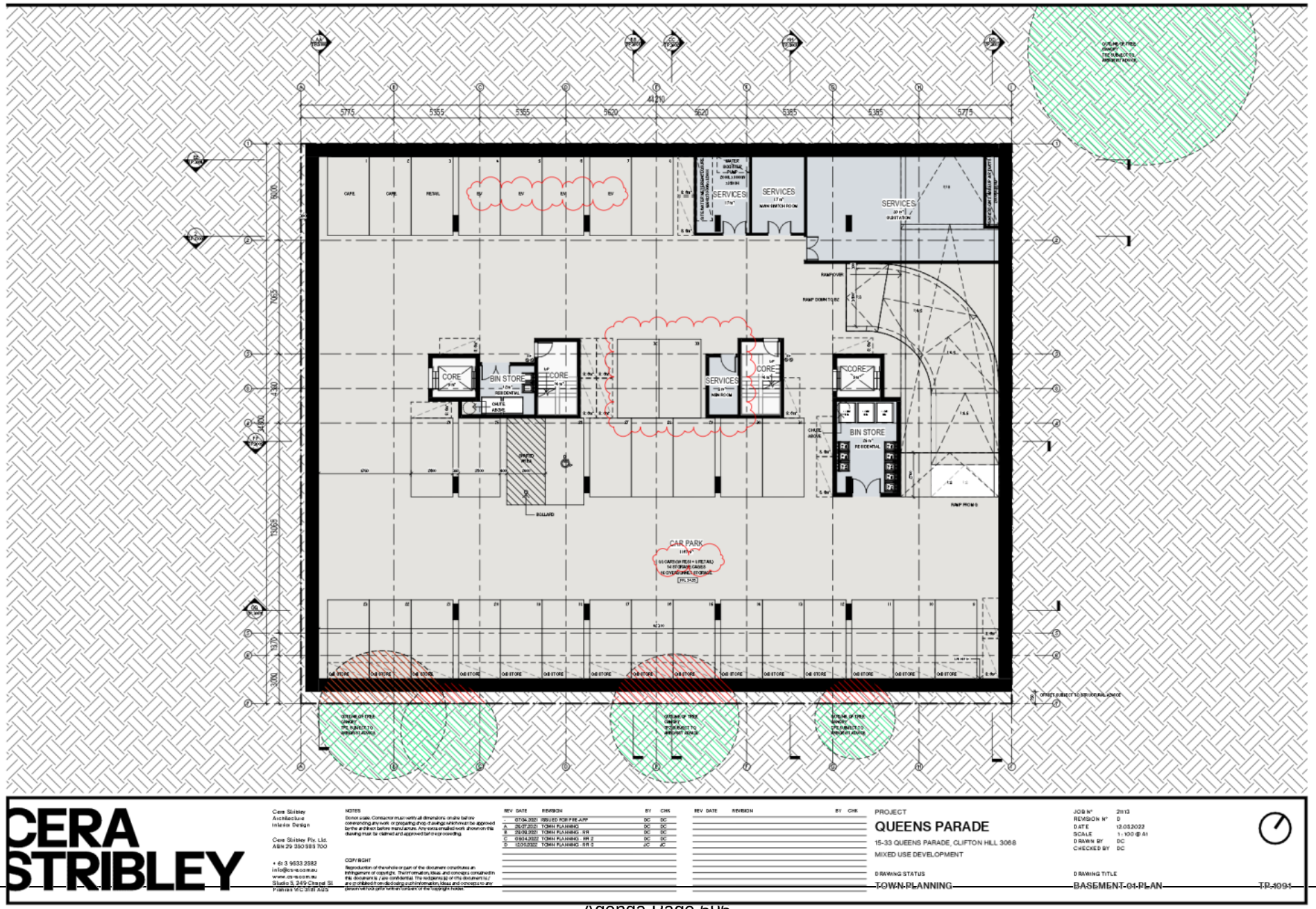
DRAWING STATUS
TOWN PLANNING

JOB N°	2113
REVISION N°	D
DATE	12.05.2022
SCALE	1 : 100 @ A1
DRAWN BY	DC
CHECKED BY	DC

DRAWING TITLE
BASEMENT 02 PLAN

TP.1090

Attachment 1 - PLN21/0554 - 15 - 33 Queens Parade Clifton Hill - Sketch Plans - Set of Plans



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D	12.05.2022	TOWN PLANNING - RFI 3	JC	JC

REV	DATE	REVISION	BY	CHK

PROJECT
QUEENS PARADE
15-33 QUEENS PARADE, CLIFTON HILL 3068
MIXED USE DEVELOPMENT

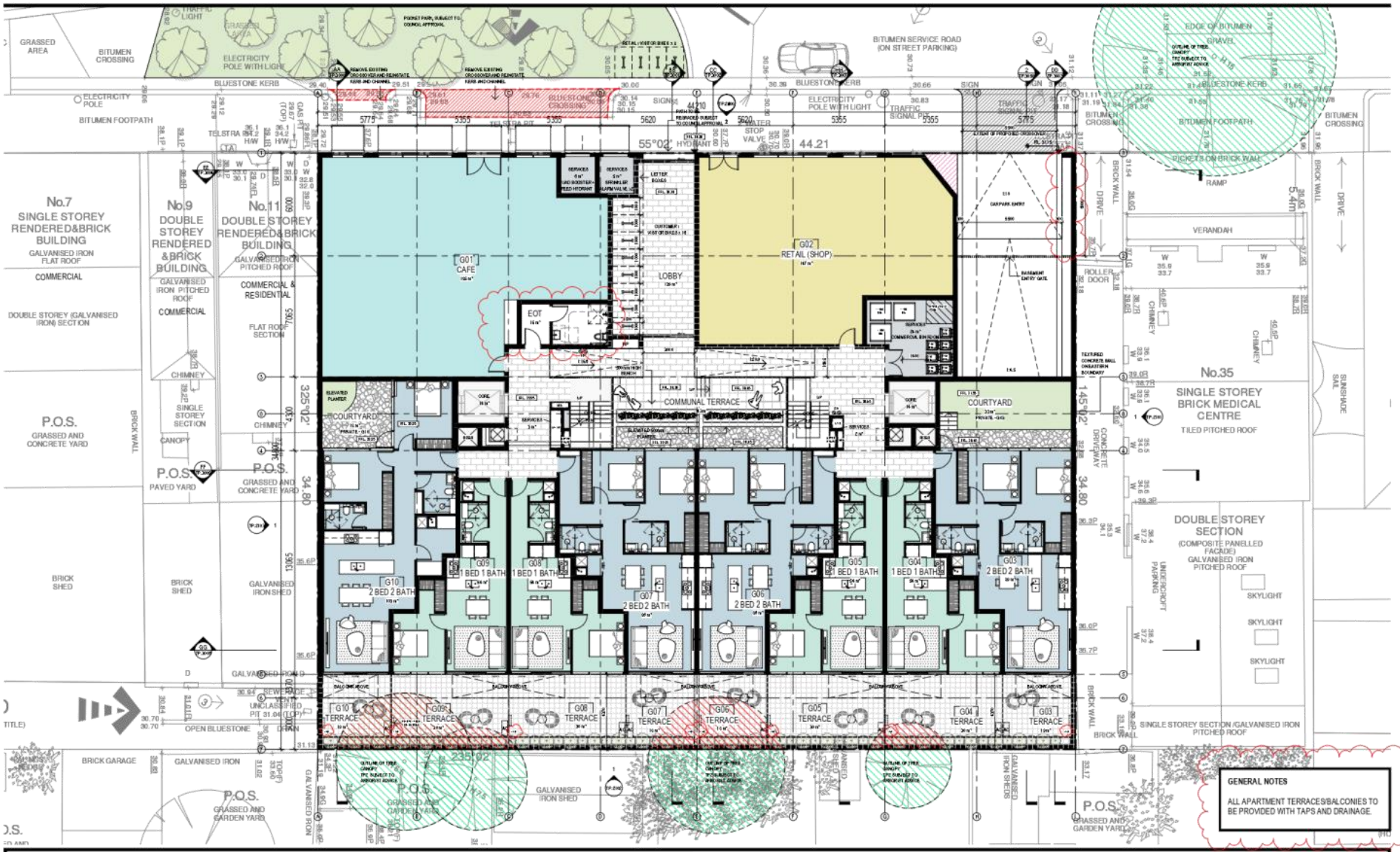
DRAWING STATUS
TOWN PLANNING

JOB N°	2113
REVISION N°	D
DATE	12.05.2022
SCALE	1 : 100 @ A1
DRAWN BY	DC
CHECKED BY	DC

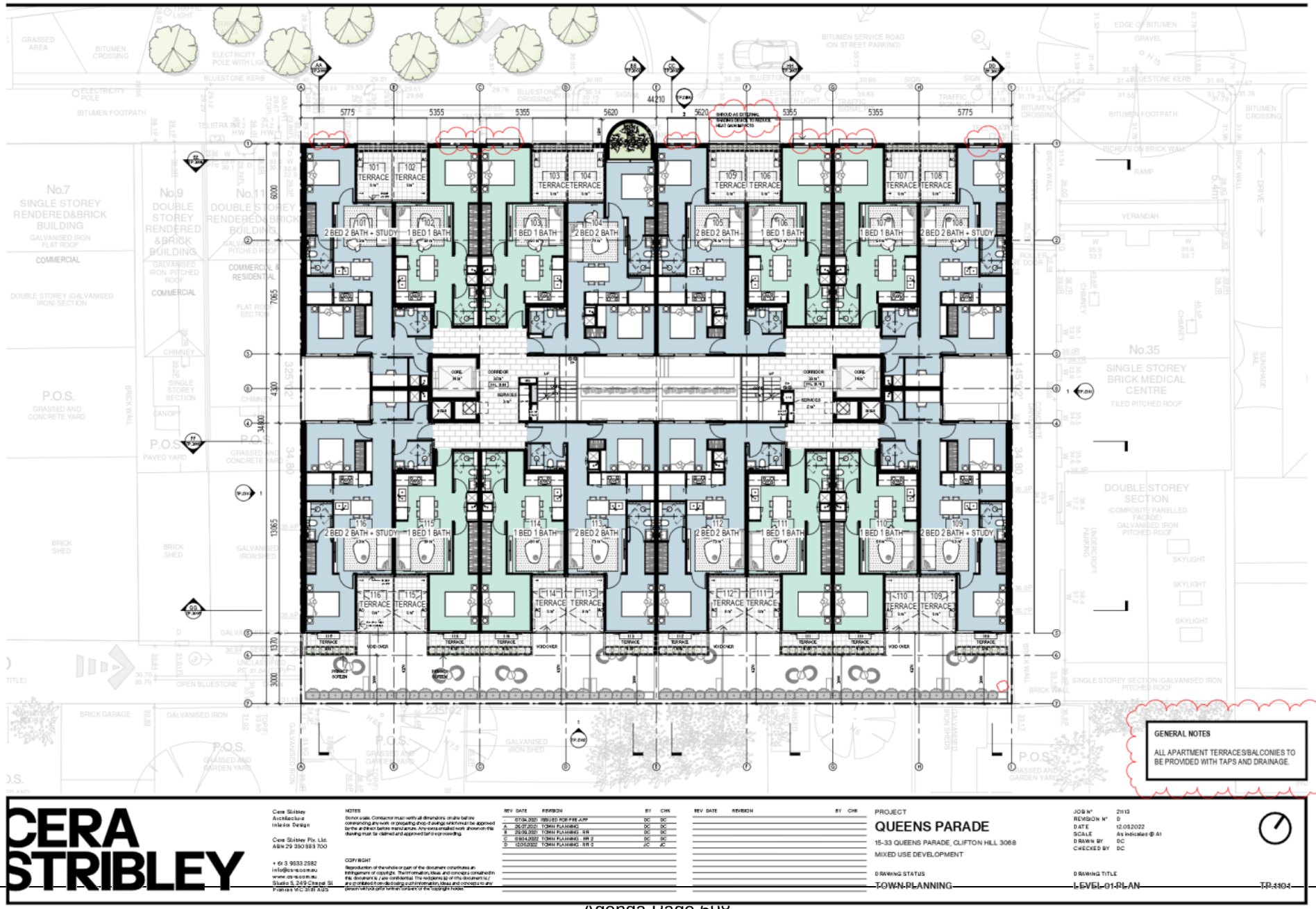
DRAWING TITLE
BASEMENT 01 PLAN

TP-1091

Attachment 1 - PLN21/0554 - 15 - 33 Queens Parade Clifton Hill - Sketch Plans - Set of Plans



Attachment 1 - PLN21/0554 - 15 - 33 Queens Parade Clifton Hill - Sketch Plans - Set of Plans



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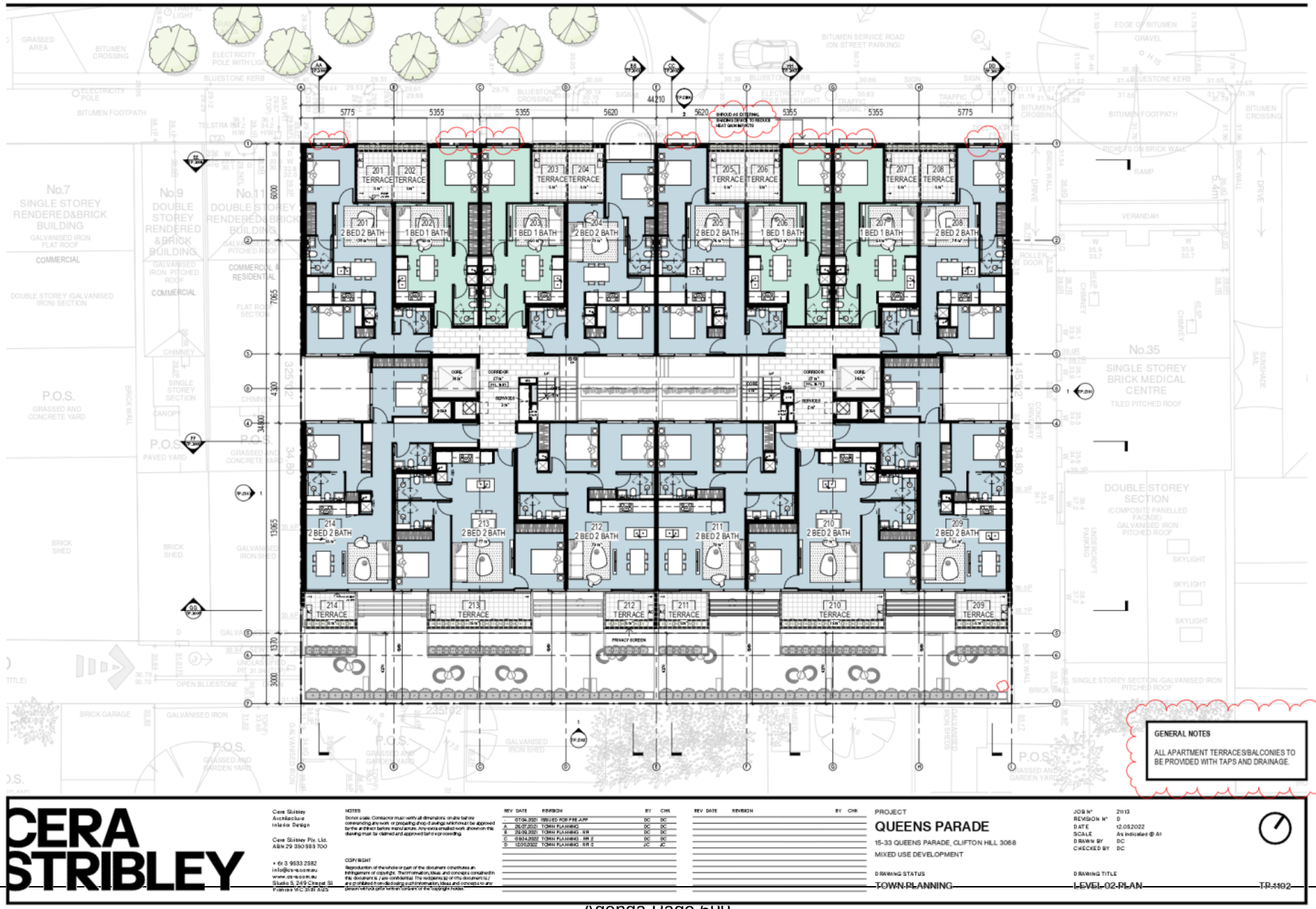
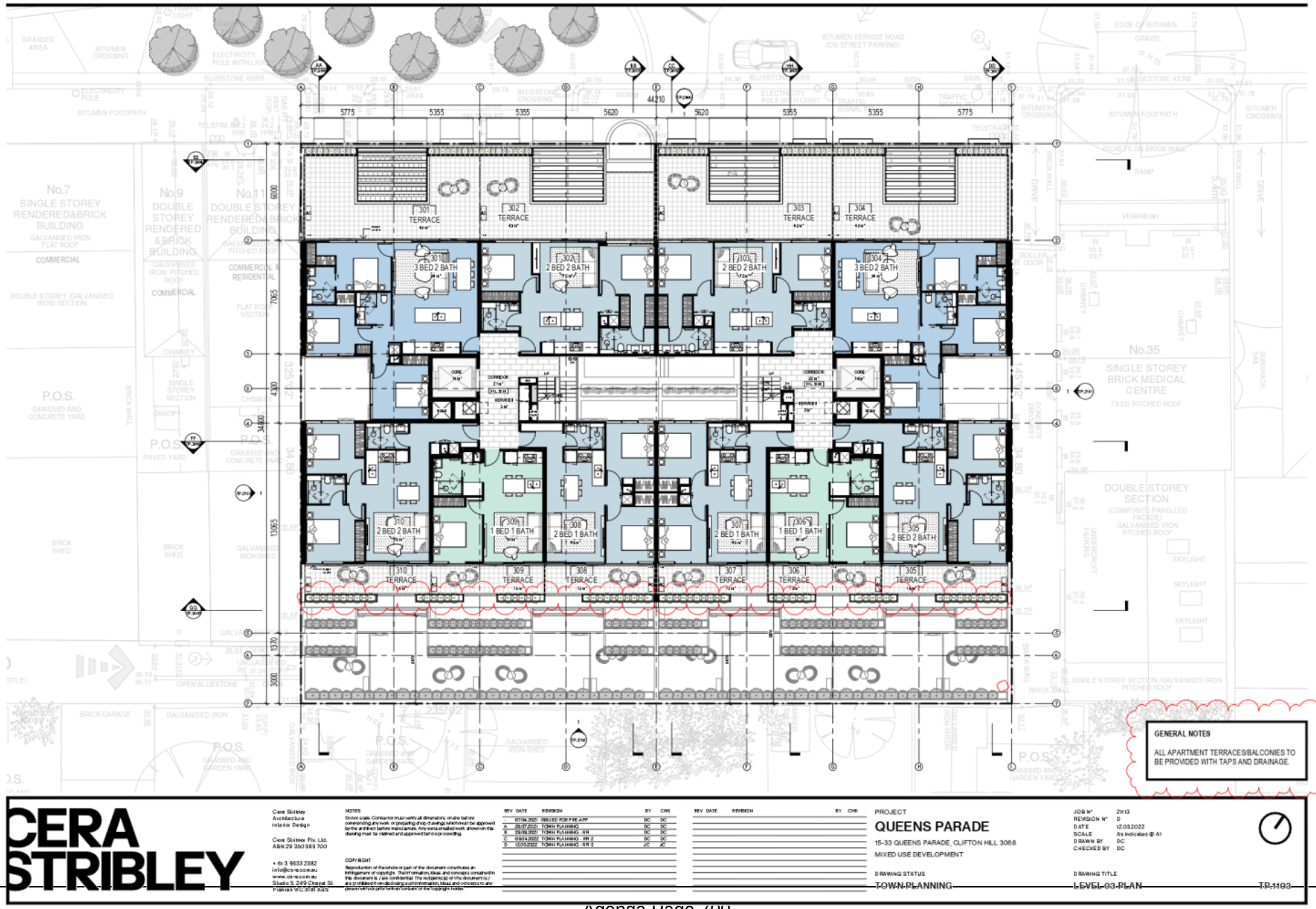
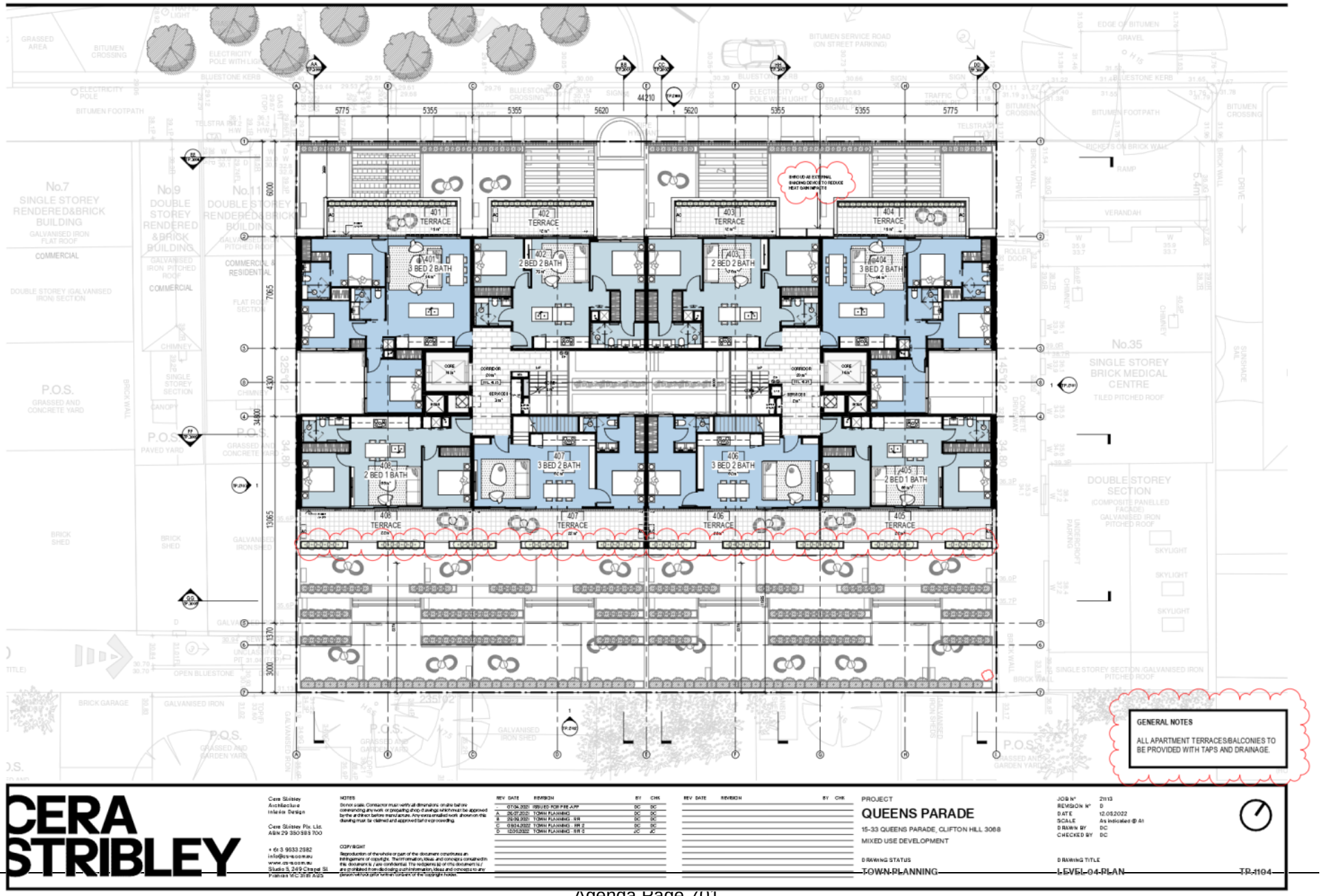


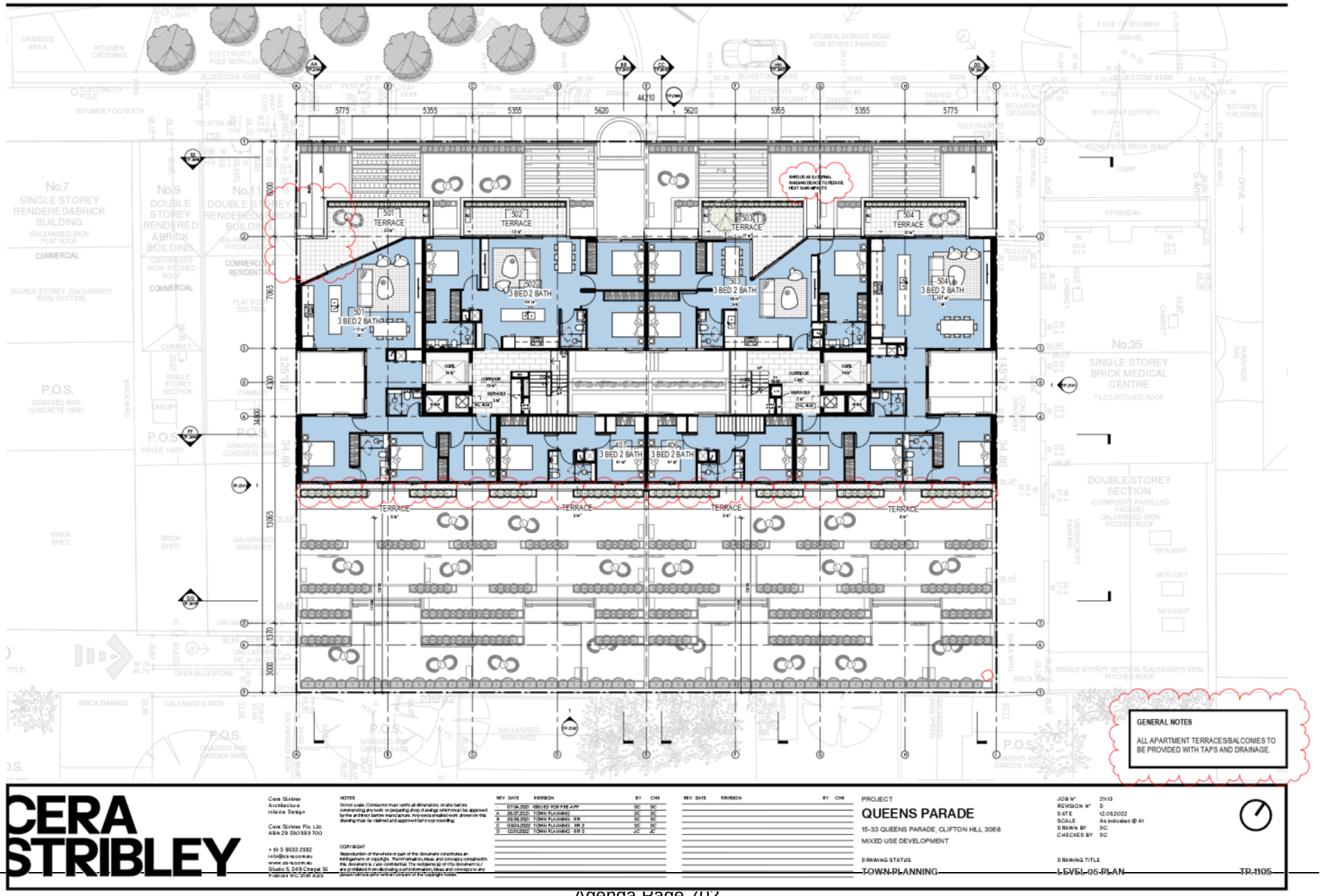
Attachment 1 - PLN21/0554 - 15 - 33 Queens Parade Clifton Hill - Sketch Plans - Set of Plans



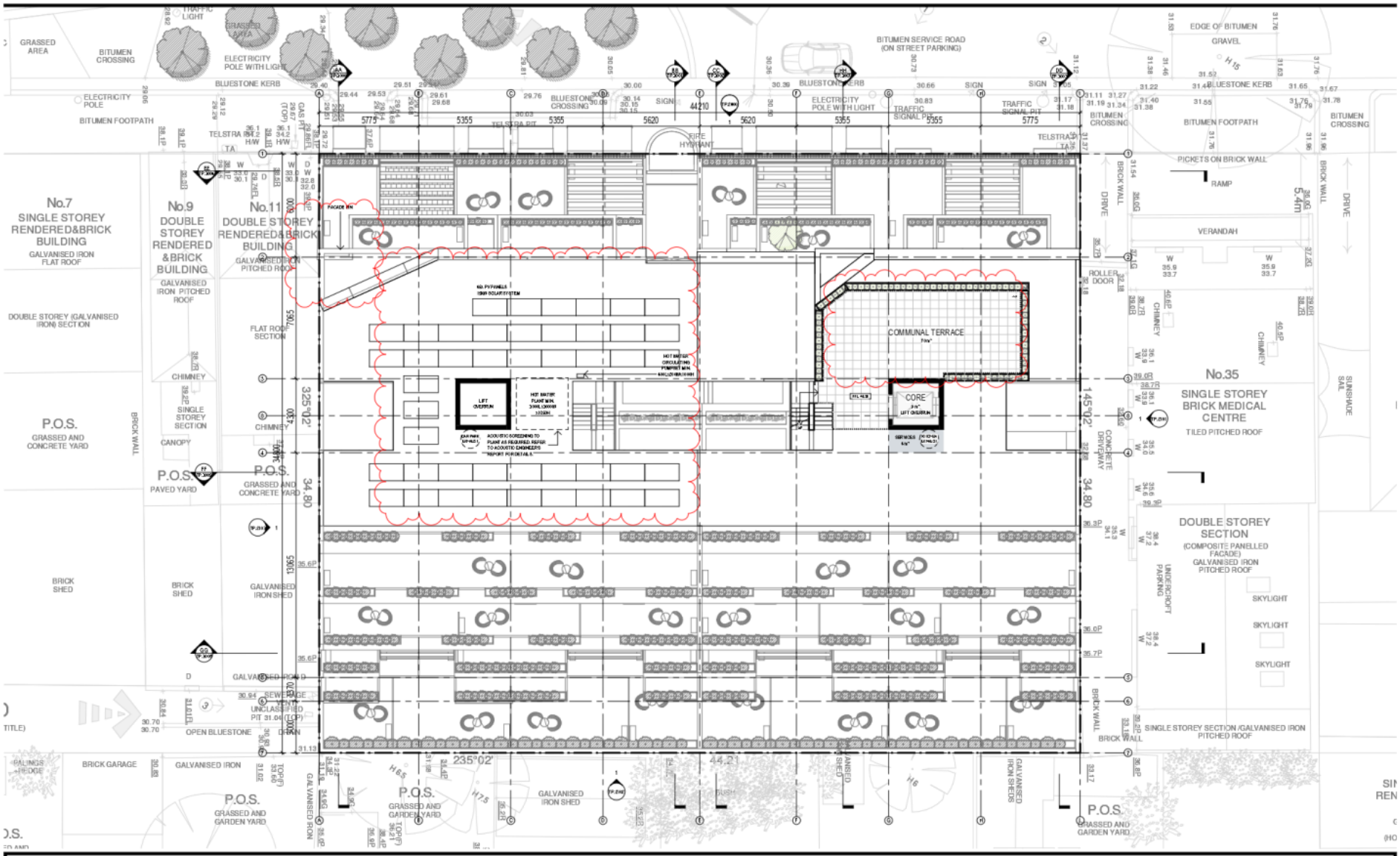
Attachment 1 - PLN21/0554 - 15 - 33 Queens Parade Clifton Hill - Sketch Plans - Set of Plans



Attachment 1 - PLN21/0554 - 15 - 33 Queens Parade Clifton Hill - Sketch Plans - Set of Plans



Attachment 1 - PLN21/0554 - 15 - 33 Queens Parade Clifton Hill - Sketch Plans - Set of Plans



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D	12.05.2022	TOWN PLANNING - RFI 3	JC	JC

PROJECT
QUEENS PARADE
15-33 QUEENS PARADE, CLIFTON HILL 3068
MIXED USE DEVELOPMENT

DRAWING STATUS
TOWN PLANNING

JOB N°	2113
REVISION N°	D
DATE	12.05.2022
SCALE	1 : 100 @ A1
DRAWN BY	DC
CHECKED BY	DC

DRAWING TITLE
ROOF PLAN

TP.1110

Attachment 1 - PLN21/0554 - 15 - 33 Queens Parade Clifton Hill - Sketch Plans - Set of Plans

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PROJECT

QUEENS PARADE

15-33 QUEENS PARADE, CLIFTON HILL 3068

MIXED USE DEVELOPMENT

DRAWING STATUS

TOWN PLANNING

JOB N°	2113
REVISION N°	C
DATE	12.03.2022
SCALE	1 : 200 @ A1
DRAWN BY	FJ
CHECKED BY	DC

DRAWING TITLE

STREETSCAPE ELEVATION

TP 2000

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PROJECT
QUEENS PARADE
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MIXED USE DEVELOPMENT

DRAWING STATUS
TOWN PLANNING

JOB N° 2113
REVISION N° C
DATE 12.04.2022
SCALE 1 : 100 @ A1
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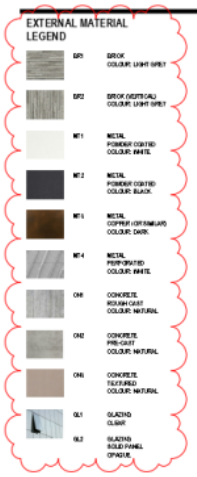
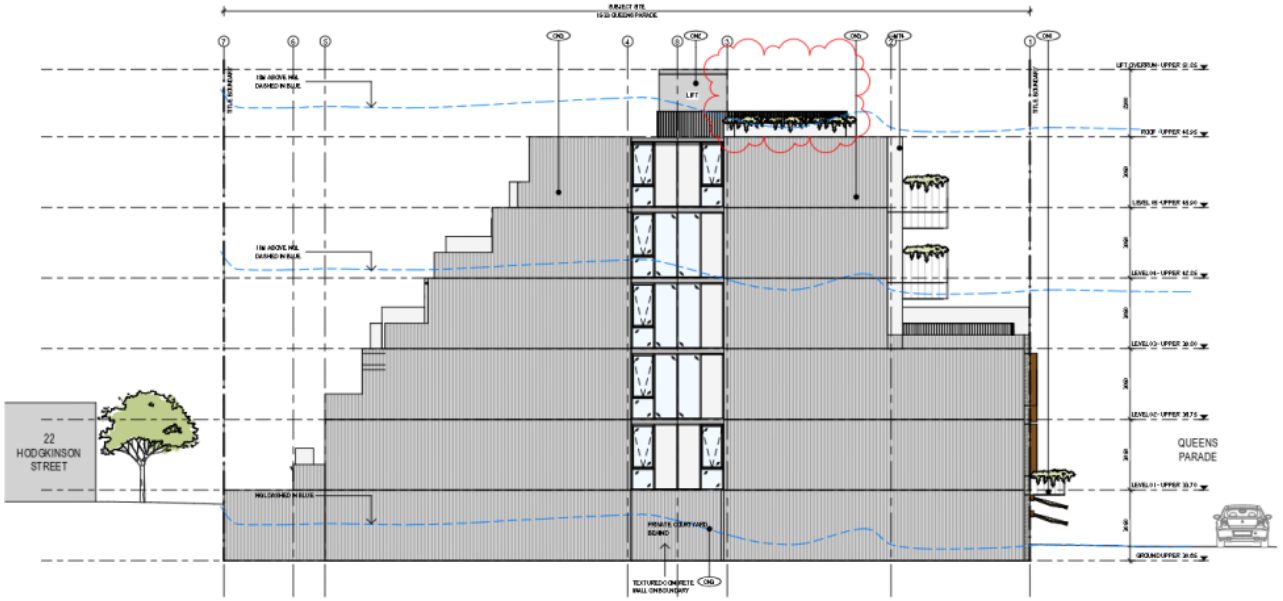
CHECKED BY DC

DRAWING TITLE
NORTH ELEVATION

TP-2100

Attachment 1 - PLN21/0554 - 15 - 33 Queens Parade Clifton Hill - Sketch Plans - Set of Plans





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C	12.04.2022	TOWN PLANNING - RFI 3	JC	JC

PROJECT
QUEENS PARADE
15-33 QUEENS PARADE, CLIFTON HILL 3068
MIXED USE DEVELOPMENT

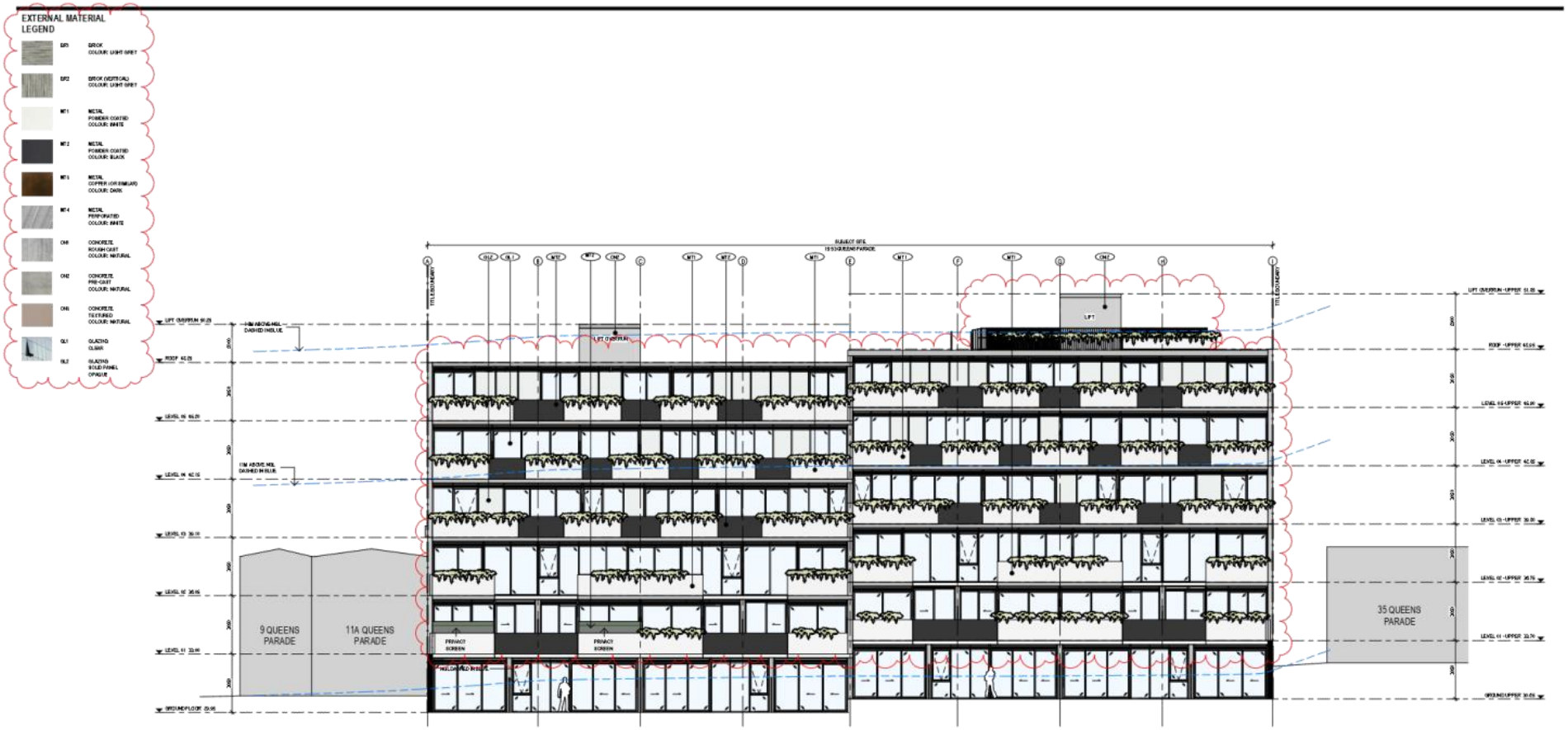
DRAWING STATUS
TOWN PLANNING

JOB N° 2113
REVISION N° C
DATE 12.03.2022
SCALE 1 : 100 @ A1
DRAWN BY AP
CHECKED BY DC

DRAWING TITLE
EAST ELEVATION

TP-2101

Attachment 1 - PLN21/0554 - 15 - 33 Queens Parade Clifton Hill - Sketch Plans - Set of Plans



