

Agenda

Planning Decisions Committee

6.30pm, Tuesday 29 November 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 Stephen Jolly
Cr Herschel Landes
Cr Bridgid O'Brien

Council officers

Daniel Herrmann (Co-ordinator Statutory Planning)
Danielle Connell (Acting Manager Statutory Planner)
Cindi Johnston (Governance Officer)

4. Declarations of conflict of interest

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

5. Confirmation of Minutes

RECOMMENDATION

That the minutes of the Planning Decisions Committee held on Tuesday 6 September 2022 be confirmed.

6. Committee business reports

Item		Page	Rec. Page
6.1	PLN22/0014 - 441 - 443 Church Street, Richmond	5	83
6.2	PLN21/0860 - 243-245 Gertrude Street and 95-97 Smith Street, Fitzroy	426	448

6.1 PLN22/0014 - 441 - 443 Church Street, Richmond

Report Summary

Purpose

1. This report provides Council with an assessment of Planning Application PLN22/0014 which is for construction of a multi storey building for use as a restaurant and office (no permit required for land uses) and a reduction in the statutory car parking requirement at No 441 – 443 Church Street Richmond. The report recommends a position of approval subject to conditions.

Background

2. Under Council's *Instrument of delegation to the Planning Decisions Committee,* the application must be considered at Council's Planning Decisions Committee as the building height (excluding plant equipment) exceeds the preferred maximum height under the applicable Design & Development Overlay (DDO26) by more than one storey.

Key Planning Considerations

3. Key planning considerations include:
   (a) Clause 15.01 – Built Environment;
   (b) Clause 22.05 – Interface Uses Policy;
   (c) Clause 22.10 – Built Form and Design Policy;
   (d) Clause 22.16 – Stormwater Management (Water Sensitive Urban Design);
   (e) Clause 22.17 – Environmentally Sustainable Development
   (f) Clause 34.01 – Commercial 1 Zone;
   (g) Clause 43.02 – Design & Development Overlay (Schedule 26);
   (h) Clause 52.34 – Bicycle Facilities;
   (i) Clause 52.06 – Car Parking; and
   (j) Clause 53.18 – Stormwater Management in Urban Development

Key Issues

4. The key issues for Council in considering the proposal relate to:
   (a) Policy and Strategic Support;
   (b) Built Form – Urban Design;
   (c) On-Site Amenity (including Environmentally Sustainable Design);
   (d) Off-Site Amenity;
   (e) Car and Bicycle Parking, Vehicle Access, Traffic, Loading and Waste;
   (f) Objector Concerns.; and
   (g) Other matters – plan inaccuracies.

Submissions Received

5. Four (4) objections were received to the application, these can be summarised as:

   (a) Excessive height, scale and bulk of the development adversely affecting both neighbourhood and heritage character.

   (b) The proposal does not meet the DDO26 requirements, including those required to exceed the maximum preferred building height.

   (c) Equitable development concerns (due to the height of side boundary construction).

   (d) Off-site amenity impacts, including loss of outlook; loss of daylight; excessive visual bulk; and overlooking.

   (e) Lack of appropriate acoustic attenuation to protect development from noise of adjoining premises to proposed office use.

   (f) Insufficient on-site car parking and detrimental impact on availability of on-street parking for other businesses.

   (g) Insufficient information in the ESD (BESS) report and traffic report.

   (h) Unclear if the restaurant is to be licensed (no information provided) and insufficient operational details of the restaurant.

   (i) Incorrect/misleading information regarding heights of proposed building and adjoining building on drawings.

   (j) Encroachment on and use of VicTrack railway land (TRZ1) for light, air and access to site.

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) Modifications to the ground floor front façade to Church Street to improve the interface with the public realm.

   (b) A minimum 1m setback to northern and southern rooftop plant screening and equipment (other than solar panels and lift overrun).

   (c) Modified side boundary wall treatments to improve articulation, visual interest and integration with street facades.

CONTACT OFFICER: **Madeleine Moloney**
TITLE: **Senior Statutory Planner**
TEL: **92055009**

6.1 PLN22/0014 - 441 - 443 Church Street, Richmond

Reference	D22/306735
Author	Madeleine Moloney - Statutory Planner
Authoriser	Senior Coordinator Statutory Planning

Ward:	Melba
Proposal:	Construction of an 8 storey building (plus basement level below) for use as a restaurant and office (no permit required for the uses) and a reduction in the statutory car parking requirement
Existing use:	Restaurant
Applicant:	JHTP
Zoning / Overlays:	Subject Site: Commercial 1 Zone; Design and Development Overlay (Schedules 5 & 26) & Development Contributions Plan Overlay (Schedule 1) Abutting land to west: Transport Zone 2
Date of Application:	11/01/2022
Application Number:	PLN22/0014

Planning History

1. The following planning history pertains to the subject site (parcel of land affected by the proposed development only):

   (a) Planning permit PL06/0433 was issued on 14 September 2006 for: *Buildings and works to existing shop front* at 441 – 443 Church Street Richmond.

   (b) Planning permit PL07/1155 was issued on 30 April 2008 for a *Buildings and works to allow for a change of use to a restaurant with an On-Premises Liquor Licence including a waiver of the associated car parking requirement* at 437 – 439 Church Street, Richmond.

Background

Planning Scheme Amendments

Amendment C269

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 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 the Swan Street Major Activity Centre (MAC).
Clause 11.03-1L – Activity Centres	This policy's objective is: *To manage a sustainable network of activity centres that facilitate appropriate economic and housing growth and provide attractive places for social and community interaction.* The subject site is identified as being located within the Swan Street Major Activity Centre (Precinct 2 – Swan Street Retail Centre). The policies relating to the Swan Street Major Activity Centre (Precinct 2) in terms of both built form and land use and public realm considerations are reflected in the provisions of the DDO26 against which the proposal is assessed in detail and found to be adequately responsive, subject to conditions.
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. The policy is similar to the current clause 22.05 (Interface Uses Policy).
Clause 15.01-1L – Urban Design	Built form and design is discussed in the officer assessment below including detailed discussion of public realm considerations with similar considerations as included in this policy.
Clause 15.01-2L – Building Design	Built form and design is discussed in detail the officer assessment below and concludes that the proposal exhibits high quality architectural and urban design overall. Considerations of urban design, off-site, equitable development and on-site amenity in this clause generally align with current policies in Clause 22.10 and the design requirements and decision guidelines of the DDO26.
Clause 15.02-1L – Environmentally Sustainable Development	This clause has similar aspirations and ESD performance standards to current Clause 22.17 which is considered in the assessment. The proposal will achieve ESD 'excellence', committing to ESD features that achieve a BESS report with a score of 70%. Council's ESD Advisor has recommended a number of conditions to ensure this high standard is achieved, which are incorporated via condition.
Clause 17.01-1L – Employment	In line with this new policy, the new building will provide a high quality environment for workers and includes uses that will operate during the daytime as well as potentially the evening (restaurant). The proposal is consistent with this clause.
Clause 17.02-1L - Retail	The provision of a retail (restaurant) use at ground floor, with an active frontage, accords with policies in this clause.
Clause 18.02-3L –	The objective of this clause is : *To secure a sustainable transport system that reduces the impact of private motor*

Proposed C269 Local Policy reference	Brief Assessment
Sustainable Transport	*vehicle traffic and on-street parking.* As detailed in the assessment, the provision of bicycle facilities and reduction of car parking proposed will promote sustainable forms of transport. Conditions will address bicycle parking design and visitor parking provision.
Clause 18.02-3L – Road system	The design of car parking and vehicle access is consistent with this clause and similar to existing policy under Clause 22.10 and the DDO26. In line with this policy, the assessment finds on-site car parking to be adequately design and safely accessible as set out in the *Car Parking and Bicycle Parking, Vehicle Access, Traffic, Loading and Waste* section of the report.
Clause 18.02-4L – Car Parking	The proposed development supports travel by sustainable modes by providing a reduced level of car parking on a site that is well-positioned in proximity to various public transport modes and also provides good levels of bicycle parking (to be increased further by condition). The *Car and Bicycle Parking, Vehicle Access, Traffic, Loading and Waste* section of the report addresses relevant considerations.
Clause 19.03-2L – Development Contributions	This is addressed via conditions.
Clause 19.03-3L – WSUD	This clause is similar to the current Clause 22.16 of the Scheme which is addressed in the assessment. The proposal is consistent with this policy, as outlined in the submitted Sustainable Management Plan which includes stormwater treatment measures.
Clause 19.03-5L – Waste	Waste is stored and managed appropriately in accordance with the policy requirements of this new clause, as detailed on the floor plans and the Waste Management Plan. The waste storage and management is assessed within the *Car Parking, Vehicle Access, Traffic, Loading and Waste* and the *On-Site Amenity* sections of the assessment.

Amendment C191

5. Amendment C191 was gazetted into the Yarra Planning Scheme on 10 February 2022. The amendment implemented the recommendations of the Swan Street Activity Centre Built Form Framework and Swan Street Built Form Study Heritage Assessments & Analysis. The amendment included re-zoning of some properties from C2Z to C1Z, application of permanent built form controls via replacement of the interim Design and Development Overlay Schedule 17 with schedules 25, 26, 27 and 28 on a permanent basis. Relevant local policy was also updated.

6. Of relevance to the subject site, the DDO17 control that was applicable to the subject site at the time of the application lodgement was replaced with the permanent DDO26 control.

7. The objectives, controls and decision guidelines within the DDO17 were similar to the proposed controls under DDO26. The key differences of relevance to the subject site are the following:

Item	DDO17 Built Form Control (Superseded)	DDO26 Built Form Control (current)
Street wall height – Little Lesney Street (preferred)	Maximum 14.5m	Maximum **14m**
Upper level setback – Church Street	Minimum 5m - *Mandatory*	Minimum **6m - *Preferred***
Building Separation requirements	For buildings up to 28m: • A minimum 4.5m from the common boundary, where a habitable window or balcony is proposed; • A minimum of 3.0m from the common boundary, where a commercial or non-habitable window is proposed.	For buildings up to 28m: • A minimum 4.5m from the common boundary, where a habitable window or balcony is proposed; • A minimum of 3.0m from the common boundary, where a commercial or non-habitable window is proposed. **For buildings taller than 28m:** • **A minimum of 6m above 28m. (where the common boundary is a laneway the setback is measured from the centre of the laneway).**

Lodgement of sketch plans / revised reports

8. Following advertising, and in response to concerns and requests for clarification raised in Council internal department referral responses, the following revised reports and sketch plans were submitted:

   (a) Sketch plans showing details of operable glazing and external shading (submitted to Council on 16 September 2022).

   (b) Revised Sustainable Management Plan dated 27 September 2022 (submitted to Council on 5 October 2022).

   (c) Revised Green Travel Plan dated 13 October 2022 (submitted to Council on 15 October 2022).

   (d) Revised Traffic Report dated 13 October 2022 (submitted to Council on 15 October 2022).

   (e) Sketch plans showing secure staff bicycle parking, EV charging for cars and EV charging for bicycles submitted to Council on 15 October 2022 (contained within Appendix B of the revised Traffic Report)

9. The application has not been formally amended to include the above plans or reports. Unless otherwise specified in this report, all versions of reports and plans referred to in this report are those that were advertised.

10. However, the above documents will be referred to, as necessary, when relevant to the assessment.

The Proposal

11. The proposal is for the construction of an 8 storey building (with basement level below) for use as a restaurant and office (no permit required for the uses) and a reduction in the statutory car parking requirement. The proposal can be described in more detail as follows:

Use

12. The application proposes to use the land for:

    (a) Restaurant (ground floor at the Church Street frontage) with a leasable floor area of 80sqm; and

    (b) Office (levels 1-7) with a net floor area of 1503sqm.

13. A planning permit is not required for either of the proposed land uses.

Development

General

14. The development proposes an eight storey building (with basement level below), with a maximum building height of 29.71m - measured to the top of the lift overrun and rooftop services balustrade/screen that forms a continuation of the northern and southern parapet wall (RL42.45) The upper storey (level 7) parapet extends to a maximum height of 28.26m (RL41.00).

15. At the Church Street interface, a street wall height of three storeys (or 11.46m) is proposed (with a planter box and balcony balustrades located within the setback projecting above this height an additional 0.6m and 1.1m, respectively) and a minimum 5m setback is otherwise proposed.

16. At the Little Lesney Street interface, a street wall height of 12.15m is proposed and a 3m setback is otherwise proposed.

17. Northern and southern walls are constructed to the full height of 29.71m to the boundary (inclusive of the portion that forms a screen/balustrade to rooftop services).

18. The development proposes the following massing:

    (a) Ground floor:

        i. On-boundary construction to both side boundaries.
        ii. The front façade is largely recessed (between 0.6m and 1.8m) from the street frontage, with the exception of side boundary walls and a wing wall (separating the lobby entry on the southern side of the frontage) that extend to the street frontage.
        iii. The rear façade is also largely set back (2.68m to the pedestrian entry and 3.13m to the vehicular entry) with the exception of side boundary walls which extend to the street frontage.

    (b) Levels 1-2:

        i. On-boundary construction to all boundaries (with glazing to Church Street recessed an additional 0.6m). The scalloped edge of the horizontal concrete horizontal banding to the Church Street façade also creates a series of concave cut-outs.

(c) Level 3:
  i. On-boundary construction to both side boundaries;
  ii. Provision of a 5m setback to Church Street (with glazing recessed an additional 0.6m);
  iii. Provision of a 3m setback to Little Lesney Street;
  iv. A balcony (and associated planter box and balustrade structures) is contained within each street setback.

(d) Levels 4-6:
  i. On-boundary construction to both side boundaries;
  ii. Setbacks to each street are identical to those at level 3 but without provision of a balcony (and associated planter box) within the setback.

(e) Level 7:
  i. On-boundary construction to both side boundaries;
  ii. Maintenance of the 3m setback to Little Lesney Street as per levels 3-6 below;
  iii. Provision an increased (8m) setback from Church Street (with glazing recessed an additional 0.6m).

19. The layout of the building is as follows:

Basement Level

(a) The basement level (accessible via stairs only from the level above) contains:
  i. Building services (including a 7000L rainwater tank) and storage areas;
  ii. A pit for the car stacker and lift (not accessible from within the basement level).

Ground Floor

(b) The proposed layout of the ground floor plan includes:
  i. Principal pedestrian access is provided from Church Street via:
    - An entry to the restaurant at the northern side of the façade setback 0.6m from the street frontage;
    - A communal (lobby) entry setback 1.8m from the street frontage, with mailboxes immediately adjacent the entry.

(c) The restaurant tenancy occupies an 80sqm area at the front of the building.

(d) Full height service cupboards - a gas meter and fire booster- are provided at Church Street to each side of the glazed front façade to the restaurant.

(e) The southern shared corridor leads to a central common lift foyer with adjacent bicycle parking. The bike parking area provides a total of 18 bike spaces, including 3 visitor spaces in horizontal bike hoops and 15 staff/employee spaces in a Cora tier bicycle stacker system (which includes ground level and raised horizontal bike spaces).

(f) Other services (including waste storage enclosures and meters) are located towards the rear along the northern side of the building.

(g) Vehicle access to a 10 car stacker (via a recessed vehicle door) from the Little Lesney Street frontage.

(h) A secondary, recessed pedestrian entry to the building from Little Lesney Street is located adjacent the parking area.

Levels 1 -2

(i) These levels each provide 267sqm of office floor area (534 sqm total);

(j) Ancillary amenities, including toilets, end of trip facilities (full bathroom and bicycle lockers – 4 per level) and kitchenette are located along the northern boundary adjacent the lift/stair core and service ducts.

Level 3

(k) Level 3 provides 199sqm of office floor area, plus a 32sqm balcony facing Church Street and an 18sqm balcony facing Little Lesney Street.

(l) Services and amenities (including end of trip facilities) matching those at levels 1-2 are located at the northern boundary.

Levels 4 - 6

(m) Each of these levels provides 199sqm of officer floor area (597sqm total).

(n) Services and amenities (including end of trip facilities) at each floor are as per those at floor levels below.

Level 7

(o) This level provides 173 sqm of office floor area;

(p) Services and amenities (including end of trip facilities) at each floor are as per those floor levels below.

Roof Level

(q) A mostly open plant area (including solar panel arrays) is provided on the roof above level 7.

(r) The services area is partially screened as follows:

i. Provision of a concrete balustrade/screen (extending to a height of 1.45m above the level 7 parapet) along both side boundaries and at a setback of 3.99m from the western façade of level 7 (11.99m from the Church St boundary);

ii. Provision of a 2.1m high louvred plant screen which is setback 5.35m from the eastern wall of level 7 (8.35m from the Little Lesney St boundary).

iii. The lift overrun, located at the northern boundary, extends to the same height and is effectively continuous with the concrete wall/screen to rooftop services along the northern boundary (1.45m above the level 7 parapet).

iv. A support structure constructed over the heat pump hosts additional solar panels.

v. Rooftop services and associated louvred screening project marginally above the overall building height to a maximum of RL43.10.

Materials, finishes and design detailing

(s) The development comprises of a podium and tower typology, with a relatively simple design of evenly spaced vertical 'blade' columns, with concave horizontal spandrel panels which divide the floor levels.

(t) The development is generally composed of a mix of concrete, glass and metal finishes. In terms of the colour palette, the building is largely composed of natural, muted tones (grey and "sand" (beige) colour), with smaller elements of the building composed of dark/black finishes.

(u) The side boundary walls, including parapet walls to roof services are composed of textured concrete walls "'Cf02" (sand) and "Cf04" (grey) which elevations indicate has a vertical ribbed pattern.

20. A three-dimensional perspective of the development from Church Street is provided below at Figure 1.



Figure 1: 3D perspective of the proposed development, taken from Church Street (extracted from advertised plans)

Existing Conditions

Subject Site

21. The subject site is located on the eastern side of Church Street between Swan Street and Lesney Street, in Richmond.

22. While the plans label the site as No. 437 Church Street (as it is commonly identified), the subject site is formally part of a property comprising two land titles with the same address under Council's Property & Rating database – No. 441-443 Church Street Richmond - as follows:

    (a) Lot 1 on TP 876309S (northern lot) – subject of this application; and

    (b) Land in Plan of Consolidation 101082 (southern lot) – not the subject of this application.

23. Both lots are of similar size and dimensions and each are developed with separate buildings.

24. The development proposed as part of this application is confined to the northernmost lot (Lot 1 on TP 876309S) which will be referred to as the "subject site".

25. This lot is rectangular in shape, with a frontage of 9.14m to Church Street, a maximum depth of 36.47m and constituting an overall area of approximately 333sqm. It is not encumbered by any easements or covenants/restrictions but has a right of carriageway over the Little Lesney Street abuttal to the east (denoted as A-1 on the title).

26. The site is developed with a single storey building that is constructed to all title boundaries. The building has a mostly glazed shopfront directly abutting Church Street, with a front canopy projecting over the footpath extending the width of the frontage. A restaurant trading as 'Richmond Oyster' currently occupies the building (see figure 2 below).



Figure 2 – Photo of subject site (orange arrow) from Church Street (Source: Planning Officer, October 2022).

27. The rear (eastern) wall abuts Little Lesney Street with a roller door providing access to a rear loading/storage area (there is no on-site car parking) – see figure 3 below.



Figure 3 – Photo of subject site (orange arrow) from Little Lesney Street (Source: Planning Officer, October 2022).

28. Little Lesney Street is a narrow street which has a width and appearance more akin to a laneway. According to the submitted certificate of title, the width of Little Lesney Street is 4.57m adjacent the subject site but the width appears to vary somewhat along its length. It comprises a north-south segment and east-west segment. Commercial buildings fronting Church Street (eastern side) use the north-south segment of Little Lesney Street as an access point for services, waste, loading and car parking. Built form along its length mostly ranges from one to two storeys with a combination of hard-edged built form and more generous setbacks to provide for at grade car parking or service areas.

Surrounding Land

General context

29. The subject site is located on Church Street but within an area identified as part of the Swan Street Major Activity Centre (MAC). See figure 4 below for an aerial image of the of the subject site in its built form context.

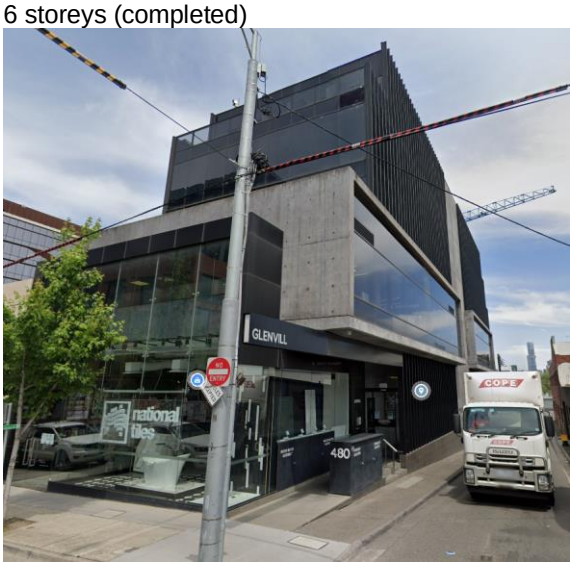


Figure 4: The subject site (based on aerial photo from Council GIS, April 2022)

30. The streetscape in this section of Church Street, between Swan Street to the north and the railway line to the south, displays a low rise character with a clear distinction between the east and west sides of the street. On the western side of the street are double-storey Victorian and Edwardian-era heritage buildings which present as a relatively consistent and continuous street wall and a fine-grained subdivision pattern. On the eastern side of the street, a less consistent built form character is evident, with the prominent triple storey "individually significant" Victorian era heritage building (Swan Hotel) on the south-east corner of Swan and Church Street giving way to a mixture of largely single and double-storey buildings to the south. The buildings derive from a range of architectural periods and although they are generally constructed hard-edged to the street, the street wall height is varied and a generally coarser subdivision grain with more varied lot sizes is evident. Both sides of this section of Swan Street predominantly host various retail land uses at ground floor fronting Church Street with upper floors also occupied by commercial uses. Typical of the wider precinct, ground level tenancies in this part of Church Street are dominated by various shops and food and drink premises, including licensed premises.

31. Further to the south, beyond the railway corridor, the land along Church Street is zoned Commercial 2 Zone and larger sites become more predominant. While one to two-storey development is still common in this stretch of Church Street, taller commercial developments constructed within the past decade, typically ranging from 6-10 storeys, are increasingly prevalent, and several new developments within the same scale range along Church Street and in side streets (also zoned Commercial 2) are also either recently constructed or approved. Built form is typically derived from more recent decades and only selected properties are protected by site-specific Heritage Overlays.

32. Some examples of recently approved/constructed developments along this section of Church Street, indicative of the emerging built form character, are detailed in the table below:

Permit No.	Address	Details/Image
PL08/0279	480 – 482 Church Street, Cremorne	5-6 storey commercial development (completed) 
PLN18/0328	459 – 471 Church Street & 20 – 26 Brighton Street Richmond	Commercial development up to 10 storeys (recently completed). 
	480 Church Street, Richmond	6 storeys (completed) 

PLN17/0278	506 – 510 Church Street Cremorne	10 storeys plus roof terrace (recently completed). 

33. The Swan Street MAC, in which the subject site is located, is centred around the linear strip of (largely) Commercial 1 zoned land that extends along Swan Street from Punt Road in the west to Park Grove (Burnley Oval) in the east and also encompasses some properties fronting streets extending north and south of Swan Street, including parts of Church Street.

34. Within the Swan Street MAC is an array of uses including retail, dining and community, health and business services in addition to residential uses (typically located above ground floor). Built form within the Swan Street MAC is varied in architectural style, scale, construction era and lot size but is typically low rise (one to three storeys) punctuated by (more recently constructed) taller development of varied scales.

35. The Swan Street MAC is divided into four sub-precincts, as detailed in Figure 5 below (extracted from Clause 21.12 – Local Areas – of the Scheme. The subject site is located in Precinct 2 – Swan Street Retail. Precinct 2 is bounded by the railway line to the west and extends east to Charles St and Brighton Street and the rail corridor to the south.

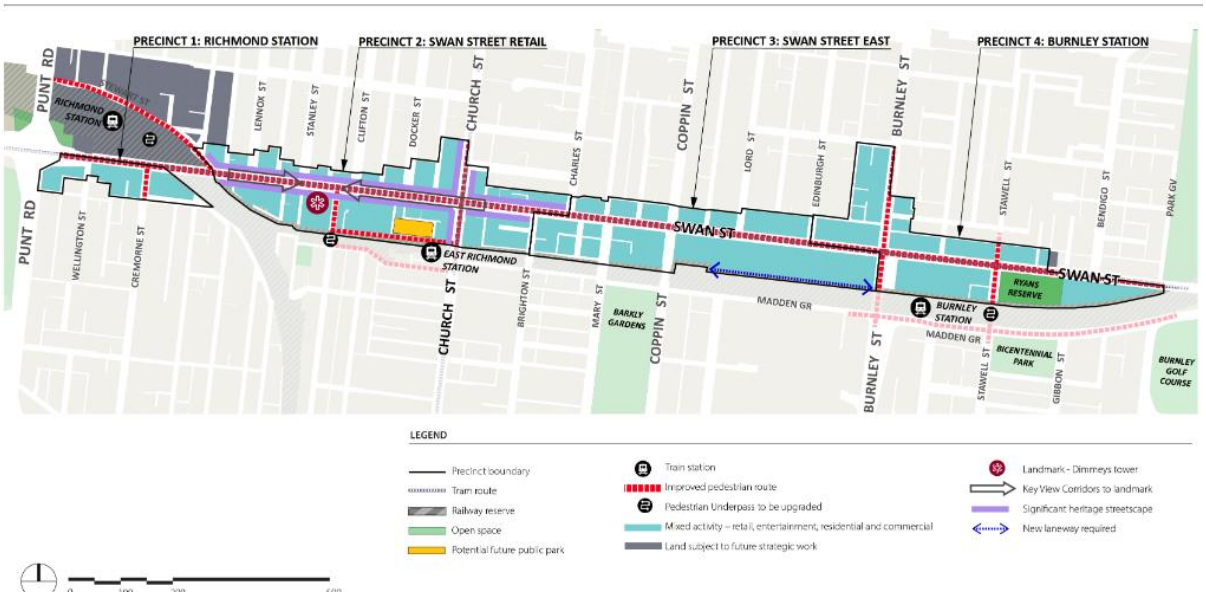


Figure 5 – Map 2 from Clause 21.12 – The Swan Street Major Activity Centre

36. Much of Precinct 2 is dominated by traditional single to triple-storey buildings deriving from the Victorian or Edwardian-eras and a high proportion of the Precinct is subject to a Heritage Overlay. However, built form from a range of eras is also present including larger contemporary multi-storey developments, such as the "Dimmey's" redevelopment site at No. 140-160 Swan Street which incorporates retained heritage buildings and a contemporary elliptical glazed tower form.

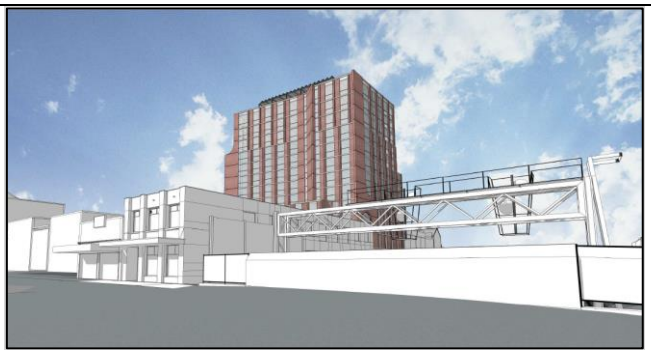
Other permits have been issued within Precinct 2 for multi-storey developments including a 6 storey mixed use (commercial and residential) development at 171-173 Swan St (planning permit PLN17/1014 issued in September 2019) located on the northern side of Swan Street, approximately 50m west of the Church Street intersection (see figure 6 below). This permit is still valid.



Figure 6 – South elevation of approved development (endorsed plans) at No. 171-173 Swan St (planning permit PLN17/1014)

37. To the east of the site (also within the Swan Street MAC) there is a pocket of Mixed Use Zone land which extends south of properties fronting Swan Street to the railway corridor, and east to Brighton Street. This pocket of land is currently developed with low-rise light industrial/commercial buildings and three-storey townhouses but is subject to a number of town planning permits and applications for development up to 13 storeys (detailed further in the table below). This land is not affected by a Heritage Overlay. The DDO26 prescribes a preferred maximum building height of 28m for this land.

Permit No.	Address	Details/ Image
PLN14/1000	1 Little Lesney Street & 9 Wiltshire Street	10 storey mixed use development (food and drink premises ground floor and residential above). Permit issued 2017. Plans not yet endorsed. Planning permit has expired but an application was lodged for an extension within the prescribed period and is under consideration.
PLN20/0740	1 Little Lesney Street & 9 Wiltshire Street	13 storey residential hotel (serviced apartments) with a maximum building height of 40.45m. Permit issued August 2021 at the direction of VCAT by consent of parties to VCAT appeal. Plans not yet endorsed.

		 **3D perspective from Church Street - decision plans** **Note**: a current application under 87A is being considered at VCAT. The amendment includes land at No. 3 Little Lesney St and No. 5-7 Wiltshire St. Significantly, the application proposes a change of use from serviced apartments to office and retail uses, and provision of car parking that relies on access from a separate planning permit PLN21/0325.
PLN18/0658	2-8 Brighton Street, 1-3 Wiltshire Street & 5 Little Lesney Street	Part 9-storey, part 10-storey mixed-use (food and drink premises and apartments) development. Permit still valid for commencement. Plans not yet endorsed.
PLN21/0325	2-8 Brighton Street, 1-3 Wiltshire Street & 5 Little Lesney Street	11-storey mixed-use (food and drink, office and apartments) development. Planning permit issued 19 October 2022 at the direction of VCAT by consent of parties to VCAT appeal. Plans not yet endorsed.  **3D perspective - Decision Plans **Note – subject to deletion of 1 mid level as part of permit conditions****

38. Overall, the built form character of the wider area is one that is undergoing substantial change with a mixture of heritage and non-heritage streetscapes and an emerging taller built form character of 5 plus storeys. See figure 7 below for the extent of the Heritage Overlay in the vicinity of the subject site.

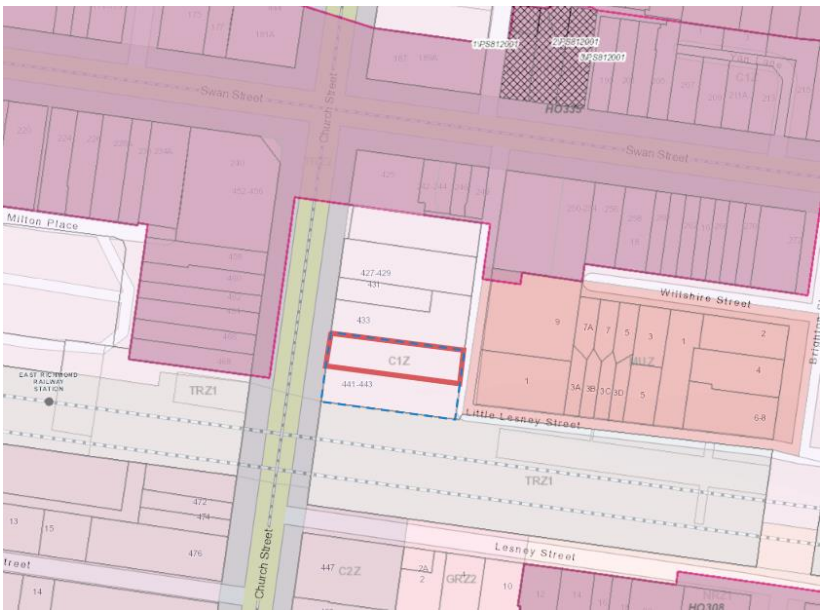


Figure 7 - Zoning map with extent of Heritage Overlay shown in darker purple (subject site outlined in red) Source: VicPlan online maps, October 2022)..

Immediate surrounds

39. To the immediate north of the subject site is a three-storey building, with roof terrace above, which operates as a licensed tavern/bar – the "Public House" (see figure 8 below). The building is constructed directly to Church Street, with the ground and first floor having a more solid construction and the second floor being a more open structure with a prevalence of clear glazing and a retractable roof over the front portion, to provide a second floor terrace. The building is constructed to both side boundaries, including up to the full height of the building along the boundary shared with the subject site. The building is set back from the rear (Little Lesney Street) frontage to provide an open car parking/service area.



Figure 8 — 433 Church Street (adjoining site to north) - "Public House"

40. Further to the north, towards the Swan Street intersection, are a number of commercial buildings, ranging from single to triple storey in scale and deriving from a range of architectural periods. This includes the prominent triple-storey Swan Hotel on the corner of Church Street and Swan Street which is an "individually significant" graded Victorian-era heritage building (see figure 9 below).



Figure 9 – Looking south-east towards the subject site with the Swan Hotel in the foreground (left hand side of image) and recent taller development, south of the railway line in the background (No. 459-471 Church St)

41. To the south of the subject site is a two-storey office/retail building, which has the same address as the subject site (No. 441-443 Church Street) but is located on a separate parcel of land/title – as detailed in the description of the subject site. The building is constructed at double-storey scale to all boundaries. At ground floor, the building has a largely glazed frontage to Church Street with a recessed entry at the northern side and a canopy over the footpath – see figure 10 below. The building abuts Little Lesney Street to the east (with vehicle access via rear roller doors) and railway land to the south.



Figure 10 – South-adjoining site (also addressed as No. 441-443 Church Street).

42. A planning permit (PLN19/0377) for a seven storey building containing (as-of-right) office and food and drink premises uses (see image in figure 11 below) was issued by Council on 15 December 2021. Plans are yet to be endorsed in accordance with condition 1 of the permit.



Figure 11: 3D perspective of approved development on southern lot of No. 441-443 Church Street (from decision plans) under planning permit PLN19/0377.

43. Further south is the railway corridor and on the opposite side is the Harlow which is a two-storey bar with rooftop bar and is located in the Commercial 2 Zone (C2Z). The rooftop bar also has a triple storey presentation to the street. Behind the Harlow are low-rise dwellings fronting Lesney Street which are located within a residential zone.

44. To the east (rear) of the subject site is Little Lesney Street. Beyond the laneway are warehouses in the Mixed Use Zone (MUZ) :

    (a) a single storey warehouse (No. 1 Little Lesney Street) is located directly opposite and built directly to the street frontage (see figure 12 below); and

(b) a double-storey warehouse (No. 9 Wiltshire Street) located further north, which has a setback providing an open car parking/loading area.

45. As detailed in the "surrounding land" section a planning permit has recently been granted across these sites for the construction of 13-storey residential hotel (serviced apartments) development (planning permit PLN20/0740). A planning permit for a 10 storey mixed use building was also issued in 2017 (planning permit PLN14/1000) which has expired but an extension of time request was lodged within the prescribed period and is currently under consideration by Council and, if extended, the permit could be acted upon.



Figure 12 - No 1 Little Lesney Street, Richmond

46. Further to the east are a row of dwellings fronting the east-west segment of Little Lesney Street (No. 3 Little Lesney Street). These dwellings are triple storey in scale with a frontage to Little Lesney Street (east-west segment). These are the closest dwellings to the subject site (see figure 13 below).



Figure 13 – No 3 Little Lesney Street, Richmond

47. To the west is Church Street, and on the opposite side of the street are a row of double-storey heritage buildings (figure 14). The buildings are used in conjunction with food and drink premises and shops and may have dwellings at first floor. The buildings have typical glazed shopfronts with awning constructed above the footpath.

48. Diagonally opposite the subject site is a public walkway leading down to the East Richmond Railway Station within the railway corridor.



Figure 14 – East Richmond Railway station and commercial properties on the west side of Church Street

Public Transport

49. The site has convenient access to public transport including:

    (a) The East Richmond Railway Station, access to which is approximately 50m from the site (on the opposite side of Church Street); and

    (b) Tram services (Nos. 70 and 78) at the junction of Church Street and Swan Street, 80m for the site.

Planning Scheme Provisions

Zoning

Commercial 1 Zone

50. Pursuant to Clause 34.01-1 of the Yarra Planning Scheme (the Scheme), a planning permit is not required:

    (a) for the use of the land for offices, and;
    (b) for the use of the land for retail (including a restaurant)

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

Transport Zone 2 (abutting land - Church Street – to west only)

52. Pursuant to Clause 36.04-3 of the Yarra Planning Scheme (the Scheme), a planning permit is required to:

    (a) Construct a building or construct or carry out works for any use in Section 2 of Clause 36.04-1. As the proposed uses of the site are Section 2 uses within the table of uses, the proposed awning, which projects over the TRZ2 land requires a permit under this zone.

53. Pursuant to Clause 36.04-3:

    (a) An application by a person other than a relevant transport manager on land shown on a planning scheme map as TRZ1 or TRZ2 must be accompanied by the written consent of the Head, Transport for Victoria, indicating that the Head, Transport for Victoria consents generally or conditionally to either:

        i. The application being made.
        ii. The application being made and to the proposed use or development.

54. As the application was lodged prior to the application requirements at Clause 36.04-3 (introduced under amendment VC205 gazetted 20/01/2022) this requirement was not applicable at the time of lodgement of the application and cannot be applied retrospectively.

55. However, as detailed in the referrals section, notice was sent to the Department of Transport (Roads Corporation) as part of the DDO5 notification andno response was received.

Overlays

Design and Development Overlay (Schedule 5 – City Link Exhaust Stack Environs)

56. 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 C1Z), notice of the application must be given to the Environment Protection Authority (EPA), Transurban City Link, and the Roads Corporation (VicRoads).

Design and Development Overlay (Schedule 26 - Swan Street Activity Centre - Precinct 2 Swan Street Retail Centre)

57. Pursuant to Clause 43.02-2 of the Scheme, a planning permit is require to construct a building or to construct or carry out works. The overlay has the following design objectives:

(a) To ensure development maintains the prominence of the heritage street wall and respects the architectural form and qualities of heritage buildings and the heritage streetscapes.

(b) To ensure development, on the south side of Swan Street, maintains the Dimmeys Tower as the prominent landmark in the streetscape when viewed from the northern footpath of Swan Street east of the rail bridge and west of Church Street.

(c) To support a new mid-rise scale built form character with lower built form at the interfaces with streets and the adjoining low-rise residential areas that supports the fine grain, compact retail and entertainment focus of the precinct.

(d) To ensure development enhances the pedestrian experience through improved activation at ground floor and promoting a sense of enclosure and continuity in built form along Swan Street, Church Street, side streets and laneways.

(e) To ensure taller development on the south side of Swan Street, close to the railway line, is designed and spaced to contribute to a varied skyline and provides street walls that create a stronger sense of enclosure to the streets.

58. A number of design requirements are also set out in the Schedule to the Overlay pertaining to design quality, building height, street wall and setbacks, building separation, overshadowing and vehicle and pedestrian access requirements.

59. The table below sets out key quantitative building height, street wall and setback requirements of the Schedule pertaining to the subject site.

Item	DDO26
Maximum Building height *(preferred)*	24m
Minimum street wall height – Church Street (*preferred)*	8m
Maximum Street wall height – Church Street *(preferred)*	11m
Maximum Street wall height – Little Lesney	14m

Street *(preferred)*	
Street wall setback Church St *(mandatory)*	0m
Street wall setback Lt Lesney St *(preferred)*	0m
Minimum upper level setback – Church Street for non-heritage buildings *(preferred))*	6m
Upper level setback - Little Lesney Street *(preferred)*	Minimum 3m
Building separation (from shared boundaries *(preferred)*	For buildings up to 28m: • A minimum 4.5m from the common boundary, where a habitable window or balcony is proposed; • A minimum of 3.0m from the common boundary, where a commercial or non-habitable window is proposed. For buildings taller than 28m: • A minimum of 6m above 28m. (where the common boundary is a laneway the setback is measured from the centre of the laneway).

Development Contributions Plan Overlay (Schedule 1)

60. The subject site is affected by Development Contributions Plan Overlay - Development Contributions Plan Overlay. The Development Contributions Plan applies to the proposed gross floor area of the new building, requiring the developer to pay a cash contribution towards essential city infrastructure like roads and footpaths.

61. 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*

62. Schedule 1 of the Development Contributions Plan Overlay (DCPO1) applies to the proposal. A condition will require the applicable contribution to be paid.

Particular Provisions

Clause 52.06 – Car parking

63. 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 below outlines the car parking requirements for the proposed office and restaurant uses (pursuant to Table 1 at Clause 52.06-5), the proposed car parking provision on site and the resultant car parking reduction (as the site is within the Principal Public Transport Network Area of Melbourne, the rate at Column B of the table applies).

Land Use	Units/Area proposed	Rate	No. required	No. proposed	Reduction sought
Office	1503sqm net floor area	3 car parking spaces per 100sqm of net floor area	45	8	37
Restaurant	80sqm	3.5 car spaces per 100sqm of leasable floor area	2	2	0
Total			47	10	37

64. 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 37 spaces is sought in relation to the office use, with the restaurant provided the full complement of car parking under the Scheme.

Clause 52.34 – Bicycle facilities

65. 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.

Proposed Use	Quantity/ Size	Statutory Parking Rate	No. of Spaces Required	No. of Spaces Allocated
Office (other than specified in the table)	1,502 sqm	1 employee space to each 300 sqm of net floor area if the net floor area exceeds 1000 sqm	5 employee spaces	15 employee 3 visitor
		1 visitor space to each 1000 sqm of net floor area if the net floor area exceeds 1000 sqm	2 visitor spaces.	
Restaurant	80 sqm	1 employee space to each 100 sqm of floor area available to the public	1 employee spaces	
		2 plus 1 visitor space to each 200 sqm of floor area available to the public if the floor area exceeds 400 sqm	2 visitor space	
		Bicycle Parking Spaces Total	**6 resident / employee spaces**	**15 resident / employee spaces**
			4 visitor spaces	**3 visitor spaces**
Showers / Change rooms		1 to the first 5 employee spaces and 1 to each additional 10 employee spaces	**1 showers / change rooms**	**7 showers / change rooms**

66. As detailed in the above table, the proposal provides a surplus of 9 employee spaces and a deficiency of 1 visitor space. However, the applicant has agreed to provide an additional visitor space on-site and thus do not seek a variation of bicycle parking. Shower/change rooms substantially exceed the requirements, with one shower/change room per office level.

Clause 53.18 – Stormwater Management in Urban Development

67. This clause applies to an application under a provision of a zone to construct a building or construct or carry out works. An application to construct a building or to construct or carry out works:

    (a) *Must meet all of the objectives of Clauses 53.18-5 and 53.18-6.*

    (b) *Should meet all of the standards of Clauses 53.18-5 and 53.18-6.*

General Provisions

68. The decision guidelines outlined 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)

69. Relevant clauses are as follows:

Clause 11.01-1R (Settlement - Metropolitan Melbourne)

70. 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)

71. The objective is:

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

72. Relevant strategies are:

    (a) *Planning for urban growth should consider:*

        i. *Opportunities for the consolidation, redevelopment and intensification of existing urban areas.*
        ii. *Neighbourhood character and landscape considerations.*

Clause 11.03 (Planning for Places)
Clause 11.01-1S (Activity Centres)

73. The objective of this clause is:

    (a) *To encourage the concentration of major retail, residential, commercial, administrative, entertainment and cultural developments into activity centres that are highly accessible to the community..*

74. Relevant strategies are:

    (a) *Reduce the number of private motorised trips by concentrating activities that generate high numbers of (non-freight) trips in highly accessible activity centres.*

(b) *Support the continued growth and diversification of activity centres to give communities access to a wide range of goods and services, provide local employment and support local economies.*

(c) *Encourage economic activity and business synergies.*

(d) *Improve the social, economic and environmental performance and amenity of activity centres.*

Clause 11.03-1R (Activity centres – Metropolitan Melbourne)

75. 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 13.07 (Amenity, Human Health and Safety)
Clause 13.07-1S (Land use compatibility)

76. The objective of this clause is:

(a) *To protect community amenity, human health and safety while facilitating appropriate commercial, industrial, infrastructure or other uses with potential adverse off-site impacts.*

77. Relevant strategies are:

(a) *Ensure that use or development of land is compatible with adjoining and nearby land uses.*

(b) *Avoid or otherwise minimise adverse off-site impacts from commercial, industrial and other uses through land use separation, siting, building design and operational measures.*

Clause 15 (Built Environment and Heritage)

78. This clause includes 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 excellence in the built environment and create places that:*

i. *Are enjoyable, engaging and comfortable to be in.*
iii. Accommodate people of all abilities, ages and cultures.
iv. Contribute positively to local character and sense of place.
v. Reflect the particular characteristics and cultural identity of the community.
vi. Enhance the function, amenity and safety of the public realm.

(d) *Planning should promote development that is environmentally sustainable and should minimise detrimental impacts on the built and natural environment.*

(e) *Planning should facilitate development that:*

i. *Is adapted and resilient to climate related hazards.*
vii. Supports the transition to net zero greenhouse gas emissions.
viii. Minimises waste generation and supports resource recovery.
ix. Conserves potable water.

x. Supports the use of, and access to, low emission forms of transport.
xi. Protects and enhances natural values.
xii. Minimises off-site detrimental impacts on people and the environment.

Clause 15.01 (Built Environment)
Clause 15.01-1S (Urban design)

79. 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.*

80. Relevant strategies are:

    (a) *Require development to respond to its context in terms of character, cultural identity, natural features, surrounding landscape and climate.*

    (b) *Ensure development contributes to community and cultural life by improving the quality of living and working environments, facilitating accessibility and providing for inclusiveness.*
    (c) *Ensure the interface between the private and public realm protects and enhances personal safety.*
    (d) *Ensure development supports public realm amenity and safe access to walking and cycling environments and public transport.*
    (e) *Ensure that the design and location of publicly accessible private spaces, including car parking areas, forecourts and walkways, is of a high standard, creates a safe environment for users and enables easy and efficient use.*
    (f) *Ensure that development provides landscaping that supports the amenity, attractiveness and safety of the public realm.*
    (g) *Ensure that development, including signs, minimises detrimental impacts on amenity, on the natural and built environment and on the safety and efficiency of roads.*
    (h) *Promote good urban design along and abutting transport corridors.*

81. The objective is:

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

82. The relevant strategy is:

    (a) Support the creation of well-designed places that are memorable, distinctive and liveable.

Clause 15.01-2S (Building Design)

83. The objective is:

    (a) *To achieve building design and siting outcomes that contribute positively to the local context, enhance the public realm and support environmentally sustainable development.*

84. The strategies of this clause are:

    (a) *Ensure a comprehensive site analysis forms the starting point of the design process and provides the basis for the consideration of height, scale, massing and energy performance 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) *Improve the energy performance of buildings through siting and design measures that encourage:*

i. *Passive design responses that minimise the need for heating, cooling and lighting.*
ii. *On-site renewable energy generation and storage technology.*
iii. *Use of low embodied energy materials.*

(e) *Ensure the layout and design of development supports resource recovery, including separation, storage and collection of waste, mixed recycling, glass, organics and e-waste.*

(f) *Encourage use of recycled and reusable materials in building construction and undertake adaptive reuse of buildings, where practical.*

(g) *Encourage water efficiency and the use of rainwater, stormwater and recycled water.*

(h) *Minimise stormwater discharge through site layout and landscaping measures that support on-site infiltration and stormwater reuse.*

(i) *Ensure the form, scale, and appearance of development enhances the function and amenity of the public realm.*

(j) *Ensure buildings and their interface with the public realm support personal safety, perceptions of safety and property security.*

(k) *Ensure development is designed to protect and enhance valued landmarks, views and vistas.*

(l) *Ensure development considers and responds to transport movement networks and provides safe access and egress for pedestrians, cyclists and vehicles.*

(m) *Encourage development to retain existing vegetation.*

(n) *Ensure development provides landscaping that responds to its site context, enhances the built form, creates safe and attractive spaces and supports cooling and greening of urban areas.*

(o) *Ensure the site analysis provides the basis for the consideration of height, scale and massing of new development.*

(p) *Ensure development responds and contributes to the strategic and cultural context of its location.*

(q) *Minimise the detrimental impact of development on neighbouring properties, the public realm and the natural environment.*

(r) *Ensure the form, scale, and appearance of development enhances the function and amenity of the public realm.*

(s) *Ensure buildings and their interface with the public realm support personal safety, perceptions of safety and property security.*

(t) *Ensure development provides safe access and egress for pedestrians, cyclists and vehicles.*

(u) *Ensure development provides landscaping that responds to its site context, enhances the built form and creates safe and attractive spaces.*

Clause 15.01-4S (Healthy neighbourhoods)

85. The objective is:

(a) *To achieve neighbourhoods that foster healthy and active living and community wellbeing.*

Clause 15.01-4R (Healthy neighbourhoods - Metropolitan Melbourne)

86. 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)

87. The relevant objective is:

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

88. Strategies are:

(a) *Support development that respects the existing neighbourhood character or contributes to a 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 17 (Economic development)

89. The clause states:

(a) *Planning is to provide for a strong and innovative economy, where all sectors are critical to economic prosperity.*

(b) *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 (Employment)
Clause 17.01-1S (Diversified economy)

90. The objective is:

(a) *To strengthen and diversify the economy*.

91. 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)

92. 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 (Commercial)
Clause 17.02-1S (Business)

93. The objective is:

(a) *To encourage development which meet the communities' needs for retail, entertainment, office and other commercial services.*

94. 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 18.01 (Land Use and Transport)
    Clause 18.01-1S (Land Use and Transport Integration)

95. The objective is:

    (a) *To facilitate access to social, cultural and economic opportunities by effectively integrating land use and transport.*

96. Relevant strategies are:

    (a) *Support urban development that makes jobs and services more accessible:*

        (i) In accordance with forecast demand.
        (ii) By taking advantage of all available modes of transport.

    Clause 18.02 – (Movement Networks)
    Clause 18.02-1S – (Walking)

97. The objective is:

    (a) *To facilitate an efficient and safe walking network and increase the proportion of trips made by walking.*

    Clause 18.02-2S – (Cycling)

98. The objective is:

    (a) *To facilitate an efficient and safe bicycle network and increase the proportion of trips made by cycling.*

99. Relevant strategies are:

    (a) Support increased cycling by providing:

        i. Cycling routes and cycling infrastructure early in new developments and in in all major transport projects.

        ii. Cycle parking and related end of trip facilities to meet demand at education, recreation, transport, shopping, commercial, public transport interchanges and community facilities, significant trip generating developments and other major attractions.

    Clause 18.02-2R (Cycling- Metropolitan Melbourne)

100. The strategy of this clause is:

    (a) *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 18.02-3S (Public Transport)

101. The objective is:

    (a) *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)

102. 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 (Roads)

103. The objective is:

(a) *To facilitate an efficient and safe road network that integrates all movement networks and makes best use of existing infrastructure.*

104. Relevant strategies are:

(a) *Plan an adequate supply of car parking that is designed and located to:*

(iii) Protect the role and function of nearby roads.
(iv) Enable the efficient movement and delivery of goods
(v) Facilitate the use of public transport
(vi) Maintain journey times and the reliability of the on-road public transport network.
(vii) Protect residential areas from the effects of road congestion created by on-street parking.
(viii) Enable easy and efficient use.
(ix) Achieve a high standard of urban design.
(x) Protect the amenity of the locality, including the amenity of pedestrians and other road users.
(xi) Create a safe environment, particularly at night.

(b) *Allocate land for car parking considering:*

i. *The existing and potential modes of access including public transport.*
ii. *The demand for off-street car parking.*
iii. *Road capacity.*
iv. *The potential for demand-management of car parking.*

Clause 19.03-3S (Integrated Water Management)

105. The objective is:

(a) *To sustainably manage water supply and demand, water resources, wastewater, drainage and stormwater through an integrated water management approach.*

106. Relevant strategies are:

(a) *Facilitate use of alternative water sources such as rainwater, stormwater, recycled water and run-off from irrigated farmland.*

(b) *Ensure that development protects and improves the health of water bodies including creeks, rivers, wetlands, estuaries and bays by:*

i. *Minimising stormwater quality and quantity related impacts.*
ii. *Filtering sediment and waste from stormwater prior to discharge from a site.*
iii. *Managing industrial and commercial toxicants in an appropriate way.*
iv. Requiring *appropriate measures to mitigate litter, sediment and other discharges from construction sites.*

(c) *Manage stormwater quality and quantity through a mix of on-site measures and developer contributions at a scale that will provide greatest net community benefit.*

Clause 19.03-5S (Waste and Resource Recovery)

107. The objective is:

(a) *To reduce waste and maximise resource recovery to reduce reliance on landfills and minimise environmental, amenity and public health impacts.*

108. Relevant strategies are:

(a) *Encourage development that facilitates sustainable waste and resource recovery.*

Local Planning Policy Framework (LPPF)

109. Relevant clauses are as follows:

Clause 21.03 (Vision)

110. Relevant parts of the City's vision are:

Land Use

(a) *Yarra will have increased opportunities for employment*

(b) *The complex land use mix characteristic of the inner City will provide for a range of activities to meet the needs of the community;*

(c) *Yarra's exciting retail strip shopping centres will provide for the needs of local residents and attract people from across Melbourne;*

Built Form

(d) *Yarra will have a distinctive identity as a low-rise urban form, with areas of higher development and highly valued landmarks*

(e) *All new development will demonstrate design excellence*

(f) *Transport*

(g) *Local streets will be dominated by walkers and cyclists*

(h) *Most people will walk, cycle and use public transport for the journey to work*

Environmental Sustainability

(i) *Buildings throughout the City will adopt state-of the-art environmental design*

Clause 21.04-2 (Activity Centres)

111. 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 4.2 Support the regional role of the Major Activity Centres as an important component of Yarra's economy and as a metropolitan destination*

(c) *Strategy 5.2 Support land use change and development that contributes to the adaptation, redevelopment and economic growth of existing activity centres.*

(d) *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)

112. The relevant objective of this clause is:

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

113. 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 21.05-1 (Heritage)

114. The relevant objectives and strategies are:

(a) *Objective 14 To protect and enhance Yarra's heritage places;*

i. *Strategy 14.6 Protect buildings, streetscapes and precincts of heritage significance from the visual intrusion of built form both within places and from adjoining areas.*

Clause 21.05-2 (Urban design)

115. 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.*

i. *Strategy 19.*1 Require well resolved landscape plans for all new development.
ii. Strategy 19.*2 Encourage opportunities for planting suitable trees and landscape areas in new development.*

(e) *Objective 20 To ensure that new development contributes positively to Yarra's urban fabric;*

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 20.3 Reflect the fine grain of the subdivision pattern in building design where this is part of the original character of the area.
iii. Strategy 20.*4 Apply the Built Form and Design policy at clause 22.10.*

(f) *Objective 21 To enhance the built form character of Yarra's activity centres;*

i. *Strategy* 21.1 Require development within Yarra's activity centres to respect and not dominate existing built form;
ii. Strategy 21.2 Require new development within an activity centre to consider the context of the whole centre recognising that activity centres may consist of sub-precincts, each of which may have a different land use and built form character
iii. 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)

116. The relevant objective is:

(a) *Objective 27 To improve the interface of development with the street in non-residential areas.*

Clause 21.05-4 (Public environment)

117. 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 21.06 (Transport)

118. 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)

119. 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.*

i. *Strategy 32.2 Require all new large developments to prepare and implement integrated transport plans to reduce the use of private cars and to encourage walking, cycling and public transport.*

(d) *Objective 33 To reduce the impact of traffic*

(e) *Strategy 33.1 Ensure access arrangements maintain the safety and efficiency of the arterial and local road networks.*

Clause 21.07-1 (Environmentally sustainable development)

120. 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)

121. 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.*

(c) *The Swan Street major activity centre lies along the northern boundary of this neighbourhood.*

122. The subject site is located in an area designated as *Main Roads* with the preferred built form character prescribed as *Maintain the hard edge of the strip.*

123. Relevant strategies include:

(a) *Supporting offices and showrooms fronting Church Street south of Swan Street;*

(b) *Creating a more active street frontage along Church Street.*

Clause 21.12 – Local Areas

124. This Clause focuses on the local area implementation of the objectives and strategies set out in the MSS. The subject site is identified as belonging within Precinct 2 (Swan Street Retail) of the Swan Street Activity Centre local are on the Framework Plan.

125. The vision for the Swan Street Activity Centre is: *to develop Swan Street Activity Centre into a vibrant and thriving mixed use centre that allows for well designed midrise commercial and residential development whilst preserving the prominence of the heritage streetscape and buildings and maintaining acceptable levels of amenity.*

126. It is policy to:

(a) *Ensure that any proposed use or development within the Swan Street Activity Centre is generally consistent with the Swan Street Built Form Framework Plan as shown in Map 2.*

(b) *Ensure new development supports and contributes to the future preferred character of each precinct:*

i. *Precinct 2 - is the major focus for retail and entertainment uses located within existing fine grain heritage shop fronts. The footpaths are the key public spaces providing opportunities for outdoor dining and public engagement. Activated linkages connect people to East Richmond Station and a potential new public park. Looking along Swan Street, the intact heritage buildings remain prominent defining a valued heritage streetscape where new development above and behind the street wall is visually recessive. The Dimmey's Tower remains a clear focal point in the street standing out from surrounding buildings. Taller development along the railway line is visible and provides a greater sense of enclosure along side streets and laneways but is designed and spaced to contribute to a varied skyline that remains subservient to the heritage streetscape.*

(c) *Relevant* policies pertaining to economic development are:

i. *Support Precinct 2: Swan Street Retail as a compact, fine grain retail precinct*
ii. *Facilitate opportunities for office and residential uses throughout the centre, principally above the ground floor.*
iii. *Facilitate a range of uses that cater for the everyday needs of residents, visitors and workers.*
iv. *Maintain and increase land uses that support street level activation and passive surveillance of the public realm.*

(d) *Relevant* policies pertaining to Built Form and Heritage are:

i. Provide *for midrise development (5 -12 storeys) that respects the heritage fabric and the adjoining low scale residential neighbourhoods.*
ii. *Maintain an intimate pedestrian scale at street level along Swan, Church, and Burnley Street.*
iii. *Ensure tall buildings are well spaced and sited to avoid visual bulk and provide equitable access to an outlook and good daylight.*

(e) *Relevant* policies pertaining to Access and Movement are:

i. *Limit direct vehicular access on to Swan Street, Burnley Street and Church Street.*
ii. *Facilitate new footpaths and shared zones to provide safe pedestrian access to buildings.*
iii. *Encourage the provision of vehicular access from either the side or rear of buildings.*

(f) *Relevant* policies pertaining to Public Realm are:

i. *Maintain daylight and sunlight to the key streets and public spaces.*
ii. *Encourage enhancement of the amenity and appearance of the public realm.*
iii. *Ensure that new development provides adequate weather protection for footpaths along Swan, Burnley, and Church Street.*

Relevant Local Policies

127. Relevant clauses are as follows:

Clause 22.05 (Interface Uses Policy)

128. 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 22.10 (Built form and design policy)

129. 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.

130. 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)

131. 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)

132. The overarching objective of this policy 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

Swan Street Structure Plan

133. The Swan Street Structure Plan was adopted by Council at its meeting on 17 December 2013 and is relevant to the site. The structure plan prepared for the Swan Street MAC was in response to the State Government sustainable growth policy, Melbourne 2030; a plan for the growth and development of the Melbourne metropolitan area. One of the principal aims of the policy was to provide a network of activity centres throughout Melbourne, with these centres providing a focus for development and urban expansion in areas well serviced by public transport, existing infrastructure and community services. The Swan Street Structure Plan aims to manage this growth within the Swan Street activity centre and the surrounding area.

134. Of relevance to this application are proposed revisions to the built form guidelines that will provide guidance on future built form and how that would be in keeping with the longer term vision for Swan Street and surrounds, along with guidance on urban intensification within the precinct. The plan provides guidance on maximum building heights within each precinct, with 5-6 storeys (19m) with no street wall height suggested for the subject site precinct. Whilst adopted, the structure plan has not progressed to the formal amendment stage and has limited statutory weight.

Urban Design Guidelines for Victoria (DELWP)

135. These guidelines are policy guidelines within the State Planning Policy Framework of the Victorian 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.

136. Of particular relevance are the principles set out in the section 5, *Buildings in Activity Centres,* which promote development which respects the preferred built form character (including through façade detailing), appropriate transitions in height between areas of higher and lower scale built form, equitable development opportunities, informal surveillance opportunities, environmentally sustainable design and minimising adverse wind effects

Plan Melbourne

137. Released in May 2017, Plan Melbourne 2017-2050 (Plan Melbourne) outlines the key strategic directions with regard to the provision of housing and commercial activity within Melbourne's urban areas. The strategic outcomes outlined in the document are required to be considered as part of Council's decision-making process and include (inter-alia):

(a) *Outcome 1: 'Melbourne is a productive city that attracts investment, supports innovation and creates jobs.'*

i. *Direction 1.2 of Plan Melbourne is to 'Improve access to jobs across Melbourne and closer to where people live'.*

(b) *The strategy promotes '20-minute neighbourhoods' where there is access to local shops, schools, parks, jobs and a range of community services within a 20 minute trip from your front door.*

Melbourne Industrial and Commercial Land Use Plan (MICLUP)

138. The Melbourne Industrial and Commercial Land Use Plan builds on the relevant policies and actions of Plan Melbourne 2017-2050 and its associated Plan Melbourne 2017-2050 Five-Year Implementation Plan.

139. The strategy identifies that planning within the Inner Metro Region (inclusive of Melbourne City Council, Port Phillip Council and Yarra City Council) should *retain and support areas in and around Collingwood, Cremorne and South Melbourne to continue to develop as key* locations creative industry uses.

140. The MICLUP anticipates an additional 4 million square metres of commercial floor space will be required across the Inner Metro Region by 2031. Of this, approximately 3.3 million square metres is anticipated to be required for office uses and the remaining floor space to be allocated for retail. Whilst the City of Melbourne is anticipated to accommodate the majority of the additional floor spaces required, the City of Yarra is expected to provide, in addition to the existing 933,400sqm of commercial floor space identified in 2018, an additional 548,000sqm of commercial floor space by 2031.

Spatial Economic and Employment Strategy

141. 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.

142. 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.

143. 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.

144. Regarding the subject site, the Strategy 2 of the SEES aims to retain and grow Yarra's Major Employment Precincts, providing the following:

(a) *To accommodate projected demand for commercial floor space Yarra's two large consolidated employment precincts at Gipps Street, Collingwood and Cremorne/Church Street South, Richmond should be retained for employment activities. These areas have made a gradual transition from predominantly industrial uses to a wider mix of activities that include professional services, creative industries, medical-related activities and small-scale manufacture. Zoning should continue to exclude residential development to retain the core employment function of these precincts.*

145. Strategy 2 further identifies the key characteristics of the area, as follows:

(a) *The precincts are characterised by a variety of lot sizes, a diversity of building stock and building condition, and variable public realm quality. This physical diversity and urban character are important elements in attracting and supporting a diversity of economic activities.*

This older morphology – which includes many buildings that might be described as 'life-long-loose-fit' – is conducive to attracting innovative businesses, a deeper mix of businesses, and a degree of informality that is lacking from other existing and emerging (and potential) employment precincts in inner Melbourne. Although the C2 zoning in these precincts prevents residential development, these areas will be subject to pressure for residential conversion. This may have been exacerbated by their designation in earlier iterations of Plan Melbourne as 'Other Renewal Areas' with little guidance on the nature or type of renewal envisaged (see Figure 2). Precincts such as Cremorne/Church Street South are attracting major businesses and investment, which is evident by the recent surge in planning applications and approvals for office developments that has occurred. Compared to other Councils within the inner city region, Yarra has a large amount of C2 zoned land (around 100 hectares) dispersed across most of the municipality which is being used for a variety of commercial and business purposes. The C2 zoning provide opportunities for a different range of uses and businesses than occurs in Yarra's activity centres which are predominantly based around retailing and services.

(b) *Major employment areas, such as the Cremorne/Church Street South and the Gipps Street precinct, are highly sought after and highly valued as business locations due to their location and proximity to central Melbourne, access to transport, business synergies and the vibrancy of Yarra. They have proven particularly attractive to creative- and technology-oriented business that a non-but-near-CBD location.*

146. As identified within the SEES, the subject site is located within a Major, Mixed Employment Precinct (see figure 15 below).

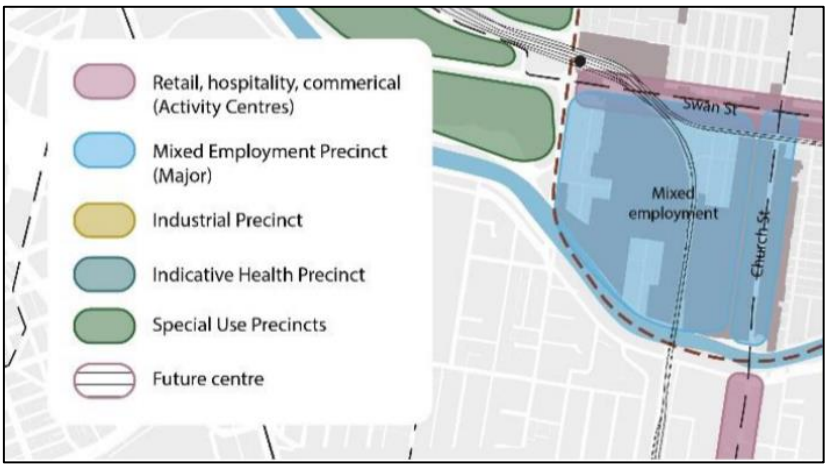


Figure 15 - Major employment precincts plan (Source: SEES - Pg. 60)

147. 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

148. 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

149. The application was advertised under the provisions of Section 52 of the *Planning and Environment Act (1987)* by 267 letters sent to surrounding owners and occupiers and by two signs displayed on site. Council received 4 objections, the grounds of which are summarised as follows:

    (a) Excessive height, scale and bulk of the development adversely affecting both neighbourhood and heritage character.

    (b) The proposal does not meet the DDO26 requirements, including those required to exceed the maximum preferred building height.

    (c) Equitable development concerns (due to the height of side boundary construction).

    (d) Off-site amenity impacts, including loss of outlook; loss of daylight; excessive visual bulk; and overlooking.

    (e) Lack of appropriate acoustic attenuation to protect development from noise of adjoining premises to proposed office use.

    (f) Insufficient on-site car parking and detrimental impact on availability of on-street parking for other businesses.

    (g) Insufficient information in the ESD (BESS) report and traffic report.

    (h) Unclear if the restaurant is to be licensed (no information provided) and insufficient operational details of the restaurant.

    (i) Incorrect/misleading information regarding heights of proposed building and adjoining building on drawings.

    (j) Encroachment on and use of VicTrack railway land (TRZ1) for light, air and access to site.

Referrals

150. The referral comments are based on the advertised plans, unless otherwise specified (comments were also sought from some internal departments on the revised "sketch" plans and reports submitted).

External Referrals

151. 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) *Head, Transport for Victoria – no response received;*

152. Pursuant to the provisions of Clause 66 of the Scheme, on the basis of the written agreement between the EPA and City of Yarra, notice was not required to be given to the EPA due to the application meeting the following requirements of the agreement signed on 10 July 2019:

    (a) *An* application to use land or for the construction of a building or the construction or carrying out of works if the following requirements are met:

(i) The title boundary of the subject site is more than 50 metres from the centre of the Burnley Tunnel exhaust stack (located at Barclay Ave. Richmond. Latitude -37.8295434, Longitude 145.0018514); and

(ii) The proposed building height is less than 10 stories or 30 metres, whichever is lesser.

153. Notice of the application was not required to be given to the EPA as the subject site is more than 50m away from the centre of the Burnley Tunnel exhaust stack and is proposing a building height less than 10 storeys or 30m.

Internal Referrals

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

(a) Engineering Services Unit;

(b) ESD Adviser;

(c) Civil Works (Waste) Unit;

(d) Strategic Transport Unit; and

(e) Urban Design Unit.

155. Additional comments were sought on the submission of various revised documents, as follows:

(a) *The revised SMP (including external shading diagram) was re-referred to Council's ESD Adviser.*

(b) *The revised Traffic Report (including associated sketch plans) were referred to Council's Engineering Services Unit;*

(c) *The revised Green Travel Plan and sketch plans contained within the Traffic Report were referred to Council's Strategic Transport Unit.*

156. The application was also referred to the following consultants:

(a) Urban design consultant (Global South);

(b) Wind Engineering consultant (MEL);

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

OFFICER ASSESSMENT

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

(a) Policy and Strategic Support;

(b) Built Form – Urban Design;

(c) On-Site Amenity (including Environmentally Sustainable Design);

(d) Off-Site Amenity;

(e) Car and Bicycle Parking, Vehicle Access, Traffic, Loading and Waste;

(f) Objector Concerns; and

(g) Other matters – plan inaccuracies

Policy and Strategic Support

159. The proposed development is highly responsive to the various land use and development objectives outlined in the Scheme across State and local planning policies applicable to the redevelopment of sites within well-serviced commercial areas.

160. The subject site is located within the Commercial 1 Zone (C1Z), a key purpose of which is *to* create *vibrant mixed use commercial centres for retail, office, business, entertainment and community uses*. The proposed office and restaurant (retail) are a Section 1 uses (no permit required) in this zone, indicating strong strategic support for the mixture of uses. The inclusion of an active use (restaurant) at ground floor will contribute positively to the vibrancy of the area.

161. As well as being located in a central, inner city, commercial area, the subject site is located within the Swan Street MAC which provides a wide range of retailing, services and food and drinks premises with excellent public transport links, with the subject site particularly well-positioned to take advantage of both rail and tram services, with the East Richmond Railway Station located diagonally opposite the site and tram services along both Church Street and Swan Street. The development of the site thus accords strongly with strategies at Clause 11.01-1S (Activity Centres) which aims *to encourage the concentration of major retail, residential, commercial, administrative, entertainment and cultural developments into activity centres that are highly accessible to the community.* As per strategies of this clause, the development will enhance the economic and environmental performance and amenity of the Swan Street MAC and would enhance economic activity in the area. The location of the site also ensures it is well serviced by local infrastructure as per Clause 11.03-1R.