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PROJECT
QUEENS PARADE
15-33 QUEENS PARADE, CLIFTON HILL 3068
MIXED USE DEVELOPMENT

DRAWING STATUS
TOWN PLANNING

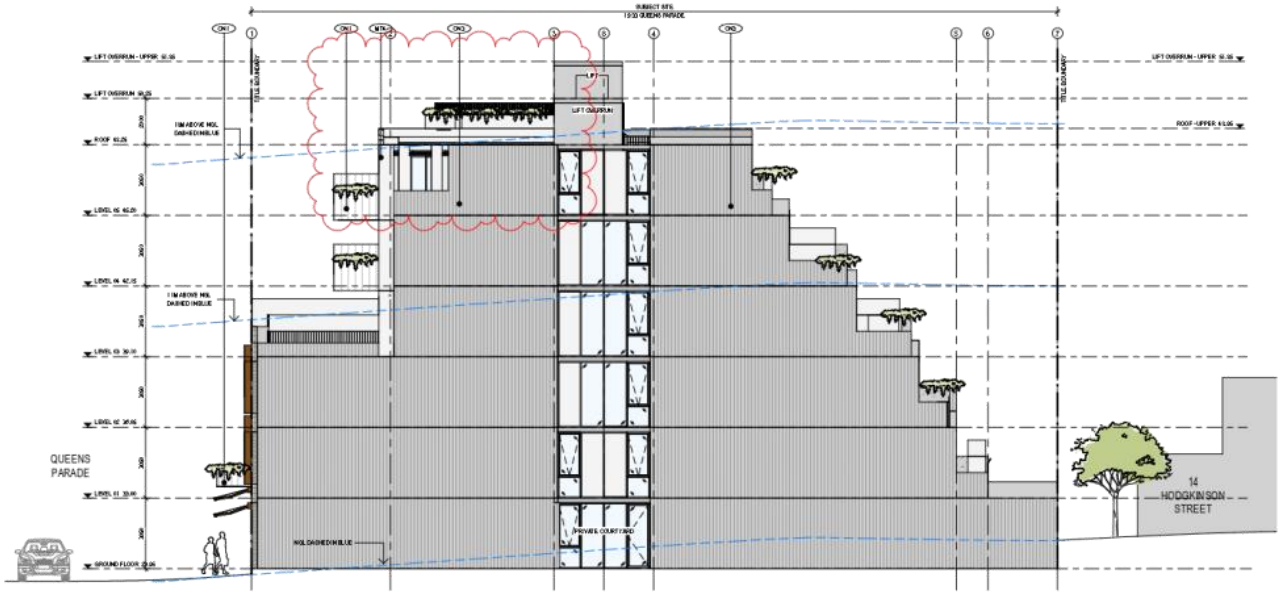
JOB N° 2113
REVISION N° C
DATE 12.04.2022
SCALE 1 : 100 @ A1
DRAWN BY AP
CHECKED BY DC

DRAWING TITLE
SOUTH ELEVATION

TP-2102

Attachment 1 - PLN21/0554 - 15 - 33 Queens Parade Clifton Hill - Sketch Plans - Set of Plans

EXTERNAL MATERIAL LEGEND



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PROJECT
QUEENS PARADE
15-33 QUEENS PARADE, CLIFTON HILL, 3068
MIXED USE DEVELOPMENT

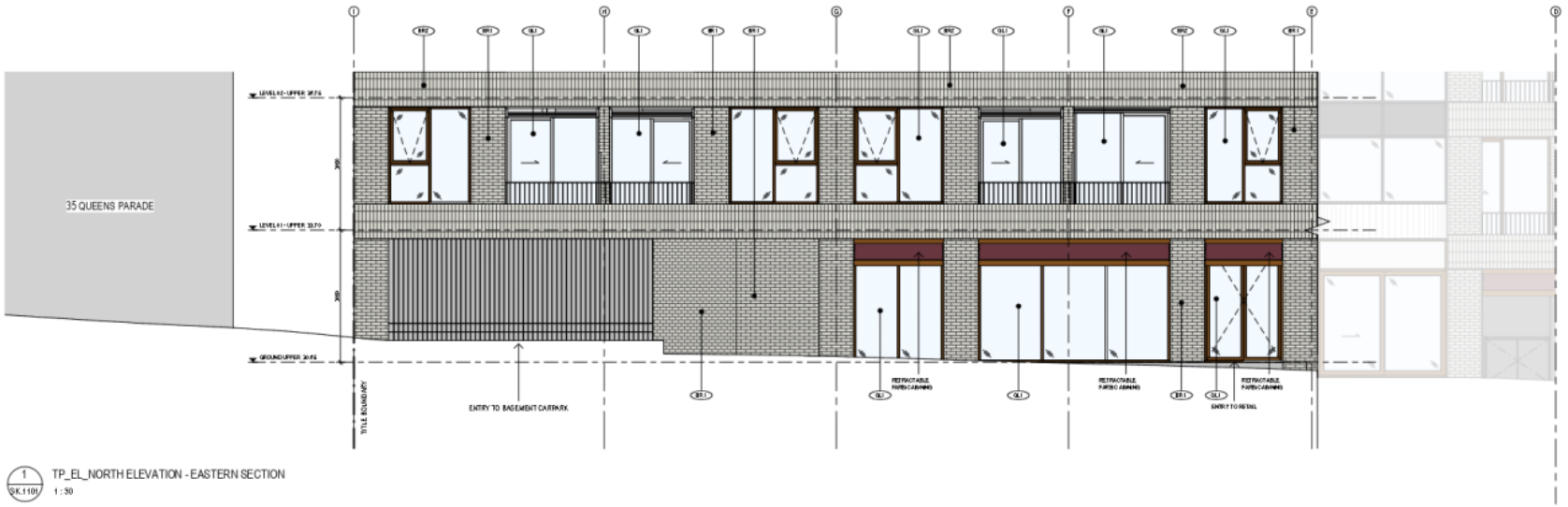
DRAWING STATUS
TOWN PLANNING

JOB N° 2113
REVISION N° C
DATE 12.04.2022
SCALE 1 : 100 @ A1
DRAWN BY AP
CHECKED BY DC

DRAWING TITLE
WEST ELEVATION

TP-2103

Attachment 1 - PLN21/0554 - 15 - 33 Queens Parade Clifton Hill - Sketch Plans - Set of Plans



1 SK.1101 TP_EL_NORTH ELEVATION - EASTERN SECTION
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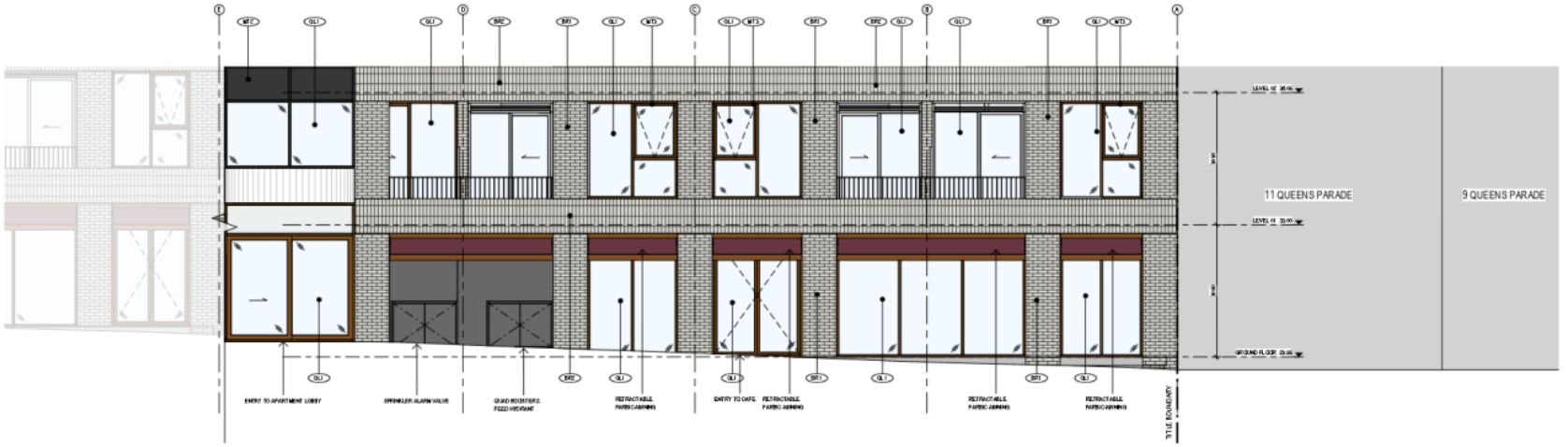

2 SK.1101 TP_EL_NORTH ELEVATION - WESTERN SECTION
1 : 30

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C	02.04.2022	TOWN PLANNING - RFI 3	JC	JC

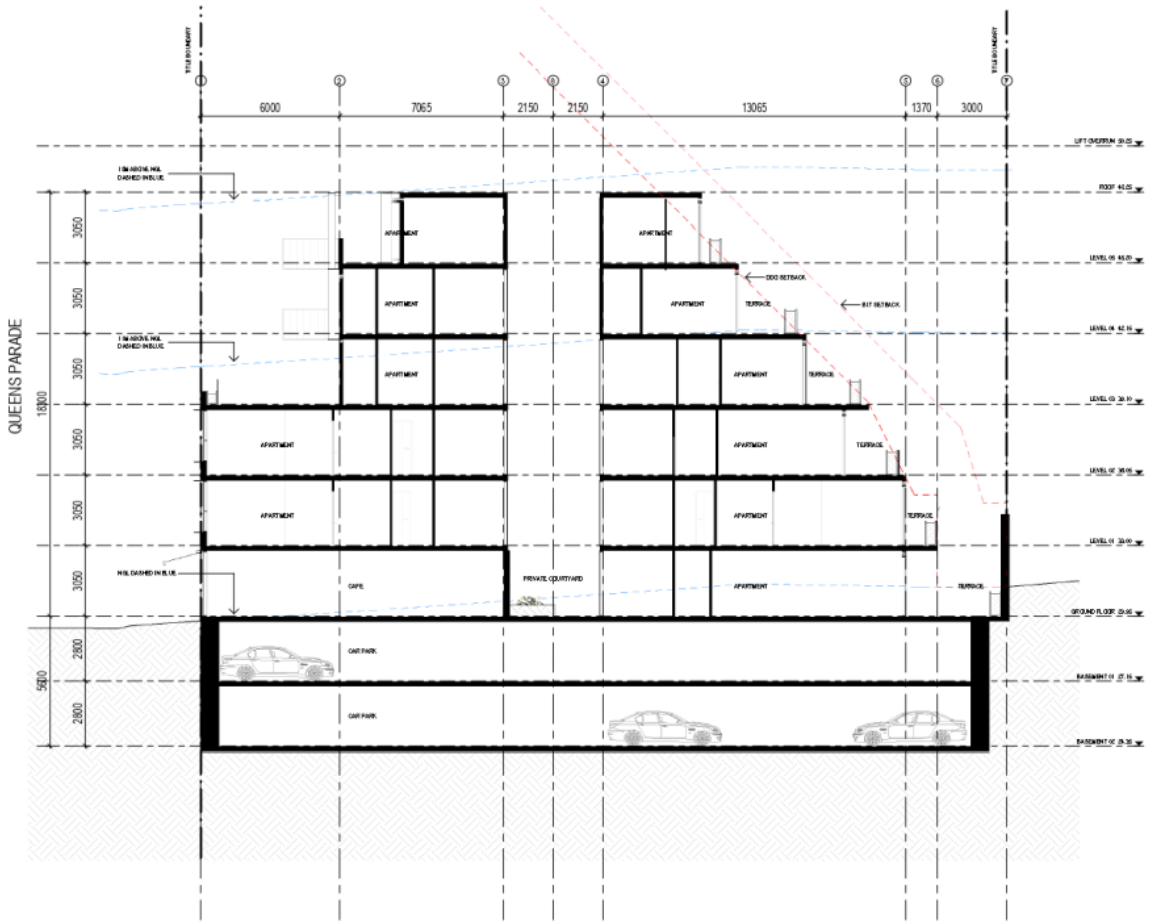
PROJECT
QUEENS PARADE
15-33 QUEENS PARADE, CLIFTON HILL 3068
MIXED USE DEVELOPMENT

DRAWING STATUS
TOWN PLANNING

JOB N°	2113
REVISION N°	C
DATE	12.03.2022
SCALE	1 : 30 @ A1
DRAWN BY	FJ
CHECKED BY	DC

DRAWING TITLE
NORTH ELEVATIONS - DETAIL
TP.2200

Attachment 1 - PLN21/0554 - 15 - 33 Queens Parade Clifton Hill - Sketch Plans - Set of Plans



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C	01.04.2022	TOWN PLANNING - RFI 2	DC	DC
D	12.05.2022	TOWN PLANNING - RFI 3	JC	JC

REV	DATE	REVISION	BY	CHK

PROJECT
QUEENS PARADE
15-33 QUEENS PARADE, CLIFTON HILL 3068
MIXED USE DEVELOPMENT

DRAWING STATUS
TOWN PLANNING

JOB N°	2113
REVISION N°	D
DATE	12.05.2022
SCALE	1 : 100 @ A1
DRAWN BY	DC
CHECKED BY	DC

DRAWING TITLE
BUILDING SECTION A-A

TP.3000

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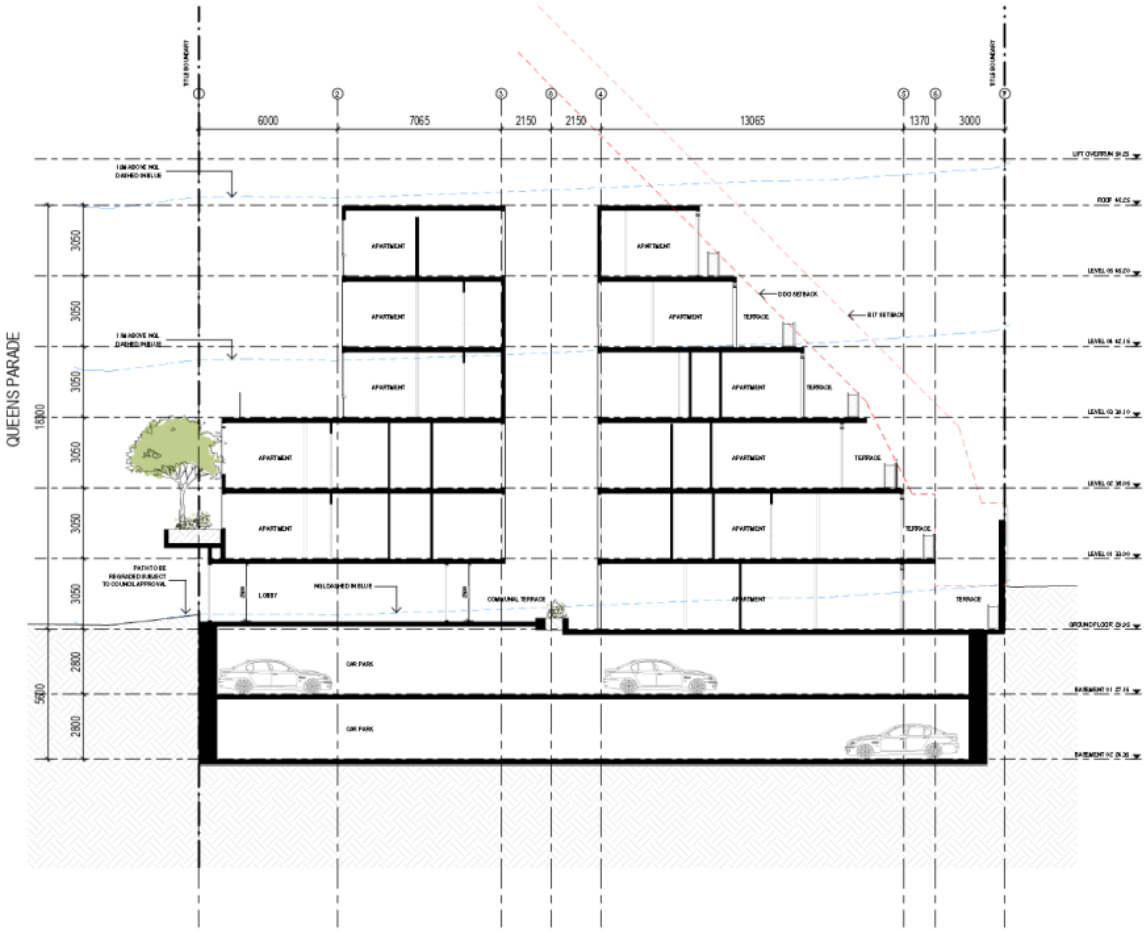

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D	12.05.2022	TOWN PLANNING - RFI 3	JC	JC

REV	DATE	REVISION	BY	CHK

PROJECT
QUEENS PARADE
15-33 QUEENS PARADE, CLIFTON HILL 3068
MIXED USE DEVELOPMENT

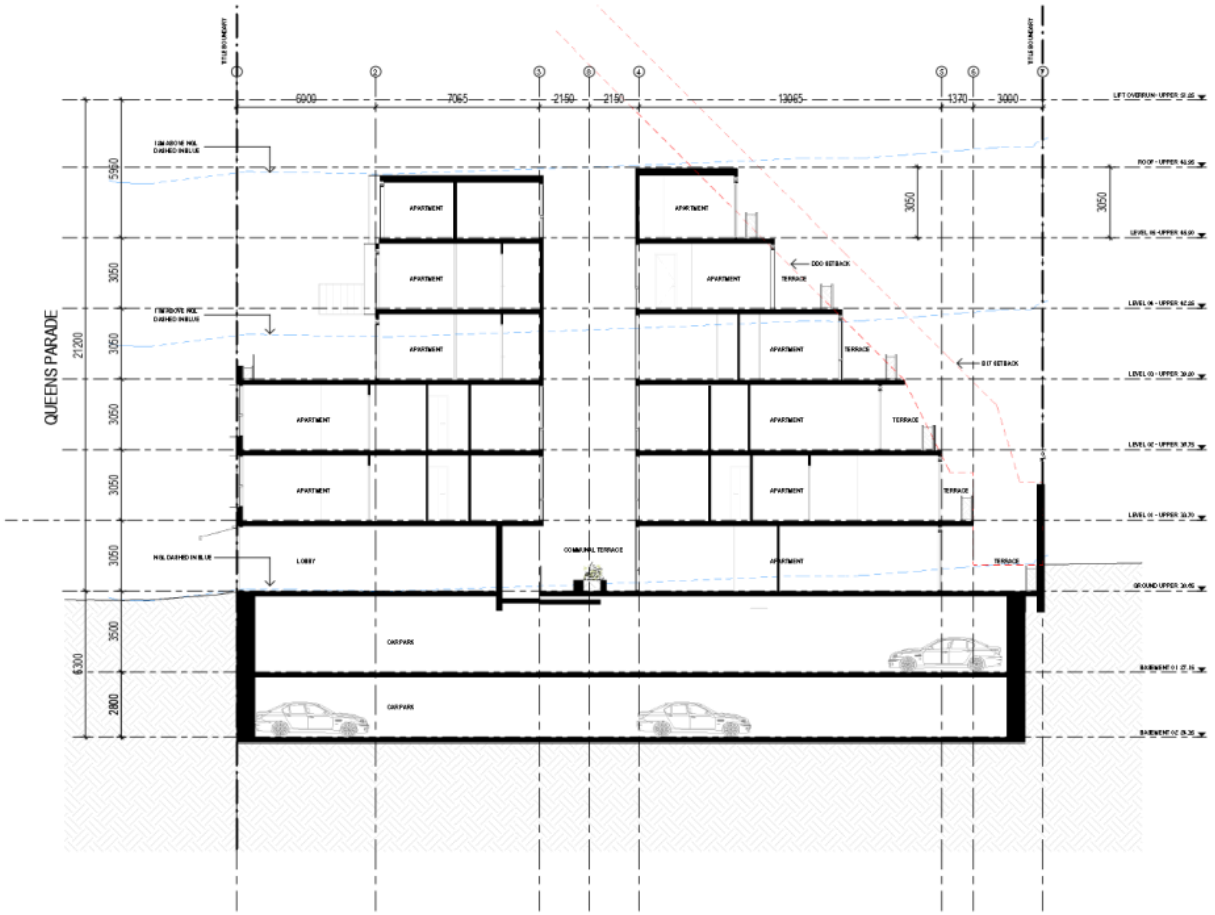
DRAWING STATUS
TOWN PLANNING

JOB N°	2113
REVISION N°	D
DATE	12.05.2022
SCALE	1 : 100 @ A1
DRAWN BY	DC
CHECKED BY	DC

DRAWING TITLE
BUILDING SECTION B-B

TP.3001

Attachment 1 - PLN21/0554 - 15 - 33 Queens Parade Clifton Hill - Sketch Plans - Set of Plans



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D	12.05.2022	TOWN PLANNING - RFI 3	JC	JC

PROJECT
QUEENS PARADE
15-33 QUEENS PARADE, CLIFTON HILL 3068
MIXED USE DEVELOPMENT

DRAWING STATUS
TOWN PLANNING

JOB N° 2113
REVISION N° D
DATE 12.05.2022
SCALE 1 : 100 @ A1
DRAWN BY DC
CHECKED BY DC

DRAWING TITLE
BUILDING SECTION C-C

TP.3002

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D	12.05.2022	TOWN PLANNING - RFI 3	JC	JC

REV	DATE	REVISION	BY	CHK

PROJECT
QUEENS PARADE
15-33 QUEENS PARADE, CLIFTON HILL 3068
MIXED USE DEVELOPMENT

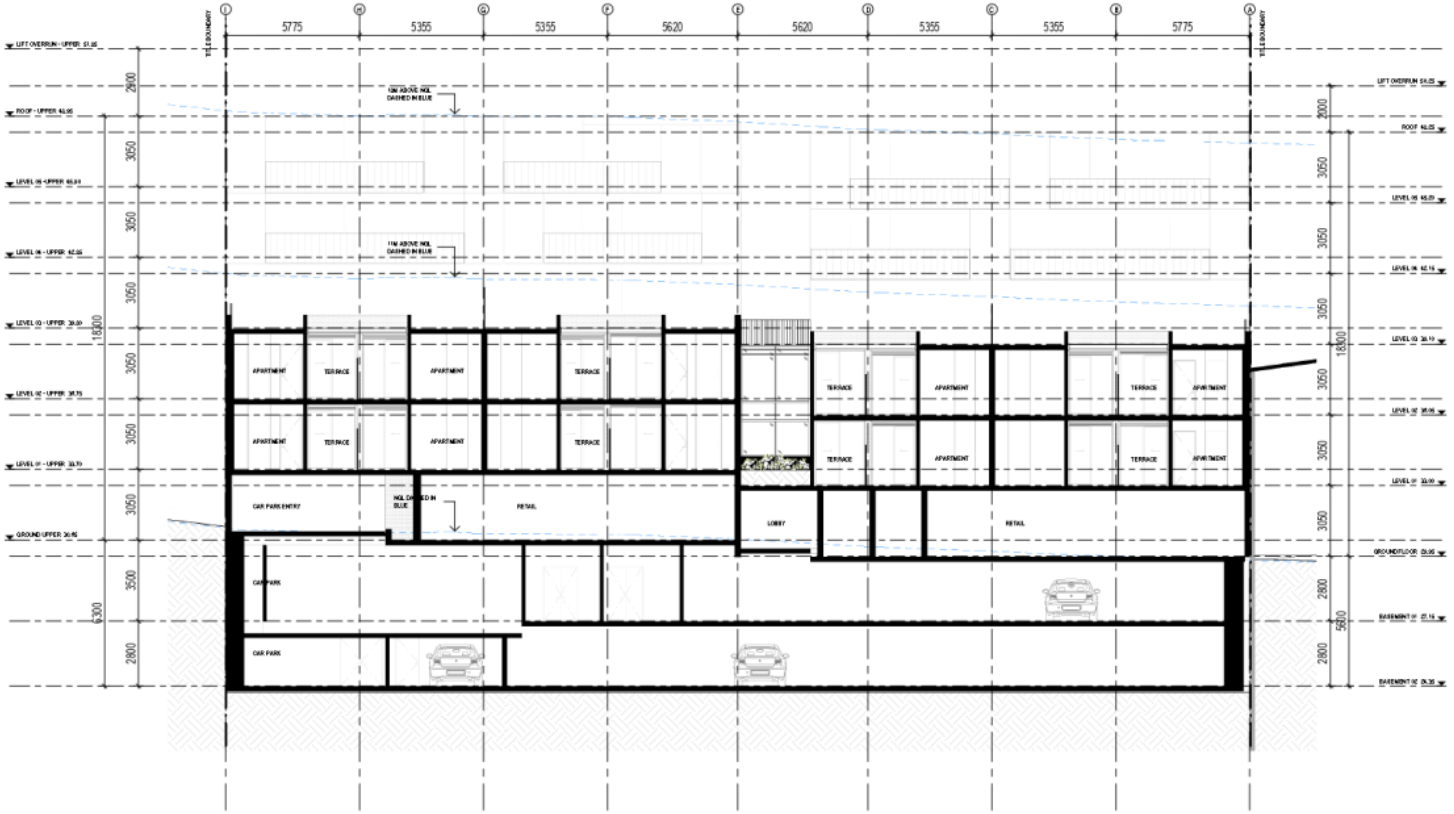
DRAWING STATUS
TOWN PLANNING

JOB N° 2113
REVISION N° D
DATE 12.05.2022
SCALE 1 : 100 @ A1
DRAWN BY DC
CHECKED BY DC

DRAWING TITLE
BUILDING SECTION D-D

TP-3003

Attachment 1 - PLN21/0554 - 15 - 33 Queens Parade Clifton Hill - Sketch Plans - Set of Plans



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D	12.05.2022	TOWN PLANNING - RFI 3	JC	JC

REV	DATE	REVISION	BY	CHK

PROJECT
QUEENS PARADE
15-33 QUEENS PARADE, CLIFTON HILL 3068
MIXED USE DEVELOPMENT

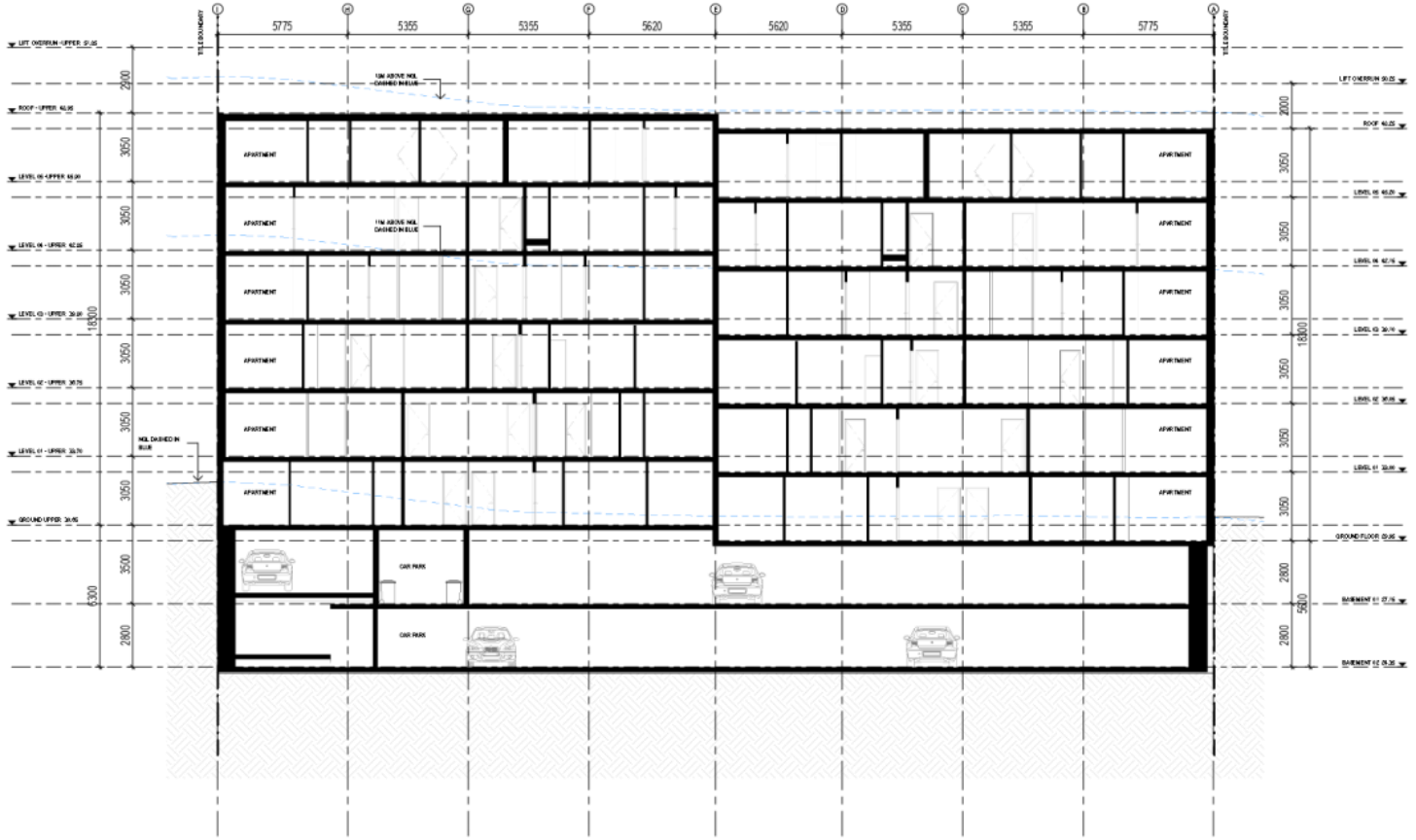
DRAWING STATUS
TOWN PLANNING

JOB N°	2113
REVISION N°	D
DATE	12.05.2022
SCALE	1 : 100 @ A1
DRAWN BY	DC
CHECKED BY	DC

DRAWING TITLE
BUILDING SECTION E-E

TP-3004

Attachment 1 - PLN21/0554 - 15 - 33 Queens Parade Clifton Hill - Sketch Plans - Set of Plans



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C	01.04.2022	TOWN PLANNING - RFI 2	DC	DC
D	12.05.2022	TOWN PLANNING - RFI 3	JC	JC

PROJECT
QUEENS PARADE
15-33 QUEENS PARADE, CLIFTON HILL 3068
MIXED USE DEVELOPMENT

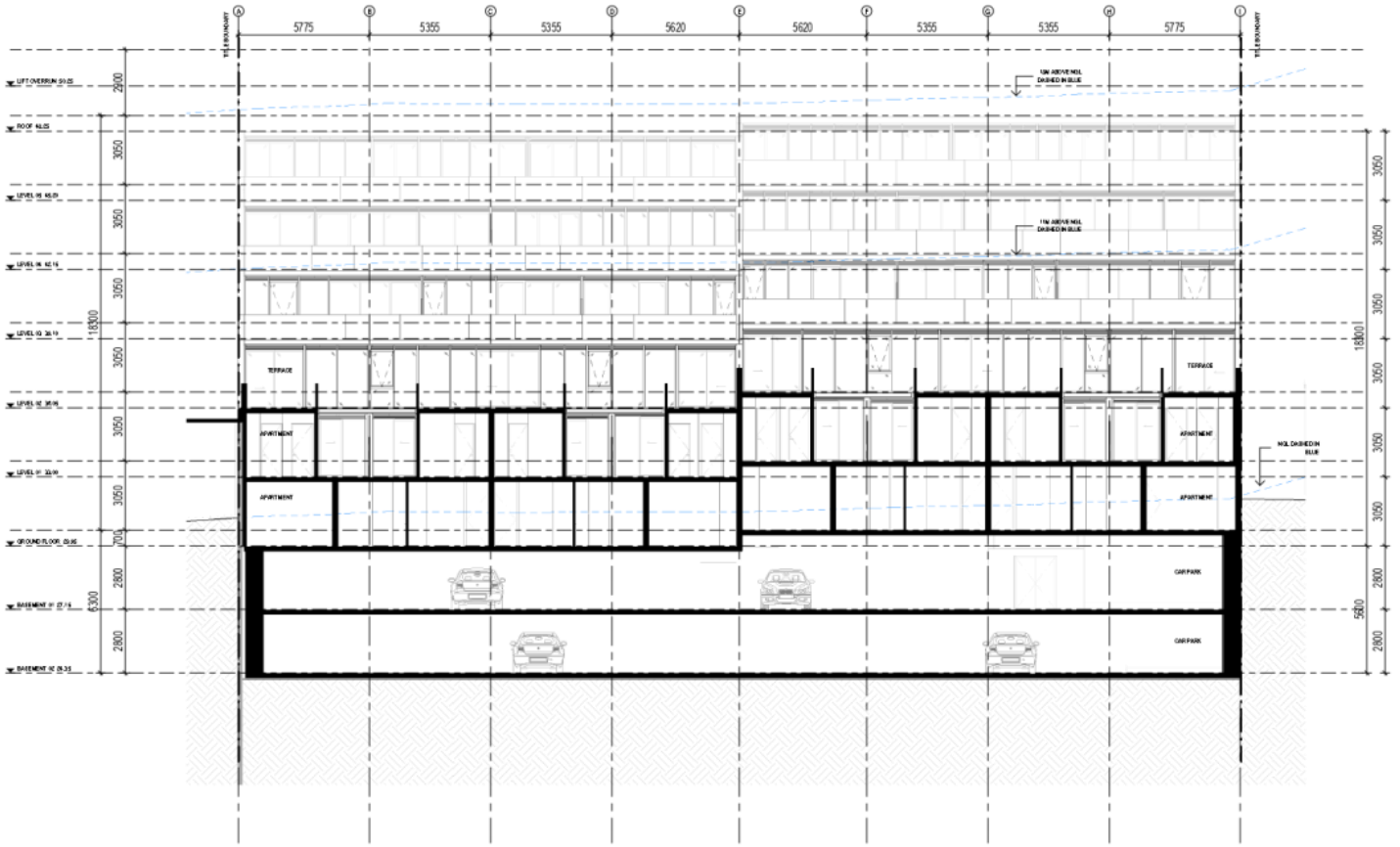
DRAWING STATUS
TOWN PLANNING

JOB N° 2113
REVISION N° D
DATE 12.05.2022
SCALE 1 : 100 @ A1
DRAWN BY DC
CHECKED BY DC

DRAWING TITLE
BUILDING SECTION F-F

TP-3005

Attachment 1 - PLN21/0554 - 15 - 33 Queens Parade Clifton Hill - Sketch Plans - Set of Plans



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D	12.05.2022	TOWN PLANNING - RFI 3	JC	JC