162. The development builds on its positive locational attributes with the provision of on-site bicycle parking and providing reduced on-site car parking to encourage the use of more sustainable forms of transport to and from the site and reduce reliance on motor vehicles as encouraged by clauses 18.02 (Movement Networks), 21.03 (Vision), 21.06 (transport) and 21.07 (Environmental Sustainability).

163. 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) 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 an eight-storey office development on a site which is currently underutilised in an area identified for increased development under the Swan Street Structure Plan.

164. More recent strategic work following on the from SSSP has fed into the local area policy at Clause 21.12 which includes specific guidance for the Swan Street Major Activity Centre. The proposal aligns well with the preferred future character for Precinct 2 of the MAC, including amongst other things:

    (a) Providing a mid-rise building (between 5-12 storeys);

    (b) Providing an active, retail use at ground level, with potential for further engagement with the public realm via footpath seating;

    (c) Providing built from that will create a sense of enclosure to the street and taller built form towards the rail corridor that is also respectful of the nearby heritage areas;

    (d) Providing an opportunity for office space above the ground floor of the building;

    (e) Providing rear vehicular access and weather protection to Church Street which will enhance the pedestrian experience.

165. Whilst the proposal strongly aligns with broader strategic policy, a further detailed assessment against the decision guidelines of the Commercial 1 Zone, the design objectives, design requirements and decision guidelines of the DDO26 and various local policies such as Clause 22.10 (Built Form and Design Policy) and other local policies pertaining to environmentally sustainable development and interface with sensitive uses is required to determine if the built form appropriately responds to its context and does not have unreasonable off-site amenity impacts to the private and public realm.

Built Form – Urban Design

166. This section of the report considers the built form of the proposed development and is guided by decision guidelines of the Commercial 1 Zone (at clause 34.01-8) and the design objectives and decision guidelines of Schedule 26 to the Design and Development Overlay. This assessment is also centred on State and local planning policy at clauses 15.01- Built Environment ; 21.05 – Urban design; 22.05 – Interface Uses Policy, and 22.10 – Built form and design policy.

167. These 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 and massing, architectural response and the pedestrian experience as well as the development's interface with sensitive uses (to be discussed in further detail in the off-site amenity assessment). While not located in a Heritage Overlay, the response of the building to adjacent heritage areas will also be discussed.

Site Context

168. As detailed in the previous section of the report, given the site's Commercial 1 zoning, proximity to the city centre and strategic policy support for larger scale developments in Major Activity Centres with excellent access to cycling networks, public transport, services and facilities, it is a reasonable expectation that this site is appropriate for intensification in use and development.

169. While not located within a Heritage Overlay, the subject site is located in proximity to areas within a Heritage Overlay, including properties on the opposite side of Church Street and those fronting Swan Street, to the north (including the property containing the "individually significant" three storey Swan Hotel building on the south-east corner of Swan and Church Streets). Hence this context must be taken into account in the design of the building.

170. As outlined earlier within this report, built form in the area is mixed in character, with both traditional low-rise older building stock and an emergence of contemporary, higher-scale development evident in both the immediate and wider context. This includes in the immediate vicinity new multi-storey buildings recently approved on the opposite side of Little Lesney Street, to the east (13 storeys, inclusive of a recessive upper level roofed terrace) and on the immediately adjoining site to the south (7 storeys) as well as numerous new buildings approved or recently constructed along Swan Street (mostly east of Church Street) and Church Street (south of the railway line) typically ranging from 5-12 storeys.

171. The built form typology of new higher-scale development in the wider area is one of contemporary, rectilinear, robust forms typically with a combination of glazed and masonry construction. The proposed building is considered to be generally representative of the emerging built form character in the wider area

172. The site does not have any immediately sensitive (i.e. residential) interfaces under existing conditions, adjoining commercial properties to the east and west; located opposite existing warehouse buildings on the opposite side of Little Lesney Street (with the nearest residences (also in the Mixed Use Zone) located approximately 30m to the east); and located opposite commercial zoned and commercially used buildings on the opposite side of Church Street (with Church Street providing an approximately 20m separation).

173. Recently approved development in the immediate vicinity of the subject site (commercial and residential) will also be discussed in the off-site amenity section of the assessment.

Specific DDO26 controls for the site

174. The development is assessed against the quantitative building height and setback controls of DDO26 in the table below:

Item	DDO26	Proposal	Complies?
Maximum Building height *(preferred)*	24m	29.71m (measured to top of lift overrun and concrete rooftop services balustrade/screen from)	**No** (+5.71m)
Minimum street wall height – Church Street (*preferred)*	8m	11.46m	Yes
Maximum Street wall height – Church Street *(preferred)*	11m	11.46m	**No** (+0.46m**)**
Maximum Street wall height – Little Lesney Street *(preferred)*	14m	12.15m	Yes
Street wall setback Church St *(mandatory)*	0m	0m	Yes
Street wall setback Little Lesney St *(preferred)*	0m	0m	Yes
Minimum upper level setback – Church Street for non-heritage buildings *(preferred))*	6m	5m	**No** (-1m)
Upper level setback - Little Lesney Street *(preferred)*	Minimum 3m	3m minimum	Yes
Building separation (from shared boundaries *(preferred)*	For buildings up to 28m: • A minimum 4.5m from the common boundary, where a habitable window or balcony is proposed; • A minimum of 3.0m from the common boundary, where a commercial or non-habitable window is proposed. For buildings taller than 28m: • A minimum of 6m above 28m. (where the	0m setbacks from both side boundaries for full height of building as (there are no windows facing the subject site on either adjoining site so the 6m setback only applies above 28m).	**No** (-6m for parts of the building above 28m in height).

	common boundary is a laneway the setback is measured from the centre of the laneway).		

Heritage

175. The site is not located to immediately adjoin a heritage building or area covered by a Heritage Overlay. No specific DDO26 heritage (design) requirements apply to the site, as it does not have an abutting interface to a heritage building.

176. However, the site is located opposite land within the Heritage Overlay (on the opposite – west – side of Church Street) and the heritage buildings located further north along Swan Street, including the individually significant graded three-storey Victorian-era "Swan Hotel" located on the south-east corner of Swan Street and Church Street.

177. The first objective of DDO26 seeks to ensure development maintains the prominence of the heritage street wall and respects the architectural form and qualities of heritage buildings and the heritage streetscapes. The decision guidelines of DDO26 also require consideration of *The prominence of the heritage street wall in the vistas along Swan Street, Church Street, and local streets.*

178. The response of the building to the wider heritage context will be addressed in the assessment below in relation to the building design, height, setbacks and street wall heights.

Street wall – Church Street

179. The street wall to Church Street is built directly to the street frontage and is three-storeys in scale, or 11.46m as measured to the top of the parapet built directly to the street.

180. The 0m setback to the street wall meets the mandatory 0m setback to Church Street (recessed sections of the ground floor front façade are discussed further in the public realm and pedestrian experience section).

181. The proposed street wall height of 11.46m to Church Street slightly exceeds the preferred maximum 11m under the DDO26.Nevertheless, this is considered to respond appropriately to the existing built form context having regard to the scale of the street walls of buildings on this side of Church Street, the site's relationship to the heritage streetscape on the opposite site of Church Street and the relevant DDO26 objectives and design requirements.

182. Figure 16 (see below) found within the Urban Design advice submitted by the applicant's Urban Design Consultant (memo prepared by Hansen dated 15/12/2021) shows the transition between the existing street wall height of the north-adjoining building ("Public House" and the proposed street wall height of the approved south-adjoining building. In the context of the north-adjoining built form which reads as a much higher street wall (equivalent to the fourth storey of the proposed building on the subject site) this is considered to be an acceptable transition.



Figure 16 – Image taken from the applicant's Urban Design Consultant's submission (Memo prepared by Hansen) showing the drawing TP-Z-01-with markups demonstrating the transition in street wall height from existing built form to the north to approved built form to the south.

183. The DDO26 specifically stipulates that to vary the street wall and setback requirements the following should be achieved (noting that the use of the word "should" indicates these requirements are not mandatory):

    (a) *The built form outcome that results from the proposed variation satisfies the design objectives in Clause 1.0 of this schedule;*

    (b) *The built form outcome that results from the proposed variation satisfies the relevant design requirements specified in this schedule; and*

    (c) *The street wall at ground floor level is designed to allow floor to floor ceiling heights suitable to accommodate commercial activity.*

184. The floor-to-floor height of 4.66m at ground floor is sufficient to accommodate commercial activity at ground floor (noting a commercial use is proposed as part of the development at ground floor).

185. Council's external Urban Design Consultant supported the street wall height to Church Street and found that the "limited exceedance" of the preferred maximum height would not be contrary to achieving the design objectives of the DDO26.

186. Of particular relevance to the street wall height is the DDO26 design objective '*To ensure development maintains the prominence of the heritage street wall and respects the architectural form and qualities of heritage buildings and the heritage streetscapes'.*

187. Council's Urban Design Consultant (Global South Pty Ltd) was supportive of the development's street wall and setback to upper levels and commented that it *"..provides a distinct lower-height street frontage, which is responsive to the height of heritage buildings on the corner of Swan Street to the north, and opposite on Church Street"* Figure 17, taken from Council's external urban Design Consultant's advice, shows the relation between the three-storey street wall of the Swan Hotel and the proposed street wall of the subject site.



Figure 17 – Image taken from advice prepared by Global South Pty Ltd (Council's Urban Design consultant) with the proposed street wall height relative to the heritage corner building (Swan Hotel) indicated by the red dashed line.

Street wall - Little Lesney Street

188. A three-storey street wall (incorporating a balcony balustrade/planter box above) is proposed to Little Lesney Street (12.15m height). This complies with the maximum 14m prescribed under the DDO26 (there is no minimum street wall height specified under the DDO26).

189. The street wall is constructed to the street frontage, meeting the preferred 0m setback to the Little Lesney Street frontage under the DDO26. This is also consistent with existing built form on the subject site and the hard-edged character of the southern portion of the north-south segment of Little Lesney Street.

190. Given the narrow width of Little Lesney Street, the adoption of a slightly lower rear street wall than that preferred under the maximum will reduce the bulk of the building to Little Lesney Street and is supported.

191. The development's massing and design response to the east will be further discussed under the off-site amenity section of the report and the public realm and pedestrian experience, architectural quality and building height and setbacks of upper levels sub-sections of the built form assessment.

Building height and upper level setbacks (including building separation)

192. Clause 22.10-3.3 (Building Height and Setbacks) seeks to ensure the height and setbacks of a building is appropriate to its existing built form context and any preferred future character identified in the Scheme. The DDO26 provides the most specific guidance on the appropriate building height, upper level setbacks and building separation to implement the preferred built form character for the area.

193. In relation to the DDO26 building height, upper level setback and building separation requirements:

    (a) The maximum building height of 29.71m exceeds the preferred maximum building height of 24m by 5.71m.

    (b) The minimum 5m setback above the street wall to Church Street requires a 1m variation to the preferred minimum 6m setback.

    (c) The 3m upper level setback to Little Lesney Street achieves the preferred minimum 3m setback.

    (d) The 0m setback from both side boundaries above 28m does not comply with the discretionary 6m setback from each boundary (under the building separation requirements).

194. The DDO26 specifically states that the following should be achieved for a permit to issue for a variation from building height and upper level setback requirements:

    (a) The design objectives of the DDO26, with those of relevance to this application being:

        i. *To ensure development maintains the prominence of the heritage street wall and respects the architectural form and qualities of heritage buildings and the heritage streetscapes.*

        ii. *To support a new mid-rise scale built form character with lower built form at the interfaces with streets and the adjoining low-rise residential areas that supports the fine grain, compact retail and entertainment focus of the precinct.*

        iii. *To ensure development enhances the pedestrian experience through improved activation at ground floor and promoting a sense of enclosure and continuity in built form along Swan Street, Church Street, side streets and laneways.*

        iv. *To ensure taller development on the south side of Swan Street, close to the railway line, is designed and spaced to contribute to a varied skyline and provides street walls that create a stronger sense of enclosure to the streets.*

    (b) The relevant design requirements of the DDO26 of which there are numerous, including the following key design requirements that pertain to urban design:

        i. *Development should be designed to avoid repetitive stepped form at upper levels.*
        ii. *Development should be well spaced and sited to avoid visual bulk and provide equitable access to an outlook and good daylight;*

    (c) *Development should achieve urban design and architectural excellence;* In relation to the maximum building height only:

        i. excellence for environmentally sustainable design measured as a minimum BESS project score of 70%;
        ii. no additional overshadowing and overlooking to residentially zoned properties, beyond that which would be generated by a proposal that complies with the preferred building height; and
        iii. greater building separation than the minimum requirement in this schedule.

195. The objectives, as they apply to the subject site, call for a mid-rise development that is responsive to heritage streetscapes; scales down to street frontages to enhance the ongoing function of the retail precinct; and provides a sense of continuity and enclosure to street frontages.

196. In this regard, the building height and massing of upper levels is considered to largely meet the objectives of the DDO26 and relevant design requirements. The proposed upper level setback to Little Lesney Street of 3m is supported from an urban design perspective on the basis that it achieves the preferred minimum 3m setback of the DDO26 and responds to the highly urban context of the street, contributing to the sense of enclosure encouraged by the design objective and not providing a stepped (“wedding cake”) form. Council’s Urban Design Consultant did not raise any issues with the proposed setback.

197. The proposed variation of the preferred minimum upper level setback to Church Street (5m instead of 6m) was supported by Council’s Urban Design Consultant. It is noted the 5m setback is applicable to levels 3-6, with an increased setback to level 7, which will be discussed separately below in conjunction with consideration of the overall building height.

198. The proposed 5m setback to levels 3-6 (1m variation) is considered acceptable in this instance given that:

(a) The subject site is not in a Heritage Overlay and does not adjoin any heritage buildings and is separated from the nearest heritage building on the eastern side of Church Street (Swan Hotel) by a distance of approximately 25m and on the opposite side of Church Street by a distance of approximately 20m, therefore strict adherence to the 6m setback is not necessary to ensure the development does not dominate the Swan Street and Church Street heritage streetscapes.

(b) The proposed upper level setback of 5m for levels 3-6 fronting Church Street generally align with those of the building approved on the south-adjoining lot (under planning permit PLN19/0377) which has a setback of 5m to the glazing of upper levels (with some vertical architectural elements projecting slightly into this set back).

(c) The provision of a further 0.6m recess to the glazing provides further articulation and means most parts of the facade are only 0.4m short of the preferred 6m setback.

(d) The changes to façade modulation at the upper levels to Church Street compared to the more robust street wall will create a more recessive appearance to the upper levels of the building, in combination with the muted colour palette.

199. The DDO26 street wall and setback design requirements also stipulate that that *Projections such as balconies, building services and architectural features must not intrude into a setback.* The provision of a planter box (projecting an additional 0.6m) and balustrades for the Level 3 balcony (projecting an additional 1.1m) will add little additional bulk to the building given that:

(a) the planter box is composed of a dark material and in conjunction with its minimal additional height and 630mm setback, will be a recessive element;
(b) the balcony balustrades are composed of clear glass set back 1.8m from the street frontage, thus having minimal visual impact;
(c) these structures will sit well below the existing abutting built form on the northern boundary (Public House terrace structures) and will also be largely concealed from view from the south if the approved building on the south-adjoining lot is constructed.

200. The uppermost storey (level 7) of the development is set back an additional 3m to provide an overall 8m setback from Church Street, extending to a height of 28.26m (RL41.00). The building achieves its overall maximum height of 29.71m at a setback of 11.99m (RL42.45), measured to the top of the lift overrun and rooftop services balustrade.

201. In terms of the overall height of the building, it is the structures associated with the upper storey (level 7) and rooftop that largely contribute to the exceedance of the preferred maximum building height, given that the level 7 parapet at a height of 24.76m is less than 1m above the preferred maximum building height.

202. Keeping this in mind, the 8m setback to the upper storey (level 7) is designed so that the upper storey of the building will be minimally visible above the Level 6 parapet when viewed from the Church Street footpath directly opposite, with the lift overrun and rooftop services beyond fully concealed from this vantage point (as illustrated in figure 18 & 19 below).

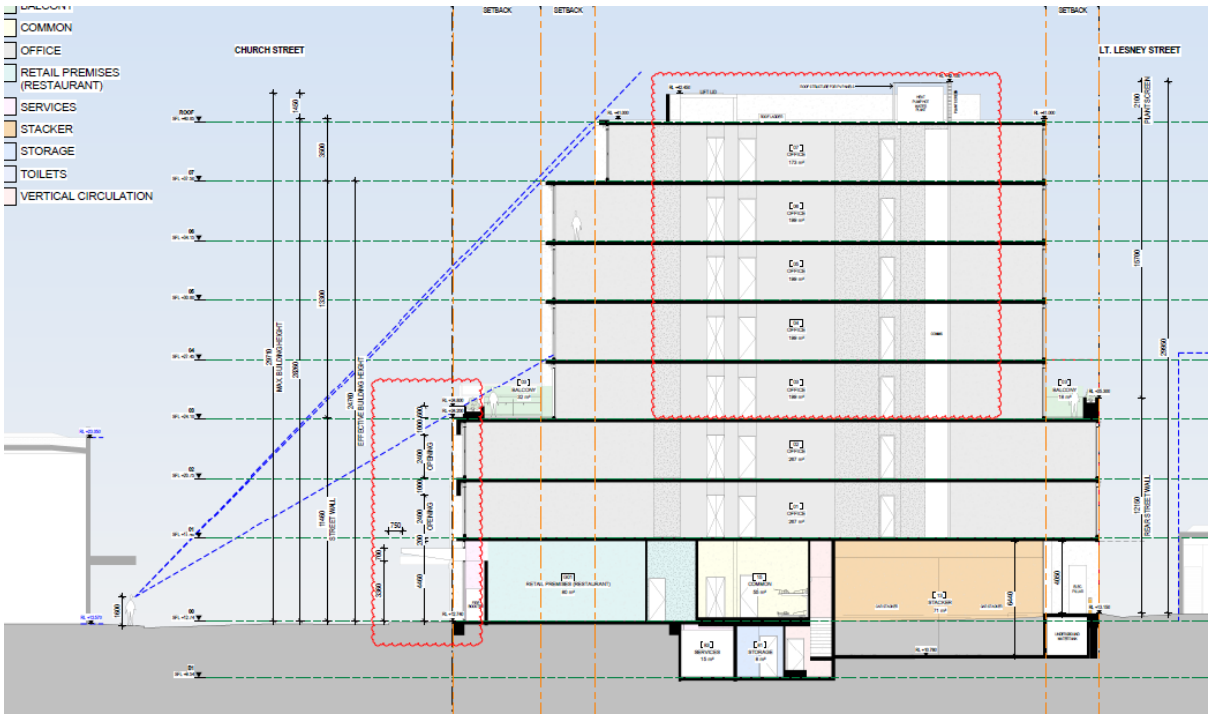


Figure 18 – East-West section illustrating sightline from opposite side of Church Street (Section B drawing TP19) – at a height of 1.6m.



Figure 19 - 3D perspective of the proposed development from the west at a height of 1.5m above finished floor level (drawing TP-Z-01).

203. Also in the immediate context, the approved development at the southern lot of No. 441-443 Church Street (approved under planning permit PLN19/0377), if constructed, would largely conceal the upper storey (level 7) of the proposed development and rooftop structures above from oblique views to the north. This is illustrated in Figure 20 below.



Figure 20 - 3D perspective view – South-West elevation (drawing TP-Z-02)

204. Council's Urban Design Consultant is supportive of the overall building height due to the proposal otherwise satisfactorily meeting the design objectives and relevant design requirements, in particular noting:

    (a) the significantly reduced visibility of the uppermost storey, due to the greater setback to this level;

    (b) the approximate alignment of the "main parapet" (level 6 parapet) of the building with the "expressed parapet" of the approved south-adjoining building.

    (c) the setbacks from Church Street do not form a repetitive "stepped pattern" (as per one of the key design requirements of the DDO26);

    (d) it is not anticipated that approval of built form of this height on the subject site would create *"a significant risk of incrementally increasing heights, or "stepping up" of built form on neighbouring sites to the north, supported by the proposed height on the review site"* given the expectation of development on sites to the north to respond to the land affected by the Heritage Overlay opposite and further to the north (Swan Hotel site including single storey pavilion) which are subject to mandatory 18m maximum building height controls.

    (e) the height and setbacks promote a sense of enclosure to Church Street which is appropriate for the street, noting *the proposed development's height of approximately 28m, relative to the 20m width of Church Street and incorporating the 5m upper-level setback, generates a street width-to-height ratio of approximately 1:0.9 (so slightly wider/more open than 1:1. A ratio of 1:1 is considered appropriate for urban streets, because it balances a sense of enclosure with openness to sky.*

205. In addition, they have also supported the lack of side setbacks (lack of building separation) in the context given the narrow (approximately 9m) width of the site and that the 0m side setbacks help contribute to the sense of enclosure and continuity of built form sought to be achieved as part of the DDO26 objectives for this part of Church Street. The presentation and articulation of side boundary walls is discussed further in the "public realm and pedestrian spaces" section of the assessment.

206. It is generally agreed that the overall building height is appropriate having regard to these factors. The building's mid-rise scale is considered to provide an appropriate transition in scale between emerging higher built form of the Mixed Use zoned land to the east and Commercial 2 Zoned land south of the railway line. The more modest scale of the building compared to recently approved development at 1 Little Lesney St & 9 Wiltshire St is demonstrated on figure 21 below which has been updated to show the more recent (higher)13 storey building approved under planning permit PLN20/0470.

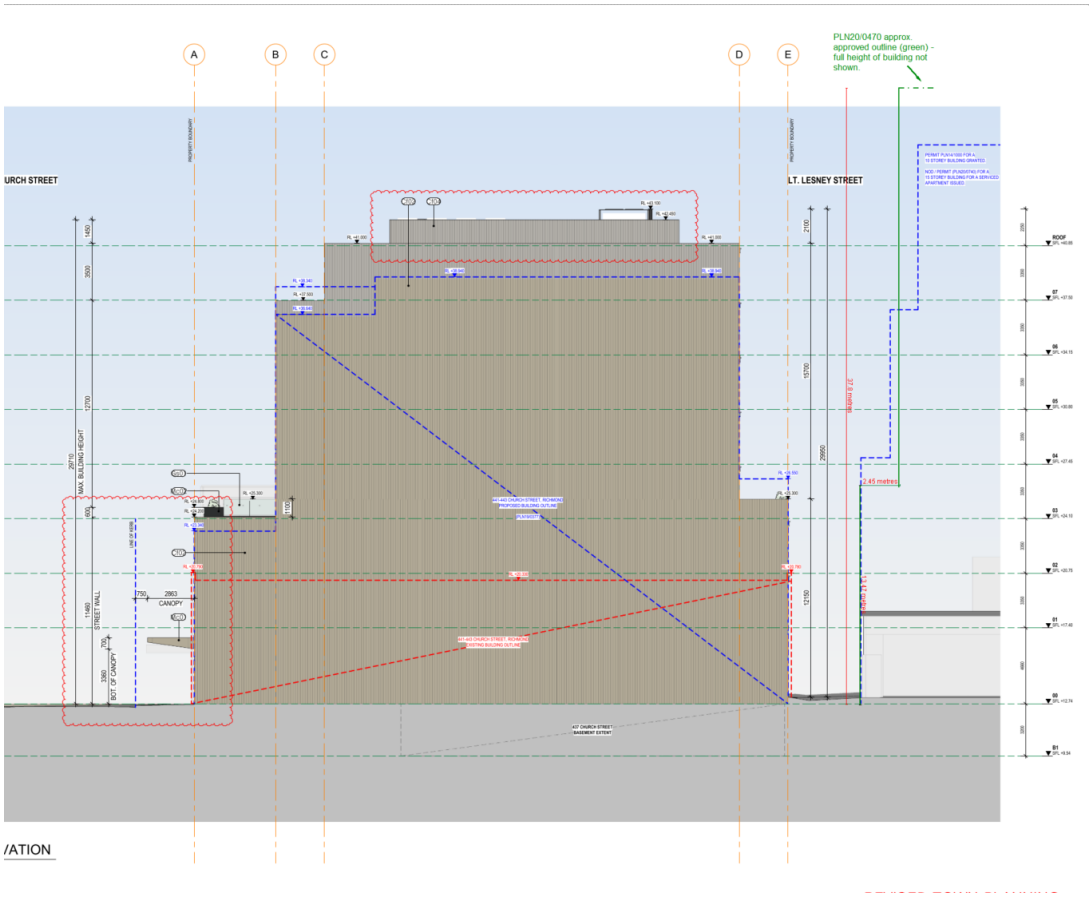


Figure 21 – South elevation of proposed building with outline of more recent development approved at 1 Lt Lesney St / 9 Wiltshire St to east shown in green.

207. However, notwithstanding the above, while exposed high on-boundary walls are unavoidable in this context where a new taller built form is emerging, it is considered that additional and unnecessary bulk is added to the side boundary walls by the 1.45m high concrete balustrade/screening to the rooftop services along the above the level 7 parapet wall (representing the maximum building height of 29.71m /RL42.45). The unnecessary bulk is exacerbated by the continuation of the boundary wall material. While the lift overrun of the same height, along the northern boundary, is a necessary part of the building, this forms only a small component of the on-boundary construction along the northern boundary.

208. Until future development on adjoining sites occurs, lower built form to the north and south would leave the upper parts of the boundary walls exposed (see figure 22 below).



Figure 22 - 3D perspective view – North-West elevation (drawing TP-Z-03)

209. While conditions outlined in the "public realm and pedestrian space" will address articulation of these walls, ensure the bulk to side boundaries is minimised, a condition of any approval will also require that the northern and southern 1.45m rooftop services balustrade/screen be set back a minimum of 1m from the boundaries, with rooftop services (with the exception of solar panels and the lift overrun which are either low-lying or immovable) re-located as necessary to be enclosed within the screen. The Sustainable Management Plan indicates solar panels have an angle of 10 degrees which would ensure they project minimally above the parapet of Level 7. However, as the plans do not indicate the solar panel angle and the panels are drawn as flat to the roof plans, a condition should require elevations and sections to be updated to show the 10 degree angle to the panels.

210. These conditions would ensure that from an oblique perspective, the bulk of the building would be minimised. This would also result in the majority of the on-boundary construction along the northern boundary and all on-boundary construction along the southern boundary being reduced to a maximum height of 28.26m, with only a small section of the northern boundary wall (associated with the lift overrun) projecting above this., Furthermore, this would result in side boundary walls and an overall building height only 2m taller than the adjoining 26.2m high building approved on the southern lot of No. 441-443 Church Street (under planning permit PLN19/0377).

211. In relation to the other specific requirements for exceeding the maximum building height set out under the DDO26:

    (a) The development achieves excellence for environmentally sustainable design - a minimum 70% BESS score is achieved within the submitted Sustainable Management Plan (discussed in further detail in the on-site amenity section of the report), therefore this requirement is met.
    (b) Based on the shadow diagrams submitted (see further detail in the overshadowing assessment within the on-site amenity section of the assessment) there would be no additional overshadowing to secluded private open space of existing dwellings between 9am and 3pm at the September Equinox; or overlooking to habitable room windows within 9m of the subject site of residentially zoned properties. Therefore, it is considered that no additional overshadowing or overlooking from any part of the building results from the exceedance of the preferred 24m maximum height, therefore this requirement is met.

(c) While the building does not achieve greater building separation than the minimum requirement in the DDO26 (it does not provide a minimum 6m setback above 28m in height) the extent of built form exceeding 28m on side boundaries would be significantly reduced by conditions requiring the set back rooftop services screening/balustrades. Consideration of off-site amenity and equitable development impacts related to built form are also considered acceptable (as discussed further in the off-site amenity section of the report). The mandatory building separation requirement that *development along the rail corridor must avoid a continuous wall of taller development when viewed from local streets south of the rail corridor* is not applicable as the development does not abut the rail corridor.

212. Furthermore, in terms of the design quality requirements of DDO26 not already discussed or fully addressed (which should be met to exceed the preferred building height requirement):

(a) *Development should achieve urban design and architectural excellence.* This is met subject to conditions – see "architectural quality" section of the assessment.

(b) *Development should be well spaced and sited to avoid visual bulk and provide equitable access to an outlook and good daylight.* This is met. Visual bulk equitable access to outlook and daylight is discussed in the off-site amenity section of the assessment.

(c) *Development should provide for street activation at ground levels.* This is met subject to conditions – see the public realm and pedestrian spaces section of the assessment.

(d) *Upper level development should be designed to ensure buildings provide detail on all facades when viewed from all directions.* This is met subject to conditions – see the "architectural quality" and the "Public Realm and Pedestrian Spaces" sections of the assessment.

(e) *Frontages at ground floor should incorporate verandahs, consistent with the form and scale of adjoining verandahs, into the façade design.* This is met. See the public realm and pedestrian spaces" section of the assessment.

(f) *Protect the amenity of existing residential properties in terms of visual bulk, overshadowing of private open space, overlooking and vehicle access.* This is discussed in the "off-site amenity" section of the assessment and found to be acceptable.

213. Given these factors, it is considered that subject to the conditions, the building height generally achieves the mid-rise scale development envisaged under the DDO26 objectives and provides a suitable transition in scale between the more sensitive heritage streetscapes of Swan Street and Church Street and to both the existing/future higher built form in Commercial 2 Zoned land south of the railway corridor and future higher development to the Mixed Use Zone pocket of land to the east.

Public realm and pedestrian spaces

214. Clause 22.10-3.4 (Street and Public Space Quality) aims to ensure that ground level façade treatments interface positively with the street, by enhancing the pedestrian experience and public safety and creating human-scaled, attractive and active interfaces with the public domain as well as ensuring that visually interesting elevations are provided to all faces of the building where visible from the public realm.

215. Design requirements of the DDO26 also seek to achieve similar outcomes in the design objectives and requirements.

216. With respect to the public realm response to Church Street (ground level) positive aspects which align with policy at Clause 22.10-3.4 and/or the DDO26 design requirements and objectives are:

(a) The principal pedestrian entry points to both the office tenancies and a secondary entry to the restaurant are from the primary (Church Street) frontage – this also accords with the preferred pedestrian entry point of Map 2 DDO26 under the *Vehicle and Pedestrian Access Requirements*

(b) Vehicle access is restricted to the rear along Little Lesney Street, ensuring the commercial shopfront and active interface to Church Street is maintained. This also accords with the preferred vehicular entry point of Map 2 of DDO26 under the *Vehicle and Pedestrian Access Requirements*

(c) The provision of a canopy over the footpath for the majority of the frontage and the recessed entry to the office will offer weather protection and shelter for pedestrians and building occupants/visitors. In addition, the clearance above the footpath and setback of the canopy from the Church Street frontage was found to meet relevant Building Regulations by Council's Engineers and thus would not pose an issue from a safety perspective.

(d) Entries are well-defined. In particular the communal entry will be clearly legible and provides for a sense of transition form the public realm. The separate entry to the restaurant will be sufficiently legible given it is located closer to the street frontage and the restaurant occupies the majority of the frontage.

(e) Other pedestrian/human scale design elements includes that the ground floor finished floor level is consistent with the footpath level which is supported by policy at Clause 22.10.

(f) The ground floor façade is mostly glazed which will allow for good visual permeability into internal spaces.

(g) The ground floor fronting Church Street is largely occupied by a retail (restaurant) use, as supported by policy at Clause 22.10-3.4 and thereby creating an active interface. This is also consistent with the retail/entertainment focus of the precinct and replicates the fine-grained character of shopfronts in the surrounding retail area in accordance with one of the objectives of the DDO26.

(h) Above ground floor, a combination of windows and open space (third floor balcony) facing Church Street will increase passive surveillance to the public realm.

217. Council's Urban Design Consultant has found that the ground floor interface with Church Street requires some further resolution as the design does not sufficiently relate to the upper levels, the service cupboards within the façade occupy an excessive area (reducing activation) and these combined with the positioning of internal services (mailboxes and fire indicator panel ("FIP")) and 0.6m setback to the restaurant façade result in a fragmentation of internal spaces to the restaurant, to the detriment of internal amenity. The following were recommended (recommendation 2) to address these issues:

(a) *Review and refine the Ground Floor frontage to Church Street, including:*

(i) *Bring the glass line to the boundary, unless there is a strong technical/services reason for the set-in;*

(ii) *Extend the street wall column blades down to ground level, to provide increased depth and relief in the frontage, and better integrate the ground floor with levels above;*

(iii) *Ensure Ground Floor glazing modules and other elements are aligned and integrated with the modulation of the levels above;*

(iv) *Consider sliding glass or inward-opening glass door(s) to the restaurant frontage;*

(v) *Arrange Ground Floor services (including frontage cupboards, mail, FIP etc.) to create a more consistent and ordered internal space. Currently the restaurant space is quite fragmented.*

(b) *Review the position and size of services cupboards at the Church Street frontage, including consideration of:*

(i) *Potential relocation to the rear street frontage (I understand fire boosters are likely to be required at the main street frontage);*

(ii) *Potential reduction in size/width of the cupboards;*

(iii) *Potential consolidation into one enclosure/panel at the northern side, to provide continuous glazing for the remainder of the frontage;*

(iv) *Potential balancing of the cupboard panel widths in the frontage for better integration.*

218. It was also noted in relation to the services that: *Some contemporary buildings are integrating* services*, including fire boosters, as exposed infrastructure within the façade, rather than a large cupboard. This may also be a potential consideration for the review site.*

219. To address the concern that the office lobby entrance could be used as a "concealment space" it was proposed to (recommendation 3):

(a) *Consider reducing the set-in of the lobby entrance to approximately 1m.*

(b) *If the fire booster cupboard can be relocated or modified, provide glazing at the corner between the restaurant tenancy and the recessed lobby entry, to allow visibility across this corner, and making the lobby entry space feel more open to the public realm.*

220. The canopy over Church Street was generally supported including the "expressed articulation/joints which align with the façade columns", however it was noted that the canopy does not cover the office entrance and to address this the following (recommendation 4) was recommended:

(a) *Extend the canopy to cover the lobby entrance, potentially with a different depth or profile, if differentiation of this less public entrance is required, to provide more continuous weather protection.*

221. Council's Urban Design Unit has also suggested the proposed canopy to Church Street be shortened in depth to accommodate a street tree on the footpath central to the site (between the retail entrance and fire booster) with the cost borne by the developer.

222. Taking into account the feedback from Council's Urban Design Consultant and Council's Urban Design Unit, the table below lists changes to the Church Street frontage that will be required by condition.

Change (to form a condition of approval)	**Explanation**
Bring the ground floor façade associated with the restaurant into alignment with the street and modify the pedestrian door to ensure it does not open over the footpath and the service cupboards provided with a 180 degree swing.	The provision of glazing directly to the frontage is more consistent with the desired 0 setback to the street frontage and will be more cohesive with the existing streetscape character. The changes to doors will ensure they are not an obstruction to the footpath.
Reduce the setback of the lobby entrance from Church Street to 1m (instead of the 1.8m proposed) and provide lighting to this entrance.	This will reduce the potential for this area to be used as a concealment space and also improve security by provision of lighting.
Increase the setback of the canopy over the Church Street footpath to a minimum of 1.7m and extend the canopy over the lobby entry (full width of façade).	This will provide more continuous protection from weather to the pedestrians on Church Street and also reduce the need for the deeper setback to provide weather protection to the lobby entry. The setback will match that of the approved development under planning permit PLN19/0377 which was recommended by Council's Urban Design Unit as an appropriate setback to accommodate a street tree.

Modify the fire services cupboard doors to have a glazed finish.	This will result in a more cohesive design and consistency with the remainder of the glazing. This takes into account that fire services generally must be situated at the front of a site which has also been confirmed by the permit applicant.
Re-locate gas meter to the Little Lesney Street front setback and this part of the façade replaced with clear glazing or, if regulatory constraints prevent re-location, modify the finish of the cupboard to be perforated metal displaying a mural/artwork.	The cupboard would preferably be relocated to increase activation and integration with the street. However, in the event there are regulatory constraints, alternatively, it would be acceptable to provide a perforated metal finish with an artwork/mural to improve visual interest. The applicant has advised that 70% opening is required for the cupboard for ventilation purposes.
Provide a street tree to the Church Street frontage, funded by the developer.	This accords with Council's Urban Design Unit advice and is facilitated by the reduced depth of the canopy.

223. The further modifications to the façade (extending vertical columns from levels above downward) and ensuring glazing modules align better with upper level modules, as well as modifying the service location to reduce "fragmentation" of the restaurant tenancy are not considered necessary to achieve an acceptable outcome. The elevations show that the vertical glazing divisions and service cupboards at the ground floor do match up with the vertical divisions of the upper storey vertical columns/windows but simply have a greater number of divisions. The extension of vertical columns would further reduce the active frontage, particularly given the service cupboards are not proposed to be re-located. The deletion of the setback to the ground floor frontage of the restaurant to Church Street would provide additional internal space, offsetting any "fragmentation" resulting from services. The restaurant space is of a sufficient size and proportion to be functional.

224. With respect to the Little Lesney Street interface, the more utilitarian design with less active interface of the building at ground level is generally acceptable given this is a secondary street frontage and the preferred location for vehicle entry. Above ground floor, a combination of windows and open space (level 3 balcony) facing Little Lesney Street will provide good passive surveillance to the public realm. Council's external Urban Design Consultant did not raise any issues regarding the public realm at the Little Lesney Street interface.

225. However, Council's internal Urban Design Unit found that *Additional information should be* provided *to demonstrate adequate signage and lighting provisions are considered to demonstrate suitable wayfinding and improved sense of safety to Little Lesney Street, especially after hours.* This is a valid concern and will be addressed by condition.

226. Council's Urban Design Unit also notes in their referral comments that: *the Swan Street Streetscape Masterplan identifies the opportunity to turn Little Lesney Street into a* pedestrian *priority area, with one way traffic and that there are several redevelopment sites in the vicinity that interface with Little Lesney Street. A coordinated approach to streetscape improvements to enhance the safety and amenity of connections to Swan Street, Church Street and Brighton Street is required.*

227. As implied by Council's Urban Design Unit's comments, this is not something that can be addressed via a single planning application, however given the relatively low number of car parking spaces provided within the proposed development, the approval of the development would not preclude future improvements of this kind to Little Lesney Street should Council wish to pursue them and therefore this strategic imperative is not considered to undermine support for the proposal.

228. Council's external Urban Design Consultant has also found that the side boundary walls (vertical ribbed concrete panels with horizontal joints) *warrant further design consideration to provide increased articulation, visual interest and integration with the street facades.* A number of potential options were recommended to address this aspect of the development, such as (but not limited to):

    (a) including vertical breaks in the façade at approximately 9m intervals; or

    (b) providing smooth sections of wall panels at ends, aligning with the recessed glazing to the street façade.

229. Given there were a number of possible ways to deal with this issues it will be addressed by a condition simply requiring that side boundary walls are modified to improve articulation, visual interest and integration with street facades rather than being overly prescriptive in how this is achieved.

230. This will also ensure that the development accords with policy at Clause 22.10-3.4, *To ensure the building presents visually interesting elevations on all faces visible from the public domain*. These changes will also further break up the mass of the side boundary walls in conjunction with the conditions requiring a setback to the northern and southern rooftop services screens/balustrades.

231. Overall, subject to the modifications required by condition, the building will contribute positively to the public realm and meet the relevant objectives set out in policy and satisfy the DDO26 requirements.

Architectural Quality

232. The development is considered to be of high architectural quality, thereby responding to the design objectives of clauses 15.01-2 and 22.10-3.4 and one of the design quality requirements of the DDO26 that *development should achieve urban design and architectural excellence.*

233. The contemporary design and rectilinear form of the building is appropriate in terms of the emerging built form character of the wider area and the design detailing and materials also responds to the built form context, including heritage context.

234. In regard to the overall architectural quality of the proposal, Council's external Urban Design Consultant found that: *while design excellence is difficult to ascertain, I consider the design quality to be acceptable and appropriate.*

235. Council's Urban Design consultant has responded favourably to the design of the front/rear facades and materials as follows: *The proposed development comprises a relatively simple, restrained design of evenly spaced vertical 'blade' columns, with concave horizontal spandrel panels which divide the floor levels. These panels have greater width in the street wall, contributing to a more solid expression, with narrower profiles in the upper levels for a more open, visually lighter appearance in the façade. The street wall is in 'concrete look façade' (sand colour) (material CF01), while the upper-level columns and concave floor edges are in 'concrete look façade' (grey colour) (material CF03). This supports subtle differentiation between the street wall and upper levels, while the neutral tones correspond to the overall restrained design approach.*

236. However, as discussed in the "Public Realm and Pedestrian Space" section of the assessment a number of issues have been identified with the side boundary wall treatment and the ground floor front façade design. These will be addressed by aforementioned conditions.

237. While Council's external Urban Design Consultant's review of the proposal was generally otherwise favourable in regard to the composition of the building and proposed materials and finishes, a review by the planning officer finds there is some additional detail required on the plans to confirm that the materials will be durable and high quality. In particular:

(a) Some of the proposed materials do not specify the actual material, but rather describe the appearance or shape of the material (for example, the material of the mesh door to the garage and the horizontal louvres to plant screens is not specified).

(b) The concrete finishes are described as “concrete look”. The applicant has confirmed this simply relates to the concrete being left in a natural state (as opposed to a different finish/material being applied over the top of the concrete). However, it is considered that it will improve clarity if the word “look” is deleted as it is unnecessary.

(c) The images provided on the materials legend on the elevations only show generic images, to ensure there is certainty about the appearance of the building, a realistic image for each finish will be required.

238. To address these matters, conditions will require that the materials legend is updated to:

(a) confirm the material for specified materials/finishes: “Lv01”, “Mc02”, “Tx01’ and “Ms01”, ensuring a durable material is selected.

(b) remove reference to the word “look” in relation to various concrete materials/finishes in the legend.

239. In addition to this, to ensure that the appearance of the selected materials is clear and to ensure the design detailing is adequately captured and translated in the construction phase, a façade strategy should be required (including a materials board) via a permit condition . The façade strategy will supplement the development plans and give Council greater certainty that a high-quality development will be achieved.

240. Furthermore, a condition will require that the Architect (One Design Office) is retained (or an alternative selected with Council’s consent) to ensure continuity and that an appropriate level of expertise is involved in any design matters.

241. Subject to these conditions, the proposed development will achieve a high quality architectural outcome.

Landscaping

242. The development provides minimal landscaping, with the vegetated areas limited to the level 3 (front and rear) balcony planter boxes.

243. The landscaping is considered generally acceptable and consistent with policy at Clause 22.10-3.9, given that:

(a) The immediate area has built form with limited vegetation incorporated, reflecting the predominance of commercial/retail premises, therefore the limited extent of vegetation proposed is appropriate.

(b) The landscaping (planters to front and rear balconies) will contribute positively to the public realm by adding a touch of greenery and softening the building appearance.

(c) Soft landscaping is encouraged within secondary setbacks.

244. However, a landscape plan does not form part of the submissions accompanying the application. To ensure vegetation is selected appropriately for the site conditions and can be sustained, a landscape plan will be required by condition of the permit.

Site coverage

245. Effectively, the full site will be covered in built form. Whilst the development does not achieve the recommended maximum site coverage of 80% in accordance with Clause 22.10-3.6, this maintains an existing condition and this level of site coverage is consistent with existing built form within the area, being a Commercial 1 Zone and Major Activity Centre.

246. 100% site coverage in this location is also anticipated by DDO26 given there is a mandatory 0m street wall setback to Church Street, a preferred 0m street wall setback to Little Lesney Street, and building to side boundaries at lower levels is not discouraged, unless responding to windows on adjoining sites.

247. The proposed site coverage is considered to meet the intent of relevant policy and provides an appropriate outcome for the site context.

Light and shade

248. In addition to overshadowing to surrounding private properties, which has already been considered, the impact of shading on the public realm must also be addressed. As the subject site is not located near areas of public open space, the main guidance in this regard comes from the DDO26 "Overshadowing Requirements" which form part of the design requirements in the Schedule.

249. The shadow diagrams forming part of the decision plans show the extent of overshadowing between 9am and 3pm at September Equinox and demonstrate:

    (a) The proposed development would overshadow a section of the western side of the Church Street footpath (adjacent the railway line) at 9am, with no overshadowing to the western footpath thereafter.

    (b) The proposed development would overshadow the eastern footpath on Church Street from 9am to 11am, by the built form contained within the property line, with some additional shadow in later hours cast by the proposed canopy over the footpath.

    (c) The proposed development would overshadow sections of Little Lesney Street from 1pm to 3pm (there is no identifiable footpath on Little Lesney Street).

250. The subject site is located in a commercial strip, where some degree of overshadowing within the public realm is inevitable due to the hard-edge built form character which is already established and also supported into the future by the DDO26.

251. The DDO26 includes as part of its overshadowing requirements a requirement that: *A permit should not be granted to construct a building or construct or carry out works that would overshadow any of the following spaces between 10 am and 2 pm at 22nd September, unless the overshadowing would not unreasonably prejudice the amenity of the public space, to the satisfaction of the responsible authority: any part of the opposite footpath of Church Street, measured from the property boundary to the existing kerb.*

252. The development complies with this requirement - the only overshadowing occurring to the footpath on the opposite (western) side of Church Street is at 9am, with no overshadowing from 10am onward (see figure 23). This will ensure the development will not unreasonably detract from the amenity of the public realm.

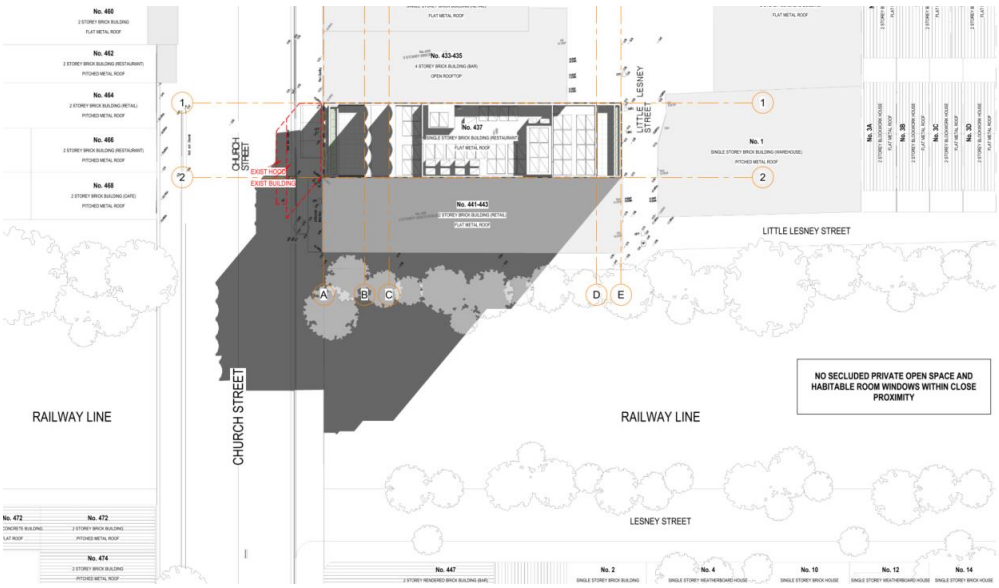


Figure 23 – Shadow Diagram – 10am September Equinox.

253. In terms of impact on overshadowing to Little Lesney Street, given its narrow width and the existing built form along its north/south and east/west sections, extensive overshadowing is unavoidable in afternoon hours. The development would not have a substantial impact beyond existing conditions, other than at 1pm. As Little Lesney Street does not offer meaningful opportunities for use of public space such as for footpath trading (there is no footpath) the retention of solar access to the street is not critical for amenity of the public realm.

254. Most shadows from the building over the public realm would extend over the railway corridor to the south, which is not a sensitive space.

255. Overall, based on the surrounding context and limited impacts as described the additional shadowing from the development would not unreasonably affect the amenity or usability of the public realm.

On-site amenity (including Environmentally Sustainable Design)

256. Design objectives outlined at Clause 22.10-3.7 of the Scheme aim to ensure that new development optimises the internal amenity for future occupants by providing well-designed and functional spaces that contribute to a sense of comfort within the site and its immediate environs.

257. Policy at clauses 15.01-2S, 21.07, 22.10-3.5, 22.16, 22.17 and 53.18 of the Scheme encourages ecologically sustainable development with regard to water and energy efficiency, building construction and ongoing management. Ecologically sustainable development features (such as provision of natural daylight and ventilation) can also enhance on-site amenity.

258. Similarly, policy at Clause 22.10-3.11 seeks to ensure that appropriate garbage, recycling and storage facilities are provided; service infrastructure is appropriately sited and integrated into the design and obscured from the public domain and does not cause detriment through noise.

259. The proposal is considered to offer good on-site amenity for future users of the site, with excellent access to natural daylight and acceptable facilities that will contribute to a safe, usable and ecologically sustainable workplace, as per the detailed assessment below of relevant components.

260. The proposed development provides a good level of amenity and indoor environmental comfort and appropriately designed services consistent with relevant policies.

261. In particular, in relation to daylight, ventilation and other features that contribute to amenity:

    (a) Extensive glazing to the eastern and western facades will ensure that all office tenancies will receive substantial levels of daylight (see further discussion in the ESD assessment).
    (b) East and west-facing balconies at Level 3 will provide external space for future occupants of the office.
    (c) Operable windows are provided at all levels which will provide natural ventilation (see further discussion in the ESD assessment)
    (d) Vertical blinds are incorporated into all east and west-facing windows to protect from excessive solar heat gain and ensure internal comfort (see further discussion in ESD assessment).
    (e) Landscaping enhances urban ecology (see ESD assessment) and improves the experience of building occupants.

262. In terms of circulation spaces:

    (b) Safe and secure circulation spaces are provided throughout the development, with an appropriate level of visual connection and safety at interfaces with the public realm (with the interface to Little Lesney Street to be required to be provided with lighting and wayfinding signage for improvements in this regard). The reduction of the setbacks to the ground level front façade will ensure that the development provides safe entry spaces at night.

263. In terms of site services:

    (a) Appropriate services are provided for occupants including, mailboxes adjacent the Church Street entry. Shared amenities such as bicycle spaces, are appropriately accessible and the adjacent lobby area provides.

    (b) Site services and related enclosures for waste disposal and recycling and water and energy metering are necessary elements in any development. It is important, however, that these elements are assimilated in a subdued way into the design while still meeting the size and location requirements of service authorities.

    (c) The site services (water meter, electricity switchboard and waste) are located on the ground floor and internally accessed via the corridor adjacent to the car stacker. This ensures that these services will be largely concealed from view and obscured from the public domain.

    (d) The building tenancies are also provided with mail boxes adjacent the communal entry from Church Street, this is functional and accessible location for mail.

    (e) The visitor and employee bicycle storage room are located on the ground level adjacent the office foyer. Council's Strategic Transport Unit have reviewed this arrangement and were generally comfortable with the bicycle parking location but have made a number of recommendations which will be discussed in the bicycle parking assessment.

    (f) In terms of service design, conditions outlined earlier in the "Urban Design" section of the assessment will better integrate service cupboards into the front façade. Rooftop service design has also been discussed in the Urban Design section (and addressed by condition) and off-site amenity sections of the report.

264. Based on the above, the provision and design of services for future users is supported.

Environmentally Sustainable Design

265. A Sustainable Management Plan (SMP) was provided and was referred to Council's ESD Advisor, who confirmed that the ESD commitments outlined in this document (summarised in the proposal description) were supported from an ESD perspective and will contribute positively to the energy efficiency of the proposal.

266. However, there were a number of deficiencies and items requiring clarification highlighted in the ESD review.

267. The permit applicant has responded to these concerns by submitting to Council on 16 September 2022:

    (a) Sketch plans showing external shading and operable glazing, specifically:

        (i) Operable windows provided at all office levels to both the east and west facades; and
        (ii) Sectional diagrams (new drawing TP23) showing details of the vertical blinds to demonstrate the design and extent of shading.
        (iii) A revised Sustainable Management Plan (excluding JV3 report) which includes additional commitments and clarifications.

268. The original deficient/outstanding items is listed in the table below and, based on Council's ESD Adviser's review, whether these were addressed satisfactorily by the sketch plans and revised SMP submitted 16 September 2022. Items in italics are direct quotes from the revised referral comments dated 11/10/2022.

Deficiencies/Outstanding Information (original SMP & Advertised Plans)	Items Addressed satisfactorily in revised SMP/sketch plans submitted 16 September 2022?	ESD Adviser further Recommendation
As the BESS credit (for thermal performance Rating, Non-residential) is responding to building fabric, the wording within the SMP will have to be amended accordingly.	**Outstanding** – While the proposed design and documentation indicates a 14% reduction in heating and cooling requirements as a result of the building fabric, the BESS credit indicates a 27% reduction (claiming 50% of the credit). Even when including the reduction from solar (which isn't the intent of the credit), the total savings are approximately 21%.	*Amend BESS credit in line with JV3 results (e.g. >10% reduction = 37.5% of credit).*
Amend elevation plans to indicate extent of operable glazing.	Satisfied by sketch plans submitted 16/9/22.	
Clarify provision of high-quality views for building occupants.	Satisfied in revised SMP.	
Provide cross-sections of various shading elements to support claim.	Satisfied by sketch plans submitted 16/9/22.	
Clarify which ventilation strategy is proposed for the basement car park – and amend elevations/plans to indicate permeable garage door (if naturally ventilated)	Satisfied in revised SMP.	
While the SMP indicates 67x 300W panels, the rooftop plans show 50x 400w panels. Amend SMP and plans accordingly to align and include an annotation on rooftop plans that states total system size of 20kW.	**Outstanding** – SMP now reflects advertised plans (50X 400W panels) total system size (20Kw) but plans not updated to state total system size (20kW)	*Amend rooftop plan with annotation to confirm (min) 20kW system size.*

Clarify reason for diesel exhausts and amend SMP and plans accordingly.	Satisfied in revised SMP.	
Provide calculations / other confirmation to confirm that post-development stormwater flows will not exceed pre-development levels.	**Outstanding** – Insufficient information provided in revised SMP: *While the SMP states this as an objective of the stormwater strategy, no details or other information have been provided as requested.*	*Provide calculations or other information to confirm that post-development stormwater flows will not exceed pre-development levels.*
Amend ground floor plans with an annotation to confirm rainwater and OSD tank sizes.	**Outstanding**– amended ground floor plan not provided	*Provide amended ground floor plans with annotations to confirm rainwater and OSD tank sizes.*
Remove ambiguity around commitment and confirm provision (Ecological panel is strongly recommended). Also suggest using recycled materials (e.g. bricks) and other products with post-consumer content (e.g. bulk insulation).	**Outstanding-** *The SMP (particularly the materials section) includes phrases such as 'wherever possible' and 'will be investigated'*.	*Remove ambiguous language and replace with firm commitments (E.g. percentages by cost or weight).*
It is strongly recommended that portland cement reduction (30% is a standard benchmark). Clarify strategy to reduced embodied carbon.	**Outstanding**– No information provided	*Clarify approach to sustainable use of concrete, noting that 30% reduction is a standard benchmark within the construction industry.*
Remove language such as 'wherever possible' and commit to a firm %.Amend plans with an annotation to confirm provision.	**Outstanding**– *The SMP (particularly the materials section) includes phrases such as 'wherever possible' and 'will be investigated'*.	*Remove ambiguous language and replace with firm commitments (E.g. percentages by cost or weight).*
Amend to include strategy around electric vehicle charging.	**Outstanding–** The revised SMP confirms a single EV charging point will be provided in the car parking however plans do not clearly show the location of an EV charging point.	*Provide amended ground floor plans which indicate location of EV charging (symbol and/or annotation).*
Provided a statement as to how the development has responded to urban heat (consider increased vegetation and light external finishes).	**Outstanding** – no statement provided.	*Provide a statement as to how the development has responded to urban heat (consider increased vegetation and light external finishes).*
Clarify purpose / provision of diesel exhaust as per comments above in 'energy' section.	Satisfied in revised SMP.	
Confirm that building systems	Satisfied in revised SMP	

will commissioned as per manufacturers request and implement a tuning period.		
Clarify that head contractor will be ISO 14001 accredited.	Satisfied in revised SMP	

269. As the application was not formally amended to include the revised SMP and details of shading/operable windows shown on the sketch plans, the further commitments and clarifications within these documents will be required to be incorporated via condition, with relevant changes required to both the SMP and plans. In addition, the items that Council's ESD Adviser has identified as still outstanding will be addressed by conditions requiring further changes (to SMP and drawings, as relevant).

270. A number of improvement opportunities were also identified in the ESD adviser's original review as follows:

    (a) *Consider diverting remaining 83 sqm of impervious service to raingardens before discharge.*

    (b) *Consider materials and construction methods to assist with disassembly and adaptive reuse.*

    (c) *As above, strongly recommend assisting with urban heat reduction (e.g. vegetation shades high mass elements such as concrete reducing their ability to emit het back into the urban areas).*

271. The applicant has opted not to provide further commitments in line with these suggestions as part of the revised SMP. As the development would be able to achieve environmental excellence in the absence of the additional "improvement opportunities" identified in the ESD Adviser's original review (i.e. a BESS score of 70%) these will not be required as a condition of approval.

272. To ensure the development achieves the stated environmental performance, particularly given its reliance on environmental performance to justify exceeding the maximum preferred height limit of the DDO26, a further condition requesting the submission of a report prior to the occupation of the development will be required; with this report confirming that all measures specified in the sustainable management plan have been implemented in accordance with the approved plan.

Off-site amenity

273. Clause 15.01-2S and 13.07-1S of the Scheme aims to provide building design that minimises the detrimental impact of development on neighbouring properties, the public realm and the natural environment, with potential impacts relating to overshadowing, loss of daylight to windows, visual bulk and overlooking of sensitive areas as well as from operational activities. The relevant policy framework for amenity considerations is contained within clause 22.10-3.8 (Built form and design policy – off-site amenity), Clause 22.10-3.11 (Built form and design policy – Site services) and clause 22.05 (Interface uses policy) of the Scheme, with decision guidelines at Clause 22.05-6 stating that Council should consider (as appropriate); *the extent to which the proposed buildings or uses may cause overlooking, overshadowing, noise, fumes and air emissions, light spillage, waste management and other operational disturbances that may cause unreasonable detriment to the residential amenity of nearby residential properties.* As the proposed land uses are "as-of-right" consideration is limited to building design and how this will mitigate or minimised any potential off-site amenity impacts.

274. Furthermore, the DDO26 states that for a development to exceed the nominated preferred building height, the following objective should be achieved: *no additional amenity impacts to residentially zoned properties, beyond that which would be generated by a proposal that complies with the preferred building height.*

275. The subject site is zoned Commercial 1 Zone, as are the closest properties to the north, south and west of the site. To the east are properties in the Mixed Use Zone. The closest residentially zoned properties is to the south (dwellings fronting Lesney Street) – approximately 48m distance from the subject site and separated by the railway corridor, and thus is not impacted by the proposal.

276. Under existing conditions, the nearest dwellings are six, three storey townhouse-style dwellings located at Nos. 3A – 3D Little Lesney Street & 5-7A Wiltshire Street, which are located approximately 30m from the rear boundary of the subject site, within the Mixed Use Zone.

277. As noted earlier, No. 1 Lesney Street & 9 Wiltshire Street - on the opposite side of Little Lesney Street are currently developed with single and double-storey warehouse buildings but two permits (PLN14/1000 & PLN20/0740) have been issued across these sites for residential or mixed use commercial/residential developments that could potentially be acted upon.

278. Neither planning permit has endorsed plans. Furthermore, there is also a current amendment (sought through VCAT under Section 87A of the Planning & Environment Act) to planning permit PLN20/0740, which includes the conversion of the approved residential hotel to a range of commercial uses.

279. Given that no development has commenced as yet and the ongoing uncertainty regarding the future use and development on the 1 Little Lesney St / 9 Wiltshire Street development site, the existing conditions must take precedence for the consideration of the current proposal.

280. The acceptability of amenity impacts (i.e. noise, visual bulk, overlooking and overshadowing) will be discussed in detail below with regard to the relevant contextual built form, land use and zoning matters.

Noise

281. The proposed development would not result in unacceptable noise emissions to the nearby residential properties given the majority of the building would be used for offices and the restaurant use, likely to be the noisier of the two uses, is located at the Church Street frontage. Furthermore, both uses are section 1 (“as-of -right”) uses within the Commercial 1 Zone which do not trigger the requirement of a planning permit and hence consideration is limited to built form.

282. Clause 22.10-3.11 seeks through its objectives and policies to ensure that services do not cause detriment in terms of noise, in particular to sensitive land uses, through siting and/or acoustic treatment of services.

283. Details of rooftop plant have been provided on the roof plan and includes an extensive array of solar panels as well as the lift overrun, air conditioning units (“VRV outdoor units”) and various other equipment which indicates that forethought has been given to the practical operation of the building – see figure 24 below. The location of some rooftop plant will be altered as a result of conditions to address the bulk of the rooftop screening, however, as proposed, the location of rooftop plant is not a cause for concern in relation to noise emissions as all rooftop plant, other than solar panels are set back at least 8.5m from the more sensitive of the interfaces (Mixed Use zoned land to the east) and therefore close to 40m from the nearest residences in this zone.

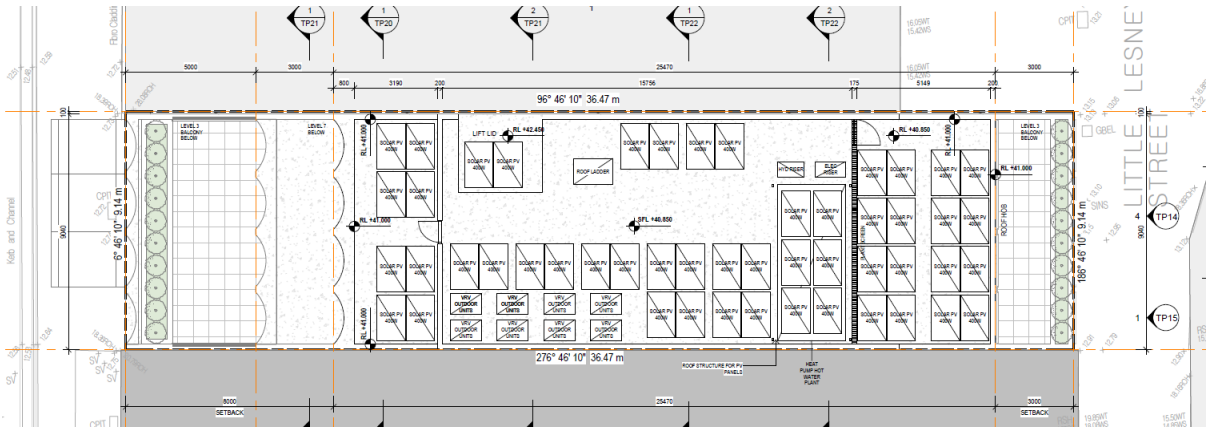


Figure 24 - Roof plan (Source: Advertised Plans)

284. The roller door and car stacker, are located at the Little Lesney Street interface. Built form opposite is light industrial (single storey warehouse) under existing conditions and this would shield dwellings further to the east from any noise from operation of the roller door or car stacker. A standard condition will nonetheless require that the car stacker is installed as per manufacturer specifications and maintained to Council's satisfaction thereafter, which would help to minimise noise emissions from its operation.

285. Furthermore, a condition of approval will also require that the noise and emissions from plant equipment comply at all times with the Environment Protection Authority Publication 1826 and the Environmental Protection Regulations 2021. This will ensure ongoing protection for current and future residential uses in the vicinity from any excessive noise from plant and mechanical equipment.

Visual bulk

286. Under existing conditions, the north and south adjoining sites and sites on the opposite side of Little Lesney Street are light industrial uses – i.e they do not host sensitive (residential) uses. No windows (habitable or non-habitable) face the subject site from these sites under existing conditions.

287. As discussed in the "built form" section of the assessment, the façade of the building is designed to provide visual interest and minimise visual bulk to both the Little Lesney Street and the Church Street interfaces, including acceptable street wall heights and sufficient setbacks to upper levels to satisfactorily achieve the of the DDO26 and will not create unreasonable visual bulk to the public realm (having regard to the future built form character anticipated in this location). Council's Urban Design Consultant was supportive of the setbacks and façade design in this regard (with the exception of some aspects of the ground floor façade which will be addressed by condition).

288. The north-adjoining site (the Public House) has an upper level roof terrace, with partly glazed side walls/balustrades to its roof terrace, which is largely open, with a retractable roof towards the Swan Street frontage. Given the Public House is located in an area which is earmarked for future higher density and higher scale development, with an expectation of multi-storey on-boundary construction, it is unreasonable to expect outlook towards the side boundaries to be protected from development. Furthermore, the use (tavern) is a commercial one and thus not a sensitive (residential) use, little weight can be given to the visual impacts of proposed development on the amenity of the associated open space. Policies at Clause 22.10-3.8 focus on impacts to residential properties.

289. However, the further articulation of the side boundary walls, in conjunction with the additional setbacks to rooftop plant and associated screening from northern and southern boundaries (to be required by condition) will also improve the interface with the Public House roof terrace, where visible.

290. In terms of the visual bulk of the development, until such time as the surrounding sites are developed, the proposal will be highly visible from all vantage points. However, the northern, eastern and southern interfaces with the subject site are commercial zoned and developed within a Major Activity Centre, with a 13-storey development approved to the Mixed Use Zone land to the east and a 7-storey development approved to the south.

291. The most sensitive interfaces with regards to visual bulk are to the east, however, all existing residences are located 30m from the subject site and do not have windows or open space areas facing towards the subject site, thus impacts to these dwellings would not be unreasonable.

292. As discussed earlier in this report, a planning permit has been issued for No. 1 Little Lesney Street & 9 Wiltshire Street (PLN20/0740) for the construction of a 13-storey residential (serviced apartment) development and an earlier residential development approved under planning permit PLN14/1000 could potentially still be carried out of the site. However, given the lack of certainty regarding the future development/uses of this site and that the development complies with the minimum setback requirements under the DDO26, it is considered that little weight can be given to potential future visual bulk impacts on habitable room windows or secluded private open space associated with these developments.

Overlooking

293. Clause 22.05-4.2 of the Scheme states that '*new non-residential development is to be designed to….minimise the potential for unreasonable overlooking of private open space areas and into habitable room windows of adjoining residential properties, through the use of appropriate* siting*, setbacks, articulation and possibly screens'.*

294. Although technically not applicable in this instance, with office windows not considered to be 'habitable room windows' and the site located within commercially zoned land. When relying on the ResCode overlooking standard views within 9m of an adjoining habitable room window (HRW) or secluded private open space (SPOS) should be screened. A review of the proposed development has identified that the subject site is not within 9m of any HRW or SPOS and therefore no screening is required.

295. It is acknowledged that the proposed east-facing windows may in future be within 9m of a number of HRWs associated the 13-storey development for services apartments at No. 1 Little Lesney Street & 9 Wiltshire Street (PLN20/0740). This site is currently occupied by a single storey warehouse. Furthermore, the windows are associated with a residential hotel (serviced apartment), which will be used for commercial purposes not typical long stay residential purposes. The earlier development approved under planning permit PLN14/1000 likewise includes secluded private open space fronting Little Lesney Street and habitable room windows which would also be within 9m.

296. However, as the development of this site has not commenced, it is not considered appropriate to screen these windows.

Lightspill

297. The development does not include any external lighting shown on the plans. Lighting internal to the building would not be anticipated to result in unreasonable lightspill as it will only be ambient lighting and the offices are unlikely to be occupied at night-time.

298. As outlined in the public realm assessment earlier, a condition will require appropriate external lighting to the Little Lesney Street ground floor pedestrian/vehicular entry area to enhance public/pedestrian safety and the Church Street lobby entry.

299. To ensure there is no inappropriate lightspill, as per policies of Clause 22.05, a separate condition will ensure that this lighting is appropriately installed and baffled prior to occupation of the development.

Overshadowing

300. There are no secluded private open spaces which will be impacted by the proposed development during the hours 9am to 3pm at the September Equinox – the generally accepted date/time period for assessing overshadowing impact on dwellings.

301. This is demonstrated in the 3pm diagram which shows shadows at 3pm do not extend over dwellings located at No. 3 Little Lesney Street (see figure 25).

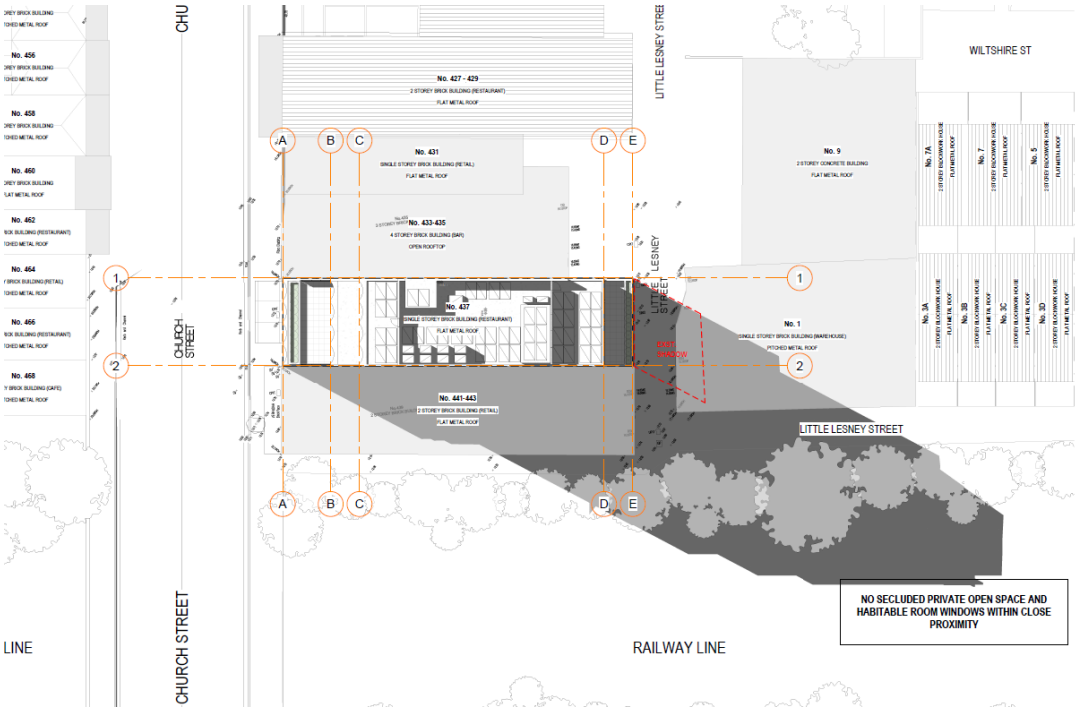


Figure 25 – 3pm (Equinox) shadow diagram

302. It is acknowledged that, there are currently two approved developments associated with the 1 Little Lesney Street / 9 Wiltshire Street site. If the earlier (PLN14/1000) development proceeds, the proposed building, if constructed, would overshadow some areas of secluded private open space on that site as there are west-facing apartment balconies proposed along the Little Lesney Street frontage at first floor and above. The more recently issued permit (PLN20/0740) - which is more likely to proceed - does not propose any balconies/terraces facing Little Lesney Street and therefore open space would not be affected by overshadowing from the proposed building. However, there is much uncertainty with regards to the future development of this site, in particular, given that a current amendment to convert it to a commercial development is proposed.

303. Overshadowing to the public realm and footpaths has already been discussed earlier in this report.

Wind

304. A desktop Wind Assessment Report, as required for any development of 15m or higher in land affected by the DDO26, was prepared by VIPAC Engineers and Scientists Limited (ViPac) on behalf of the applicant, with this report reviewed by MEL Consultants (MEL) on behalf of Council. The ViPac report provided an estimation of potential wind conditions on and around the development and compliance with assigned pedestrian comfort criteria.

305. The assessment finds that:

(a) The ground level footpath areas and accessways would be expected to achieve the recommended walking comfort criterion;

(b) The main entrances would be expected to achieve the recommended standing comfort criterion;

(c) The balconies at level 3 would be expected to achieve the recommended walking comfort criterion. However, it was noted that in the event that standing comfort criterion were required to be achieved for the balcony (i.e. a greater level of comfort) it was recommended that the planter boxes and balustrades associated with both balconies be increased to a height of 1.5m.

(d) Temporary solid 1.5m high windscreens are recommended to be provided to footpath seating areas whenever footpath seating is in place to achieve (in conjunction with the proposed awning of the footpath) sitting comfort criterion for these areas.

306. Council's wind consultant (MEL) did not take issue with any of the analysis or recommendations presented in the ViPac report. It was deferred to Council's judgement as to whether to require achievement of walking or standing comfort criterion to the Level 3 balconies.

307. It was noted that the plans reviewed in the wind assessment report were an earlier version (dated October 2021) than those reviewed by MEL (advertised plans dated 14 April 2022) and therefore it was recommended that the later version of drawings are reviewed by ViPac and confirm that their findings are still applicable. The applicant has confirmed the advertised plans have been reviewed by ViPac and would not result in any change to the review. However, a condition of approval will require that the wind report is updated to reference the correct version of plans (incorporating any further changes to plans as a result of conditions).

308. It is not considered necessary to require the level 3 balconies achieve the higher (standing comfort) criterion in this instance as these areas are ancillary to the office – the operation of the office would not be reliant on these areas if wind conditions are not favourable. This is in line with the approach taken with regards to outdoor terrace areas in other office developments.

309. In relation to ViPac's recommendation to screen the footpath seating area when in use, this is controlled by Council's local laws and would be subject to separate permission via a local law permit and so does not need to be addressed as part of the planning permit process.

310. Based on this assessment, overall, the wind impacts from the development to the public realm are acceptable and on-site wind conditions will be suitable for the proposed uses.

311. It is also noted that the reduced setbacks to the ground floor frontage to Church Street (to be required by condition) would potentially alter wind conditions. Verbal confirmation from Council's wind consultant has been obtained to confirm that the development would still achieve an appropriate comfort level at the pedestrian entry locations.

312. However, an updated wind assessment report will be required to reflect the built form changes required by conditions.

313. For a development of this size a wind tunnel assessment is usually required, however, verbal confirmation from Council's wind consultant MEL has confirmed that this is not required in this instance.

Equitable development

314. As outlined throughout this report, it is considered likely that the sites surrounding the subject site could allow for more substantial developments to occur. Development to the rear at No. 1 Little Lesney Street & 9 Wiltshire Street and the south-adjoining site has already been approved which gives a clear indication of the scope of possible future development even if the approved developments do not proceed in their current form.

315. With respect to the northern and southern interfaces, an eight-storey boundary wall (plus solid rooftop services balustrade/screen) is proposed up to 29.71m in height.

316. The approved seven storey building on the south-adjoining site under planning permit PLN19/0377 is also proposed constructed to the shared boundary at all levels, to a maximum height of 26.26m – approximately 3.15m lower). The proposed development on the subject site would not undermine the amenity of the approved south-adjoining building, which similarly proposes a solid on-boundary wall, and demonstrates that the proposed design responds acceptably in relation to this site regarding equitable development opportunities.

317. The northern boundary wall would sit several storeys above the 3 storey (plus roof terrace) structure of the north-adjoining site. Given the narrow width of the north-adjoining site, future development, like that on the subject site, would be unlikely to provide a setback from the common boundary and the site could be developed and provide sufficient internal amenity without relying on side setbacks.

318. In terms of the eastern interface, the proposed building (as discussed earlier) complies with the building envelope suggested by the DDO26 (other than the exceedance of preferred 24m height). The DDO26 envisages a mirror image setback to development on the eastern side of Little Lesney Street which, in conjunction with the width of Little Lesney Street would create a building separation of approximately 10.5m at the upper levels and approximately 4.5m at podium levels. Hence the development response is considered appropriate to this interface and would not undermine equitable development opportunities on that site.

Car and bicycle parking, vehicle access, traffic, loading and waste

319. In accordance with clause 52.06 of the Scheme, the application is seeking a car parking reduction of 37 car parking spaces for the combined office and restaurant uses.

320. Before a requirement for car parking is reduced, the applicant must satisfy the Responsible Authority that the provision of car parking is justified having regard to the assessment requirements of Clause 52.06-6.

Availability of Car Parking

321. Church Street is a main arterial road with a carriageway width of approximately 14.5m. It runs two-way, south to north, with kerbside parallel parking only available along both sides and a tram track occupying the centre. This on-street car parking is restricted to '1P metered during typical business hours 'Monday to Saturday'. Outside of these times, both sides are either no-stand area, taxi zones or have no restrictions. Times of no restriction are limited to early morning (Monday to Saturday – 3 hours) and Sundays.

322. The occupation of on-street parking space in the surrounding area is very high during business hours, with all of the surrounding streets containing time-based parking restrictions. The high parking demand in the surrounding area would be a disincentive to visitors, customers or employees to drive to the site.

323. Given the lack of options provided to employees, staff would tailor their travel needs accordingly. In 2013, Council adopted a parking management strategy which aims to reduce the numbers of cars parking in Yarra, and also promote sustainable transport alternatives. This means that long-term parking will be progressively replaced over time by more short-term parking restrictions. The prevalence of short-term parking surrounding the development (combined with Council policy to not provide parking permits for new development in the municipality) will dissuade future employees from driving cars to work, based on the difficulty in finding long-term car parking options in the area.

Car parking reduction

324. As identified in the table above, the restaurant is provided the full complement of car parking prescribed the scheme (2 spaces) whereas 8 are provided to the office (a shortfall of 37). This equates to a parking rate of 0.53 space per 100sqm of floor area, rather than the car parking rate of 3/100sqm of net floor area under Clause 52.06.

325. The provision of the full complement of car parking for the restaurant use is considered acceptable in this instance.

326. Council Engineers noted that typically, food and drink premises would generate a staff parking demand of 1 space per 100sqm (equating to a demand of 0.8 spaces) and have not raised any issue with providing the full complement of car parking. While a lesser rate of car parking for this use would be considered favourably, it is an acceptable approach to allocate these spaces to the restaurant over the office use in this instance given staff are more likely to be accessing the site at hours outside typical business hours (compared to the office use) and may therefore opt drive to the site for reasons of convenience or safety.

327. It is unlikely the car spaces would be used by visitors to the restaurant given their location within the rear car stackers. However, small scale restaurants in Major Activity Centres such as this would typically draw trade from the surrounding area and other commercial uses rather than being a destination themselves. Furthermore, during daytime periods, the expectation would be that the majority of customers will be walk up and there would be limited customer parking demand.

328. Throughout the municipality, a number of developments have been approved with significantly reduced office rates, including the following referenced by Council's Engineers in their initial referral response:

    (a) 60-88 Cremorne Street, Cremorne – 0.72 spaces/100 m2

    (b) 51 Langridge Street, Collingwood – 0.54 spaces/100m2

    (c) 2-16 Northumberland Street, Collingwood – 0.89 spaces/100m2

329. It is also relevant that the building approved under planning permit PLN19/0377 to the south-adjoining lot (also No. 441-443 Church Street) was approved with a proposed rate of 0.75 spaces per 100sqm of office floor area and no car parking provided to the food and drink premises component of the development.

330. In support of providing a reduced rate, the actual parking demand generated by the office is expected to be lower than the statutory parking rate of 3 spaces per 100sqm of floor space, given:

    (a) the site's proximity to public transport services (in particular, East Richmond Train Station diagonally opposite).

    (b) parking associated with office type developments is generally long-stay parking for employees and short-term parking (typically up to two hours' duration) for customers and clients. The lack of long-term parking availability in the surrounding street network would discourage employees without dedicated on-site car parking spaces from driving to work and visitors to the building could utilised short term restricted on-street car parking which has a greater turnover.

    (c) The provision of well in excess of the required bicycle parking for employees would further promote cycling as an alternative transport option over driving.

    (d) The site is well situated in relation to other surrounding services and visitors could combine their trips with multipurpose visits.

331. The proposed on-site office parking rate is considered appropriate, as the proposal seeks to reduce private car dependency and promote more sustainable forms of transport via the generous provision of bicycle parking spaces.

Appropriateness of Providing Fewer Spaces than the Likely Parking Demand

332. The reduction in car parking being sought by the proposal is further supported by the following:

(a) Objective 32 of Council's MSS facilitates parking reductions by advocating reduced reliance on private motor vehicles;

(b) The site is within walking distance of the following tram/train services, as follows;

(i) East Richmond railway station – approximately 50m to the south-west (opposite side of Church Street);
(ii) Swan Street trams – 80m to the north;
(iii) Church Street trams – 80m to the north;

(c) The site is in easy walking distance of many retail outlets, restaurants and cafes and various other facilities and resources. Providing commercial development close to public transport links is consistent with urban consolidation objectives which require planning to assist in the implementation of feasible non-car based transport options;

(d) Business and visitor parking permits will not be issued for the development, which will encourage employees and visitors to engage in alternative modes of transport, which is a welcomed sustainable option in lieu of on-site car parking and consistent with Clauses 18.02-1 and 21.06-1 of the Scheme;

(e) Clients to the office and customers to the restaurant might combine their trips to the site by engaging in other business of activities whilst in the area;

(f) The site has good pedestrian connectivity to Church Street and Swan Street, with good connectivity to the on-road bicycle network;

(g) A total of 18 bicycle parking spaces will be provided on-site, substantially exceeding the number required by the Scheme, with excellent end-of-trip facilities further encouraging the use of bicycles – this will be increased to 19 by way of condition; and

(h) Providing less on-site car parking will ensure that a lower volume of vehicle traffic will impact the surrounding street networks.

333. 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. Forcing developments to provide additional parking, as set out in the Scheme, will not provide any encouragement towards achieving the objectives of sustainable transport that are outlined in clauses 18.02 and 21.06 of the Scheme.

334. From a traffic engineering perspective, the reduction of parking is considered appropriate in the context of the development and the surrounding area. The lack of opportunities to park on-street in the surrounding area would be a disincentive for employees to commute to work by car, with the short-term parking restrictions allowing customers to park for limited periods.

335. The site has good connectivity to public transport services and excellent bicycle parking provision. Council Engineers have no objection to the reduction in the car parking requirement for this development.

Traffic

The trip generation for the site adopted by WSP is as follows:

Proposed Use	Peak Period Rate	Number	Peak Period Movements
All staff car parking	1 movement per space	10 spaces	10 movements (20 per day)

336. Council's engineers have reviewed the analysis and confirmed that the traffic generation is low and agreed with the conclusions of WSP that traffic operation of Little Lesney Street would not be adversely affected by the development.

Car park design and access

337. Clause 52.06-9 (Design standards for car parking) of the Scheme relates to the design of car parking areas and contains standards and requirements relating to access ways, car parking spaces, gradients, mechanical parking, urban design, safety and landscaping. The *Australian/New Zealand Standard AS/NZS 2890.1:2004* is also used as a reference guide to assess whether the internal layout of the proposed car parking area is appropriate.

338. Council's Engineers have reviewed the parking design and access arrangements, including swept path diagrams and car stacker model specifications brochure included as appendices to the WSP traffic report.

339. Council's Engineers identified a couple of design items to be addressed:

    (a) Swept path diagrams appear to show vehicles encroaching into private land on the opposite side of Little Lesney Street. Swept path diagrams were requested to be resubmitted accurately showing the Little Lesley Street road reserve boundaries and confirming vehicles will not traverse private property in order to access the subject site.

    (b) No vehicle ground clearance provided. Cross-sectional drawings of the development entrance and Little Lesney Street demonstrating vehicle ground clearance from a B99 vehicle (ensuring the finished floor level at the edge of the development is set 40mm higher than the existing edge of Little Lesney Street were requested to be submitted.

340. The revised WSP traffic report submitted on 15 October 2022 sought to address the above items by way of:

    (a) Revised (corrected) swept path diagrams confirming vehicles would not traverse private property; and

    (b) Written confirmation that the edge of the slab associated with the car park will generally be compliant with the requirement for a 40mm lip above the laneway level specified by Council's Engineers with an isolated spot (located central to the entrance) of 25mm above street level and asserted it would be appropriate to include the requirement for a ground level clearance as a condition of the permit.

341. The revised WSP report also provides a response to matters raised by other Council Departments and some associated sketch plans, which will be discussed in the relevant parts of the assessment.

342. Council's Engineers confirmed the revised swept path diagrams were satisfactory and confirmed the required cross-sectional drawings could be addressed by condition of the permit.

343. Other than the above items, Council's Engineers found that all other aspects of the car parking design and access, such as visibility, internal clearance levels, car parking dimensions and the proposed car stacker system were acceptable.

344. As previously noted, the location and design of vehicular access is also consistent with the *Vehicle and pedestrian access requirements* of DDO26. Council's Engineers have also not raised any concerns that vehicle access would result in conflict between pedestrians and vehicles.

345. A number of additional conditions, largely relating to civil works were recommended to be placed on any permit issued. These relate primarily to underground utility services, asset protection, a construction management plan and discharge of water and can be readily addressed via conditions or notes if a planning permit is to issue.

Bicycle parking

346. Under the provisions of Clause 52.34-3 of the Yarra Planning Scheme, the development's bicycle parking requirements and allocation of bicycle spaces 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)	1,502 sqm	1 employee space to each 300 sqm of net floor area if the net floor area exceeds 1000 sqm	5 employee spaces	15 employee 3 visitor
		1visitor space to each 1000 sqm of net floor area if the net floor area exceeds 1000 sqm	2 visitor spaces.	
Restaurant	80 sqm	1 employee space to each 100 sqm of floor area available to the public	1 employee spaces	
		2 plus 1 visitor space to each 200 sqm of floor area available to the public if the floor area exceeds 400 sqm	2 visitor space	
Bicycle Parking Spaces Total			**6 resident / employee spaces**	**15 resident / employee spaces**
			4 visitor spaces	**3 visitor spaces**
Showers / Change rooms		1 to the first 5 employee spaces and 1 to each additional 10 employee spaces	**1 showers / change rooms**	**7 showers / change rooms**

347. As detailed in the above table, the proposal provides a surplus of 9 employee spaces and a deficiency of 1 visitor spaces, however, the applicant's provision of visitor bicycle parking was based on an erroneous calculation of bicycle parking requirements based on the "retail" rate, instead of restaurant. The applicant has confirmed that they are able to accommodate an additional 1 visitor bicycle space, which will be addressed by condition of any approval. Show/change rooms substantially exceed the requirements, with one shower/change room per office level.

348. Council's strategic transport unit have reviewed the bicycle provision and bicycle facilities layout/design as well as the accompanying Green Travel Plan prepared by WSP.

349. The bicycle parking location at ground floor and provision of some horizontal bicycle parking were commended. However the following items were identified to be addressed with regards to bicycle parking:

(a) No spaces are located within a secure facility. At least 3 bicycle spaces for employees must be provided in a bicycle locker/lockable compound.

(b) Dimensions for all doors and accessways to the bicycle parking area is required to determine compliance with the relevant Australian Standard.

350. To be consistent with Council BESS policies, the following was also recommended to implemented:

    (a) All car parking areas electrically wired to be 'EV ready' (via installation of a minimum 40A single phase electrical sub circuit);

    (b) Provision of at least one electric bicycle charging point adjacent to one of the horizontal bicycle parking spaces.

351. The Green Travel Plan was generally found to be satisfactory, however, before it could be endorsed, it was required to be updated to outline:

    (a) Security arrangements for bicycle parking and showers/lockers

    (b) Proposed access arrangements for bicycle parking

    (c) Reference to and location of electric bicycle charging space/s.

352. The proposed provision and arrangements of bicycle parking and associated facilities were otherwise supported.

353. The applicant re-submitted a revised Green Travel plan to address a number of the above concerns, accompanied by revised basement and ground floor drawings (sketch plans contained within the revised Traffic Report submitted concurrently) which show (of relevance):

    (a) Employee parking within a secure, lockable compound;

    (b) An EV charging point adjacent the visitor (horizontal) bike spaces);

    (c) An "EV-ready" connection adjacent the car parking area/stacker.

    (d) Dimensions of bicycle parking and accessways.

354. Council's Strategic Transport Officer has reviewed the revised GTP and plans and found the modifications made to satisfactorily address the outstanding items outlined in their initial referral.

355. As the additional clarification regarding bicycle parking, provision of electric vehicle and electric bicycle charging infrastructure and provision of secure bicycle parking reflected in the revised Green Travel Plan and associated revised plans has not been included in the application via a formal amendment, this will be addressed via condition which requires an amended Green Travel Plan and revisions to the plans to include the modified bicycle parking and EV charging arrangements.

356. Additionally, as indicated earlier, the additional visitor bicycle space will also need to be accommodated on-site.

357. Subject to these conditions, bicycle parking is satisfactory and the provision of bicycle parking, facilities and sustainable transport supportive infrastructure and management via the Green Travel Plan will satisfactorily address Clause 52.34 and sustainable transport policies.

Loading, unloading and waste collection

358. The Scheme does not provide any requirements for loading bays, rather Council must consider loading and unloading as relevant to the application.

359. No on-site loading facilities are proposed. The development relies on on-street loading via the existing loading bay located on the eastern side of Church Street, adjacent the railway line, approximately 20m to the south of the subject site (see figure 26 below).



Figure 26 – Subject site location relative to nearest loading bay (extracted from WPS traffic report submitted by applicant)

360. Council's engineers have confirmed this arrangement is satisfactory. It is noted that given the proposed building is largely occupied by offices, deliveries to and from the site would not be anticipated to be frequent or of a large volume relatively speaking. The restaurant is a relatively small premises (80sqm). As such the use of on-street loading is considered sufficient.

361. Waste collection is proposed to occur from Little Lesney Street. Swept path diagrams included in the traffic report and the Waste Management Plan (WMP) have been provided to demonstrate that the waste collection vehicle can be accommodated and access Little Lesney Street. Council's Engineers have not raised any issues with the waste vehicle access.

362. The submitted Waste Management Plan (WMP), prepared by WSP, and the plans show a waste storage area adjacent the secondary pedestrian accessway from Little Lesney Street. Whilst this is not an ideal location from an internal amenity perspective, given the constraints of the site and practicalities, this is considered acceptable – this accessway is used as a secondary access from the rear car parking area and thus is not the primary pedestrian access to the site.

363. The WMP has been assessed by Council's Civil Works Unit, who confirmed that it is satisfactory. However, the revised swept path diagrams submitted as part of the revised traffic report will be required, by condition, to be incorporated in the WMP.

Objector Concerns

364. Objector concerns are discussed within the body of the report, or below where not fully addressed:

(a) Excessive height, scale and bulk of the development adversely affecting both neighbourhood and heritage character. This has been addressed in detail in the built form – urban design component of the assessment which includes consideration of impacts on heritage streetscapes (see paragraphs 166-255).

(b) *The proposal does not meet the DDO26 requirements, including those required to exceed the maximum preferred building height.* The relevant DDO26 requirements have been addressed within the report, in particular at paragraphs 174-255. The building height is a preferred height and there are not mandatory requirements to exceed the height.

(c) *Equitable development concerns (due to the height of side boundary construction).* This has been addressed at paragraphs 314-318.

(d) *Off-site amenity impacts, including loss of outlook; loss of daylight; excessive visual bulk; and overlooking.* These are addressed in the off-site amenity assessment at paragraphs 276-316.

(e) *Lack of appropriate acoustic attenuation to protect development from noise of adjoining premises to proposed office use.* The adjoining premises includes the Public House is a licensed premises, including an open roof terrace. There are no specific EPA regulations that restrict the noise emissions from a commercial premises (patron noise or music noise) to another commercial premises (non-sensitive use). It is beyond the scope of planning considerations to require a commercial premises to require a new commercial development to include acoustic protections in this regard. However, considering the proposed building is of concrete construction, it would be anticipated that this would provide some level of acoustic attenuation. In addition, the building core and ancillary amenities are located on the northern side of the building and so would provide a further buffer to noise emissions.

(f) *Insufficient on-site car parking and detrimental impact on availability of on-street parking for other businesses.* This has been addressed at paragraphs 319-335.

(g) *Insufficient information in the ESD (BESS) report and traffic report.* The ESD and traffic reports have been reviewed by Council's ESD Officer and Engineering Services, respectively. Other than the outstanding information contained in their referral advice, which is addressed in the assessment, the reports contain sufficient information to undertake an assessment.

(h) *Unclear if the restaurant is to be licensed (no information provided) and insufficient operational details of the restaurant.*

The application does not include the sale and consumption of liquor in association with the proposed restaurant. A planning permit is required for most types of liquor licences and the requisite planning permission would need to be sought in the event that the restaurant is proposed to be licensed. The restaurant use is as-of-right in the Commercial 1 Zone therefore it is unreasonable to impose restrictions on operational aspect such as trading hours.

(i) *Incorrect/misleading information regarding heights of proposed building and adjoining building on drawings.*

This has been addressed at paragraph 365 below. The application was clearly advertised as an 8 storey building (the roof top structures are not considered an additional storey) and the mislabelling of the front and rear elevations is a minor clerical error. The difference in height and number of storeys of the south-adjoining approved development is also clearly legible on the plans, regardless of the incorrect annotation.

(j) *Encroachment on and use of VicTrack railway land (TRZ1) for light, air and access to site.*

The development is not located adjacent to VicTrack land and does not propose any development over or access via VicTrack railway land. There appears to have been some confusion over the subject site location and development as the subject site has the same formal address as the south-adjoining property.

Other matters – plan inaccuracies

365. Some minor inaccuracies are apparent on the decision plans, as follows;

(a) The outline of the development approved under planning permit PLN19/0377 on the southern elevation indicates a front (Church Street) setback to the upper storey façade which is inaccurate. The setback to the upper storey of the approved development (as per the decision plans of PLN19/0377) is 12.36m, however, the south elevation indicates it is approximately 11.1m. To ensure an accurate representation of the approved, a condition will require this is corrected.

(b) The proposed east and west elevations incorrectly refer to the building on the subject site as a 7 storey development (rather than 8). The height of the proposed building is drawn correctly on the elevations. However, the annotations will be required to be corrected to ensure they accurately reflect the approved/proposed built form. It is not considered necessary to include the basement level as an additional storey as it is commonly understood for the building height to refer to the number of storeys above-ground. However, the permit pre-amble will include reference to the basement.

(c) The site is referred to as 437 Church Street on the drawings which does not reflect the formal address of the site, and therefore will need to be corrected via a condition. In addition, to ensure it is clear the development is confined to the northern lot of No. 441-443 Church Street, the address on the permit will also reference the lot number (Lot 1 on TP 876309S).

366. The conditions will suitably clarify the inconsistencies on the plans.

Conclusion

367. 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 within the Swan Street MAC within a Commercial 1 Zone and excellent public transport options; the site lends itself as an ideal development site for higher density. The further changes to built form will improve the responsiveness of the building to the public realm and will reduce the bulk of the building to better relate to the lower built form along Church Street.

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 construction of a multi storey building and a reduction in the statutory car parking requirement at 441 – 443 Church Street, Richmond (Lot 1 on TP 876309S), 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 One Design Office and dated 14 April 2022 but modified to show:

(a) The northern and southern 1.45m high rooftop services balustrade/screen set back a minimum of 1m from the respective boundary, with rooftop services (with the exception of solar panels and the lift overrun) re-located as necessary, to be enclosed within the screens.

(b) Angle and orientation of solar panels shown on the rooftop plan and elevations, with a plan notation confirming a maximum angle of 10 degrees.

(c) The ground floor front façade (including service cupboards) to the restaurant to align with the Church Street frontage, with the associated pedestrian door modified to ensure it does not open over the footpath and service cupboard doors provided with a 180 degree swing.

(d) Modify the fire services cupboard doors to the Church Street frontage to be glazed.

(e) Re-locate the gas booster cupboard to the Little Lesney Street frontage and replace the façade with clear glazing; or, if regulatory constraints are confirmed to prevent re-location, modify the finish of the cupboard to be composed of perforated metal displaying a mural/artwork.

(f) Increased setback of the canopy over the Church Street footpath to a minimum of 1.7m from the kerb, and extend the canopy over the lobby entry (full width of façade).

(g) Provision of direction signs at the Little Lesney Street interface for the purposes of wayfinding.

(h) External lighting to the Little Lesney Street pedestrian and vehicle entries and the lobby entry from Church Street.

(i) Side boundary walls modified to improve articulation, visual interest and integration with street facades;

(j) Materials legend updated to:

  (i) Confirm the material for specified materials/finishes: “Lv01”, “Mc02”, “Tx01” and “Ms01”, ensuring a durable material is selected.

  (ii) Remove reference to the word “look” in relation to various concrete materials/finishes in the legend.

(k) Details of operable glazing and external shading as per the sketch plans submitted to Council on 16 September 2022.

(l) A cross sectional drawing of the development entrance and Little Lesney Street (fully dimensioned, with levels at three decimal places). The finished floor level at the edge of the development entrance (at the property line), must generally be set 40 mm higher than the existing edge of Little Lesney Street. The ground clearance for a B99 design vehicle entering and exiting the development via Little Lesney Street, with spot levels obtained from site at the following locations must be shown:

  (i) The west edge of Little Lesney Street

  (ii) The invert

  (iii) The east edge of Little Lesney Street.

(m) Annotations to confirm rainwater and OSD tank sizes on ground floor plan.

(n) Annotation to confirm (min) 20kW solar energy system size on rooftop plan

(o) Modifications to bicycle parking and EV provisions, as per the sketch plans submitted to Council on 15 October 2022:

(i) Secure bicycle parking for employees;

(ii) Bicycle parking dimensions of bicycle access routes (all doors and accessways) in compliance with Australian Standard AS2890.3;

(iii) An EV charging point adjacent the visitor (horizontal) bike spaces);

(iv) An "EV-ready" connection adjacent the car parking area/stacker.

But further modifications to provide for:

(v) One additional visitor bicycle parking space on-site.

(vi) Ground floor plan updated to show location of EV charging (symbol and/or annotation) for car.

(p) Updates to notations to clearly stipulate 8 storey height of proposed building on subject site.

(q) Outline of the approved building on the south-adjoining site under planning permit PLN19/0377 updated to correctly reflect upper storey front setback from Church Street.

(r) Any changes as required by the endorsed the endorsed Sustainable Management Plan (condition 6) (where relevant to show on plans).

(s) Any changes as required by the endorsed the endorsed Waste Management Plan (condition 9) (where relevant to show on plans).

(t) Any changes as required by the endorsed Landscape Plan (condition 13) (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) information about how the façade will be maintained, including any vegetation; and

(d) a sample board and coloured drawings outlining colours, materials and finishes.

<u>Ongoing architect</u>

4. As part of the ongoing consultant team, One Design Office Architects or an architectural firm to the satisfaction of the Responsible Authority must be engaged to:

(a) oversee design and construction of the development; and

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

Development Infrastructure Levy

5. 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.

Sustainable Management Plan

6. Before the development commences, an amended Sustainable Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Sustainable Management Plan will be endorsed and will form part of this permit. The amended Sustainable Management Plan must be generally in accordance with the Sustainable Management Plan prepared by ECM and dated 26 April 2022, but modified to include or show:

   (a) The following changes included in the revised report prepared by ECM and dated 27 September 2022 (submitted to Council on 5 October 2022);

      (i) Calculations to demonstrate provision of high-quality views for building occupants;

      (ii) Natural ventilation confirmed for the garage;

      (iii) Number and size of solar panels described consistent with rooftop plans;

      (iv) Reason for a diesel exhausts stipulated;

      (v) EV charging point included in the car park;

      (vi) Confirmation that building systems will commissioned as per manufacturers request and a tuning period implemented.

      (vii) Confirmation the head contractor will be ISE 14001 accredited.

   (b) Assess the proposal as amended pursuant to Condition 1.

   (c) Clarify how the development has responded to urban heat (consider increased vegetation and light external finishes).

   (d) Remove ambiguous language and replace with firm commitments (E.g. percentages by cost or weight).

   (e) Clarify approach to sustainable use of concrete, noting that 30% reduction is a standard benchmark within the construction industry.

   (f) Provide calculations or other information to confirm that post-development stormwater flows will not exceed pre-development levels

   (g) Amend BESS credit in line with JV3 results (e.g. >10% reduction = 37.5% of credit).

Prior to occupation Sustainable Management Plan Requirement

7. 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

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

Waste Management Plan

9. Before the development commences, an amended Waste Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Waste Management Plan will be endorsed and will form part of this permit. The amended Waste Management Plan must be generally in accordance with the Waste Management Plan prepared by WSP and dated 9 November 2021, but modified to include:

    (a) Revised swept path diagrams for the waste vehicle as per the revised traffic report prepared by WSP and submitted on 15 October 2022.

    (b) Assess the proposal as amended pursuant to Condition 1.

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

Green Travel Plan

11. Before the development commences, an amended Green Travel Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Green Travel Plan will be endorsed and will form part of this permit. The amended Green Travel Plan must be generally in accordance with the Green Travel Plan prepared by WSP and dated 26 November 2021, but modified to include or show:

    (a) Additional information and commitments as per the revised Green Travel Plan prepared by WSP and submitted on 15 October 2022.

    (b) Assess the proposal as amended pursuant to Condition 1.

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

Landscape Plan

13. Before the development commences, a Landscape Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Landscape Plan will be endorsed and will form part of this permit. The Landscape Plan must:

    (a) show the type, location, quantity, height at maturity and botanical names of all proposed plants;

(b) indicate the location of all areas to be covered by lawn or other surface materials; and

(c) provide a specification of works to be undertaken prior to planting,

to the satisfaction of the Responsible Authority.

Ongoing Landscape Plan Requirement

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 Assessment Report

15. 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 Assessment Report will be endorsed and will form part of this permit. The amended Wind Assessment Report must be generally in accordance with the Wind Assessment Report prepared by ViPac and dated 9 November 2021, but modified to include (or show):

(a) Assess the proposal as amended pursuant to Condition 1 (with reference to the correct version of plans).

Ongoing Wind Assessment Requirement

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

Street Tree

17. Before the development commences, the permit holder must make a one off contribution of $763 to the Responsible Authority to be used for replacement/new street tree plantings that are required as a result of the development. SEOCYF,

Road Infrastructure

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

19. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the full width road pavement of the Church Street frontage 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.

20. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, any damage to Council infrastructure resulting from the development,including trenching and excavation for utility service connections, must be reinstated:

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

Car Parking

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

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

to the satisfaction of the Responsible Authority.

22. 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 and vehicle entries from Little Lesney Street and the pedestrian entry to the lobby from Church Street must be provided within the property boundary. Lighting must be:

(a) located;
(b) directed;
(c) shielded; and
(d) of limited intensity,

to the satisfaction of the Responsible Authority.

23. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the car stacker must be installed in accordance with the manufacturer's specifications by a suitably qualified person. The car stacker must be maintained thereafter to the satisfaction of the Responsible Authority.

General

24. 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.

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

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

28. The use must comply at all times with the Environment Protection Authority Publication 1826 and the Environmental Protection Regulations 2021.

29. 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.

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 9 am or after 3 pm; or
    (c) Sundays, ANZAC Day, Christmas Day and Good Friday at any time.

Construction Management Plan

31. Before the development commences, a Construction Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plan will be endorsed and will form part of this permit. If required, the Construction Management Plan may be approved in stages. Construction of each stage must not commence until a Construction Management Plan has been endorsed for that stage, to the satisfaction of the Responsible Authority. 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.

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.

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

Time Expiry

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

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

Notes:

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

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

A local law permit (e.g. Asset Protection Permit, Road Occupation Permit) may be required before development is commenced. Please contact Council's Construction Management Branch on Ph. 9205 5555 to confirm.

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

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.

Attachments

1 PLN22/0014 - 441 - 443 Church Street Richmond - Site Context - Subject land

2 PLN22/0014 - 441 - 443 Church Street Richmond - Advertised (decision) Plans

3 PLN22/0014 - 441 - 443 Church Street Richmond - Wind Impact Assessment (advertised)

4 PLN22/0014 - 441 - 443 Church Street Richmond - Waste Management Plan (advertised)

5 PLN22/0014 - 441 - 443 Church Street Richmond - Revised Green Travel Plan submitted 15 October 2022

6 PLN22/0014 - 441 - 443 Church Street Richmond - Revised Traffic Report submited 15 October 2022 (contains sketch plans in Appendix B)

7 PLN22/0014 - 441 - 443 Church Street Richmond - Revised Sustainable Management Plan submitted 5 October 2022

8 PLN22/0014 - 441 - 443 Church Street Richmond - Sketch Plans (Shading & Operable Glazing details) submitted 16 September 2022

9 PLN22/0014 - 441 - 443 Church Street Richmond - Council Wind Consultant - Referral Response (advertised plans)

10 PLN22/0014 - 441 - 443 Church Street Richmond - Council Urban Design Consultant Referral Response (Advertised Plans)

11 PLN22/0014 - 441 - 443 Church Street Richmond - Internal Council Unit Referral Responses (Advertised Plans)

12 PLN22/0014 - 441 - 443 Church Street Richmond - Internal Council Unit Referral Responses (Sketch plans and revised reports)

Attachment 1 - PLN22/0014 - 441 - 443 Church Street Richmond - Site Context - Subject land

SUBJECT LAND: 441 -443 Church Street, Richmond (northern lot)



⇧ **North**

★ **Subject Site**

Attachment 2 - PLN22/0014 - 441 - 443 Church Street Richmond - Advertised (decision) Plans

21006 437 CHURCH STREET, RICHMOND VIC 3121

PROPOSED MULTI-LEVEL DEVELOPMENT

TOWN PLANNING DRAWING SCHEDULE

No.	REV	DRAWING	REV DATE	DESCRIPTION
TP00	A	COVER PAGE	2022.04.14	REVISED TOWN PLANNING
TP01	A	SITE SURVEY	2022.04.14	REVISED TOWN PLANNING
TP02	-	SITE ANALYSIS	2022.04.14	REVISED TOWN PLANNING
TP03	A	DEMOLITION	2022.04.14	REVISED TOWN PLANNING
TP04	A	PROPOSED BASEMENT	2022.04.14	REVISED TOWN PLANNING
TP05	A	PROPOSED GROUND	2022.04.14	REVISED TOWN PLANNING
TP06	A	PROPOSED LEVEL 01	2022.04.14	REVISED TOWN PLANNING
TP07	A	PROPOSED LEVEL 02	2022.04.14	REVISED TOWN PLANNING
TP08	A	PROPOSED LEVEL 03	2022.04.14	REVISED TOWN PLANNING
TP09	A	PROPOSED LEVEL 04	2022.04.14	REVISED TOWN PLANNING
TP10	A	PROPOSED LEVEL 05	2022.04.14	REVISED TOWN PLANNING
TP11	A	PROPOSED LEVEL 06	2022.04.14	REVISED TOWN PLANNING
TP12	A	PROPOSED LEVEL 07	2022.04.14	REVISED TOWN PLANNING
TP13	A	PROPOSED ROOF	2022.04.14	REVISED TOWN PLANNING
TP14	A	PROPOSED ELEVATIONS	2022.04.14	REVISED TOWN PLANNING
TP15	A	PROPOSED ELEVATIONS	2022.04.14	REVISED TOWN PLANNING
TP16	A	PROPOSED ELEVATIONS	2022.04.14	REVISED TOWN PLANNING

TOWN PLANNING DRAWING SCHEDULE

No.	REV	DRAWING	REV DATE	DESCRIPTION
TP17	A	PROPOSED ELEVATIONS	2022.04.14	REVISED TOWN PLANNING
TP18	A	PROPOSED SECTIONS	2022.04.14	REVISED TOWN PLANNING
TP19	A	PROPOSED SECTIONS	2022.04.14	REVISED TOWN PLANNING
TP20	A	PROPOSED SECTIONS	2022.04.14	REVISED TOWN PLANNING
TP21	A	PROPOSED SECTIONS	2022.04.14	REVISED TOWN PLANNING
TP22	A	PROPOSED SECTIONS	2022.04.14	REVISED TOWN PLANNING
TP-A	A	DEVELOPMENT SUMMARY	2022.04.14	REVISED TOWN PLANNING
TP-S-01	A	9am SHADOW DIAGRAM	2022.04.14	REVISED TOWN PLANNING
TP-S-02	A	10am SHADOW DIAGRAM	2022.04.14	REVISED TOWN PLANNING
TP-S-03	A	11am SHADOW DIAGRAM	2022.04.14	REVISED TOWN PLANNING
TP-S-04	A	12noon SHADOW DIAGRAM	2022.04.14	REVISED TOWN PLANNING
TP-S-05	A	1pm SHADOW DIAGRAM	2022.04.14	REVISED TOWN PLANNING
TP-S-06	A	2pm SHADOW DIAGRAM	2022.04.14	REVISED TOWN PLANNING
TP-S-07	A	3pm SHADOW DIAGRAM	2022.04.14	REVISED TOWN PLANNING
TP-Z-01	A	PERSPECTIVE VIEW	2022.04.14	REVISED TOWN PLANNING
TP-Z-02	A	PERSPECTIVE VIEW	2022.04.14	REVISED TOWN PLANNING
TP-Z-03	A	PERSPECTIVE VIEW	2022.04.14	REVISED TOWN PLANNING
TP-Z-04	A	PERSPECTIVE VIEW	2022.04.14	REVISED TOWN PLANNING
TP-Z-05	A	PERSPECTIVE VIEW	2022.04.14	REVISED TOWN PLANNING



3D PERSPECTIVE VIEW - WEST ELEVATION

REVISED TOWN PLANNING

One Design Office

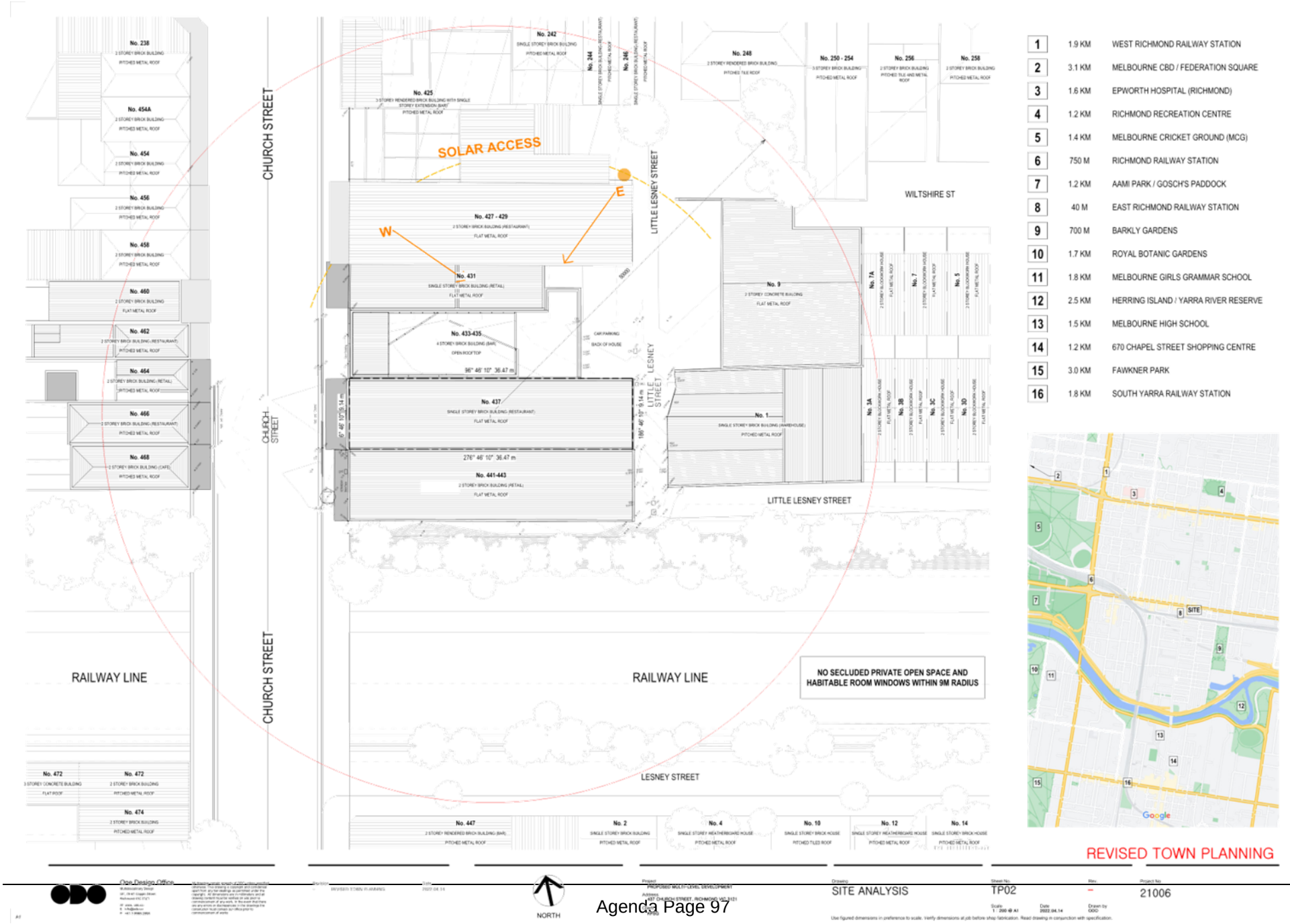
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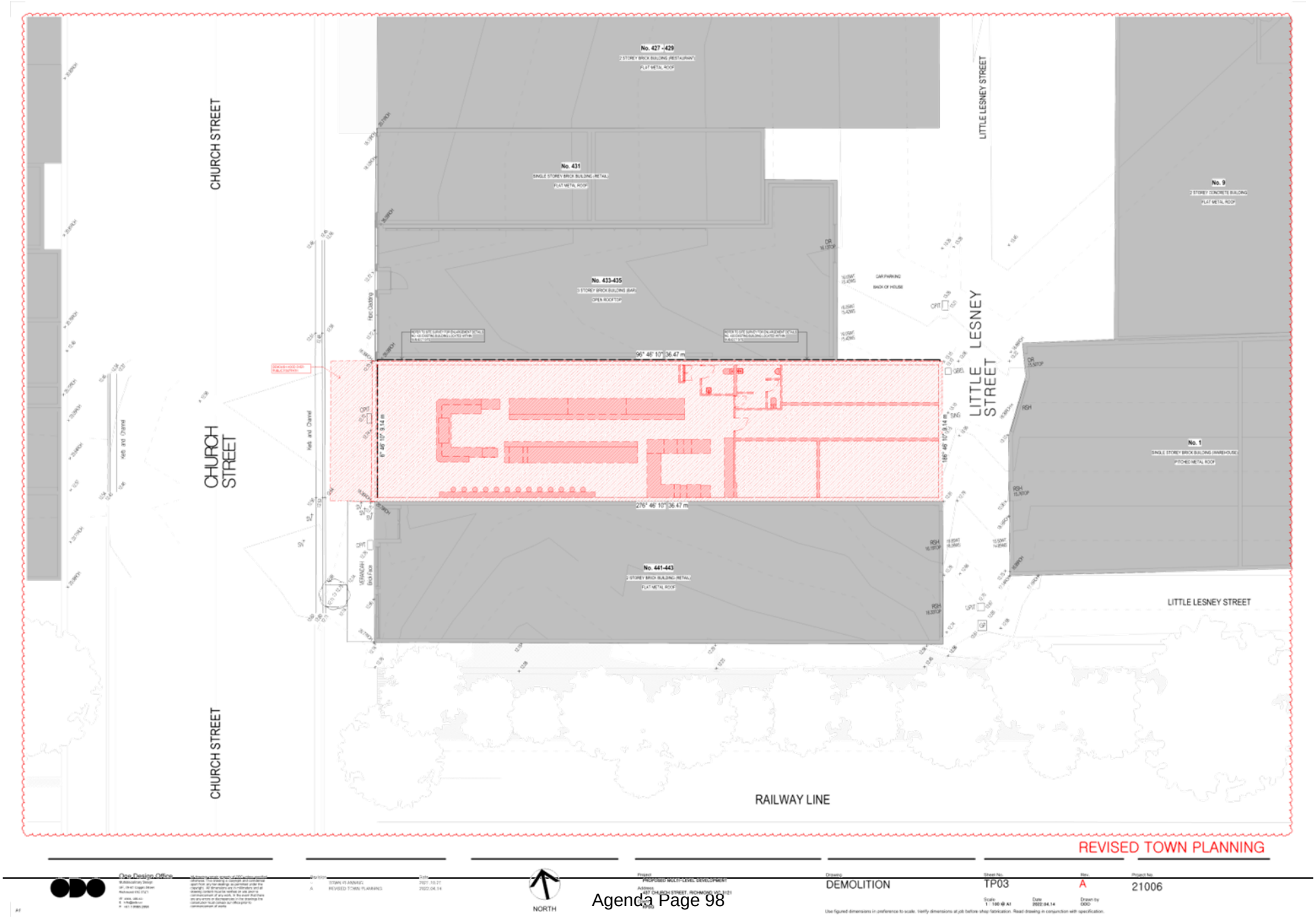
Attachment 2 - PLN22/0014 - 441 - 443 Church Street Richmond - Advertised (decision) Plans



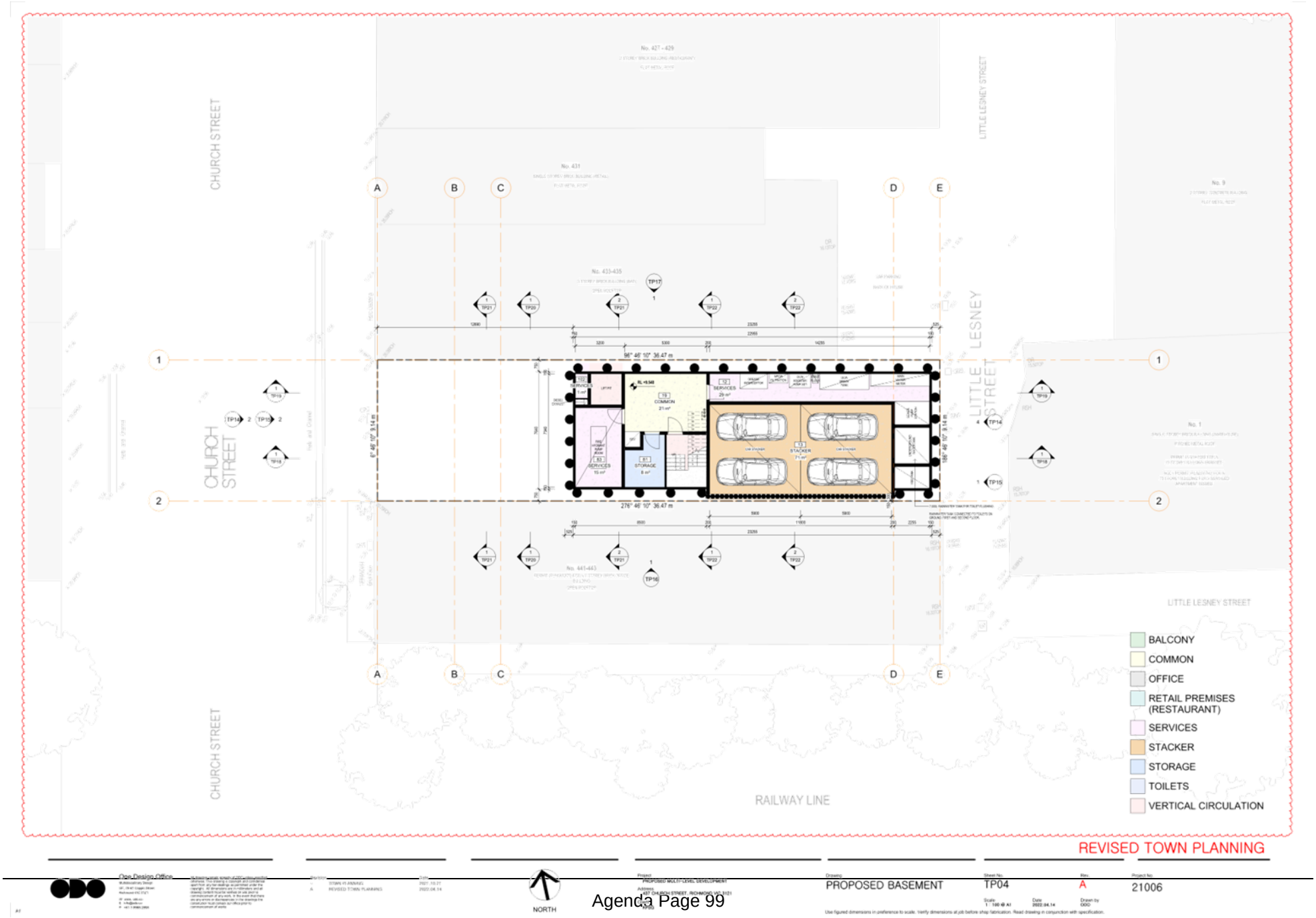
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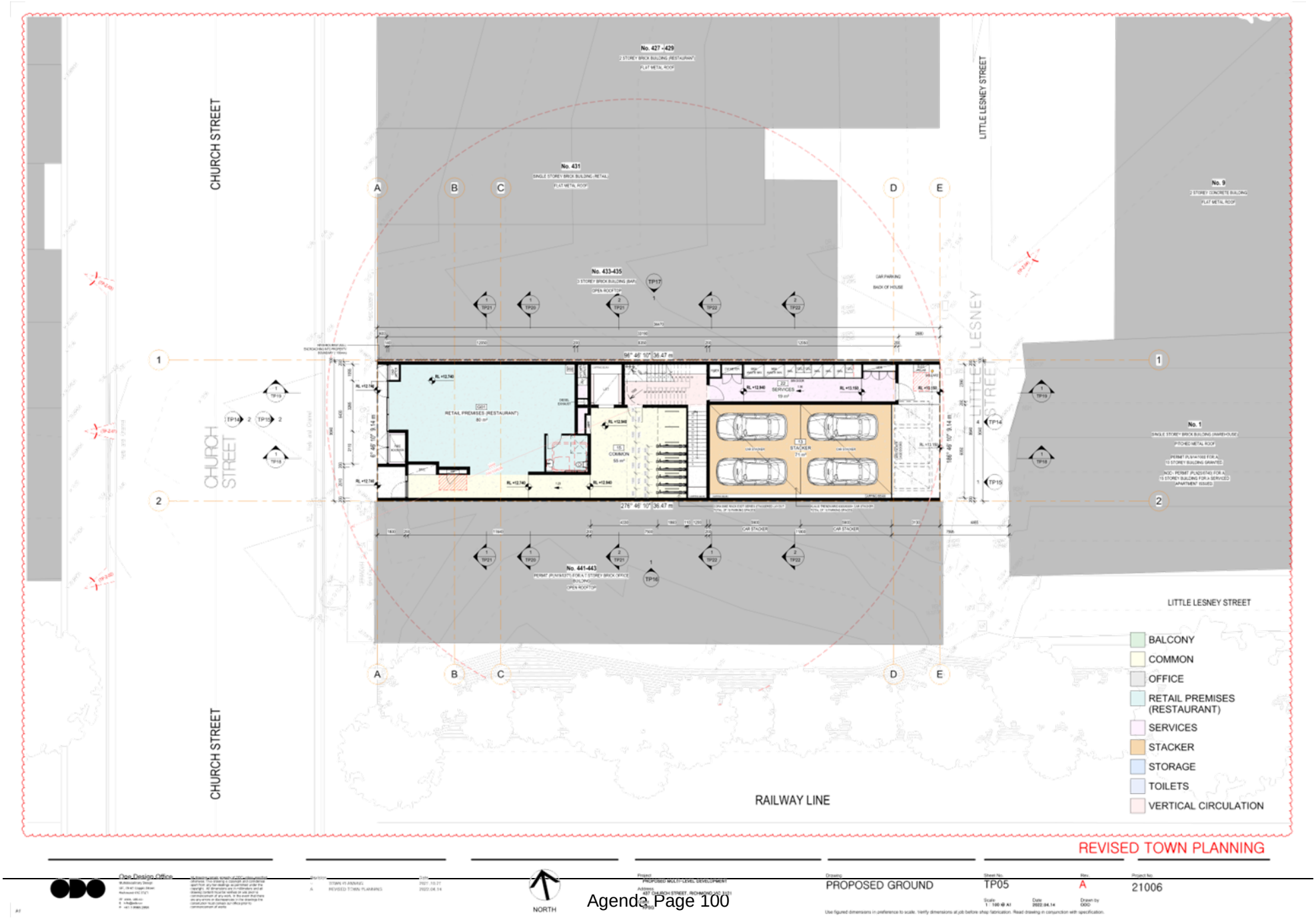
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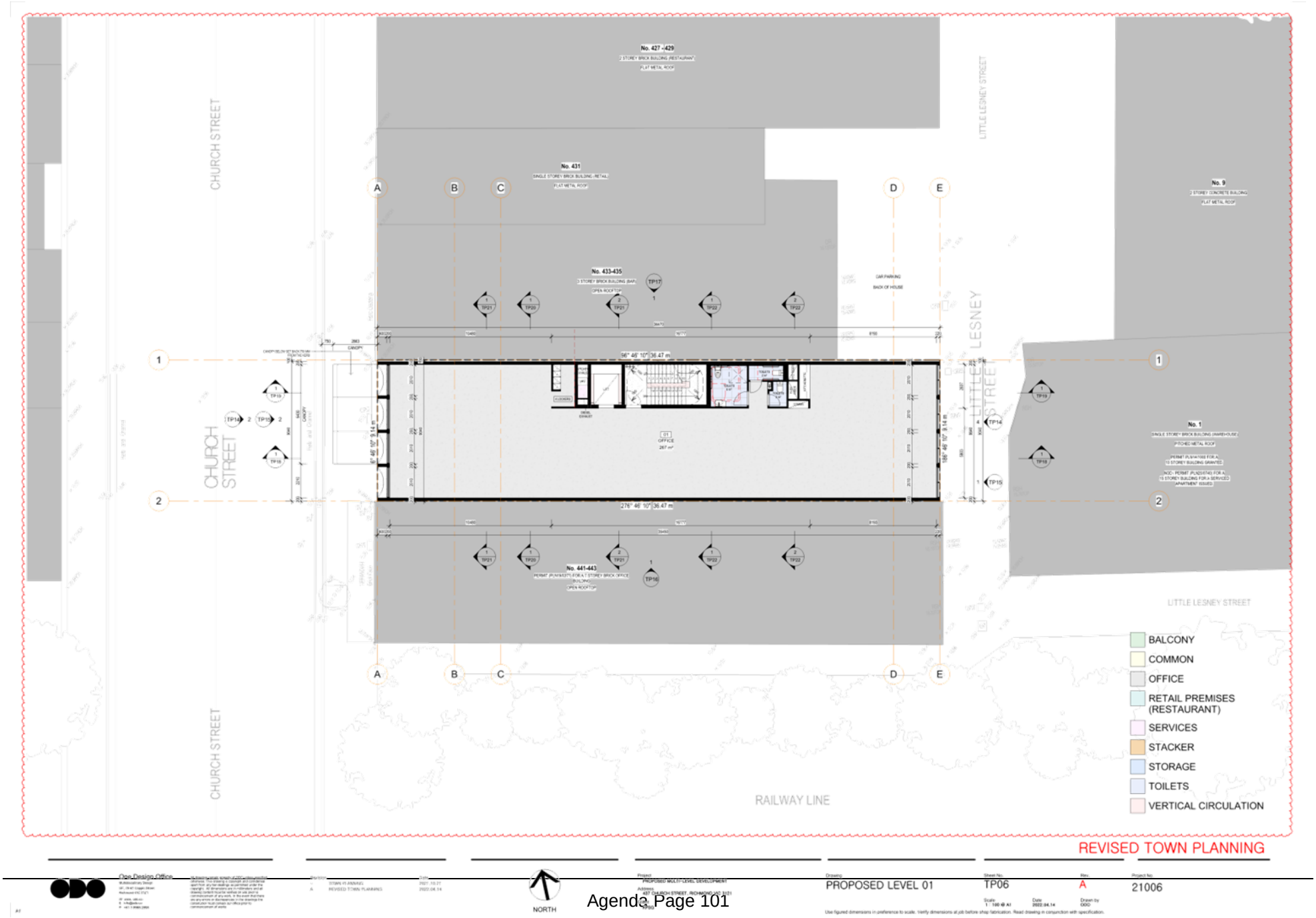
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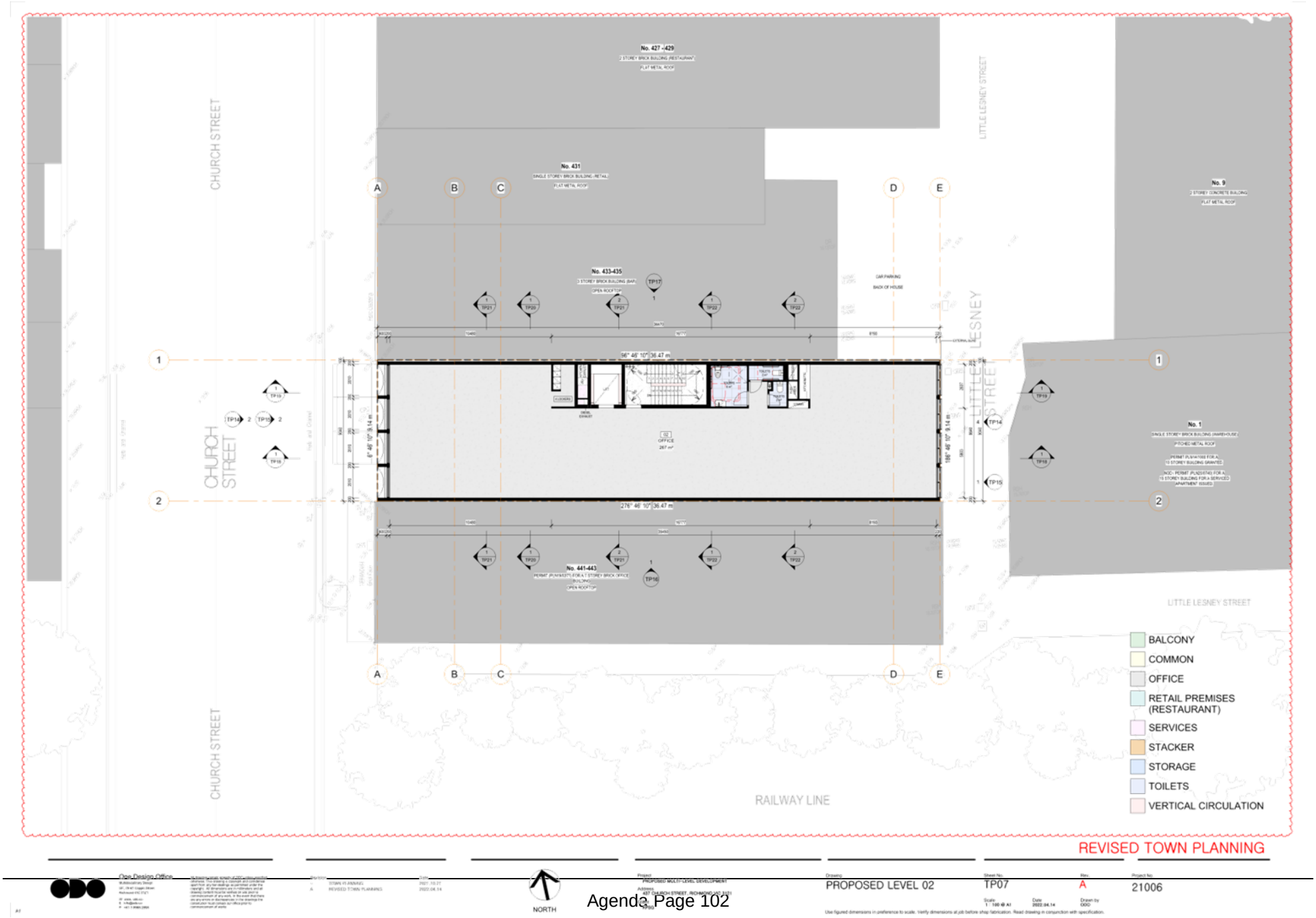
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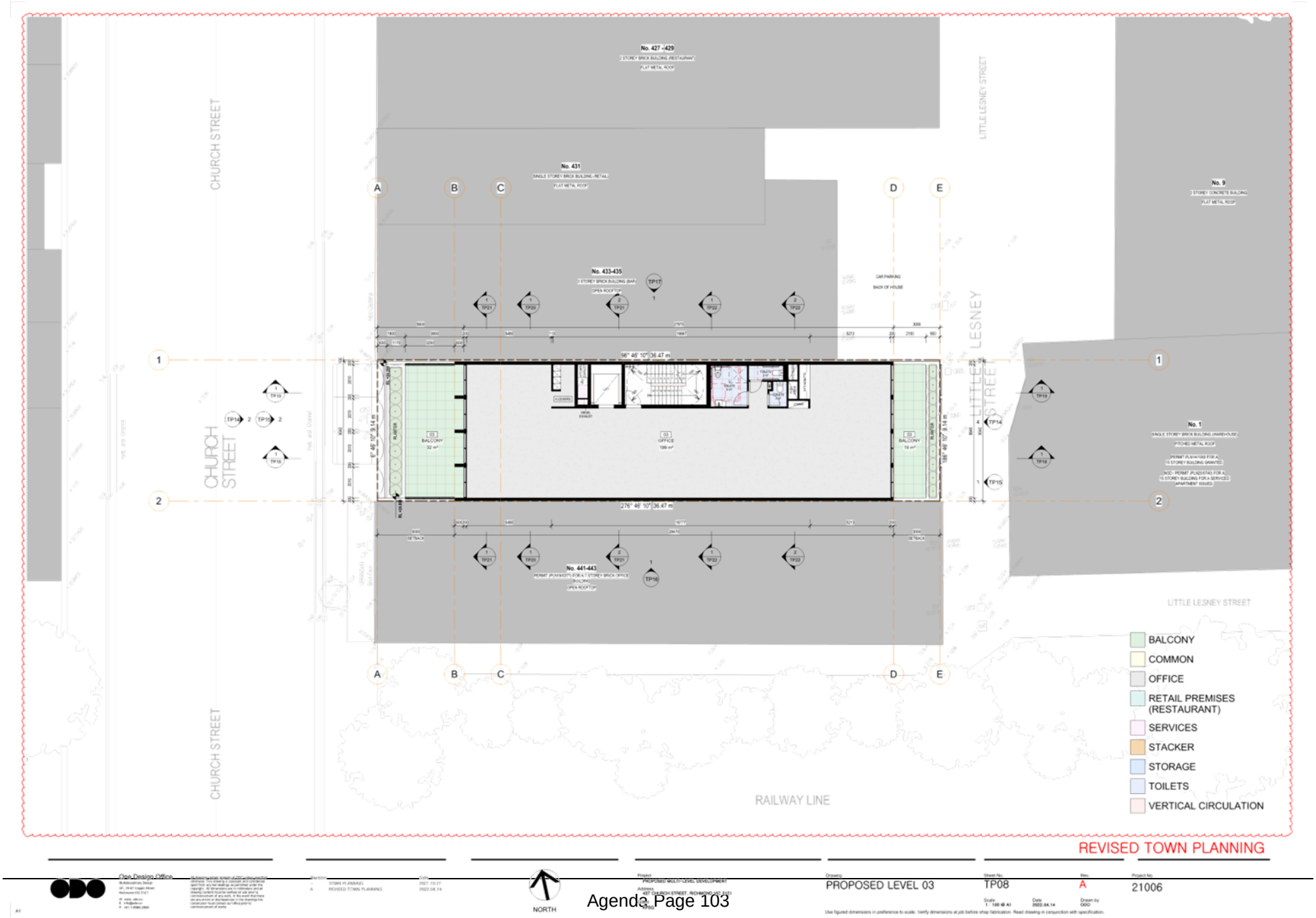
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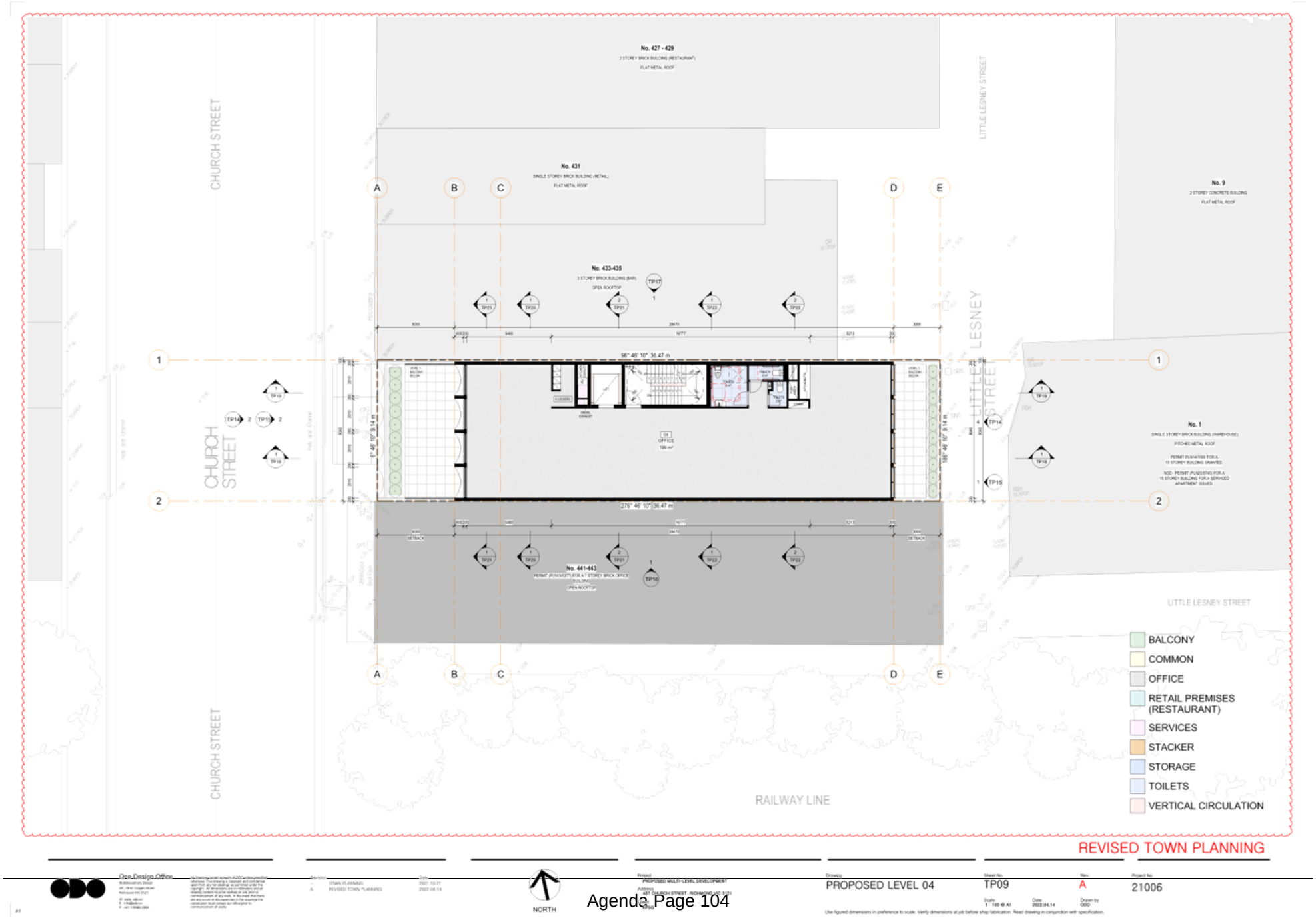
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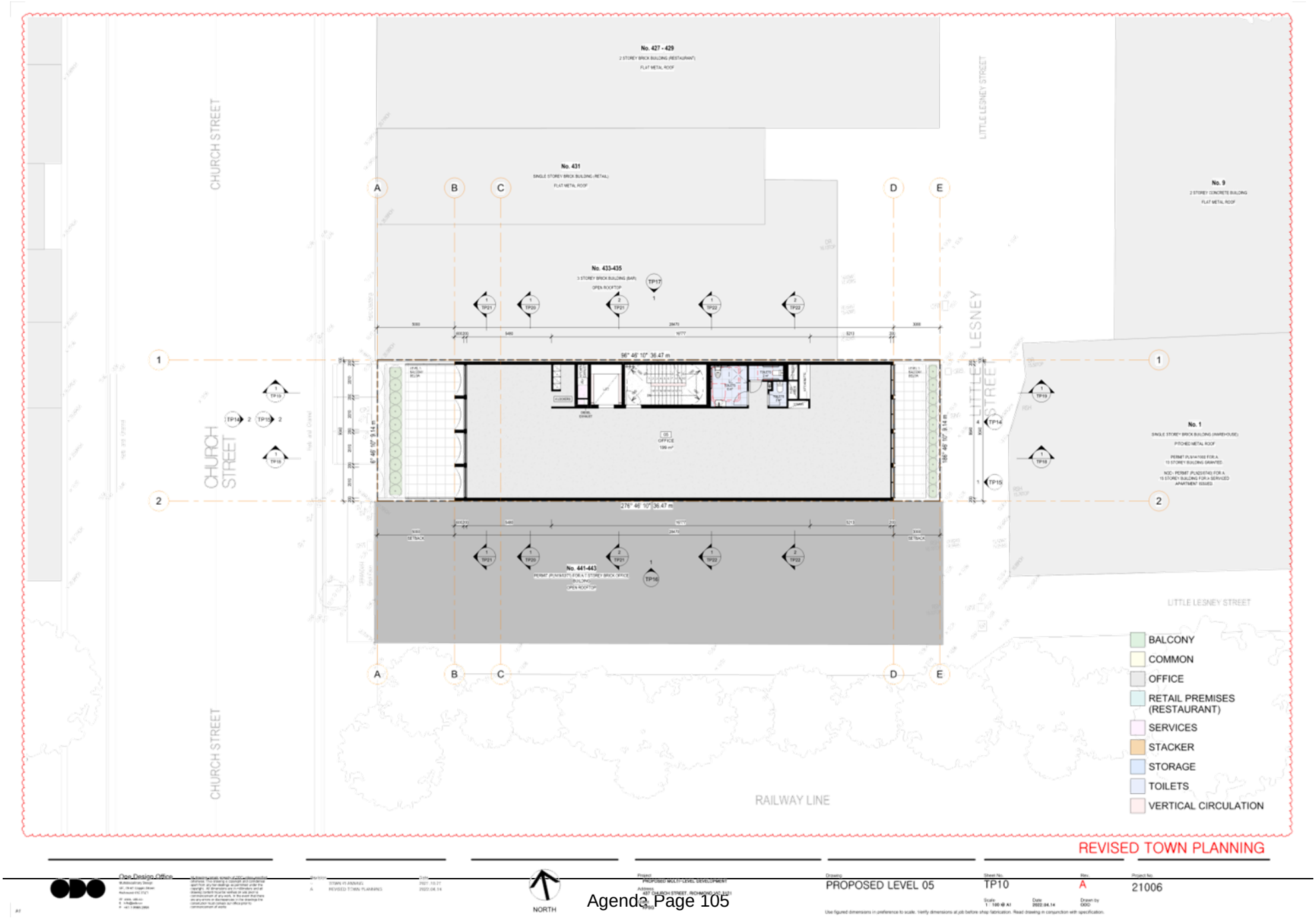
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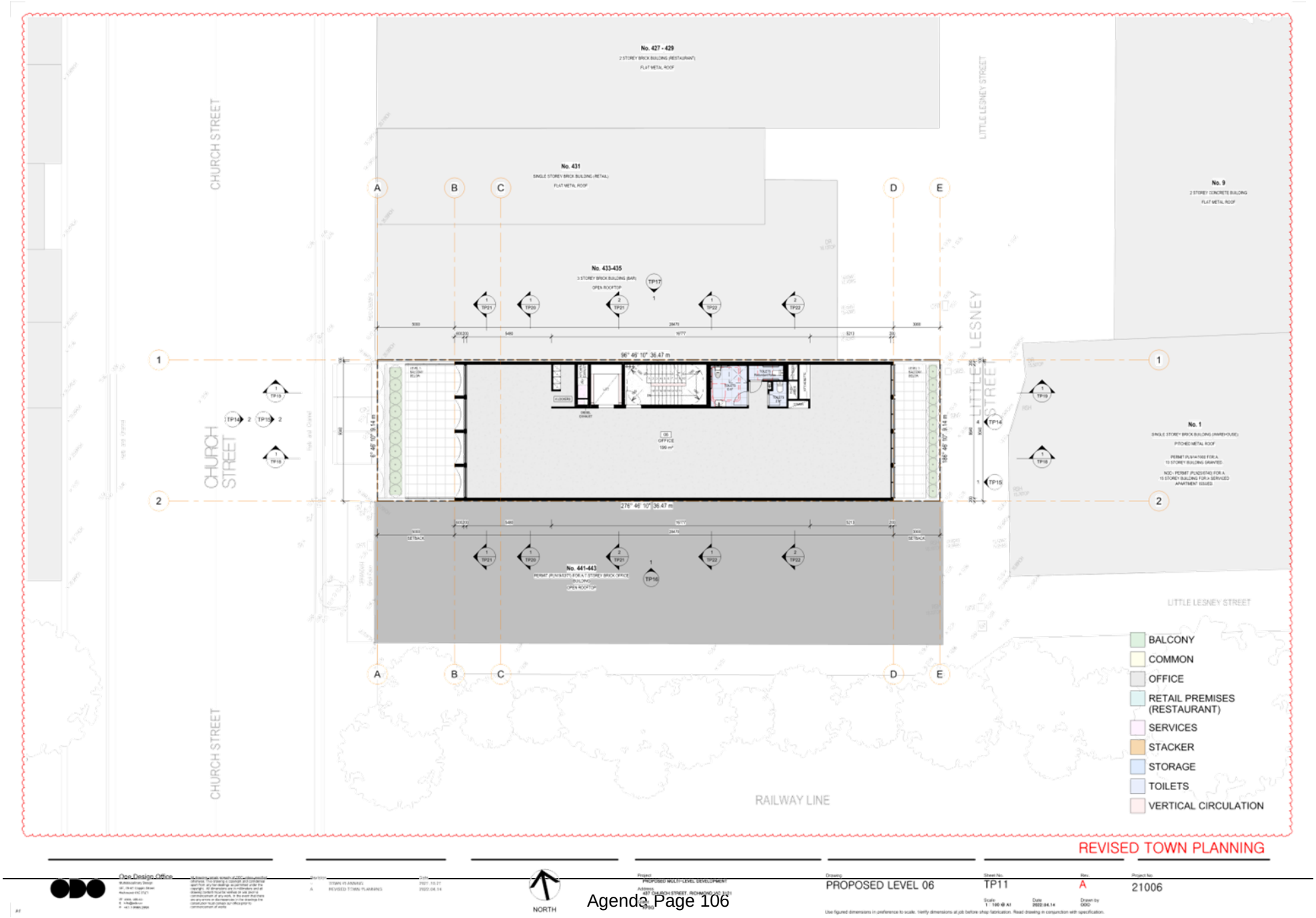
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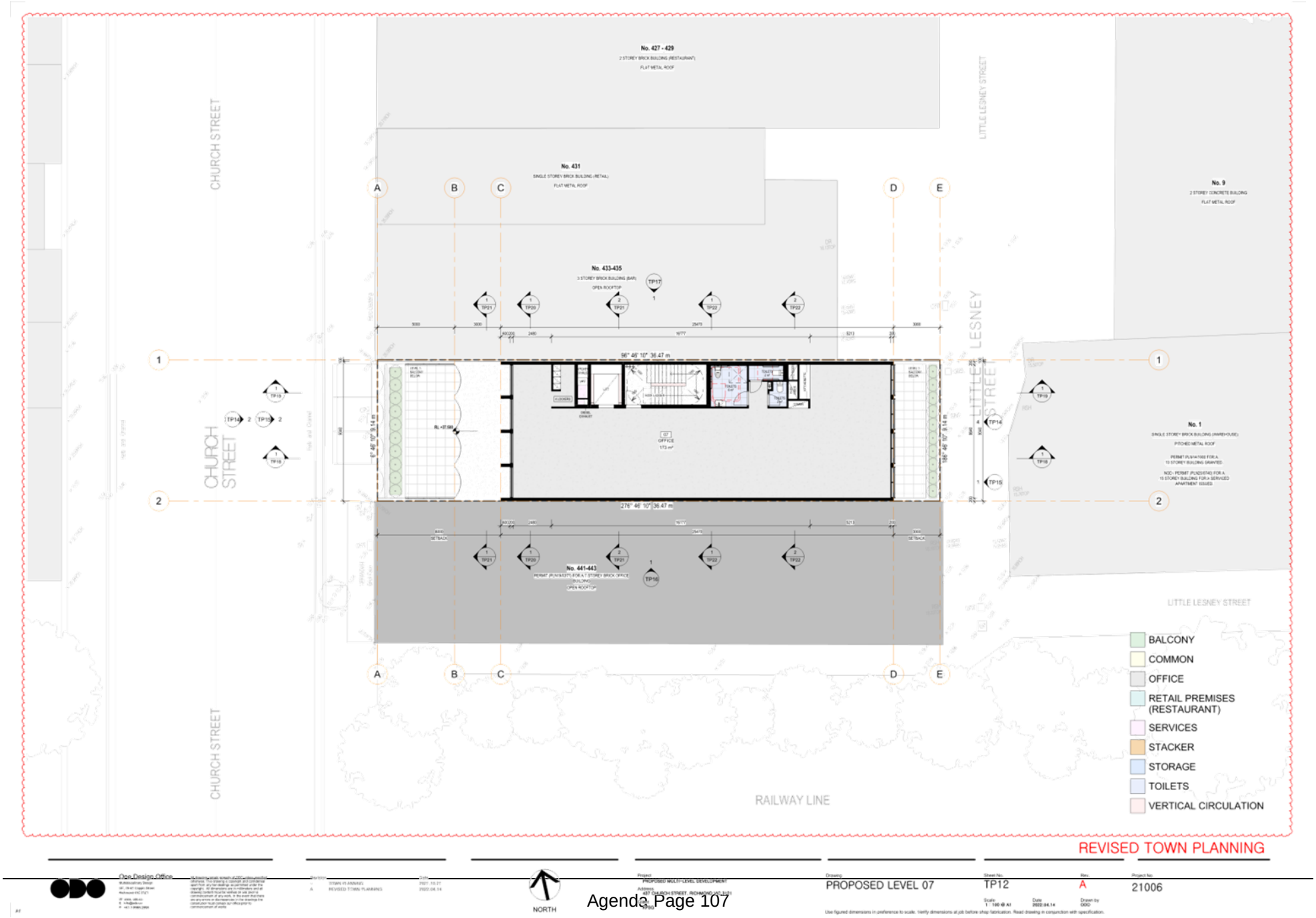
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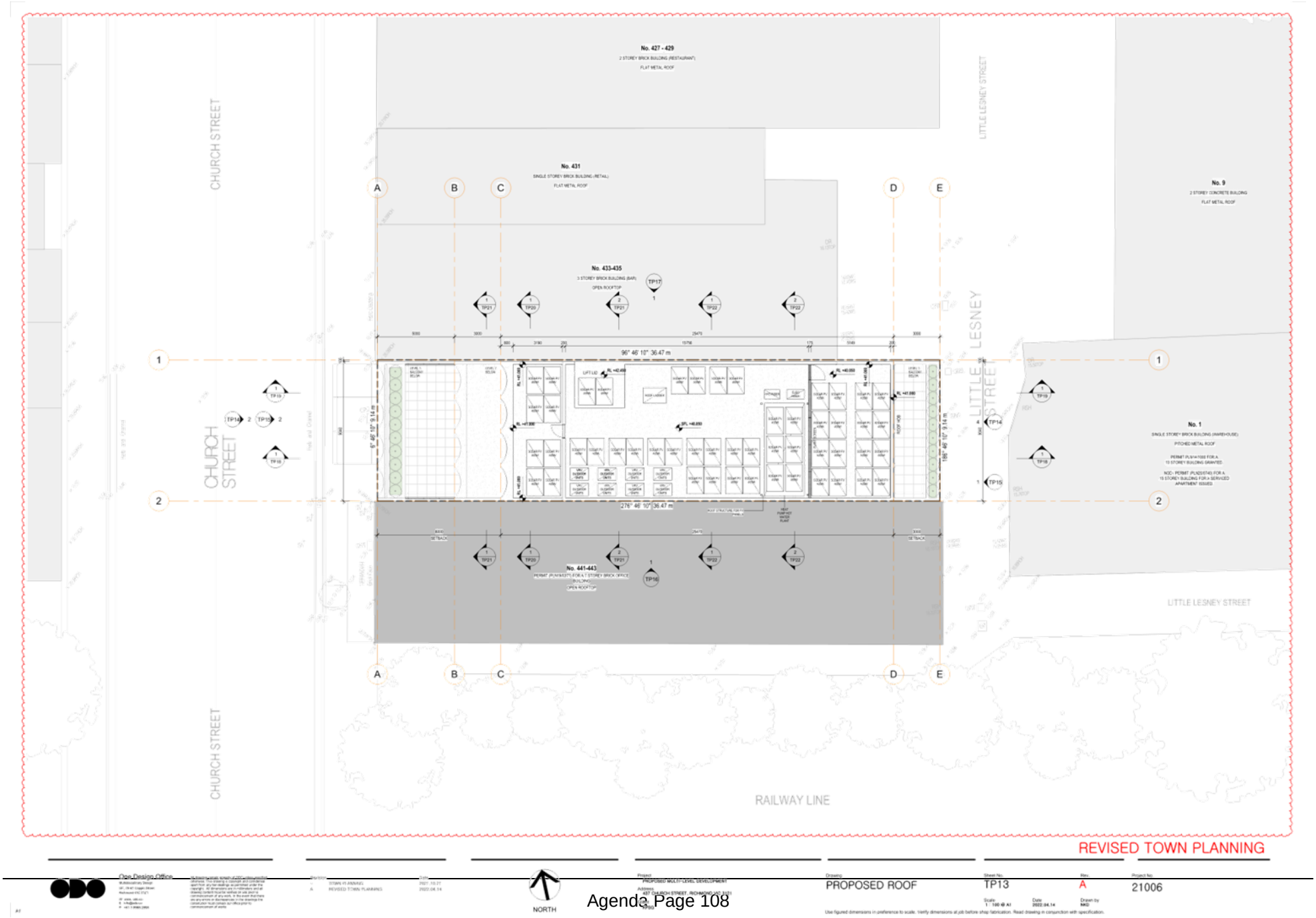
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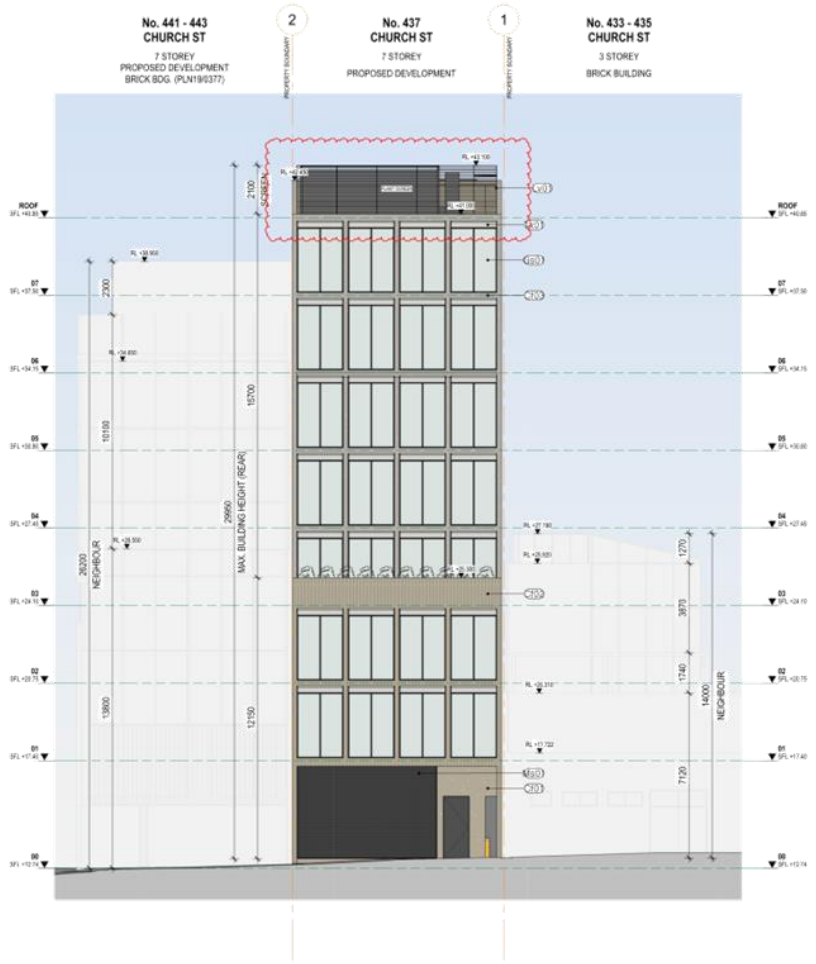
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Attachment 2 - PLN22/0014 - 441 - 443 Church Street Richmond - Advertised (decision) Plans