REV	DATE	REVISION	BY	CHK

PROJECT
QUEENS PARADE
15-33 QUEENS PARADE, CLIFTON HILL 3068
MIXED USE DEVELOPMENT

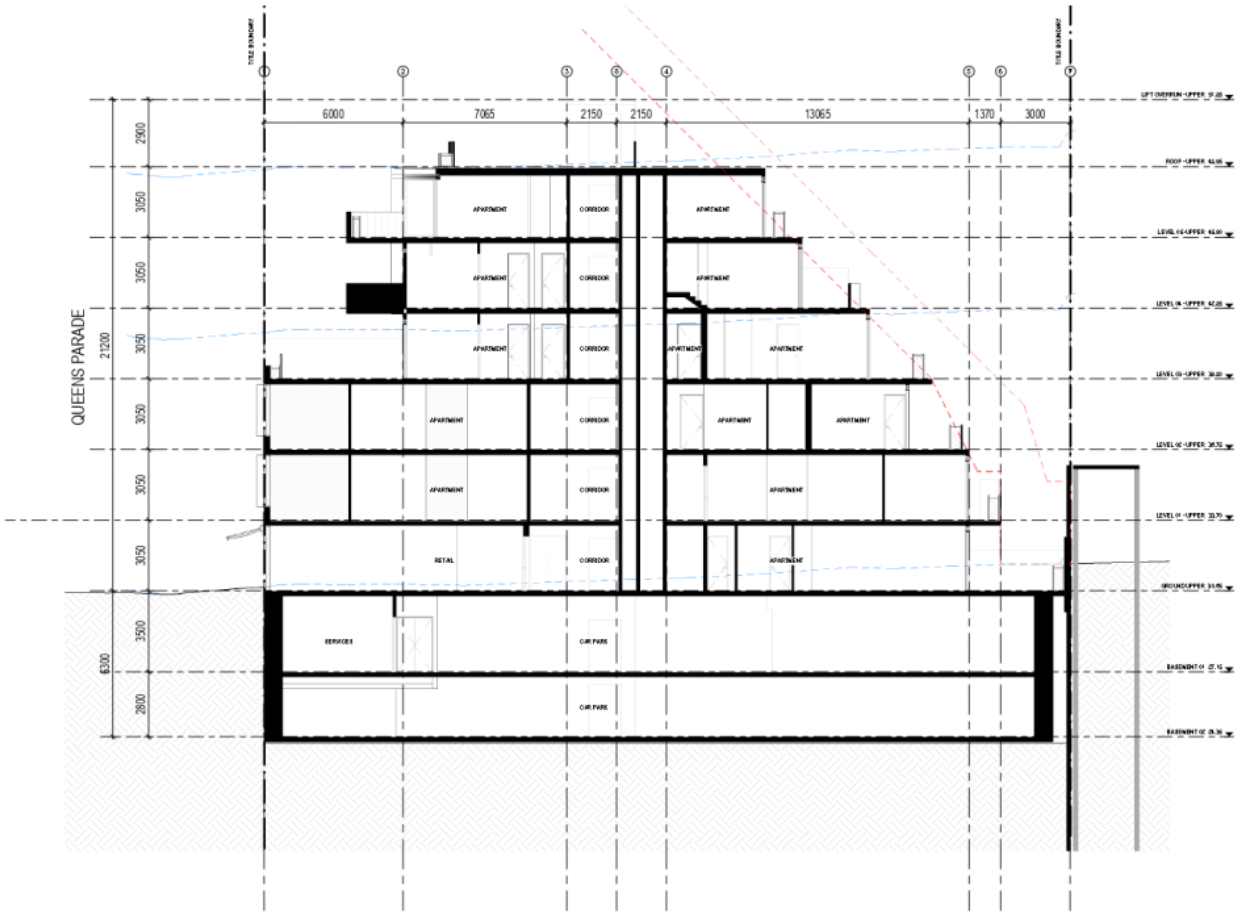
DRAWING STATUS
TOWN PLANNING

JOB N°	2113
REVISION N°	D
DATE	12.05.2022
SCALE	1 : 100 @ A1
DRAWN BY	DC
CHECKED BY	DC

DRAWING TITLE
BUILDING SECTION G-G

TP-3006

Attachment 1 - PLN21/0554 - 15 - 33 Queens Parade Clifton Hill - Sketch Plans - Set of Plans



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C	12.04.2022	TOWN PLANNING - RR 3	JC	JC

REV	DATE	REVISION	BY	CHK

PROJECT
QUEENS PARADE
15-33 QUEENS PARADE, CLIFTON HILL 3068
MIXED USE DEVELOPMENT

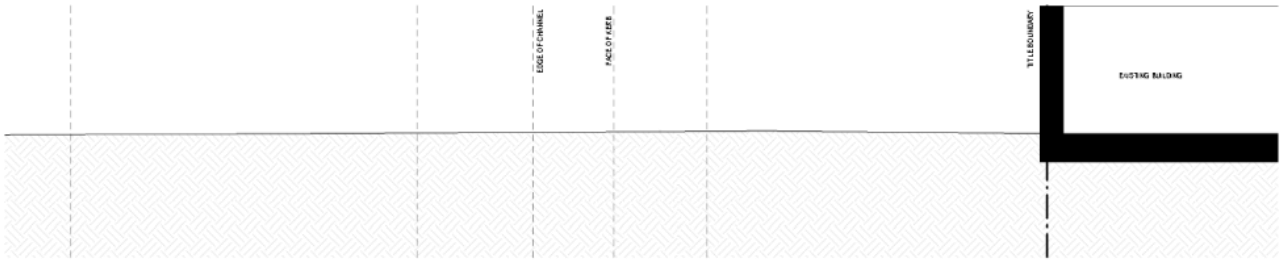
DRAWING STATUS
TOWN PLANNING

JOB N°	2113
REVISION N°	C
DATE	12.03.2022
SCALE	1 : 100 @ A1
DRAWN BY	Author
CHECKED BY	Checker

DRAWING TITLE
BUILDING SECTION H-H

TP-3007

Attachment 1 - PLN21/0554 - 15 - 33 Queens Parade Clifton Hill - Sketch Plans - Set of Plans



1 CROSSOVER SECTION - EXISTING
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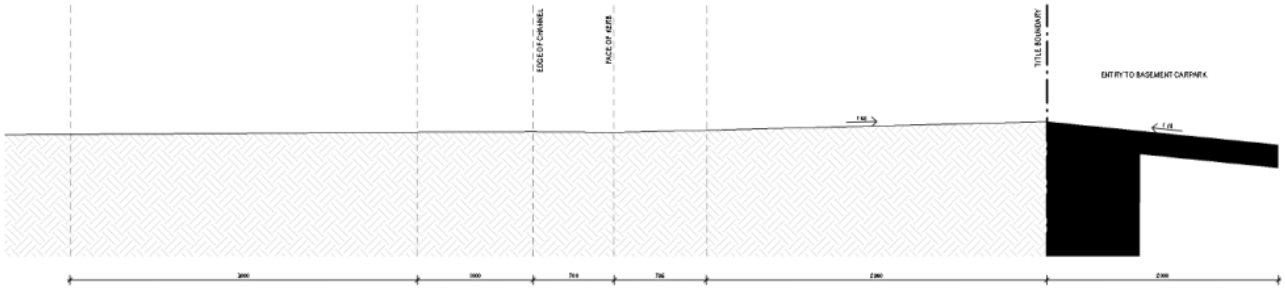

2 SK.1100 CROSSOVER SECTION - PROPOSED
1 : 20

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PROJECT
QUEENS PARADE
15-33 QUEENS PARADE, CLIFTON HILL 3068
MIXED USE DEVELOPMENT

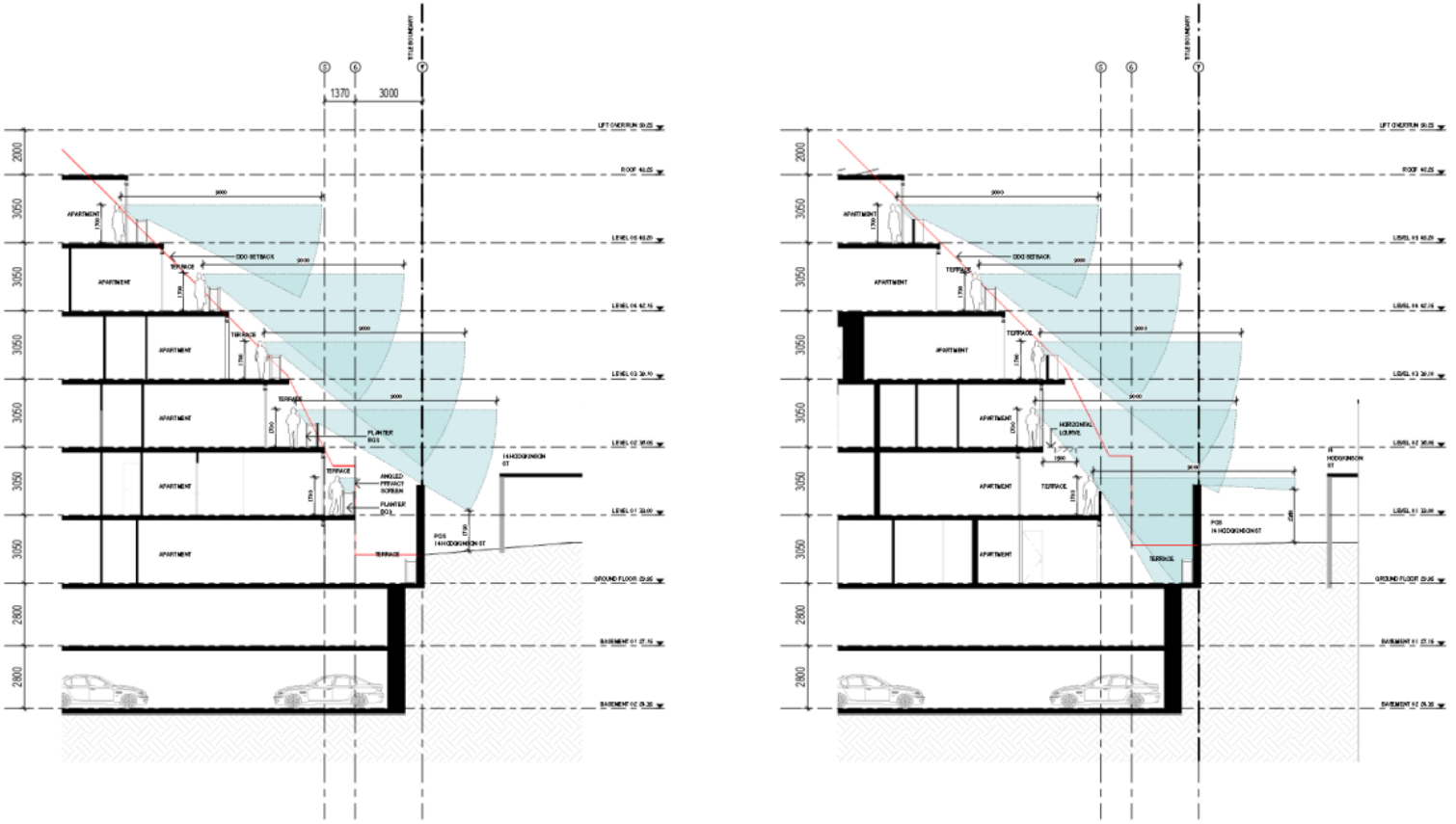
DRAWING STATUS
TOWN PLANNING

JOB N° 2113
REVISION N° C
DATE 12.04.2022
SCALE 1 : 20 @ A1
DRAWN BY FJ
CHECKED BY DC

DRAWING TITLE
DETAIL SECTIONS

TP-3050

Attachment 1 - PLN21/0554 - 15 - 33 Queens Parade Clifton Hill - Sketch Plans - Set of Plans



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PROJECT
QUEENS PARADE
15-33 QUEENS PARADE, CLIFTON HILL 3068
MIXED USE DEVELOPMENT

DRAWING STATUS
TOWN PLANNING

JOB N°	2113
REVISION N°	D
DATE	12.05.2022
SCALE	1 : 100 @ A1
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CHECKED BY	DC

DRAWING TITLE
OVERLOOKING SECTION 01

TP.3100

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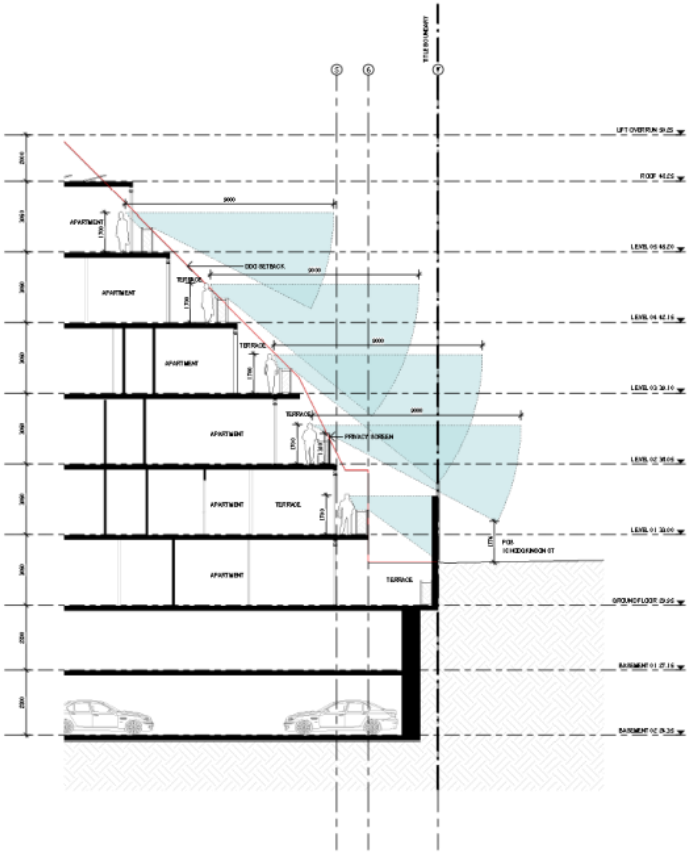

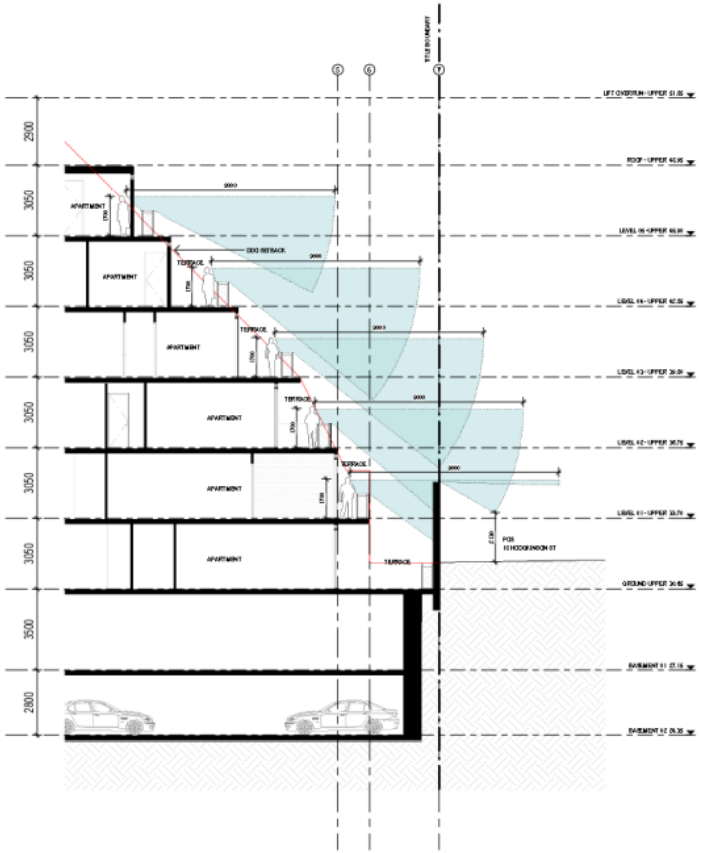

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PROJECT
QUEENS PARADE
15-33 QUEENS PARADE, CLIFTON HILL 3068
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SCALE	1 : 100 @ A1
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CHECKED BY	DC

DRAWING TITLE
OVERLOOKING SECTION 02

TP.3101

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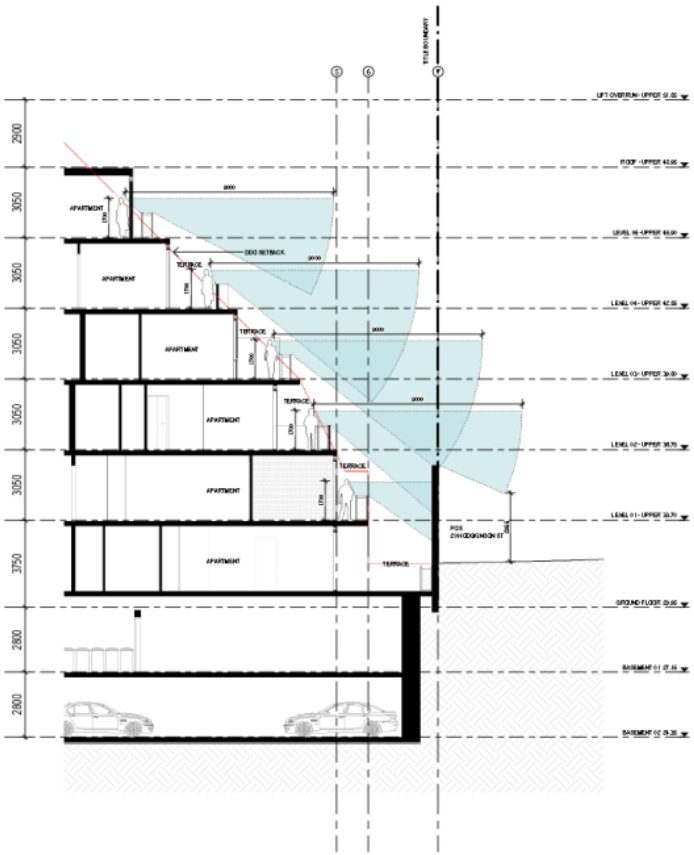
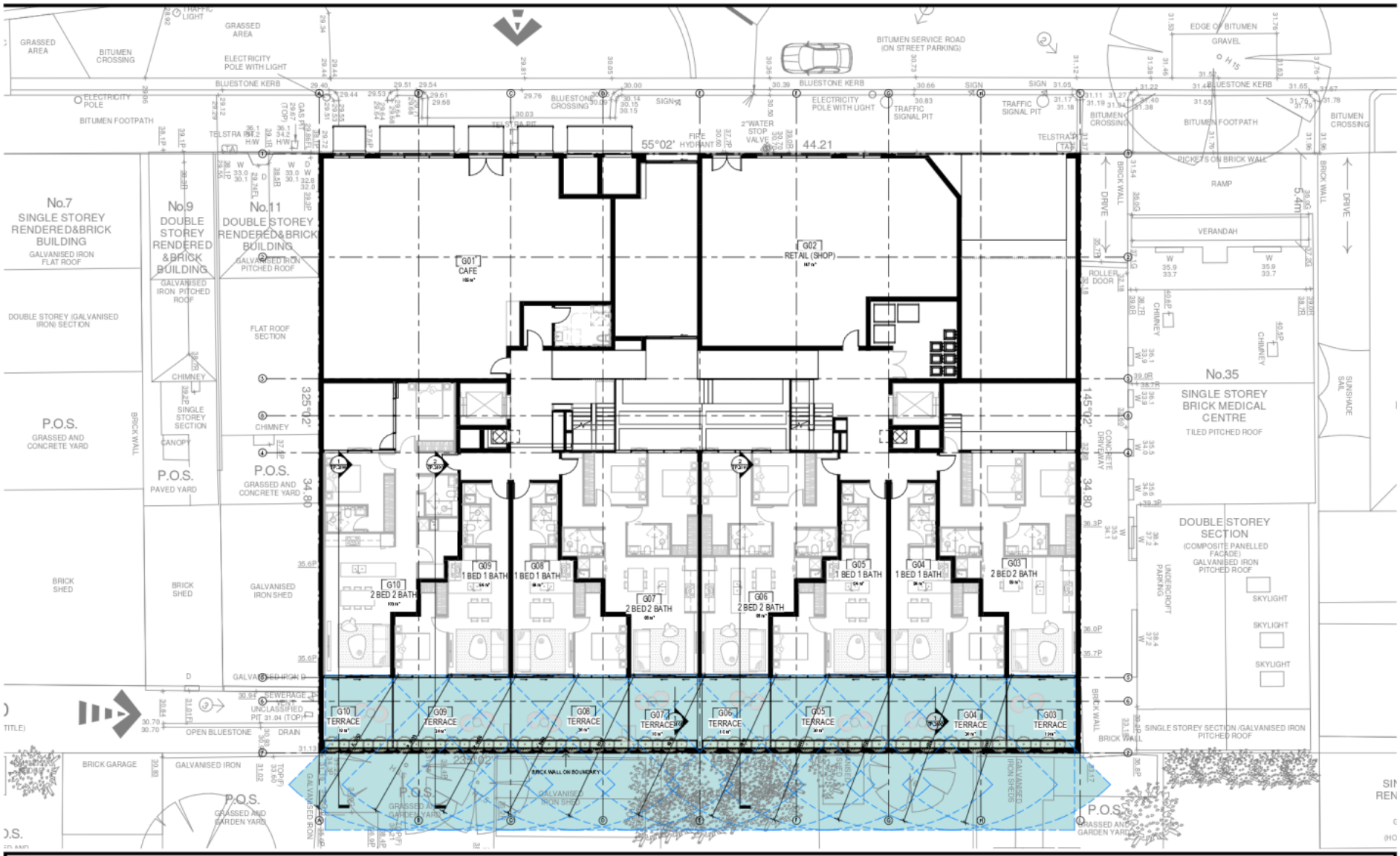

2900
3050
3050
3050
3050
3050
3750
2800
2800
APARTMENT
TERRACE
APARTMENT
TERRACE
APARTMENT
TERRACE

Attachment 1 - PLN21/0554 - 15 - 33 Queens Parade Clifton Hill - Sketch Plans - Set of Plans



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PROJECT
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15-33 QUEENS PARADE, CLIFTON HILL 3068
MIXED USE DEVELOPMENT

DRAWING STATUS
TOWN PLANNING

JOB N° 2113
REVISION N° C
DATE 12.05.2022
SCALE 1 : 100 @ A1
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DRAWING TITLE
OVERLOOKING PLAN - GROUND FLOOR - TP.4000

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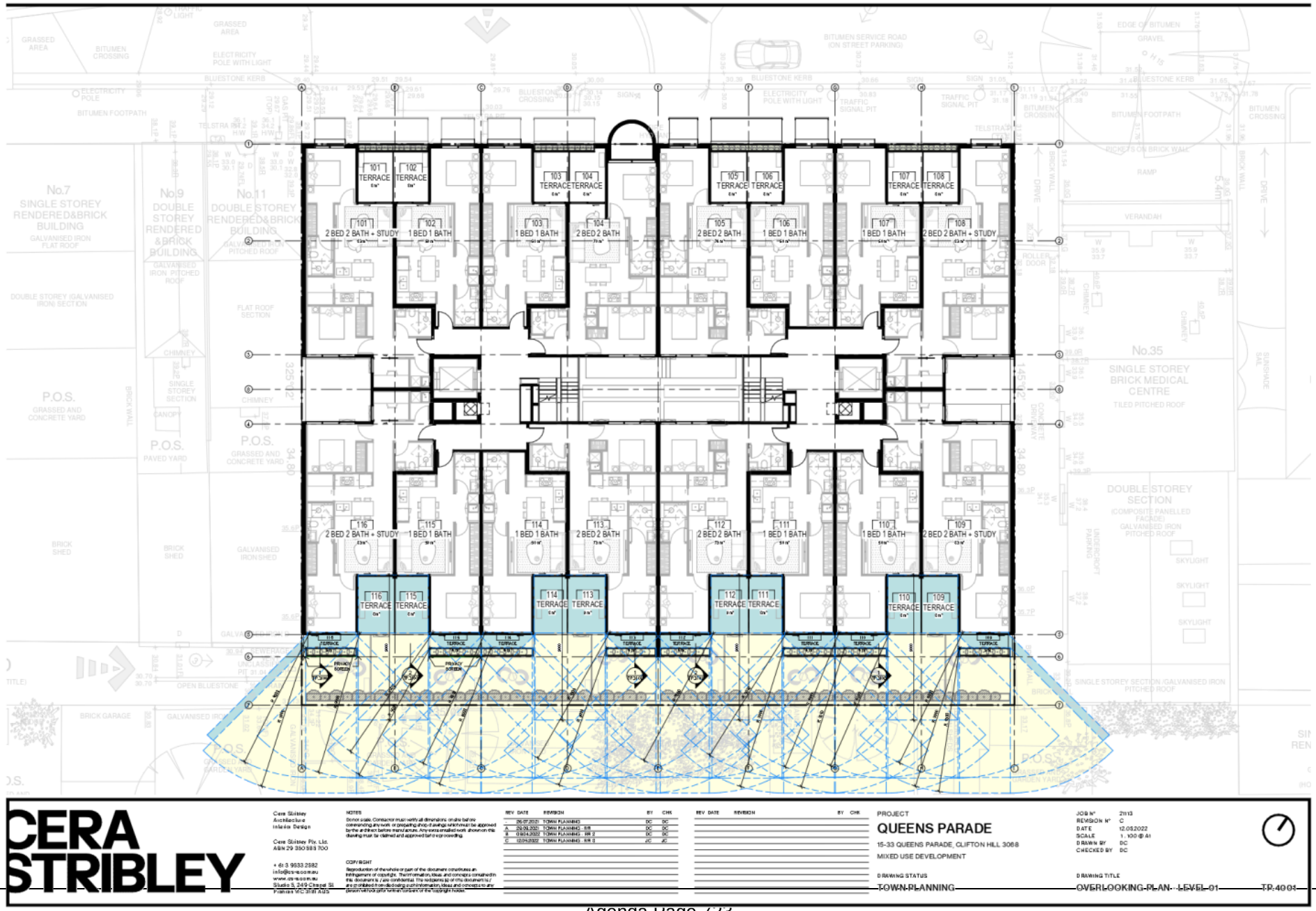

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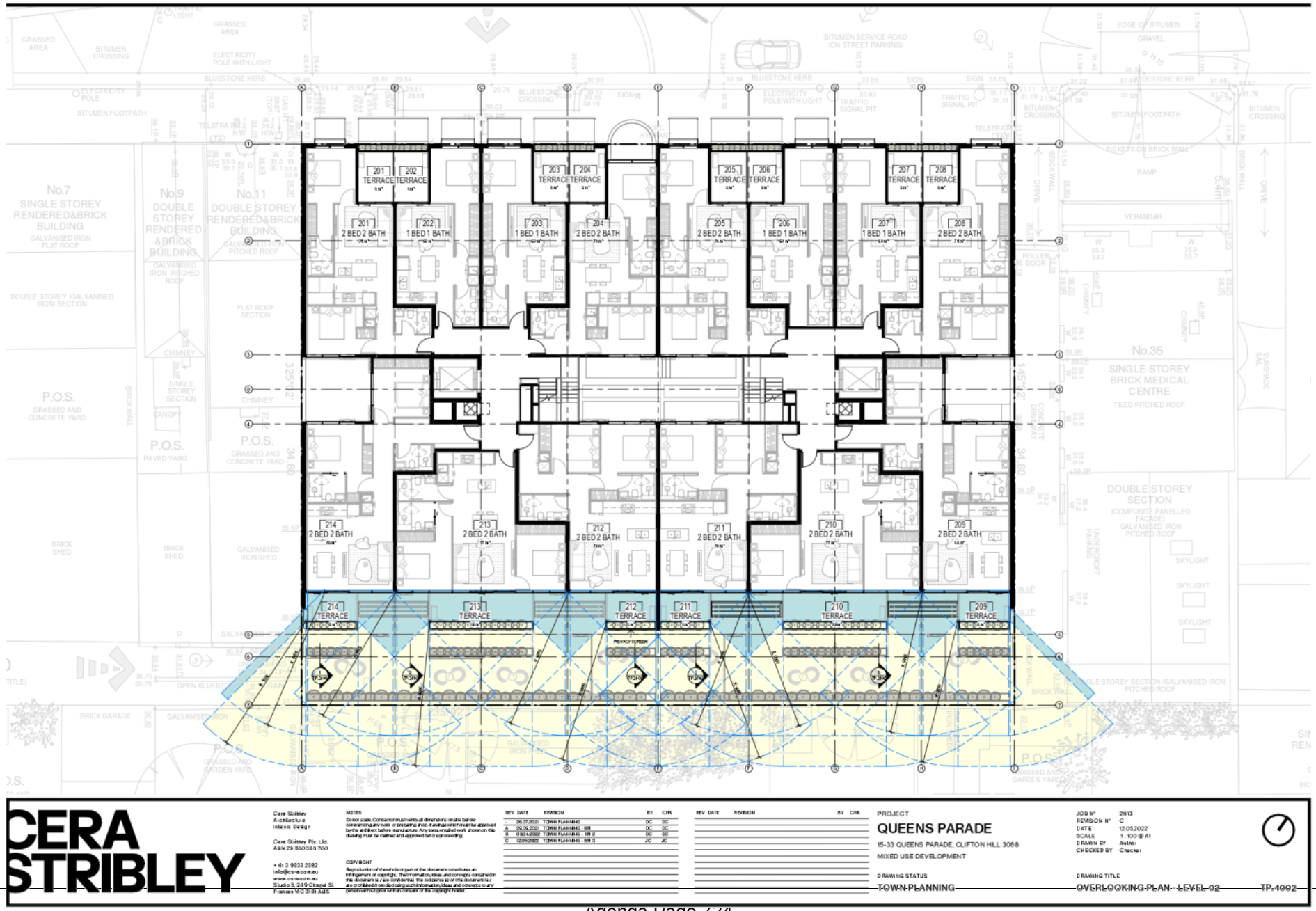

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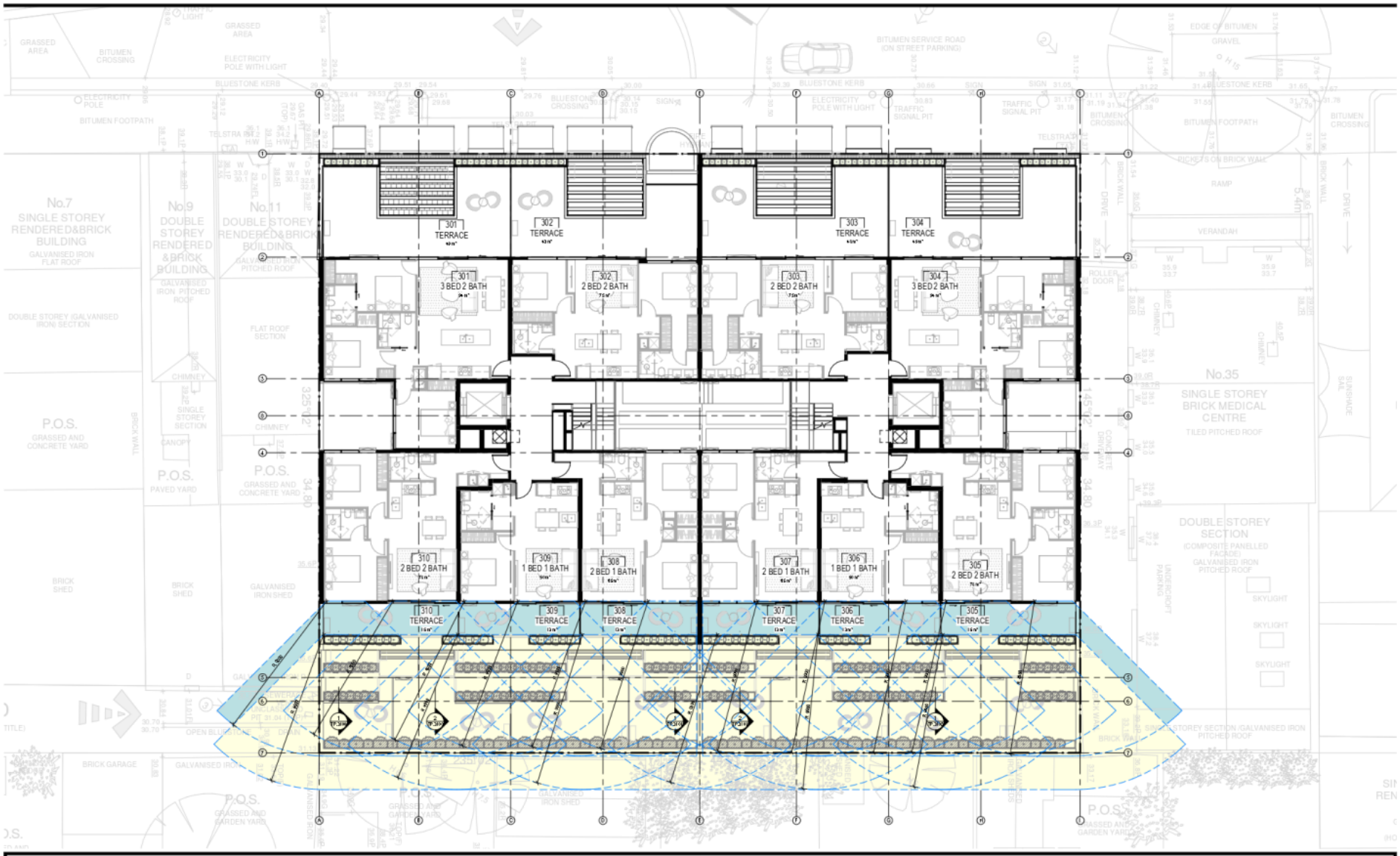

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QUEENS PARADE
15-33 QUEENS PARADE, CLIFTON HILL 3068
MIXED USE DEVELOPMENT

DRAWING STATUS
TOWN PLANNING

JOB N° 2113
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DATE 12.05.2022
SCALE 1 : 100 @ A1
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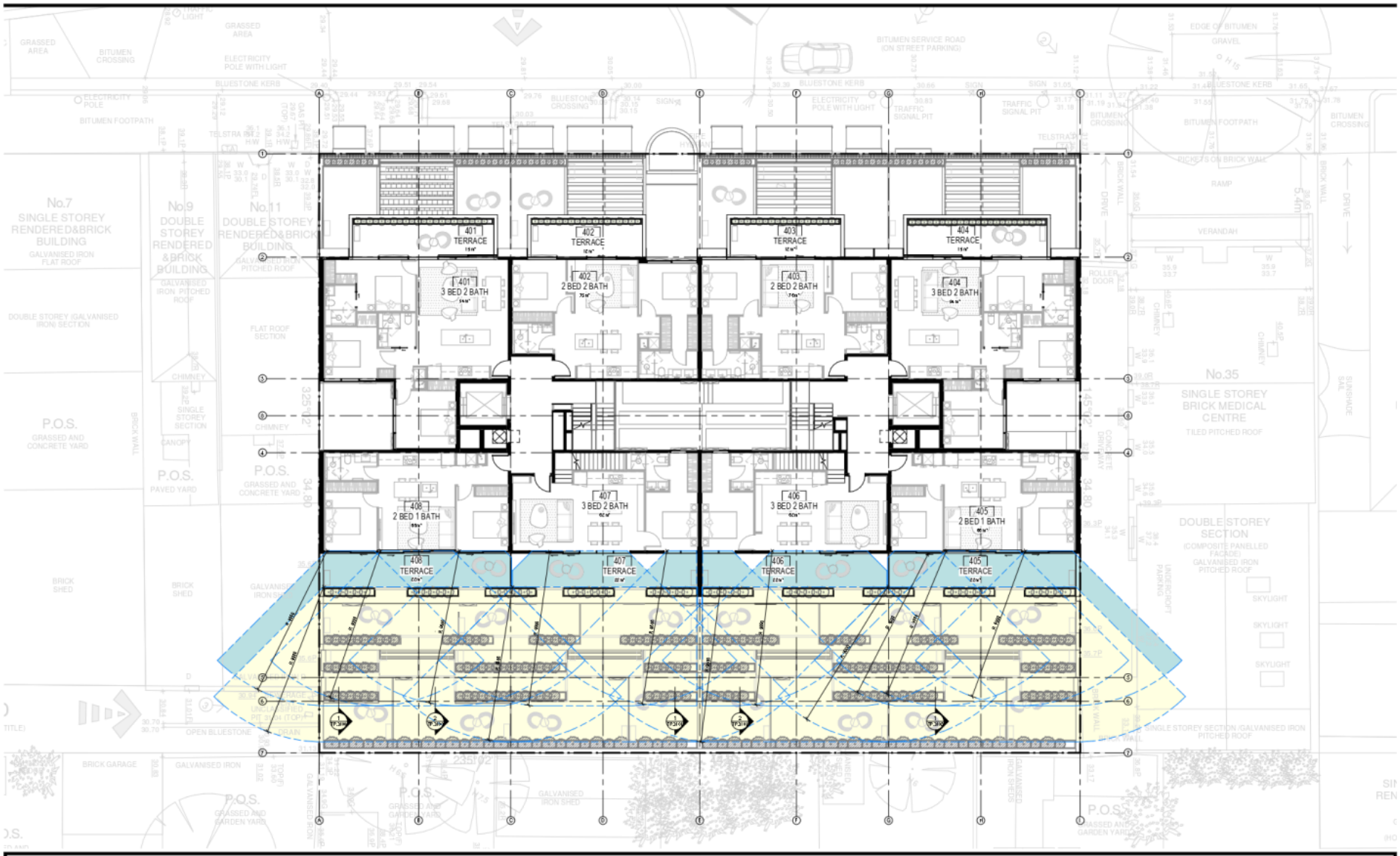
OVERLOOKING PLAN - LEVEL 03 TP.4003

Attachment 1 - PLN21/0554 - 15 - 33 Queens Parade Clifton Hill - Sketch Plans - Set of Plans



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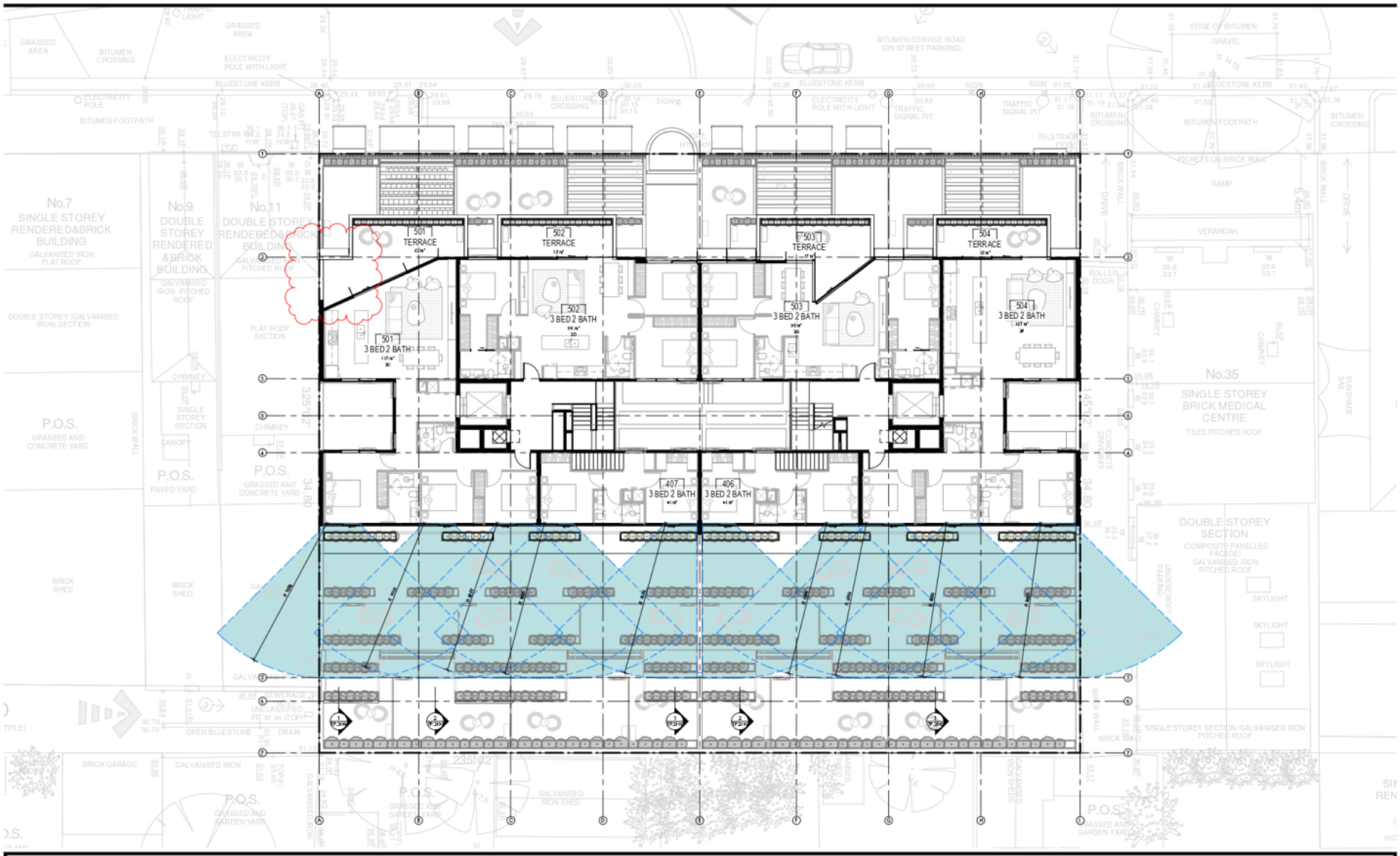