Attachment 2 - PLN22/0014 - 441 - 443 Church Street Richmond - Advertised (decision) Plans



1 PROPOSED EAST ELEVATION (REAR LANE)
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2 PROPOSED WEST ELEVATION (CHURCH STREET)
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MATERIALS LEGEND

REVISED TOWN PLANNING

Ooe Design Office

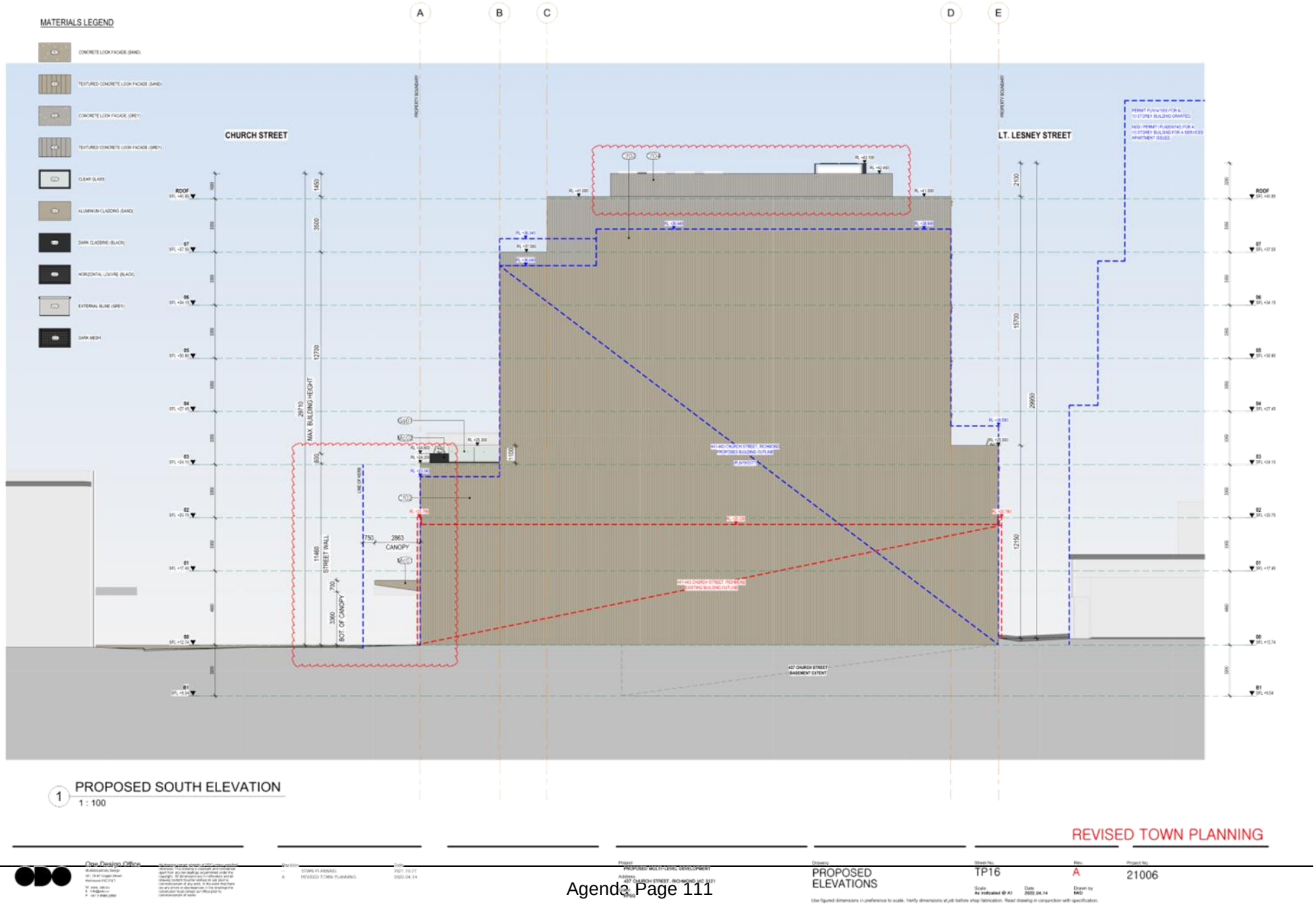
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441 CHURCH STREET, RICHMOND VIC 3121

PROPOSED ELEVATIONS

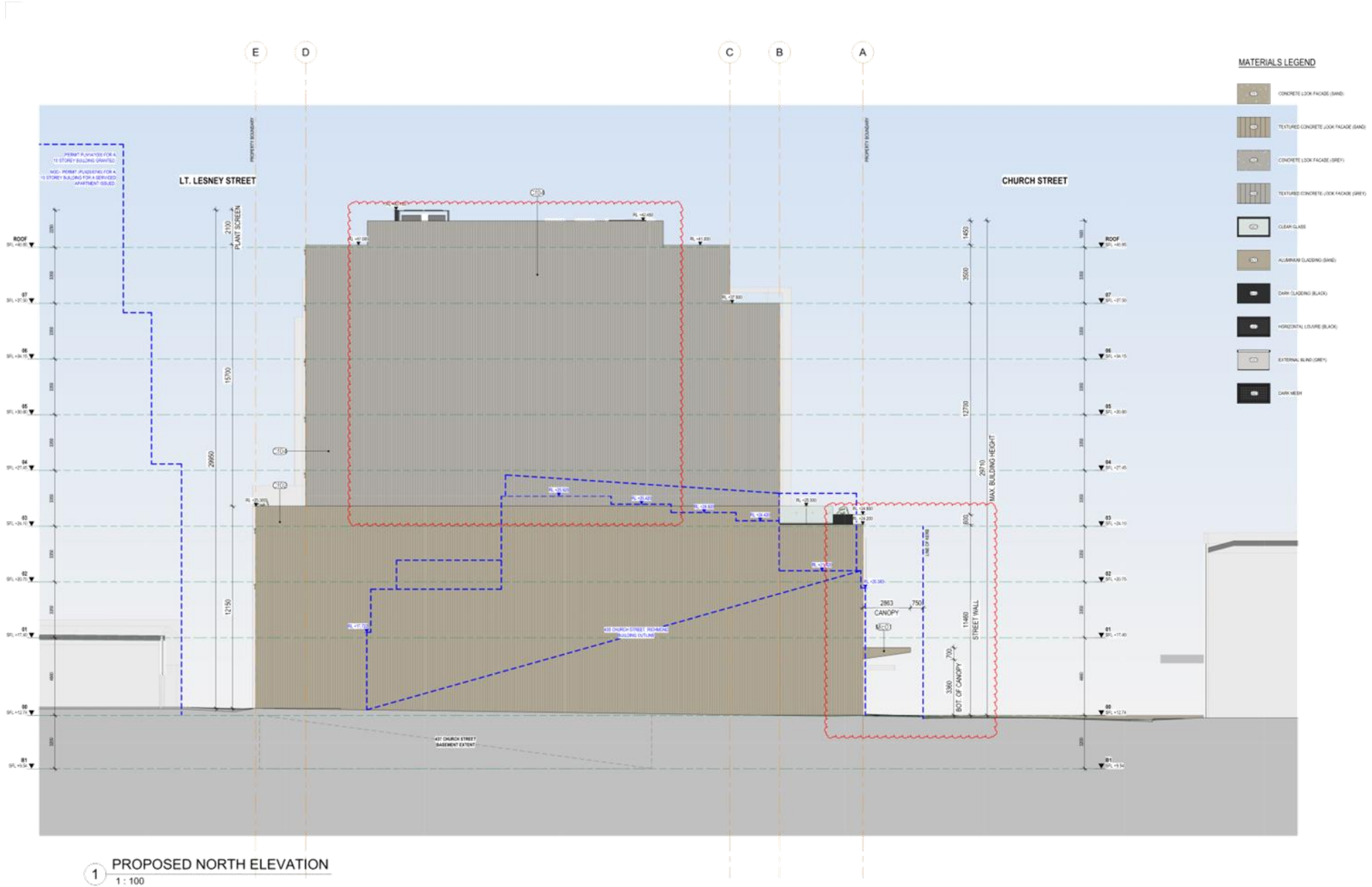
TP15 | A | 21006

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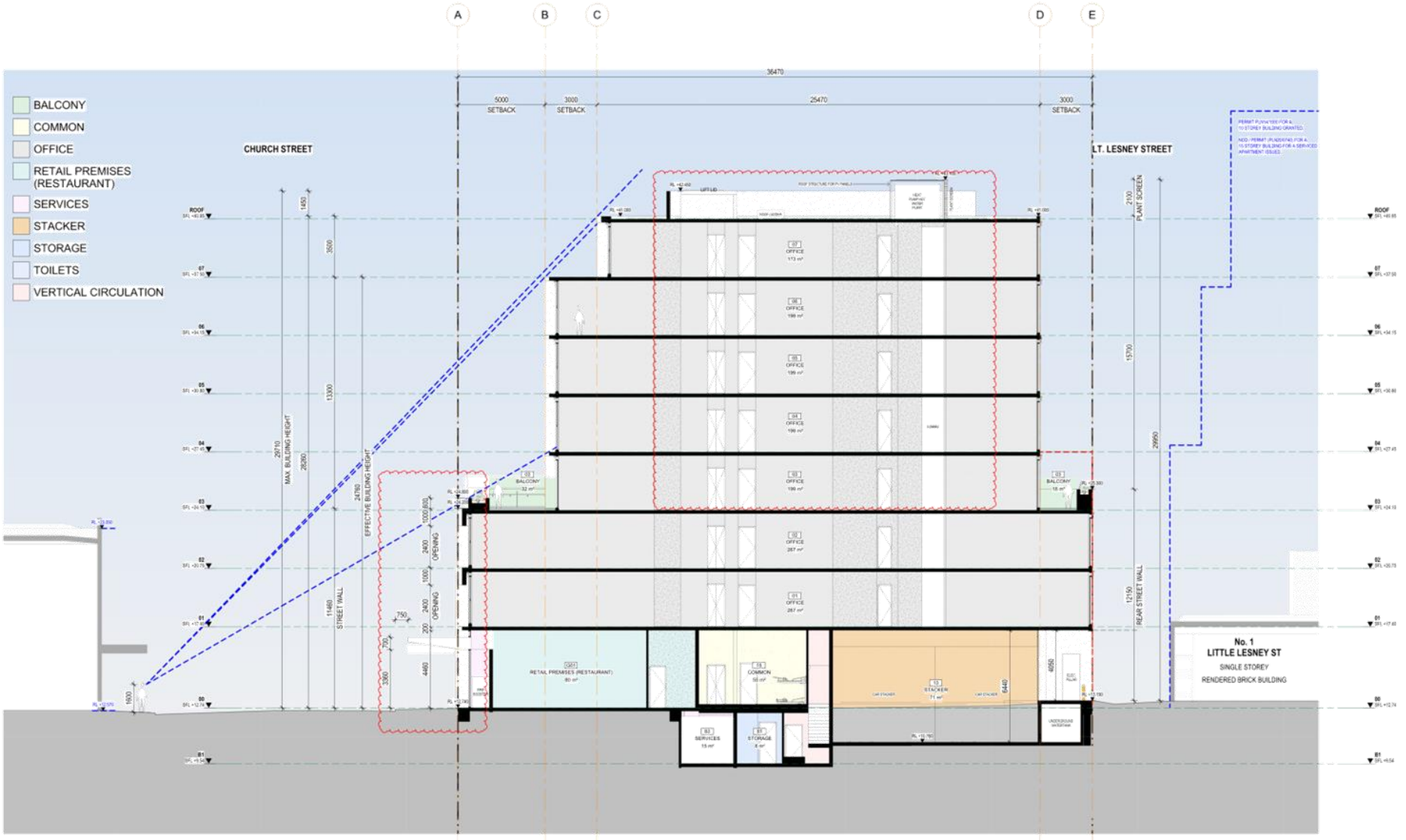
Attachment 2 - PLN22/0014 - 441 - 443 Church Street Richmond - Advertised (decision) Plans



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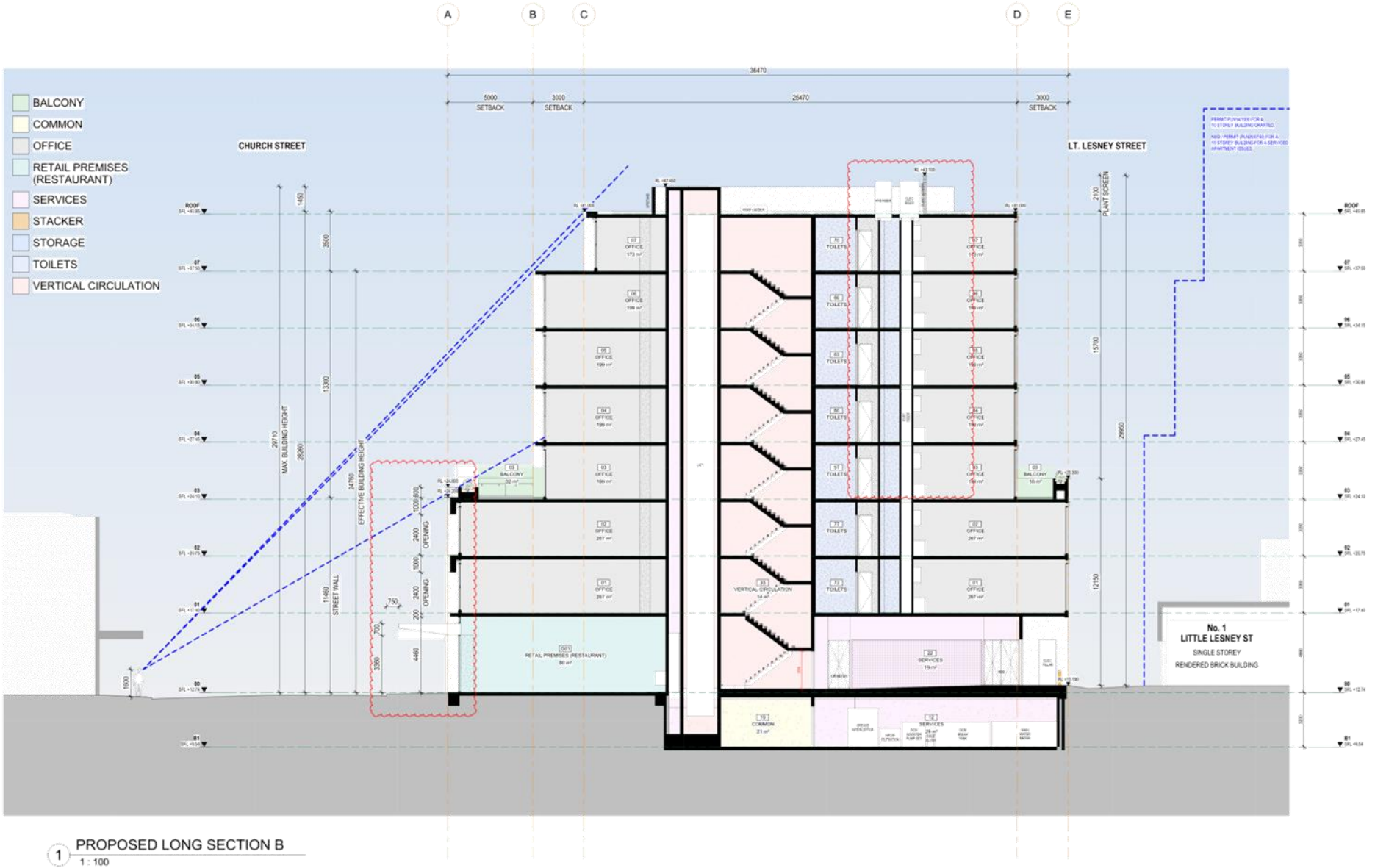


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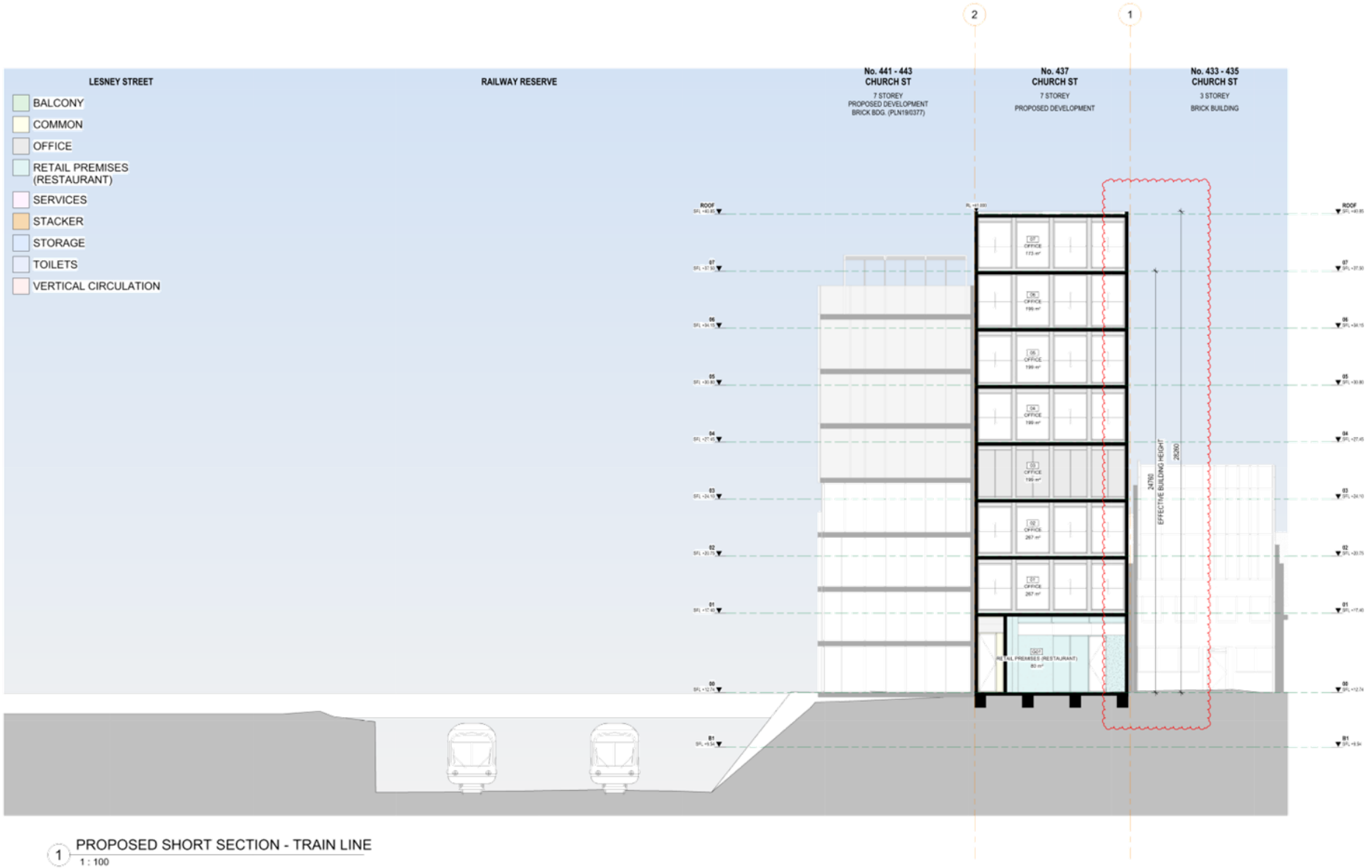
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Attachment 2 - PLN22/0014 - 441 - 443 Church Street Richmond - Advertised (decision) Plans



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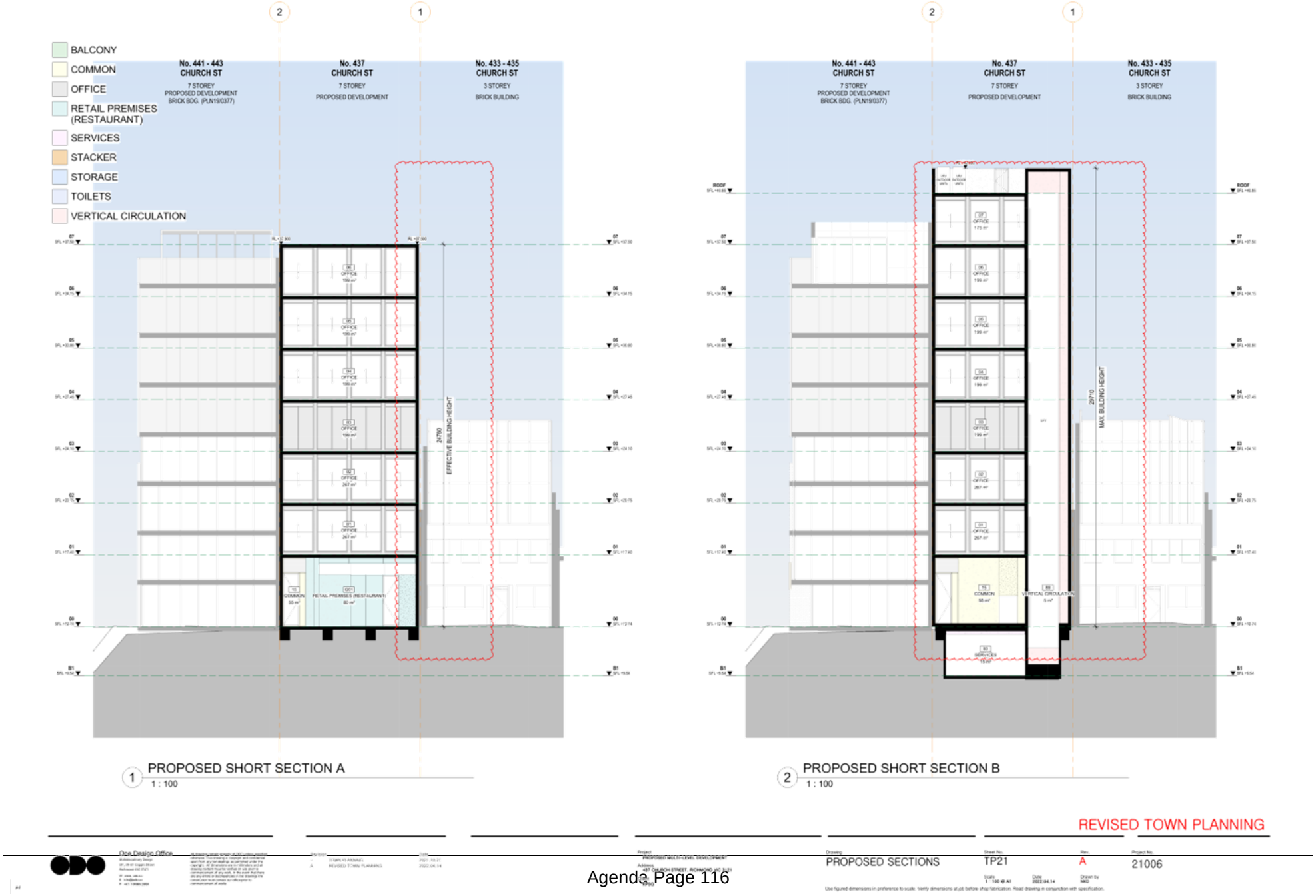
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REVISED TOWN PLANNING

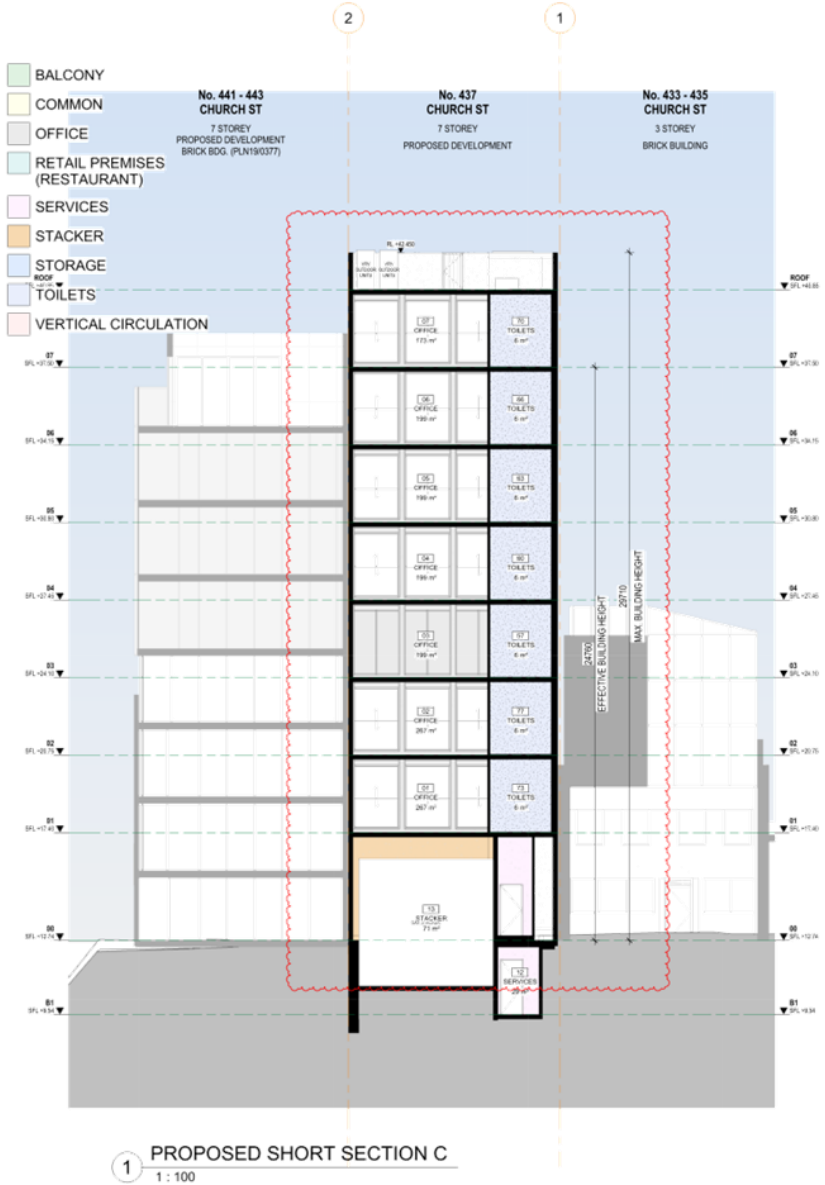
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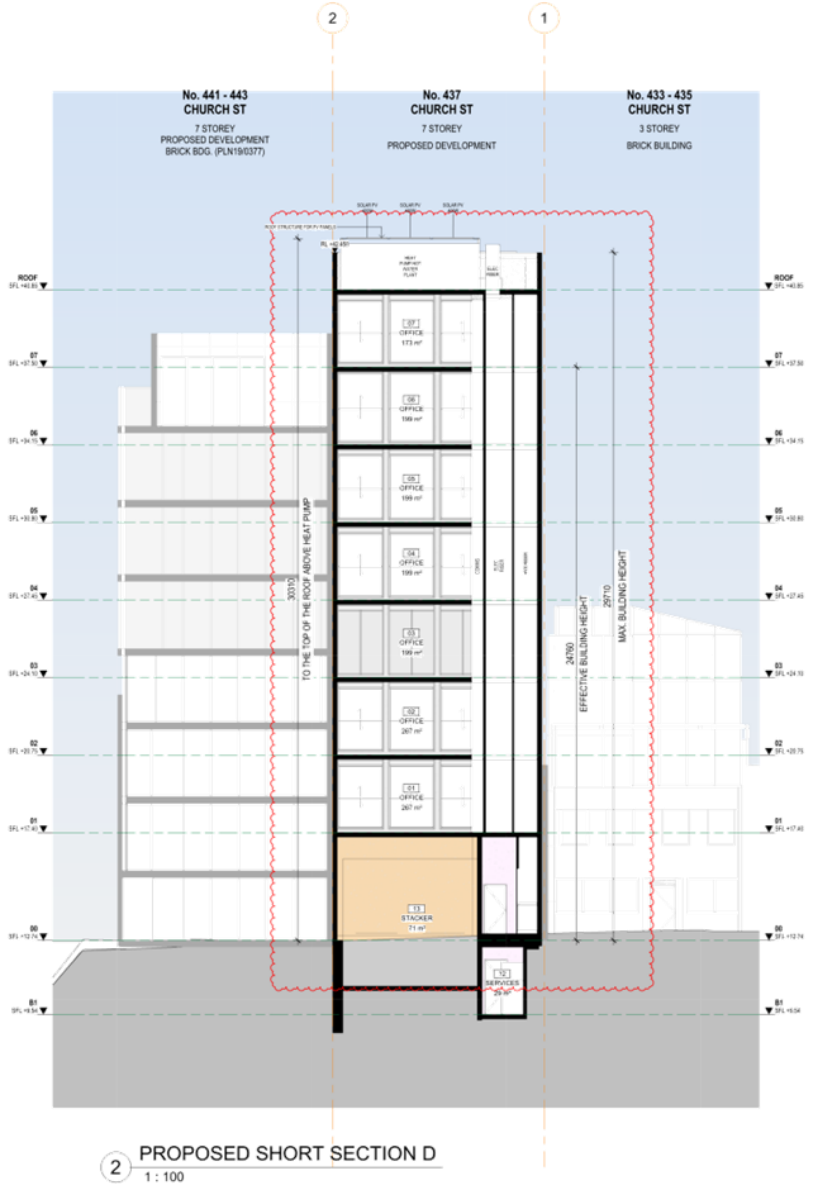
Attachment 2 - PLN22/0014 - 441 - 443 Church Street Richmond - Advertised (decision) Plans



Attachment 2 - PLN22/0014 - 441 - 443 Church Street Richmond - Advertised (decision) Plans



1 PROPOSED SHORT SECTION C
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2 PROPOSED SHORT SECTION D
1 : 100

REVISED TOWN PLANNING

Ogle Design Office

PROPOSED SECTIONS | TP22 | A | 21006

Attachment 2 - PLN22/0014 - 441 - 443 Church Street Richmond - Advertised (decision) Plans

INTERNAL GROSS FLOOR AREA (GFA)

LEVEL	NAME	AREA
B1	BASEMENT	206 m²
00	GROUND	295 m²
01	LEVEL 01	303 m²
02	LEVEL 02	303 m²
03	LEVEL 03	230 m²
04	LEVEL 04	230 m²
05	LEVEL 05	230 m²
06	LEVEL 06	230 m²
07	LEVEL 07	203 m²
TOTAL INTERNAL GFA		2230 m²

INTERNAL NET LETTABLE AREA (NLA)

LEVEL	NAME	AREA (m²)	CARPARK
00	RETAIL PREMISES (RESTAURANT)	80 m²	R01, R02
RETAIL PREMISES (RESTAURANT): 1		80 m²	
01	OFFICE	267 m²	O01, O02
02	OFFICE	267 m²	O03
03	OFFICE	199 m²	O04
04	OFFICE	199 m²	O05
05	OFFICE	199 m²	O06
06	OFFICE	199 m²	O07
07	OFFICE	173 m²	O08
OFFICE: 7		1502 m²	
TOTAL NLA		1582 m²	

EXTERNAL GROSS FLOOR AREA (GFA)

LEVEL	NAME	AREA
03	BALCONY	72 m²
TOTAL EXTERNAL GFA		72 m²

EXTERNAL NET LETTABLE AREA (NLA)

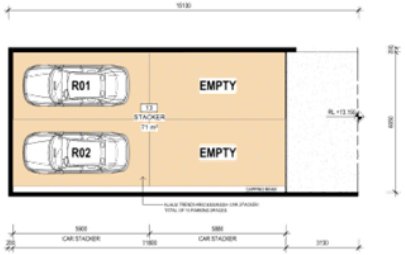
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03	BALCONY	32 m²
03	BALCONY	18 m²
TOTAL NLA		51 m²

TOTAL GROSS FLOOR AREA (GFA)

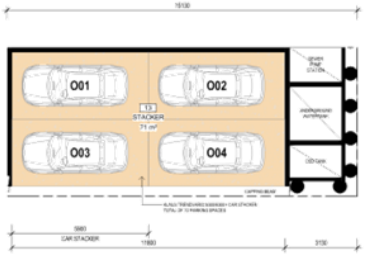
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		206 m²
00		
00	GROUND	295 m²
		295 m²
01		
01	LEVEL 01	303 m²
		303 m²
02		
02	LEVEL 02	303 m²
		303 m²
03		
03	LEVEL 03	230 m²
03	BALCONY	45 m²
03	BALCONY	27 m²
		303 m²
04		
04	LEVEL 04	230 m²
		230 m²
05		
05	LEVEL 05	230 m²
		230 m²
06		
06	LEVEL 06	230 m²
		230 m²
07		
07	LEVEL 07	203 m²
		203 m²
TOTAL GFA		2302 m²

TOTAL NET LETTABLE AREA (NLA)

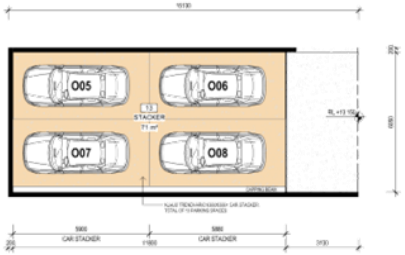
LEVEL	NAME	AREA (m²)	NO. OF CARPARK
00			
00	RETAIL PREMISES (RESTAURANT)	80 m²	2
		80 m²	
TOTAL OFFICE NLA			
01			
01	OFFICE	267 m²	2
02			
02	OFFICE	267 m²	1
03			
03	OFFICE	199 m²	1
03	BALCONY	32 m²	0
03	BALCONY	18 m²	0
04			
04	OFFICE	199 m²	1
05			
05	OFFICE	199 m²	1
06			
06	OFFICE	199 m²	1
07			
07	OFFICE	173 m²	1
TOTAL OFFICE NLA		1552 m²	
TOTAL NSA		1632 m²	



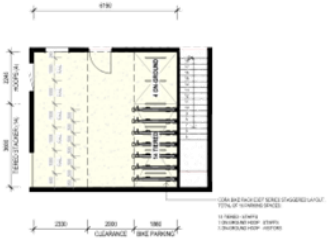
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1 : 100



2 CARPARK DIAGRAM - LOWER
1 : 100



3 CARPARK DIAGRAM - UPPER
1 : 100



4 BIKE PARKING DIAGRAM
1 : 100

SITE AREA

NAME	AREA
SITE AREA	333 m²

GROUND FLOOR AREA

Name	Area
RETAIL PREMISES (RESTAURANT)	80 m²
STACKER	71 m²
COMMON	55 m²
SERVICES	23 m²
VERTICAL CIRCULATION	5 m²

BIKE PARKING

USE	STAFF PARKING	VISITORS PARKING
RETAIL PREMISES (RESTAURANT	0	0
OFFICE	15	3

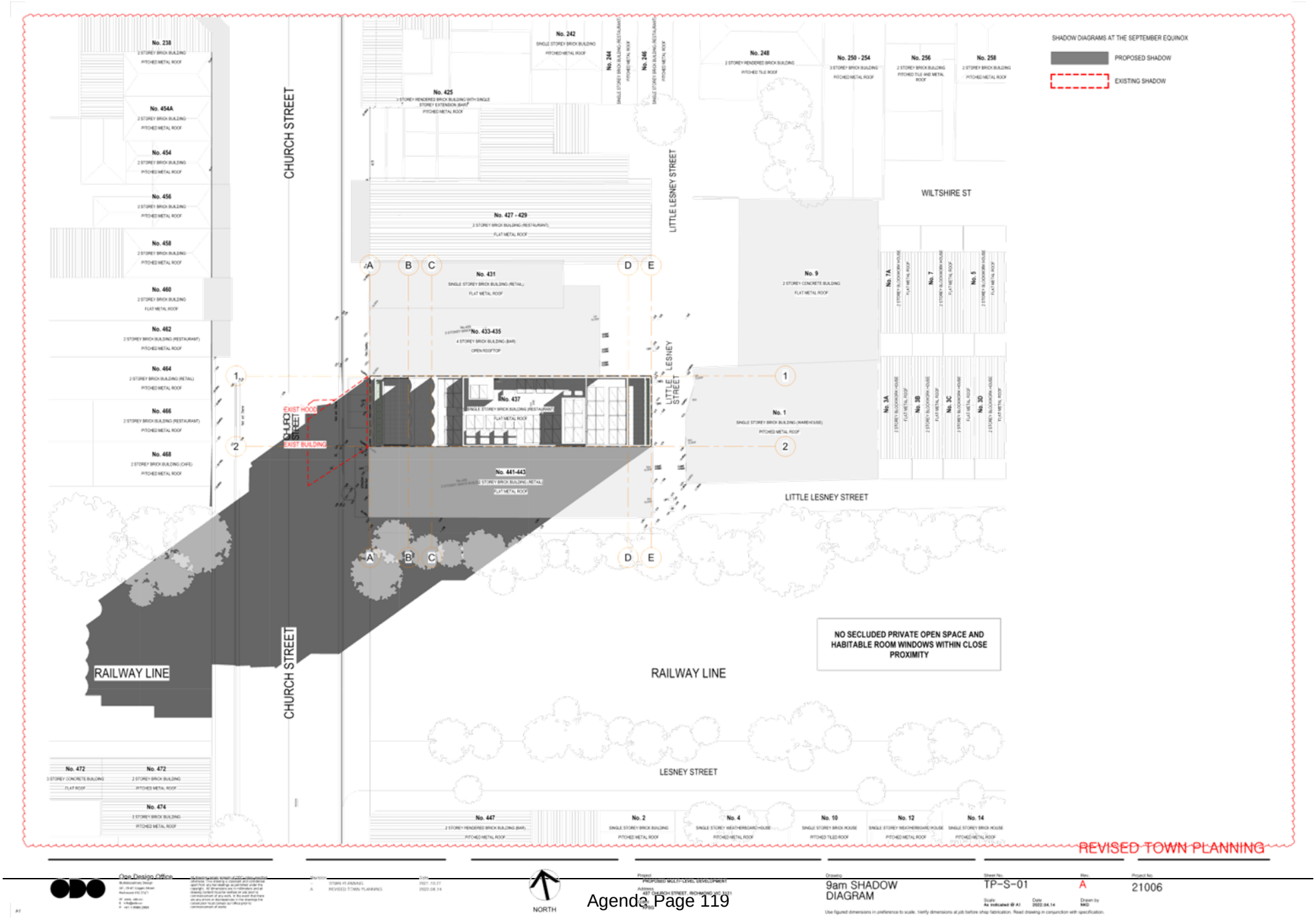
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Oge Design Office

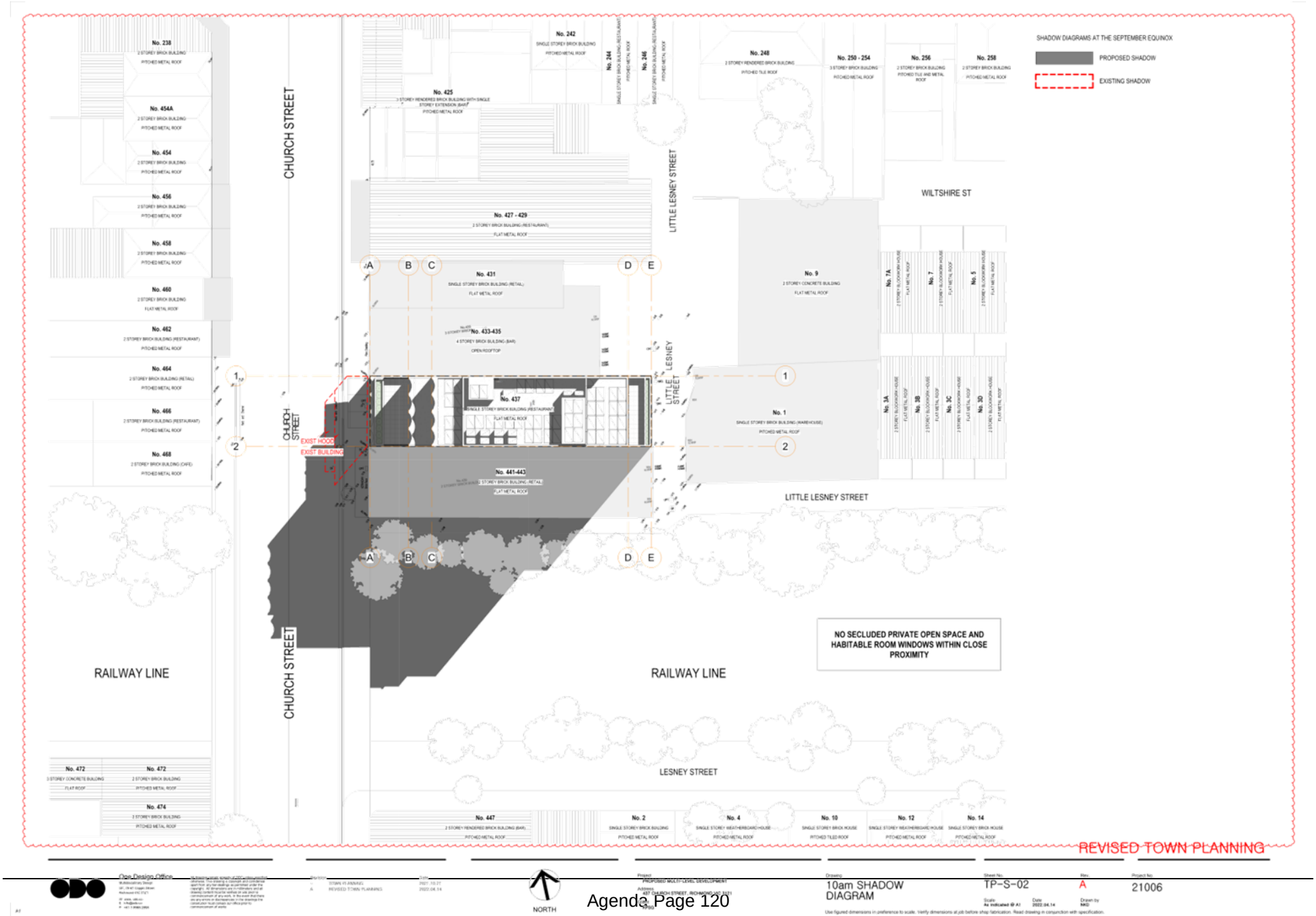
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Rev.	A	
Project No.	21006	
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Drawn by	NKD	

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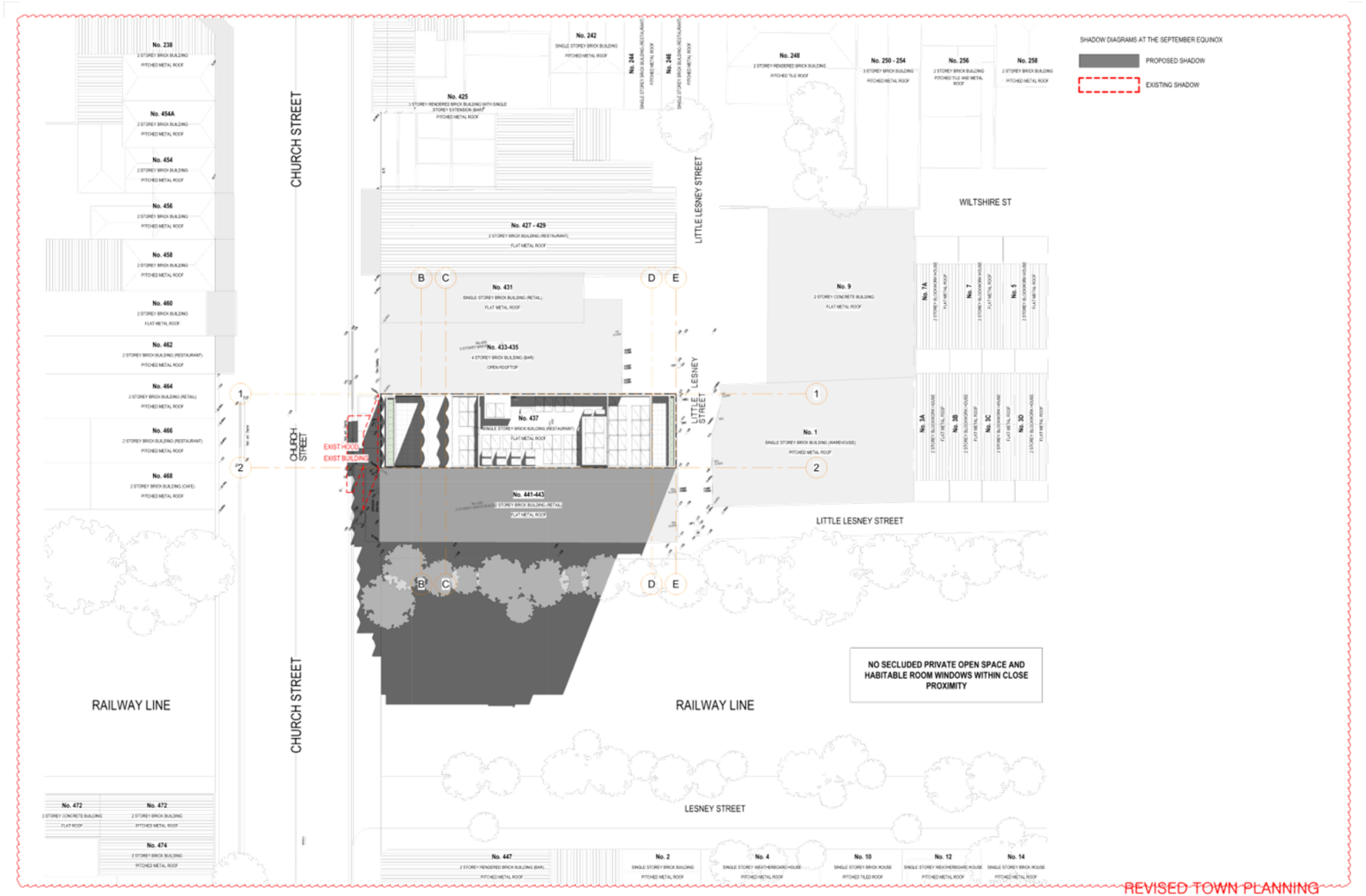
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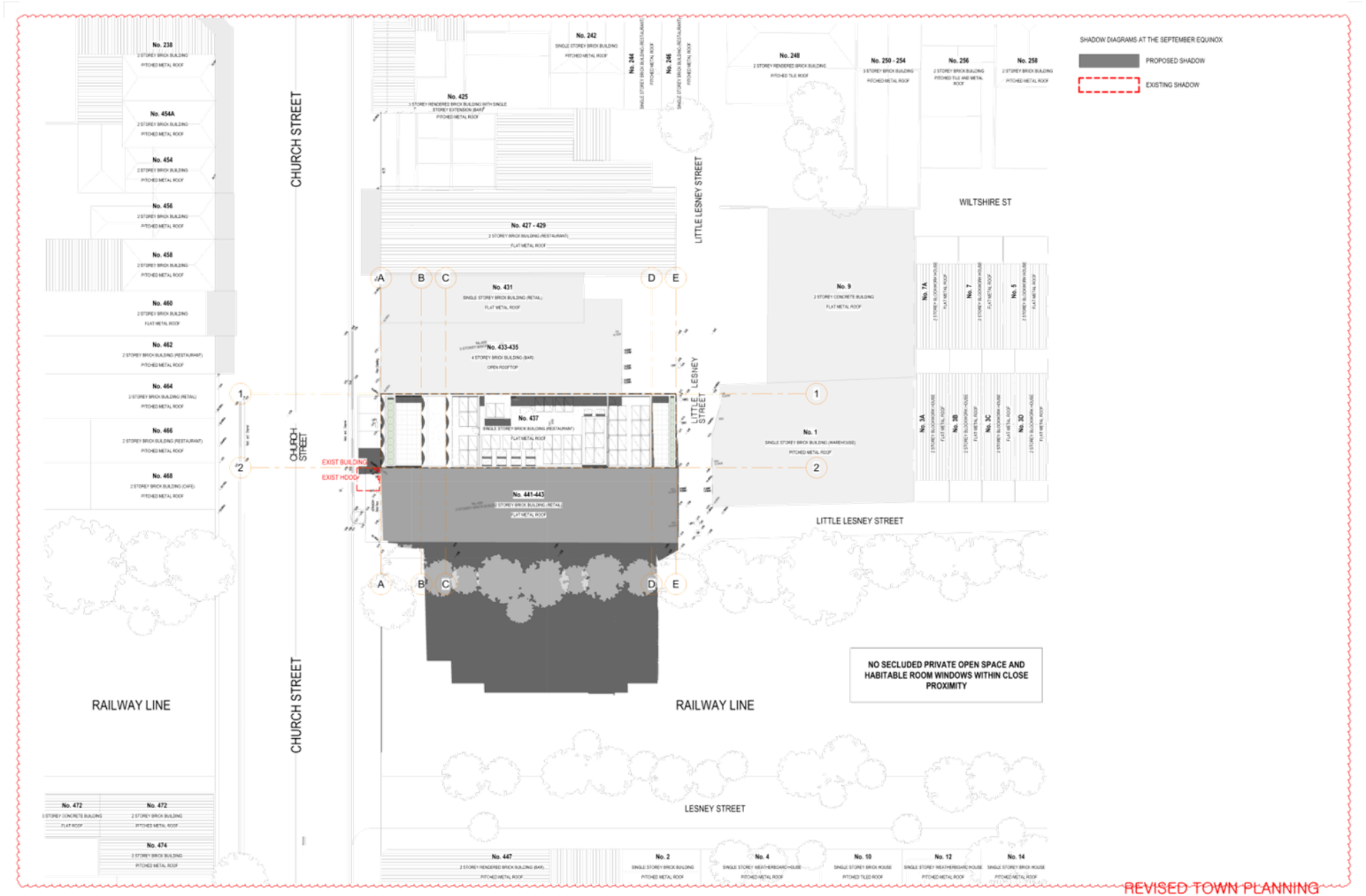
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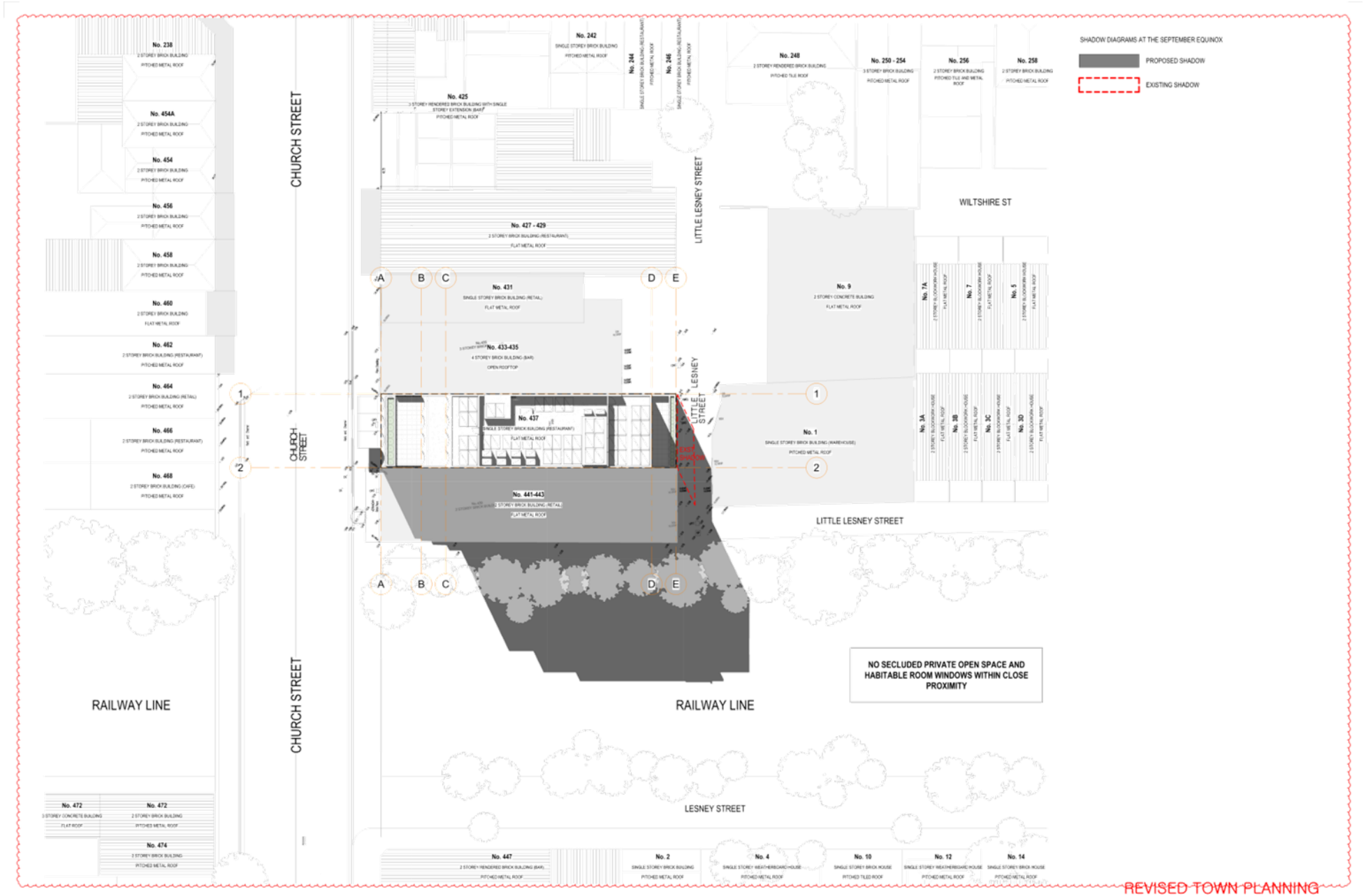
Attachment 2 - PLN22/0014 - 441 - 443 Church Street Richmond - Advertised (decision) Plans



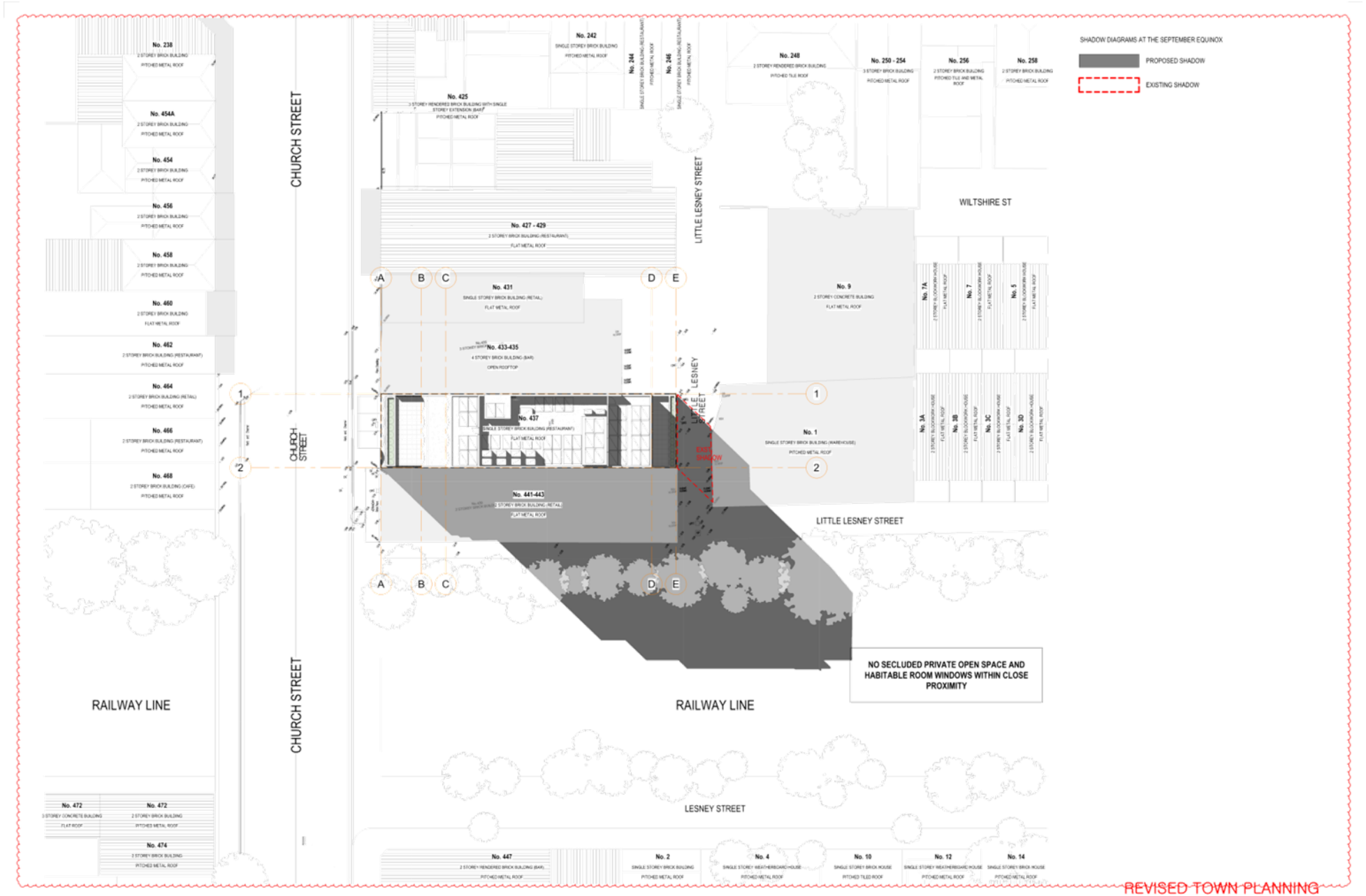
Attachment 2 - PLN22/0014 - 441 - 443 Church Street Richmond - Advertised (decision) Plans



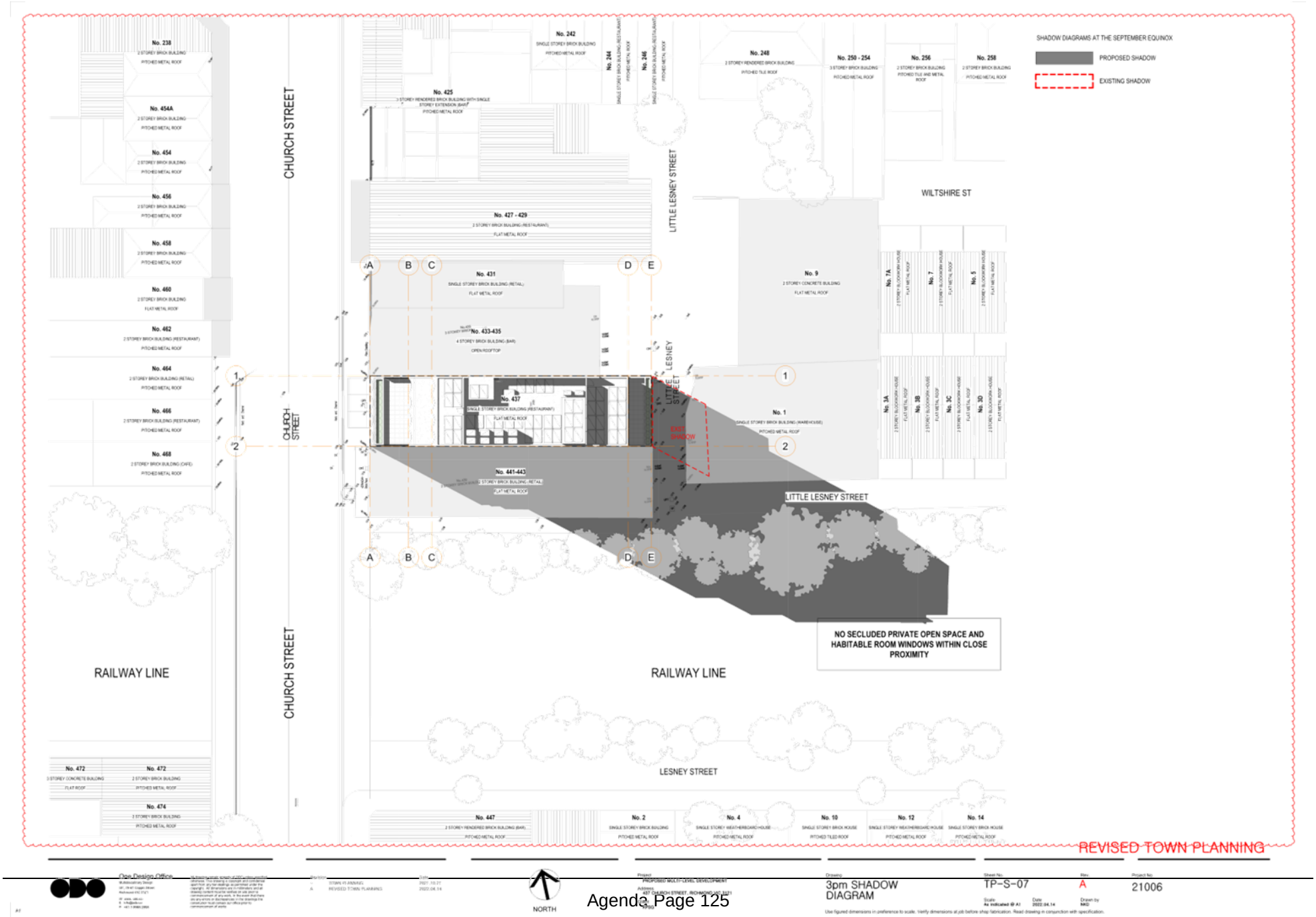
Attachment 2 - PLN22/0014 - 441 - 443 Church Street Richmond - Advertised (decision) Plans



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Attachment 2 - PLN22/0014 - 441 - 443 Church Street Richmond - Advertised (decision) Plans



Attachment 2 - PLN22/0014 - 441 - 443 Church Street Richmond - Advertised (decision) Plans



3D PERSPECTIVE VIEW - WEST ELEVATION (FROM 1,500 AFFL.)