Attachment 1 - PLN21/0554 - 15 - 33 Queens Parade Clifton Hill - Sketch Plans - Set of Plans

TYPE 1A

G04 (shown), G05, G08, G09

1 BED 1 BATH

64 m²

MAIN BEDROOM SIZE	3000 x 5400mm
SECOND BEDROOM SIZE	
THIRD BEDROOM SIZE	
FOURTH BEDROOM SIZE	
LIVING ROOM SIZE	3300 x 3500mm
HABITABLE ROOM DEPTH	7415mm
INTERNAL STORAGE	6.6 m²
BREEZE PATH	
TERRACE SIZE	30 m²
DDA COMPLIANCE	

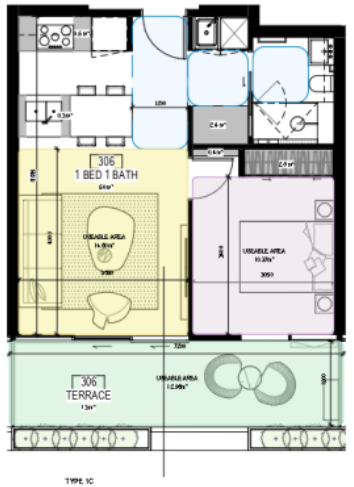
TYPE 1B

102 (shown), 103, 105, 107, 110, 111, 114, 115, 202, 205, 206, 207

1 BED 1 BATH

60 m²

MAIN BEDROOM SIZE	3000 x 5400mm
SECOND BEDROOM SIZE	
THIRD BEDROOM SIZE	
FOURTH BEDROOM SIZE	
LIVING ROOM SIZE	3400 x 3200mm
HABITABLE ROOM DEPTH	6166mm
INTERNAL STORAGE	6.0 m²
BREEZE PATH	
TERRACE SIZE	
DDA COMPLIANCE	



TYPE 1C

306 (shown), 309

1 BED 1 BATH

60 m²

MAIN BEDROOM SIZE	3000 x 5400mm
SECOND BEDROOM SIZE	
THIRD BEDROOM SIZE	
FOURTH BEDROOM SIZE	
LIVING ROOM SIZE	3000 x 4000mm
HABITABLE ROOM DEPTH	6666mm
INTERNAL STORAGE	6.2m²
BREEZE PATH	
TERRACE SIZE	10 m²
DDA COMPLIANCE	DESIGN OPTION A

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PROJECT

QUEENS PARADE

15-33 QUEENS PARADE, CLIFTON HILL 3068

MIXED USE DEVELOPMENT

DRAWING STATUS

TOWN PLANNING

JOB N°	2113
REVISION N°	C
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CHECKED BY	DC

DRAWING TITLE

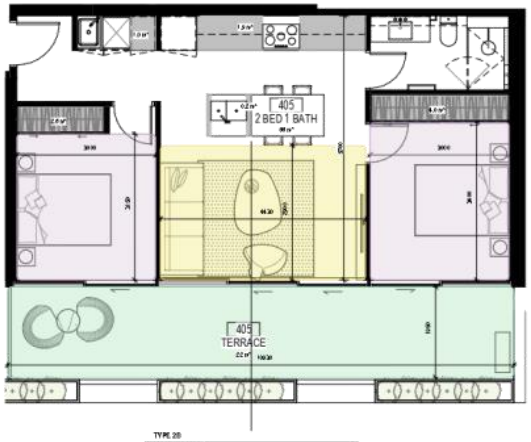
1 BED TYPOLOGIES_01

TP.5000

Attachment 1 - PLN21/0554 - 15 - 33 Queens Parade Clifton Hill - Sketch Plans - Set of Plans

TYPE 2A
307 (shown), 308
2 BED 1 BATH
66 m²

MAIN BEDROOM SIZE	3000 x 3500mm
SECOND BEDROOM SIZE	3000 x 3415mm
THIRD BEDROOM SIZE	
FOURTH BEDROOM SIZE	
LIVING ROOM SIZE	3600 x 3500mm
HABITABLE ROOM DEPTH	6915mm
INTERNAL STORAGE	9.5 m²
BREEZE PATH	9.5 m
TERRACE SIZE	12 m²
DDA COMPLIANCE	



TYPE 2B
405 (shown), 406
2 BED 1 BATH
66 m²

MAIN BEDROOM SIZE	3000 X 3400mm
SECOND BEDROOM SIZE	3000 X 3150mm
THIRD BEDROOM SIZE	
FOURTH BEDROOM SIZE	
LIVING ROOM SIZE	4450 X 2900mm
HABITABLE ROOM DEPTH	6700mm
INTERNAL STORAGE	9.7 m²
BREEZE PATH	
TERRACE SIZE	22 m²
DDA COMPLIANCE	

TYPE 2C
402 (shown), 403
2 BED 2 BATH
75 m²

MAIN BEDROOM SIZE	3600 X 3147mm
SECOND BEDROOM SIZE	3000 X 3147mm
THIRD BEDROOM SIZE	
FOURTH BEDROOM SIZE	
LIVING ROOM SIZE	3500 X 3600mm
HABITABLE ROOM DEPTH	7047mm
INTERNAL STORAGE	10.3 m²
BREEZE PATH	
TERRACE SIZE	12 m²
DDA COMPLIANCE	DESIGN OPTION A

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PROJECT
QUEENS PARADE
15-33 QUEENS PARADE, CLIFTON HILL 3068
MIXED USE DEVELOPMENT

DRAWING STATUS
TOWN PLANNING

JOB N°	2113
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DRAWING TITLE
2 BED TYPOLOGIES 01

TP.5010

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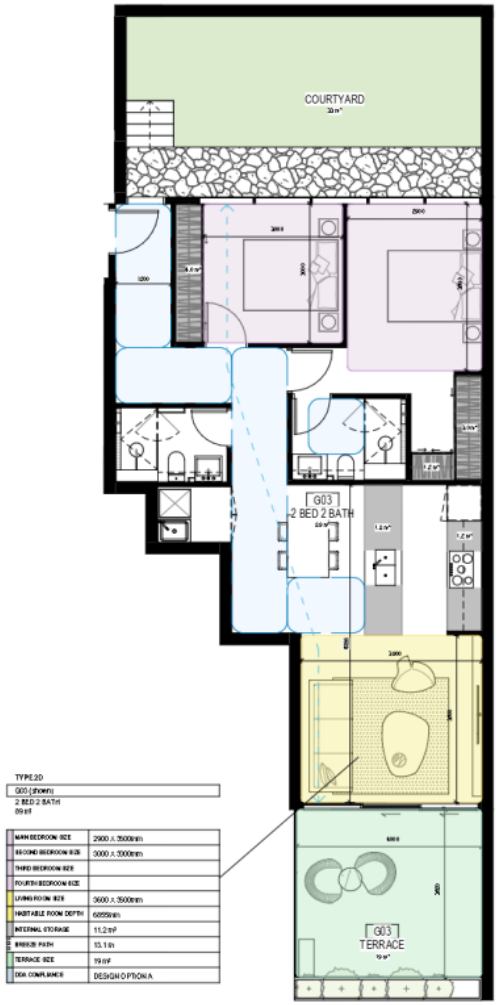
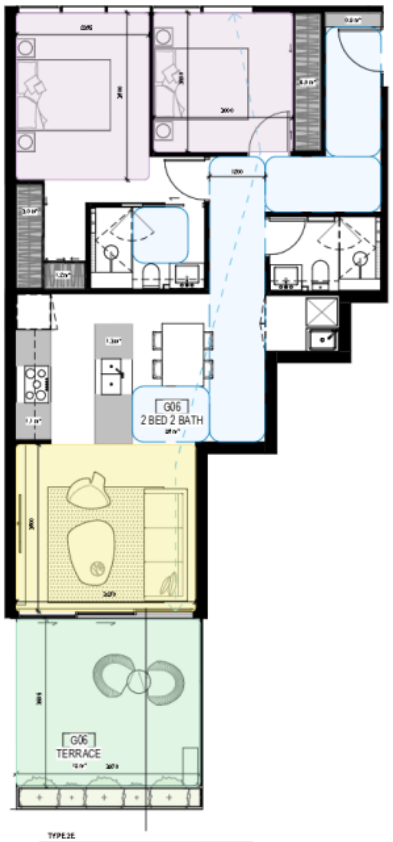


TYPE 2D

G03 (shown)
2 BED 2 BATH
89 m²

MAIN BEDROOM SIZE	2900 X 3500mm
SECOND BEDROOM SIZE	3000 X 3000mm
THIRD BEDROOM SIZE	
FOURTH BEDROOM SIZE	
LIVING ROOM SIZE	3600 X 3500mm
HABITABLE ROOM DEPTH	6855mm
INTERNAL STORAGE	11.2 m²
BREEZE PATH	13.1 m
TERRACE SIZE	19 m²
DDA COMPLIANCE	DESIGN OPTION A



TYPE 2E

G06 (shown), G07
2 BED 2 BATH
86 m²

MAIN BEDROOM SIZE	2880 X 3600mm
SECOND BEDROOM SIZE	3000 X 3000mm
THIRD BEDROOM SIZE	
FOURTH BEDROOM SIZE	
LIVING ROOM SIZE	3600 X 3570mm
HABITABLE ROOM DEPTH	7589mm
INTERNAL STORAGE	11.5 m²
BREEZE PATH	13.0 m
TERRACE SIZE	18 m²
DDA COMPLIANCE	DESIGN OPTION A

TYPE 2F

104 (shown), 204
2 BED 2 BATH
70 m²

MAIN BEDROOM SIZE	3000 X 3400mm
SECOND BEDROOM SIZE	3000 X 3000mm
THIRD BEDROOM SIZE	
FOURTH BEDROOM SIZE	
LIVING ROOM SIZE	3670 X 2800mm
HABITABLE ROOM DEPTH	
INTERNAL STORAGE	10.1 m²
BREEZE PATH	12.0 m
TERRACE SIZE	8 m²
DDA COMPLIANCE	

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REV	DATE	REVISION	BY	CHK

PROJECT

QUEENS PARADE

15-33 QUEENS PARADE, CLIFTON HILL 3068

MIXED USE DEVELOPMENT

DRAWING STATUS

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DRAWING TITLE

~~2 BED TYPOLOGIES 02~~

~~TP 5011~~

Attachment 1 - PLN21/0554 - 15 - 33 Queens Parade Clifton Hill - Sketch Plans - Set of Plans

TYPE 2G

105(shown), 112, 113, 205

2 BED 2 BATH

74m²

MAIN BEDROOM SIZE	3000 x 3400mm
SECOND BEDROOM SIZE	3000 x 3000mm
THIRD BEDROOM SIZE	
FOURTH BEDROOM SIZE	
LIVING ROOM SIZE	3600 x 3400mm
HABITABLE ROOM DEPTH	
INTERNAL STORAGE	10.3 m²
BREEZE PATH	11.2 m
TERRACE SIZE	8 m²
DDA COMPLIANCE	

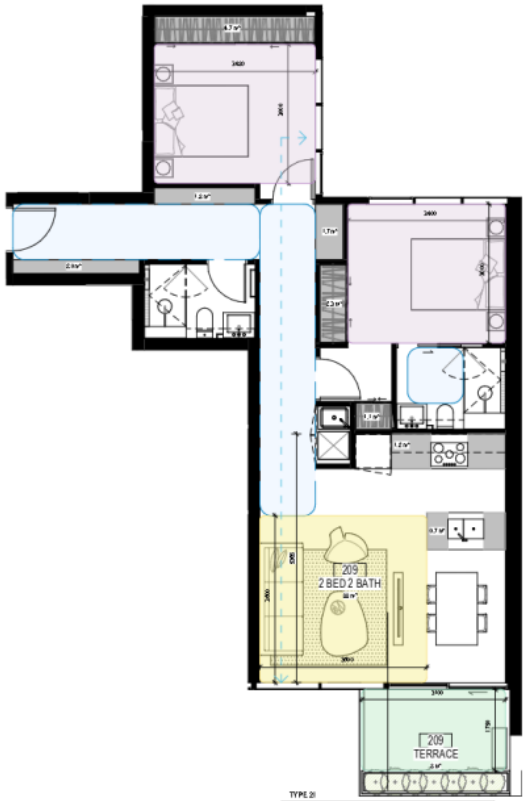
TYPE 2H

201 (shown), 208

2 BED 2 BATH

76 m²

MAIN BEDROOM SIZE	3300 x 3400mm
SECOND BEDROOM SIZE	3000 x 3000mm
THIRD BEDROOM SIZE	
FOURTH BEDROOM SIZE	
LIVING ROOM SIZE	3500 x 3400mm
HABITABLE ROOM DEPTH	6566mm
INTERNAL STORAGE	10.9 m²
BREEZE PATH	11.2 m
TERRACE SIZE	8m²
DDA COMPLIANCE	



TYPE 2I

209 (shown), 214

2 BED 2 BATH

86 m²

MAIN BEDROOM SIZE	3000 x 3400mm
SECOND BEDROOM SIZE	3400 x 3350mm
THIRD BEDROOM SIZE	
FOURTH BEDROOM SIZE	
LIVING ROOM SIZE	3600 x 3600mm
HABITABLE ROOM DEPTH	5356mm
INTERNAL STORAGE	15.5 m²
BREEZE PATH	12.3 m
TERRACE SIZE	8 m²
DDA COMPLIANCE	DESIGN OPTION B

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PROJECT

QUEENS PARADE

15-33 QUEENS PARADE, CLIFTON HILL 3068

MIXED USE DEVELOPMENT

DRAWING STATUS

TOWN PLANNING

JOB N°	2113
REVISION N°	C
DATE	12.03.2022
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DRAWING TITLE

2 BED TYPOLOGIES 03

TP.5012

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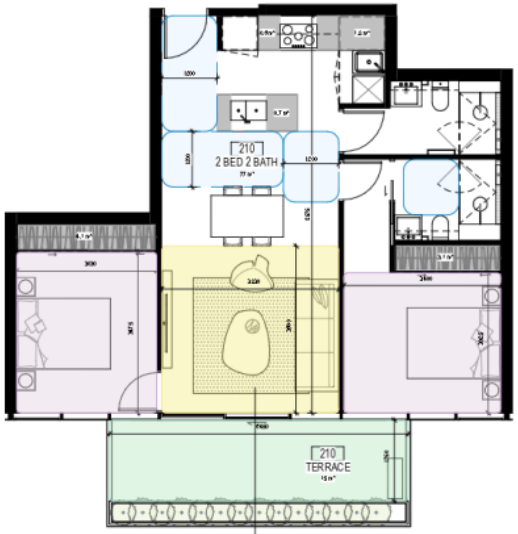
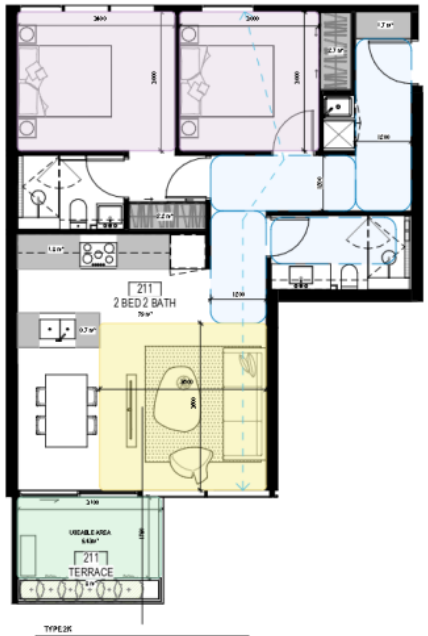


TYPE 2J
210 (showing 215)
2 BED 2 BATH
77m²

MAIN BEDROOM SIZE	3400 x 3025mm
SECOND BEDROOM SIZE	3050 x 3478mm
THIRD BEDROOM SIZE	
FOURTH BEDROOM SIZE	
LIVING ROOM SIZE	3850 x 3600mm
HABITABLE ROOM DEPTH	6575mm
INTERNAL STORAGE	10.3 m²
BREEZE PATH	
TERRACE SIZE	15 m²
DDA COMPLIANCE	DESIGN OPTION A



TYPE 2K
211 (showing 212)
2 BED 2 BATH
79 m²

MAIN BEDROOM SIZE	3400 x 3000mm
SECOND BEDROOM SIZE	3000 x 3000mm
THIRD BEDROOM SIZE	
FOURTH BEDROOM SIZE	
LIVING ROOM SIZE	
HABITABLE ROOM DEPTH	6525mm
INTERNAL STORAGE	9.1 m²
BREEZE PATH	10.7 m
TERRACE SIZE	5.6 m²
DDA COMPLIANCE	DESIGN OPTION B

TYPE 2L
302 (showing 305
2 BED 2 BATH
76 m²

MAIN BEDROOM SIZE	3400 x 3000mm
SECOND BEDROOM SIZE	3000 x 3000mm
THIRD BEDROOM SIZE	
FOURTH BEDROOM SIZE	
LIVING ROOM SIZE	3500 x 3600mm
HABITABLE ROOM DEPTH	6616mm
INTERNAL STORAGE	10.3 m²
BREEZE PATH	
TERRACE SIZE	43 m²
DDA COMPLIANCE	DESIGN OPTION A

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QUEENS PARADE
15-33 QUEENS PARADE, CLIFTON HILL 3068
MIXED USE DEVELOPMENT

DRAWING STATUS
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2 BED TYPOLOGIES 04

TP.5013

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TYPE 2M
305 (shown), 310
2 BED 2 BATH
70 m²

MAIN BEDROOM SIZE	3000 x 3600mm
SECOND BEDROOM SIZE	3350 X 3000mm
THIRD BEDROOM SIZE	
FOURTH BEDROOM SIZE	
LIVING ROOM SIZE	3650 x 3600mm
HABITABLE ROOM DEPTH	6918mm
INTERNAL STORAGE	9.0 m²
BREEZE PATH	7.0 m
TERRACE SIZE	15m²
DDA COMPLIANCE	DESIGN OPTION A

TYPE 2N
101 (shown), 106, 109, 116
2 BED 2 BATH + STUDY
85 m²

MAINBEDROOM SIZE	3000 x 3400mm
SECOND BEDROOM SIZE	3000 X 3000mm
THIRD BEDROOM SIZE	
FOURTH BEDROOM SIZE	
LIVING ROOM SIZE	3600 X 3618mm
HABITABLE ROOM DEPTH	6218mm
INTERNAL STORAGE	10.3m²
BREEZE PATH	11.5m
TERRACE SIZE	8m²
DDA COMPLIANCE	DESIGN OPTION A

TYPE 2O
G10 (shown)
2 BED 2 BATH
105 m²

MAIN BEDROOM SIZE	3000 X 3400mm
SECOND BEDROOM SIZE	3350 X 3300mm
THIRD BEDROOM SIZE	3000 X 3000mm
FOURTH BEDROOM SIZE	
LIVING ROOM SIZE	3600 X 3600mm
HABITABLE ROOM DEPTH	7686mm
INTERNAL STORAGE	16.9 m²
BREEZE PATH	14.2 m
TERRACE SIZE	19 m²
DDA COMPLIANCE	DESIGN OPTION A

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DRAWING TITLE
2 BED TYPOLOGIES_05

TP.5014

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TYPE 3A
301 (shown), 304
3 BED 2 BATH
94 m²

MAIN BEDROOM SIZE	3400 x 3000mm
SECOND BEDROOM SIZE	3000 x 3000mm
THIRD BEDROOM SIZE	3480 x 3350mm
FOURTH BEDROOM SIZE	
LIVING ROOM SIZE	3600 x 4060mm
HABITABLE ROOM DEPTH	6915mm
INTERNAL STORAGE	12.5 m²
BREEZE PATH	6.7 m
TERRACE SIZE	49 m²
DDA COMPLIANCE	DESIGN OPTION A

TYPE 3B
401 (shown), 404
3 BED 2 BATH
94 m²

MAIN BEDROOM SIZE	3400 x 3000mm
SECOND BEDROOM SIZE	3200 x 3000mm
THIRD BEDROOM SIZE	3480 x 3350mm
FOURTH BEDROOM SIZE	
LIVING ROOM SIZE	3600 x 4115mm
HABITABLE ROOM DEPTH	6915mm
INTERNAL STORAGE	12.5 m²
BREEZE PATH	6.7 m
TERRACE SIZE	15m²
DDA COMPLIANCE	DESIGN OPTION A

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3 BED TYPOLOGIES_01

TP.5020

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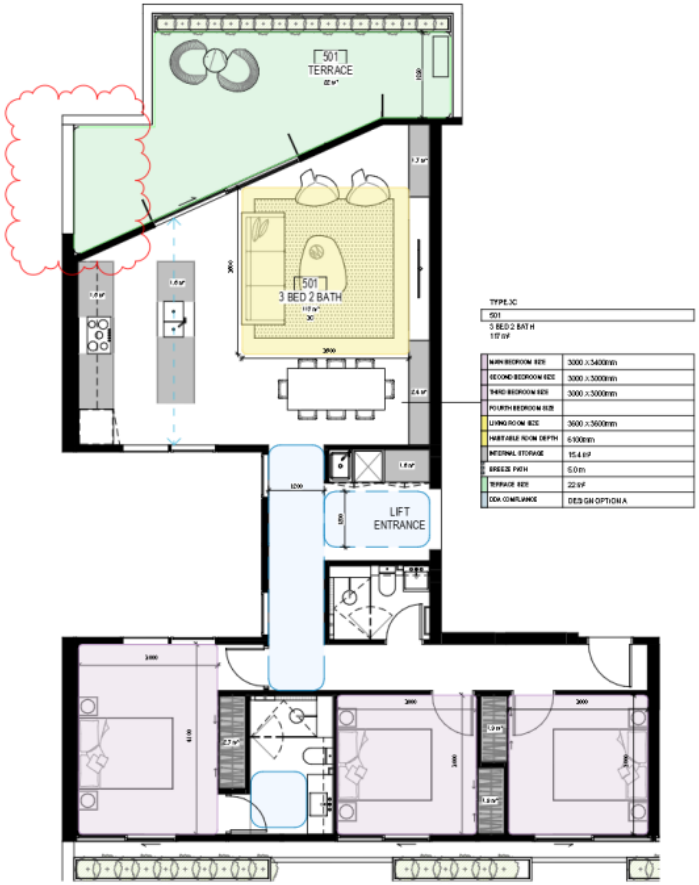

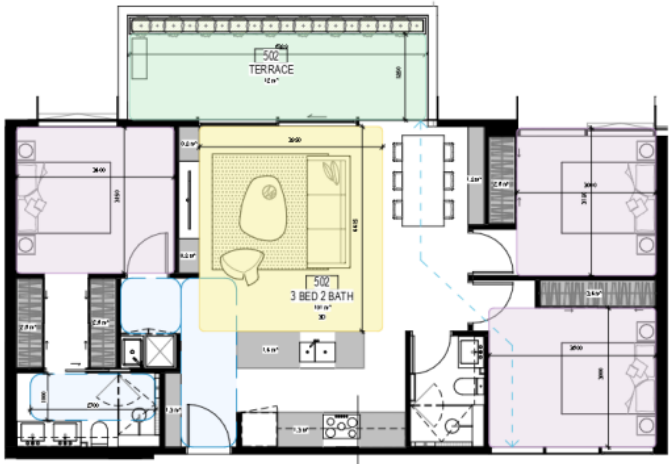

TYPE 3C
501
3 BED 2 BATH
117 m²

MAIN BEDROOM SIZE	3000 X 3400mm
SECOND BEDROOM SIZE	3000 X 3000mm
THIRD BEDROOM SIZE	3000 X 3000mm
FOURTH BEDROOM SIZE	
LIVING ROOM SIZE	3600 X 3600mm
HABITABLE ROOM DEPTH	6900mm
INTERNAL STORAGE	15.4 m²
BREEZE PATH	5.0m
TERRACE SIZE	22 m²
DDA COMPLIANCE	DESIGN OPTION A

TYPE 3D
502
3 BED 2 BATH
101 m²

MAIN BEDROOM SIZE	3400 X 3150mm
SECOND BEDROOM SIZE	3000 X 3000mm
THIRD BEDROOM SIZE	3000 X 3000mm
FOURTH BEDROOM SIZE	
LIVING ROOM SIZE	3950 X 4415mm
HABITABLE ROOM DEPTH	6959mm
INTERNAL STORAGE	16.6 m²
BREEZE PATH	7.5 m
TERRACE SIZE	12m²
DDA COMPLIANCE	DESIGN OPTION B

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PROJECT
QUEENS PARADE
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MIXED USE DEVELOPMENT

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3 BED TYPOLOGIES_02

TP.5021

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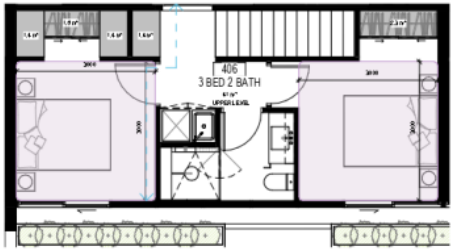

TYPE 3E (LOWER LEVEL)

406 (SHOWN) 407

3 BED 2 BATH

62 m² + 44m² (TOTAL 106m²)

MAINBEDROOM SIZE	3000 X 5400mm
SECONDBEDROOM SIZE	3000 X 3500mm
THIRDBEDROOM SIZE	3000 X 3000mm
FOURTH BEDROOM SIZE	
LIVING ROOM SIZE	4590 X 2900mm
HABITABLE ROOM DEPTH	4600mm
INTERNAL STORAGE	15.0 m³
BREEZE PATH	5.7 m
TERRACE SIZE	22 m² (LOWER) + 4.9 m² (UPPER)
DDA COMPLIANCE	

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QUEENS PARADE

15-33 QUEENS PARADE, CLIFTON HILL 3068

MIXED USE DEVELOPMENT

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3 BED TYPOLOGIES_03

TP.5022

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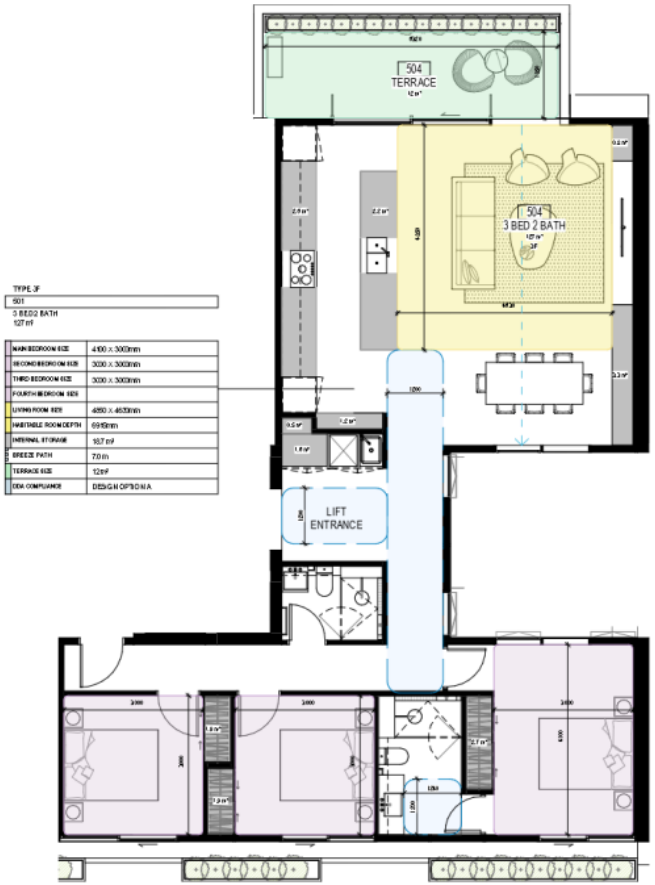

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3 BED TYPOLOGIES_04

TP.5023

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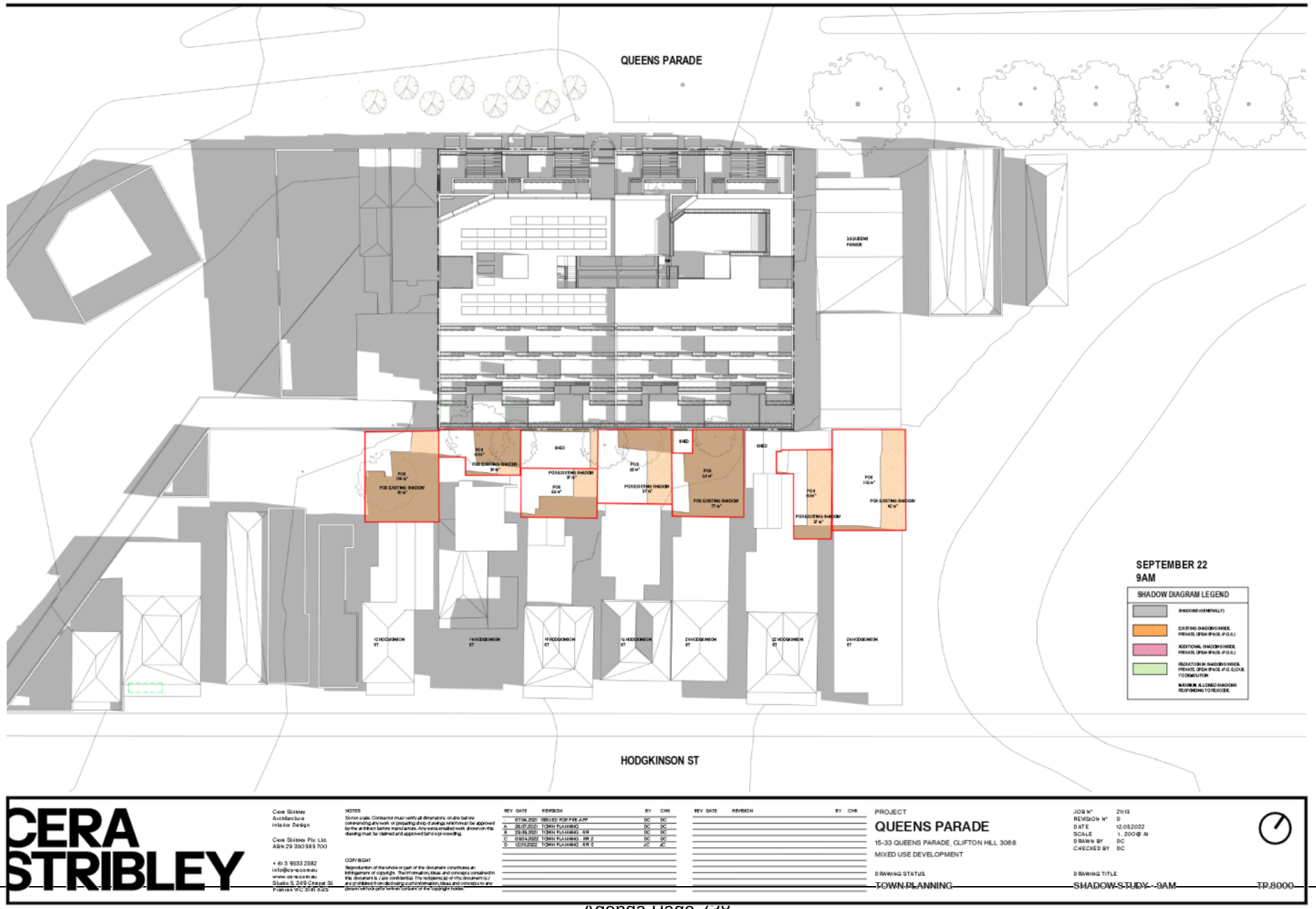

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SHADOW STUDY - 9AM

TP.8000

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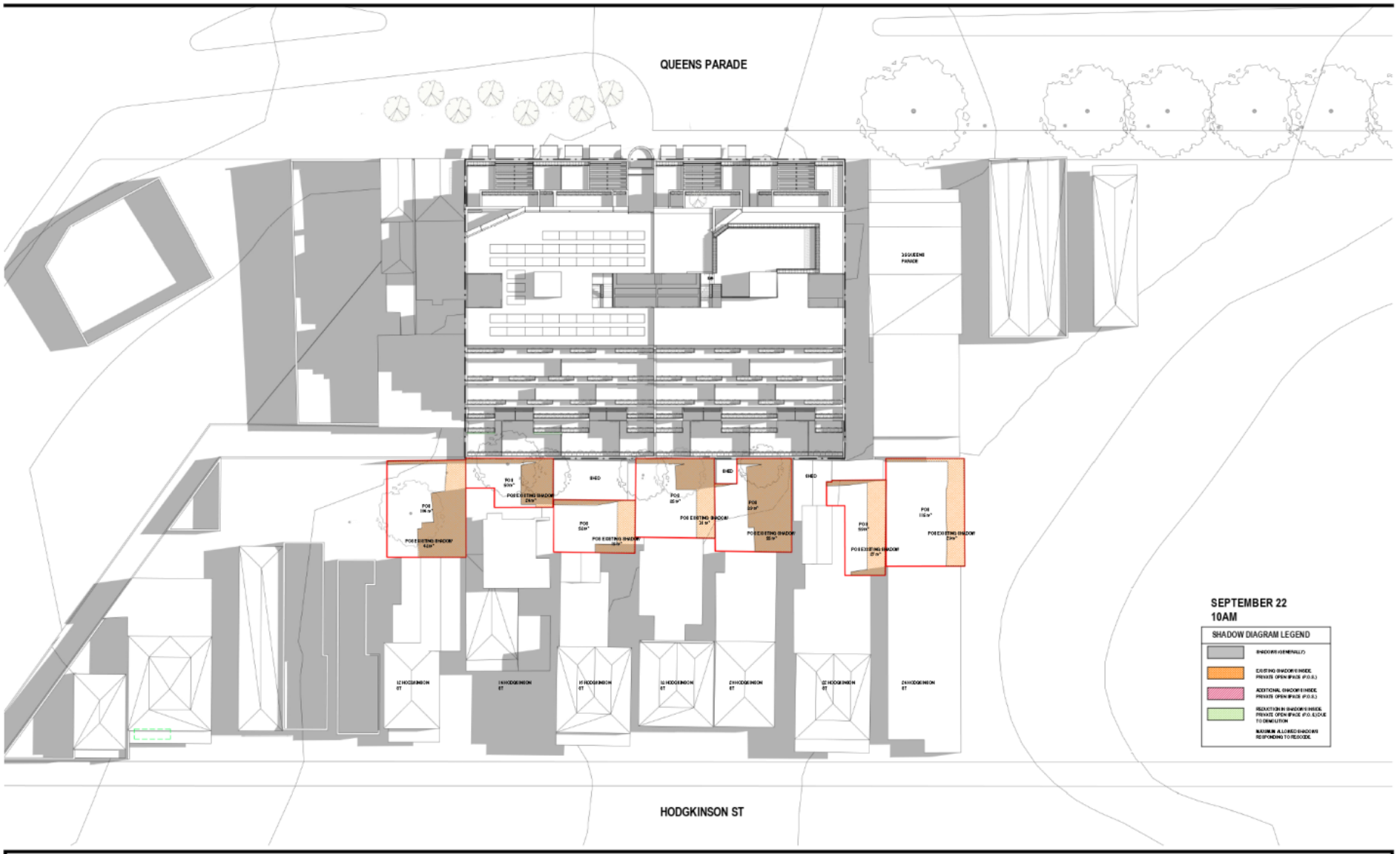

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DRAWING TITLE
SHADOW STUDY - 10AM