REVISED TOWN PLANNING

Ope Design Office

PERSPECTIVE VIEW | TP-Z-01 | A | 21006

Attachment 2 - PLN22/0014 - 441 - 443 Church Street Richmond - Advertised (decision) Plans



3D PERSPECTIVE VIEW - SOUTH-WEST ELEVATION

REVISED TOWN PLANNING

Chee Design Office

PERSPECTIVE VIEW

TP-Z-02

A

21006

Attachment 2 - PLN22/0014 - 441 - 443 Church Street Richmond - Advertised (decision) Plans



3D PERSPECTIVE VIEW - NORTH-WEST ELEVATION

REVISED TOWN PLANNING

Ope Design Office

PERSPECTIVE VIEW | TP-Z-03 | A | 21006

Attachment 2 - PLN22/0014 - 441 - 443 Church Street Richmond - Advertised (decision) Plans



3D PERSPECTIVE VIEW - EAST ELEVATION (REAR)

REVISED TOWN PLANNING

Ooe Design Office

PERSPECTIVE VIEW | TP-Z-04 | A | 21006

Attachment 2 - PLN22/0014 - 441 - 443 Church Street Richmond - Advertised (decision) Plans



3D PERSPECTIVE VIEW - STREET-FRONT CANOPY

REVISED TOWN PLANNING

Ope Design Office

PERSPECTIVE VIEW | TP-Z-05 | A | 21006

Attachment 3 - PLN22/0014 - 441 - 443 Church Street Richmond - Wind Impact Assessment (advertised)

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Rocab Nominees Pty Ltd

437 Church Street, Richmond

Wind Impact Assessment



30N-21-0332-TNT-24503-1

9 November 2021

Attachment 3 - PLN22/0014 - 441 - 443 Church Street Richmond - Wind Impact Assessment (advertised)

Job Title:	437 Church Street, Richmond
Report Title:	Wind Impact Assessment
Document Reference:	30N-21-0332-TNT-24503-1

Prepared For:	**Prepared By:**
Rocab Nominees Pty Ltd c/o KPSG Pty Ltd 437 Church St Richmond, Victoria, 3121, Australia **Contact:** Jo-Min Ding **Tel:** 0433966522	Vipac Engineers and Scientists Limited 279 Normanby Rd, Port Melbourne, VIC 3207, Australia **Tel:** +61 3 9647 9700

Author:	Rumman Islam 9 November 2021	Testing Engineer
Reviewer:	Eric Yuen 9 November 2021	Wind Team Leader
Issued By:	Eric Yuen 9 Nov 2021	Wind Team Leader

Revision History:

Rev. #	*Comments / Details of change(s) made*	*Date*	*Revised by:*
Rev. 00	Original issue	04 Nov 21	
Rev. 01	Minor Amendments	09 Nov 21	E. Yuen

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Attachment 3 - PLN22/0014 - 441 - 443 Church Street Richmond - Wind Impact Assessment (advertised)

Executive Summary

Rocab Nominees Pty Ltd commissioned Vipac Engineers and Scientists Ltd to prepare a statement of wind effects for the ground level areas adjacent to the proposed development at **437 Church Street, Richmond.** This appraisal is based on Vipac's experience as a wind-engineering consultancy.

Drawings of the proposed development were provided by **One Design Office** in **October 2021**.

The findings of this study can be summarized as follows:

With proposed design:

- Wind conditions in the ground level footpath areas and access ways would be expected to be within the **walking** comfort criterion; and
- Wind conditions at the main entrances would be expected to be within the **standing** comfort criterion.
- Wind conditions at the balconies on Level 3 is expected to have wind conditions within the recommended **walking** comfort criterion. Recommendations have been made if the more stringent standing comfort criterion is desired.

As a general statement, educating occupants about wind conditions at open terrace/balcony areas during high-wind events and fixing loose, lightweight furniture on the terrace are highly recommended.

The assessments provided in this report have been made based on experience of similar situations in Melbourne and around the world. As with any opinion, it is possible that an assessment of wind effects based on experience and without experimental validation may not account for all complex flow scenarios in the vicinity.

Attachment 3 - PLN22/0014 - 441 - 443 Church Street Richmond - Wind Impact Assessment (advertised)

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1 Introduction

Vipac Engineers and Scientists has been commissioned by **Rocab Nominees Pty Ltd** to carry out an appraisal of the pedestrian wind effects at the ground level of the proposed development at **437 Church Street, Richmond.**

Strong winds in pedestrian areas are frequently encountered in central business districts of cities around the world; including Sydney, Melbourne and Brisbane. Wind characteristics such as the mean speed, turbulence and ambient temperature determine the extent of disturbance to users of pedestrian areas. These disturbances can cause both comfort and safety problems and require careful consideration to mitigate successfully.

The proposed development is a 7-storey office building with a food & beverage outlet on the ground floor, and a roof height of 29.71 m from Church Street. The site is bounded by Church Street to the west, Little Lesney Street to the east and existing developments in the remaining directions. A satellite image of the proposed development site and the western elevation of the building are shown in Figure 1 and Figure 2, respectively.

This report details the opinion of Vipac as an experienced wind engineering consultancy regarding the wind effects in ground level footpath areas adjacent to the development as proposed. No wind tunnel testing has been carried out for this development at this stage. Vipac has carried out wind tunnel studies on a large number of developments of similar shape and having similar exposure to that of the proposed development. These serve as a valid reference for the prediction of wind effects. Empirical data for typical buildings in boundary layer flows has also been used to estimate the likely wind conditions on the ground level areas of the proposed development [2] & [3].

Drawings of the proposed development were supplied to Vipac by **One Design Office** in **October 2021.** A list of drawings supplied is provided in Appendix C of this report.



Figure 1: Aerial view of the proposed development site.

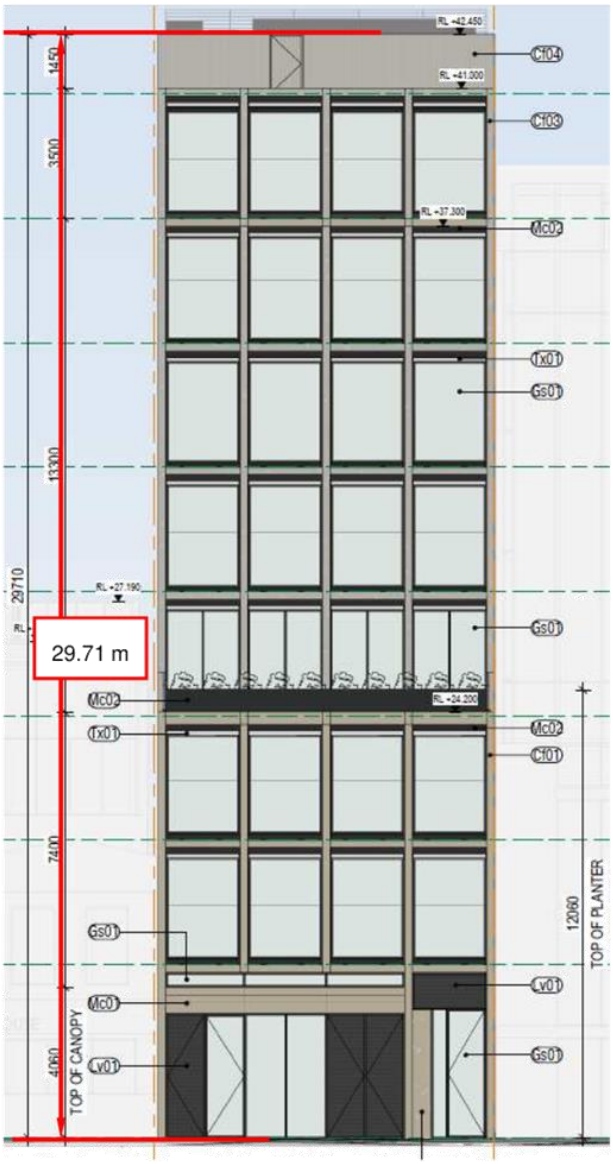


Figure 2: Western elevation of the proposed development.

Attachment 3 - PLN22/0014 - 441 - 443 Church Street Richmond - Wind Impact Assessment (advertised)

2 Analysis Approach

In assessing whether a proposed development is likely to generate adverse wind conditions in ground level footpath areas, Vipac has considered the following five main points:

- The exposure of the proposed development to wind;
- The regional wind climate;
- The geometry and orientation of the proposed development;
- The interaction of flows with adjacent developments; and
- The assessment criteria determined by the intended use of the areas affected by wind flows generated or augmented by the proposed development.

The pedestrian wind comfort at specific locations of ground level footpath areas may be assessed by predicting the gust and mean wind speeds with a probability of 0.1% and 20% expected at that location. The location may be deemed generally acceptable for its intended use while gust and mean wind speeds are within the threshold values noted in Section 2.5. Where Vipac predicts that a location would not meet its appropriate comfort criterion, the use of wind control devices and/or local building geometry modifications to achieve the desired comfort rating may be recommended. For complex flow scenarios or where predicted flow conditions are well in excess of the recommended criteria, Vipac recommends scale model wind tunnel testing to determine the type and scope of the wind control measures required to achieve acceptable wind conditions.

2.1 Site Exposure

The proposed development is located on a relatively flat terrain. The site is surrounded within an approximately 1.7 km radius predominately by low to mid-rise developments with some high-rise buildings to the north; with Melbourne Park lies to the far west. A satellite image showing these site surroundings is shown in Figure 3.

Considering the immediate surroundings and terrain, for the purposes of this study, the site of the proposed development is assumed to be within Terrain Category 3 for all wind directions (Figure 3).

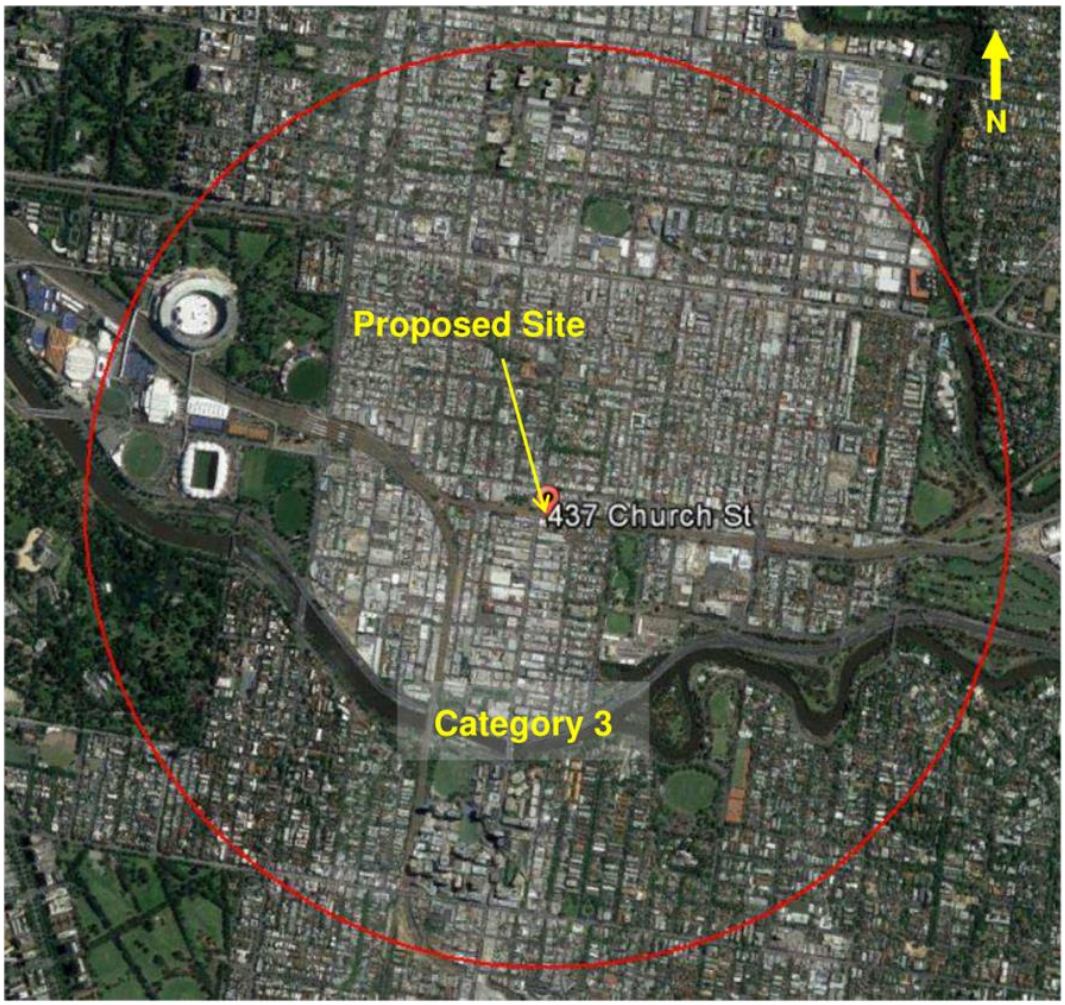


Figure 3: Assumed terrain categories for wind speed estimation.

2.2 Regional Wind Climate

The mean and gust wind speeds have been recorded in the Melbourne area for over 30 years. This data has been analysed and the directional probability distribution of wind speeds has been determined. The directional distribution of hourly mean wind speed at the gradient height, with a probability of 0.1% of time and 20% of time exceeded are shown in Figure 4. The wind data at this free stream height is common to all Melbourne city sites and may be used as a reference to assess ground level wind conditions at the site.

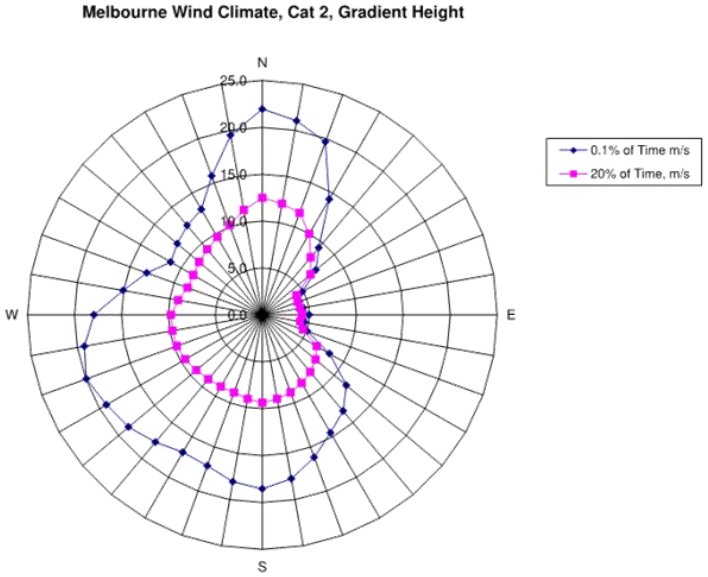


Figure 4: Directional Distribution of Mean Hourly Wind Velocities (m/s) for 0.1% and 20% exceeded at Gradient Height for Melbourne.

2.3 Building Geometry and Orientation

The proposed development is a 7-storey mixed-use building. The overall plan-form dimensions are approximately 9.1m x 36.5m as shown in Figure 5. The main entrances are located on Church Street. The development incorporates tower setbacks from all surrounding street boundaries.

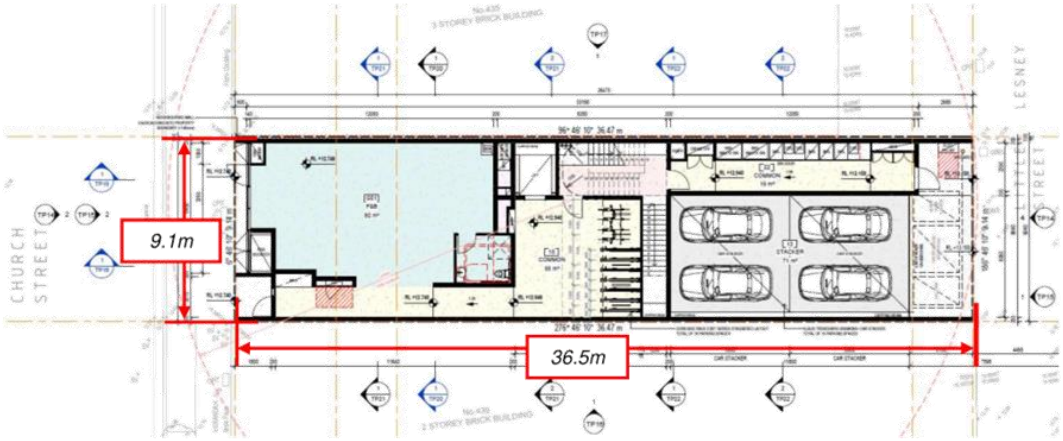


Figure 5: Ground floor plans with the plan-form dimensions overlaid.

2.4 Flow interactions with Adjacent Developments

The immediately adjacent developments are shown in Figure 6. At ground level, the site is exposed to direct winds from the northerly directions channelling along Church Street. The building is oriented such that adverse impacts from corner acceleration of northerly winds is not expected at ground level. The development is taller than the surrounding buildings and so is exposed to winds from all directions at the upper levels.



Figure 6: Immediately adjacent surroundings and their approximate number of floors (F).

2.5 Assessment Criteria

The following wind comfort criteria detailed in Table 1 were applied in this study.

Table 1: Wind Comfort Criteria

Measurements	Result on Perceived Pedestrian Comfort
Maximum 3 second gust exceeds **20m/sec** ≤ 0.1% of the time from any direction.	Accepted international criterion for human safety, to avoid a healthy pedestrian losing balance
Mean wind velocity exceeds **5m/sec** ≤ 20% of the time	Acceptable for **walking** (steady steps for most pedestrians)
Mean wind velocity exceeds **4m/sec** ≤ 20% of the time	Acceptable for **standing** (window shopping, queuing)
Mean wind velocity exceeds **3m/sec** ≤ 20% of the time	Acceptable for **sitting** (outdoor cafés)

This criterion specifically calls for the safety criterion to be used to assess infrequent winds (e.g. peak event of ≤ 0.1% of the time); and the perceived pedestrian comfort to be assessed based on frequently occurring winds (e.g. winds that occurs 80% of the time).

In Table 1, the mean wind velocity is defined as the maximum of hourly mean or gust equivalent mean (Gust/1.85)

This criteria specifies that safe and comfortable wind conditions must be achieved in publicly accessible areas within a distance equal to half the longest width of the building measured from all facades or half the overall height of the building, whichever is greater, as shown in Figure 7.

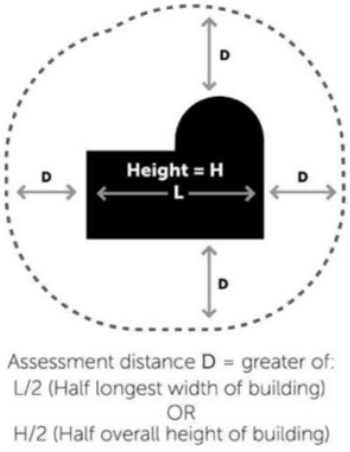


Figure 7: Assessment distance.

2.5.1 Use of Adjacent Pedestrian Occupied Areas & Recommended Comfort Criteria

The following table lists the specific areas adjacent to the proposed development and the corresponding recommended criteria.

Table 2: Recommended application of criteria

Area	Specific location	Recommended Criteria
Public Footpaths, Access ways	Along Little Lesney Street and Church Street (Figure 8)	Walking
Building Entrances	Main building entrances along Church Street (Figure 8)	Standing
Outdoor Communal Areas	Balconies located on Level 3 (Figure 9)	Walking (see discussion below)

2.5.2 Terrace / Balcony Recommended Criterion Discussion

There are Communal Balconies / Terraces located up the height of the development. Vipac recommends as a minimum that balcony/terrace areas meet the criterion for walking since:

- these areas are not public spaces;
- the use of these areas is optional, and only intended to be used on fair weather days with calm winds;
- many similar developments in Melbourne and other Australian capital cities experience wind conditions on balconies and elevated deck areas in the vicinity of the criterion for walking.

However, it should be noted that meeting the walking criterion on elevated recreation areas will have no guarantee that occupants will find wind conditions in these areas acceptable at all times.

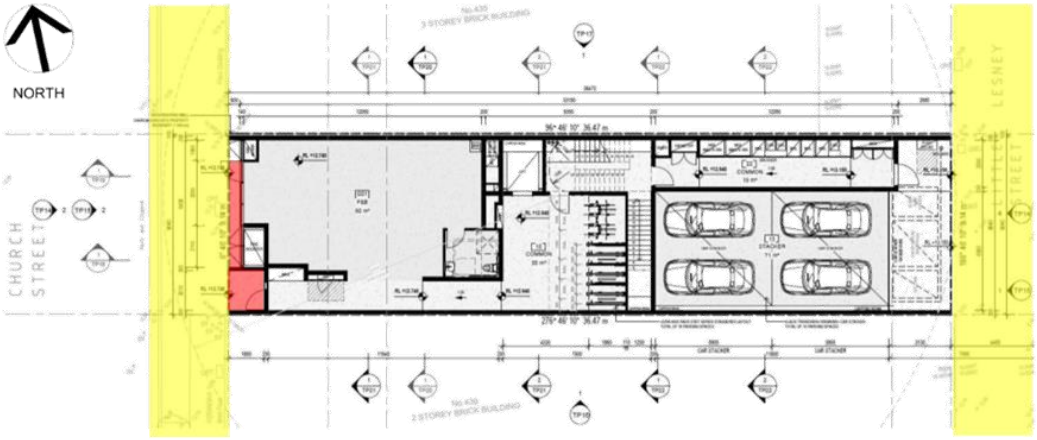


Figure 8: Ground floor with recommended wind criteria overlaid.



Figure 9: Level 3 plan with recommended wind criteria overlaid.

3 Pedestrian Level Wind Effects

3.1 Discussion & Recommendations

Due to the proposed height above the surrounding areas, the proposed development is particularly exposed to adverse northerly winds, such that increased channelling wind are expected along Church Street and Little Lesney Street due to downwash off the northern facade. However, the proposed development has a setback tower design from Level 3 upwards; 5m from Church Street and 3m from Little Lesney Street. The tower form is further setback 3m on Level 7 from Church street. These tower setbacks are expected to be beneficial to the wind environment on the ground floor such that the surrounding pedestrian streetscapes are expected to be within the recommended walking comfort criterion, or similar to existing conditions.

The main entrances are located along Church Street. All entrances are setback from the streetscape by its articulated façade. Additionally, a solid canopy approximately 3.5m deep overhanging on Church Street is proposed. Combined, it is expected that all entrances will be within the recommended standing comfort criterion.

The outdoor communal balconies on Level 3 is relatively is protected from northerly winds along Church Street from the neighbouring building on 435 Church Street but is exposed to westerly and southerly winds. Whereas the balcony along Little Lesney Street is protected from the development itself but is exposed to northerly and southerly winds. These balconies are expected to experience winds within the walking comfort criterion. However; if the more stringent standing comfort criterion is desired, the height of the balustrades / raised planters along the outer boundaries on the exposed sides be made solid and raised to 1.5m high (Figure 10).

Should a seating area be proposed along Church Street, as envisioned by the client in drawing number TP-Z-05 (Figure 11), it will be exposed to channelling winds from the north and south. As such, temporary, solid 1.5m high windscreens are recommended whenever the seating is brought out (Figure 12). The solid canopy is also expected to be beneficial for the wind environment in this area such that wind conditions are expected to be within the recommended sitting comfort criterion.

It should be noted that this study is based on experience only and has not utilised any experimental data for the analysis.

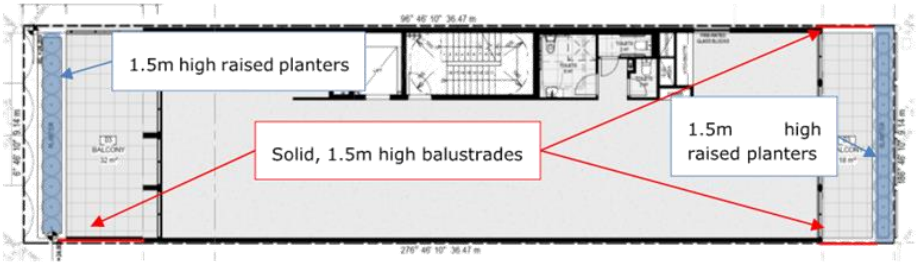


Figure 10: Level 3 plan with the recommended wind control measures overlaid if the more stringent standing comfort criterion is desired.



Figure 11: Potential seating area along Church Street, as envisioned by the client.

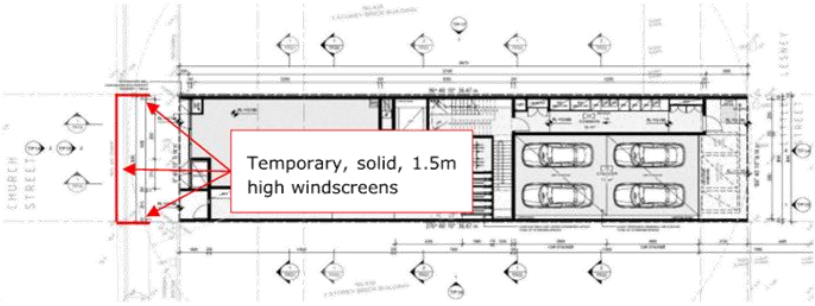


Figure 12: Ground floor plan with the recommended wind control measures overlaid if a seating area is proposed along Church Street.

Attachment 3 - PLN22/0014 - 441 - 443 Church Street Richmond - Wind Impact Assessment (advertised)

4 Conclusions

An appraisal of the likely wind conditions at the pedestrian ground level and balcony areas of the proposed development at **437 Church Street, Richmond** has been made.

Vipac has carefully considered the form and exposure of the proposed development, nominated criteria for various public areas according to their function and referred to past experience to produce our opinion of likely wind conditions.

The findings of this study can be summarised as follows:

With proposed design:

- Wind conditions in the ground level footpath areas and access ways would be expected to be within the **walking** comfort criterion; and
- Wind conditions at the main entrances would be expected to be within the **standing** comfort criterion.
- Wind conditions at the balconies on Level 3 is expected to have wind conditions within the recommended **walking** comfort criterion. Recommendations have been made if the more stringent standing comfort criterion is desired.

As a general statement, educating occupants about wind conditions at open terrace/balcony areas during high-wind events and fixing loose, lightweight furniture on the terrace are highly recommended.

The assessments provided in this report have been made based on experience of similar situations in Melbourne and around the world. As with any opinion, it is possible that an assessment of wind effects based on experience and without experimental validation may not account for all complex flow scenarios in the vicinity.

This Report has been Prepared

For

Rocab Nominees Pty Ltd

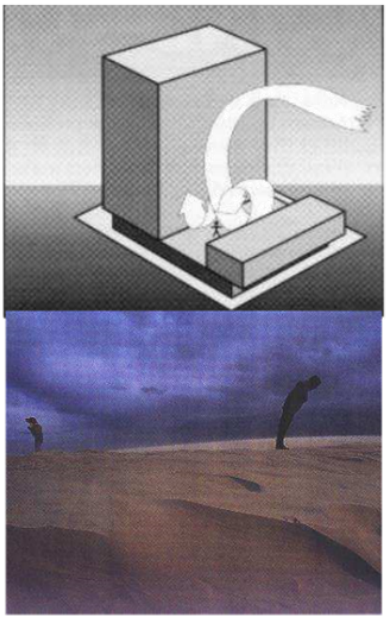
By

VIPAC ENGINEERS & SCIENTISTS PTY LTD.

Appendix A Environmental Wind Effects

Atmospheric Boundary Layer

As wind flows over the earth it encounters various roughness elements and terrain such as water, forests, houses and buildings. To varying degrees, these elements reduce the mean wind speed at low elevations and increase air turbulence. The wind above these obstructions travels with unattenuated velocity, driven by atmospheric pressure gradients. The resultant increase in wind speed with height above ground is known as a wind velocity profile. When this wind profile encounters a tall building, some of the fast-moving wind at upper elevations is diverted down to ground level resulting in local adverse wind effects.



The terminology used to describe the wind flow patterns around the proposed development is based on the aerodynamic mechanism, direction and nature of the wind flow.

Downwash – refers to a flow of air down the exposed face of a tower. A tall tower can deflect a fast-moving wind at higher elevations downwards.

Corner Accelerations – when wind flows around the corner of a building it tends to accelerate in a similar manner to airflow over the top of an aeroplane wing.

Flow separation – when wind flowing along a surface suddenly detaches from that surface and the resultant energy dissipation produces increased turbulence in the flow. Flow separation at a building corner or at a solid screen can result in gusty conditions.

Flow channelling – the well-known "street canyon" effect occurs when a large volume of air is funnelled through a constricted pathway. To maintain flow continuity the wind must speed up as it passes through the constriction. Examples of this might occur between two towers, in a narrowing street or under a bridge.

Direct Exposure – a location with little upstream shielding for a wind direction of interest. The location will be exposed to the unabated mean wind and gust velocity. Piers and open water frontage may have such exposure.

Attachment 3 - PLN22/0014 - 441 - 443 Church Street Richmond - Wind Impact Assessment (advertised)

Appendix B References

[1] *Structural Design Actions, Part 2: Wind Actions*, Australian/New Zealand Standard 1170.2:2011

[2] *Wind Effects on Structures* E. Simiu, R Scanlan, Publisher: Wiley-Interscience

[3] *Architectural Aerodynamics* R. Aynsley, W. Melbourne, B. Vickery, Publisher: Applied Science Publishers

Attachment 3 - PLN22/0014 - 441 - 443 Church Street Richmond - Wind Impact Assessment (advertised)

Appendix C Drawings List

Drawings Received: **October, 2021**

Drawing Number	Drawing Title
TP04	PROPOSED BASEMENT
TP05	PROPOSED GROUND
TP06	PROPOSED LEVEL 01
TP07	PROPOSED LEVEL 02
TP08	PROPOSED LEVEL 03
TP09	PROPOSED LEVEL 04
TP10	PROPOSED LEVEL 05
TP11	PROPOSED LEVEL 06
TP12	PROPOSED LEVEL 07
TP13	PROPOSED ROOF
TP14	PROPOSED ELEVATIONS
TP15	PROPOSED ELEVATIONS
TP16	PROPOSED ELEVATIONS
TP17	PROPOSED ELEVATIONS
TP18	PROPOSED SECTIONS
TP19	PROPOSED SECTIONS
TP20	PROPOSED SECTIONS
TP21	PROPOSED SECTIONS
TP22	PROPOSED SECTIONS
TP-Z-01	PERSPECTIVE VIEW
TP-Z-02	PERSPECTIVE VIEW
TP-Z-03	PERSPECTIVE VIEW
TP-Z-04	PERSPECTIVE VIEW
TP-Z-05	PERSPECTIVE VIEW

Attachment 4 - PLN22/0014 - 441 - 443 Church Street Richmond - Waste Management Plan (advertised)

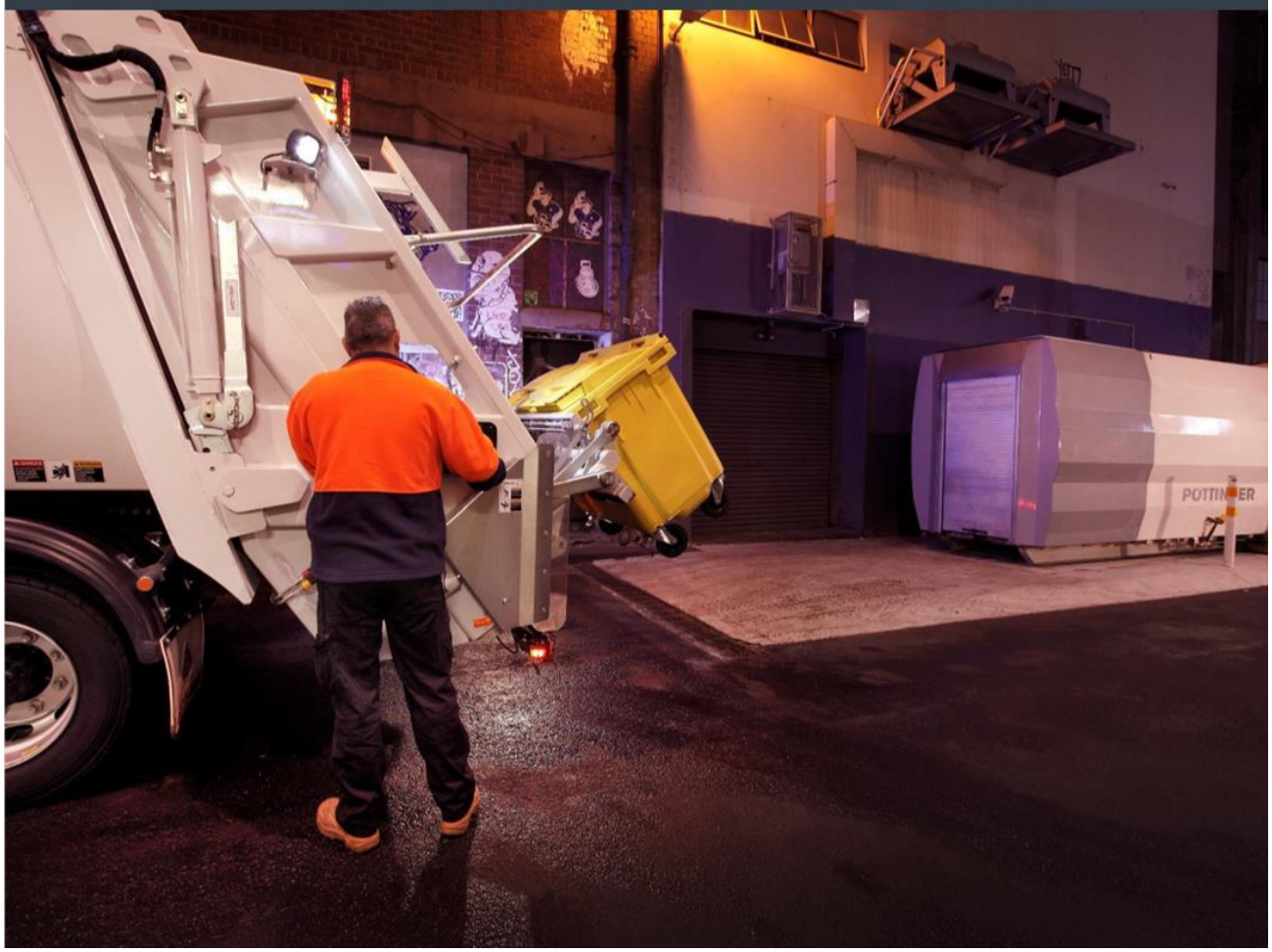
KPSG PTY LTD

NOVEMBER 2021

437 CHURCH STREET, RICHMOND

WASTE MANAGEMENT PLAN

wsp



Attachment 4 - PLN22/0014 - 441 - 443 Church Street Richmond - Waste Management Plan (advertised)



437 Church St, Richmond
Waste Management Plan

KPSG Pty Ltd

WSP
Level 15, 28 Freshwater Place
Southbank VIC 3006

Tel: +61 3 9861 1111
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wsp.com

REV	DATE	DETAILS
1	09/11/2021	Waste Management Plan

	NAME	DATE	SIGNATURE
Prepared by:	Gerard McGrath	09/11/2021	
Reviewed by:	Hayley Trevor	09/11/2021	
Approved by:	Brad Parker	09/11/2021	

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Attachment 4 - PLN22/0014 - 441 - 443 Church Street Richmond - Waste Management Plan (advertised)

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Attachment 4 - PLN22/0014 - 441 - 443 Church Street Richmond - Waste Management Plan (advertised)

1 SUMMARY

The below is a summary of the waste management strategy proposed for the subject site. The complete report must be read in detail prior to implementing the waste management plan.

Located at 437 Church Street, Richmond the proposed project will deliver a commercial development spanning 8 storeys plus 1 basement level, providing commercial use offerings as follows:

- 80m^2 Retail (Food and Beverage) space at Ground level
- 1,503m^2 Office space from Level 01 to 07

The following waste systems and collection arrangements are proposed for the development:

Table 1 Waste Collection Summary

Development Component	Stream	Bin Size	Bin Quantity	Collections per Week	Collection Operator
Retail (Food & Beverage)	Garbage	660 Litre Bin	1	2	Private
	Recycling Commingled	360 Litre Bin	1	1	Private
	Cardboard	660 Litre Bin	1	2	Private
	Glass	120 Litre Bin	1	1	Private
	Organics	120 Litre Bin	1	3	Private
Office	Garbage	360 Litre Bin	1	3	Private
	Recycling Commingled	360 Litre Bin	1	3	Private
	Cardboard	360 Litre Bin	1	2	Private
	Organics	120 Litre Bin	1	1	Private

All waste collections will occur on Little Lesney Street directly to the rear of the development via a private collection contractor. Collection vehicles will prop within Little Lesney Street, with operators to collect bins directly from the ground floor waste room and return them immediately upon emptying. Swept path analysis demonstrating collection vehicle access is provided in Appendix B.

Bins will not be stored outside of the title boundary or presented to kerb for collection at any time.

Building management will ensure sufficient access is provided for operators during collection times. Typically, operators are provided with keypad access to the service doors.

2 INTRODUCTION

The following Waste Management Plan has been prepared for the proposed commercial development at 437 Church Street, Richmond.

This Waste Management Plan (WMP) has been prepared based on *City of Yarra's Waste Management Plan Policy for Multi-Unit Developments (2018)* and best practice waste management methodology and technologies commonly available in Australia. The waste generation rates provided within have been based on the commercial waste generation rates as presented in Sustainability Victoria's *Better Practice Guide for Waste Management & Recycling in Multi-unit Developments (2019)*.

2.1 LAND USE

Client:	KPSG Pty Ltd
Land Use Type:	Mixed-use (Retail & Office)
Number Levels:	8 levels and 1 basement level

Table 2 Development Summary

Commercial	
Use	**Quantity / Area**
Retail (Food & Beverage)	80m^2
Office	1,503m^2

3 WASTE MANAGEMENT PLAN

3.1 WASTE GENERATION

Waste generation rates per week are shown in Table 3 and are based on a 7 day per week operation for Retail (food and beverage) uses and 5 day per week operation for office use. Waste generation rates are based on the commercial waste generation rates as presented in Sustainability Victoria's *Better Practice Guide for Waste Management & Recycling in Multi-unit Developments* (2019).

In order to provide a conservative estimate, the retail (food and beverage) tenancy has been assumed to operate similar to a café.

Table 3 Weekly Waste Generation Rates

Use	Weekly Generation Rate				
	Garbage	Recycling	Cardboard	Glass	Organics
Retail (Food & Beverage)	1,680 L/100m^2	305 L/100m^2	945 L/100m^2	150 L/100m^2	420 L/100m^2
Office	50 L/100m^2	50 L/100m^2	30 L/100m^2	-	5 L/100m^2

Weekly waste generation assessment for the development is shown in Table 4.

Table 4 Weekly Waste Generation Assessment

Use	Quantity / Area	Weekly Waste Volume (L/week)				
		Garbage	Recycling	Cardboard	Glass	Organics
Retail (Food & Beverage)	80 m^2	1,344	244	756	120	336
Office	1,503 m^2	752	752	526	0	75
TOTAL		**2,096**	**996**	**1,282**	**120**	**411**

3.2 WASTE SYSTEMS

Commercial waste shall be sorted on-site by tenants as appropriate into the following streams:

- Garbage (General Waste)
- Commingled Recycling
- Cardboard
- Glass
- Organics
- Hard Waste
- E-waste (Electronic Waste)

3.2.1 WASTE SYSTEM REVISION

The waste systems will be reviewed as required by building management (and third-party experts if required) for effectiveness and efficiency. Should a change in waste system be proposed, a revised Waste Management Plan will be submitted to City of Yarra for approval prior to implementation.

3.2.2 DISPOSAL FACILITIES

Throughout the facility it will be ensured that it is as easy to dispose of recyclable waste as it is garbage. This will be achieved by ensuring the development is appropriately furnished with bin stations throughout ancillary spaces and communal areas. Clear signage is to be appropriately displayed in combination with the bin stations to identify the segregation of waste streams and correct use of the bins.

The use of bin stations (see Figure 1) within communal areas, are highly recommended to encourage separation of recyclables. This system incorporates the provision of multiple bins for different waste streams at central locations and common areas for ease of disposal. This system is beneficial as users are required to make a conscious decision as to which bin they place their items in. This typically results in an increase in diversion from landfill.

The use of bin stations also reduces the amount of locations cleaners are required to service throughout the development.

Figure 1 Example Bin Station Application



Brand: *Ecobins*



Brand: *Method Bins*

3.2.3 GARBAGE & COMMINGLED RECYCLING

Commercial tenancies shall have minimum provisions for a single bin station per room or collective area for all uses. Each bin station is to consist of a minimum of two bins to have a minimum cumulative capacity as outlined in Table 5 for the temporary holding of garbage and commingled recycling waste.

Anticipated minimum disposal frequency per day for each tenancy use is also outlined in Table 5. "Transfer frequency" within the below table refers to the frequency at which waste will be required to be transferred from the commercial tenancies to the waste disposal systems on the ground floor.

Table 5 Tenancy Bin Capacity Rates & Disposal Frequency

Development Use	Bin Capacity by Stream (Litres per 100m² of NLA)		Transfer Frequency per Day
	Garbage	Commingled Recycling	
Retail (Food & Beverage)	120	25	Twice per day
Office	10	10	Once per day

3.2.4 CARDBOARD

Commercial tenancy spaces shall be suitably provided with a designated area or bin (sized at a capacity deemed appropriate by the occupants) for the temporary holding of cardboard. Large cardboard items are to be broken down and flattened prior to disposal.

3.2.5 GLASS

The retail (food and beverage) spaces shall have provisions for a bin or container (sized at a capacity deemed appropriate by the occupants) for the temporary holding of glass waste. These are typically located within the tenancy back of house or food preparation areas.

Glass waste extending from the retail (food and beverage) space is to be disposed directly within the 120L bin provided within the ground floor waste room.

3.2.6 ORGANICS

Commercial tenancy spaces throughout the development shall have provisions for kitchen caddys or small bins (approx. 20L capacity) for the separation and temporary holding of organic waste (food waste), as deemed appropriate by the occupant(s). These are typically located within kitchenettes or food preparation areas.

Cleaners/staff will manually empty loose organic waste from these caddys/bins into the appropriate 120 litre organics bins provided in the ground floor waste room. The 120 litre organics bins will be collected via a private contractor. Collection frequency will vary based on use.

Figure 2 Example Food Organics Bins – Kitchen Caddy (Left) & 60L Ecobin (Right)



3.2.7 HARD WASTE & E-WASTE

As per typical practice, hard waste and e-waste generated by the commercial tenants will be held within their respective tenancy back of house areas until such time as collection is required.

Hard waste and e-waste will be collected as separate streams via a private contractor on an as required basis.

3.3 INTERNAL WASTE TRANSFER & HANDLING

Bins / bin stations throughout the commercial spaces are anticipated to be cleared by cleaning staff in accordance with building management operations. Cleaners will manually empty these bins utilising cleaners' trolleys.

Material from the trolleys is to be decanted into the appropriate larger collection bins provided within the ground level waste room. Waste transfer will generally occur via the internal lift (or goods lift), primarily outside of standard office operational hours.

All transfer routes for waste collections are not to include stairs or gradients greater than 1:14.

Garbage waste is to be disposed of bagged, and all recycling streams (commingled recycling, cardboard, glass and organics) are to be disposed of loosely, with all plastic liners to be appropriately disposed of within the garbage bins provided.

3.4 WASTE EQUIPMENT REQUIRED

3.4.1 BIN QUANTITY, SIZE & COLLECTION FREQUENCY

Table 6 and Table 7 contain information regarding bin quantity, equipment, size, and frequency of collection required for the development.

It is noted that the anticipated garbage volume for the retail space exceeds the capacity volume by 0.53%. Due to the conservative nature of the waste generation estimates, this minor exceedance of bin capacity is considered negligible and as such the system specified is considered appropriate.

Table 6 Waste Collection Summary

Development Component	Bin Size	Waste Stream	Quantity of Bins	Collections per Week	Weekly Capacity	Weekly Volume
Retail (Food & Beverage)	660 Litre Bin	Garbage	1	2	1,320L	1,344L
	360 Litre Bin	Recycling	1	1	360L	244L
	660 Litre Bin	Cardboard	1	2	1,320L	756L
	120 Litre Bin	Glass	1	1	120L	120L
	120 Litre Bin	Organics	1	3	360L	336L
Office	360 Litre Bin	Garbage	1	3	1,080L	752L
	360 Litre Bin	Recycling	1	3	1,080L	752L
	360 Litre Bin	Cardboard	1	2	720L	526L
	120 Litre Bin	Organics	1	1	120L	75L

Table 7 Typical Bin Dimensions

Typical Bin Dimensions (mm)			
Bin Size	**Width**	**Depth**	**Height**
660 Litre	1,260	780	1,330
360 Litre	770	680	1,028
120 Litre	480	545	930

3.5 WASTE STORAGE AREA & LOCATION

Table 8 demonstrates the cumulative area requirements (excluding circulation) and provision of commercial waste areas.

Table 8 Waste Storage Area Requirements

Location	Waste Equipment	Area Required	Area Provided
Commercial	Garbage Bins	1.51m^2	19.0m^2
	Recycling Bins	1.05m^2	
	Cardboard Bins	1.51m^2	
	Glass Bins	0.26m^2	
	Organics Bins	0.52m^2	
TOTAL		**4.85m^2**	**19.0m^2**

3.6 BIN COLOUR AND SUPPLIER

All bins will be provided by private supplier. The below bin colours are specified by Australian Standard AS4123.7 2006, however due the private nature of the collection, these are only recommendations and are not mandatory:

- Garbage (general waste) bins shall have red lids with dark green or black body.
- Recycle bins shall have yellow lids with dark green or black body.
- Cardboard bins shall have blue lids with blue body.
- Glass bins shall have purple lids with dark green or black body.
- Organics bins shall have burgundy lids with dark green or black body.

Private collection contractors often supply their own bins for collection.

3.7 SIGNAGE

Waste storage areas and bins will be clearly marked and signed with the industry standard signage approved by Sustainability Victoria, as illustrated in Figure 3 to ensure correct disposal. Commercial tenants will be instructed by building management to adhere to these requirements.

Figure 3 Sustainability Victoria Signage



3.8 WASTE COLLECTION METHODOLOGY

All waste will be collected via a private contractor as outlined in Table 9.

Table 9 Waste Collection Summary

Development Component	Stream	Storage Size	Quantity	Collections per Week
Retail (Food & Beverage)	Garbage	660 Litre Bin	1	2
	Recycling Commingled	360 Litre Bin	1	1
	Cardboard	660 Litre Bin	1	2
	Glass	120 Litre Bin	1	1
	Organics	120 Litre Bin	1	3
Office	Garbage	360 Litre Bin	1	3
	Recycling Commingled	360 Litre Bin	1	3
	Cardboard	360 Litre Bin	1	2
	Organics	120 Litre Bin	1	1

All waste collections will occur on Little Lesney Street directly to the rear of the development via a private collection contractor. Collection vehicles will prop within Little Lesney Street, operators to collect bins directly from the ground floor waste room and return them immediately upon emptying. Swept path analysis demonstrating collection vehicle access is provided in Appendix B.

Bins will not be stored outside of the title boundary or presented to kerb for collection at any time.

Building management will ensure sufficient access is provided for operators during collection times. Typically, operators are provided with keypad access to the service doors.

4 STANDARDS & COMPLIANCE

4.1 VENTILATION

Ventilation will be provided in accordance with Australian Standard AS1668.

4.2 WASHING & VERMIN PREVENTION

A third-party bin washing service will be engaged to perform regular washing of bins. Bin washing suppliers must retain all wastewater to within their washing apparatus and not impact on the drainage provisions of the site.

4.3 NOISE REDUCTION

All waste areas shall meet BCA and AS2107 acoustic requirements as appropriate with operational hours and collection times assigned to minimise acoustic impact on surrounding premises.

4.4 RISK ASSESSMENT

Table 10 outlines waste items for consideration for the formation of a site risk register by building management. Note that the below is not intended (or considered to be) as a complete list of risks for the site.

Table 10 Risk Assessment

Risk	Risk Category (Likelihood; Impact)	Mitigation Measure
Injury sustained through improper waste equipment handling.	Possible; Moderate	Training should be provided to staff / cleaners addressing correct manual handling techniques in accordance with *Occupational Health and Safety Act* (2004) and associated regulations. Staff / cleaners should be further provided with personal protective equipment as appropriate. A suitable path of travel between the waste rooms and loading areas will be provided. Staff / cleaners / collection operators will not be required to traverse steps or any grades greater than 1:14 in disposing of waste.
Injury sustained through waste collection operations.	Possible; Moderate	Garbage and recycling bin size limited to a maximum 1100L specified for both garbage and recycling, as per common industry practice. Loading areas provided at grade with waste room. Collection operators will **not** need to transfer bins across improper grades.
Incorrect use of waste systems by building occupants.	Likely; Low	Building occupants should be provided an induction by building management addressing appropriate use of waste drop-off bins, and hazardous waste, and e-waste and hard waste disposal procedures as applicable. Waste equipment and drop off bins will be clearly signed (refer Section 2 & 3.7) to distinguish each waste stream, appropriate use and the allowable contents thereof.
Overflow of waste (i.e. bins filled to over-capacity) resulting in slipping / tripping hazard for users.	Possible; Moderate	Waste design provided such that adequate bin capacity is provided for all streams, as to avoid bin overflow. Waste transfer paths and storage facilities will be sealed and cleaned routinely. Building management (or equivalent) to ensure that an appropriate cleaning/maintenance regime is implemented to maintain the slip rating of floor surfaces as appropriate, and to remove any water or waste spillages when required.

Attachment 4 - PLN22/0014 - 441 - 443 Church Street Richmond - Waste Management Plan (advertised)

Risk - contd	Risk Category (Likelihood; Impact) - contd	Mitigation Measure - contd
Equipment damage resulting from untrained staff using equipment (bins), resulting in equipment down time.	Possible; Low	Only trained personnel as nominated by building management (or equivalent) should permitted to utilise waste equipment.
Conflict between pedestrians (public and/or staff) and collection vehicle.	Unlikely; High	Collection vehicles will access the site in a forward's direction, providing a direct line of site for pedestrian interference. A spotter should be present to ensure pedestrian safety any time a collection vehicle performs a reversing manoeuvre to exit the loading bay onto street. Loading areas should cater for nominated vehicle sizes, clear zones and loading areas.
Improper ventilation measures provided.	Unlikely; Low	Refer Section 4.1
Improper vermin protection measures provided.	Unlikely; Low	Refer Section 4.2
Improper noise reduction measures provided.	Unlikely; Low	Refer Section 4.3

5 HIGH LEVEL PURCHASING SCHEDULE

Table 11 lists the waste equipment required for the development under the conditions proposed within this report.

Table 11 Equipment Supply Schedule

Item	Quantity	Lid Colour	Body Colour	Typical Service Requirements*	Supplier**
660 Litre Garbage Bin	1	Red	Dark Green / Black	Nil	Private Supplier (Sulo or equivalent)
660 Litre Cardboard Bin	1	Blue	Blue	Nil	Private Supplier (Sulo or equivalent)
360 Litre Garbage Bin	1	Red	Dark Green / Black	Nil	Private Supplier (Sulo or equivalent)
360 Litre Recycling Bin	2	Yellow	Dark Green / Black	Nil	Private Supplier (Sulo or equivalent)
360 Litre Cardboard Bin	1	Blue	Blue	Nil	Private Supplier (Sulo or equivalent)
120 Litre Glass Bin	1	Purple	Dark Green / Black	Nil	Private Supplier (Sulo or equivalent)
120 Litre Organics Bins	2	Green	Dark Green / Black	Nil	Private Supplier (Sulo or equivalent)

**Services requirements are indicative only and must be confirmed with the manufacture prior to commencement of construction.*

***Private waste collection contractors often supply their own bins for collection.*

5.1 SUPPLIER CONTACT INFORMATION

A complimentary listing of contractors and equipment suppliers is provided in Table 12 below for your reference. You are not obligated to procure goods/services from these companies. This is not, nor is it intended to be, a complete list of available suppliers. WSP does not warrant (or make representations for) the goods/services provided by these suppliers.

Table 12 Supplier Contact List

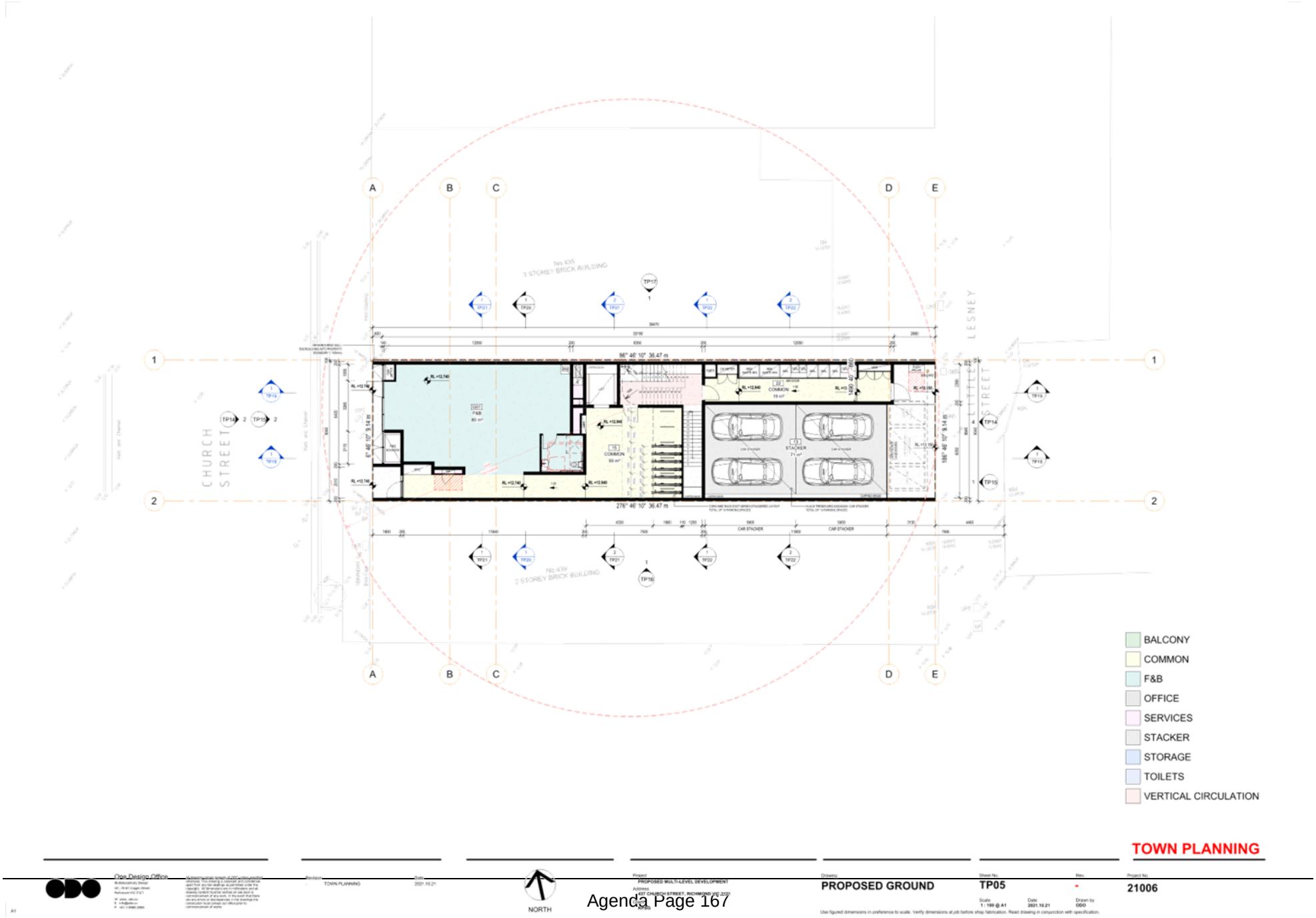
Service Type	Contractor / Supplier Name	Phone	Website
Private Waste Collectors	Citywide Service Solutions Pty Ltd	(03) 9261 5000	www.citywide.com.au
	SUEZ Environment	13 13 35	www.sita.com.au
	Cleanaway	13 13 39	www.cleanaway.com.au
	Veolia	132 955	www.veolia.com
Equipment Suppliers	Sulo Australia (Bins)	1300 364 388	www.sulo.com.au
Bin Washing Services	The Bin Butlers	1300 788 123	www.thebinbutlers.com.au
	Kerbside Clean-A-Bin	(03) 9830 7381	www.kerbsidecleanabin-srp.com.au
	Calcorp Services	1800 225 267	www.calcorpservices.com.au
	WBCM Environmental Australia	1300 800 621	www.wbcm-aust.com.au
E-waste Collection Services	TechCollect	1300 229 837	www.techcollect.com.au
	Mobile Muster	1800 249 113	www.mobilemuster.com.au
	ToxFree	1300 869 373	www.toxfree.com.au

Attachment 4 - PLN22/0014 - 441 - 443 Church Street Richmond - Waste Management Plan (advertised)

APPENDIX A

ARCHITECTURAL DRAWINGS

Attachment 4 - PLN22/0014 - 441 - 443 Church Street Richmond - Waste Management Plan (advertised)

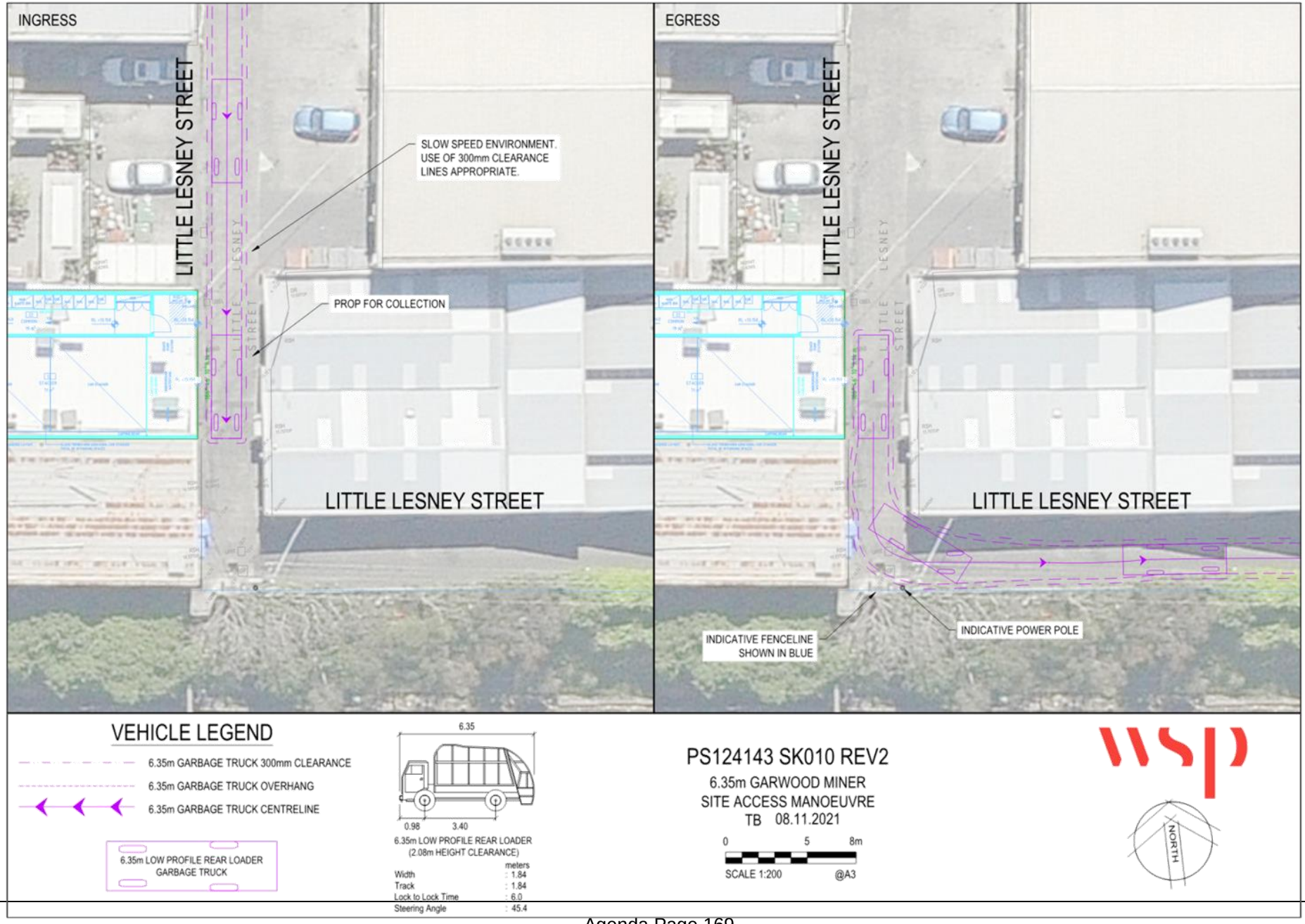


Attachment 4 - PLN22/0014 - 441 - 443 Church Street Richmond - Waste Management Plan (advertised)

APPENDIX B

COLLECTION VEHICLE SWEPT PATH ANALYSIS

Attachment 4 - PLN22/0014 - 441 - 443 Church Street Richmond - Waste Management Plan (advertised)



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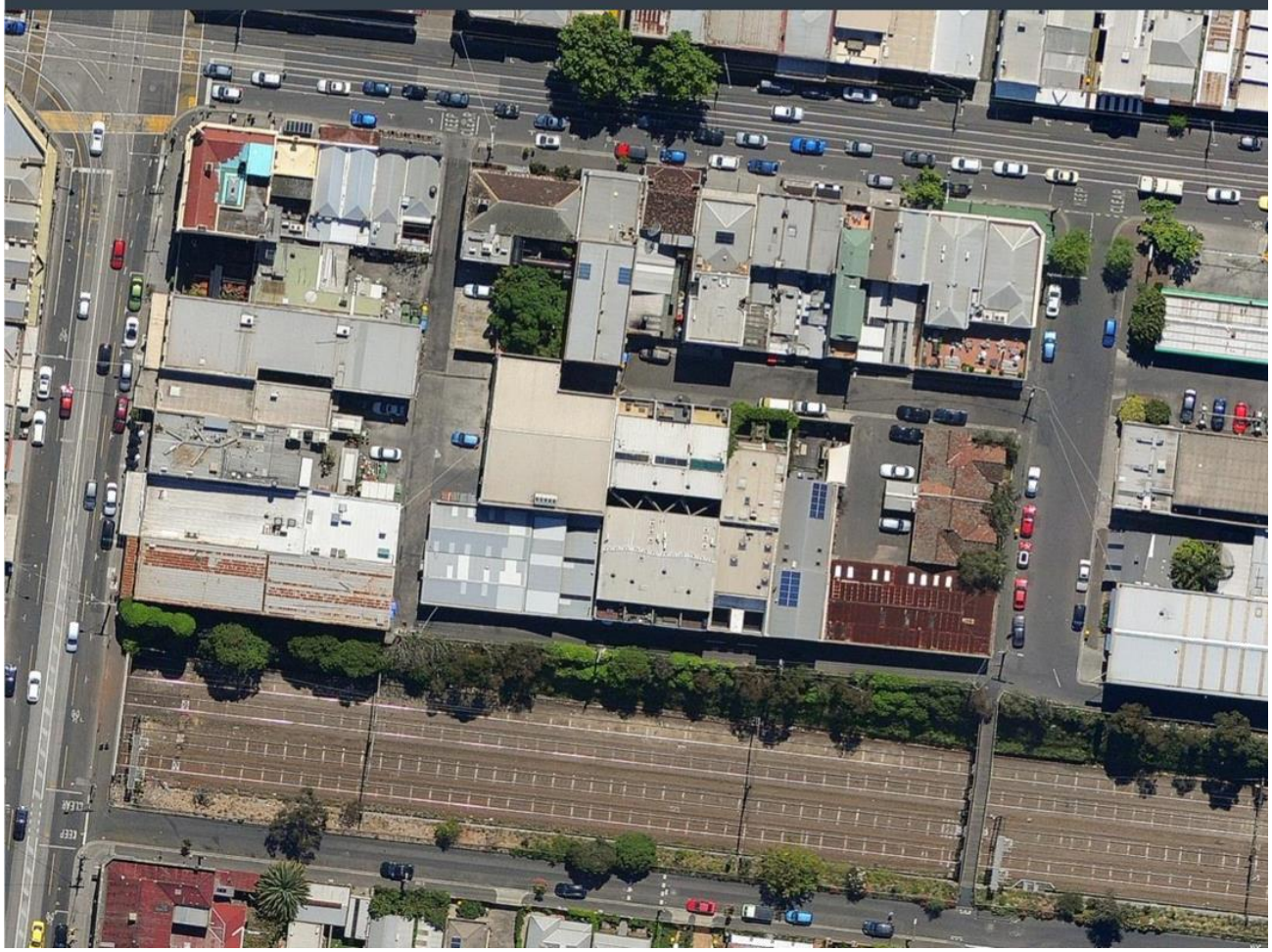
KPSG PTY LTD

OCTOBER 2022

437 CHURCH STREET, RICHMOND

GREEN TRAVEL PLAN

wsp



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437 Church Street, Richmond
Green Travel Plan

KPSG PTY LTD

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Southbank VIC 3006

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REV	DATE	DETAILS
C	13/10/2022	Updated Green Travel Plan – Council Comments

	NAME	DATE	SIGNATURE
Prepared by:	Taiga Britt Fiona Banh	12/10/2022	
Reviewed by:	Simon Chia	13/10/2022	
Approved by:	Simon Chia	13/10/2022	

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PS124143-TPD-REP-002 RevC

October 2022

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1 INTRODUCTION

WSP has been engaged by KPSG Pty Ltd to prepare a Green Travel Plan for the proposed multi-storey commercial development located at 437 Church Street in Richmond.

The proposed mixed-use development comprises of seven levels of office space and a single food and beverage tenancy on ground floor.

This Green Travel Plan has been prepared specifically to encourage the use of non-private vehicle transport modes by the occupiers of the land. It highlights the measures that should be considered in design at planning stage to ensure suitable infrastructure is available for successful travel plan adoption, and considers actions that can be taken during operation.

This report also provides responses to the following requests for information:

— From Yarra City Council (Council reference number IREF22/00874) dated 4 July 2022;

— From Yarra City Council (Council reference number IREF22/00875) dated 4 July 2022;

The following documents have been reviewed in undertaking this assessment:

— Architectural drawing set prepared by One Design Office dated 9 September 2022,

— Clause 22.17 (Environmentally Sustainable Development) of the Yarra Planning Scheme

— Australian Standards AS2890.1:2004 – Off-street car parking.

In the course of preparing this report, a desktop assessment to review the existing conditions proximate to the site has been undertaken, the development plans have been reviewed and relevant analyses undertaken.

This Green Travel Plan consists of six sections:

— Aim

— Background

— Sustainable Transport

— Targets

— Actions

— Monitoring & Communication

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2 AIM

A Green Travel Plan is an initiative to encourage travel mode behaviour change. Green Travel Plans are used to promote sustainable transport and encourage people to choose walking, cycling, public transport and vehicle booking services in preference to single occupant car trips whenever practicable.

The co-ordination, implementation and funding for the Green Travel Plan will be the responsibility of the Body Corporate (or equivalent) for the development. Acknowledging the location and accessibility of the subject development, this Green Travel Plan seeks to minimise employee and visitor use of private vehicle transport through:

- Providing convenient access to current and relevant public transport information to all employees;
- Improved road safety and personal security for pedestrians and cyclists;
- Maximising the efficient use of on-site bicycle parking; and
- Providing a mechanism to review the efficiency of green travel initiatives and amend existing or implement new initiatives as warranted.

The aim of the plan is to cut the number of single occupancy car journeys to and from work by employees by 30 per cent by 2035. This target has been based on an assumed 3% reduction per year over a 10-year period post development and occupation of the site.

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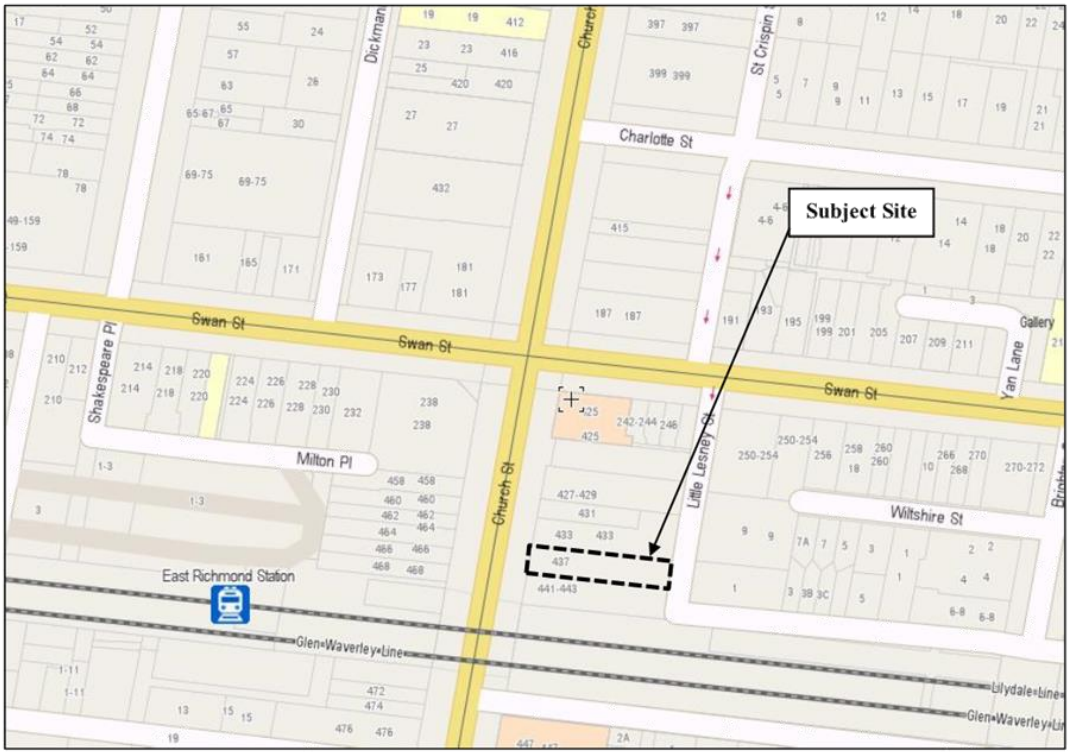
3 BACKGROUND

3.1 SITE LOCATION AND EXISTING CONDITIONS

The subject site is located within a Commercial 1 Zone (C1Z) under the Yarra Planning Scheme and is currently occupied by a single restaurant. The site has frontage to Church Street and Little Lesney Street, with vehicle access available via Little Lesney Street.

A varied mix of land uses are available within the vicinity of the subject site. The location of the site in the context of the surrounding road network is generally shown in Figure 3.1.

The subject site is wholly located within the Principal Public Transport Network (PPTN) area.



(Source: www.street-directory.com.au)

Figure 3.1 Site Location

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3.2 ROAD NETWORK

3.2.1 CHURCH STREET

Church Street is a Declared Arterial managed by Department of Transport and runs in the north-south direction. The road has an approximate 12 metre wide carriageway accommodating two-way tram and vehicle movements within a shared lane, as well as a kerbside parking lane and cycling lane on both sides of the carriageway.

A variety of restrictions apply to the kerbside parking, including metered 1P-2P parking and loading zones.

A posted speed limit of 40km/h applies along Church Street. There is no vehicle access available to the site from Church Street.

Figure 3.2 shows the typical conditions along Church Street.

3.2.2 LITTLE LESNEY STRET

Little Lesney Street is a local road managed by City of Yarra, comprising an approximate 3 metre wide carriageway along the site frontage. It provides vehicle access to the rear of abutting properties and accommodates privately managed car parking at the rear of some properties. There is a single vehicle access point to the site from Little Lesney Street.

Figure 3.2 shows the typical conditions along Little Lesney Street.



Source: Nearmap

Figure 3.2 Configuration of Church Street and Little Lesney Street

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3.3 PROPOSAL

Based on the architectural drawing set prepared by One Design Office dated 15 September 2022, the development proposes to construct a commercial building with eight storeys above ground, plus one basement level.

The proposal includes the following offerings. Note that the following areas listed are Net Lettable Area:

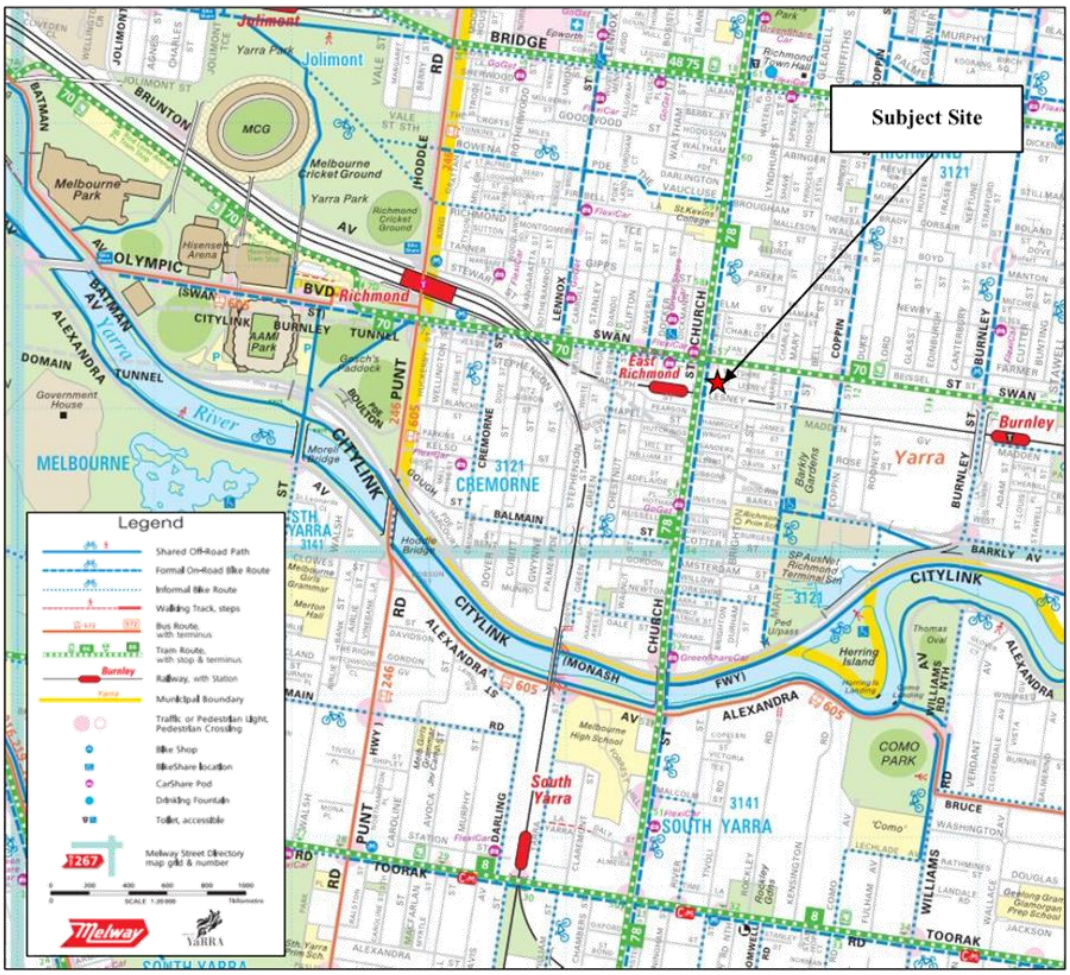
- A single food & beverage tenancy on ground floor with 79 sqm of floor area;
- Seven levels of office with a combined floor area of 1,502 sqm;
- 10 car parking spaces provided in the form of car stackers, accessed from Little Lesney Street; and
- 18 bicycle parking spaces located on the ground floor, with end of trip facilities provided throughout each office tenancy.

Clause 22.17 of the Yarra Planning Scheme states that a Green Travel Plan is required for any proposed development with a non-residential gross floor area of more than 1,000 sqm. The proposed floor areas stated above trigger this requirement, and as such, the following Green Travel Plan has been prepared.

4 SUSTAINABLE TRANSPORT

Given its location in Richmond, the subject site is excellently situated to take advantage of the local public transport network, including metropolitan train and tram services which connect building occupants to the broader metropolitan public transport network.

Figure 4.1 is an extract from City of Yarra's TravelSmart Map and shows the location of the site with respect to nearby public transport and bike/pedestrian paths.


Subject Site
Legend
Shared Off-Road Path
Formal On-Road Bike Route
Informal Bike Route
Walking Track, steps
Bus Route, with terminus
Tram Route, with stop & terminus
Railway, with Station
Municipal Boundary
Traffic or Pedestrian Light, Pedestrian Crossing
Bike Shop
BikeShare location
CarShare Pod
Drinking Fountain
Toilet, accessible
Melway Street Directory map grid & number
Melway
YARRA
Jolimont
Yarra Park
MCG
Melbourne Cricket Ground
Melbourne Park
Hisense Arena
Richmond Cricket Ground
BRIDGE
BRUNTON
BATMAN
OLYMPIC
BVD
Richmond
SWAN
CITYLINK
BURNLEY
TUNNEL
AAMI Park
Yarra River
ALEXANDRA
DOMAIN
Government House
MELBOURNE
PUNT
HODDLE
CREMORNE
3121
BALMAIN
East Richmond
CHURCH
LENNOX
COPPIN
BURNLEY
Burnley
Yarra
Barkly Gardens
BARKLY
Herring Island
Thomas Oval
MONASH
FWY
ALEXANDRA
COMO PARK
'Como'
BRUCE
WILLIAMS
South Yarra
3141
SOUTH YARRA
TOORAK
DARLING
Melbourne High School
Merton Hall
Melbourne Grammar
Hoddle Bridge
Morell Bridge
Princes Bridge
Domain Tunnel
Punt Road Oval
Richmond Town Hall
St Kevins College
Richmond Terminal Sort
Ped Bridge
Ped Underpass
Gardiners Creek
Chain of Ponds
Gosch's Paddock
Boulton Pde
Kelso
Dougharty
Gordon
Davidson
Tivoli
Avoca
Caroline
Murphy
Station
Victoria
Rathmines
Douglas
Jackson
Fulham
Landale
Wallace
Lechlade
Verdant
Clovelly
Burnie
Washington
Lennox
Coppin
Barkly
Rose
Rodney
Madden
Farmer
Boyd
Manton
Bunting
Dove
Tillman
Fraser
Neptune
Stirling
Boland
Dickens
Murphy
Griffiths
Gleadell
Coppin
Palmer
Koonung
Birch
Bea
Bowen
Abinger
Rough
Malleson
Lyndhurst
Hunter
Gorsair
Newry
Canterbury
Edmondson
Cutter
Bunting
Tavern
Bowen
Waltham
Hodgson
Goodwood
Rotherwood
Sherwood
Jolimont
Wellington
Agnes
Charles
Jolimont Tce
Vale St
Vale St Sth
Hoddle
Punt
Darling
Toorak
Williams
Alexandra
Main
Davison
Gordon

4.1 WALKING

Walking is a fundamental and direct means of access to most places like nearby public transport services and other amenities such as shops, newsagents, post offices etc. It is a sustainable form of transport and can provide significant health benefits.

The existing road network within the vicinity of the subject site provides excellent pedestrian accessibility in the form of footpaths, pram ramps and pedestrian crossings. This allows future building occupants to safely walk to key nodes, including public transport stops and retail.

In general, walking for up to 20 minutes is considered a reasonable walking distance and is in line with Plan Melbourne's 20-Minute Neighbourhood strategy which aims to provide people the ability to meet most of their daily needs within a 20-minute walk from home.

Refer Figure 4.2 for a map showing example routes pedestrians can walk to key destinations. A more detailed map showing pedestrian routes to key destinations from the subject site can be found in Appendix C.

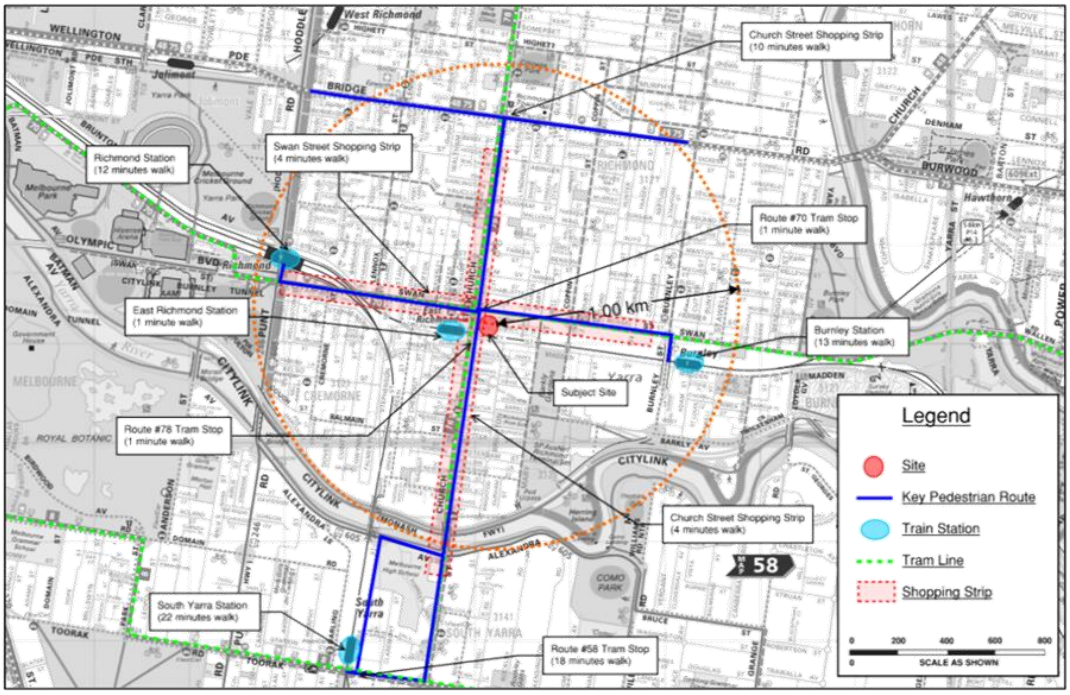


Figure 4.2 Example of Pedestrian Routes to Key Destinations

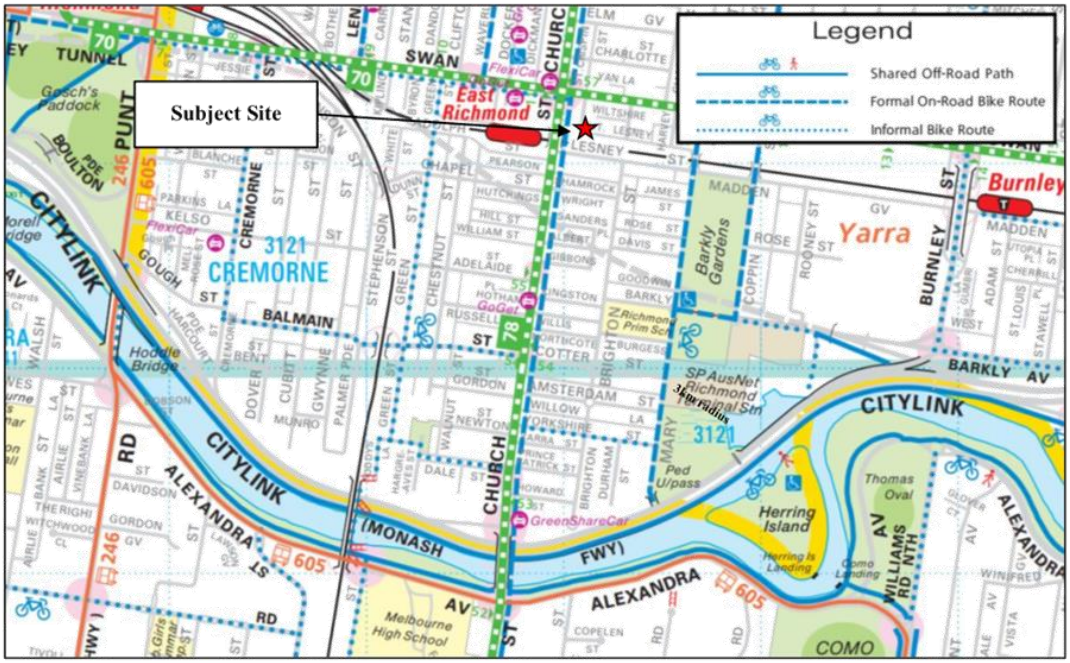
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4.2 CYCLING

4.2.1 BICYCLE INFRASTRUCTURE

Bicycles are an excellent form of transport. They have almost no impact on the environment, make minimal noise, produce no greenhouse gases and consume no fossil fuels. Cycling also has significant health and fitness benefits and is an enjoyable pastime. As such, cycling is an important component of a sustainable and integrated transport system and it is a practical alternative to motor vehicle travel for many trips.

The subject site is well positioned to make use of cycling as a mode of transport. As shown in the below extract from Yarra City Council's TravelSmart Map (refer Figure 4.3), Church Street along the site frontage is considered a formal on-road bike route. In addition, Mary Street (approximately 260 metres east of the site) is also a formal bike route with other informal bike routes located nearby along Green Street, Balmain Street and Yorkshire Street. Further to these paths, shared off-road bicycle paths can be found along the Yarra River (approximately 850m south of the site).



Source: https://www.yarracity.vic.gov.au/the-area/getting-around

Figure 4.3 Bicycle Paths near the Subject Site

As shown in Figure 4.4, the site is well positioned to make use of the wider cycling network, with numerous connections and destinations situated within a 3km radius of the site.

In general, cycling for 3km is considered a reasonable riding distance (10 – 12 minutes riding based on 15-20km/h bike speeds). If employees were to cycle, they would be able to access cafés, restaurants, a supermarket, post office, a chemist, variety of retail shops, education, parks, recreational facilities, public transport facilities, and the Melbourne CBD, all of which are all within a 3km cycling distance from the site.

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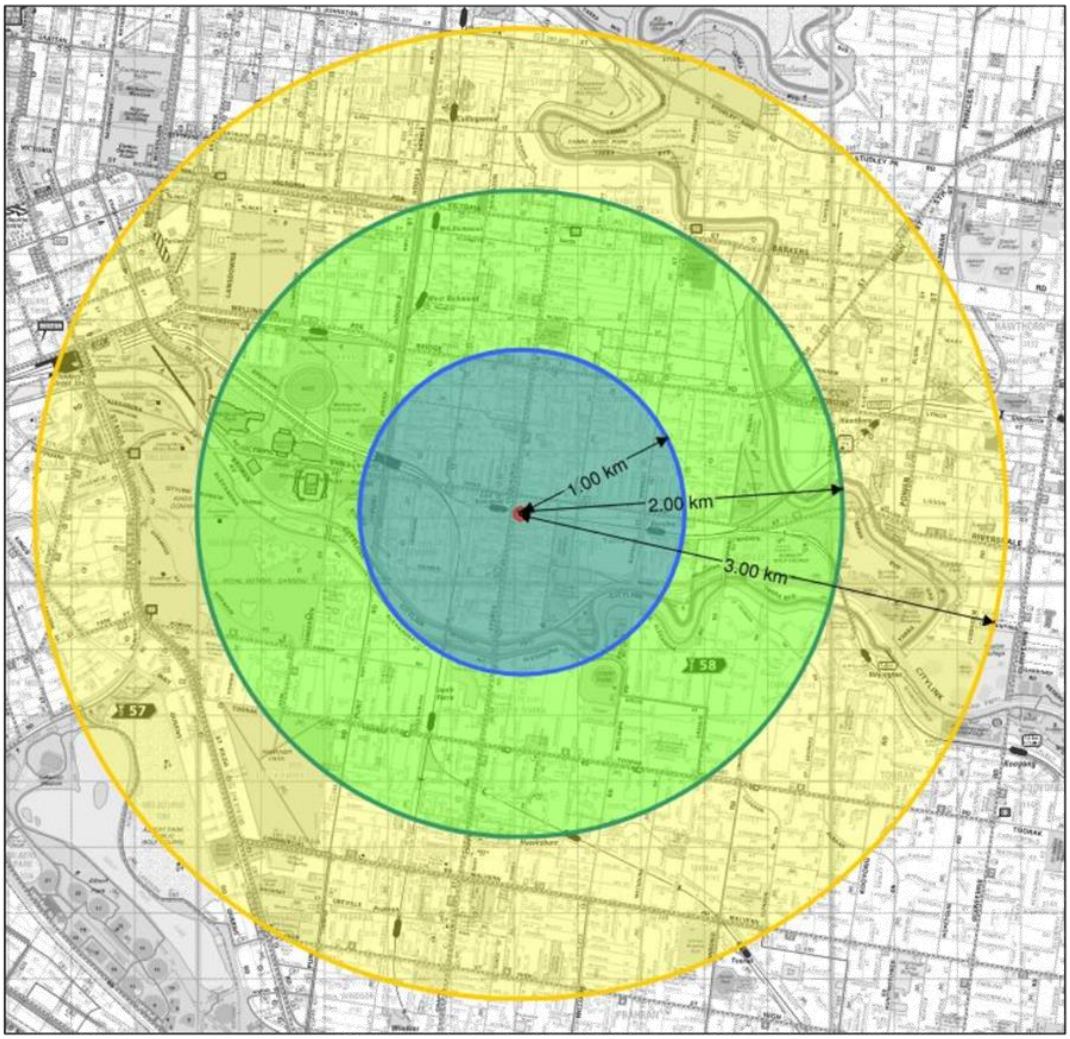


Figure 4.4 Site Centric Cycling Radii

4.2.2 ON-SITE BICYCLE FACILITIES

As noted in Section 3.3, the proposed development will see the provision of 18 bike spaces, along with end of trip facilities which should further assist in encouraging cycling as a viable mode of transport for employees to and from the site. A plan showing the location of the bike spaces is attached in Appendix B.

Staff and visitor bicycle parking are provided within the building lobby accessed via Church Street entrance and rear entrance from Little Lesney Street. Staff bicycle parking is provided within a secure compound and any staff utilising the facilities will be provided with an access key.

A charging point is provided to accommodate for e-bikes adjacent to the horizontal rails.

A shower combined change room with four (4) lockers is provided within each office level for staff use and is secure.

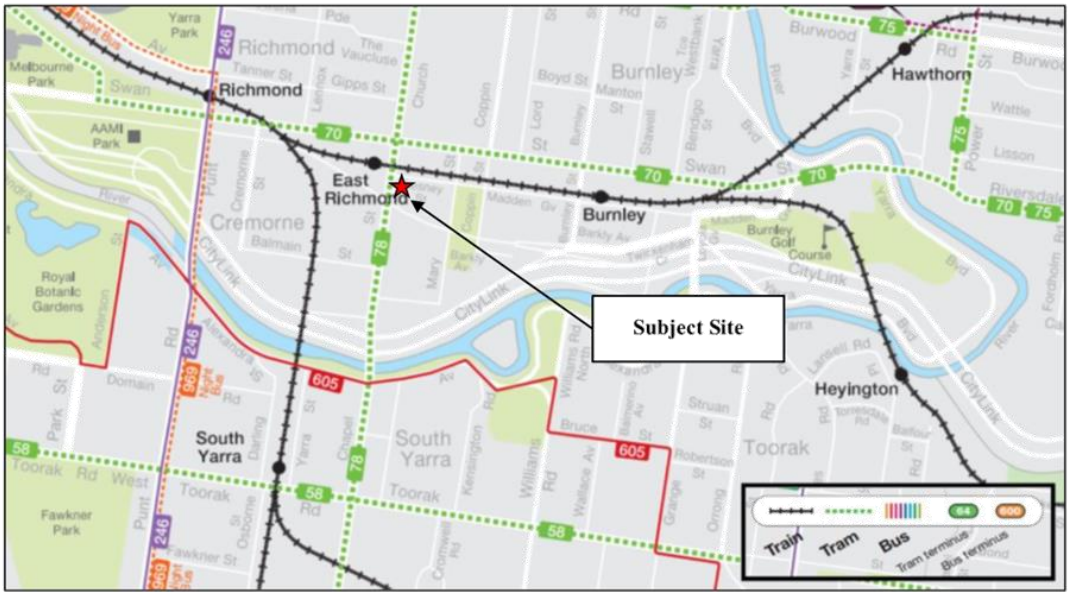
4.3 PUBLIC TRANSPORT

The subject site is excellently situated to take advantage of the local public transport network, which provides practical alternatives to private motor vehicle travel. The site's location within the PPTN also represents the high level of accessibility to nearby public transport options.

Figure 4.5 is an extract from Public Transport Victoria's (PTV) Yarra Local Map and shows the location of the site with respect to nearby public transport options. Table 4.1 provides a summary of the public transport services which are located within reasonable walking or riding distance from the site. These provide employees with a practical alternative to private motor vehicle ownership.

Additionally, joining local associations such as the Public Transport Users Association gives members access to the myki commuter club for discounted yearly myki transport tickets, (http://www.ptua.org.au/).

The proximity of the site to the nearby public transport options will subsequently aid in encouraging the use of public transport over the need of a private motor vehicle.



Source: https://www.ptv.vic.gov.au/more/maps/metropolitan-local-area-maps/

Figure 4.5 PTV – Yarra Local Map

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Table 4.1 Public Transport Options

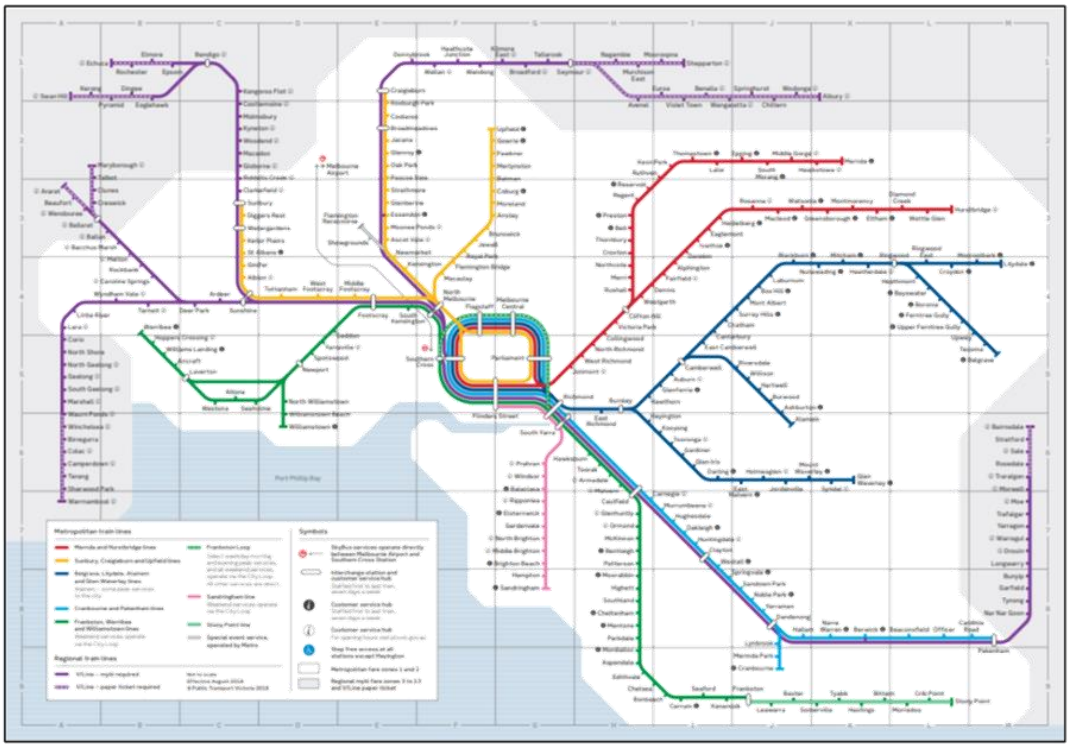
MODE	ROUTE NO	ROUTE DESCRIPTION	NEAREST STOP	APPROX. WALKING DISTANCE	PEAK ARRIVAL FREQUENCY
Train	Alamein	City Loop – Alamein	East Richmond Station	50m (Less than 1 min)	7-8 mins
	Belgrave	City Loop – Belgrave			5-6 mins
	Lilydale	City Loop – Lilydale			5-6 mins
	Glen Waverley	City Loop – Glen Waverley			8-9 mins
Tram	70	Waterfront City Docklands – Wattle Park	Church Street/ Swan Street	70m (Less than 1 min)	7-8 mins
	78	North Richmond – Balaclava via Prahran	Church Street/ Lesney Street	50m (Less than 1 min)	10 mins

4.3.1 TRAIN

The metropolitan train network plays a significant part in moving people around Melbourne and its outer suburbs and is a practical and convenient alternative to private motor vehicle use.

As presented in Figure 4.6 and Table 4.1 the subject site is well placed to make use of the Melbourne train network with East Richmond Station within a one minute walk of the site, and both Richmond and Burnley Stations situated within a 13 minute walk of the site.

These stations are serviced by multiple lines which service the south eastern and eastern suburbs and provide direct connection to the Melbourne CBD and City Loop. Refer to Figure 4.6 for a map of the Victorian rail network with a detailed version of the map included within Appendix D.



Source: https://www.ptv.vic.gov.au/more/maps

Figure 4.6 Victorian Train Network

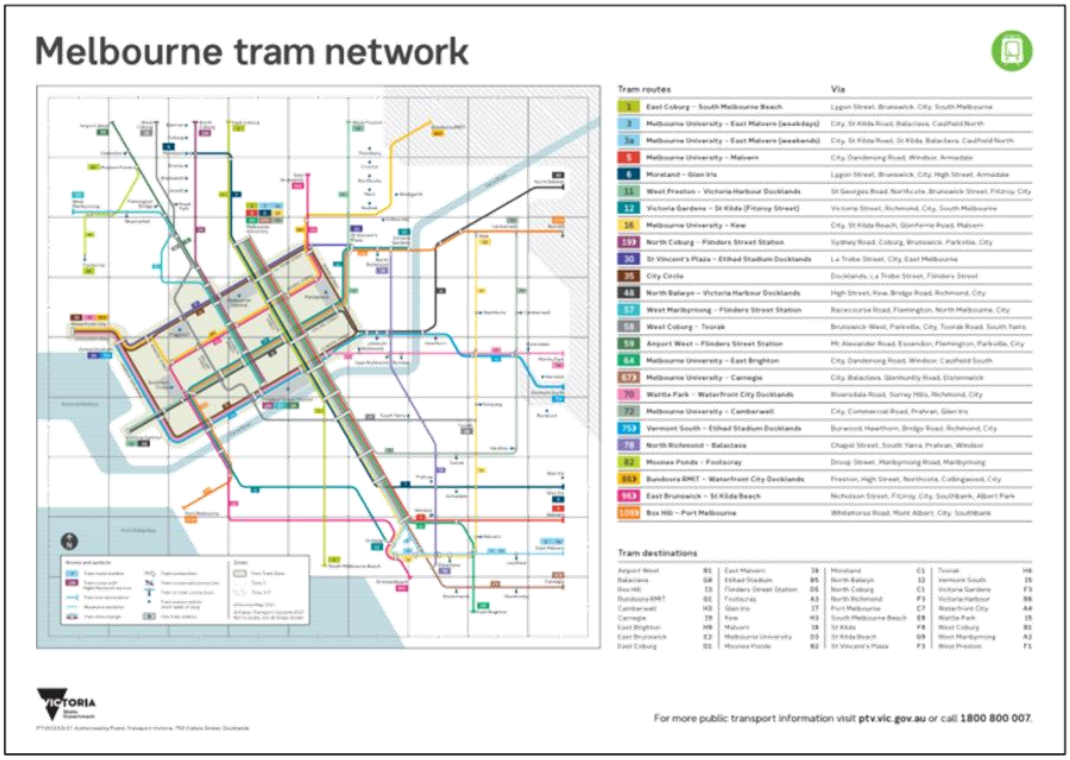
In addition to the existing rail network, works are currently underway on a new metro tunnel that will add an additional five stations to the network and provide further improved connectivity across the city.

4.3.2 TRAM

In conjunction with the train network, the Melbourne tram network also plays a key part in moving people around Melbourne and its outer suburbs and is a practical and convenient alternative to private motor vehicle use.

As presented in Figure 4.5 and Table 4.1 the subject site is well placed to make use of the Melbourne tram network with three routes situated within easy walking distance of the site.

These routes provide connections between the outer suburbs and the Melbourne CBD as well as aligning with other services, providing improved connectivity across the greater metropolitan area. Refer to Figure 4.7 for a map of the Melbourne tram network with a detailed version of the map included within Appendix D.



Source: https://www.ptv.vic.gov.au/more/maps/

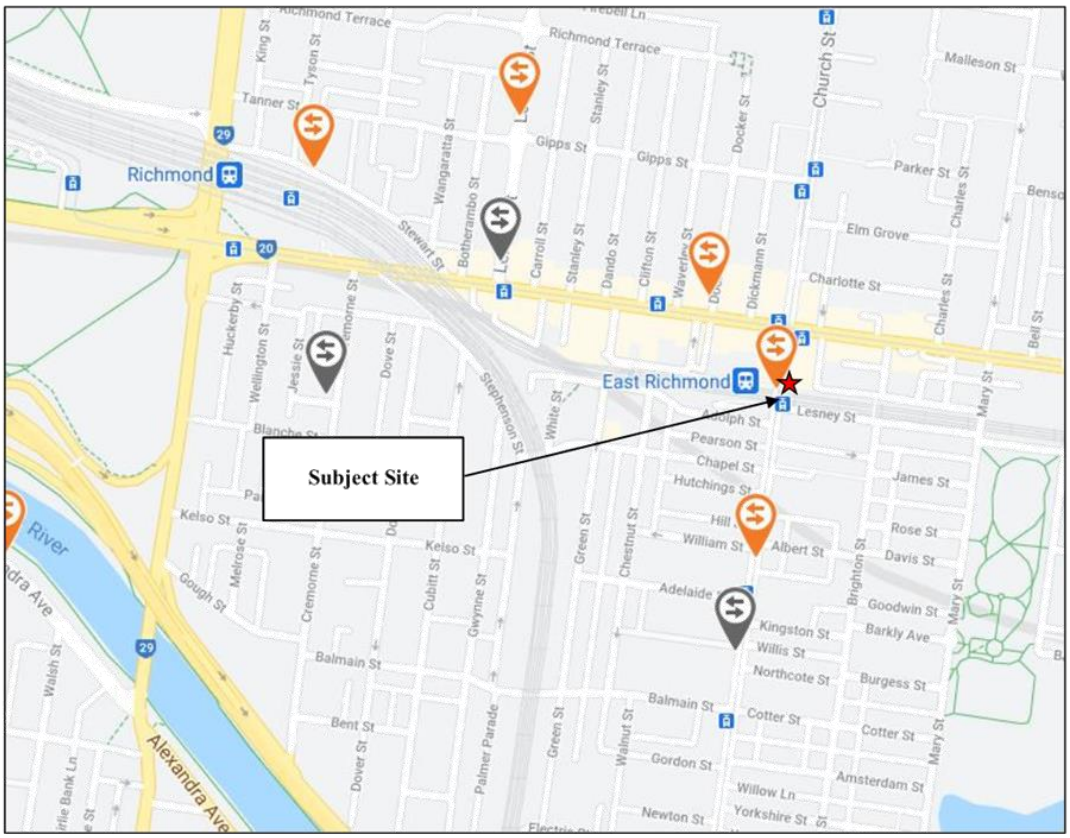
Figure 4.7 Melbourne Tram Network

4.4 CAR SHARE

GoGet and Flexicar are services that provide car sharing vehicles. Several vehicles provided from these services are located within the vicinity of the subject site and are shown in Figure 4.8 and in Figure 4.9.

Car share services reduces the needs of users or businesses to own their own car by providing convenient access to a shared car on an as needs basis.

Users gain access to their booked vehicle by using the smart card provided to them on sign up. Users are able to pre book the vehicle for collection at a designated pick up point via phone or online. When finished the vehicle is returned to the designated space.



Source: https://www.goget.com.au/

Figure 4.8 GoGet Car Share Locations



Source: https://flexicar.com.au/

Figure 4.9 Flexicar Car Share Locations

4.5 VEHICLE BOOKING SERVICES

Vehicle booking services, such as Uber, are another form of sustainable transport, which, due to competitive pricing and ease of access, are becoming more popular as an alternate mode of transport to private motor vehicle, particularly in metropolitan locations.

Subsequently, the location of the site lends itself to utilising this as an alternative mode of transport.

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5 TARGETS

This Green Travel Plan provides indicative targets to meet in order to achieve the aims set out in this report. Targets should be specific, measurable, achievable and realistic with a defined time frame.

It is important to note that when setting targets for the proposed development consideration should be given to the existing travel patterns for people living and working within the nearby area. On this basis, 2016 ABS Census data for the City of Yarra has been reviewed with respect to the available Method of Travel to Work information in order to determine the existing rates of mode share that may be applicable to the proposed development.

These rates are presented as follows:

- Private Vehicle as Driver (Car, Truck, Motorbike) – 39.6%
- Car Pool (e.g. Car as Passenger) – 2.3%
- Walked – 14.6%
- Bicycle – 10.1%
- Public Transport (Train, Tram, Bus, Taxi/Car Share) – 33.4%

Based on the above data, the 30% reduction in single occupancy car trips by employees to the site by 2035 which is the aim of this Green Travel Plan, would see the overall use of private vehicles drop to 27.7%.

The following targets are therefore proposed to assist with ensuring that the aims of this Green Travel Plan are achieved:

- Replace 1% of single occupancy car journeys among employees with car-pooling trips by 2035.
- Replace 3% of single occupancy car journeys among employees with walking trips by 2035.
- Replace 6% of single occupancy car journeys among employees with cycling trips by 2035.
- Replace 20% of single occupancy car journeys among employees with public transport trips by 2035.

These targets have been based on an assumed 3% reduction per year over a 10-year period.

These targets may assist with achieving the aims set out within this report. Assuming these targets are met, the expected mode share for employees travelling to work would be as follows:

- Private Vehicle as Driver (Car, Truck, Motorbike) – 27.7%
- Car Pool (e.g. Car as Passenger) – 2.7%
- Walked – 15.8%
- Bicycle – 12.5%
- Public Transport (Train, Tram, Bus, Taxi/Car Share) – 41.3%

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6 ACTIONS

The Green Travel Plan aims to reduce the number of single occupant vehicle trips undertaken by employees of the proposed development. The plan is an outline of the actions and incentives that will be adopted to encourage the use of sustainable transport modes.

In general, the Body Corporate (or equivalent) will be responsible for ongoing implementation of the actions identified within the Green Travel Plan.

6.1 GREEN TRAVEL ACTION PLAN

The following outlines a list of actions for each mode of travel to encourage travel mode behaviour change, and reduce the number of single occupancy car journeys to and from work by employees. The list of actions is not exhaustive and should be updated if necessary on a periodic basis.

A draft action plan is also provided in Appendix A outlining who will perform the action, the timeline of the action and approximate capital cost.

6.1.1 GENERAL ACTIONS

In general, the following action plans may be implemented to encourage sustainable travel:

- Create an events calendar that may hold 3-4 events per year. It would be best in conjunction with state wide events such as Ride to Work Day, World Environment Day, National Walk to Work Day etc. Additionally, these events may include the provision of lunch, morning teas or breakfasts, guest speakers, demonstrations etc. Applying this action creates additional awareness of sustainability to employees. Being a state wide event, employees may feel the need to participate in these events in order to contribute to their community/workplace.
- Allocate display boards in prominent locations (such as lobby) to show public transport maps and timetables. Applying this action will make it easier for employees to know where the nearby public transport options can take them, when it can take them and how long these options will take. This will give employees a clear understanding of their travel options.
- Provide Welcome Packs to new tenants and employees moving in, which will contain sustainable transport information. Applying this action, will provide employees with information and hence encourage the use of alternative modes of travel to private vehicles. The Welcome Pack may also include the Yarra City Council TravelSmart Map.
- To highlight pedestrian accessibility within the vicinity of the site, an access plan will be prepared within the Welcome Pack showing pedestrian linkages in the vicinity of the site and nearby public transport services and other amenities such as shops, newsagents, post offices etc.
- To promote and market the use of bicycles, a map of the extensive network of on and off-street bicycle paths in the vicinity of the site will be provided within the Welcome Pack.
- Copies of all sustainable transport information and maps/timetables included within the Welcome Pack will be made available to all employees of the development site.

6.1.2 PUBLIC TRANSPORT

To encourage public transport use, the following action plans may be implemented:

- Provide a map showing public transport routes proximate to the site. Applying this action will educate employees on nearby train, tram and bus services.

— Put up a noticeboard with leaflets and maps showing the main public transport routes to and from the site. Similar to above, applying this action will educate employees on what bus and train routes they are able to take, how often the services run, where these services could take them, and any disruptions to the service.

6.1.3 WALKING

To promote walking as a means of transport, the following action plans may be implemented:

— Produce a map showing safe walking routes to and from the site with times, noting distances to local facilities, such as shops and bus stops (e.g. Walkscore). The map could include a comparison between walking and driving to these areas to show the difference. Applying this action will allow employees to understand how far a certain destination is and how long it would take to walk there. Employees may find that the time it takes to walk to their destination would be within their comfortable walking distance and hence choose to walk instead of drive. The map will be provided within the Welcome Pack for new tenants and employees.

— Ensure pedestrian safety and access is not compromised during construction. Applying this action will ensure that current walkers around the subject site are not being affected by the construction of the development. This will ensure that the walking community in this area will continue to choose to walk instead of possibly taking another mode of travel that may be less sustainable.

6.1.4 CYCLING

To encourage cycling as a mode of transport, the following actions may be implemented:

— Ensure bike parking is clearly visible or provide signage to direct people to bike parking spaces. Applying this action will help employees and visitors store/park their bike safely and in a timely and efficient manner.

— Establish an internal Bicycle Users Group (BUG). Applying this action can establish a cycling community within the subject site and hence encourage more of the employees to join in.

— Supply a toolkit to each workplace - this can consist of puncture repair equipment, a bike pump, a spare lock and lights. Applying this action may encourage more employees to cycle as the maintenance of their bicycle can be cheaper if they had their own toolkit.

6.1.5 CAR POOLING

To promote the use of carpooling for staff, the following actions may be implemented:

— Allocate priority parking spaces for staff that choose to car pool. Applying this action will promote the use of carpooling among staff as finding a parking space will be easier, which can save them time and money if they were to park outside the development.

— Set up a carpooling database. Applying this action may further promote the use of carpooling as staff are able to know whom they can car pool with, making it more organised and efficient for the employees who choose to travel to work by a private motorised vehicle.

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7 MONITORING & COMMUNICATION

The Green Travel Plan should be monitored to make sure it is achieving the targets as set out in Section 5 above.

A review of the Green Travel Plan should take place on a periodic basis (e.g. yearly), combined with surveys of the employees to track how the plan is being utilised and what modes of transport are most frequently used.

Feedback from employees should be included in this review and the suitability of green travel options provided assessed.

Regular communication between employees and the Body Corporate (or equivalent) about the Green Travel Plan and sustainable transport information should be enforced. This will allow employees to be aware of the Green Travel Plan and also inform them of any on-going changes. In addition, employees should also be aware that regular monitoring of the Green Travel Plan will be occurring, and thus there may be a need for their participation in surveys on a periodic basis.

Further, employees would also be kept up to date with sustainable travel options, allowing them to continuously know what their best method of travel is, which in turn could reduce the use of single occupancy motorised vehicle trips. Examples of what employees and the Body Corporate (or equivalent) could be communicating about is provided below:

— Will there be any future construction on site that could block walking/cycling access for employees?

— Are there any major works that could affect the current public transport schedule around the development?

— Will there be any major public events such as festivals or holidays, which could affect travel times for employees near the subject site?

Due to the varying nature of individual workplaces, employers will communicate with their employees about sustainable travel alternatives and updates on travel information via periodic meetings or via a company e-mail/newsletter system. The Body Corporate (or equivalent) will undertake regular communication regarding green travel initiatives with a representative from each employer.

7.1.1 MANAGEMENT

To manage the Green Travel Plan and check to see if it is meeting the targets outlined in Section 5, the following managing action plans may be implemented:

— Conduct surveys and keep records of the success/uptake of other initiatives. Applying this action can help monitor the progress of the Green Travel Plan, and to see if targets outlined in the Green Travel Plan are being achieved. Refer Appendix E for an example survey questionnaire that employees can be given.

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APPENDIX A

POSSIBLE ACTIONS FOR A GREEN TRAVEL PLAN

Attachment 5 - PLN22/0014 - 441 - 443 Church Street Richmond - Revised Green Travel Plan submitted 15 October 2022

A1 POSSIBLE ACTIONS FOR A GREEN TRAVEL PLAN

GENERAL ACTIONS

ACTION	TIMELINE	BY WHOM	APPROX. COST
An events calendar – 3-4 events per year. Best in conjunction with state wide events such as Ride to Work Day, World Environment Day, National Walk to Work Day. Plan for lunch, morning teas or breakfasts, guest speakers, demonstrations etc.	Ongoing	Body Corporate	N/A
Display boards in prominent locations to show public transport maps and timetables	Short	Body Corporate	$500

PUBLIC TRANSPORT

ACTION	TIMELINE	BY WHOM	APPROX. COST
A map showing public transport routes to the site.	Short	Body Corporate	$100
Put up a noticeboard with leaflets and maps showing the main public transport routes to and from the site.	Short	Body Corporate	$100

WALKING

ACTION	TIMELINE	BY WHOM	APPROX. COST
Produce a map showing safe walking routes to and from the site with times, note distances to local facilities, such as shops and bus stops (e.g. Walkscore).	Short	Body Corporate	$500
Negotiate with local council for improvements to footpaths.	Medium to Long	Body Corporate	N/A
Ensure pedestrian safety and access is not compromised during construction or by cross sections.	On Occupation	Developer	At Developer's Cost

CYCLING

ACTION	TIMELINE	BY WHOM	APPROX. COST
Ensure bike parking is clearly visible or provide signage to direct people to bike parking spaces.	Short	Developer	$2,000
Establish an internal Bicycle Users Group (BUG).	Short	Body Corporate	N/A
Supply a toolkit to each dwelling/workplace - this can consist of puncture repair equipment, a bike pump, a spare lock and lights.	Short	Body Corporate	$50/workplace

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CAR POOLING

ACTION	TIMELINE	BY WHOM	APPROX. COST
Allocate priority parking spaces for employees that choose to car pool.	Short	Developer	Based on works needed
Set up a car pooling database.	Short	Body Corporate	N/A

MANAGEMENT

ACTION	TIMELINE	BY WHOM	APPROX. COST
Monitoring & Reporting – Conduct surveys and keep records of the success/uptake of other initiatives.	Ongoing	Body Corporate	N/A

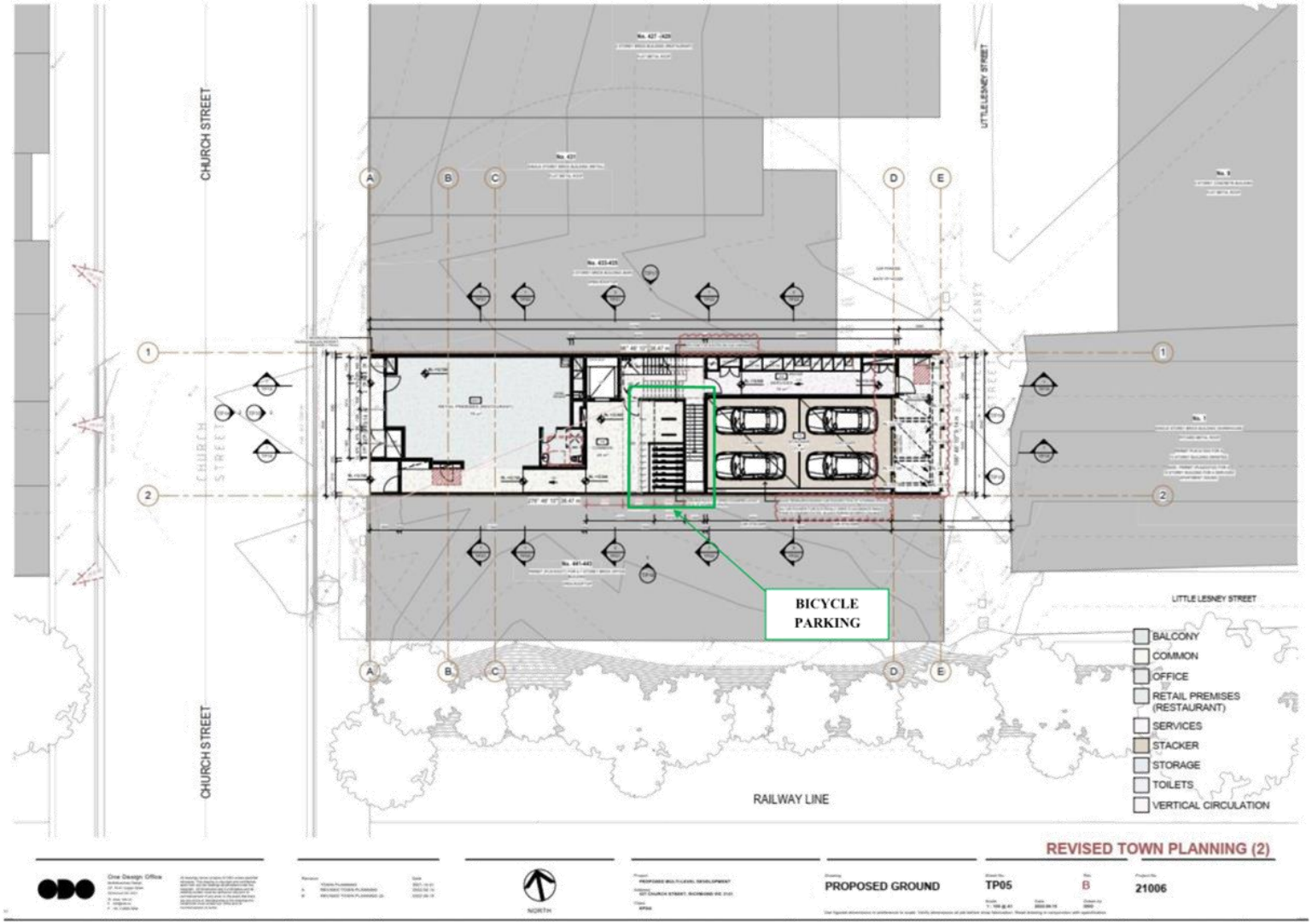
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APPENDIX B

BICYCLE PARKING AREAS

Attachment 5 - PLN22/0014 - 441 - 443 Church Street Richmond - Revised Green Travel Plan submitted 15 October 2022

B1 BICYCLE PARKING AREAS



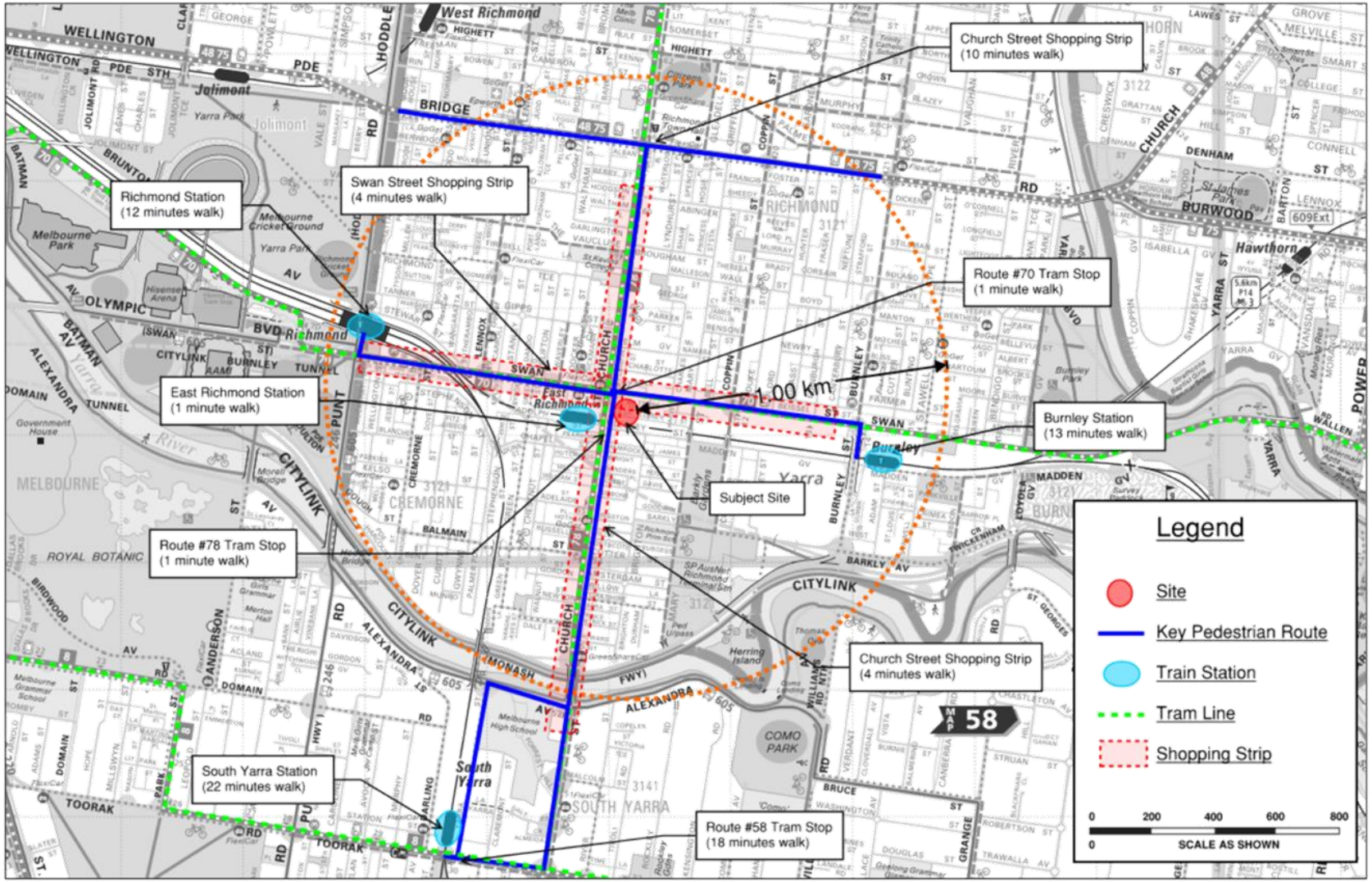
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APPENDIX C

PEDESTRIAN ROUTES TO KEY DESTINATIONS

Attachment 5 - PLN22/0014 - 441 - 443 Church Street Richmond - Revised Green Travel Plan submitted 15 October 2022

C1 KEY PEDESTRIAN ROUTES



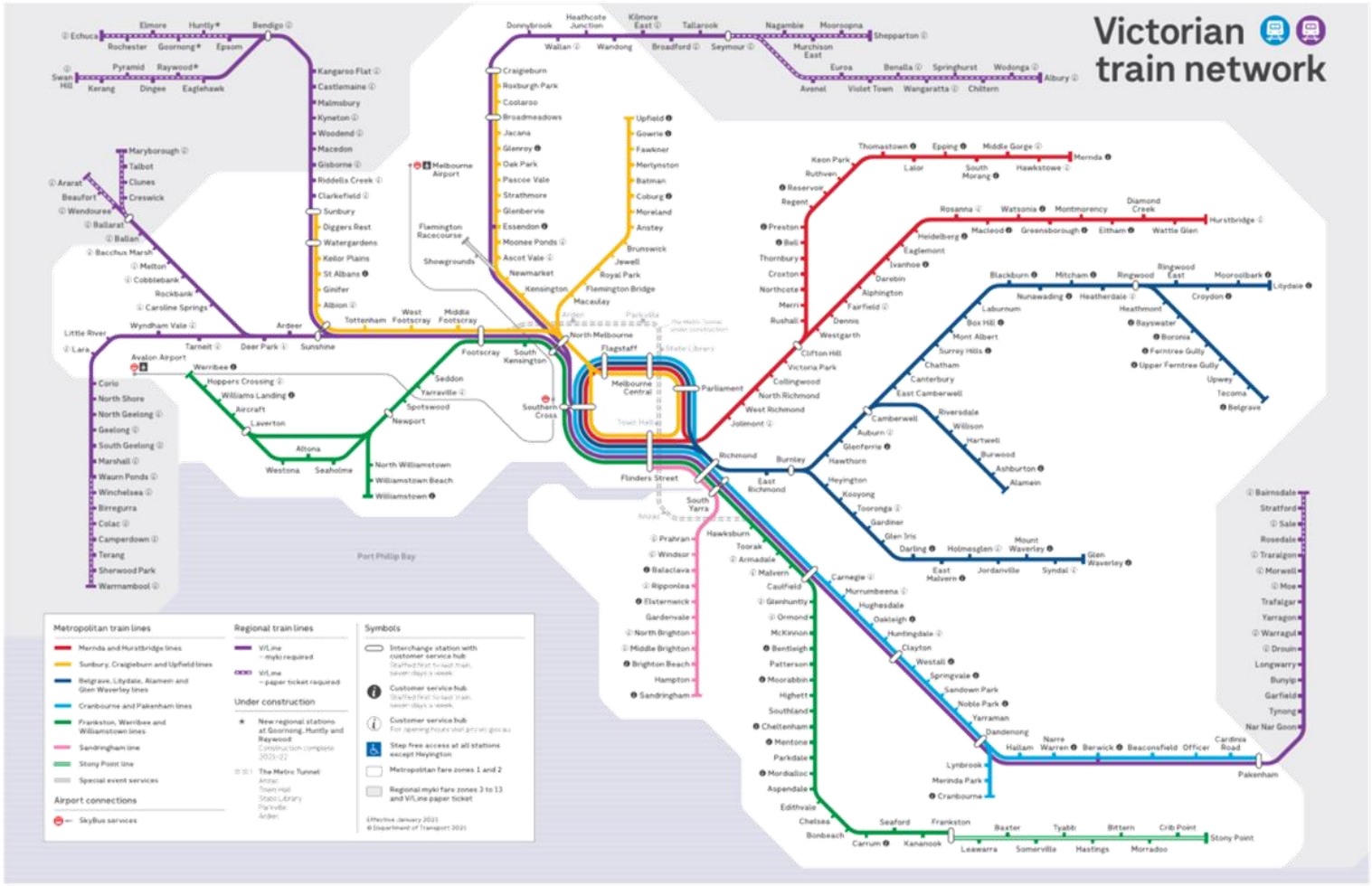
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APPENDIX D

PUBLIC TRANSPORT LOCATIONS

Attachment 5 - PLN22/0014 - 441 - 443 Church Street Richmond - Revised Green Travel Plan submitted 15 October 2022

D1 VICTORIAN TRAIN NETWORK

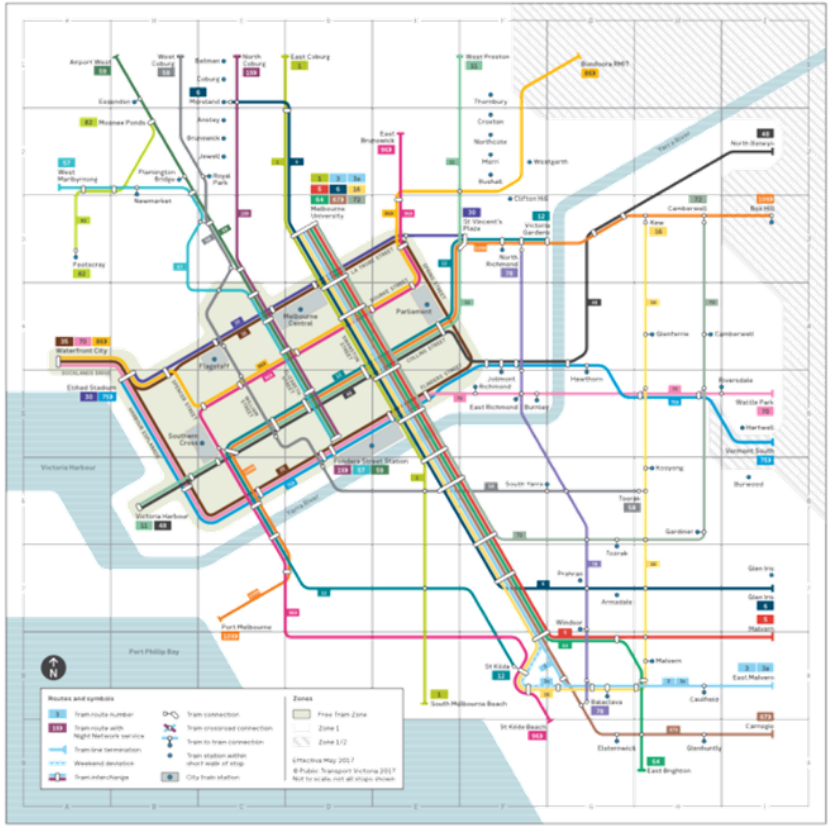


Source: https://www.ptv.vic.gov.au/more/maps/

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D2 MELBOURNE TRAM NETWORK

Melbourne tram network



Tram routes		Via
1	East Coburg – South Melbourne Beach	Lygon Street, Brunswick, City, South Melbourne
3	Melbourne University – East Malvern (weekdays)	City, St Kilda Road, Balaclava, Caulfield North
3a	Melbourne University – East Malvern (weekends)	City, St Kilda Road, St Kilda, Balaclava, Caulfield North
5	Melbourne University – Malvern	City, Dandenong Road, Windsor, Armadale
6	Moreland – Glen Iris	Lygon Street, Brunswick, City, High Street, Armadale
11	West Preston – Victoria Harbour Docklands	St Georges Road, Northcote, Brunswick Street, Fitzroy, City
12	Victoria Gardens – St Kilda (Fitzroy Street)	Victoria Street, Richmond, City, South Melbourne
16	Melbourne University – Kew	City, St Kilda Beach, Glenferrie Road, Malvern
19	North Coburg – Flinders Street Station	Sydney Road, Coburg, Brunswick, Parkville, City
30	St Vincent's Plaza – Etihad Stadium Docklands	La Trobe Street, City, East Melbourne
35	City Circle	Docklands, La Trobe Street, Flinders Street
48	North Balwyn – Victoria Harbour Docklands	High Street, Kew, Bridge Road, Richmond, City
57	West Maribyrnong – Flinders Street Station	Racecourse Road, Flemington, North Melbourne, City
58	West Coburg – Toorak	Brunswick West, Parkville, City, Toorak Road, South Yarra
59	Airport West – Flinders Street Station	Mt Alexander Road, Essendon, Flemington, Parkville, City
64	Melbourne University – East Brighton	City, Dandenong Road, Windsor, Caulfield South
67	Melbourne University – Carnegie	City, Balaclava, Glenhuntly Road, Elsternwick
70	Wattle Park – Waterfront City Docklands	Riversdale Road, Surrey Hills, Richmond, City
72	Melbourne University – Camberwell	City, Commercial Road, Prahran, Glen Iris
75	Vermont South – Etihad Stadium Docklands	Burwood, Hawthorn, Bridge Road, Richmond, City
78	North Richmond – Balaclava	Chapel Street, South Yarra, Prahran, Windsor
82	Moonee Ponds – Footscray	Droop Street, Maribyrnong Road, Maribyrnong
86	Bundoora RMIT – Waterfront City Docklands	Preston, High Street, Northcote, Collingwood, City
96	East Brunswick – St Kilda Beach	Nicholson Street, Fitzroy, City, Southbank, Albert Park
109	Box Hill – Port Melbourne	Whitehorse Road, Mont Albert, City, Southbank

Tram destinations

Airport West	B1	East Malvern	I8	Moreland	C1	Toorak	H6
Balaclava	G8	Etihad Stadium	B5	North Balwyn	I2	Vermont South	I5
Box Hill	I3	Flinders Street Station	D5	North Coburg	C1	Victoria Gardens	F3
Bundoora RMIT	G1	Footscray	A3	North Richmond	F3	Victoria Harbour	B6
Camberwell	H3	Glen Iris	I7	Port Melbourne	C7	Waterfront City	A4
Carnegie	I9	Kew	H3	South Melbourne Beach	E8	Wattle Park	I5
East Brighton	H9	Malvern	I8	St Kilda	F8	West Coburg	B1
East Brunswick	E2	Melbourne University	D3	St Kilda Beach	G9	West Maribyrnong	A2
East Coburg	D1	Moonee Ponds	B2	St Vincent's Plaza	F3	West Preston	F1

VICTORIA State Government

PTVH2153/17. Authorised by Public Transport Victoria. 750 Collins Street, Docklands

For more public transport information visit **ptv.vic.gov.au** or call **1800 800 007**.