TP.8001

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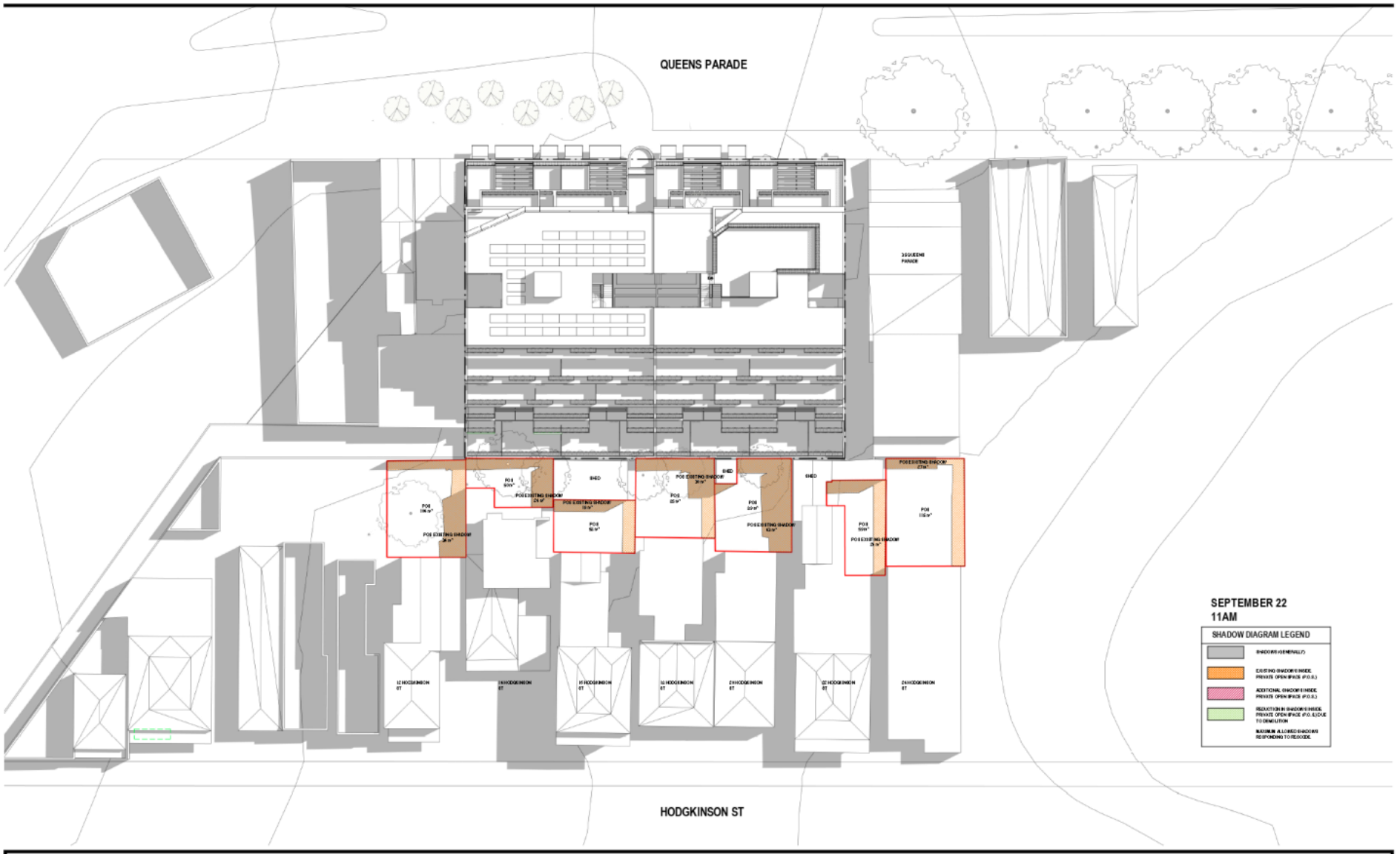

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SHADOW STUDY - 11AM

TP.8002

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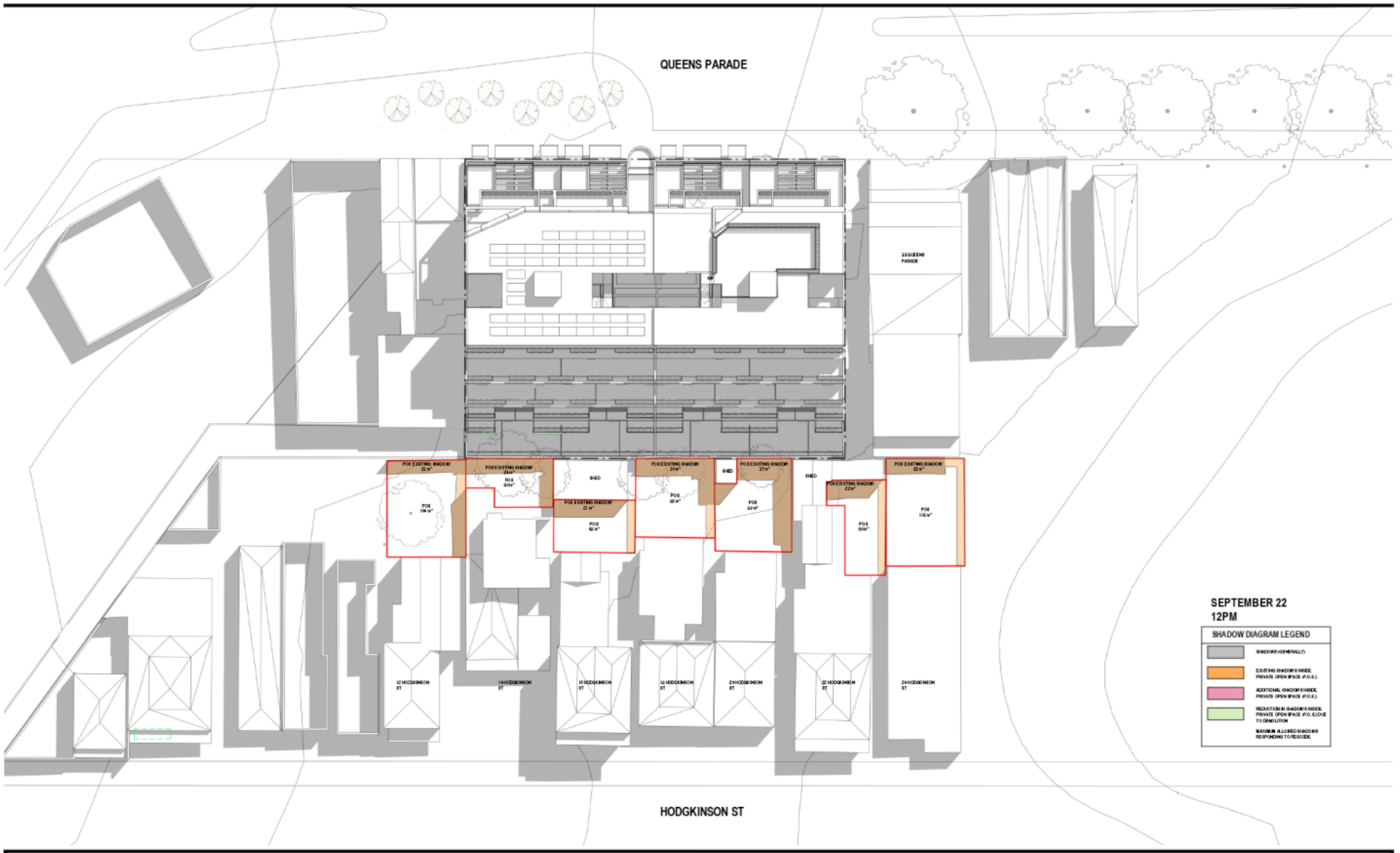

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QUEENS PARADE
15-33 QUEENS PARADE, CLIFTON HILL 3068
MIXED USE DEVELOPMENT

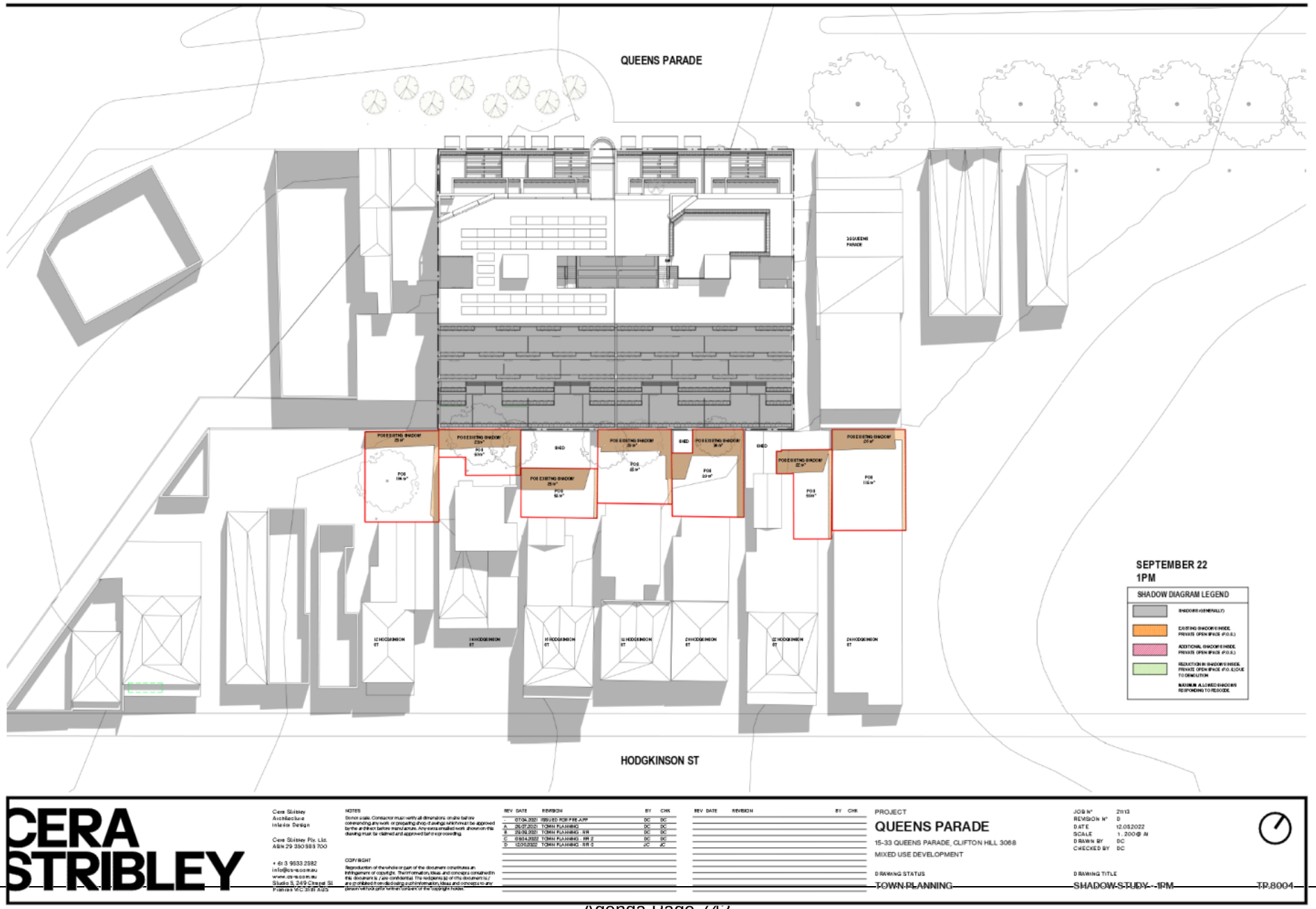
DRAWING STATUS
TOWN PLANNING

JOB N° 2113
REVISION N° D
DATE 12.05.2022
SCALE 1 : 200 @ A1
DRAWN BY DC
CHECKED BY DC

DRAWING TITLE
SHADOW STUDY - 12PM

TP.8003

Attachment 1 - PLN21/0554 - 15 - 33 Queens Parade Clifton Hill - Sketch Plans - Set of Plans



CERA STRIBLEY

Cera Stribley Architecture Interior Design

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NOTES
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REV	DATE	REVISION	BY	CHK
-	07.04.2021	ISSUED FOR PRE APP	DC	DC
A	26.07.2021	TOWN PLANNING	DC	DC
B	20.09.2021	TOWN PLANNING - RFI	DC	DC
C	01.04.2022	TOWN PLANNING - RFI 2	DC	DC
D	12.05.2022	TOWN PLANNING - RFI 3	JC	JC

PROJECT
QUEENS PARADE
15-33 QUEENS PARADE, CLIFTON HILL 3068
MIXED USE DEVELOPMENT

DRAWING STATUS
TOWN PLANNING

JOB N° 2113
REVISION N° D
DATE 12.05.2022
SCALE 1 : 200 @ A1
DRAWN BY DC
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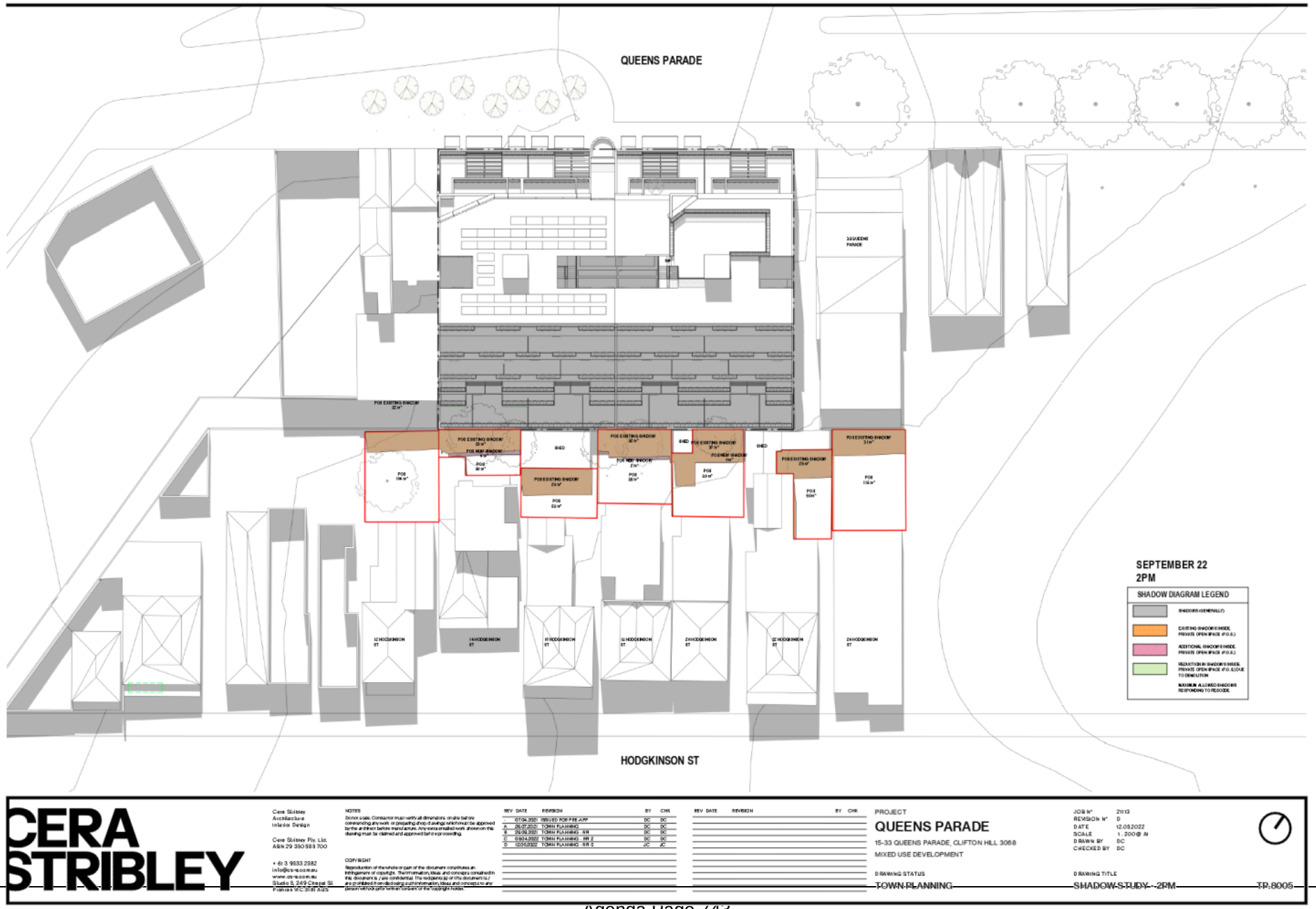
DRAWING TITLE
SHADOW STUDY - 1PM

TP.8004

Attachment 1 - PLN21/0554 - 15 - 33 Queens Parade Clifton Hill - Sketch Plans - Set of Plans



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C	09.03.2022	TOWN PLANNING - RFI 2	DC	DC
D	12.05.2022	TOWN PLANNING - RFI 3	JC	JC

PROJECT
QUEENS PARADE
15-33 QUEENS PARADE, CLIFTON HILL 3068
MIXED USE DEVELOPMENT

DRAWING STATUS
TOWN PLANNING

JOB N° 2113
REVISION N° D
DATE 12.05.2022
SCALE 1 : 200 @ A1
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CHECKED BY DC

DRAWING TITLE
SHADOW STUDY - 2PM

TP.8005

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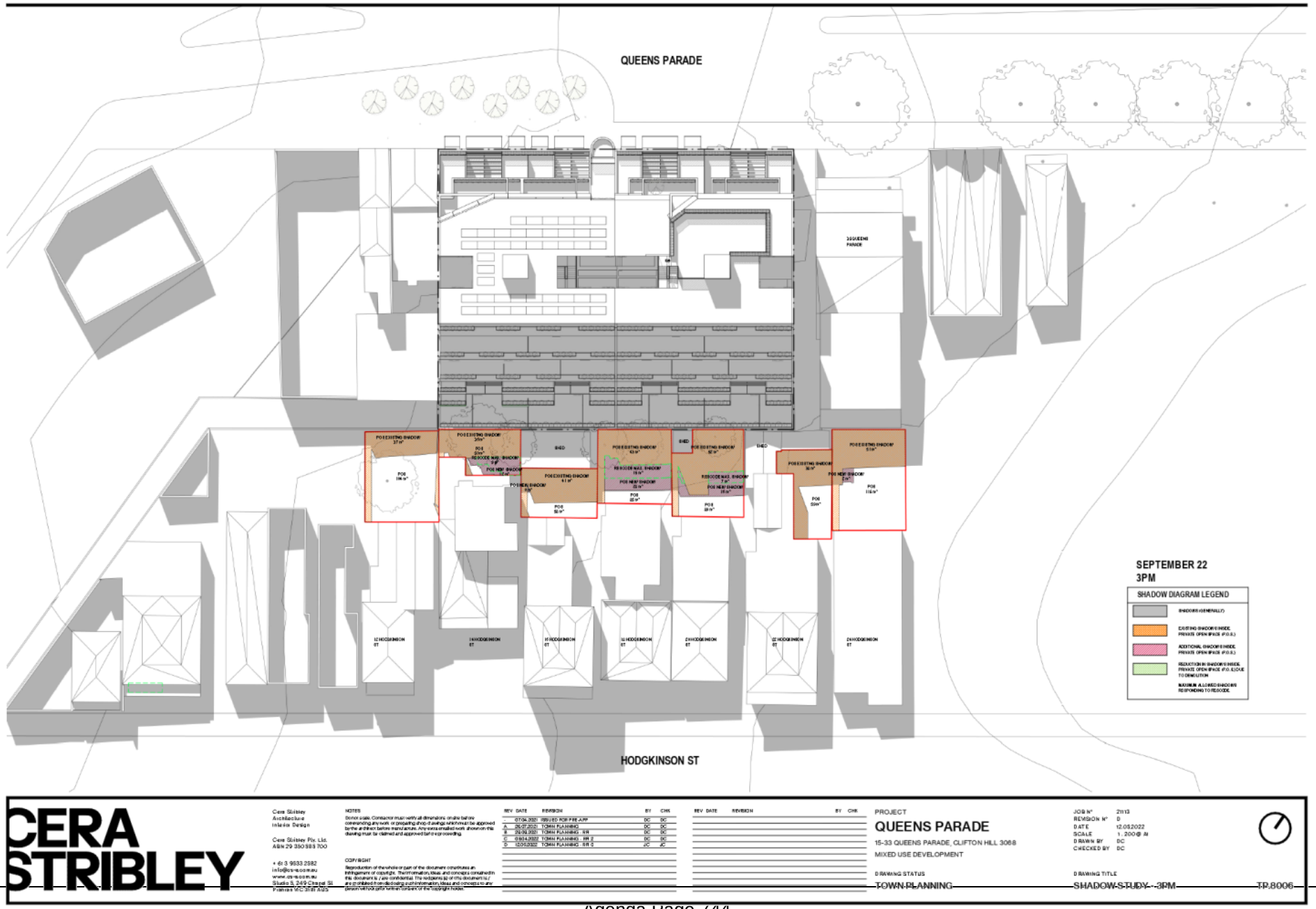

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C	01.04.2022	TOWN PLANNING - RFI 2	DC	DC
D	12.05.2022	TOWN PLANNING - RFI 3	JC	JC

PROJECT
QUEENS PARADE
15-33 QUEENS PARADE, CLIFTON HILL 3068
MIXED USE DEVELOPMENT

DRAWING STATUS
TOWN PLANNING

JOB N° 2113
REVISION N° D
DATE 12.05.2022
SCALE 1 : 200 @ A1
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DRAWING TITLE
SHADOW STUDY - 3PM

TP.8006

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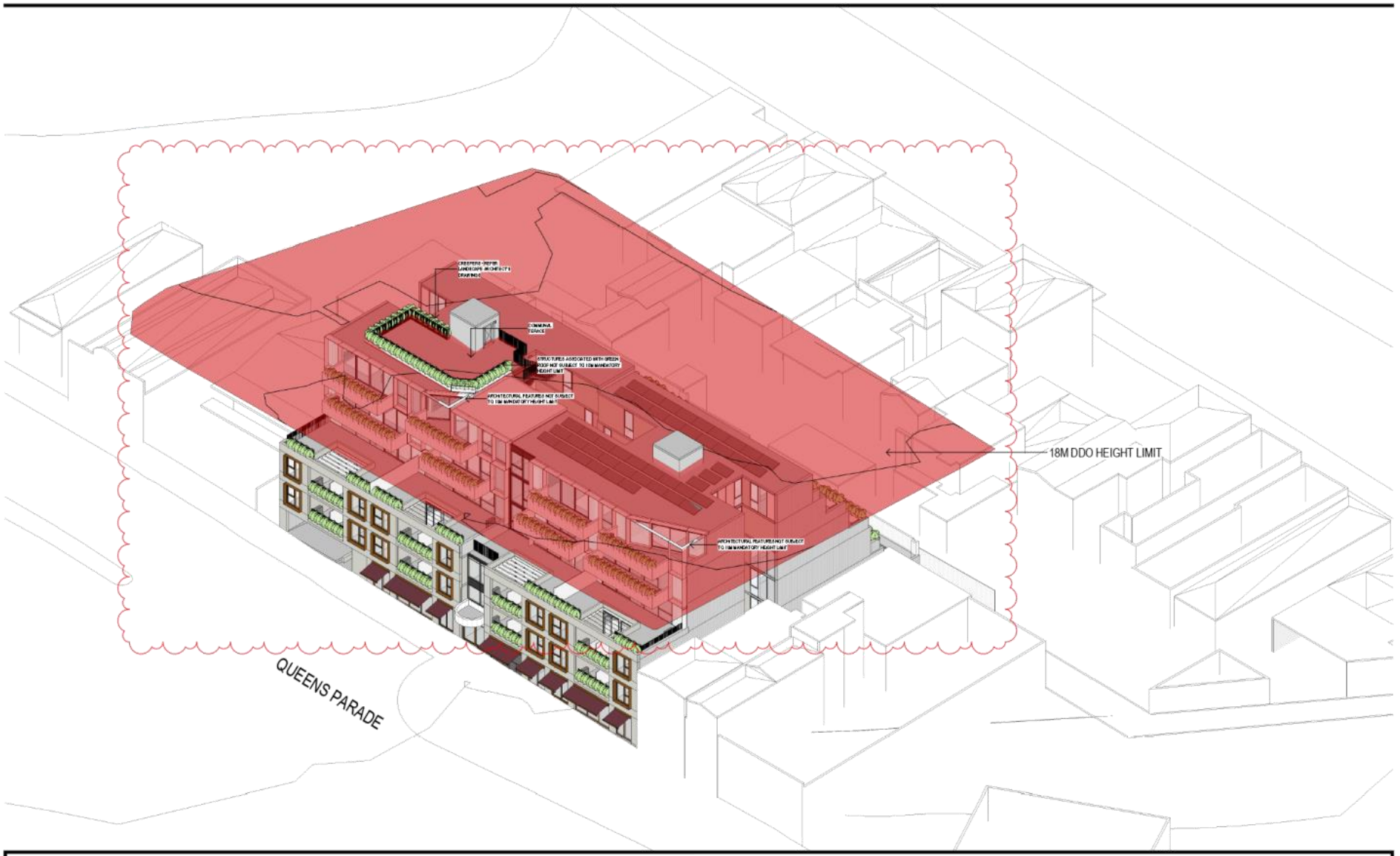

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REV	DATE	REVISION	BY	CHK
-	26.07.2021	TOWN PLANNING	DC	DC
A	29.09.2021	TOWN PLANNING - RFI	DC	DC
B	03.03.2022	TOWN PLANNING - RFI 2	DC	DC
C	02.04.2022	TOWN PLANNING - RFI 3	JC	JC

PROJECT
QUEENS PARADE
15-33 QUEENS PARADE, CLIFTON HILL 3068
MIXED USE DEVELOPMENT

DRAWING STATUS
TOWN PLANNING

JOB N° 2113
REVISION N° C
DATE 12.05.2022
SCALE 1 : 100 @ A1
DRAWN BY Author
CHECKED BY Checker

DRAWING TITLE
DIAGRAM - DDO HEIGHT LIMIT
TP.9000

Attachment 1 - PLN21/0554 - 15 - 33 Queens Parade Clifton Hill - Sketch Plans - Set of Plans

External Finishes

01. **BR1** - Brick (Horiztonal)
COLOUR: Light Grey

02. **BR2** - Brick (Vertical)
COLOUR: Light Grey

03. **MT1** - Metal (Powder Coated)
COLOUR: White

04. **MT2** - Metal (Powder Coated)
COLOUR: Black

05. **MT4** - Metal
COLOUR: Copper (or similar)

06. **MT4** - Metal (Perforated)
COLOUR: White

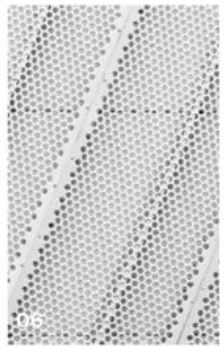
07. **CN1** - Concrete (Rough Cast)
COLOUR: Natural

08. **CN2**- Concrete (Pre Cast)
COLOUR: Natural

09. **CN3**- Concrete (Textured)
COLOUR: Natural

10. **GL1** - Glass - Clear

11. **LS** - Landscaping



Attachment 1 - PLN21/0554 - 15 - 33 Queens Parade Clifton Hill - Sketch Plans - Set of Plans

Development Summary

PROJECT NUMBER	21113
ADDRESS	15-33 Queens Parade, Clifton Hill
PROJECT STATUS	TP - RFI
DATE	6/05/2022

Site Area	1535
Building Plot	1270.0
Site Coverage	82.7%
Basement Coverage	98.0%

PROJECT SUMMARY - APARTMENTS AND PARKING

LEVEL	1 BED + 1 BATH	2 BED + 1 BATH	2 BED + 2 BATH	2 BED + 2 BATH + STUDY	3 BED + 2 BATH	TOTAL APARTMENTS	RETAIL/CAFE CARS	RESIDENTIAL CARs	TOTAL CARS
BASEMENT 02								40	40
BASEMENT 01							3	30	33
GROUND	4		4			8			
LEVEL 01	8		4	4		16			
LEVEL 02	4		10			14			
LEVEL 03	2	2	4		2	10			
LEVEL 04		2	2		4	8			
LEVEL 05					4	4			
LEVEL 06									
SUBTOTAL	**18**	**4**	**24**	**4**	**10**	**60**	**3**	**70**	**73**
PERCENTAGE	**30.0%**	**6.7%**	**40.0%**	**6.7%**	**16.7%**				

LEVEL	1 BED + 1 BATH	2 BED + 1 BATH	2 BED + 2 BATH	2 BED + 2 BATH + STUDY	3 BED + 2 BATH	RETAIL/CAFE CARS	TOTAL CARS
CARS REQUIRED	1	1	1	1	2	1 per 100sqm	
SUBTOTAL	**17**	**4**	**24**	**4**	**20**	**3**	**72**

PROJECT SUMMARY - AREAS

LEVEL	SERVICES/STAIR (m2)	CORRIDOR/LOBBY	PARKING /COMMON	COMMUNAL	RETAIL NLA (M2)	RESIDENTIAL NSA (m2)	TERRACE / P.O.S (m2)	TOTAL NSA + NLA (EX BALC) (m2)	TOTAL GFA (m2) (EX BALC)	NETT-GROSS EFFICIENCY
BASEMENT 02	102		1274						1376	
BASEMENT 01	206		1167						1373	
GROUND	105	139		43	332	580	245	912	1199	76%
LEVEL 01	49	65				1022	164	1022	1136	90%
LEVEL 02	49	53				984	126	984	1086	91%
LEVEL 03	49	42				724	271	724	815	89%
LEVEL 04	49	39				595	142	595	683	87%
LEVEL 05	49	26				522	79	522	597	87%
ROOF	13			70				0	83	
SUBTOTAL	**671**	**364**	**2441**	**113**	**332**	**4427**	**1027**	**4759**	**8348**	**86.7%**

Note: All areas are approximate only and are subject to final checking against survey infomration and authority approvals.

Attachment 1 - PLN21/0554 - 15 - 33 Queens Parade Clifton Hill - Sketch Plans - Set of Plans

Area Summary

ADDRESS 15-33 Queens Parade, Clifton Hill
PROJECT STATUS TP - RFI
DATE 6/05/2022

GROUND FLOOR - RESIDENTIAL

NUMBER	BEDROOMS	BATHROOMS	ORIENTATION	CAR ALLOCATION	AREA (m2)	COURTYARD	DDA
G 03	2	2	N/S	1	89	52	Y
G 04	1	1	S	1	54	30	
G 05	1	1	S	1	54	30	
G 06	2	2	N/S	1	86	18	Y
G 07	2	2	N/S	1	86	18	Y
G 08	1	1	S	1	54	30	
G 09	1	1	S	1	54	30	
G 10	2	2	N/S/W	2	103	37	Y
8	**12**	**12**		**9**	**580**	**245**	**4**

LEVEL 01

NUMBER	BEDROOMS	BATHROOMS	ORIENTATION	CAR ALLOCATION	AREA (m2)	TERRACE	DDA
1 01	2	2	N/S/W	1	83	8	Y
1 02	1	1	N	1	50	8	
1 03	1	1	N	1	50	8	
1 04	2	2	N/S	1	70	8	
1 05	2	2	N/S	1	74	8	
1 06	1	1	N	1	50	8	
1 07	1	1	N	1	50	8	
1 08	2	2	N/S/E	1	83	8	Y
1 09	2	2	N/S/E	1	83	13	Y
1 10	1	1	S	1	50	12	
1 11	1	1	S	0	50	12	
1 12	2	2	N/S	1	73	13	
1 13	2	2	N/S	1	73	13	
1 14	1	1	S	1	50	12	
1 15	1	1	S	1	50	12	
1 16	2	2	N/S/W	1	83	13	Y
16	**24**	**24**		**15**	**1022**	**164**	**4**

LEVEL 02

NUMBER	BEDROOMS	BATHROOMS	ORIENTATION	CAR ALLOCATION	AREA (m2)	TERRACE	DDA
2 01	2	2	N/S/W	1	76	8	
2 02	1	1	N	1	50	8	
2 03	1	1	N	1	50	8	
2 04	2	2	N/S	1	70	8	
2 05	2	2	N/S	1	74	8	
2 06	1	1	N	1	50	8	
2 07	1	1	N	1	50	8	
2 08	2	1	N/S	1	76	8	
2 09	2	2	N/S/E	1	88	8	Y
2 10	2	2	S	1	77	15	Y
2 11	2	2	N/S	1	79	8	Y
2 12	2	2	N/S	1	79	8	Y
2 13	2	2	S	1	77	15	Y
2 14	2	2	N/S/W	1	88	8	Y
14	**24**	**23**		**14**	**984**	**126**	**6**

LEVEL 03

NUMBER	BEDROOMS	BATHROOMS	ORIENTATION	CAR ALLOCATION	AREA (m2)	TERRACE	DDA
3 01	3	2	N/S/W	2	94	49	Y
3 02	2	2	N	1	75	43	Y
3 03	2	2	N	1	75	48	Y
3 04	3	2	N/S/E	2	94	49	Y
3 05	2	2	N/S	1	78	15	Y
3 06	1	1	S	1	50	13	Y
3 07	2	1	N/S	1	65	13	
3 08	2	1	N/S	1	65	13	
3 09	1	1	S	1	50	13	Y
3 10	2	2	N/S	1	78	15	Y
10	**20**	**16**		**12**	**724**	**271**	**8**

LEVEL 04

NUMBER	BEDROOMS	BATHROOMS	ORIENTATION	CAR ALLOCATION	AREA (m2)	TERRACE	DDA
4 01	3	2	N/S/W	2	94	15	Y
4 02	2	2	N	1	75	12	Y
4 03	2	2	N	1	76	12	Y
4 04	3	2	N/S/E	2	94	15	Y
4 05	2	1	N/S	1	66	22	
4 06	3	2	N/S	2	62	22	
4 07	3	2	N/S	2	62	22	
4 08	2	1	N/S	1	66	22	
8	**20**	**14**		**12**	**595**	**142**	**4**

LEVEL 05

NUMBER	BEDROOMS	BATHROOMS	ORIENTATION	CAR ALLOCATION	AREA (m2)	TERRACE	DDA
4 06 (LOFT)			N/S		41	8	
4 07 (LOFT)			N/S		41	8	
5 01	3	2	N/S/W	2	117	22	Y
5 02	3	2	N/S	2	101	12	Y
5 03	3	2	N/S	2	95	17	
5 04	3	2	N/S/W	2	127	12	Y
4	**12**	**8**		**8**	**522**	**79**	**3**

Note: All areas are approximate only and are subject to final checking against survey information and authority approvals.

Attachment 1 - PLN21/0554 - 15 - 33 Queens Parade Clifton Hill - Sketch Plans - Set of Plans

View 01

View 01 - Queens Parade (East)

Attachment 1 - PLN21/0554 - 15 - 33 Queens Parade Clifton Hill - Sketch Plans - Set of Plans

View 02

View 02- Queens Parade (West)

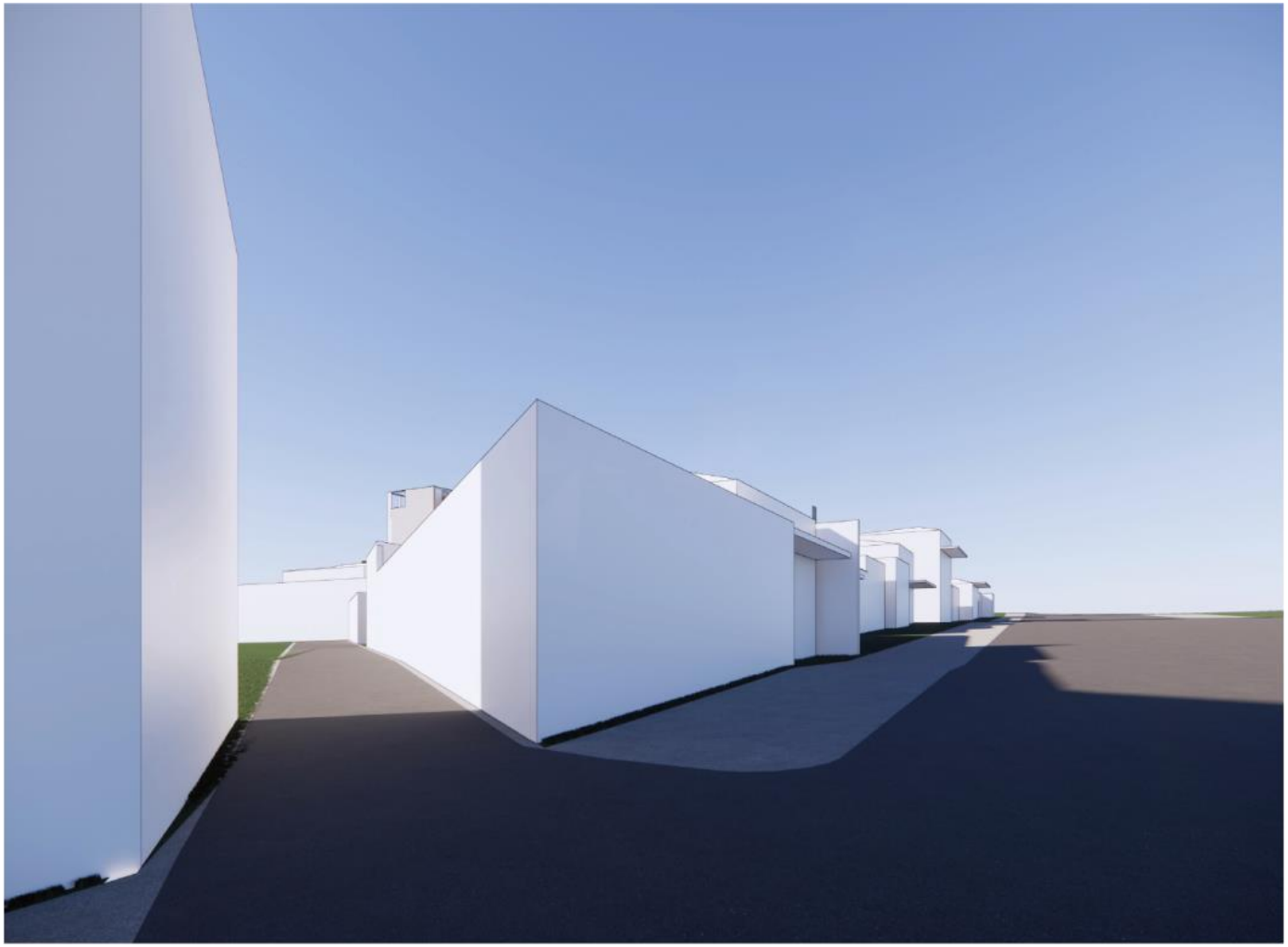
Attachment 1 - PLN21/0554 - 15 - 33 Queens Parade Clifton Hill - Sketch Plans - Set of Plans

View 03

View 03 - Queens Parade

Attachment 1 - PLN21/0554 - 15 - 33 Queens Parade Clifton Hill - Sketch Plans - Set of Plans

View 04



View 04 - Hodgkinson Street/Laneway

Attachment 1 - PLN21/0554 - 15 - 33 Queens Parade Clifton Hill - Sketch Plans - Set of Plans

View 05

View 05 - Hodgkinson Street

Attachment 2 - PLN21/0554 - 15 - 33 Queens Parade Clifton Hill - Sketch Plans - Statement of Changes

CERA STRIBLEY

STATEMENT OF CHANGES – ARCHITECTURAL RESPONSE

Responsible Authority: City of Yarra
Address of the land: 15-33 Queens Parade, Clifton Hill VIC 3068
Application Number: PLN21/0554
Date: 12 May 2022

GENERAL		
1	Note on plans confirming all apartment terraces/balconies to be provided with taps and drainage. Refer to Plans.	In response to ESD referral
2	Façade fin framework added to the Western corner of the building.	In response to Urban Design referral
3	Pergola on roof top removed. Refer to Site Plan and Elevations.	In response to Urban Design referral
4	Reference images added to external material legend. Refer to Elevations.	For clarity
TP.1090 BASEMENT 02 PLAN		
5	Fire pump room relocated from Basement 01 - consequently, number of car spaces reduced on Basement 02	Proximity to fire tank
6	2x storage cages added to Basement 02 adjacent to ramp	Storage cages reinstated from Basement 01
TP.1091 BASEMENT 01 PLAN		
7	EV charging spaces indicated	In response to ESD referral
8	Fire pump room relocated to Basement 02. 2x car spaces reinstated on Basement 01	Proximity to fire tank
TP.1100 GROUND FLOOR PLAN		
9	End of trip facility added on Ground Floor	In response to ESD referral
10	Gas meter removed	In response to ESD referral
TP.1101 LEVEL 01 PLAN & TP.1102 LEVEL 02 PLAN		
11	Shrouds added to north-west facing bedroom windows for external shading	In response to ESD referral
TP.1103 LEVEL 03 PLAN, TP.1104 LEVEL 04 PLAN		
12	Southern elevation articulated via staggered planters and material change	In response to Urban Design referral
TP.1105 LEVEL 05 PLAN		
13	Southern elevation articulated via staggered planters and material change	In response to Urban Design referral
14	Façade fin framework added to the Western corner of the building	In response to Urban Design referral
TP.4005 OVERLOOKING PLAN – LEVEL 05		
15	Façade fin framework added to the Western corner of the building	In response to Urban Design referral

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Attachment 2 - PLN21/0554 - 15 - 33 Queens Parade Clifton Hill - Sketch Plans - Statement of Changes

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TP.1110 ROOF PLAN		
16	Size and location of solar PV system shown on roof top	In response to ESD referral
17	Pergola on roof top removed	In response to Urban Design referral
18	Façade fin framework added to the Western corner of the building.	In response to Urban Design referral
TP.2000 STREETSCAPE ELEVATION, TP .2100 NORTH ELEVATION, TP .2101 EAST ELEVATION, TP .2102 SOUTH ELEVATION & TP.2103 WEST ELEVATION		
19	Pergola on roof top removed.	In response to Urban Design referral
20	Façade fin framework added to the Western corner of the building	In response to Urban Design referral
TP.3007 Building Section H-H		
21	New section added to demonstrate height limit compliance at pinch point	In response to Urban Design referral
TP. 5021 3 BED TYPOLOGIES_02		
22	Façade fin framework added to the Western corner of the building	In response to Urban Design referral
TP.9000 Diagram – DDO Height Limit		
23	DDO Height Limit plane shown in red for clarity	In response to Urban Design referral
24	Notes indicating architectural features not subject to height limit	In response to Urban Design referral
25	Pergola on roof top removed	In response to Urban Design referral
26	Façade fin framework added to the Western corner of the building	In response to Urban Design referral

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hansen

Urban Design Memo

To:	Julian Larkins	Date:	11.02.2022
Company:	City of Yarra	From:	Hansen Urban Design Team
Re:	**15-33 Queens Parade, Clifton Hill**		

Thank you for the opportunity to review the application package for the proposed 6 storey mixed use development at **15-33 Queens Parade, Clifton Hill**. Following our site inspection, we have reviewed the relevant application material and in particular the plans prepared by Cera Stribley, dated 29th September 2021 upon planning policy, analysis of the urban context and on our own intimate knowledge of the Clifton Hill area and Queens Parade corridor.