Source: https://www.ptv.vic.gov.au/more/maps/

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APPENDIX E

EXAMPLE SURVEY QUESTIONNAIRE

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E1 INITIAL SURVEY - METHOD OF TRAVEL

1. I am an Employee of this development ☐ I am a Visitor to this development ☐

2. How do you anticipate you will travel to and from work / recreational facilities?

	Work	Recreation		Work	Recreation
Walk	☐	☐	Motorbike	☐	☐
Bicycle	☐	☐	Car (as driver)	☐	☐
Bus	☐	☐	Car (as passenger)	☐	☐
Train	☐	☐	Other	☐	☐

3. If you generally travel by car either as a driver or as a passenger, what could be done to encourage you to use other sustainable modes of travel (such as walking, cycling public transport)?

_____

_____

_____

EXAMPLE

Thank you for participating in this survey.

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E2 PERIODIC SURVEY - METHOD OF TRAVEL

1. I am an Employee of this development ☐ I am a Visitor to this development ☐

2. How do you usually travel to and from work / recreational facilities?

	Work	Recreation		Work	Recreation
Walk	☐	☐	Motorbike	☐	☐
Bicycle	☐	☐	Car (as driver)	☐	☐
Bus	☐	☐	Car (as passenger)	☐	☐
Train	☐	☐	Other	☐	☐

3. Has this method of travel changed since you moved into the building or started working in this building, and if so what drove the change?

_____

_____

_____

4. Do you have any feedback on the green travel actions implemented within the building?

_____

_____

_____

Thank you for participating in this survey.

EXAMPLE

Attachment 6 - PLN22/0014 - 441 - 443 Church Street Richmond - Revised Traffic Report submited 15 October 2022 (contains sketch plans in Appendix B)

KPSG PTY LTD

OCTOBER 2022

437 CHURCH STREET RICHMOND

TRAFFIC ENGINEERING ASSESSMENT REPORT

wsp



Attachment 6 - PLN22/0014 - 441 - 443 Church Street Richmond - Revised Traffic Report submited 15 October 2022 (contains sketch plans in Appendix B)



437 Church Street Richmond
Traffic Engineering Assessment Report

KPSG Pty Ltd

WSP
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Southbank VIC 3006

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Fax: +61 3 9861 1144
wsp.com

REV	DATE	DETAILS
E	13/10/2022	Updated Traffic Engineering Assessment Report – Council Comments

	NAME	DATE	SIGNATURE
Prepared by:	Sunny Chen Fiona Banh	12/10/2022	
Reviewed by:	Simon Chia	13/10/2022	
Approved by:	Simon Chia	13/10/2022	

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PS124143-TPD-REP-001 RevE October 2022

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1 INTRODUCTION

WSP has been engaged by KPSG Pty Ltd to prepare a traffic impact assessment for the proposed multi-storey commercial development located at 437 Church Street, Richmond.

This report discusses the traffic implications of the proposal, including the adequacy of parking provisions, the suitability of the site access arrangements and the likely impacts on future traffic conditions.

This report also provides responses to the following requests for information:

- From Yarra City Council (Council reference number IREF22/00870) dated 11 July 2022;
- From Yarra City Council (Council reference number IREF22/00874) dated 4 July 2022;
- From Yarra City Council (Council reference number IREF22/00875) dated 4 July 2022;

Responses to these RFIs are provided in Section 8 of this report.

In the preparation of this assessment, the following documents have been referenced:

- Architectural Plans prepared by One Design Office dated 15 September 2022;
- Clause 52.06 (Car Parking) of the Yarra Planning Scheme;
- Clause 52.34 (Bicycle Parking) of the Yarra Planning Scheme;
- City of Yarra Sustainable Design Assessment in the Planning Process: Transport Factsheet
- Australian Standards as referenced throughout this report.

In the course of undertaking this assessment, a desktop inspection of the existing conditions proximate to the site has been conducted and relevant analyses undertaken.

The report concludes that there are no traffic engineering grounds which should warrant the refusal of the sought planning permit.

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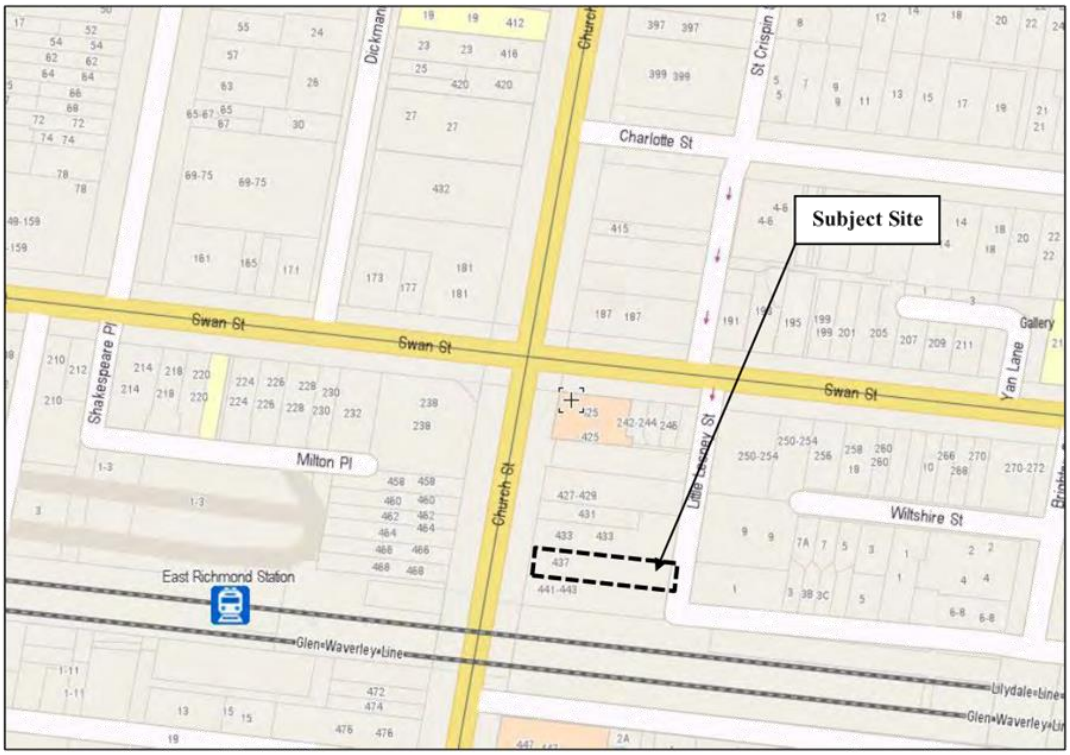
2 BACKGROUND AND EXISTING CONDITIONS

2.1 SITE LOCATION AND LAND USE

The subject site is located within a Commercial 1 Zone (C1Z) under the Yarra Planning Scheme and is currently occupied by a single restaurant. The site has frontage to Church Street and Little Lesney Street, with vehicle access available via Little Lesney Street.

A varied mix of land uses are available within the vicinity of the subject site. The location of the site in the context of the surrounding road network is generally shown in Figure 2.1.

The subject site is wholly located within the Principal Public Transport Network (PPTN) area.



(Source: www.street-directory.com.au)

Figure 2.1 Site location

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2.2 ROAD NETWORK

2.2.1 CHURCH STREET

Church Street is a Declared Arterial managed by Department of Transport and runs in the north-south direction. The road has an approximate 12 metre wide carriageway accommodating two-way tram and vehicle movements within a shared lane, as well as a kerbside parking lane and cycling lane on both sides of the carriageway.

A variety of restrictions apply to the kerbside parking, including metered 1P-2P parking and loading zones.

A posted speed limit of 40km/h applies along Church Street. There is no vehicle access available to the site from Church Street.

Figure 2.2 shows the typical conditions along Church Street.

2.2.2 LITTLE LESNEY STREET

Little Lesney Street is a local road managed by City of Yarra, comprising an approximate 3 metre wide carriageway along the site frontage. It provides vehicle access to the rear of abutting properties and accommodates privately managed car parking at the rear of some properties. There is a single vehicle access point to the site from Little Lesney Street.

Figure 2.2 shows the typical conditions along Little Lesney Street.



Figure 2.2 Configuration of Church Street and Little Lesney Street

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2.3 SUSTAINABLE TRANSPORT NETWORK

2.3.1 *PUBLIC TRANSPORT*

Given its location in Richmond, the subject site is excellently situated to take advantage of the local public transport network, including metropolitan train and tram services which connect building occupants to the broader metropolitan public transport network.

Table 2.1 Local public transport options

MODE	ROUTE NO	ROUTE DESCRIPTION	NEAREST STOP	APPROX. WALKING DISTANCE	PEAK ARRIVAL FREQUENCY
Train	Alamein	City Loop – Alamein	East Richmond Station	50m (Less than 1 min)	7-8 mins
	Belgrave	City Loop – Belgrave			5-6 mins
	Lilydale	City Loop – Lilydale			5-6 mins
	Glen Waverley	City Loop – Glen Waverley			8-9 mins
Tram	70	Waterfront City Docklands – Wattle Park	Church Street/ Swan Street	70m (Less than 1 min)	7-8 mins
	78	North Richmond – Balaclava via Prahran	Church Street/ Lesney Street	50m (Less than 1 min)	10 mins

2.3.2 *ACTIVE TRANSPORT*

The existing road network within the vicinity of the subject site provides excellent pedestrian accessibility in the form of footpaths, pram ramps and pedestrian crossings. This allows future building occupants to safely walk to key nodes, including public transport stops and retail.

Furthermore, there are numerous cycling facilities proximate to the site, including dedicated on-road bike lanes in both directions along Church Street, and the closest connection to the shared use path along the Main Yarra Trail is approximately 900m south-east from the subject site, providing a safe and efficient cycling route to the Melbourne CBD and eastern suburbs.

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3 PROPOSAL

3.1 DEVELOPMENT PROPOSAL

Based on the architectural drawing set prepared by One Design Office dated 21 October 2021, the development proposes to construct a commercial building with eight storeys above ground, plus one basement level.

The proposal includes the following offerings:

- A single food & beverage tenancy on ground floor with 79 sqm of floor area;
- Seven levels of office with a combined floor area of 1,502 sqm;
- 10 car parking spaces provided in the form of car stackers, accessed from Little Lesney Street; and
- 18 bicycle parking spaces located on the ground floor, with end of trip facilities provided throughout each office tenancy.

The architectural ground and basement level drawings referenced in this report have been attached in Appendix A.

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4 PARKING REQUIREMENTS AND PROVISIONS

4.1 STATUTORY CAR PARKING REQUIREMENTS

Table 1 to Clause 52.06-5 of the Yarra Planning Scheme sets out the statutory car parking provision requirements for various land uses. Car parking measures are multiplied by the rates listed in either Column A or Column B of this table. The Column B rates apply 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); or
- A schedule to the Parking Overlay or another provision of the planning scheme specifies that Column B applies.

As the subject site is situated the PPTN area, the car parking rates listed within Column B apply to the proposal.

The statutory car parking requirement applicable to the development is outlined in Table 4.1.

Table 4.1 Statutory Car Parking Requirements

LAND USE	STATUTORY RATE	INVENTORY	NO. SPACES
Food & Drink Premises	3.5 spaces per 100 sqm of LFA	79 sqm	2 spaces
Office	3 spaces to each 100 sqm of GFA	1,502 sqm	45 spaces space
Total	-	-	**47 spaces**

As per the above, the proposed development has a statutory requirement to provide 47 car parking spaces.

The proposal includes the provision of 10 car parking spaces, as such a dispensation from the statutory requirement is being sought.

Clause 52.06 of the Yarra Planning Scheme allows for the responsible authority to approve the reduction in on-site car parking (including to zero) based on consideration to the following 'decision guidelines' as appropriate:

- Provision of a Car Parking Demand Assessment which includes consideration to the following as appropriate:
  - Multi-purpose trips within an area.
  - The variation of car parking demand over time.
  - The short-stay and long-stay car parking demand.
  - The availability of public transport in the locality.
  - The convenience of pedestrian and cyclist access to the site.
  - The provision of bicycle parking and end of trip facilities for cyclists.
  - The anticipated car ownership rates of likely or proposed occupants (residents or employees).
  - Any empirical assessment or case study.
- Any relevant local planning policy or incorporated plan.
- The availability of car parking including:
  - Efficiencies gained from the consolidation of shared car parking spaces.
  - Public car parks intended to serve the land.

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  - On street parking in non-residential zones and streets in residential zones specifically managed for non-residential parking.
  - On street parking in residential zones for residential use.
- The practicality of providing car parking on the site, particularly for lots of less than 300 square metres.
- Any adverse economic impact a shortfall of parking may have on the economic viability of an activity centre.
- The future growth and development of an activity centre.
- Any car parking deficiency associated with the existing use of the land.
- Any credit that should be allowed for car parking spaces provided on common land or by a Special Charge scheme or cash-in-lieu payment.
- Local traffic management in the locality of the land.
- The impact of fewer car parking spaces on local amenity including pedestrian amenity and the amenity of nearby residential areas.
- The need to create safe, functional and attractive parking areas.
- Access to or provision of alternative transport modes.
- The equity of reducing the car parking requirement having regard to any historic contributions by existing businesses.
- The character of the surrounding area and whether reducing the car parking provision would result in a quality/positive urban design outcome.
- Any other matter specified in a schedule to the Parking Overlay.
- Any other relevant consideration.

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4.2 CAR PARKING DEMAND ASSESSMENT

4.2.1 EMPIRICAL ASSESSMENT OR CASE STUDY – OFFICE

Office is a land use that is important to target as it is particularly conducive in achieving modal shift away from private vehicle trips to public transport, cycling, walking, etc. More critically, journey to work trips for office uses are typically made during the commuter peak hours. Therefore, controlling the demand for car parking can be beneficial in reducing private vehicle trips to the area and traffic impacts on the surrounding road network.

The majority of car parking demands associated with the office use will be long-term staff demands. The peak time for the office demands will be during the day, with negligible demands expected after-hours on weekdays and weekends.

It is important to consider a forward-looking approach to reducing the reliance on car-based travel and to encourage alternate modes for office land uses. This is particularly relevant in areas where public transport accessibility and access to other services is well provided.

It is noted that Yarra City Council has supported a reduced car parking provision for other similar developments within the area given on-street car parking restrictions surrounding the site is not conducive to office staff car parking and therefore prevents overspill of office parking within the surrounding streets, and a reduced car parking provision aligns with the local strategic transport objectives to limit private vehicle trips within the area to manage traffic congestion.

WSP has reviewed case study data for transport modal surveys undertaken at offices located at 3/289 Wellington Parade South, East Melbourne. This site was selected as it is located on the fringe of the Melbourne CBD and has similar access to public transport and active transport options as the subject site. The survey included 106 no. respondents with the results showing a car parking demand for 0.45 spaces to each 100m^2 of office floor area. Noting that the case study site is located in a neighbouring suburb, WSP has undertaken a review of ABS 2016 Journey to Work data for East Melbourne and Richmond which shows 32.76% and 53.68% of workers travelled to the area by vehicle, respectively. As such, it can be seen there is approximately 20% higher use of private vehicles by workers to Richmond when compared to East Melbourne. Applying this calibration factor to the case study data results in a car parking demand of 0.54 spaces to each 100m^2 of office floor area.

As such, it is envisaged that the demand for car parking would be in the range of 0.45-0.54 spaces to each 100m^2 which equates to a demand for up to 8 office spaces.

The proposal seeks to provide 8 office spaces (~0.54 spaces to each 100 m^2 of office floor area) which is commensurate with the case study data and considered appropriate given the site's accessibility to public transport and active transport options.

4.2.2 ANTICIPATED CAR PARKING DEMAND – FOOD & DRINK PREMISES

The statutory rate of 3 spaces per 100sqm for the food & drink premises is considered appropriate for this development.

4.2.3 THE AVAILABILITY OF PUBLIC TRANSPORT

As discussed in Section 2.3.1, the subject site is within 1-minute walk from East Richmond Station, providing a connection to the City Loop and four metropolitan train lines. Tram stops servicing two different tram routes are also available within a 1-minute walk from the site. The availability of these services provides an effective and efficient alternative to private motor vehicle transport and is a viable method of travelling to work.

4.2.4 CONVENIENCE OF PEDESTRIAN AND CYCLIST ACCESS TO THE SITE

The existing road network within the vicinity of the subject site provides excellent pedestrian accessibility in the form of footpaths, pram ramps and pedestrian crossings. This allows future building occupants to safely walk to key nodes, including public transport stops and retail.

Furthermore, there are numerous cycling facilities proximate to the site, including dedicated on-road bike lanes in both directions along Church Street, and the closest connection to the shared use path along the Main Yarra Trail is approximately 900m south-east from the subject site, providing a safe and efficient cycling route to the Melbourne CBD and eastern suburbs.

4.2.5 PROVISION OF BICYCLE PARKING AND END OF TRIP FACILITIES FOR CYCLISTS

The proposed development includes the provision of 18 bicycle parking spaces and 7 shower / change rooms, which is above and beyond the minimum statutory requirements.

As such, the extensive bicycle parking and end of trip facilities will further encourage the uptake of cycling to and from the site and reduce reliance on private motor vehicle travel.

4.3 LOCAL PLANNING POLICY

WSP understands that at the Council Meeting on 1st September 2020, the City of Yarra resolved to adopt parking maximums for the adjoining Cremorne area and authorized Council officers to request the Minister for Planning in accordance with Section 8 (1) (b) and 20 (4) of the Planning and Environment Act 1987, to prepare, adopt and approve amendment C281yarra to the Yarra Planning Scheme (Option A).

A review of the proposed Schedule 2 to Clause 45.09 Parking Overlay shows that the proposed amendment seeks to apply a parking overlay to the Cremorne Enterprise Precinct which would see the car parking statutory requirement amended to a maximum car parking provision of 1 space to each 100qm of net floor for Office use.

Whilst the development site is not situated within the Cremorne Enterprise Precinct, the proposed Office car parking provision of ~0.54 spaces to each 100sqm of net floor area aligns with Council's aspirations.

4.4 SUMMARY OF CAR PARKING PROVISIONS

Based on the rates above, the proposed car parking arrangements have been set out in Table 4.2.

Table 4.2 Proposed car parking arrangements

LAND USE	FLOOR AREA	CAR PARKING PROVISION RATE	NUMBER OF CAR PARKING SPACES
Food & Drink Premises	79 sqm	3.5 spaces per 100 sqm	2 spaces
Office	1,502 sqm	0.54 spaces per 100 sqm	8 spaces
		Total	**10 spaces**

Per the above, it is considered appropriate to provide 10 car parking spaces for the proposed development.

The proposal includes the provision of 10 independently accessible car parking spaces, which is considered satisfactory.

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4.5 DISABLED CAR PARKING CONSIDERATIONS

The National Construction Code (Building Code of Australia, 2019) sets out the requirements for the provision of disabled car parking spaces. Under the NCC, the proposal is best classified as a Class 5 building (office), which generates a requirement to provide 1 disabled car parking space per 100 car parking spaces or part thereof.

Based on the site constraints associated with the narrow subject site, it is understood that the project team is seeking a waiver from this requirement. This is considered suitable with consideration to disabled car parking available on-street within reasonable proximity to the site, including one bay on the southern side of Charlotte Street approximately 150m north of the subject site.

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5 BICYCLE PARKING REQUIREMENTS

5.1 STATUTORY REQUIREMENTS

Table 1 to Clause 52.34 of the Yarra Planning Scheme specifies required rates of bicycle parking for various land uses. The rates applicable to the proposed development and the corresponding requirements are set out in Table 5.1.

It is noted that per Clause 73.04 Planning Scheme, a food & drink premises is nested directly under a retail use. As such, the statutory bicycle requirements for a retail use have been applied to the proposed food and drink tenancy.

Table 5.1 Statutory bicycle parking requirements

LAND USE	NUMBER	REQUIRED RATES		REQUIRED PROVISION	
		STAFF	VISITORS	STAFF	VISITORS
Retail (Food & Drink Premises)	79 sqm	1 to each 300 sqm of leasable floor area	1 to each 500 sqm of leasable floor area	0 spaces	0 spaces
Office	1,502 sqm	1 to each 300 sqm of NFA if the NFA exceeds 1000 sqm	1 to each 1000 sqm of NFA if the NFA exceeds 1000 sqm	5 spaces	1 space
			Total	**5 spaces**	**1 space**

There is a statutory requirement to provide a total of 6 bicycle parking spaces, including 5 for staff and 1 for visitors. The proposal does not generate a requirement to provide bicycle parking for the retail (food and drink) use.

Tables 2 and 3 to Clause 52.34 specify the required rates of showers and change rooms respectively. For a development with a statutory requirement to provide 5 staff bicycle parking spaces, there is a corresponding requirement to provide 1 shower plus 1 change room.

The proposal includes the provision of 18 bicycle parking spaces in a communal bicycle parking area accessible by both staff and visitors, and a shower with an attached change room is provided on each level, satisfying the minimum statutory requirements.

5.2 CITY OF YARRA ASPIRATIONAL TARGETS

Part 6 of the Sustainable Design Assessment in the Planning Process (SDAPP) specifies best practice targets for bicycle parking provision over and above the statutory minimum. The SDAPP provides the following targets:

- For a non-residential building, one bicycle parking space per 10 staff;
- For a non-residential building, one bicycle parking space per 500sqm for visitors;
- One shower per 10 bicycle parking spaces; and
- One locker for each bicycle space.

For the purposes of this assessment, the following assumptions have been made with respect to staff numbers:

- For the food and drink premises, a total of 3 staff members based on the tenancy size; and
- For the office tenancies, 10 staff per 100 sqm of floor area, equating to 150 office staff in total.

Table 5.2 Aspirational bicycle parking targets

LAND USE	NUMBER OF STAFF	REQUIRED RATES		REQUIRED PROVISION	
		STAFF	VISITORS	STAFF	VISITORS
Retail (Food & Drink Premises)	3 staff 79 sqm	1 space per 10 staff	1 space per 500 sqm	0 spaces	0 spaces
Office	150 staff 1,502 sqm			15 spaces	3 spaces
			Total	**15 spaces**	**3 spaces**

As per the above, the aspirational target for bicycle parking provision equates to 18 spaces, consisting of 15 spaces for staff and 3 spaces for visitors. This target is satisfied by the proposal to provide 18 spaces within a communal bicycle parking area accessible by both staff and visitors.

The provision of 18 bicycle parking spaces generates a requirement to provide 2 showers and 18 lockers under the SDAPP. The proposal will provide one shower and four lockers on each of the seven office levels, meeting this target.

5.3 BICYCLE PARKING DESIGN CONSIDERATIONS

Architectural drawings prepared by One Design Office dated 15 September 2022 illustrate that 14 bicycle parking spaces will be provided in the form of a two-tier bicycle stacker system (Cora E3DT-GP) and will be arranged with staggered heights. All parking units have been provided with a spatial envelope measuring 1860mm x 400mm, with an access aisle exceeding 2m width, satisfying the requirements of Australian Standards 2890.3:2015.

The Cora E3DT series requires a minimum floor-to-ceiling height of 2.7m when arranged in a staggered formation. Based on the architectural section drawings, the bicycle store area will provide a floor-to-ceiling height of 4.2m which will accommodate the proposed system.

An additional four (4) bicycle parking spaces will be provided in the form of bicycle hoops spaced 1m apart and 0.5m from a wall with a length of at least 1.8m and access aisle exceeding 2m width, satisfying the requirements of Australian Standards 2890.3:2015.

The proposed bicycle parking arrangements will result in 11 bicycle parking spaces being provided horizontally at ground level, equating to ~61% of all bicycle parking. This satisfies the minimum requirement to provide 20% of bicycle parking horizontally at ground level, per Australian Standards AS2890.3:2015.

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6 TRAFFIC CONSIDERATIONS

6.1 TRAFFIC GENERATION

Given that on-site parking is to be allocated to staff only, it is conservatively adopted that each car space will generate one vehicle movement during each peak hour, corresponding with a staff member arriving for work in the AM peak, and leaving work in the PM peak. It is expected that outside of these periods, the on-site car parking spaces will typically not generate any traffic movements.

This rate has been applied to the proposed development, with the resulting peak period movements as summarised in Table 6.1.

Table 6.1 Anticipated development traffic generation

USE	PEAK PERIOD RATE	NUMBER	PEAK PERIOD MOVEMENTS
All staff car parking	1 movement per space	10 spaces.	10 movements
Total	-	-	**10 movements**

Based on the above, the development is anticipated to generate 10 movements during each peak period, equivalent to 20 movements per day.

6.2 TRAFFIC IMPACTS

The additional 10 vehicle movements generated by the site is equivalent to one movement per six minutes, which is considered negligible in a traffic engineering context. Notwithstanding, guidance has been sought from the road classifications listed within Clause 56.06 of the Yarra Planning Scheme in order to provide a comparison for the capacity of Little Lesney Street.

The configuration of Little Lesney Street most closely aligns with the Access Lane in accordance with this clause, which consists of a target traffic volume of 300 vehicles per day.

With consideration to the 10 peak hour movements and 20 daily movements expected to be generated by the subject site, this is expected to be suitably accommodated within the road configuration.

Additionally, there is a painted 'Keep Clear' linemarking along Swan Street at the intersection with Little Lesney Street that will allow vehicles to turn onto the main road when queues form on Swan Street, minimising and reducing the occurrence of queueing along Little Lesney Street.

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7 DESIGN CONSIDERATIONS

7.1 CAR PARKING DESIGN

The proposed car parking spaces will be provided in the form of tandem car stackers (Klaus Multiparking Trendvario 6300/6300+ combination), noting all 10 car parking spaces will be accessible independently through the implementation of drive-through voids at ground level. The data sheets for these products have been attached in Appendix C.

The proposed units will provide usable platform widths of 2.6m and platform lengths of minimum 5.5m. Swept path diagrams attached in Appendix B demonstrate that the Austroads B85 car can access the car parking spaces in an appropriate manner.

7.2 SITE ACCESS AND CIRCULATION

Access to the car park is provided directly via Little Lesney Street, with the gradients into the stacker to not exceed a 3% decline or a 5% incline in accordance with the product data sheets.

The proposed pit depth of 2m will accommodate a vehicle up to 1.75 in height, and the height clearance of 4.01m from ground level to the ceiling above can accommodate vehicles of at least 1.8m on both the ground level and upper parking levels.

The vehicle access arrangements into the building are therefore considered satisfactory.

7.3 COMPLIANCE WITH CLAUSE 52.06-9

Design Standard 1, 2, and 3 of Clause 52.06-9 of the Yarra Planning Scheme lists various requirements in relation to car park accessways, car parking spaces, and gradients. Table 7.1 provides a summary of the suitability of the proposal against these requirements.

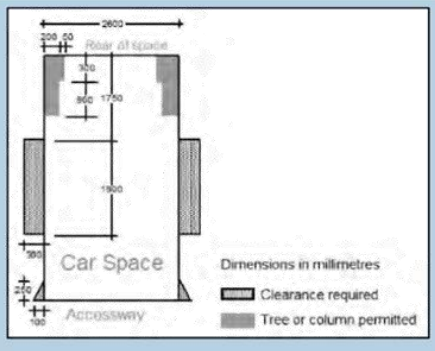
Table 7.1 Compliance with Clause 52.06-9

CLAUSE 52.06-9 DESIGN CRITERIA	WSP RESPONSE
Design Standard 1 - Accessways	
▪ Be at least 3 metres wide	**Satisfied.**
▪ Have an internal radius of at least 4 metres at changes of direction or intersection or be at least 4.2 metres wide.	**Not applicable** – No changes of direction.
▪ Allow vehicles parked in the last space of a dead-end accessway in public car parks to exit in a forward direction with one manoeuvre.	**Not Applicable** – Car Park is not public.
▪ Provide at least 2.1 metres headroom beneath overhead obstructions, calculated for a vehicle with a wheel base of 2.8 metres.	**Satisfied.**
▪ If the accessway serves 4 or more car spaces or connects to a road in a Transport Zone 2 or Transport Zone 3, the accessway must be designed so that cars can exit the site in a forward direction.	**Variation** – Due to the narrow subject site, it is not considered feasible for vehicles to turn around on-site and exit in a forwards direction. However, given that low vehicle and pedestrian volumes are expected along Little Lesney Street, it is considered appropriate for vehicles to exit the site in a reverse direction.

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▪ Provide a passing area at the entrance at least 6.1 metres wide and 7 metres long if the accessway serves 10 or more car parking spaces and is either more than 50 metres long or connects to a road in a Transport Zone 2 or Transport Zone 3.	**Not Applicable** – accessway is not more than 50 metres long or connected to a road in a Transport Zone 2 or Transport Zone 3.
▪ Have a corner splay or area at least 50 percent clear of visual obstructions extending at least 2 metres along the frontage road from the edge of an exit lane and 2.5 metres along the exit lane from the frontage, to provide a clear view of pedestrians on the footpath of the frontage road. The area clear of visual obstructions may include an adjacent entry or exit lane where more than 1 lane is provided, or adjacent landscaped areas, provided the landscaping in those areas is less than 900mm in height.	**Not Applicable** – No formal pedestrian facility is provided along Little Lesney Street.
▪ If an accessway to 4 or more car parking spaces is from land in a Transport Zone 2 or Transport Zone 3, the access to the car spaces must be at least 6 metres from the road carriageway.	**Not applicable** – accessway is not from land in a Transport Zone 2 or Transport Zone 3.
Design Standard 2 – Car parking spaces	
▪ Dimensions of car parking spaces and accessways – Table 2.	**Not applicable** – All car parking is provided in the form of stackers. Notwithstanding, the usable platform widths exceed the minimum requirements of 2.6m width by 4.9m length, with an effective access aisle exceeding 6.4m width.
▪ Car spaces in garages or carports must be at least 6 metres long and 3.5 metres wide for a single space and 5.5 metres wide for a double space measured inside the garage or carport.	**Not applicable** – No garages or car ports proposed.
▪ Where parking spaces are provided in tandem (one space behind the other) an additional 500 mm in length must be provided between each space.	**Not applicable** – No conventional tandem spaces proposed.
▪ Where two or more car parking spaces are provided for a dwelling, at least one space must be under cover.	**Not applicable** – No dwellings proposed.
A wall, fence, column, tree, tree guard or any other structure that abuts a car space must not encroach into the area marked 'clearance required' on Diagram 1, other than: ▪ A column, tree or tree guard, which may project into a space if it is within the area marked 'tree or column permitted' on Diagram 1. ▪ A structure, which may project into the space if it is at least 2.1 metres above the space. **Diagram 1 Clearance to car parking spaces**	**Satisfied.**

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▪ Disabled car parking spaces must be designed in accordance with Australian Standard AS2890.6-2009 (disabled) and the Building Code of Australia. Disabled car parking spaces may encroach into an accessway width specified in Table 2 by 500mm.	**Not applicable** – No disabled car parking spaces proposed.
Design Standard 3 – Gradients	
▪ Accessway grades must not be steeper than 1:10 (10 per cent) within 5 metres of the frontage to ensure safety for pedestrians and vehicles. The design must have regard to the wheelbase of the vehicle being designed for; pedestrian and vehicular traffic volumes; the nature of the car park; and the slope and configuration of the vehicle crossover at the site frontage. This does not apply to accessways serving three dwellings or less.	**Satisfied.** – Accessway grades do not exceed a grade of 1:10 within 5.0m of the site frontage.
▪ Ramps must have the maximum grades as outlined below and be designed for vehicles travelling in a forward direction. **Type** / **Length Ramp** / **Max Grade** Public: <20m: 1:5; >20m: 1:6 Private: <20m: 1:4; >20m: 1:5	**Not applicable** – No ramps proposed.
▪ Transitions provided where grade change of 12.5% or more for summit grade change and 15% for a sag grade change.	**Not applicable** – No ramps proposed.
Design Standard 4 – Mechanical Parking	
▪ At least 25 per cent of the mechanical car parking spaces can accommodate a vehicle height of at least 1.8 metres.	**Satisfied.**
▪ Car parking spaces that require the operation of the system are not allocated to visitors unless used in a valet parking situation.	**Satisfied.**

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7.4 LOADING AND WASTE COLLECTION

Based on the uses within the proposed development, it is expected that majority of typical deliveries would occur via vehicles up to the size of a standard van. These deliveries can be accommodated appropriately via the rear laneway as illustrated in swept path diagrams attached in Appendix B.

Should deliveries be required via a larger truck, these can be coordinated by building managers to occur on-street outside of peak times. The nearest on-street loading zone is approximately 9m in length and is situated on the eastern side of Church Street approximately 20m south of the subject site. This is displayed below in Figure 7.1, which highlights the existing on-street loading zone that can be utilised by the subject site

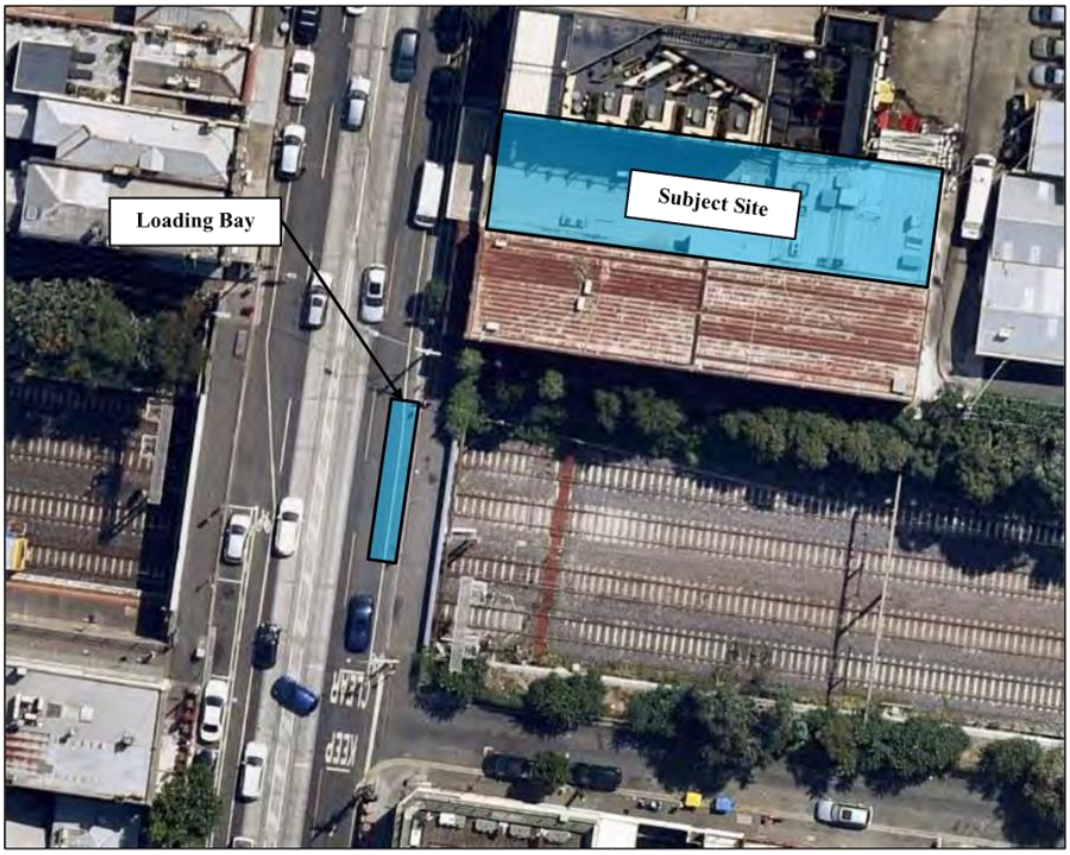


Figure 7.1 Loading Bay Location

It is understood that waste collection will be undertaken directly via the laneway. Swept path diagrams attached in Appendix B demonstrate that the 6.35m low profile rear-loader can prop adjacent to the site and depart in a satisfactory manner. Refer to the Waste Management Plan prepared by WSP for full detail regarding waste collection arrangements.

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8 RESPONSE TO REQUESTS FOR INFORMATION

Yarra City Council has requested for further information for the proposed development at 437 Church Street, Richmond. The table below provides a summary and response to the traffic engineering related items.

Table 8.1 Summary and response to Requests for Information (RFI)

ITEM	WSP RESPONSE
The swept path diagrams are to be resubmitted, accurately showing the boundaries of the Little Lesney Street road reserve. No vehicles are to traverse on other private property.	Updated swept path diagrams have been prepared showing boundaries of Little Lesney Street road reserve with no vehicles traversing onto other private property. Vehicle access to and from some car parking spaces may require either the use of a corrective manoeuvre on entry and/or exit when entering the space in a forward direction. AS2890.1:2004 allows for 'three-point turn entry and exit into 90-degree parking spaces' to be used for long-term users (User Class 1A). A copy of these diagrams is attached at Appendix B.
The applicant is to prepare a cross sectional drawing of the development entrance and Little Lesney Street. The ground clearance for a B99 design vehicle entering and exiting the development via Little Lesney Street. Spot levels would need to be obtained from site at the following locations: ▪ The west edge of Little Lesney Street ▪ The invert ▪ The east edge of Little Lesney Street ▪ The cross sectional drawing is to be fully dimensioned, with levels at three decimal places. As indicated earlier, the finished floor level at the edge of the development entrance (at the property line), must be set 40 mm higher than the existing edge of Little Lesney Street.	The entrance to the rear (east) car park entrance from Little Lesney Street generally presents compliance with the 40mm above street level but with an isolated spot (centrally located at the entrance) of 25mm above street level. This does not present any major problems for the development and does not inhibit the safe entrance of vehicles into the car park. Notwithstanding the above, a ground clearance check, via condition of permit, would be suitable to ensure that a vehicle can enter and exit the property via Little Lesney Street to the satisfaction of the Responsible Authority.
No spaces are 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.	Amended plans show staff bicycle parking spaces provided within a lockable compound located within the lobby.
Whilst it is acceptable no electric car charging points are installed during construction, to allow for easy future provision for electric vehicle charging, all car parking areas should be electrically wired to be 'EV ready'. A minimum 40A single phase electrical sub circuit should be installed to these areas for this purpose.	Amended plans note that the car parking area will be electrically wired to be 'EV ready' for the proposed car stacker system and can be installed for future electric vehicle charging provision.

Attachment 6 - PLN22/0014 - 441 - 443 Church Street Richmond - Revised Traffic Report submited 15 October 2022 (contains sketch plans in Appendix B)

ITEM	WSP RESPONSE
At least one electric bicycle charging point should be provided adjacent to one of the horizontal bicycle parking spaces to allow for current demand.	Amended plans show a charging point is provided adjacent to the bicycle rails for charging of e-bikes.
Green Travel Plan The application includes a Green Travel Plan (GTP). The GTP does not adequately address some items, and should be modified to include the following: ▪ Security arrangements for bicycle parking and showers/lockers ▪ Proposed access arrangements for bicycle parking ▪ Reference to electric bicycle charging and where this space (or spaces) is/are located This information is required to be shown in the GTP before it can be approved.	The Green Travel Plan (Ref: PS124143-TPD-REP-002 RevC) has been updated to address the items listed to include the following: ▪ Bicycle parking provided within a secure area within the lobby for staff use and showers/lockers provided within each office level. ▪ Access to bicycle parking will be via the main entrance from Church Street and the rear from Little Lesney Street. ▪ Charging point provided adjacent to the bicycle rails for charging of e-bikes.

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9 CONCLUSION

The proposed development at 437 Church Street, Richmond seeks to provide a multi-storey commercial building providing both a food & drink and office tenancies. Proposed on-site parking provisions include 10 car parking spaces arranged within a stacker, and 18 bicycle parking spaces within a single communal bicycle parking area.

The proposal is considered appropriate on the following basis:

- A dispensation from the statutory car parking requirements is considered appropriate given the higher level strategy to encourage more sustainable methods of travelling to work, which is made viable in this location due to the accessibility of public transport and for active transport modes.
- Each office tenancy will be allocated at least one car parking space, with the balance of car parking to be allocated at the discretion of building management. The proposed provision is commensurate with case study data.
- The provision of 18 bicycle parking spaces exceeds the Planning Scheme statutory requirements and satisfies the target provision under the SDAPP.
- The volume of traffic expected to be generated by the site during peak periods is anticipated to be appropriately accommodated by Little Lesney Street, and indiscernible further from the site.
- The design of the car parking and bicycle parking arrangements are satisfactory.
- Swept path diagrams demonstrate that the car stackers can be accessed appropriately.
- Swept path diagrams demonstrate that the 6.35m low profile rear-loader (waste truck) and the 5.2m van can prop adjacent to the site and depart via Little Lesney Street in a satisfactory manner.
- Council's RFIs have been reviewed and responses to traffic engineering items have been addressed accordingly.

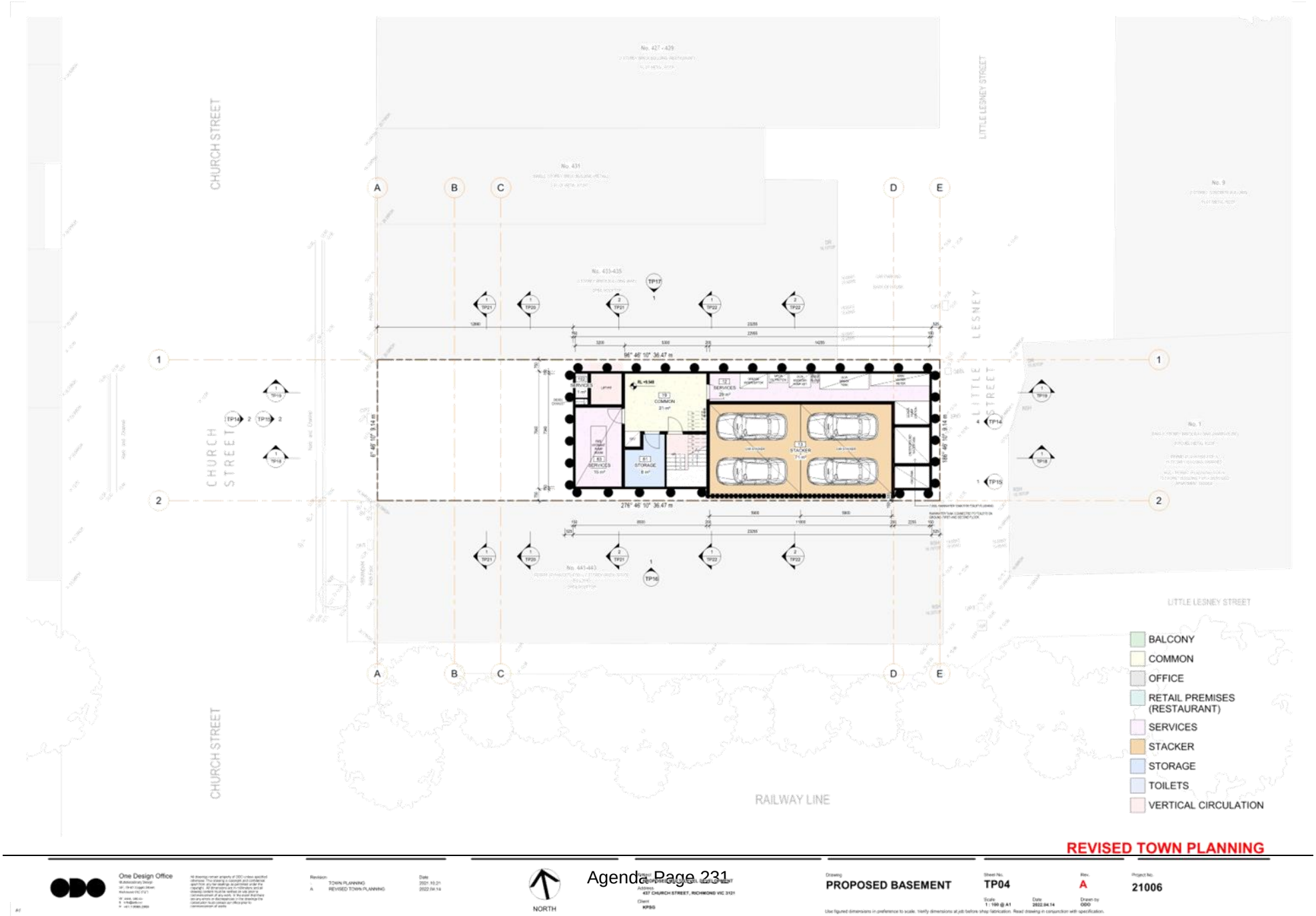
With consideration to the above, there are no traffic engineering grounds that should warrant the refusal of the sought planning permit.

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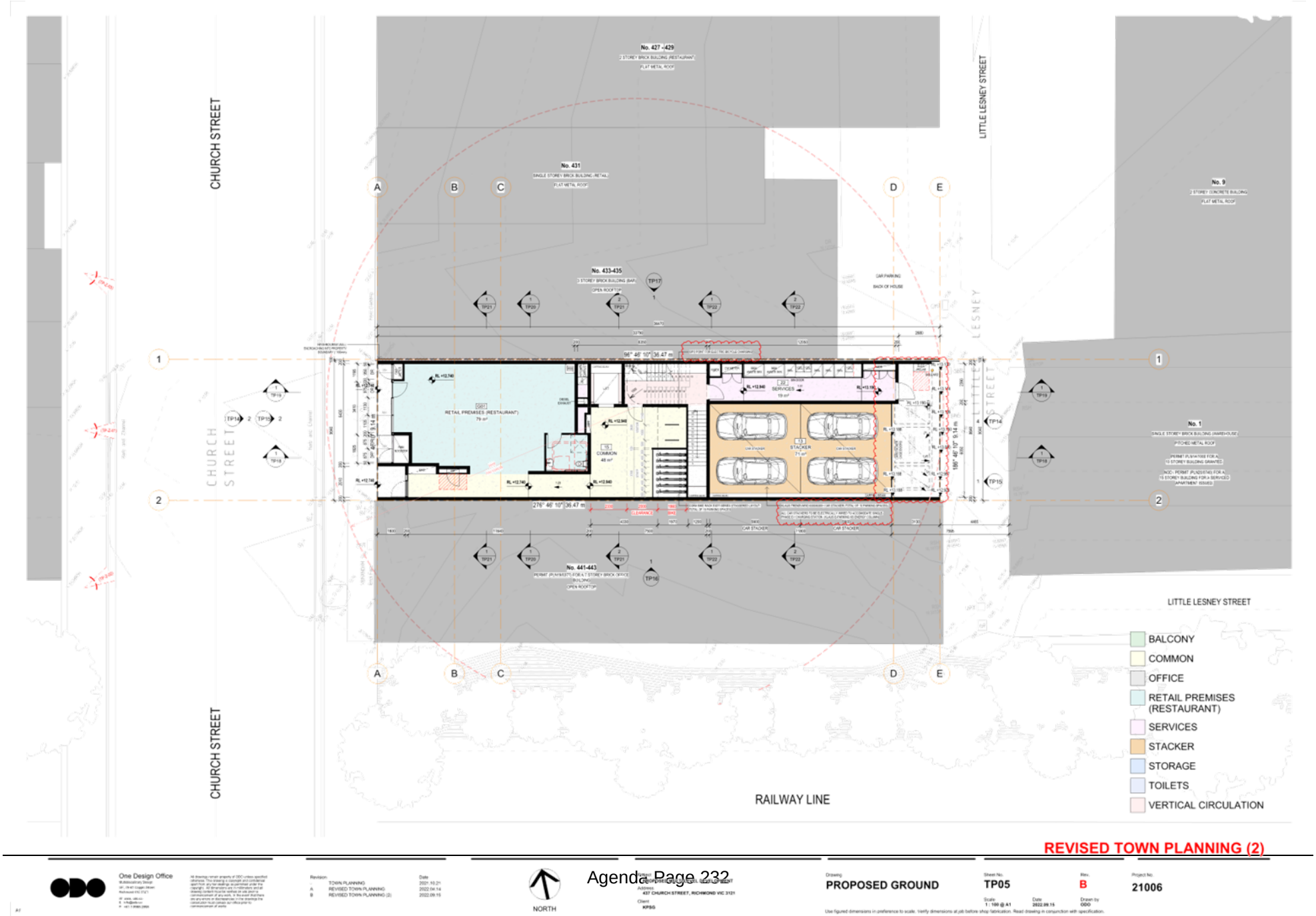
APPENDIX A

DEVELOPMENT PLANS

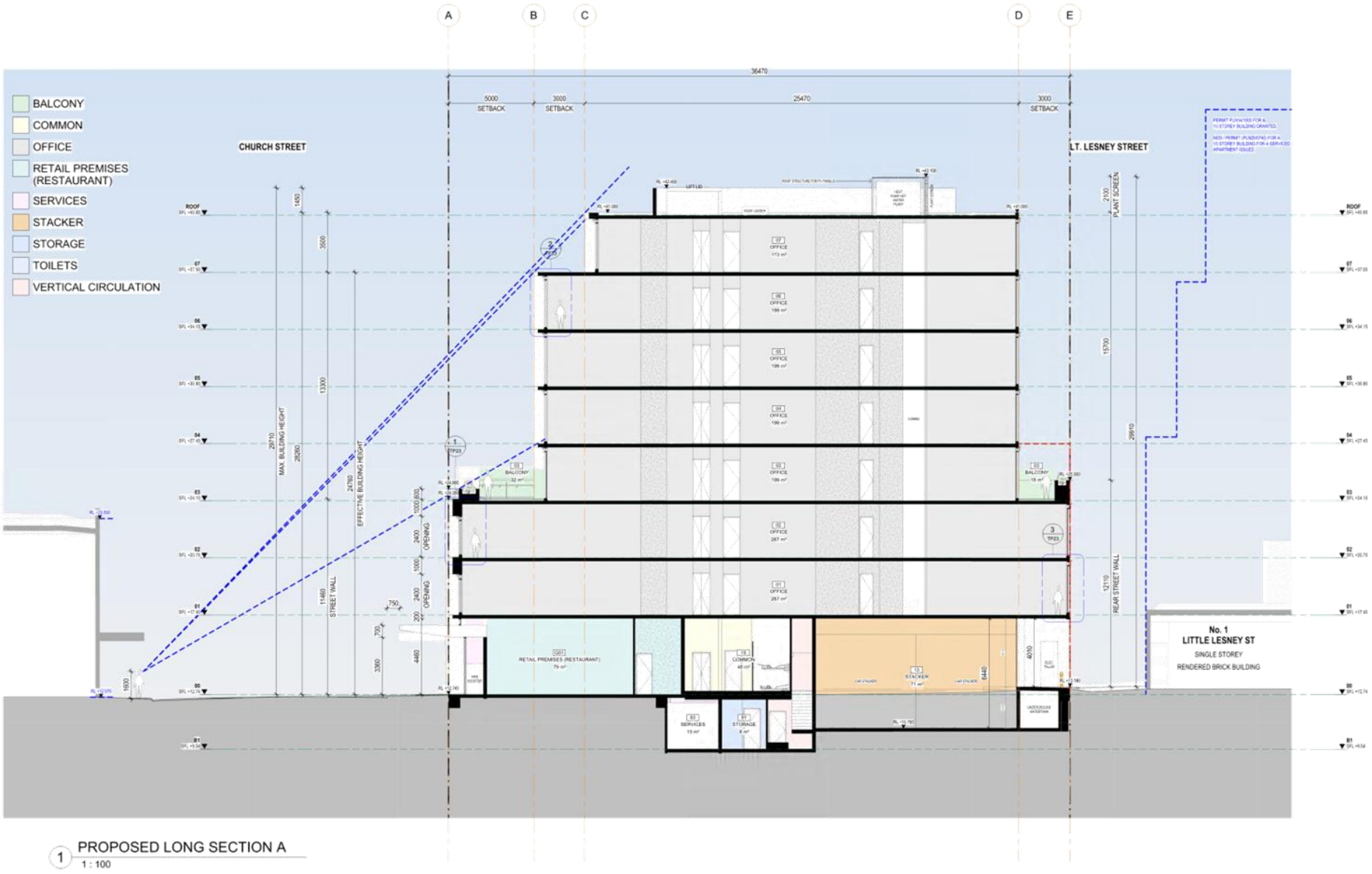
Attachment 6 - PLN22/0014 - 441 - 443 Church Street Richmond - Revised Traffic Report submited 15 October 2022 (contains sketch plans in Appendix B)



Attachment 6 - PLN22/0014 - 441 - 443 Church Street Richmond - Revised Traffic Report submited 15 October 2022 (contains sketch plans in Appendix B)



Attachment 6 - PLN22/0014 - 441 - 443 Church Street Richmond - Revised Traffic Report submited 15 October 2022 (contains sketch plans in Appendix B)



1 PROPOSED LONG SECTION A
1 : 100

REVISED TOWN PLANNING (2)

One Design Office

Revision		Date
	TOWN PLANNING	2021.10.21
A	REVISED TOWN PLANNING	2022.04.14
B	REVISED TOWN PLANNING (2)	2022.09.15

Project: [illegible]
Address: 437 CHURCH STREET, RICHMOND VIC 3121
Client: KPSG

Drawing: PROPOSED SECTIONS
Sheet No.: TP18
Rev.: B
Project No.: 21006
Scale: 1 : 100 @ A1
Date: 2022.09.15
Drawn by: NKD

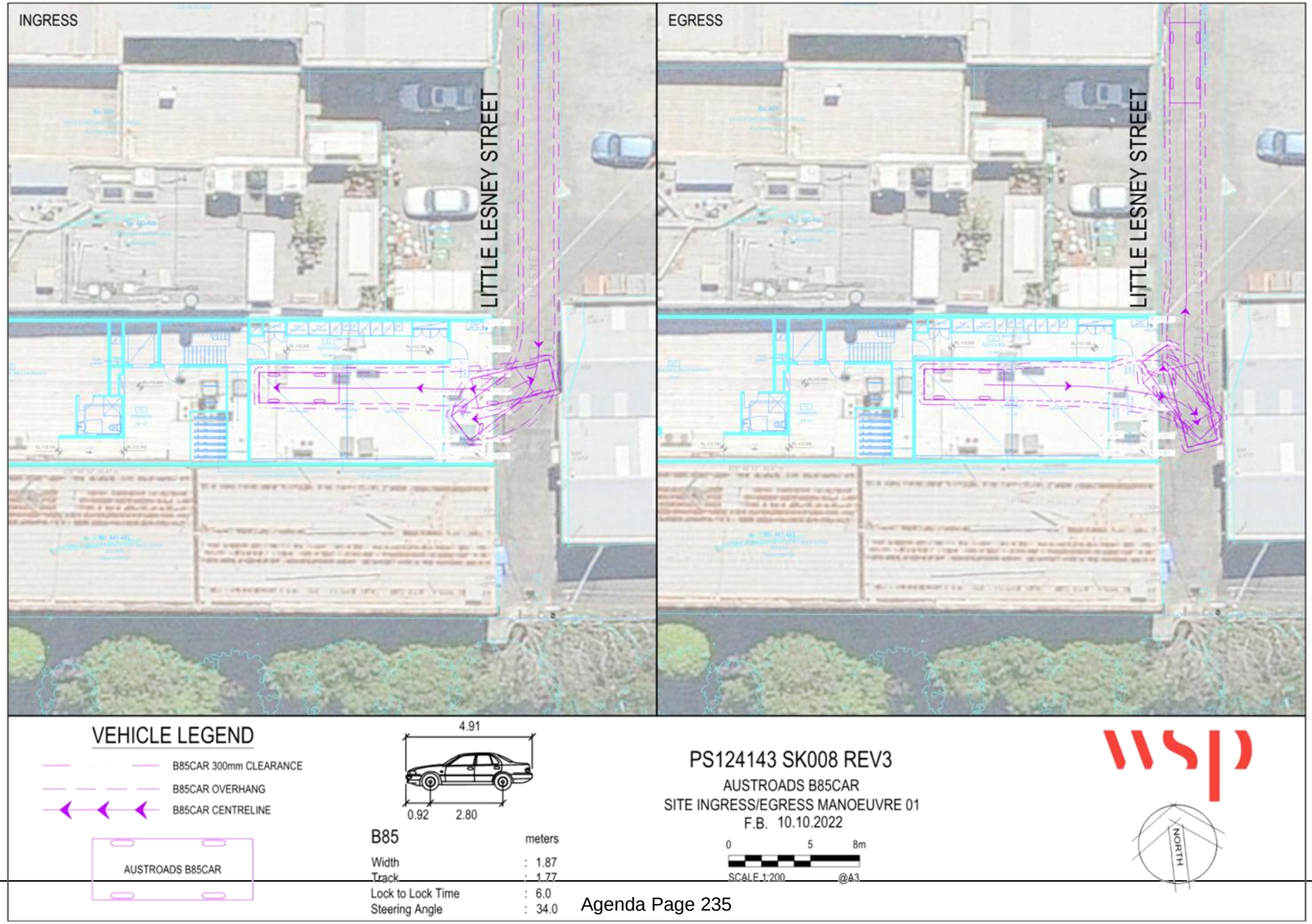
Use figured dimensions in preference to scale. Verify dimensions at job before shop fabrication. Read drawing in conjunction with specification.

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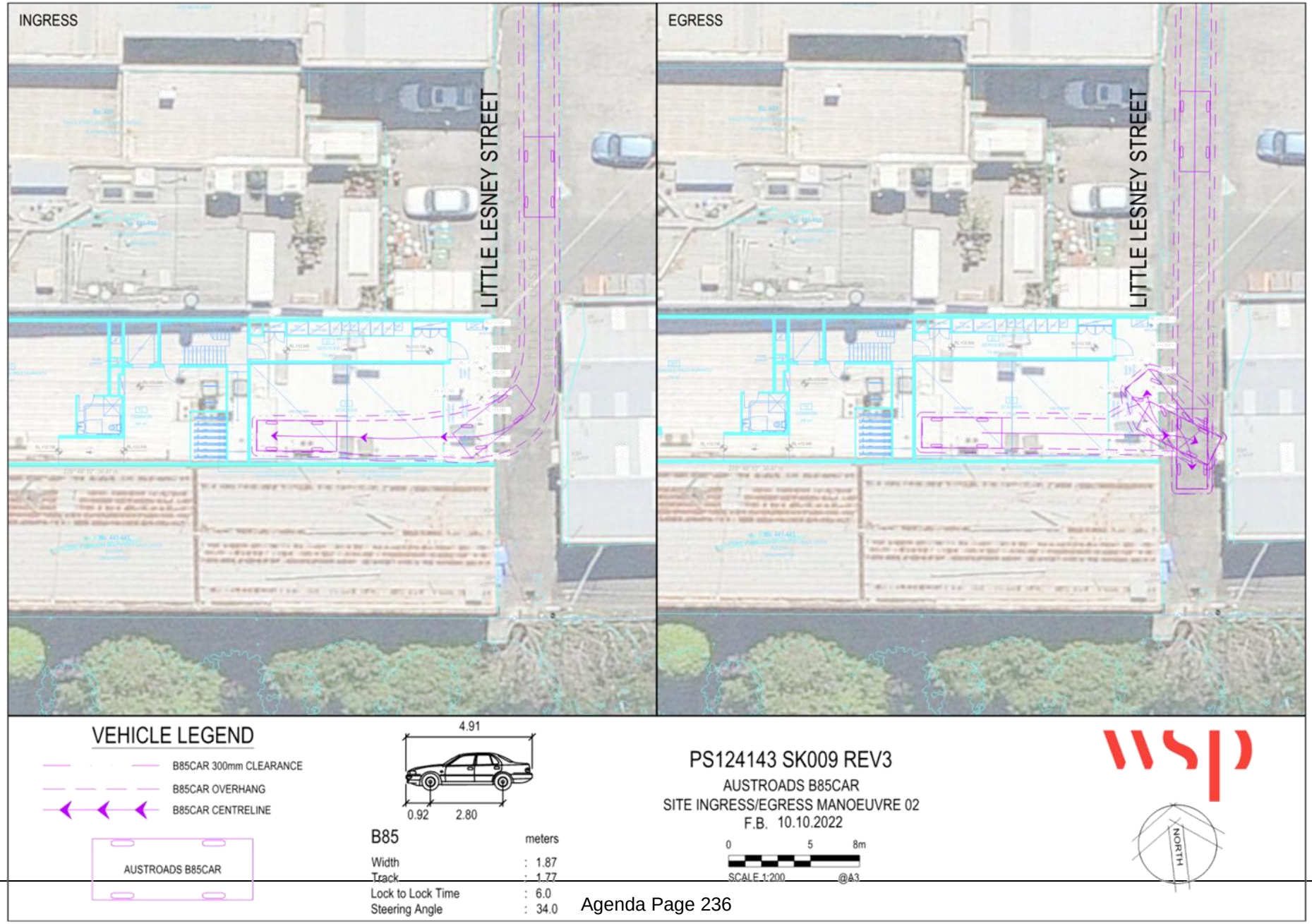
APPENDIX B

SWEPT PATH DIAGRAMS

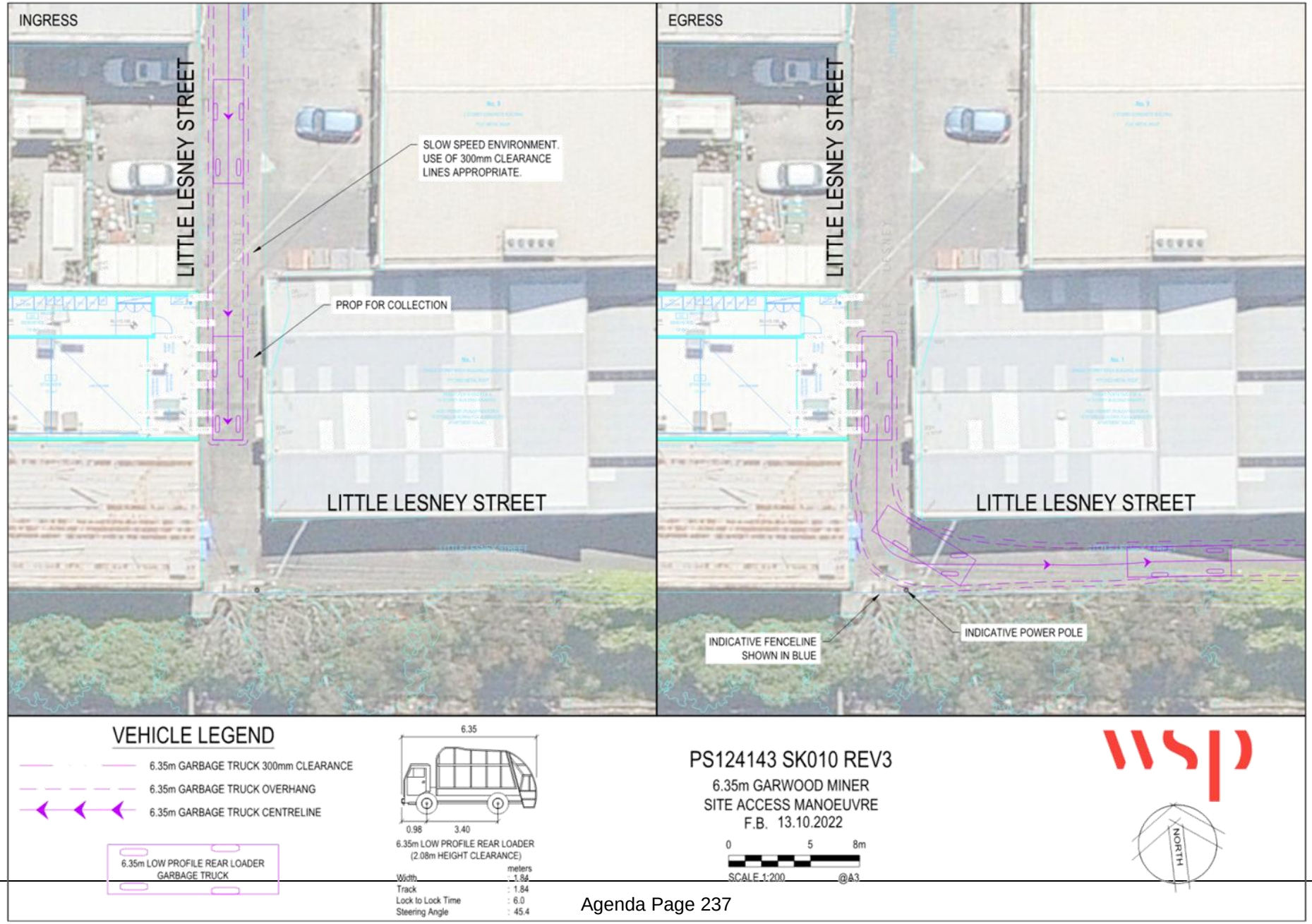
Attachment 6 - PLN22/0014 - 441 - 443 Church Street Richmond - Revised Traffic Report submited 15 October 2022 (contains sketch plans in Appendix B)



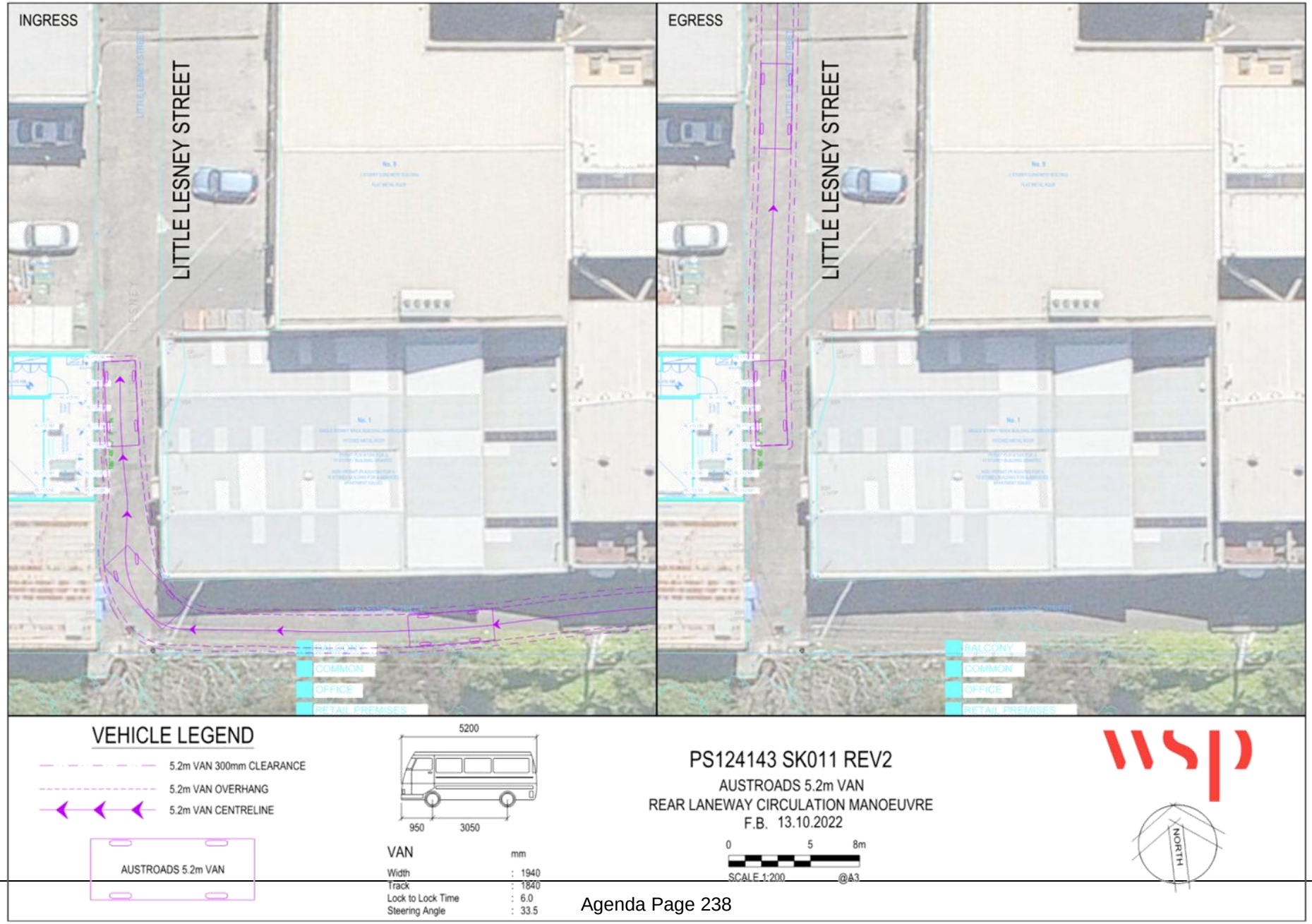
Attachment 6 - PLN22/0014 - 441 - 443 Church Street Richmond - Revised Traffic Report submited 15 October 2022 (contains sketch plans in Appendix B)



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Attachment 6 - PLN22/0014 - 441 - 443 Church Street Richmond - Revised Traffic Report submited 15 October 2022 (contains sketch plans in Appendix B)

APPENDIX C

CAR STACKER DATA SHEETS
(PROVIDED BY KLAUS MULTIPARKING)

Attachment 6 - PLN22/0014 - 441 - 443 Church Street Richmond - Revised Traffic Report submited 15 October 2022 (contains sketch plans in Appendix B)

KLAUS multiparking

Product data

Dimensions, technical information and performance specification



trendvario 6300

2000 2600 3000

PARK & SMILE

multiparking.com

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KLAUS multiparking

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Function diagram with standard designation ... 2
Dimensions and tolerances ... 2
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Clearance for installations ... 8
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Technical information ... 9
Performance specification ... 10
Services to be provided by the customer ... 12
Subject to technical changes ... 12

Explanation of symbols

Platforms accessible horizontally.

max. load per parking space in kg.
Upweighting over 2000 kg possible with surcharge (*see "Vehicle data", page 3*).