We provide the following assessment in relation to urban design matters:

Site and context

The subject site is located on a rectangular lot which has a frontage of 44.1m to Queens Parade with a total site area of 1,542m^2. The site also benefits from rear service access, via an approximately 3.7m wide laneway which terminates at the site's south-west corner. Currently, the site accommodates a single storey building, used formerly as a hardware and garden centre. The site is well serviced by public transport with a tram stop (Route 86) directly at its frontage and the bus route 546 directly to its northwest at Queens Parade. The site is within the Queens Parade Neighbourhood Activity Centre and is surrounded by narrow commercial and residential allotments. The site gently slopes with an approximate cross fall of 3m from south-east to north-west.

Site Context (nearmap)

The key site interface conditions are as follows:

- To the immediate **north** is Queens Parade a 60m wide road reserve comprising 4 lanes supporting two-way vehicle traffic and central tram alignment (route 86) plus service roads to either side. It also comprises bicycle lanes, footpaths and kerbside parking on either side. Across Queens Parade is 186 Queens Parade, a 3 storey attached townhouse development within the Neighbourhood Residential Zone (NRZ1). The northern side of Queens Parade supports a mix of commercial and residential uses typically in the form of 2 storey Victoria era architectural styles.
- To the immediate **east** is 35 Queens Parade, which comprises a single storey Victorian era terrace brick building most recently occupied by a medical clinic. Single and double storey Victorian terraces extending east of the site are used for commercial uses including a bike shop and wellness clinic as well as for residential use. A Church and Primary School (St Johns Primary) is located further east, with a frontage to both Queens Parade and Wellington Street.
- To the immediate **south**, the site directly abuts to five dwellings (14, 16, 18, 20 & 22 Hodgkinson Street) within the NRZ1 each of similar lot sizes between approximately 315m^2 and 385m^2. The residential properties comprise 1-2 storey dwellings, with their rear private open space along the common boundary. Further south is Hodgkinson Street, a 20m wide road reserve accommodating two lanes of traffic with angle and kerbside parking to both side of the street. Footpaths are also to both side of the street. The street comprises of mostly single and double storey Victorian era terraces with inconsistent front setback arrangements.
- To the immediate **west,** abutting the site is 11 Queens Parade, which comprises a double storey attached terrace building set hard to its frontage supporting commercial activity. Further west is Smith Street, a 20m wide road reserve with two way vehicle movement a central tram alignment (route 86), footpaths and kerbside parallel parking on either side. This street comprises predominantly double storey Victorian terraces for commercial use.
- In the wider context the built form within this area is diverse including double storey heritage forms supporting commercial and residential uses and instances of emerging infill in the form of multi storey mixed use development. Recent built form frameworks in Yarra support and guide the increase in mid-rise development occurring in this area.

Subject site – 15-33 Queens Parade

North – 186 Queens Parade

East – 35 Queens Parade

South –terminus of rear laneway abutting the site

West – 11 Queens Parade

The Proposal

The proposal seeks to demolish an existing single storey warehouse and construct a 6 storey mixed use building that includes two basements, retail tenancies and 8 dwellings on the Ground Floor and 52 dwellings across five upper levels. Specifically, the proposal comprises the following attributes:

- 2 Basement levels with a total 74 car parking spaces, service rooms, storage cases, overbonnet storage and 16 bike parking spaces.
- A Ground Floor including 2 commercial tenancies (a café with an area of 198m^2 and a shop with an area of 147m^2) fronting Queens Parade, a lobby, a communal terrace and 8 dwellings with a pedestrian access via Queens Parade.
- A pocket park, subject to Council approval) is to the immediate north and west within the Queens Parade road reserve.
- From Level 1-5 the proposal comprises a total 52 apartments consisting of 1, 2 and 3 bedrooms with two lift cores and a central void. From Level 3 to 5 built form is setback 6m from Queens Parade with projecting balconies and comprises a stepped setback arrangement to the rear interface.
- A rooftop level comprising a communal roof terrace with pergola (60m^2), lift overrun, and hot water plant.
- An overall 6-storey massing with a height of 18.3m to the top of roof, with a street wall height of approximately 9.2m.
- An architectural expression with robust materials, comprising of a light grey brick façade from Ground Floor to Level 3, precast concrete from Levels 4-6 and a black powder coated metal for its central core.

Artists Impression of the proposal looking north-east from Queens Parade

Planning Policy

The subject site is located within the **Commercial 1 Zone (C1Z)** which seeks to:

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

The site is affected by the **Design and Development Overlay – Schedule 16-3 (DDO16-3), Development and Contributions Plan Overlay Schedule 1 (DCP01), Heritage Overlay and an Environmental Audit Overlay (EAO).**

As per design requirements within DDO16-3 (Precinct 3A), maximum building height must not exceed 18m while street façade height must not exceed 11m. Minimum mandatory upper-level setback is 6m.

The following State and Local planning policies are considered relevant:

- *Clause 11 – Settlement;*
- *Clause 15 – Built Environment and Heritage;*
- *Clause 17 – Economic Development;*
- *Clause 21.03 – Vision;*
- *Clause 21.04 – Land Use;*
- *Clause 21.05 – Built Form;*
- *Clause 21.08 – Neighbourhoods;*
- *Clause 22.02 – Development Guidelines for Site Subject to the Heritage Overlay;*
- *Clause 22.05 – Interface Uses Policy;*

Other relevant documents include:

- *City of Yarra Urban Design Strategy (2011);*
- *Queens Parade, Clifton Hill: Built Form Review (2017);*
- *City of Yarra Built form Review (2003);*
- *Victorian Urban Design Charter (2010); and*
- *Urban Design Guidelines for Victoria (2017).*

Zone extract

DDO16-3 extract

HO extract

Urban Design Assessment

Strategic Context and Urban Form

- At a strategic level, the Yarra Planning Scheme seeks to maintain the City's urban character as *a 'low-rise urban form with pockets of higher development'*. Clause 21.05 – 2 states that low- rise building heights within the municipality predominantly vary between 1-2 storeys, with instances of 3-4 storey buildings. Pockets for higher development are Strategic Redevelopment Sites or within Activity Centres and should generally be no more than 5-6 storeys unless specific benefits can be achieved.
- Clause 21.05 sets out objectives and strategies for urban design. Most relevant is the objective for non-residential areas is to improve the interface of development with the street in non-residential areas, with strategies referring to *'allowing flexibility in built form in areas with a coarse urban grain (larger lots, fewer street and lanes)'*, and requiring new development to integrate with the public street system. Importantly, the design guideline at Clause 22.10-3.3 states that the height of any portion of the new development *'should be guided by its' visual impact and off-site amenity impacts on surrounding properties such as overshadowing, visual bulk, day lighting to habitable rooms and overlooking*'.
- DDO16 applies to the subject site and a series of connecting properties that front Queens Parade and Smith Street. Within Precinct 3A, the DDO16 seeks to ensure development responds to the heritage character and streetscapes and varying development opportunity supporting a new mid-rise character behind a consistent street wall. Additionally, the DDO16 recognises the importance of maintaining key view lines to heritage buildings, specifically preserving the visual prominence of St John the Baptist Church when viewed from the pedestrian refuge on the south-west corner of the intersection with Queens Parade and Smith Street. It specifies that a permit cannot be granted to vary this requirement.
- Specific design principles seek built form that should be built to the street frontage and side boundaries, with a mandatory maximum street façade height (street wall) of 11m, a mandatory minimum upper level setback of 6m and mandatory maximum building height of 18m. Preferred minimum rear setback requirements seek a 3m setback and then applies the ResCode Standard B17 setback profile.

DDO16 extract: Building heights for Precincts 3A and 3B and key view to landmark location.

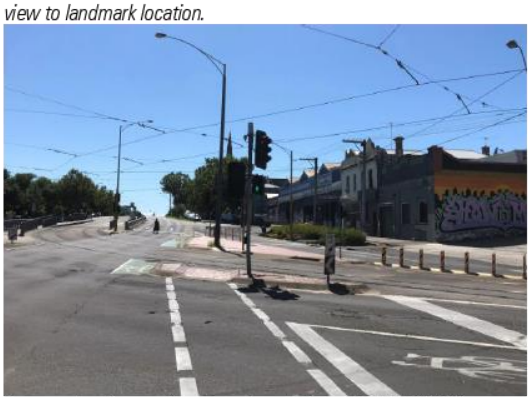

Image taken from pedestrian refuge indicated within DDO16

Site Plan

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

- The notion of a small pocket park within a utilised portion of the Queens Parade road reserve is supported in principle and will aid in enhancing the amenity of the streetscape.
- The provision of a communal bicycle parking spaces within the main pedestrian lobby entrance from Queens Parade is commended, it will provide convenient parking for cyclists and is well positioned within the generous lobby entrance to the building. We support the broad entry feature with curved garden bed with a tree above that leads into a communal terrace space, incorporating an open air light well that will provide sunlight and ensure ventilation of the Ground Floor communal areas. It should ensure an inviting entry experience and provides a pleasant waiting area, between the separate lift cores.
- We acknowledge the strategy of splitting of the internal cores in response to the site's typography as a successful outcome within the proposal. This will provide residents with convenient and more exclusive access to their apartments and results in a logical and efficient access and internal movement configuration.
- Currently the bin room for the retail shop and café is tucked into the bottom corner of the retail premises. We consider this to be suboptimal given the majority of waste (and odour) will likely be produced by the café. Our concern is also that much of the commercial waste will need to traverse the communal terrace and lobby space. Therefore, **we recommend the reconsideration of bin location to a more proximate location for café premises** given their increased need for bin access in comparison to the retail shop, this could be achieved by switching the location of the café and retail premises.
- We understand and support the location of the services cabinet at Ground Floor however we believe further treatment is required to avoid a blank portion of wall and ensure a consistent rhythm at the Ground Floor façade when viewed from the street level. This may be achieved through use of bricks similar to the treatment of the rest of the street wall, or through the addition of a horizontal window at the top of the cabinet.
- Currently the Ground Floor awnings comprises thin material (potentially canvas) that is non continuous along the Queens Parade frontage, we consider this to be insufficient in size for a building of this nature. Therefore, **we recommend that a continuous, permanent awning be provided across the length of the Queens Parade frontage** to ensure sufficient weather protection for pedestrians. We also note that the Ground Floor plan isn't currently showing awnings above the retail premises, but is shown in other drawings.
- From a site planning perspective, we would consider incorporating the rear laneway as a private access point for the ground level apartment in the south-west corner as a successful outcome. Currently the proposal does not seek to utilise this potential access way into the development which is a missed opportunity to allow pedestrian or cyclist entry via a private rear gate. The issue of sloped terrain could be overcome through introducing stairs and we believe this simple addition of a gate and steps would greatly improve the functionality of that ground floor apartment in this location. Therefore, **we recommend the incorporation of a rear laneway access to the courtyard of the Ground Floor apartment** in the south-west corner of the site.
- The site plan and arborist report presents conflicting information regarding the TPZ of trees at the rear. The Ground Floor plan indicates the green dashed circle to indicate the tree canopy with the TPZ subject to arborist advice. However, the arborist report identifies the same dashed circle as the TPZ for these trees, we would like to draw the attention to Council's arborist to seek clarification of the trees TPZ to the rear of the property.

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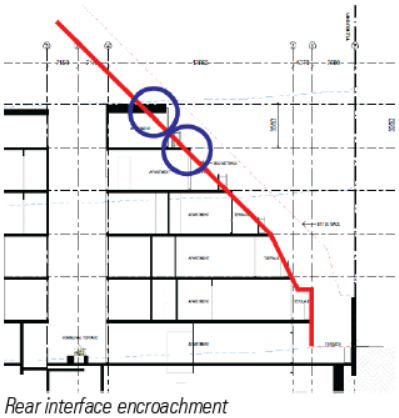
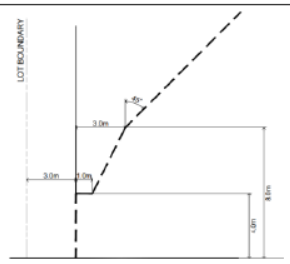
Overall height and massing

- The proposed envelop (overall scale and street wall height) is largely consistent with the built form provisions set out in DDO16-3.
- The proposed street wall provision accords in respect to the siting of the 0m setbacks to street frontages and with a street wall height of 9.205m it also complies with the 11m maximum street wall height requirement identified in the DDO16. Minimum upper level setback requirements have also been accorded with 6m setback from Level 4 in line with the DDO16 controls. In terms of rear setback the proposal has been designed to broadly accord with the building envelope set out in Figure 2 of DDO16. The rear interface is stepped in form and generally falls within the 45 degree angle. However, we note encroachment on the terrace balustrades but more importantly on the upper most levels. We believe further refinements are necessary to ensure this DDO parameter is met in its entirety to ensure the proposal respects the ambitions of the DDO to ensure no issues of unreasonable visual bulk on the abutting NRZ1 properties to the south.



Rear interface encroachment

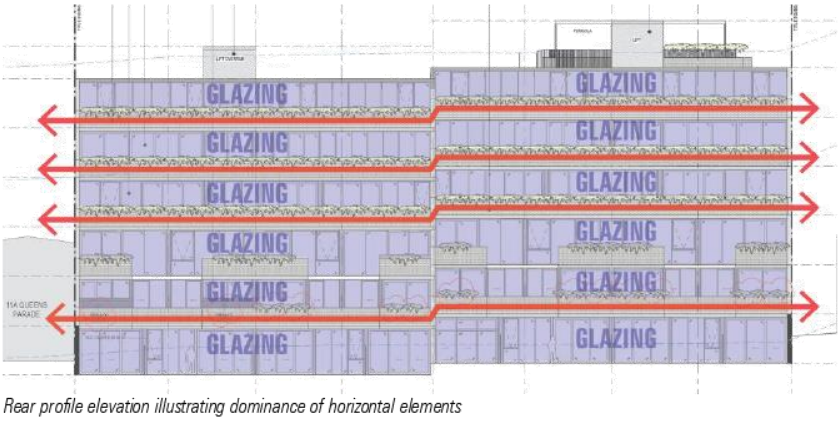
- The proposal slightly departs from the DDO16 mandatory height requirement of 18m rising to a height of 18.3m, **this issue must be resolved in order to achieve a successful outcome given the 18m mandatory requirement for this DDO16.**
- The rooftop terrace further acts to increase the overall height and massing of this proposal and in our view is an unnecessary addition. We also note that given the proposal is split into 2 separate 'cores' residents in the western core don't have lift or stair access and must instead go to Ground Floor and use the eastern lift/stair core to access the terrace.

Built Form	Mandatory Requirement	Preferred Requirement	Compliance
Maximum building height	18m	-	No – proposal 18.3m
Maximum street wall height	11m	-	Yes
Minimum upper level setback	6m	-	Yes
Maximum street wall setback	-	0m	Yes
Minimum rear setback	-		No – encroachment at balustrades and upper levels.
Minimum side setback	-	0m	Yes

DDO16 Precinct 3A built form requirements

Architectural Expression

- The architectural expression presenting to the Queens Parade frontage is commendable, we support the two separate module form and appreciate that this is a response to the sloping topography conditions. The active and glazed frontage at Ground Floor Level is appropriate in this context and use of material treatments differentiate the base of the proposal to the recessed upper form. The projecting balconies and incorporation of soft landscaping treatments provides an articulated expression that is suitable and in our view is architecturally successful.
- Our primary concerns relates to the rear profile which lacks articulation and reads as an institutional form from the rear. While the proposal is split into two modules which provides some differentiation, further reconsideration should be given to the continuous horizontal balcony and glazing banding at the upper levels. The primary frontage incorporates vertical and horizontal articulating elements and has been carefully considered regarding its visual appearance from the Queens Parade street level. We suggest that further consideration should be given to the rear profile in ensure the entirely of the proposal meets a high built form standard. Therefore, **we would suggest the incorporation of further vertical articulation to 'break-up' the form and more sensitively respond to the grain of abutting residential properties.**



Rear profile elevation illustrating dominance of horizontal elements

- We suggest reconsideration of the corner profile towards Smith Street, we appreciate that the light well serves to break up the form reducing impacts of visual bulk especially when viewed from the oblique angle at the Queens Parade pedestrian refuge. However, further design thought is required to resolve this issue opposed to eroding of the corner which results in an unusual internal arrangement impacting Apartment 501. Therefore, **we recommend 'squaring off' the corner profile to improve internal arrangements, and introduce a varied material to the top level wall** to provide differentiation between the top floor and the lower levels. Additionally we suggest the top floor (Level 6) be further recessed from each side, this is due to the exposed side profile which will be highly visible from the oblique viewpoints.

Suggested refinements to the corner profile

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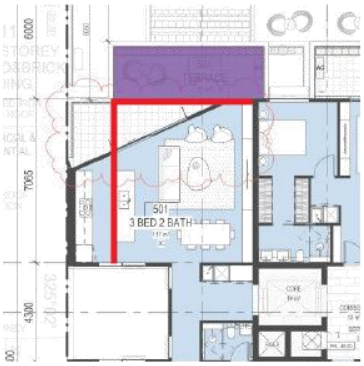
Internal arrangements

We are generally supportive of the existing internal arrangement of the proposal however we suggest a number of adjustments to improve the configuration and access throughout the proposal. These instances are as follows:

- We seek further clarification regarding the relationship between the courtyard of Apartment G03 and the car park entry. Currently the apartment courtyard wall abuts the car park entrance interface, it is unclear by how much this courtyard will be in an under croft arrangement, given the smaller light court above.
- Apartment 501 comprises an chamfered edge resulting in an unfortunate internal configuration which limits the usable floor space for this apartment. While this configuration acts to lessen impact of visual bulk from the street level we suggest an alternative approach in the form of a recessed flank and alternative building materials on the outside wall. This will result in a similar effect from the street view while maximising the available internal space for the residents of this apartment.
- Apartment 503 also comprises an angled wall which cuts into its internal floor space and limits its functionality. While this acts to 'soften' the front façade and its articulate its interface presentation to the Queens Parade frontage, we recommend removing the angled wall to increase the total usable floor space for Apartment 503. We are supportive of the architecture and design of the Queens Parade façade, the use of materials is commendable, the vertical and horizontal articulating elements and recessed upper form all present an appropriate presentation to the streetscape without the need for an angled wall which will negatively impact Apartment 503.

Apartment G01 courtyard and car entrance relationship



Apartment 501 with suggested altercations

Apartment 503 with suggested altercations

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Conclusion

In summary **we are not supportive of the proposal in its current form.** However, we believe that subject to refinement these issues could be resolved. The proposal does not sufficiently accord with the DDO16 requirements which requires a mandatory 18m height limit, slight reduction in height is required to ensure this parameter is met. Our primary concern relates to the rear profile which lacks vertical articulation and encroaches on the DDO16 setback requirements. While, the proposed site plan is generally supportable with some minor modifications as suggested to improve internal functionality and capitalise on the site's laneway access.

Our key recommendations are as follows:

- reduce the overall height to a maximum of 18m;
- reconsider the location of the commercial bin room to a more proximate location to café premises;
- the provision of a continuous, permanent awning across the length of the Queens Parade frontage;
- the provision of an individual access to the rear laneway from the courtyard of the Ground Floor apartment;
- the incorporation of further vertical articulation to 'break-up' the form and more sensitively respond to the grain of abutting residential properties.
- revising and 'squaring off' the corner profile to improve internal arrangements of Apartment 501, and introduce a varied material to the top level wall; and
- revise the arrangement of Apartment 503 to remove the section of angled wall;

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

Should you have any further enquiries, please don't hesitate to contact us on 9664 9836.

Yours faithfully,

Hansen Partnership Pty Ltd

Urban Design Team

11/02/2022

Hansen Partnership Pty Ltd

Urban Design
Formal Referral Response

Application Information	
Referral Officer	Julian Larkins
Officer	Christian Lundh
Council Reference	PLN21/0554
Address	15-33 Queens Pde, Clifton Hill VIC 3068
Proposal	Full demolition of existing building and construction of a six-storey mixed use building (60 dwellings and retail) including two basement levels and a rooftop terrace with pergola, use of the land as Dwellings, reduction in car parking requirements and alteration to access to a road in a Road Zone, Category 1

Recommendation

The proposal is not supported in principle as the issues identified cannot be dealt with via permit conditions, refer to items requested to be addressed in detail below and overleaf.

Further Information:

- Detailed public realm / landscape plan to be provided showing including but not limited to the following items;
  - Full extent of adjacent streetscape including road verge providing further context of the proposals integration with adjacent streetscape.
  - All proposed surface materials within the public realm.
  - Proposed landscaping of the road verge requires including but not limited to; planting plan and plant schedule.
- Detailed levels and grading plan including modification to proposed levels to ensure DDA requirements are meet such as compliant crossfall of footpath including interface to the proposed road verge.
- The applicant is to provide a drainage catchment / overland flow path analysis to relevant authority satisfaction and assessment and approval.

Urban Design Comments

Capital Works:

There are no known planned / approved capital works around the site being led by the Urban Design Team as of February 2022.

Additional information requested on the drawings

The following details are required on the drawings:

- Provide a detailed streetscape landscape plan.
- Dimensions of footpath.
- Detailed levels and grading plan.
- Verification of existing and proposed adjacent on-street parking numbers and investigation of the potential to integrate street tree(s) along the subject site street frontage.

Additional details required on the drawings are set out in the relevant sections below.

Public Realm Interface

Provide additional levels and grading information along the subject site street frontage to fully demonstrate that seamless and DDA compliant entrance thresholds and footpath grading are achieved.

- Several discrepancies are noted on the plans and elevation such as highlighted areas below in Figures 1-4, where proposed floor levels and existing footpath levels do not appear to allow for level/grading compliant footpath.
- Any entrance threshold levels/grading transition should be accommodated for within the subject site boundary, potential for increased entrance setbacks are recommended.
- Reconstruct footpath to meet DDA requirements and Australian Standards and ensure a final uniformed long grade along the footpath is achieved.

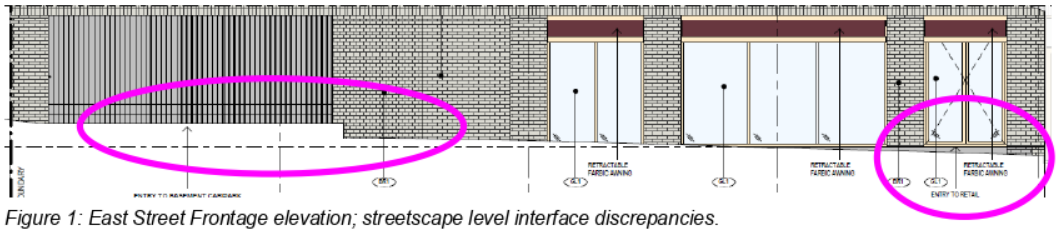


Figure 1: East Street Frontage elevation; streetscape level interface discrepancies.

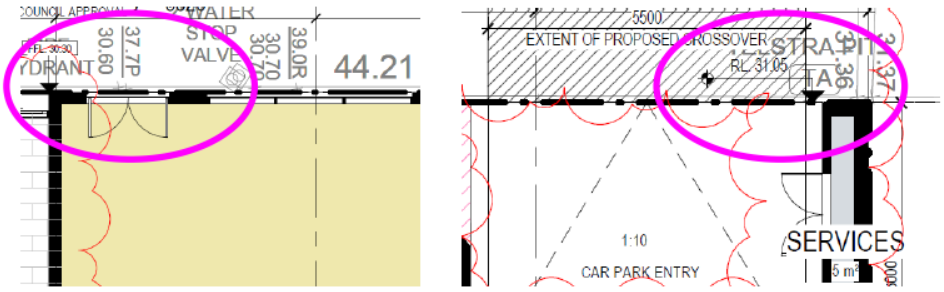


Figure 2: East Street Frontage ground floor plan; streetscape level interface discrepancies.

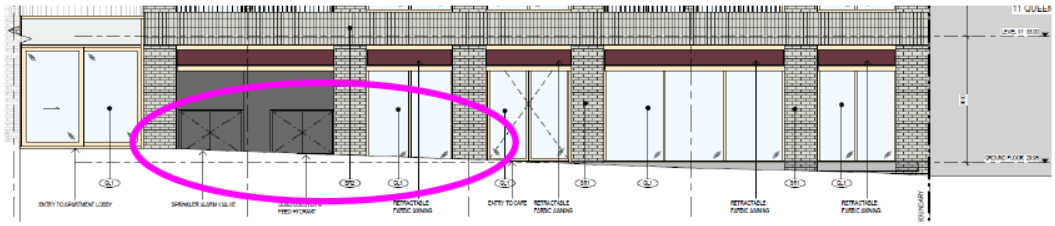


Figure 3: West Street Frontage elevation; streetscape level interface discrepancies.

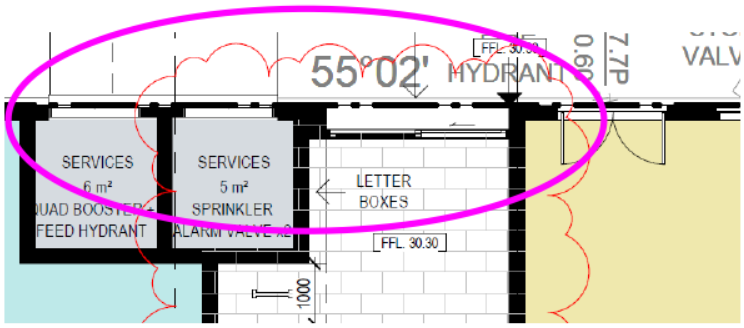


Figure 4: West Street Frontage ground floor plan; streetscape level interface discrepancies.

Street frontage / Verge:

The proposal to expand the planted verge is in principle supported. The high-level notes and information provided on the drawings do not provide adequate information for Council to make an informed decision. Additional details and information including but not limited to the following items are requested;

- A stormwater catchment analysis will be required to the satisfaction of relevant authority for its review and approval;
- Details of any required measures to control the velocity of water flow along the road to prevent potential erosion of landscaped areas;
- Investigate opportunities for passive irrigation of the planted area;
- It is recommended that the stormwater channel run through that separates the verge from the footpath is removed in lieu of an extended drainage pipe and new pit/pits from the existing pit at the downstream end to the upstream end of the verge.
    - The pit or pits at the upstream end of the verge will need to be sized to capture stormwater flow for a minimum one in ten storm event.
    - The cross-sectional section of the footpath and verge will need to be designed to cater for greater storm events, that is overflow past the storm water pits (* also refer comment regarding bike hoop locations overleaf).
- Edge treatments to the planted area; and
- Detailed planting plan demonstrating integration with the abutting existing planted area.

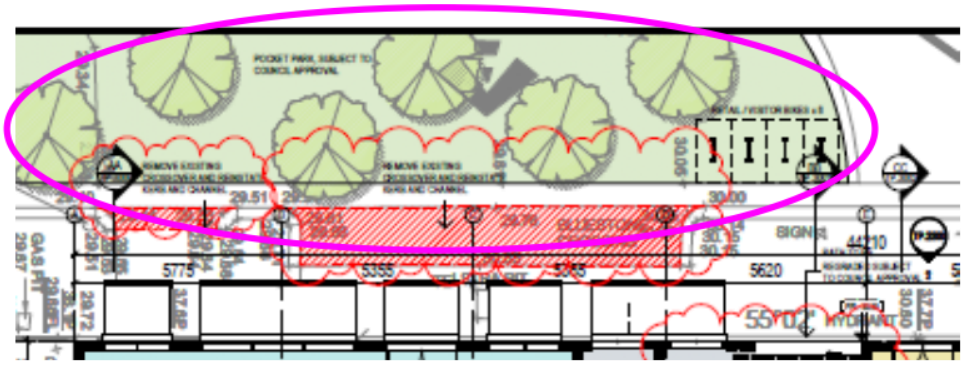


Figure 5: Additional information requested regarding the proposal to landscape the verge.

Street Furniture

- The proposed bike hoops in the proposed location in the verge is not supported.
  - It is requested that visitor bike hoops are accommodated for at visible and accessible locations within the subject site boundary.
- *Note if the channel is removed and replaced with sub-surface drainage then the bike hoop location in the verge will be re-considered by Council.

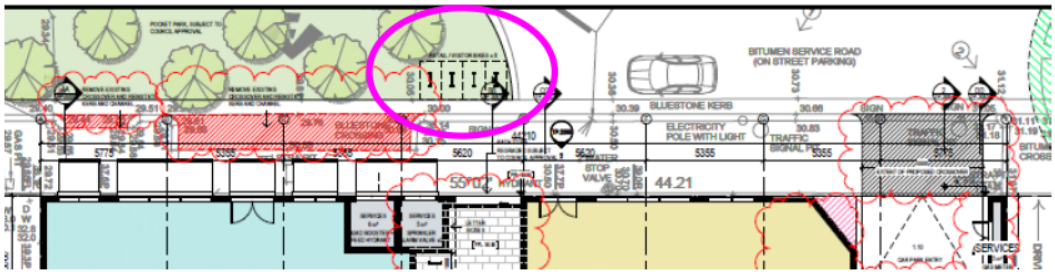


Figure 5: Proposed bike hoop location not supported.

Pavement and Surfaces

- Additional details are requested showing extent of all proposed pavements reinstatements along the street frontage.
- All kerb and channels are to be reinstated to Council engineers' requirements and as per Yarra Road Materials Policy and relevant Yarra Standard Drawings.
- Additional details are requested of all proposed entrance threshold pavements within the subject site boundary.
- Refer Council engineers for additional comments.

Street Tree Planting

- Investigation is requested if there are opportunities to integrate on-road street trees along the frontage if the car parking arrangement is rationalised and within the proposed planted verge.

Urban Designer: Christian Lundh

Date: DateIssueL

City of Yarra
Heritage Advice

Application No.: PLN21/0554

Address of Property: 15 – 33 Queens Parade, Clifton Hill

Planner: Julian Larkins

Yarra Planning Scheme References: Clauses 43.01, 22.02 and 22.03.

Heritage Overlay No. HO317 **Precinct:** Clifton Hill Western Precinct

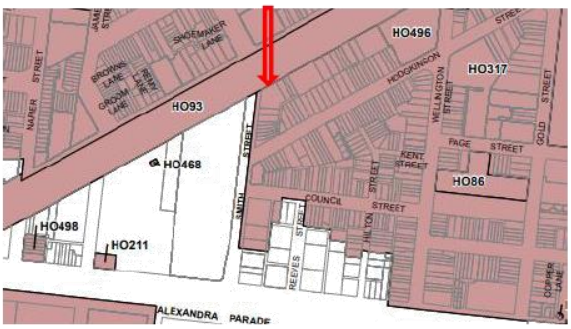


Figure 1 Heritage Overlay Map with site shown.

Level of significance:

No. 33 Queens Parade, Clifton Hill, former Mitre 10, a single-storey warehouse/shop constructed 1980 – 1990? is listed as being Not contributory in the *City of Yarra Review of Heritage Overlay Areas 2007*. Appendix 8 Revised March 2020.

Nos. 9 -11 Queens Parade, Clifton Hill, shops and residences constructed 1880-1890 and which abut the site to the west, are listed as Not contributory. I note that the GJM Queens Parade Built Form Heritage Analysis & Recommendations (pp. 42 and 44) and the Raworth Memorandum of Heritage Advice. (p. 2) state that both places are Contributory. The GJM report indicates that these places were graded previously as Contributory. (Appendix G, p. 2) The rationale for the change was that "they are isolated Victorian buildings within an immediate context of 'not-contributory' buildings" and GJM recommended that the grading be changed to Not contributory. (Appendix G, p. 4)

HO317	Queens	Parade	9	Clifton Hill	Shop & residence, former	131880	Not Contributory	1880-1890
HO317	Queens	Parade	11	Clifton Hill	Shop & residence	131885	Not Contributory	1880-1890
HO317	Queens	Parade	33	Clifton Hill	Mitre 10	131890	Not contributory	1980-1990?
HO317	Queens	Parade	35	Clifton Hill		131895	Contributory	1880-1890

Table 1 Extract from Appendix 8.

No. 35 Queens Parade, Clifton Hill, constructed 1880-1890 and which abuts the site to the east, is listed as Contributory.

The reasons why the Clifton Hill Western Precinct is significant are set out in the Statement of Significance which is contained in the *City of Yarra Review of Heritage Overlay Areas 2007*. Updated March 2013.

How is it significant?

HO317 Clifton Hill Western Heritage Overlay Area is **aesthetically, socially and historically** significant to the City of Yarra (National Estate Register [NER] Criteria E1, A4)

Why is it significant

Clifton Hill Western Heritage Overlay Area annexed by East Collingwood Council in 1855 and substantially developed by World War One is significant:

- As an expression, in the history of its creation as part of Collingwood East, of the aspirations of tradesmen of the Collingwood Slope for improved urban development and the provision of public facilities;
- For the role of local politicians and business figures in social, physical and industrial improvement and home ownership in the area;
- As the focus of community sentiment and resident protest from its initial development in the 1860s, from the actions of the Victorian-era Vigilance Committee to the preservation movements of the 20th Century, specifically the House of the Gentle Bunyip conservation campaign;
- For the distinctive street and allotment layout created under Government surveyor, Clement Hodgkinson , and the liberal allowance for garden squares and reserves for a market, public baths, a school, a recreation reserve and five churches, contrasting with private surveys in the City of Yarra;
- For Hoddle's provision of boulevards (Hoddle Street and Queen's Parade) skilfully merged with wide streets on a north south grid, with unusual five way intersections and triangular public spaces at each end of Queen's Parade;
- For the unique series of vistas from the crest of the hill at the end of Hoddle street that includes views of significant landmarks like the shot tower, spires of St. Johns and the former Wesleyan Church, Town Hall towers at Collingwood and Fitzroy, the Exhibition Buildings, and long vistas to the Kew hill and Studley Park, plus those to and from the Darling Gardens;
- For the area's fine representation of Victorian-era life, as expressed by the street and public reserves, along with the dominantly Victorian-era building stock including churches, a State school, factories, early houses, a large number of late Victorian terrace houses, attached and freestanding, and key house designs such as 12 North Terrace.
- For its focus on a representative and intact example of a residential garden square (Darling Gardens) based on British and European precedents, with associated significant trees;
- For the mature, largely exotic trees, including those planted by George David Langridge, MLA and former Mayor, bluestone kerbs, gutters, drains, channelling, and laneways from the area's major period of development;
- For the strong industrial theme, seen in the south of the area with several 19th Century industrial buildings including former boot factories, and a carriage factory, that links the area with the City's other creek and

riverside industrial localities such as Clifton Hill East, Abbotsford and Collingwood;

- For well preserved Edwardian housing estates and individual houses as complements to the dominant Victorian-era residences; and
- For good examples of the Californian Bungalow style and other well preserved interwar houses. [Emphasis added.]

Contributory elements include:

- Weatherboard, face brick (red, bichrome and polychrome), or stucco walls; [Emphasis added.]

Design and Development Overlay

DDO16-3 applies to the part of Queens Parade in which the site is located (Precinct 3A St John's).

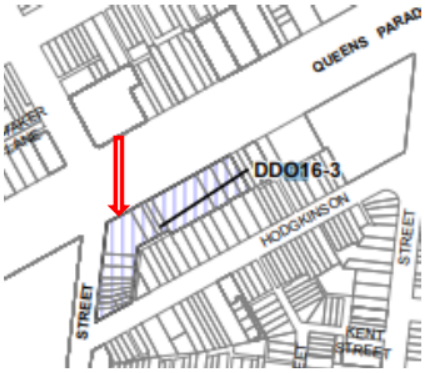


Figure 2 Design and Development Overlay Map with site shown.

Cl. 22.03-4 Landmarks and Tall Structures.

The Spire of St Johns [the Baptist] Church, Queens Parade, Clifton Hill is specifically listed at Cl. 22.03-4.

Proposal

Demolition of the existing non- significant building and construction of a 6-level building above a 2-level basement.

Drawing Numbers

Architectural plans (Advertised plans) prepared by Cera Stribley Pty Ltd, labelled Town Planning as per Council's website.

Overall the drawings are lacking essential information e.g. noted overall heights and height to roof, depth of south setback between the perimeter planter and the south elevation on TP.1102 – what is the depth of the terraces; materials generically listed etc.

Bryce Raworth. Memorandum of Heritage Advice, dated. 6 November 2021 (updated).

GJM Heritage. Queens Parade Built Form Heritage Analysis & Recommendations. Dated 11 December 2017.

Context Description

The site is located almost on the corner of Smith Street and Queens Parade. The east end of the site is abutted by a single-storey Victorian double-fronted dwelling (No. 35 Queens Parade) and the west end is abutted by a pair of double-storey Victorian shops. (Nos. 9 – 11A Queens Parade).

No. 12 Hodgkinson Street, Clifton Hill, behind the subject site and constructed 1850-1890, is listed as being Individually significant.

Queens Parade is a wide road with the Gasworks site adjacent to the west, across Smith Street, and which is being redeveloped. Double-storey Victorian dwellings and a hotel and triple storey apartments are across Queens Parade to the north.

Figure 3 *Aerial view of the subject site (circled) and environs. No. 12 Hodgkinson Street, Clifton Hill is arrowed.*
Source: Google earth.

Figure 4 *The subject site. Note the single storey Victorian dwelling (No. 35 Queens Parade, Clifton Hill) abutting the site to the east.*

Figure 5 *The subject site. Note the two double storey Victorian shops Nos. 9 – 11 Queens Parade, Clifton Hill) abutting the site to the west.*

Assessment of Proposed Works

Demolition

There are no heritage concerns regarding demolition of a non-contributory building.

Proposed works

Built form (height/setbacks)

Height

The site slopes slightly down towards Smith Street (west). The height to the roof is 18.3 metres (RLs on TP2.100 taken at the east and west ends of the north elevation) plus another 2.9 metres to the east lift overrun and pergola i.e. 3.2 metres above the roof.

Figure 6 *Detail of the North elevation (TP.2100).*

Note that given the slope of the land a measurement taken in the centre of the façade might well result in a dimension which is just under 18 metres. (Note the dashed lines at the entry on TP.2100).

Note that under DDO16-3 rooftop equipment must not extend higher than 3.6 metres above the maximum building height

The maximum mandatory building height in Precinct 3 - St John's Precinct (DDO16-3) is 18 metres.

The height of the podium is 9.205 metres at the east end but at the west end it is approximately 9.151 metres, allowing for the slope of the land and the balustrades to Level 4.

The maximum mandatory street wall height for 15-33 & 41 Queens Parade is 11 metres and for "6 metres on either side of the corner of Smith Street and Queens Parade [it is] 17 metres".

It is considered that the height is acceptable other than for the impact on Hodgkinson Street.

Setbacks

At the Ground level there is a zero setback to the north, east and west elevations other than for light wells in east and west elevations. To the south is a planted balustrade behind which is a continuous terrace 4.37 metres deep. This is acceptable.

At Levels 1 – 4 the east and west setbacks are the same and are acceptable.

At Level 1 there is a zero setback to the north other than for a semi-circular planter which projects beyond the property line. Nothing should project beyond the property line. At the south the setback is 4.37 metres into which terraces project by 1.37 metres. These setbacks are acceptable.

At Level 2, the north setback and planter is the same as Level 1. The south setback has been increased by 2.59 metres to 6.96 metres. Other than for the planter the setbacks are acceptable.

At Level 3 the north setback is 6 metres and comprises a continuous terrace with what appear to be pergolas and a planter on the boundary. If they are "pergolas" they should be set back to the elevation to reduce their visibility.

At Level 4 the north setback is 6 metres to the elevation and 3.55 metres to the terrace balustrades. The south elevation is 11.585 metres to the elevation and approximately (a bit over) 8.67 metres to the terrace balustrades.

At Level 5 the north setback is 6 metres to the elevation and 3.55 metres to the terrace balustrades, noting that there is a deeper setbacks at the west end where the elevation is tapered. The elevation to Apartment 503 in the centre is also tapered. The south setback is 13.185 metres to the elevation.

DDO16-3 requires a "minimum upper level setback of 6 metres" and no maximum street wall setback has been specified. This setback, on the north side, is intended to protect views of St Johns Church from various vantage points and including looking east from the intersection of Smith Street and Queens Parade which is the view in Figure 34 of the GJM report. The GJM Report (p. 46) states that "The remainder of sub-precinct 3A has fewer site-specific heritage issues but will need to be massed to retain key views to the belfry and spire of St John's Church and to provide a sensitive transition to the predominantly

single-storey Victorian-era character of Hodgkinson Street to the south". Setbacks of 6 metres to the north elevation (Queens Parade) have been achieved at Levels 3-5, but terraces/balconies project into the prescribed setback. The East and West elevations (TP.2101 and TP. 2103) and Perspective View 01 and particularly View 02 show that the balustrades are visually intrusive, both their elevations and soffits. As a consequence the spatial qualities (setbacks) of the façade are compromised. While in View 02 the balustrades literally do not impinge upon views of St John's Church, the dominance and prominence of the spire and belfry are reduced by the visual distraction of the balustrades. Obviously viewing angles are different depending upon where the viewer is standing. If the GJM report, and DDO16, intend that the view in Figure 34 is the view which is to be protected then it is unlikely that it will be. The setbacks to Queens Parade as set out in DDO16 need to be met. It might be that as a result of testing the identified viewpoint that a 6 metre setback is insufficient for its purpose.

Figure 33: View of St John's spire from intersection of Grant Street

Figure 34: View of St John's spire from the intersection of Smith Street

Figure 7 *Photographs from the GJM report (p. 45) showing St Johns spire in views to the east along Queens Parade.*

CERA STRIBLEY

Figure 8 *View 04 showing the impact of the proposed building on the backdrop to the dwellings in Hodgkinson Street*

Perspective View 04 also demonstrates that the building will be and intrusive backdrop to the Hodgkinson Street streetscape. The elevation lacks the richness of the detailing of the Victorian dwellings in Hodgkinson Street and behind which the proposed building will be visible by 2 levels plus the lift overrun and the pergola over the communal rooftop area. While deleting 2 levels would solve this issue, it is likely to create another issue when the building is viewed from the intersection of Queens Parade and Smith Street, or thereabouts, and as shown in View 02.

Design

The façade has been divided into two sections (Ground to Level 2 in grey brickwork and divided into smaller components by mullions) as compared with horizontal bands of concrete balustrades (CN1 – roughcast in natural colour) and glazing above (GL1 and GL2) presumably to relate in some way to the grain, not necessarily fine, of Queens Parade. As shown in elevation and in the perspective views, this is discordant.

Colours and Materials

The suggested colours are generally white, greys and a suggestion of copper. However, the materials and colours are only listed and it is impossible to gain any accurate understanding of the final appearance of the proposed building. Perspective Views 1 and 2 show a dominant, grey building with dominant and prominent side elevations rising above the abutting buildings.

Perspective Views 01 and 02 also demonstrate the intrusive and utilitarian, even unsightly, nature of the east and west elevations which is unacceptable in this prominent location. The east and west elevations are clad principally in textured natural coloured concrete (CN3). Notwithstanding the non-contributory grading of the double-storey shops to the west, and noting the contributory grading of the dwelling to the east, it cannot be assumed that the side elevations will be camouflaged at some point by development on the abutting sites. The side elevations need to be reconsidered so that they contribute to the aesthetics of the streetscape. Further, there is no aesthetic or visual connection between the concrete (east and west elevations) and the brickwork to the north and south elevations, other than as might be expected by the use of grey bricks (BR1 and BR2) i.e. connected by colour. The mix of stretcher bond and soldier courses (vertical) is confused. In Clifton Hill and North Fitzroy, and indeed in Queens Parade and Hodgkinson Street, one of the notable characteristics is bichromatic brickwork, as compared with rendered masonry in Fitzroy, and which has been acknowledged as a contributory element in the citation for the Clifton Hill Western Precinct. As a consequence more attention needs to be paid to an acceptable and respectful use of brickwork or not use it at all.

White perforated metal (MT1) is proposed to be used at the top of the façade (north elevation). There are numerous examples of perforated metal in utilitarian, locations such as garage doors and windows (car park vents) in Yarra and experience shows that this material gathers detritus and soon appears unsightly if not maintained. In this case it will be inaccessible and another material should be used and which is easily maintained.

No details have been provided as to the exact colours or any pattern, trim etc. of the canvas awning proposed for the façade. There are no awnings in Queens Parade, other than for the former hotel on the corner of Queens Parade and Gold Street. Either post-supported cast iron verandahs or cantilevered awnings are typical and some solid type of awning would be more appropriate.

Recommendation / Comments:

Not approved.

The overall height and that of the street wall to the façade are acceptable of themselves and comply with DDO16. However this height is intrusive when viewed from Hodkinson Street – a view identified in the GJM report.

The setbacks to the façade, while being 6 metres to the elevation at the upper levels, have been compromised by the projecting terraces/balconies and in my opinion they do not comply with DDO16. Further, it is unlikely that the view of St John's belfry and spire will be protected as intended by the DDO. The setbacks to Queens Parade as set out in DDO16 need to be met so as to achieve their purpose. It might be that as a result of testing the identified viewpoint that a 6 metre setback is insufficient for its purpose – if so this should be revisited. In addition, the view to St John's Church will be compromised further by the tree proposed at Level 1 and which will project into the public domain. First, nothing should project beyond the property line and secondly any additional element which will compromise the view to the Church should be deleted.

Revisit the overall design so as to have a less intrusive element to Hodgkinson Street, preferably nothing should be visible above the roofs of the Hodgkinson Street dwellings.

Improve the aesthetics of the east and west elevations.

Redesign the façade so that it is more coherent.

At Level 3, if they are "pergolas" they should be set back to the elevation to reduce their visibility.

Revisit the materials palette as indicated above and provide a detailed colours and materials schedule sufficient to provide an accurate understanding of the final appearance of the buildings at least in terms of colours and materials.

Robyn Riddett

Director – Anthemion Consultancies

Date: 20 April, 2022

Figure 9 Looking west along Queens Parade. The Gasworks site is indicated.

Figure 10 The double-storey Victorian hotel diagonally opposite the subject site.

Figure 11 *The c.1990s apartments opposite the subject site.*

Figure 12 *The c.1990s apartments opposite and the double-storey Victorian dwellings diagonally opposite the subject site.*

Figure 13 *Hodgkinson Street behind the subject site. No. 12 Hodgkinson Street is the double-storey dwelling.*

Figure 14 *Hodgkinson Street behind the subject site. Compare with View 04. (Figure 8) While it is noted that there are some elements behind the Hodgkinson Street dwellings which are visible from the street, they are not as prominent and dominant as the proposed building as is shown in View 4.*

Attachment 3 - PLN21/0554 - 15-33 Queens Parade, Clifton Hill - All referral comments

ESD Formal Referral Response

Application Information	
Referral Officer	USERID
Officer	Gavin Ashley
Council Reference	PLN21/0554
Address	15-33 Queens Pde, Clifton Hill VIC 3068
Proposal	Full demolition of existing building and construction of a six-story mixed use building (60 dwellings and retail) including two basement levels and a rooftop terrace with pergola, use of the land as Dwellings, reduction in car parking requirements and alteration to access to a road in a Road Zone, Category 1
Comments Sought	This is the link to the Statutory Planning Referral memo: **D22/24060**

Attachment 3 - PLN21/0554 - 15-33 Queens Parade, Clifton Hill - All referral comments

Council's ESD Officer provides the following information which is based on the information provided in the Statutory Planning referral request memo referenced above.

ESD comments were requested on the following:

- New referral

Comments

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

- An overall BESS report score of 50% (SMP, p. 20).
- Preliminary energy modelling to support average of 6.5-star NatHERS apartments (SMP, p. 8).
- High water efficient fixtures and fittings (SMP, p. 10).
- A STORM report with a score of 101% has been submitted, that relies on a rooftop catchment area of 847 m2 diverted to a 30,000-L rainwater tank (SMP, p. 58).
- A 15kW rooftop solar PV system (SMP, p. 12).
- Natural ventilation and operable doors and windows throughout (SMP, p. 13).
- Electric vehicle charging for 5% of parking spaces (SMP, p. 14).
- Target to recycle 80% of demolition and construction waste (SMP, p. 15).

(2) Application ESD Deficiencies

- Clarify external shading approach for north and west facing bedrooms which are not protected by overhanging balcony. Blinds/window shrouds should be included to reduce afternoon heat gain impacts.
- EoT facilities in the form of a unisex/DDA shower and changeroom be provided for employees to refresh after commuting to work.

(3) Outstanding Information

- Revise daylight modelling with internal reflectance levels reduced to 70-80% instead of the 94% currently used for ceiling and wall reflectance.
- Consider a target of 7-stars NatHERS should be set to ensure the apartments are future-proofed for climate change AND pending NCC improvements. Preliminary NatHERS modelling should be provided to support.
- Amend rooftop plan (TP.1110) to show size and location of rooftop solar PV system.
- Confirm post-development stormwater flows will not exceed pre-development levels.

- Confirm the inclusion of key products and materials (extent by weight or cost) which contain post-consumer content (i.e. bulk insulation) or are recycled (i.e. bricks).
- Confirm strategy to reduce embodied carbon impacts associated with steel and concrete. These are often linked to procurement from sustainable producer and incorporating recycled aggregates where possible.
- Confirm best-practice approach to PVC materials and products.
- Clarify provision of bicycle infrastructure for residents is in line with the requirements of cl. 52.34 table 1 – and consider exceeding due to central location and opportunity for cycling.
- Clarify location of surrounding car-share facilities, and include within Green Travel Plan / Building Users Guide.
- Amend basement plans to indicate extent of EV charging provision.
- Provide a Green Travel Plan to support sustainable transport for the commercial component, or ensure information around transport/EV/car share is included within the BUG and made available to all building occupants.
- Amend plans of bin store rooms in WMP to indicate bin-type and provision.
- Amend the landscape plan to include cross-sections, or annotations confirming soil volumes and depths in line with the requirements from the updated Better Apartment Design Standards (BADS). Consider provision of Green Factor Tool submission.
- Provide a statement as to how the design mitigates urban heat island effect, and consider increasing ground level climbing vegetation and opting for lighter external colours to assist.
- Confirm provision of a tap for terraces on ground level, and include annotation on plans confirming that ALL terraces will contain taps and drainage.
- Confirm all building services will be tuned and commissioned as per manufacturers requirements
- Confirm provision of a Building Users Guide detailing sustainable design and operation of the building.

(4) ESD Improvement Opportunities

- Applicant to strongly consider that gas infrastructure NOT be supplied to the building to reduce reliance on fossil fuels and meet the City of Yarra's zero net energy targets. The use of an electric heat pump should be considered.
- Consider designing key elements to be disassembled and re-used / recycled at the end of the buildings life cycle. This may also extend to fit-out specifications for commercial shells.
- Consider additional vertical greening elements to assist with urban heat, and provide elevations in Landscape Plan if incorporated.
- Consider acquiring a contractor with a valid ISO 14001 accreditation.

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.

ESD Officer: ASHLEYG

Signature: Gavin Ashley

Date: 17.02.2022

Attachment 3 - PLN21/0554 - 15-33 Queens Parade, Clifton Hill - All referral 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.

Sustainable Management Plan (SMP)

for planning applications being considered by Yarra 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.

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	The building has been designed to ensure that all living rooms and bedrooms have access to natural ventilation and daylight via operable windows along the façade (SMP, p. 13).	Satisfactory.	1
Daylight & Solar Access	Daylight modelling confirm that 95% of bedrooms and 100% of living zones meet the Council's 'best practice' standard for daylight (SMP, p. 14).	Revise daylight modelling with internal reflectance levels reduced to 70-80% instead of the 94% currently used for ceiling and wall reflectance.	3
External Views	No information has been provided.	Satisfactory.	1
Hazardous Materials and VOC	Low VOC paints, adhesives and sealants, carpets and engineered wood products will be specified to meet the requirements Indoor Pollutants (Credit 13) of the Green Star Design & As Built Tool Version 1.3, or alternative (SMP, p. 14).	Satisfactory.	1
Thermal Comfort	Orientation, daylight access and high-performance glazing (SMP, p. 14).	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: 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	NCC Energy Efficiency Requirements For the commercial component, walls and window performance will meet NCC 2019 J1.5 façade requirements, with a façade calculator provided (SMP, p. 12).	Satisfactory.	1
Thermal Performance	The development will achieve an average energy rating of 6.5 stars (NatHERS) for the apartments (SMP, p. 12).	Consider a target of 7-stars NatHERS should be set to ensure the apartments are future-proofed for climate change AND pending NCC improvements. Preliminary NatHERS modelling should be provided to support.	3
Greenhouse Gas Emissions	The BESS report indicates an approximate reduction in GHG emissions of 49% against a reference case building (SMP, p. 32).	Satisfactory.	1
Hot Water System	Domestic hot water will be provided by an efficient central gas instantaneous hot water system with a minimum appliance efficiency of 86% and a highly insulated circulating loop to reduce parasitic heat losses (SMP, p. 12).	Applicant to strongly consider that gas infrastructure NOT be supplied to the building to reduce reliance on fossil fuels and meet the City of Yarra's zero net energy targets. The use of an electric heat pump should be considered.	4
Peak Energy Demand	4% reduction in peak cooling associated with	Satisfactory.	1

Issues	Applicant's Design Responses	Council Comments	CAR*
	building design and services (SMP, p. 32).		
Effective Shading	Moderate level of external shading provided by overhanging balconies.	Clarify external shading approach for north and west facing bedrooms which are not protected by overhanging balcony. Blinds/window shrouds should be included to reduce afternoon heat gain impacts.	2
Efficient HVAC system	Space heating and cooling will be provided by reverse cycle heat pumps with 4 stars for both heating and cooling (SMP, p. 12).	Satisfactory.	1
Car Park Ventilation	CO Monitoring.	Satisfactory.	1
Efficient Lighting	Maximum lighting power density of at least 20% lower than required NCC, light controls and LED lighting (SMP, p. 12).	Satisfactory.	1
Electricity Generation	A rooftop solar PV system of 15kW will be installed, capable of generating up to 16,780 kWh (SMP, p. 34).	Amend rooftop plan (TP.1110) to show size and location of rooftop solar PV system.	3
Other			

* **Council Assessment Ratings:**

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

References and useful information:

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

3. Water Efficiency

Objectives:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
Minimising Amenity Water Demand	The following water efficient fittings and appliances will be specified: • WELS 3 star showers (>6 but <=7.5 litres/minute) • WELS 4 star toilets • WELS 5 star kitchen taps • WELS 5 star basin taps • WELS 4 star dishwashers	Satisfactory.	1
Water for Toilet Flushing	Rainwater captured and stored in 30-kL tank will be used for toilet flushing throughout (SMP, p. 11).	Satisfactory.	1
Water Meter	Water metering for individual apartments (SMP, p. 10).	Satisfactory.	1
Landscape Irrigation	Landscape irrigation to also use rainwater in addition to being an automated drip-system (SMP, p. 11).	Satisfactory.	1
Other	Strategies to reduce potable water used for testing water in fire systems to be implemented.	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: 3. Water Efficiency
Water Efficient Labelling Scheme (WELS) www.waterrating.gov.au
Water Services Association of Australia www.wsaa.asn.au
Water Tank Requirement www.makeyourhomegreen.vic.gov.au
Melbourne Water STORM calculator www.storm.melbournewater.com.au
Sustainable Landscaping www.ourwater.vic.gov.au

4. Stormwater Management

Objectives:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
STORM Rating	A STORM report with a score of 101% has been submitted, that relies on a rooftop catchment area of 847 m^2 diverted to a 30,000-L rainwater tank (SMP, p. 58).	Satisfactory.	1
Discharge to sewer	An additional area of 579 m^2 diverted to LPD (SMP, p. 58).	Confirm post-development stormwater flows will not exceed pre-development levels.	3
Stormwater Diversion	A catchment area of 847 m^2 diverts rainwater to tanks (SMP, p. 58).	Satisfactory.	1
Stormwater Detention	A 30,000-L rainwater tank is located underground in basement 2 (TP.1090).	Satisfactory	1
Stormwater Treatment	Enhanced rainwater filtration will therefore be incorporated as follows: • Down-pipes before rainwater tanks • First-flush diverters • Pressure pipes after rainwater pump • 3 Stage Filtration (20 / 5 / 1 micron strainers) • UV disinfection	Satisfactory	1
Others			

* **Council Assessment Ratings:**

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

References and useful information:

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

5. Building Materials

Objectives:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
Reuse of Recycled Materials	No information has been provided.	Confirm the inclusion of key products and materials (extent by weight or cost) which contain post-consumer content (i.e. bulk insulation) or are recycled (i.e. bricks).	3
Embodied Energy of Concrete and Steel	No information has been provided.	Confirm strategy to reduce embodied carbon impacts associated with steel and concrete. These are often linked to procurement from sustainable producer and incorporating recycled aggregates where possible.	3
Sustainable Timber	All feature timber will be recycled or from accredited sustainably harvested plantation sources (FSC or AFS) (SMP, p. 16).	Satisfactory.	1
Design for Disassembly	No information has been provided.	Consider designing key elements to be disassembled and re-used / recycled at the end of the buildings life cycle. This may also extend to fit-out specifications for commercial shells.	4
PVC	No information has been provided.	Confirm best-practice approach to PVC materials and products.	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

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	There are 70 car parking spaces for 60 apartments resulting in more than 1 per apartment.	Consider reducing car parking provision	4
Bike Parking Spaces	16 resident and staff bicycle spaces located in the basement, with an additional 24 spaces (12 hoops) located at ground level.	Clarify provision of bicycle infrastructure for residents is in line with the requirements of cl. 52.34 table 1 – and consider exceeding due to central location and opportunity for cycling.	3
End of Trip Facilities	No EoT facilities have been provided.	EoT facilities in the form of a unisex/DDA shower and changeroom be provided for employees to refresh after commuting to work.	2
Car Share Facilities	No information has been provided.	Clarify location of surrounding car-share facilities, and include within Green Travel Plan / Building Users Guide.	3
Electric vehicle charging	Electric vehicle infrastructure will be installed to ensure the car park is 'electric vehicle ready' including electric vehicle chargers installed to 5% of car-parking spaces.	Amend basement plans to indicate extent of EV charging provision.	3
Green Travel Plan	No Green Travel Plan has been provided.	Provide a Green Travel Plan to support sustainable transport for the commercial component, or ensure information around transport/EV/car share	3

Issues	Applicant's Design Responses	Council Comments	CAR*
		is included within the BUG and made available to all building occupants.	

* **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 target recycling rate of 80% of construction and demolition waste has been adopted for the construction phase of the development to minimise the volume of waste to landfill.	Satisfactory.	1
Operational Waste Management	An operational Waste Management Plan (WMP) has been provided, with two residential bin store rooms in the basement and a commercial bin store room on ground level.	Satisfactory.	1
Storage Spaces for Recycling and Green Waste	While recycling and FOGO included within the WMP and waste strategy, the location of bins in each store room not clearly indicated in the WMP.	Amend plans of bin store rooms in WMP to indicate bin-type and provision.	3
Others			

* **Council Assessment Ratings:**

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

References and useful information:

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

8. Urban Ecology

Objectives:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
On Site Topsoil Retention	n/a	n/a	-
Maintaining / Enhancing Ecological Value	The BESS report suggests that 7% of the site area is covered in vegetation, with a total communal area of 160 m^2 (SMP, p. 39).	Amend the landscape plan to include cross-sections, or annotations confirming soil volumes and depths in line with the requirements from the updated Better Apartment Design Standards (BADS). Consider provision of Green Factor Tool submission.	3
Heat Island Effect	No information has been provided.	Provide a statement as to how the design mitigates urban heat island effect, and consider increasing ground level climbing vegetation and opting for lighter external colours to assist.	3
Other	A tap and floor waste will be provided to each balcony or terrace.	Confirm provision of a tap for terraces on ground level, and include annotation on plans confirming that ALL terraces will contain taps and drainage.	3
Green wall, roofs, facades	A rooftop terrace has been included, however no vertical greening provided.	Consider additional vertical greening elements to assist with urban heat, and provide elevations in Landscape Plan if incorporated.	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*
Improving on Green Star Benchmarks		-	
Global Sustainability		-	
Others		-	

* **Council Assessment Ratings:**

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

References and useful information:

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

10. Construction and Building Management

Objective:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
Building Tuning	No information has been provided.	Confirm all building services will be tuned and commissioned as per manufacturers requirements.	3
Building Users Guide	No information has been provided.	Confirm provision of a Building Users Guide detailing sustainable design and operation of the building.	3
Contractor has Valid ISO14001 Accreditation	No information has been provided.	Consider acquiring a contractor with a valid ISO 14001 accreditation.	4
Construction Management Plan	Appendix A details a 'Site Management Plan' (SMP, p. 66).	Satisfactory	1
Others			

* **Council Assessment Ratings:**

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

References and useful information:

SDAPP Fact Sheet: 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 3 - PLN21/0554 - 15-33 Queens Parade, Clifton Hill - All referral 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.

Development Engineering Formal Referral Response

Application Information	
Referral Officer	Julian Larkins
Officer	Mark Pisani
Council Reference	IREF21/00236
Address	15-33 Queens Parade, Clifton Hill
Proposal	Referral - Internal - Development Engineering
Comments Sought	Engineering assessment of mixed use development

Council's Engineering Referral team provides the following information which is based on the information provided by Statutory Planning referenced above.

Comments and Recommendations

Drawings and Documents Reviewed

	Drawing No. or Document	Revision	Dated
Cera Stribley Architects	TP.0100 *Existing Site Plan*	-	29 September 2021
	TP.0200 *Demolition Plan*	-	29 September 2021
	TP.1090 *Basement 02 Plan*	B	29 September 2021
	TP.1091 *Basement 01 Plan*	B	29 September 2021
	TP.1100 *Ground Floor Plan*	B	29 September 2021
	TP.1101 *Level 01 Plan*	B	29 September 2021
	TP.2000 *Streetscape Elevation*	-	29 September 2021
	TP.2100 *North Elevation*	A	29 September 2021
	TP.3000 *Building Section A-A*	A	26 July 2021
	TP.3001 *Building Section B-B*	A	26 July 2021
	TP.3002 *Building Section C-C*	A	26 July 2021
	TP.3003 *Building Section D-D*	A	26 July 2021
	TP.3004 *Building Section E-E*	A	26 July 2021
	TP.3005 *Building Section F-F*	A	26 July 2021
	TP.3007 *Detail Sections*	-	29 September 2021
	Development Summary		October 2021

	Drawing No. or Document	Revision	Dated
	Area Summary		October 2021
Traffix Group	Traffic Engineering Assessment	C	22 October 2021

CAR PARKING PROVISION

Proposed Development

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

Proposed Use	Quantity/ Size	Statutory Parking Rate*	No. of Spaces Required	No. of Spaces Allocated
One-Bedroom Dwelling	18	1.0 space per dwelling	18	18
Two-Bedroom Dwelling	32	1.0 space per dwelling	32	32
Three-Bedroom Dwelling	10	2.0 spaces per dwelling	20	20
Food and Drink	198 m^2	3.5 spaces per 100 m^2 of net floor area	6	2
Retail	147 m^2	3.5 spaces per 100 m^2 of leasable floor area	5	1
		Total	**81 spaces**	**73 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 the Retail and Food and Drink Uses	For these two uses, a staff parking rate of 1 space per 100 square metres of floor area could be adopted. Applying this rate would equate to three to four spaces for the uses. Customer parking would be generated off-site. The provision of three spaces for the retail and food and drink uses is considered appropriate.

Parking Demand Consideration	Details
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: ▪ Queens Parade trams – 30 metre walk ▪ Queens Parade buses – 100 metre walk ▪ Clifton Hill railway station – 850 metre walk
Multi-purpose Trips within the Area	Patrons to the development could combine their visit by engaging in other activities of 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, shops, supermarket, places of employment and education and other essential facilities. The site also has good connectivity to the on- and off-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:

Consideration	Details
Availability of Car Parking	The demand for on-street parking in this part of Clifton Hill is very high. As the site is located within the Queens Parade activity centre, short-stay on-street parking regularly turns over and provides visitors to the area an opportunity to park on-street.
Relevant Local Policy or Incorporated Document	The proposed development is considered to be in line with the objectives contained in Council's Strategic Transport Statement. The site is ideally located with regard to sustainable transport alternatives and the reduced provision of on-site car parking would potentially discourage private motor vehicle ownership and use.
The Future Growth and Development of an Activity Centre.	*Planning Practice Note 22 – Using the Car Parking Provisions* indicates that car parking should be considered on a centre-basis rather than on a site/individual basis. This is applicable to activity centres, such as the Queens Parade retail precinct, where spare on-street car parking capacity would be shared amongst sites within the activity centre.

Adequacy of Car Parking

From a traffic engineering perspective, the waiver of car parking associated with the retail and food and drink uses is considered appropriate in the context of the development and the surrounding area. The operation of the development should not adversely impact on the existing on-street parking conditions in the area.

The Engineering Referral team 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 Traffix Group is as follows:

Proposed Use	Adopted Traffic Generation Rate	Daily Traffic	AM Peak Hour	PM Peak Hour
One- and Two-Bedroom Dwellings (50 No.)	0.3 trips per dwelling in each peak hour 3.0 trips per dwelling per day	150	15	15
Three-Bedroom Dwellings (10 No.)	0.4 trips per dwelling in each peak hour 4.0 trips per dwelling per day	40	4	4
Retail and Food and Drink Uses (3 spaces)	0.5 trips per space in each peak hour	8	2	2
	Total	**198 trips**	**21 trips**	**21 trips**

The peak hour and daily traffic volumes generated by this development are not unduly high. The site has the advantage of direct access to the arterial road network.

The volumes generated by the development should not adversely impact on the traffic operation of the surrounding road network.

DEVELOPMENT LAYOUT DESIGN

Layout Design Assessment

Item	Assessment
Access Arrangements	
Development Entrance	The 6.1 metre width of the development entrance satisfies the Australian/New Zealand Standard AS/NZS 2890.1:2004.
Visibility	A splayed pedestrian sight triangle has been provided at the exit lane of the development entrance. The sight triangle has not been dimensioned.
Headroom Clearance	The development entrance has a headroom clearance of 2.35 metres and satisfies AS/NZS 2890.1:2004. The headroom clearance along the ramped accessways and within the car park levels have not been dimensioned.
Internal Ramped Accessways	The single lane ramped accessways have wall-to-wall widths of 4.2 metres and the two-lane ramped accessway has a wall-to-wall width of 6.1 metres, which 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* of Clause 52.06-9.
Accessible Parking Space	The dimensions of the assessable parking space and shared area (each 2.4 metres by 5.4 metres) satisfy the Australian/New Zealand Standard AS/NZS 2890.6:2009.
Aisles	The 6.4 metre wide aisles satisfy *Table 2: Minimum dimensions of car parking spaces and accessways* of Clause 52.06-9.
Column Depths and Setbacks	Columns have depths of 1000 mm and are set back 250 mm from the aisles and are positioned outside of parking space clearance envelopes as required by *Diagram 1 Clearance to car parking spaces* in Clause 52.06-9.
Clearances to Walls	Clearances of 300 mm have been provided to spaces adjacent to walls, which satisfy *Design standard 2*.
Gradients	
Ramp Grade for the first 5.0 metres inside the Property	The ramp grade of the development entrance for the first 5.0 metres inside the property is 1 in 10, which satisfies *Design standard 3: Gradients*.
Ramp Grades and Changes of Grade	The ramp grades and changes of grade satisfy *Table 3 Ramp Gradients* of Clause 52.06-9.
Swept Path Assessment	
Vehicle Ingress and Egress Movements G29838* Sheets 01 to 04 Rev B	The swept path diagrams for a B85 design vehicle entering and exiting a number of car parking spaces throughout the basement levels are considered satisfactory.
Waste Collection Vehicle Movements G29838 Sheet 04 Rev B	The swept path diagrams of a 6.345 metre long waste collection vehicle negotiating the single lane ramped

Item	Assessment
	accessway and undertaking a turn-around movement in Basement 02 are considered satisfactory.
Other Items	
Loading Arrangements	An existing on-street Loading Zone along the property frontage, towards the intersection of Smith Street, could be utilised for loading activities, and is considered an acceptable arrangement.
Vehicle Crossing Ground Clearance	A vehicle crossing ground clearance check is to be undertaken for each new vehicle crossing by the applicant's designer to confirm that a B99 design vehicle can enter and exit the property without scraping out (Please see under '*Engineering Advice for Design Items to be Addressed by the Applicant*' section).

* Traffix Group swept path diagram drawing number.

Engineering Advice for Design Items to be Addressed by the Applicant

Item	Details
Visibility	The visibility splay is to be dimensioned on the drawings.
Headroom Clearance	The headroom clearance along the ramped accessways and basement parking levels are to be dimensioned. The headroom clearance above the accessible space is to be at least 2.5 metres.
Vehicle Crossing Ground Clearance	To assist the applicant, a Vehicle Crossing Information Sheet has been appended to this memo. The ground clearance check (for each new vehicle crossing) requires the applicant to obtain a number of spot levels which 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, Heidelberg Road and Yarra Bend Road. These levels are to be shown on cross sectional drawings, with dimensions, together with the B99 design vehicle ground clearance template demonstrating access and exit movements. Providing the ground clearance checks 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. **Important** – The ground clearance check and vehicle crossing design need to be done in conjunction with the detailed engineering design for the reconstruction of footpath and kerb and channel outside the property's Queens Parade service road frontage. The property line levels as shown on the architectural drawings will need to be revised based on the civil engineering design of the road infrastructure outside the property.

INFRASTRUCTURE ITEMS AND CONSTRUCTION ACTIVITIES

Please refer to engineering referral comments under IREF21/00237.

ENGINEERING CONDITIONS

Please refer to engineering referral comments under IREF21/00237.

Engineer: Mark Pisani

Signature:

Date: 25 January 2022

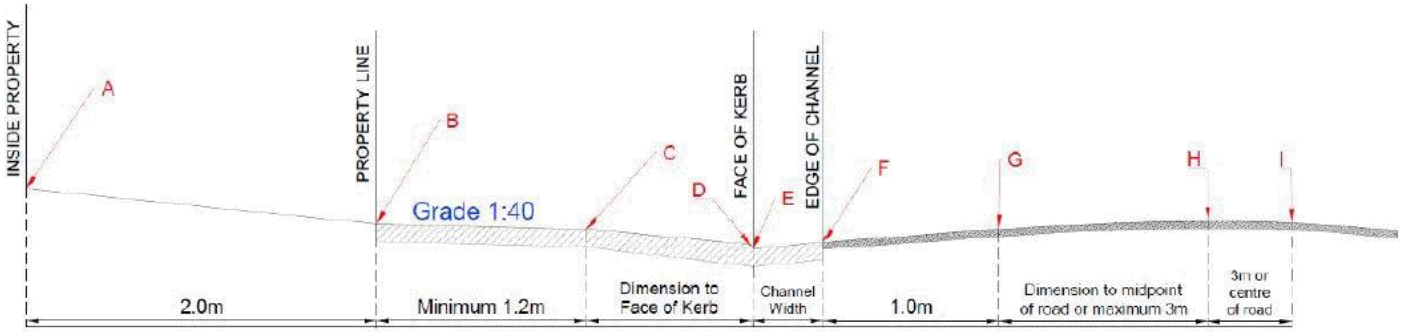
Development Engineering Formal Referral Response

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.



Development Engineering Formal Referral Response

Application Information	
Referral Officer	Julian Larkins
Officer	Civil Infrastructure team – Civil Engineering
Council Reference	IREF21/00237
Address	15-33 Queens Parade, Clifton Hill
Proposal	Referral - Internal - Development Engineering
Comments Sought	Engineering assessment of mixed use development

Council's Civil Infrastructure team provides the following information which is based on the information provided by Statutory Planning referenced above.

Comments and Recommendations

Drawings and Documents Reviewed

	Drawing No. or Document	Revision	Dated
Cera Stribley Architects	TP.0100 *Existing Site Plan*	-	29 September 2021
	TP.0200 *Demolition Plan*	-	29 September 2021
	TP.1090 *Basement 02 Plan*	B	29 September 2021
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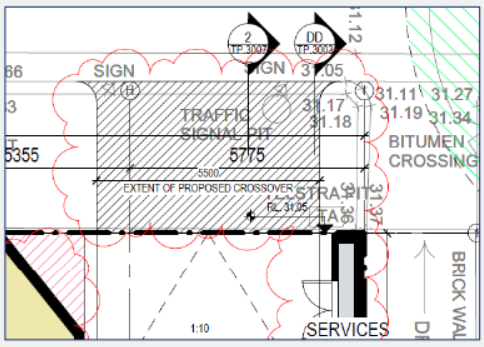
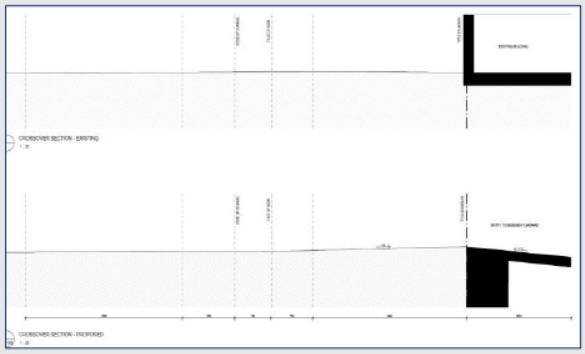
	TP.2100 *North Elevation*	A	29 September 2021
	TP.3000 *Building Section A-A*	A	26 July 2021
	TP.3001 *Building Section B-B*	A	26 July 2021
	TP.3002 *Building Section C-C*	A	26 July 2021
	TP.3003 *Building Section D-D*	A	26 July 2021
	TP.3004 *Building Section E-E*	A	26 July 2021
	TP.3005 *Building Section F-F*	A	26 July 2021
	TP.3007 *Detail Sections*	-	29 September 2021

INFRASTRUCTURE ITEMS AND CONSTRUCTION ACTIVITIES

Item	Details
General	
Impact on Council Road Assets during Construction	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 employees, visitors and other users of the site.
Queens Parade Service Road	
Footpath and Footpath Reconstruction Kerb and Channel Reconstruction	Construction works at the site and the occupation of the footpaths during works will impact on the condition of the footpaths and kerb and channel. The Permit Holder must reconstruct the footpaths and kerb and channel along the property's Queens Parade service road frontage.
Footpath Grades	The North Elevation Plan TP.2100 shows the footpath is to be regraded in front of Queens Parade entry. Footpath grades have not been shown. The footpath along the property frontage should be graded to be DDA compliant. The drawings show abrupt changes to footpath surface levels at the main pedestrian entry. Footpath level changes need to be graded to the satisfaction of Council.
Footpath Profile at Vehicle Crossing	The North elevation plan indicates there is approximately 317 mm difference in level between the proposed entry level and existing footpath surface level on east side of vehicle crossing. Changing the footpath levels at the property line will affect the levels in front of the adjacent property.
Traffic Signal Pit	The existing traffic signal pit is located in the area to be occupied by the new vehicle crossing, as shown below:  The traffic signal pit it is to be relocated subject to approval by VicRoads, and at the applicant's expense.

Attachment 3 - PLN21/0554 - 15-33 Queens Parade, Clifton Hill - All referral comments

Item	Details
Vehicle Crossing	Drawing TP.3007 *Detailed Sections* – The applicant has provided a separate existing conditions section and a separate proposed vehicle crossing section. The cross sections have not been provided with levels. The existing conditions and proposed vehicle crossing should be depicted on the one cross section. The existing conditions section indicates the footpath is flat or has reverse fall (i.e. - fall towards the property line) and does not appear to reflect actual conditions out on site.  Since Queens Parade service road has a steep longitudinal grade, two cross sections of the vehicle crossing should be provided. Guidance on the preparation of vehicle crossing cross sections, vehicle ground clearance check (for the B99 design vehicle) and minimum Council requirements for crossings can found in Council's Vehicle Crossing Information Sheet (appended to this memo). **Important** – The ground clearance check and vehicle crossing design need to be done in conjunction with the detailed engineering design for the reconstruction of footpath and kerb and channel outside the property's Queens Parade service road frontage. The property line levels as shown on the architectural drawings will need to be revised based on the civil engineering design of the road infrastructure outside the property.
Drainage	
Drainage and Legal Point of Discharge (LPD)	Drainage infrastructure in Queens Parade is the responsibility of VicRoads, and their approval is required for the LPD connection from the site. In relation to the LPD of the site, the applicant should avoid discharge into laneway at south west corner of development if possible.
Other Items	
Detailed Engineering Design	The applicant must submit detailed engineering design drawings to Council for assessment and approval. Items are to include, but not limited to, the reconstruction of the footpath and kerb and channel along the Queens Parade service road, vehicle crossing and LPD connection.

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 Queens Parade service road frontage must be reconstructed to Council's satisfaction and at the Permit Holder's cost.
- The footpath along the property's Queens Parade service 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 33 or unless otherwise specified by Council.
- 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.
- Detailed engineering design drawings of all infrastructure works are to be submitted to Council for assessment and approval.

Vehicle Crossings

- Before the development commences, or by such later date as approved in writing by the Responsible Authority, a vehicle crossing design must be submitted to Council's Engineering department for approval, and:
    - Demonstrate 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) and comply with design requirements set out in Yarra City Council's Vehicle Crossing Information Sheet.
- Prior to the occupation of the development, or by such later date as approved in writing by the Responsible Authority, any new vehicle crossing(s) must be constructed:
    - In accordance with any requirements or conditions imposed by Council;
    - At the permit holder's cost; and
    - To the satisfaction of the Responsible Authority.

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

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.

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.

Engineer: Mark Pisani

Signature:

Date: 11 February 2022

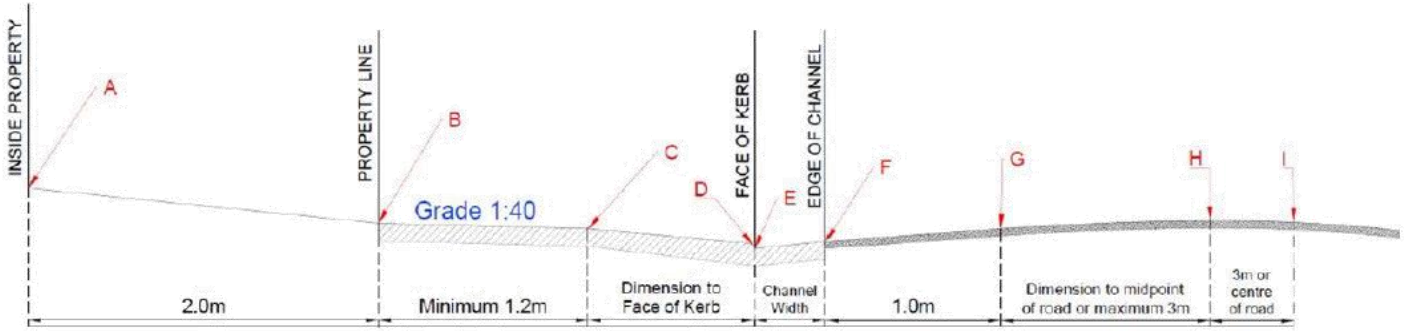
Development Engineering Formal Referral Response

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 3 - PLN21/0554 - 15-33 Queens Parade, Clifton Hill - All referral comments

Open Space Design Formal Referral Response

Application Information	
Referral Officer	Julian Larkins
Officer	Lisa Monaghan
Council Reference	PLN21/0554
Address	15 – 33 Queens Parade, Clifton Hill
Proposal	Full demolition of existing building and construction of a six-storey mixed use building (60 dwellings and retail) including two basement levels and a rooftop terrace with pergola, use of the land as Dwellings, reduction in car parking requirements and alteration to access to a road in a Road Zone, Category 1
Comments Sought	This is the link to the Statutory Planning Referral memo: Insert CM Link here to referral request memo (which will include a hyperlink to all relevant plans / information)

Attachment 3 - PLN21/0554 - 15-33 Queens Parade, Clifton Hill - All referral comments

Council's Open Space Planning and Design (OSPD) provides the following information which is based on the information provided in the Statutory Planning referral request memo referenced above.

Council's OSPD have reviewed the following plans and reports pertaining to the development at 15 – 33 Queens Parade, Clifton Hill:

Reference Letter referred to in response	CM ref #	Document title	date	Author
A.	D21/194180	Town Planning Document Rev B *(note saved in CM as Landscape Plan)*	23 July 2021	Eckersley Garden Architecture
B.	D21/194187	Planning Report	29 July 2021	Tract
C.	D21/194194	Advertised Plans Rev B	29 September 2021	Cera Stribley

Note: Within the response I refer to these documents by their letter.

Comments and recommendations in the section Assessment, relate to the policies and provisions within the City of Yarra Planning Scheme noted in Table 2:

Note: It is assumed all other applicable requirements in the planning scheme are assessed by Units other than OSPD.

TABLE 2		
Planning scheme reference	Requirements assessed by OSPD	
PPF 15.01 Built Environment	Apartment Design Guidelines (Guidance to private open space) Amendment VC174 Apartment-Design-Guidelines-for-Victoria_August-2017.pdf (planning.vic.gov.au)	Meets private open space area requirements Plans show dimensions for POS. Encourage retention of mature vegetation onsite Meets Standard D10 including requirements for deep soil
PPF 15.02 Sustainable Development	Sustainable Development	Reduce the urban heat island effect by greening urban areas, buildings, transport corridors and open spaces with vegetation. Encourage retention of existing vegetation and planting of new vegetation as part of development and subdivision proposals.
LPPF 22.12 & 21.04-5	Public open space contribution	Land or cash contribution (cash contribution preferred for Clifton Hill)
LPPF 22.17	Environmentally sustainable development	To encourage the provision of space for productive gardens, particularly in larger residential developments.

TABLE 2		
VPP 58	Apartment Developments	58.03-2 Communal open space objectives & standards 58.03-3 Solar access to communal outdoor open space objectives & standards 58.03-5 Landscaping objectives & standards 58.05-3 Private open space objectives & standards 58.06-1 Common property objectives & standards for communal open space only.

Assessment

Having reviewed the above plans and reports against the above planning scheme requirements, I have determined that this development falls short of meeting a number of mandatory and desirable requirements in the planning scheme. Below is a summary of the development together with details of where the requirements are not met.

DEVELOPMENT SUMMARY

- The main entrance on Queens Parade faces north west. Apartment terraces predominantly face either north west or south east.
- The development in Clifton Hill requires an open space contribution of cash. The proposed landscaping of the public land in Queens Parade must be assessed by Urban Design and should not form any or part of a contribution to public open space.
- The development provides 60 dwellings of different sizes and types to attract a broad cross section of the community, with retail and café spacee making up the majority of the inerface with Queens Parade on the ground floor.
- Two areas of communal open space have been designed; communal terrace on the ground floor and a communal terrace on the roof.
- Private open space is provided for all apartment typologies.

REQUIREMENTS NOT MET

The communal open space does not meet the objectives of Clause 58.03-2

- The communal open space must be a minimum of 30sqm + additional 2.5 sqm per dwelling or 220 sqm which ever is the lesser. This equates to a total of 180sqm of communal open space preferred for this development. Updated conditions
- Document B page 32 of 37 notes 117sqm of communal open space at the rooftop has been provided. 117sqm is 65% of the preferred amount of communal open space of 180sqm. Insufficent communal open space has a direct impact on the range of passive and active recreational opportunities and this has an impact on the amenity value of the space. Suggestions to improve the communal open space and hence the amenity of the open space area as follows:
    - Unclear how either of these spaces support the recreation needs of all residents. Given the diversity of residents there is no provision for any kind of play such as table tennis, half court ball game or other equivalent. There is also little provision for the very young or older residents (downsizing).
    - Passive recreational opportunities such as productive gardens should be considered.
    - Seating in the communal open space is predominantly limited to abled bodied residents and visitors. Most of the seating does not seem to have backrests and armrests, other than a few chairs around the table on the rooftop terrace. This does not meet an adequate level of amenity for residents.
    - Without crossing a major road the nearest open space to this development is Darling Gardens which is approx 560m away via the shortest walking route not as-the-crow-flies. As noted in the Yarra Open Space Strategy (YOSS) 2020, reserves of this size are to be within 500m walking catchment if they are serving the local community. 500m

is a long distance for children and the elderly to walk. Recreational facilities to serve the very young and the older residents is missing from the development.

- Easy access to open space for passive and active recreation is critical for health and well being, all of which is noted and referenced in the YOSS. The development does not need to provide for all recrational needs but it needs to provide for a broader range of age groups and provide more diversity in the recreational infrastructure. does this make sense when they are providing a cash contribution to the provision of open space?

The communal open space does not meet the standards of Clause 58.03-2

- As noted above the amount of communal open space provided on the rooftop does not meet the prefered amount detailed in the standard.
- The communal open space on the rooftop does provide an outlook for any of the dwellings.
- There are no passive surveillance opportunities from the communal open space.
- Canopy cover is provided to the rooftop terrace in the form of climbers over a pergola and some small trees. Refer below under Clause 58.03-5 for comments on trees and deep soil and tree growth.

The landscaping does not meet the objectives of Clause 58.03-5

- The north elevation in the plans TP2000 & TP2100 within Document C , show limited planting on the façade and as such offers limited reduction in the visual impact of building on the streetscape.
- Apart from the climbers for canopy cover, it is unclear whether or not the provision of new tree canopy cover is adequately supported. Trees are nominated in various planters Document A, however there are no details of these planters, to determine whether or not there is adequate soil volume and deep soil to support the growth of the trees. This information on soil volume and deep soil is necessary to assess whether or not the objective for supporting new canopy cover is met.
- Document A provides no information on irrigation, this information is necessary to assess whether or not the objective for supporting new canopy cover and provision of maintenance for all soft landscaping is met. Document B, Page 17 states "...rainwater harvesting...irrigation...". Details for this were not able to be located on the drawings.
- Most of the landscaping consists of exposed hard pavement, which contributes to the urban heat island effect (UHIE), this is particularly problematic on terraces on the northern and north western sides of the building and the areas exposed on the communal open space on the rootop. Greater vertical greening of the facade would help to reduce the UHIE of the built form materials.

The requirements for private open space stipulated in the standard D19 of Clause 58.05-3 are not met for some of the apartment typologies. Is this for the planner to comment on?

- Table D8 requires a minimum of 8 sqm for a 1 bedroom apartment. If an airconditioning unit is located on the balcony then an extra 1.5sqm is required. The drawing TP 5000 in Document C appears to show an airconditioning unit on the balcony , however this is not labelled and would need to be confirmed.
- The POS for the 2 bedroom apartment typologies shown in drawing TP 5010 in Document C meet the requirements for quantity of sqm however the minimum dimensions are 1800mm, 1850mm and 1950mm, when the minimum dimension should be at least 2m.
- The POS for the 2 bedroom apartment typologies shown in drawing TP 5012 in Document C all have 8sqm of POS. If they also have an airconditioning unit on the terrace then each of these areas muct increase the area of POS by an additional 1.5sqm. Type 2I does not meet the requirements of minimum dimensions of 2m.
- Typology 2J and 2K in drawing TP 5013 in Document C do not meet the requirements for minimum dimension and 2K does not meet the requirements for the area required.
- Typology 2M in drawing TP 5014 in Document C does not meet the requirements for minimum dimension and 2N does not meet the requirements for the area required.
- Typology 3B in drawing TP 5020 in Document C does not meet the minimum dimensions required.
- Typology 3C in drawing TP 5021 in Document C does not meet the minimum dimensions required and the shape of the space does not allow for it to be used efficiently.
- Typology 3D in drawing TP 5021 in Document C does not meet the minimum dimensions required and does not meet the area required if an airconditioning unit is located on the terrace.
- Typology 3E in drawing TP 5022 in Document C does not meet the minimum dimensions required.

The Landscape Plan has not met the planning permit requirements with the following amendments required:

a) Plant schedule must include, installation pot size, width x height of species at maturity, and plant numbers for each species. Plant species selection needs to consider the relevant overlays (SLO or ESO), the 'Advisory list of environmental weeds in Victoria' and the provision of native species to foster local fauna and biodiversity.
b) The planting plan(s) must show the plant numbers for each species for each location, including labelling of the trees. The legend is missing a deciduous tree symbol despite more than one deciduous species being proposed in the plan, and there is no symbol for the type of container or planter box.
c) Detail drawings for elements such as furniture and planters are required – showing dimensions, drainage, lining, materials and growing media. Volumes of growing media need to be adequate for the plant species proposed and for trees this needs to meet the requirements noted above for adequae soil volume.
d) Provide notes on proposed irrigation, including source of water and location of irrigation control units or reference other drawings.
e) Provide a maintenance schedule, including task details and frequency; for multi-storey developments and planting, maintenance access will need to be provided for.

Load bearing weights for the building structure need to be checked and confirmed by a suitably qualified structural engineer against the saturated bulk density of soil media, planter box and plant mass being proposed.

The requirements for LPPF 22.17 will be predominantly assessed by another unit, however I do recommend including productive gardens as part of the recreational infrastructure within the expanded communal open space.

More vertical greening would improve the building by helping to reduce energy usage, provide habitat and provide more soft green landscaping, that provides aesthetics as well as health benefits. This would positively contribute to the developments assessment against PPF 15.02.

Open Space Design: USERID ?

Signature: Lisa Monaghan

Date: 12 January 2021

Attachment 3 - PLN21/0554 - 15-33 Queens Parade, Clifton Hill - All referral comments

Strategic Transport Formal Referral Response

Application Information	
Referral Officer	USERID
Officer	Chloe Wright
Council Reference	PLN21/0554
Address	15-33 Queens Pde, Clifton Hill, VIC 3068
Proposal	Full demolition of existing building and construction of a six-storey mixed use building (60 dwellings and retail) including two basement levels and a rooftop terrace with pergola, use of the land as Dwellings, reduction in car parking requirements and alteration to access to a road in a Road Zone, Category 1
Comments Sought	This is the link to the Statutory Planning Referral memo: NA

Council's Strategic Transport unit provides the following information which is based on the information provided in the Statutory Planning referral request memo referenced above.

Comments

Access and Safety

The following safety and access concerns should be addressed:

- Resident / employee bicycle spaces should be relocated closer to the lift shaft to avoid people walking across the vehicle entry/exit ramp. This is discussed in 'Adequacy of resident/employee spaces'

Bicycle Parking Provision

Statutory Requirement

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

Proposed Use	Quantity/ Size	Statutory Parking Rate	No. of Spaces Required	No. of Spaces Allocated
Dwellings	60 dwellings	In developments of four or more storeys, 1 resident space to each 5 dwellings	12 resident spaces	
		In developments of four or more storeys, 1 visitor space to each 10 dwellings	6 visitor spaces	
Shop	345 sqm	1 employee space to each 300 sqm of net floor area	1 employee spaces	
		1visitor space to each 500 sqm of net floor area	1 visitor spaces	
Bicycle Parking Spaces Total			**13 resident / employee spaces**	**16 resident / employee spaces**
			7 visitor spaces	**24 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 bicycle spaces:

- 24 visitor bicycle spaces are proposed, which exceeds Council's best practice[1] recommendation of 16 visitor spaces and is supported.

[1] *Category 6 of the Built Environment Sustainability Scorecard (BESS) recommends 1 visitor space to each 500sqm of office floor space and a rate of 0.25 visitor spaces to each dwelling.*

1

- 16 visitor spaces are provided within the property boundary adjacent to the entrance / lobby area and 8 spaces are provided at a proposed pocket park at Queens Parade.
- All visitor spaces are provided as a horizontal at-grade bicycle hoop and appear to be in accordance with clearance and access requirements of AS2890.3.

Adequacy of resident / employee spaces

Number of spaces

16 resident / employee spaces are provided, which does not meet the best practice[2] rate recommendation of 61 bicycle spaces.

Design and location of resident / employee spaces and facilities

The following comments are provided in relation to the provision of resident / employee bicycle parking:

- All bicycle spaces are located at basement level 2 and have not been provided within a secure facility. Pursuant to Clause 52.34-3 & Australian Standard AS2890.3 bicycle spaces for residents and employees must be provided in a bicycle locker, or in a lockable compound. A car park which can be accessed by following a vehicle past through the entrance door does not constitute a lockable compound.
- Access to bicycle parking is via the internal lift and lobby / entrance at Queens Parade. It is recommended that bicycle parking is relocated closer to the lift shaft, to avoid people walking across the vehicle entry/exit point to reach the bike parking area (as shown below).
- The number of resident / employee bicycle spaces should be increased to 61 spaces to meet the best practice standards. At minimum, 20% of bicycle storage spaces to be provided as horizontal at ground-level spaces.

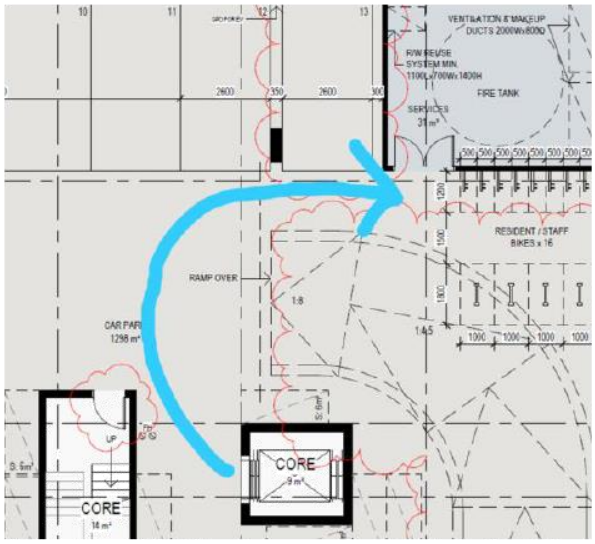


Figure 1 – residents/employees are required to walk via the vehicle ramp to reach bicycle parking.

Electric vehicles

Council's Built Environment Sustainability Scorecard (BESS) guidelines encourage the use of electric vehicles (EV). To allow for easy future provision for EV charging, it is recommended that all car parking areas should be electrically wired to be 'EV ready'. This does not mean car parking bays must be fitted with

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

1

chargers, but that the underlying wiring infrastructure is in place to allow future owners and tenants to easily install a charger. For this purpose, the following should be installed:

a) One or more distribution boards within each car parking basement level, with capacity to supply 1 x 7kW (32amps) electric vehicle charger for each parking space.
b) A scalable load management system. This will ensure that electric vehicles are only charged when the building electrical load is below the nominated peak demand. Building electrical peak demand calculations can therefore be undertaken using the assessment methodology (AS/NZS3000:2018, clause 2.2.2.b.i), thus not increasing building electrical peak demand requirements beyond business as usual.

Recommendations

The following should be shown on the plans before endorsement:

1. A minimum of 61 employee bicycle spaces within a secure facility.
2. At minimum 20% of employee bicycle spaces must be provided as a horizontal at-grade bicycle rail.
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.
4. Electrical infrastructure to ensure all car parking areas are 'electric vehicle ready', including:
    a. One or more distribution boards within each car parking basement level, with capacity to supply 1 x 7kW (32amps) electric vehicle charger for each parking space.
    b. A scalable load management system to ensure that electric vehicles are only charged when the building electrical load is below the nominated peak demand.

Sustainable Transport Planner (Strategic Transport Unit): Chloe Wright

Signature:

Date: 18/02/2022

1

Attachment 3 - PLN21/0554 - 15-33 Queens Parade, Clifton Hill - All referral comments

Civil Works
Formal Referral Response

Application Information	
Referral Officer	USERID
Officer	Atha Athanasi
Council Reference	PLN21/0554
Address	15-33 Queens Pde, Clifton Hill VIC 3068
Proposal	Full demolition of existing building and construction of a six-storey mixed use building (60 dwellings and retail) including two basement levels and a rooftop terrace with pergola, use of the land as Dwellings, reduction in car parking requirements and alteration to access to a road in a Road Zone, Category 1
Comments Sought	This is the link to the Statutory Planning Referral memo: Insert CM Link here to referral request memo (which will include a hyperlink to the submitted WMP)

Council's Civil Works Unit provides the following information which is based on the information provided in the Statutory Planning referral request memo referenced above.

Civil Works were requested to make comment on the submitted Waste Management Plan (WMP).

Comments and Recommendations

The waste management plan for 15-33 Queens Parade, Clifton Hill authored by Leigh Design and dated 25/10/21 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 plan must provide more information on how hard waste is to be managed. Council hard waste collections are based on Kerbside placement of hard waste, collections from within private property must be provided by a private contractor.

Engineer: USERID

Signature:

Date:

Attachment 3 - PLN21/0554 - 15-33 Queens Parade, Clifton Hill - All referral comments

Vipac Engineers and Scientists Ltd
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City of Yarra
333 Bridge Road
Richmond, Victoria, 3121

11 February 2022
Ref: 30N-21-0637-GCO-27847-0

Dear Julian Larkins,

15-33 Queens Parade, Clifton Hill

This peer review of MEL Consultants "Environmental Wind Assessment" (Report: 136-21-DE-EWA-00) is based on Vipac's experience as a wind engineering consultancy. No wind tunnel studies have been undertaken to support this review.

Vipac has reviewed the Environmental Wind Assessment and the relevant drawings and have the following comments:

i. The MEL Consultants Environmental Wind Assessment has been prepared based on the drawings dated 7th April, 2021 and consultancy experience. No wind tunnel testing has been carried out to support their assessment. We have no issues 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.

ii. We have no issues with the analysis approach, wind environment and exposure estimate. MEL Consultants have clearly identified the process for the desktop assessment and this is consistent with the approach that Vipac would take.

iii. The report has used the assessment criteria as detailed in the Better Apartment Design Standards (BADS) produced by the Department of Environment, Land, Water and Planning (DELWP). Vipac has no issues with this.

iv. The report analysed the wind effects on the streetscapes along Queens Parade. It concluded that the pedestrian pathways are generally expected to meet the recommended walking comfort criterion. Vipac has no issues with this.

v. The report finds that all main entrances will be within the recommended standing comfort criteria. Vipac has no issues with this.

vi. The report also finds that all private terraces will be within the recommended walking comfort criterion, with recommendations provided for improved wind conditions (for the large terraces on Level 3) should they be required. Vipac has no issues with this.
   a. There are private courtyards to the north east and south west of the site. MEL Consultants have no comments for these courtyards. However, Vipac believes these areas would be expected to have acceptable wind conditions.

vii. Vipac agrees with the report's conclusion that the communal rooftop terrace is expected to have wind conditions within the recommended walking comfort criterion. Vipac has no issues with this.
   a. There is a communal terrace on the ground floor between the residential units and retail zones. MEL Consultants have no comments for this terrace. However, Vipac believes these areas would be expected to have acceptable wind conditions.

Attachment 3 - PLN21/0554 - 15-33 Queens Parade, Clifton Hill - All referral comments

In conclusion, the MEL Consultants Environmental Wind Assessment report used the proper analysis and methodology to analyse the wind effects on the pedestrian level surrounding the proposed development and on the terraces in detail. The report found that the proposed design would be expected to generate winds within the recommended wind comfort criteria at their respective locations. However, MEL Consultants should assess the wind conditions at the communal terrace and private courtyards on the ground floor.

Yours sincerely,

Vipac Engineers & Scientists Ltd

Rumman Islam

Consulting Engineer

7 March 2022

640.10090.07370 15-33 Queens Pde, Clifton Hill 20220307.docx

Yarra City Council
PO Box 168
RICHMOND 3121

Attention: Julian Larkins

Dear Julian

15-33 Queens Parade Clifton Hill
Development Application Acoustic Review
PLN 21/0554

SLR Consulting Pty Ltd (SLR) has been retained by the City of Yarra to provide a review of the acoustic assessment report for the mixed use development proposed for 15-33 Queens Parade Clifton Hill.

Details of the report are as follows:

- Title: 15-33 Queens Parade, Clifton Hill, Acoustic Assessment
- Reference: 202105086.1/2709A/R2/JT
- Date: 27 September 2021
- Prepared for: JLC Prime Development Pty Ltd
- Prepared by: Acoustic Logic Consultancy (AL)

The report has been prepared to address Item 12 of an RFI from the Cit of Yarra. The RFI is reproduced below

> *"12. Acoustic assessment that also includes assessment of all potential noise sources within the proposed development (i.e. car park entry, plant equipment and commercial uses) and the potential for impact on nearest surrounding residents as well as demonstrating that future residents within the building will not be reasonably impacted"*

1 Background Information

(Sections 1 and 2 of the acoustic report)

The project is observed to comprise:

- Two levels of basement carparking
- Ground floor commercial and residential (The commercial component includes a café and retail area.)
- 6 levels of apartments (inclusive of ground floor)

The site is bounded by Queens Parade to the north, existing dwellings to the south and commercial properties (east and west).

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

Noise impacts to the subject development are identified as road traffic on Queens Parade

SLR Comments: *The proposal and site context have generally been identified. We note there are communal terraces on both the ground floor and the roof.*

2 Road Traffic Noise

2.1 Noise Criteria

(Sections 5.2 and 5.3 of the report)

Road traffic noise is proposed to be assessed to the AS/NZS2107:2016 design ranges. The relevant levels are identified as:

- 45 $L_{Aeq,1h}$ dB in habitable rooms between 7 am and 10 pm and
- 40 $L_{Aeq,1h}$ dB in bedrooms between 10pm and 7 am the following morning

Instantaneous high levels of noise due to tram passbys are proposed to be assessed to a level of 55 L_{Amax}, dB in bedrooms at night.

SLR Comments:

While Queens Parade does not trigger Standard D16, the City of Yarra 'Guidelines – managing noise impacts in urban development', October 2019, clarifies that the criteria should be applied to all apartment developments impacted by road traffic noise in the City of Yarra. It also makes no sense to apply less onerous criteria to less busy roads (if anything, the opposite should apply).

We recommend that the report be updated to reflect current guidelines and all traffic noise be assessed to the following:

- *40 dBA Leq,16h in habitable rooms and 35dBA Leq,8h, in bedrooms and*
- *Loudest hour of road traffic noise not to exceed 45 dBA Leq,1h in habitable rooms from 7 am to 10 pm, and 40 dBA Leq,1h in bedrooms from 10 pm to 7 am.*

The day and night average noise criteria are potentially more onerous than the AS/NZS2107 levels proposed by AL.

2.2 Noise Measurements

(Sections 2, 6 & Appendices 1 and 2 of the report)

Attended and unattended measurements of road traffic noise were conducted at the northern boundary of the subject site, overlooking Queens Parade and on the north side of Alexandra Parade, overlooking Alexandra Parade.

Attended measurements were conducted on 21 May 2021 between 5 pm and 6 pm. Unattended noise logging was conducted from 13 to 21 May 2021.

The results of attended measurements are provided in Table 6, and were 62-63 L_{Aeq}, dB on Queens Parade, and 72 L_{Aeq}, dB on Alexandra Parade. Tram passby levels on Queens Parade were 66 L_{Amax}, dB, and were observed to be not clearly distinguishable from general traffic noise (the tram line is at least 25 m from the subject site).

The presented logging data is 66 $L_{Aeq,1h}$ for the day period, and 64 $L_{Aeq,1hr}$ for the night period. The average day and night levels are not presented in the report because AL are not proposing to use these levels in their assessment.

SLR Comments: *The noise measurement locations are clearly documented and are appropriate for quantifying road traffic noise impacts to the subject development. The monitoring was undertaken during the Covid-19 pandemic, however the specific monitoring period did not coincide with community lock downs. Given this, the results are considered representative of traffic noise impacts to the subject site.*

The graphical logging data is not provided for the subject site. This information should ideally be included for transparency. An explanation as to how the presented hourly levels have been derived is not provided in the report however, AL have confirmed that the levels are representative of the typical loudest hours measured during the day and night periods. This lines up with the attended measurement results.

SLR have recommended an assessment to the average day and night levels, as well as the loudest hours. Given this, the noise results for these assessment durations, and ideally the logging data, should be provided in the report.

2.3 Traffic Noise Assessment

(Section 7 of the acoustic report)

AL have provided façade upgrade advice for achieving the nominated internal noise criteria. Glazing to the most exposed bedrooms is typically 10.38 mm thick laminated glass or double glazed units incorporating 10.38 mm thick laminated glass. Living rooms exposed to traffic noise are typically 6.38 mm thick laminated glass or double glazed units incorporating 6.38 mm thick laminated glass. Upgrades are also specified for south facing bedrooms on Level 5, which presumably are exposed to traffic noise from Alexandra Parade.

Advice is also provided for the upgrade of non-vision elements of the façade exposed to road traffic noise.

Lightweight roof / ceilings on Level 5 are proposed to include 2 x 16 mm thick plasterboard and not less than 75 mm thick, 11 kg/m³ fibrous insulation.

SLR Comments: *Our indicative calculations suggest that the proposed façade treatments will meet the criteria AL have nominated, but may not be sufficient for achieving the City of Yarra recommended design levels.*

3 Noise From the Subject Site

3.1 Environmental limits for project mechanical plant and equipment

(Sections 5.4 and 6 of the acoustic report)

Noise from centrally located plant and equipment associated with the subject site is proposed to be assessed to SEPP N-1.

Noise limits are calculated from background noise measurements conducted on the north boundary of the site (Location 1 in Figure 1) in March 2021 and land use zoning.

The calculated noise limits are equal to the zoning levels, and are 58 dBA (day), 51 dBA (evening) and 46 dBA (night).

Sleep disturbance criteria for plant and equipment are nominated in Section 10 of the report, and are equal to 65 L_{Amax}, dB outside bedroom windows.

SLR Comments: *SEPP N-1 was replaced with the 'Noise and assessment protocol for the control of noise from commercial, industrial and trade premises and entertainment venues', Publication 1826 (the Noise Protocol) in July 2021. However, the noise limits will be the same under the Noise Protocol so, while outdated, the reference to SEPP N-1 does not have any implications for the project.*

The background monitoring location is reasonable for determining noise limits for north facing apartments, but is not appropriate for determining limits for south facing apartments or existing dwellings to the south of the development. If these receivers are exposed to mechanical plant noise from the subject site, background noise measurements should be conducted at a location more representative of them (e.g. attended measurements in Hodgekinson Street).

Our calculation of the zoning levels for sensitive receiver locations are reasonably consistent with AL's, however noise limits for existing dwellings may be lower than documented due to potentially low background noise levels.

Criteria are not provided for balcony mounted condenser units. Noise from these items should comply with a 'background + 5 dB' criterion at all existing and proposed dwellings, and be inaudible at night, in accordance with the Victorian EPA 'Noise guideline: assessing noise from residential equipment', May 2021 (Publication 1973) and the EPA Noise Control Guidelines (Publication 1254).

From our review of the subject development, south facing apartments and existing dwellings are unlikely to be impacted by SEPP N-1 / Noise Protocol assessable mechanical plant, however they may be impacted by noise from balcony mounted condenser units. Given this, it would be appropriate to conduct background noise measurements at a location representative of the rear of these receivers, such that the 'background + 5' dB limits applicable to balcony mounted condenser units can be determined.

3.2 Recommendations for controlling noise from plant and equipment

(Sections 8 and 10 of the report)

AL propose that mechanical plant and equipment will be reviewed by a suitably qualified acoustic consultant during the detailed design phase of the project, to ensure that SEPP N-1 / Noise Protocol noise limits are met.

Advice is provided in Section 10 of the report for managing noise from operation of the carpark entrance gate. The consultant observes that with the recommended measures in place, compliance with sleep disturbance criteria is achievable.

SLR Comments: *It is reasonable to address noise from mechanical plant and equipment during the detailed design phase on this project, and we accept the proposed approach. The proposed review should include a review of balcony mounted condenser units to ensure that the noise from this equipment complies with Publication 1254.*

With respect to operation of the carpark entry gate, the entrance is on the Queens Parade side of the building and will not be overlooked by apartments or existing dwellings. Given this, the provided advice is sufficient for addressing potential noise impacts.

3.3 Ground floor retail

(Section 9 of the report)

AL state that the proposed uses of ground floor commercial tenancies have not been finalised, and mechanical plant and equipment servicing the areas are to be designed to ensure compliance with the SEPP N-1 / Noise Protocol limits.

***SLR Comments**: We recommend that all acoustically significant mechanical plant associated with the ground floor retail is reviewed by a suitably qualified acoustic consultant to ensure that the relevant noise limits are met (the wording in the AL report does not unambiguously state that such a review should be undertaken).*

Advice is not provided in the report for addressing non-mechanical noise from the proposed café. Given its size (approx. 200 m²), there is potential for airborne noise from patrons and music and structureborne noise from operation of commercial kitchens and movement of furniture on hard floors to negatively impact apartment occupants. Sensitive receivers include the ground floor apartment separated from the café by a common wall, and first floor apartments directly above the cafe.

It is recommended that advice be provided for managing operational noise from the café to these apartments. .

If the café is proposed to operate between the hours of 10 pm and 7 am the following morning, or to play music above background levels, an acoustic report should also be prepared by the operator to address potential noise impacts.

4 Items not covered in the report - communal terraces

There is a small communal terrace proposed for the ground floor and a larger one proposed for the north east corner of the roof, overlooking Queens Parade. Specific advice is not provided in the report for addressing noise from these areas.

Ground floor terrace

The ground floor terrace is small, but is directly overlooked by bedrooms. Glazing options for this area provided in the report includes 6 mm thick float glass. Ideally the double glazed option presented in the reportwould be provided to overlooking bedrooms to assist in the control of voice noise to bedrooms.

Roof terrace

It is unclear whether the floor / ceiling separating the roof terrace from apartments is proposed to be lightweight, like the rest of the roof, or masonry. In either case, it is recommended that the report be upgraded to include advice for floor / ceiling treatments to address impact generated noise to the apartments below.

Given that the terrace is also in close proximity to Level 5 bedroom windows onto the east lightwell, we suggest that this area is not used after the following times:

- 10 pm Sunday to Thursday nights
- 11 pm Friday and Saturday nights

5 Summary

SLR has conducted a review of the acoustic report prepared for the mixed use development prosed for 15-33 Queens Parade, Clifton Hill. Our recommendations are summarised below.

Road Traffic Noise

The building has been designed to ensure that road traffic noise complies with the upper end of AS/NZS2107 design noise levels internally. We recommend that the glazing be reviewed, and upgraded if necessary to ensure that the internal noise criteria nominated in the City of Yarra document 'Guidelines – managing noise impacts in urban development', October 2019 are met. These are:

- Average traffic noise levels not to exceed 40 dBA $L_{eq,16h}$ in all habitable rooms and 35 dBA $L_{eq,8h}$ in bedrooms and
- Loudest hour of road traffic noise is not to exceed 45 dBA $L_{eq,1h}$ in habitable rooms from 7 am to 10 pm, and 40 dBA $L_{eq,1h}$ in bedrooms from 10 pm to 7 am the following morning (as currently provided).

The external day and night average noise levels used in the assessment should be documented in the report.

Mechanical plant and equipment

It is recommended that a review of all acoustically significant mechanical plant and equipment be conducted during the detailed design phase, including plant serving communal and commercial areas, and balcony mounted condenser units, to ensure that the equipment complies with the Victorian EPA **Noise Protocol** and **Noise Control Guidelines**. If equipment has potential to impact sensitive receivers in the south side of the development, or existing dwellings to the south, additional background noise measurements should be undertaken to determine noise limits for these locations.

Ground floor café

In addition to addressing noise from the café plant and equipment, it is recommended that advice be provided in the report for managing airborne and structureborne noise (e.g. from patrons, music operation of the commercial kitchen and movement of furniture) to ground and first floor apartments in proximity to the café.

If the café is proposed to operate during between the hours of 10 pm and 7 am the following morning, or to play music above background levels, an acoustic report should also be prepared by the operator to address potential noise impacts.

Communal Terrace

Advice should be provided in the report for addressing impact generated noise from the proposed roof terrace to Level 5 apartments below.

To control airborne noise to apartments overlooking the ground floor communal area, it is suggested that the bedrooms be double glazed.

To control airborne noise to the apartments below, it is also suggested that the terrace is not used after the following times:

- 10 pm Sunday to Thursday nights
- 11 pm Friday and Saturday nights

Regards,

Dianne Williams
Principal – Acoustics

Reviewed by JA