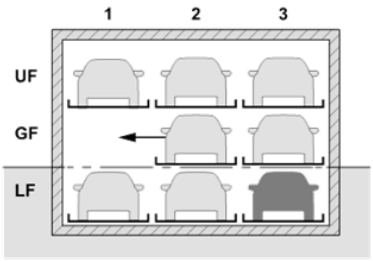
Parking space load can be subsequently upweighted (*see "Vehicle data", page 3*).

Traversable and can be combined with other TrendVario systems as a KombiSystem.

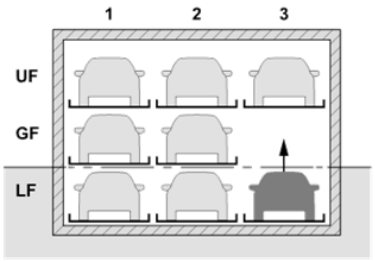
The systems provided are consistent with DIN EN 14010 and the EC Machinery Directive 2006/42/EC.
This system has also undergone a voluntary compliance test conducted by TÜV SÜD.

Function diagram with standard designation

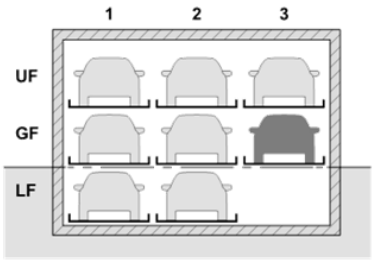
Example for vehicle on basement level (LF) of grid 3:
Selection via the control panel; all doors must be closed.
Representation of parking spaces in a row.



To remove the vehicle from the space in **grid 3/LF**, the GF platforms are moved to the left.



The empty space is now located above the vehicle being removed. The parking space in **grid 3/LF** is raised.



The vehicle in the space in **grid 3/LF** can now be removed.

Dimensions and tolerances

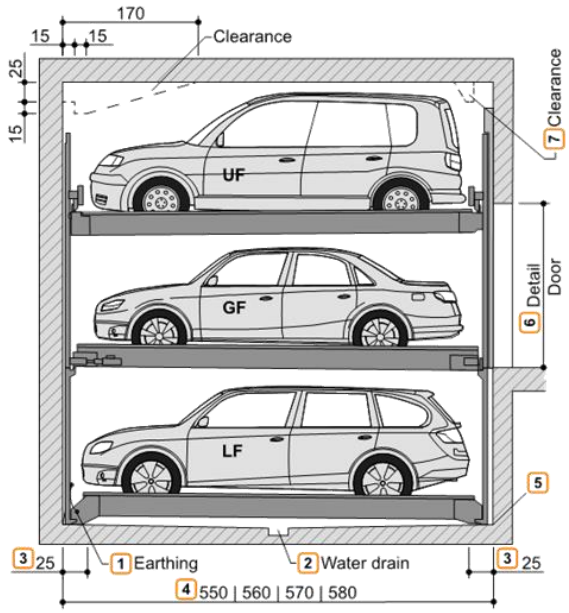
All dimensions and minimum final dimensions.
Tolerance for dimensions +3/-0. Dimensions in cm.
In order to adhere to the minimum final dimensions, the tolerances in accordance with the German Construction Tendering and Contract Regulations [VOB], Part C (DIN 18330 and 18331) and DIN 18202 must also be taken into account.

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KLAUS multiparking

Overview of building configuration

Building configuration with vertical door 6



1. Equipotential bonding from foundation earth connection to system (to be provided by the customer).
2. Slope with water collection channel(*see "Drainage", page 12*).
3. These areas must be horizontal and at the same level throughout the pit.
4. ■ 550 cm for vehicle length max. 5.0 m
   ■ 560 cm for vehicle length max. 5.1 m
   ■ 570 cm for vehicle length max. 5.2 m
   ■ 580 cm for vehicle length max. 5.3 m
   Shorter versions are possible on request - observe local regulations on parking space lengths.
   We recommend a minimum pit length of 570 cm for comfortable use of your parking space and increasingly longer vehicles.
5. No fillets/haunches are permitted at the transition from the pit floor to the walls. If fillets/haunches are required, the systems must be narrower or the pits wider.
6. Door detail and other door variants (*see "Configuration with vertical door", page 5* and *see "Configuration with sliding door", page 6*).

If sprinklers are required, the customer must leave sufficient clearance during the construction phase.

Vehicle data

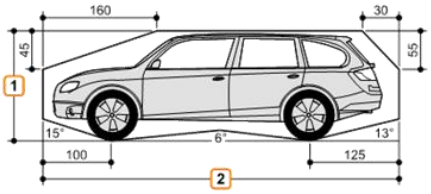
Parking options

Series vehicles:
saloon, estate, SUV, van in accordance with clearance gauge and maximum parking space load.

	UF | GF | LF 3		
Weight 4	2000 kg	2600 kg	3000 kg
Wheel load	500 kg	650 kg	750 kg

1. Vehicle height (*see "Overview of system types and building heights", page 4*)
2. Vehicle length (*see "Overview of building configuration", page 3*)
3. UF = upper floor | GF = ground floor| LF = lower floor
4. Individual space loads can also be subsequently upweighted to 3000 kg.

Clearance gauge



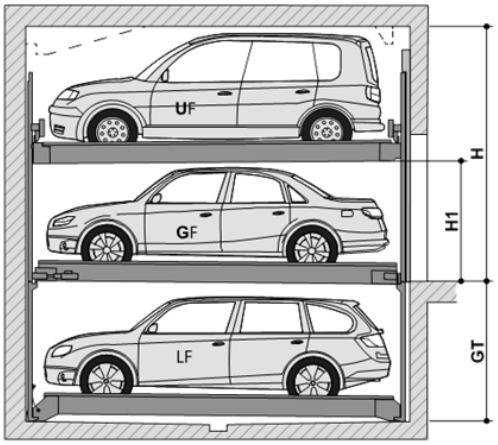
Vehicle width 190 cm with platform width 230 cm. Correspondingly wider vehicles can be parked with wider platforms.

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KLAUS multiparking

Overview of system types and building heights

The permissible vehicle height, GF must be greater than or equal to the vehicle height, LF.



GT: Pit depth **H:** Building height **H1:** Headroom

Type	PD	Vehicle height, LF
6300/175	175	150
6300/180	180	155
6300/185	185	160
6300/190	190	165
6300/195	195	170
6300/200	200	175
6300/205	205	180
6300/210	210	185
6300/215	215	190
6300/220	220	195
6300/225	225	200
6300/230	230	205
6300/235	235	210
6300/240	240	215

H1	Vehicle height GF	Vehicle height UF 150	155	160	165	170	175	180	185	190	195	200	205	210	215	220
155	150	325	330	335	340	345	350	355	360	365	370	375	380	385	390	395
160	155	330	335	340	345	350	355	360	365	370	375	380	385	390	395	400
165	160	335	340	345	350	355	360	365	370	375	380	385	390	395	400	405
170	165	340	345	350	355	360	365	370	375	380	385	390	395	400	405	410
175	170	345	350	355	360	365	370	375	380	385	390	395	400	405	410	415
180	175	350	355	360	365	370	375	380	385	390	395	400	405	410	415	420
185	180	355	360	365	370	375	380	385	390	395	400	405	410	415	420	425
190	185	360	365	370	375	380	385	390	395	400	405	410	415	420	425	430
195	190	365	370	375	380	385	390	395	400	405	410	415	420	425	430	435
200	195	370	375	380	385	390	395	400	405	410	415	420	425	430	435	440
205	200	375	380	385	390	395	400	405	410	415	420	425	430	435	440	445
210	205	380	385	390	395	400	405	410	415	420	425	430	435	440	445	450
215	210	385	390	395	400	405	410	415	420	425	430	435	440	445	450	455
220	215	390	395	400	405	410	415	420	425	430	435	440	445	450	455	460

H - Building height

Example configuration

Example configuration 1:

Vehicle, UF: **150 cm** ▶
Vehicle, GF: **190 cm** ▶ Type: **6300/200 - 195** Height: **365 cm**
Vehicle, LF: **175 cm** ▶

Example configuration 2:

Vehicle, UF: **160 cm** ▶
Vehicle, GF: **160 cm** ▶ Type: **6300/205 - 165** Height: **Selection not possible!**
Vehicle, LF: **180 cm** ▶

Configuration 2 is not possible as the maximum permissible vehicle on GF is smaller than the vehicle on LF.
As such, the larger vehicle, LF cannot drive in.

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KLAUS multiparking

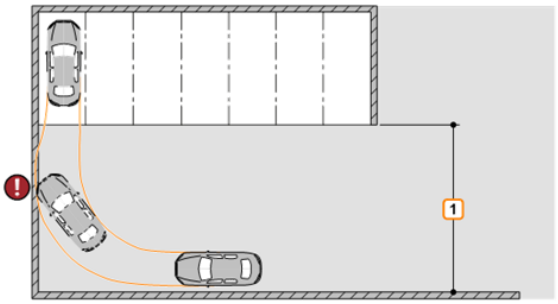
Width dimension and door height

We recommend platform widths of minimum 250 cm and driving lane widths of 650 cm in order that vehicles can comfortably access the Multiparking system and enter and leave without difficulty.

Narrower platforms may impede parking according to the following criteria.

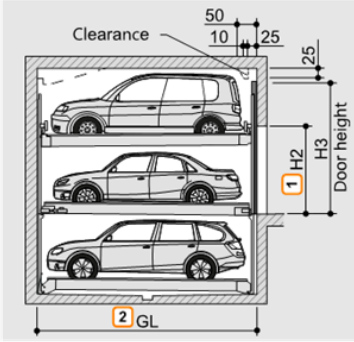
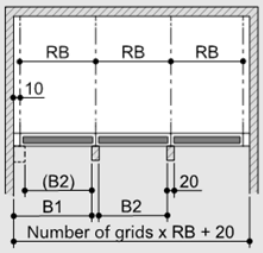
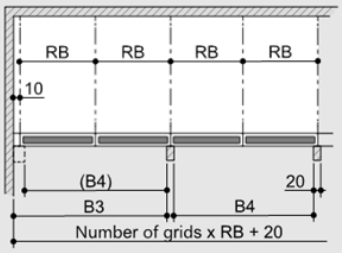
- Driving lane width
- Entrance conditions
- Vehicle dimensions

[1] Observe minimum driving lane width in accordance with local regulations.



For commercial use of doors with electrical drive systems, an inspection log is required in accordance with ASR A1.7 'Technical rules for workplaces' in Germany. The door must be inspected by an expert before commissioning and annually thereafter and the result entered in the inspection log. The inspection must be carried out independently of maintenance. Observe local regulations on operation of electrical doors.

Configuration with vertical door

	Door versions	Supports per grid	Supports per second grid
Vertical door			

	Clear platform width	RB [2]	Supports per grid		Supports per second grid	
			B1	B2	B3	B4
Width dimensions	230	250	250	230	500	480
	240	260	260	240	520	500
	250	270	270	250	540	520
	260	280	280	260	560	540
	270	290	290	270	580	560

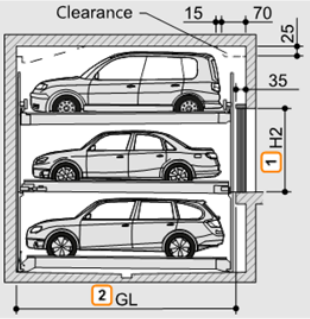
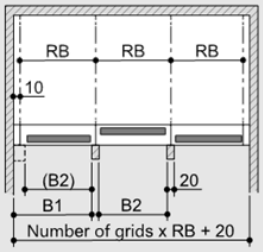
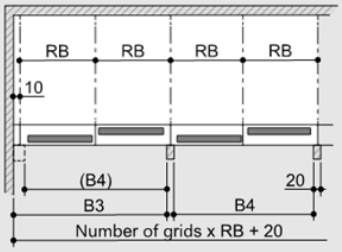
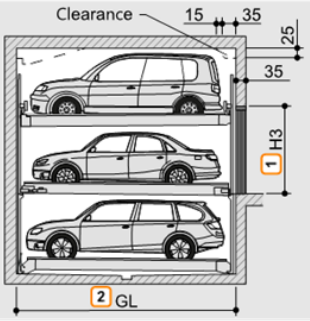
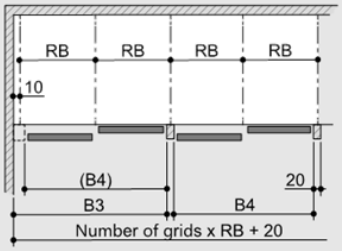
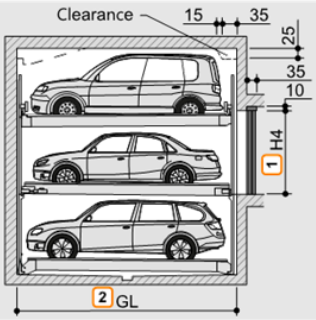
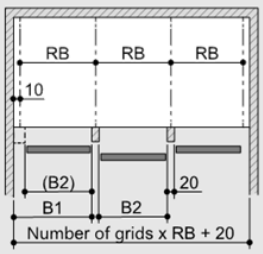
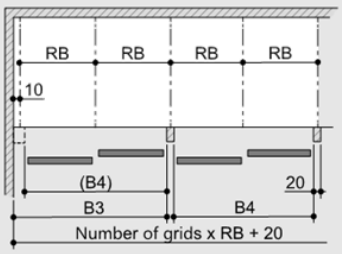
	max. vehicle height UF | GF															
	150	155	160	165	170	175	180	185	190	195	200	205	210	215	220
H2	210	210	210	210	210	210	210	210	210	210	210	205	220	225	230
H3	325	325	335	335	335	335	335	360	360	360	360	360	380	380	380

[1] Observe minimum clear height H2 in accordance with local regulations.
[2] GL: building length (*see "Overview of building configuration", page 3*).
[3] RB: grid width. These dimensions **must** be adhered to.

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KLAUS multiparking

Configuration with sliding door

	Door versions	Supports per grid	Supports per second grid
Sliding door behind the supports			
Sliding door inside the supports		**Not possible!**	
Sliding door in front of the supports			

	Clear platform width	RB [3]	Supports per grid		Supports per second grid	
			B1	B2	B3	B4
Width dimensions	230	250	250	230	500	480
	240	260	260	240	520	500
	250	270	270	250	540	520
	260	280	280	260	560	540
	270	290	290	270	580	560

	max. vehicle height UF | GF														
	150	155	160	165	170	175	180	185	190	195	200	205	210	215	220
H2	210	210	210	210	210	210	210	210	210	210	215	220	225	230	235
H3	220	220	220	220	220	220	220	220	220	220	225	230	235	240	245
H4	210	210	210	210	210	210	210	210	210	210	215	220	225	230	235

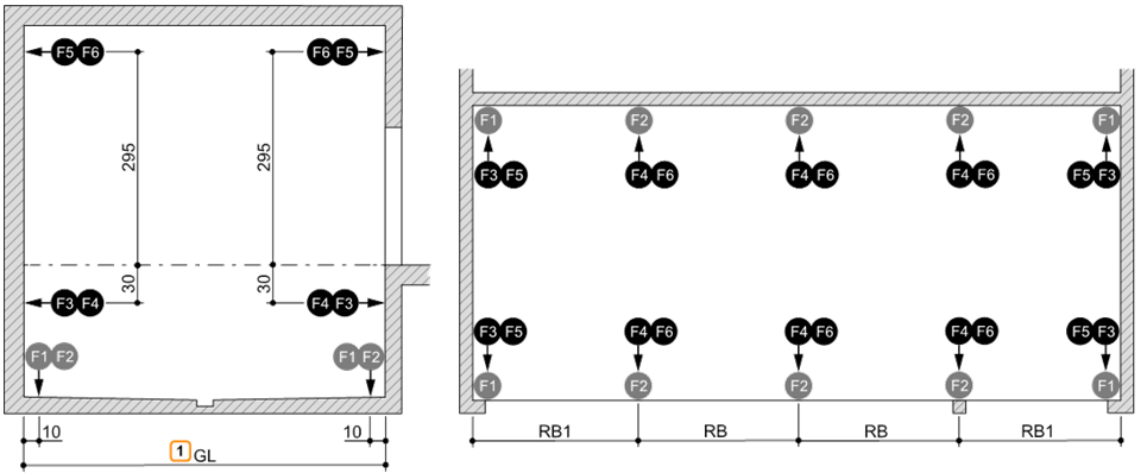
[1] Observe minimum clear height H2/H3/H4 in accordance with local regulations.
[2] GL: building length (*see "Overview of building configuration", page 3*).
[3] RB: grid width. These dimensions **must** be adhered to.

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KLAUS multiparking

Loading schedule

The systems are dowelled into the ground. The drill hole depth in the floor plate is approx. 15 cm, in the walls approx. 12 cm.
The floor plate and walls must be from concrete (quality min. C20/25).
The dimensions for the bearing points have been rounded. If the precise figures are required, please consult KLAUS Multiparking.



Parking space load	F1	F2	F3	F4	F5	F6
2000 kg	+ 41.0 kN - 11.8 kN	+ 54.0 kN - 23.6 kN	± 2.9 kN	± 5.8 kN	± 0.5 kN	± 1.0 kN
2600 kg	+ 47.0 kN - 14.2 kN	+ 94.0 kN - 28.2 kN	± 3.0 kN	± 6.0 kN	± 0.8 kN	± 1.6 kN
3000 kg	+ 51.0 kN - 15.8 kN	+ 102.0 kN - 31.6 kN	± 3.1 kN	± 6.2 kN	± 1.0 kN	± 2.0 kN

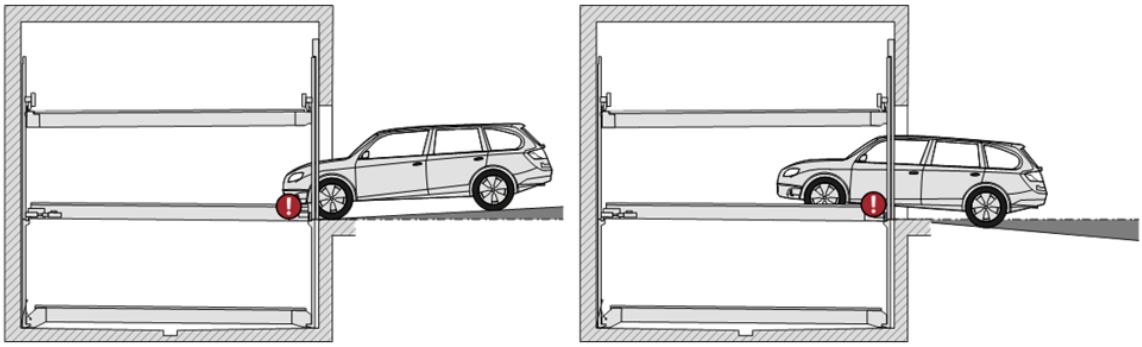
Clear platform width	RB [2]	RB1
230	250	260
240	260	270
250	270	280
260	280	290
270	290	300

[1] GL: building length
[2] RB = grid width. These dimensions **must** be adhered to.

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Access incline

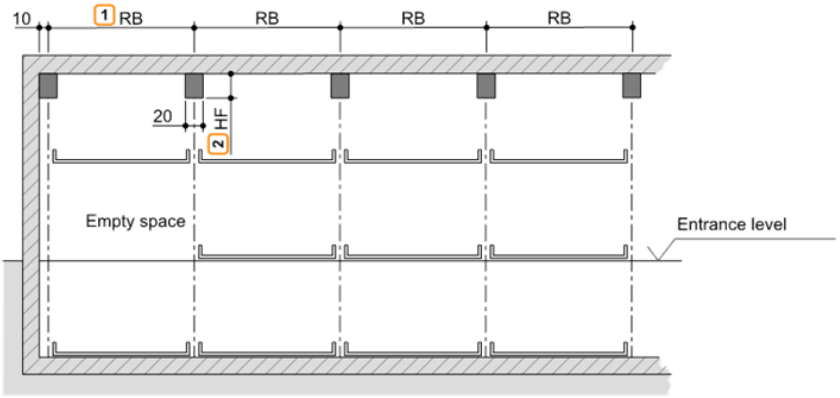
The maximum access inclines specified in the symbol sketch must not be exceeded.
Improper configuration can lead to extreme difficulty accessing the system, for which KLAUS Multiparking cannot be held liable.



max. 3% slope

max. 5% gradient

Clearance for installations



1 RB: grid width. These dimensions **must** be adhered to.

2 HF: clearance height = building height (H) - 305 cm | where CH max. = 45 cm (*see "Overview of system types and building heights", page 4*).

Clearance for lengthways cable routing

Electrical installation

Switch cabinet and master switch

The switch cabinet (approx. 60 x 60 x 25 cm) as well as the lockable master switch must be accessible from outside at all times and be located in the visual range of the system.

With wall opening from switch cabinet to system (consultation with KLAUS Multiparking required).

Supply cable to master switch

Supply cable min. 5 x 2.5 mm² (3 PH+N+PE) to switch cabinet with prefuse 3 x 16 A (slow blow) or circuit breaker 3 x 16 A (trip characteristic K or C) to be provided by the customer
DIN/VDE and local regulations of energy-supply companies must be observed (*see "Supply cable to master switch - foundation earth", page 12*).

Hydraulic unit

- 3 kW, three-phase current 230/400 V / 50 Hz

Control panel with emergency-stop

- Attachment at a clear point (e.g. pillar).
- Secured against external operation.

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Technical information

Usage area

The system is suitable for a fixed group of users as standard.
Where users change (e.g. short-term parking in office buildings or hotels), structural modifications to the Multiparking system are required. Please request a consultation if required.

Units

Low-noise, bearing-mounted hydraulic units are installed on rubber-metal blocks. Consequently, we recommend separating the garage body from the residential building.

Parking space designation

Please consult the function diagram for the standard designation of the parking spaces (*see "Function diagram with standard designation", page 2*).
Alternative designations are possible with a surcharge.

Please note the following specifications:
- The empty space is situated on the left as standard.
- Any alternative designations must be notified 8 to 10 weeks before delivery.

Ambient conditions

Ambient conditions for the areas around Multiparking systems:
Temperature range –10 to +40° C. Relative humidity 50 % to a maximum external temperature of +40° C.
If ascent/descent times are specified, these relate to an ambient temperature of +10° C and with the system positioned immediately adjacent to the hydraulic unit. These times are increased at lower temperatures or with longer hydraulic lines.

Building application documents

Multiparking systems generally require approval. Please observe local regulations and stipulations.

Care

To prevent corrosion damage, please observe our special cleaning and care instructions and ensure that your garage is well ventilated.

Corrosion protection

In accordance with the 'Corrosion protection' supplement.

Electrically driven doors

For commercial use of doors with electrical drive systems, an annual inspection is required in accordance with ASR A1.7 'Technical rules for workplaces' in Germany. We urgently recommend concluding a maintenance contact as these services are included for the complete system.

CE conformity

The systems provided are consistent with DIN EN 14010 and the EC Machinery Directive 2006/42/EC. This system has also undergone a voluntary compliance test conducted by TÜV SÜD.

Noise protection

Standard noise protection:

In accordance with DIN 4109-1 Noise protection in high-rise - Section 9:
Maximum sound pressure level in living and sleeping areas 30 dB (A).
User noise is not subject to the requirements.

The following dimensions are required for adherence to this value:
- Noise protection package in accordance with quote/order (KLAUS Multiparking)
- Sound insulation dimension of the building structure of min. R'w = 57 dB (service to be provided by the customer)

Increased sound protection (special agreement):

In accordance with DIN 4109-5 Increased noise protection in high-rise - Section 8:
Maximum sound pressure level in living and sleeping areas 25 dB (A).
User noise is not subject to the requirements.

The following dimensions are required for adherence to this value:
- Noise protection package in accordance with quote/order (KLAUS Multiparking)
- Sound insulation dimension of the building structure of min. R'w = 62 dB (service to be provided by the customer)

Note:
User noise is noise that can be influenced individually by the user of our Multiparking systems. This includes, e.g., accessing the platform, the slamming of vehicle doors, engine and brake noise.

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KLAUS multiparking

Performance specification

Description

Multiparking system for independent parking of vehicles one on top of and next to one another.
Dimensions in accordance with the underlying pit, width and height dimensions.
Access to the parking spaces horizontally (installation tolerance ± 1%).
An access must be provided over the entire width of the system (minimum driving lane width in accordance with local regulations).
The parking spaces are arranged on 3 levels one on top of the other. Vehicles park on stable steel platforms.
The platforms on the basement level (LF) and upper level (UF) move vertically, the platforms on the ground level (GF) move horizontally. At entrance level (GF), there is always 1 parking space less. This empty space is used for sideways movement of the GF parking spaces to allow a parking space above on the UF or on the LF below to rise or lower to entrance level. Consequently, 5 parking spaces (2 on UF, 1 on GF, 2 on LF) is the smallest unit for this parking system.
Vehicle positioning in any parking space by positioning aid mounted on one side (to be adjusted in accordance with the operating instructions).
For safety reasons, the movement operation of the platforms always takes place behind locked doors.
All requisite safety equipment is integrated into the system. This essentially comprises a chain monitoring system, locking levers for the upper and lower platforms and locked doors. The doors can only be opened when the selected parking space has reached its parking position and all fall openings are secure.

Steel frame (secured in the pit) comprising:

- Supports (arranged in rows)
- Crossbeams and lengthways beams
- Sliding rails for the sideways moving GF platforms

Platform comprising:

- Platform profiles
- Adjustable positioning aid
- Chamfered ramp
- Side beams
- Crossbeams
- Screws, nuts, washers, spacers, etc.

Lifting equipment for platforms on the UF and LF comprising:

- Hydraulic cylinders with solenoid valves
- Chain wheels
- Chains
- Limit switches
- The platforms are each suspended at 4 points and are guided at the supports by means of plastic plain bearings

Drive unit for sideways moving platforms on GF:

- Gear motor with chain wheel
- Chains
- Sliding and guide rollers (low-noise)
- Power supply via energy chain

Hydraulic unit comprising:

- Hydraulic unit (low-noise, fitted to bracket and bearing mounted on rubber-metal block)
- Hydraulic oil tank
- Oil filling
- Internal gear pump
- Pump holder
- Coupling
- Three-phase motor
- Noise protection, motor protection switch and control fuse
- Test pressure gauge
- Pressure relief valve
- Hydraulic hoses (to attenuate noise transmission to the hydraulic pipes)

Control:

- Central control point (control panel with emergency-stop) for selecting the desired parking space
- The electrical wiring from the system cabinet is provided by the supplier

Vertical doors:

Size

Dimensions adjusted to the underlying widths and height dimensions.
The door comprises two door leaves

Frame

- Frame structure with two vertical centre rungs from extruded aluminium profiles (anodised, coating thickness approx. 20 µm)
- There is a rubber lip on the closing edge for a clean seal with the building.

Door filling

Aluminium perforated plate

- Thickness 1.5 mm, RV 8-14 E6/EV1, anodised, coating thickness approx. 20 µm
- Ventilation cross-section of the filling approx. 30%

Guide rails

- The sliding rails of the doors are attached to the steel frame of the system.
- Galvanised steel guide rails (coating thickness approx. 20 µm).

Door actuation

- Electrical drive system by means of electric motor, above the door frame.

For safety reasons, the movement operation of the platforms always takes place behind locked doors. An electrical signal generator is used to query the positions 'door open' and 'door closed'.

Please note:

Door apertures (at the side, covers over the sliding rails, etc.) and door suspensions are not included with the standard configuration but can be supplied as special equipment with a surcharge.

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KLAUS multiparking

Sliding doors:

Size

- Sliding doors, size approx. 2500 mm x 2000 mm (width x height).

Frame

- Frame structure with one vertical centre rung from extruded aluminium profile (anodised, coating thickness approx. 20 µm)
- A handle shell is provided in a vertical aluminium profile for opening the doors.
- There is a rubber lip on the closing edge for a clean seal with the building.

Standard door filling

Aluminium perforated plate

- Thickness 2 mm, RV 5-8 E6/EV1, anodised, coating thickness approx. 20 µm
- Ventilation cross-section of the filling approx. 40%

Alternative door filling

Plain aluminium sheet

- Thickness 2 mm E6/EV1, anodised, coating thickness approx. 20 µm

Corrugated steel sheet

- Thickness 1 mm, galvanised, coating thickness approx. 20 µm
- Additional powder coating, coating thickness approx. 25 µm on the outside and approx. 12 µm on the inside
- Colour options on the outside (building view):

RAL 1015 (light ivory)	RAL 3003 (ruby red)
RAL 5014 (pigeon blue)	RAL 6005 (moss green)
RAL 7016 (anthracite grey)	RAL 7035 (light grey)
RAL 7040 (window grey)	RAL 8014 (sepia brown)
RAL 9006 (white aluminium)	RAL 9016 (traffic white)

- Door inside in a light grey tone

Wood filling

- Nordic spruce in A sorting
- Vertical tongue and groove boards
- Colourless, pre-coated

Composite safety glass

- Composite safety glass from ESG 8/4 mm

Wire mesh

- Mesh size 12 x 12 mm
- Wire diameter 2 mm, galvanised, coating thickness approx. 20 µm
- Ventilation cross-section of the filling approx. 70%

Sliding rails

- The running gear comprises 2 double-pair roll systems per door, height-adjustable
- The sliding rails of the doors are attached to brackets with cover bushings or directly to the concrete lintel or a building-specific door suspension
- The lower guide comprises 2 plastic rollers on a base plate which is dowelled to the floor
- Sliding rails, cover bushings, guide roller base plate are galvanised

Door actuation

- Electrical drive system by means of electric motor attached to the rail system in the turning point of the sliding doors. The drive pinion engages a chain attached to the door.

For safety reasons, the movement operation of the platforms always takes place behind locked doors. An electrical signal generator is used to query the positions 'door open' and 'door closed'.

Separation (if required)

- On request

Please note:

Door apertures (at the side, cover over the sliding rails, etc.) and door suspensions are not included with the standard configuration but can be supplied as special equipment with a surcharge.

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Services to be provided by the customer

Barriers

Barriers that may be required in accordance with DIN EN ISO 13857 to secure the pits where there are roadways immediately in front of, adjacent to or behind the systems. This also applies during the construction stage.

Parking space numbering

Parking space numbering, if required.

Building services systems

Any lighting, ventilation, fire-extinguishing and fire-alarm systems that may be required, plus clarification and compliance with corresponding official documentation.

Lighting

The customer must observe local regulations pertaining to the illumination of parking spaces and roadways. In accordance with DIN EN 12464-1 'Light and lighting - Lighting of work places', an illumination level of min. 200 lx is recommended for the parking spaces and operating area of the system. A floating contact can be provided for actuation of parking space lighting provided by the customer.

Drainage

Functional drainage of the pit must be provided by means of, for example, a water collection channel towards the centre that is connected to the sewer system or a pump sump. The channel may contain a lateral slope, but not in the other pit areas (lengthways slope is already provided by the building dimensions). In the interests of environmental protection, we recommend coating the pit floor. Oil and/or fuel separators should be installed in accordance with local regulations.

Strip foundations

Due to structural conditions, the customer must erect an accessible platform when constructing strip foundations, level with the upper edge of the strip foundation.

Wall openings

Wall openings, if required.

Supply cable to master switch - foundation earth

The customer must lay the supply cable to the master switch during assembly. Functional capability can be checked by our engineers on site, in conjunction with the electronics engineer. If this is not possible during assembly for reasons attributable to the customer, the customer must commission an electronics engineer.
The customer must earth the steel structure with a foundation earth connection (earthing distance max. 10 m) and equipotential bonding in accordance with DIN EN 60204.

Door suspensions

Please note that if the specified clear heights (*see "Width dimension and door height", page 5*) are not adhered to, additional measures for door attachment (door suspensions) will be required for a surcharge.

Door apertures

Door apertures, if required. This may be requested from KLAUS Multiparking for a surcharge.

Subject to technical changes

In the course of technical progress, KLAUS Multiparking shall be entitled to use newer or different technologies, systems, processes or standards to provide the services than initially offered, provided that this does not disadvantage the customer in any way.

Product data
TrendVario 6300
589.65.760-003 | 11/2020 | English

Manufacturer:

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Hermann-Krum-Straße 2
D-88319 Aitrach

Phone: +49 (0) 7565 508-0
Fax: +49 (0) 7565 508-88
info@multiparking.com

www.multiparking.com

Sales office:

PARK & SMILE

multiparking.com

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KLAUS multiparking

Product data

Dimensions, technical information and performance specification



trendvario 6300+



PARK & SMILE

multiparking.com

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KLAUS multiparking

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Explanation of symbols

Platforms accessible horizontally.

max. load per parking space in kg.
Upweighting over 2000 kg possible with surcharge (*see "Vehicle data", page 3*).

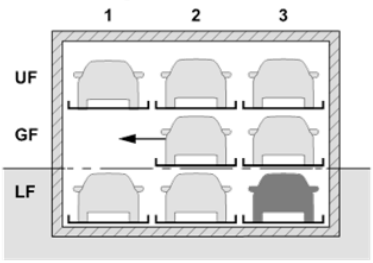
Parking space load can be subsequently upweighted (*see "Vehicle data", page 3*).

Traversable and can be combined with other TrendVario systems as a KombiSystem.

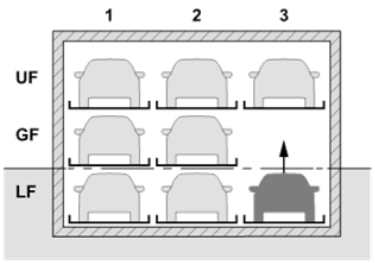
The systems provided are consistent with DIN EN 14010 and the EC Machinery Directive 2006/42/EC.
This system has also undergone a voluntary compliance test conducted by TÜV SÜD.

Function diagram with standard designation

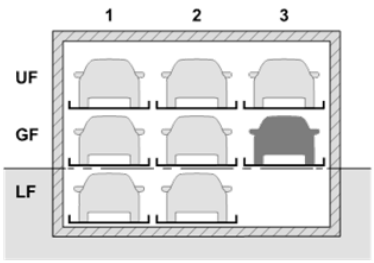
Example for vehicle on basement level (LF) of grid 3:
Selection via the control panel; all doors must be closed.
Representation of parking spaces in a row.



To remove the vehicle from the space in **grid 3/LF**, the GF platforms are moved to the left.



The empty space is now located above the vehicle being removed. The parking space in **grid 3/LF** is raised.



The vehicle in the space in **grid 3/LF** can now be removed.

Dimensions and tolerances

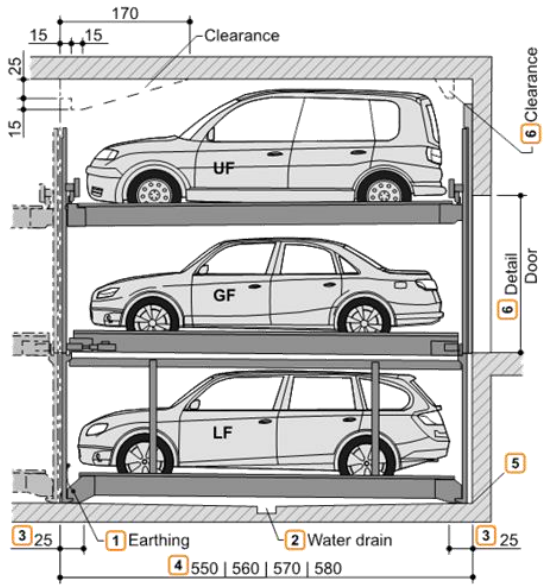
All dimensions and minimum final dimensions.
Tolerance for dimensions +3/-0. Dimensions in cm.
In order to adhere to the minimum final dimensions, the tolerances in accordance with the German Construction Tendering and Contract Regulations [VOB], Part C (DIN 18330 and 18331) and DIN 18202 must also be taken into account.

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KLAUS multiparking

Overview of building configuration

Building configuration with vertical door 6



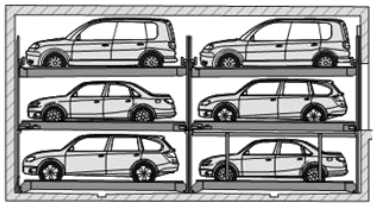
1. Equipotential bonding from foundation earth connection to system (to be provided by the customer).
2. Slope with water collection channel(*see "Drainage", page 12*).
3. These areas must be horizontal and at the same level throughout the pit.
4.
   - 550 cm for vehicle length max. 5.0 m
   - 560 cm for vehicle length max. 5.1 m
   - 570 cm for vehicle length max. 5.2 m
   - 580 cm for vehicle length max. 5.3 m

   Shorter versions are possible on request - observe local regulations on parking space lengths.
   We recommend a minimum pit length of 570 cm for comfortable use of your parking space and increasingly longer vehicles.
5. No fillets/haunches are permitted at the transition from the pit floor to the walls. If fillets/haunches are required, the systems must be narrower or the pits wider.
6. Door detail and other door variants*see "Configuration with vertical door", page 5* and *see "Configuration with sliding door", page 6*).

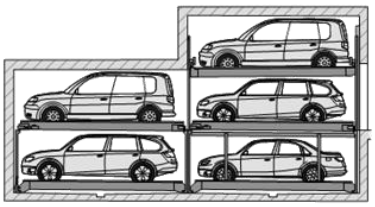
If sprinklers are required, the customer must leave sufficient clearance during the construction phase.

KombiSystem examples

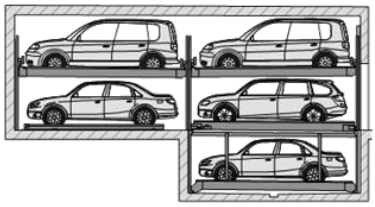
Combination 6300 with 6300+



Combination 6100 with 6300+



Combination 6200+ with 6300+



Vehicle data

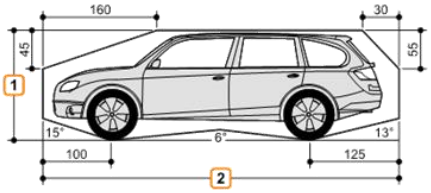
Parking options

Series vehicles:
saloon, estate, SUV, van in accordance with clearance gauge and maximum parking space load.

	UF | GF | LF 3		
Weight 4	2000 kg	2600 kg	3000 kg
Wheel load	500 kg	650 kg	750 kg

1. Vehicle height (*see "Overview of system types and building heights", page 4*)
2. Vehicle length (*see "Overview of building configuration", page 3*)
3. UF = upper floor | GF = ground floor| LF = lower floor
4. Individual space loads can also be subsequently upweighted to 3000 kg.

Clearance gauge



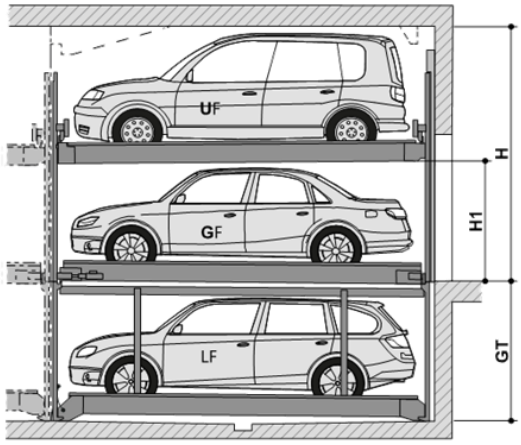
Vehicle width 190 cm with platform width 230 cm. Correspondingly wider vehicles can be parked with wider platforms.

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KLAUS multiparking

Overview of system types and building heights

The permissible vehicle height, GF must be 10 cm larger than the vehicle height, LF.



GT: Pit depth **H:** Building height **H1:** Headroom

Type	GT	Vehicle height, LF
6300+/190	190	**150**
6300+/195	195	**155**
6300+/200	200	**160**
6300+/205	205	**165**
6300+/210	210	**170**
6300+/215	215	**175**
6300+/220	220	**180**
6300+/225	225	**185**
6300+/230	230	**190**
6300+/235	235	**195**
6300+/240	240	**200**

H1	Vehicle height GF	Vehicle height UF 150	155	160	165	170	175	180	185	190	195	200	205	210	215	220
165	160	335	340	345	350	355	360	365	370	375	380	385	390	395	400	405
170	165	340	345	350	355	360	365	370	375	380	385	390	395	400	405	410
175	170	345	350	355	360	365	370	375	380	385	390	395	400	405	410	415
180	175	350	355	360	365	370	375	380	385	390	395	400	405	410	415	420
185	180	355	360	365	370	375	380	385	390	395	400	405	410	415	420	425
190	185	360	365	370	375	380	385	390	395	400	405	410	415	420	425	430
195	190	365	370	375	380	385	390	395	400	405	410	415	420	425	430	435
200	195	370	375	380	385	390	395	400	405	410	415	420	425	430	435	440
205	200	375	380	385	390	395	400	405	410	415	420	425	430	435	440	445
210	205	380	385	390	395	400	405	410	415	420	425	430	435	440	445	450
215	210	385	390	395	400	405	410	415	420	425	430	435	440	445	450	455
220	215	390	395	400	405	410	415	420	425	430	435	440	445	450	455	460

H - Building height

Example configuration

Example configuration 1:

Vehicle, UF: **150 cm** ▶
Vehicle, GF: **190 cm** ▶
Vehicle, LF: **175 cm** ▶

Type: **6300+/215 - 195**
Height: **365 cm**

Example configuration 2:

Vehicle, UF: **160 cm** ▶
Vehicle, GF: **160 cm** ▶
Vehicle, LF: **180 cm** ▶

Type: **6300+/220 - 165**
Height: **Selection not possible!**

Configuration 2 is not possible as the maximum permissible vehicle on GF is smaller than the vehicle on LF.
As such, the larger vehicle, LF cannot drive in.

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KLAUS multiparking

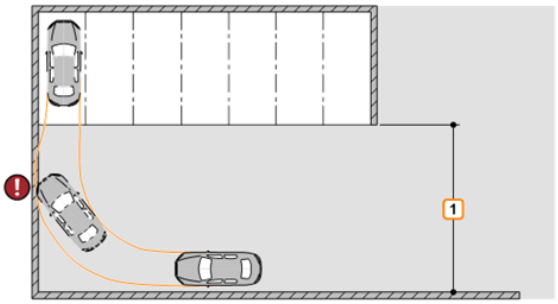
Width dimension and door height

We recommend platform widths of minimum 250 cm and driving lane widths of 650 cm in order that vehicles can comfortably access the Multiparking system and enter and leave without difficulty.

Narrower platforms may impede parking according to the following criteria.

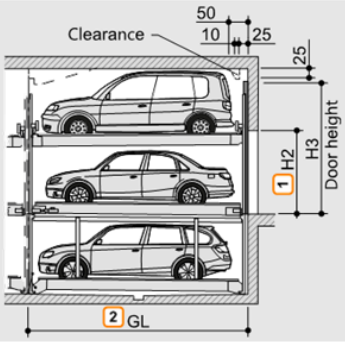
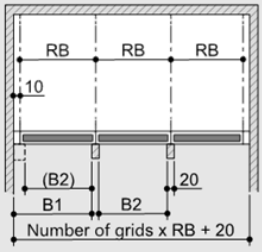
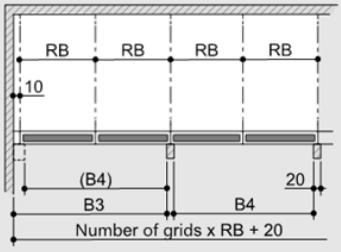
- Driving lane width
- Entrance conditions
- Vehicle dimensions

[1] Observe minimum driving lane width in accordance with local regulations.



For commercial use of doors with electrical drive systems, an inspection log is required in accordance with ASR A1.7 'Technical rules for workplaces' in Germany. The door must be inspected by an expert before commissioning and annually thereafter and the result entered in the inspection log. The inspection must be carried out independently of maintenance. Observe local regulations on operation of electrical doors.

Configuration with vertical door

	Door versions	Supports per grid	Supports per second grid
Vertical door			

	Clear platform width	RB [3]	Supports per grid		Supports per second grid	
			B1	B2	B3	B4
Width dimensions	230	250	250	230	500	480
	240	260	260	240	520	500
	250	270	270	250	540	520
	260	280	280	260	560	540
	270	290	290	270	580	560

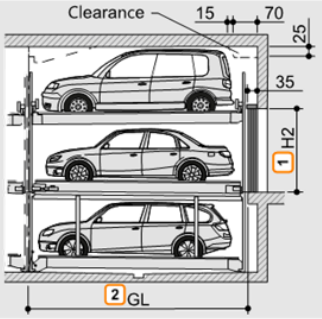
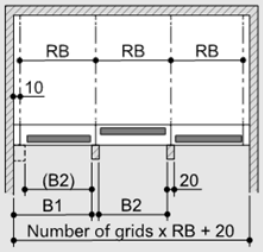
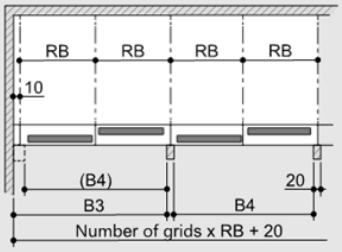
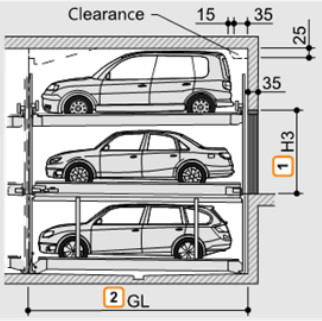
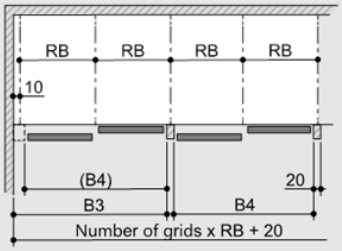
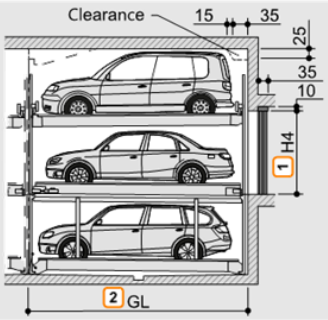
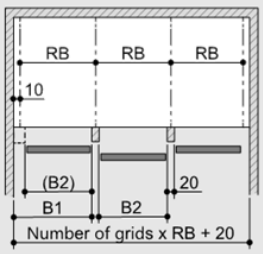
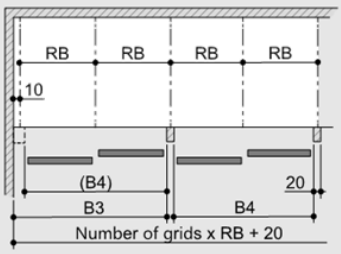
	max. vehicle height UF | GF												
	160	165	170	175	180	185	190	195	200	205	210	215	220
H2	210	210	210	210	210	210	210	210	215	215	220	225	230
H3	335	335	335	335	335	360	360	360	360	360	380	380	380

[1] Observe minimum clear height H2 in accordance with local regulations.
[2] GL: building length (*see "Overview of building configuration", page 3*).
[3] RB: grid width. These dimensions **must** be adhered to.

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KLAUS multiparking

Configuration with sliding door

	Door versions	Supports per grid	Supports per second grid
Sliding door behind the supports			
Sliding door inside the supports		**Not possible!**	
Sliding door in front of the supports			

	Clear platform width	RB [3]	Supports per grid		Supports per second grid	
			B1	B2	B3	B4
Width dimensions	230	250	250	230	500	480
	240	260	260	240	520	500
	250	270	270	250	540	520
	260	280	280	260	560	540
	270	290	290	270	580	560

	max. vehicle height UF | GF												
	160	165	170	175	180	185	190	195	200	205	210	215	220
H2	210	210	210	210	210	210	210	210	215	220	225	230	235
H3	220	220	220	220	220	220	220	220	225	230	235	240	245
H4	210	210	210	210	210	210	210	210	215	220	225	230	235

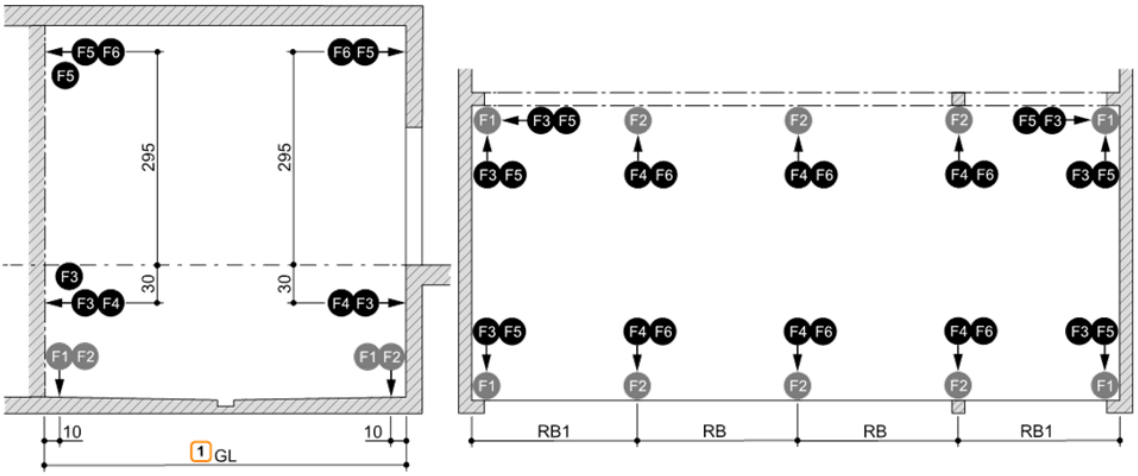
[1] Observe minimum clear height H2/H3/H4 in accordance with local regulations.
[2] GL: building length (*see "Overview of building configuration", page 3*).
[3] RB: grid width. These dimensions **must** be adhered to.

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KLAUS multiparking

Loading schedule

The systems are dowelled into the ground. The drill hole depth in the floor plate is approx. 15 cm, in the walls approx. 12 cm.
The floor plate and walls must be from concrete (quality min. C20/25).
The dimensions for the bearing points have been rounded. If the precise figures are required, please consult KLAUS Multiparking.

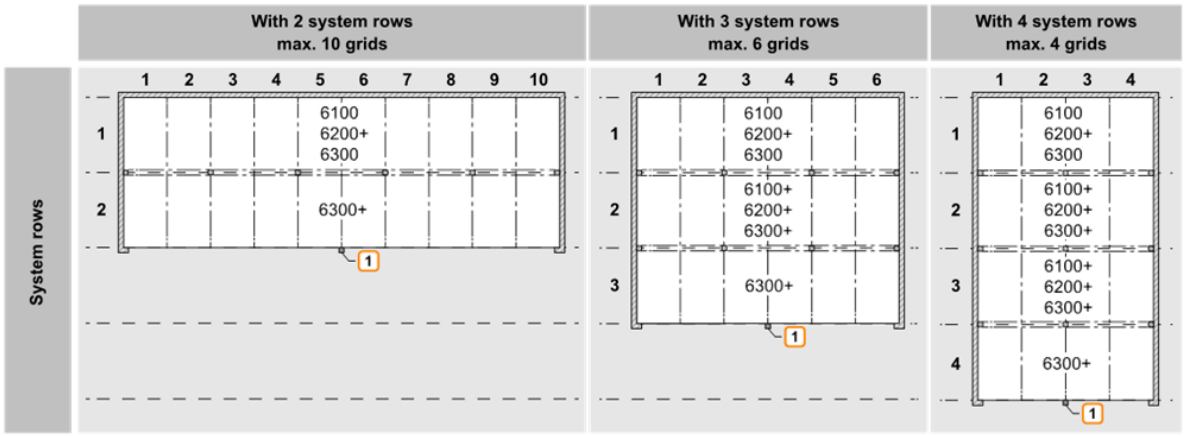


Parking space load	F1	F2	F3	F4	F5	F6
2000 kg	+ 43.0 kN - 11.8 kN	+ 86.0 kN - 23.6 kN	± 2.9 kN	± 5.8 kN	± 0.5 kN	± 1.0 kN
2600 kg	+ 49.0 kN - 14.2 kN	+ 98.0 kN - 28.2 kN	± 3.0 kN	± 6.0 kN	± 0.8 kN	± 1.6 kN
3000 kg	+ 53.0 kN - 15.8 kN	+ 106.0 kN - 31.6 kN	± 3.1 kN	± 6.2 kN	± 1.0 kN	± 2.0 kN

Clear platform width	RB [2]	RB1
230	250	260
240	260	270
250	270	280
260	280	290
270	290	300

[1] GL: building length
[2] RB = grid width. These dimensions **must** be adhered to.

Arrangement of grids – KombiSystem

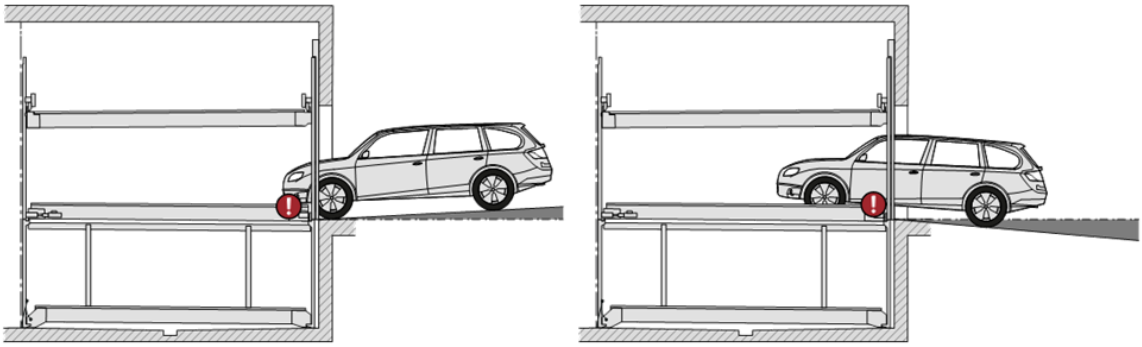


[1] Control panel

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Access incline

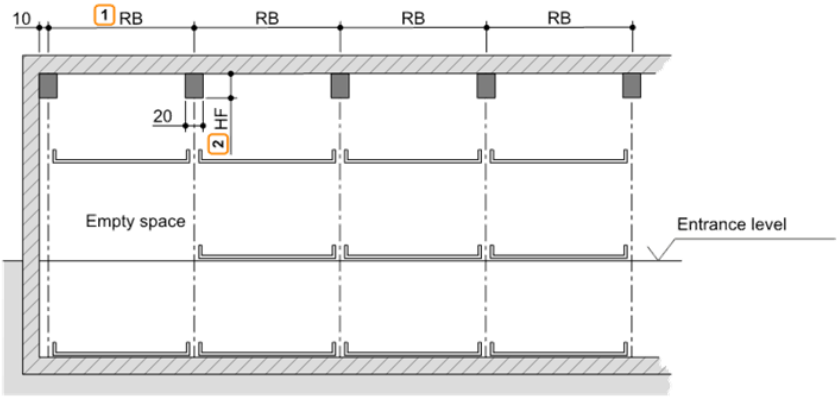
The maximum access inclines specified in the symbol sketch must not be exceeded.
Improper configuration can lead to extreme difficulty accessing the system, for which KLAUS Multiparking cannot be held liable.



max. 3% slope

max. 5% gradient

Clearance for installations



1 RB: grid width. These dimensions **must** be adhered to.

2 HF: clearance height = building height (H) - 305 cm | where CH max. = 45 cm (*see "Overview of system types and building heights", page 4*).

Clearance for lengthways cable routing

Electrical installation

Switch cabinet and master switch

The switch cabinet (approx. 60 x 60 x 25 cm) as well as the lockable master switch must be accessible from outside at all times and be located in the visual range of the system.

With wall opening from switch cabinet to system (consultation with KLAUS Multiparking required).

Supply cable to master switch

Supply cable min. 5 x 2.5 mm² (3 PH+N+PE) to switch cabinet with prefuse 3 x 16 A (slow blow) or circuit breaker 3 x 16 A (trip characteristic K or C) to be provided by the customer
DIN/VDE and local regulations of energy-supply companies must be observed (*see "Supply cable to master switch - foundation earth", page 12*).

Hydraulic unit

- 3 kW, three-phase current 230/400 V / 50 Hz

Control panel with emergency-stop

- Attachment at a clear point (e.g. pillar).
- Secured against external operation.

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KLAUS multiparking

Technical information

Usage area

The system is suitable for a fixed group of users as standard.
Where users change (e.g. short-term parking in office buildings or hotels), structural modifications to the Multiparking system are required. Please request a consultation if required.

Units

Low-noise, bearing-mounted hydraulic units are installed on rubber-metal blocks. Consequently, we recommend separating the garage body from the residential building.

Parking space designation

Please consult the function diagram for the standard designation of the parking spaces (*see "Function diagram with standard designation", page 2*).
Alternative designations are possible with a surcharge.

Please note the following specifications:
- The empty space is situated on the left as standard.
- Any alternative designations must be notified 8 to 10 weeks before delivery.

Ambient conditions

Ambient conditions for the areas around Multiparking systems:
Temperature range –10 to +40° C. Relative humidity 50 % to a maximum external temperature of +40° C.
If ascent/descent times are specified, these relate to an ambient temperature of +10° C and with the system positioned immediately adjacent to the hydraulic unit. These times are increased at lower temperatures or with longer hydraulic lines.

Building application documents

Multiparking systems generally require approval. Please observe local regulations and stipulations.

Care

To prevent corrosion damage, please observe our special cleaning and care instructions and ensure that your garage is well ventilated.

Corrosion protection

In accordance with the 'Corrosion protection' supplement.

Electrically driven doors

For commercial use of doors with electrical drive systems, an annual inspection is required in accordance with ASR A1.7 'Technical rules for workplaces' in Germany. We urgently recommend concluding a maintenance contact as these services are included for the complete system.

CE conformity

The systems provided are consistent with DIN EN 14010 and the EC Machinery Directive 2006/42/EC. This system has also undergone a voluntary compliance test conducted by TÜV SÜD.

Noise protection

Standard noise protection:

In accordance with DIN 4109-1 Noise protection in high-rise - Section 9:
Maximum sound pressure level in living and sleeping areas 30 dB (A).
User noise is not subject to the requirements.

The following dimensions are required for adherence to this value:
- Noise protection package in accordance with quote/order (KLAUS Multiparking)
- Sound insulation dimension of the building structure of min. R'w = 57 dB (service to be provided by the customer)

Increased sound protection (special agreement):

In accordance with DIN 4109-5 Increased noise protection in high-rise - Section 8:
Maximum sound pressure level in living and sleeping areas 25 dB (A).
User noise is not subject to the requirements.

The following dimensions are required for adherence to this value:
- Noise protection package in accordance with quote/order (KLAUS Multiparking)
- Sound insulation dimension of the building structure of min. R'w = 62 dB (service to be provided by the customer)

Note:
User noise is noise that can be influenced individually by the user of our Multiparking systems. This includes, e.g., accessing the platform, the slamming of vehicle doors, engine and brake noise.

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KLAUS multiparking

Performance specification

Description

Multiparking system for independent parking of vehicles one on top of and next to one another.
The system is traversable and is combined with the TrendVario 6100, 6100+, 6200+, 6300 and 6300+ (details on these systems can be found on the corresponding product sheets).
Dimensions in accordance with the underlying pit, width and height dimensions.
Access to the parking spaces horizontally (installation tolerance ± 1%).
An access must be provided over the entire width of the system (minimum driving lane width in accordance with local regulations).
The parking spaces are arranged on 3 levels one on top of the other. Vehicles park on stable steel platforms.
The platforms on the basement level (LF) and upper level (UF) move vertically, the platforms on the ground level (GF) move horizontally. At entrance level (GF), there is always 1 parking space less. This empty space is used for sideways movement of the GF parking spaces to allow a parking space above on the UF or on the LF below to rise or lower to entrance level. Consequently, 5 parking spaces (2 on UF, 1 on GF, 2 on LF) is the smallest unit for this parking system.
Vehicle positioning in any parking space by positioning aid mounted on one side (to be adjusted in accordance with the operating instructions).
For safety reasons, the movement operation of the platforms always takes place behind locked doors.
All requisite safety equipment is integrated into the system. This essentially comprises a chain monitoring system, locking levers for the upper and lower platforms and locked doors. The doors can only be opened when the selected parking space has reached its parking position and all fall openings are secure.

Steel frame (secured in the pit) comprising:

- Supports (arranged in rows)
- Crossbeams and lengthways beams
- Sliding rails for the sideways moving GF platforms

Platforms comprising:

- Platform profiles
- Adjustable positioning aid
- Chamfered ramps
- Side beams
- Crossbeams
- Feeder platform (only LF)
- Screws, nuts, washers, spacers, etc.

Lifting equipment for platforms on the UF and LF comprising:

- Hydraulic cylinders with solenoid valves
- Chain wheels
- Chains
- Limit switches
- The platforms are each suspended at 4 points and are guided at the supports by means of plastic plain bearings

Drive unit for sideways moving platforms on GF:

- Gear motor with chain wheel
- Chains
- Sliding and guide rollers (low-noise)
- Power supply via energy chain

Hydraulic unit comprising:

- Hydraulic unit (low-noise, fitted to bracket and bearing mounted on rubber-metal block)
- Hydraulic oil tank
- Oil filling
- Internal gear pump
- Pump holder
- Coupling
- Three-phase motor
- Noise protection, motor protection switch and control fuse
- Test pressure gauge
- Pressure relief valve
- Hydraulic hoses (to attenuate noise transmission to the hydraulic pipes)

Control:

- Central control point (control panel with emergency-stop) for selecting the desired parking space
- The electrical wiring from the system cabinet is provided by the supplier

Vertical doors:

Size

Dimensions adjusted to the underlying widths and height dimensions.
The door comprises two door leaves

Frame

- Frame structure with two vertical centre rungs from extruded aluminium profiles (anodised, coating thickness approx. 20 µm)
- There is a rubber lip on the closing edge for a clean seal with the building.

Door filling

Aluminium perforated plate
- Thickness 1.5 mm, RV 8-14 E6/EV1, anodised, coating thickness approx. 20 µm
- Ventilation cross-section of the filling approx. 30%

Guide rails

- The sliding rails of the doors are attached to the steel frame of the system.
- Galvanised steel guide rails (coating thickness approx. 20 µm).

Door actuation

- Electrical drive system by means of electric motor, above the door frame.

For safety reasons, the movement operation of the platforms always takes place behind locked doors. An electrical signal generator is used to query the positions 'door open' and 'door closed'.

Please note:

Door apertures (at the side, covers over the sliding rails, etc.) and door suspensions are not included with the standard configuration but can be supplied as special equipment with a surcharge.

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KLAUS multiparking

Sliding doors:

Size

- Sliding doors, size approx. 2500 mm x 2000 mm (width x height).

Frame

- Frame structure with one vertical centre rung from extruded aluminium profile (anodised, coating thickness approx. 20 µm)
- A handle shell is provided in a vertical aluminium profile for opening the doors.
- There is a rubber lip on the closing edge for a clean seal with the building.

Standard door filling

Aluminium perforated plate

- Thickness 2 mm, RV 5-8 E6/EV1, anodised, coating thickness approx. 20 µm
- Ventilation cross-section of the filling approx. 40%

Alternative door filling

Plain aluminium sheet

- Thickness 2 mm E6/EV1, anodised, coating thickness approx. 20 µm

Corrugated steel sheet

- Thickness 1 mm, galvanised, coating thickness approx. 20 µm
- Additional powder coating, coating thickness approx. 25 µm on the outside and approx. 12 µm on the inside
- Colour options on the outside (building view):

RAL 1015 (light ivory)	RAL 3003 (ruby red)
RAL 5014 (pigeon blue)	RAL 6005 (moss green)
RAL 7016 (anthracite grey)	RAL 7035 (light grey)
RAL 7040 (window grey)	RAL 8014 (sepia brown)
RAL 9006 (white aluminium)	RAL 9016 (traffic white)

- Door inside in a light grey tone

Wood filling

- Nordic spruce in A sorting
- Vertical tongue and groove boards
- Colourless, pre-coated

Composite safety glass

- Composite safety glass from ESG 8/4 mm

Wire mesh

- Mesh size 12 x 12 mm
- Wire diameter 2 mm, galvanised, coating thickness approx. 20 µm
- Ventilation cross-section of the filling approx. 70%

Sliding rails

- The running gear comprises 2 double-pair roll systems per door, height-adjustable
- The sliding rails of the doors are attached to brackets with cover bushings or directly to the concrete lintel or a building-specific door suspension
- The lower guide comprises 2 plastic rollers on a base plate which is dowelled to the floor
- Sliding rails, cover bushings, guide roller base plate are galvanised

Door actuation

- Electrical drive system by means of electric motor attached to the rail system in the turning point of the sliding doors. The drive pinion engages a chain attached to the door.

For safety reasons, the movement operation of the platforms always takes place behind locked doors. An electrical signal generator is used to query the positions 'door open' and 'door closed'.

Separation (if required)

- On request

Please note:

Door apertures (at the side, cover over the sliding rails, etc.) and door suspensions are not included with the standard configuration but can be supplied as special equipment with a surcharge.

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KLAUS multiparking

Services to be provided by the customer

Barriers

Barriers that may be required in accordance with DIN EN ISO 13857 to secure the pits where there are roadways immediately in front of, adjacent to or behind the systems. This also applies during the construction stage.

Parking space numbering

Parking space numbering, if required.

Building services systems

Any lighting, ventilation, fire-extinguishing and fire-alarm systems that may be required, plus clarification and compliance with corresponding official documentation.

Lighting

The customer must observe local regulations pertaining to the illumination of parking spaces and roadways. In accordance with DIN EN 12464-1 'Light and lighting - Lighting of work places', an illumination level of min. 200 lx is recommended for the parking spaces and operating area of the system. A floating contact can be provided for actuation of parking space lighting provided by the customer.

Drainage

Functional drainage of the pit must be provided by means of, for example, a water collection channel towards the centre that is connected to the sewer system or a pump sump. The channel may contain a lateral slope, but not in the other pit areas (lengthways slope is already provided by the building dimensions). In the interests of environmental protection, we recommend coating the pit floor. Oil and/or fuel separators should be installed in accordance with local regulations.

Strip foundations

Due to structural conditions, the customer must erect an accessible platform when constructing strip foundations, level with the upper edge of the strip foundation.

Wall openings

Wall openings, if required.

Supply cable to master switch - foundation earth

The customer must lay the supply cable to the master switch during assembly. Functional capability can be checked by our engineers on site, in conjunction with the electronics engineer. If this is not possible during assembly for reasons attributable to the customer, the customer must commission an electronics engineer.
The customer must earth the steel structure with a foundation earth connection (earthing distance max. 10 m) and equipotential bonding in accordance with DIN EN 60204.

Door suspensions

Please note that if the specified clear heights (*see "Width dimension and door height", page 5*) are not adhered to, additional measures for door attachment (door suspensions) will be required for a surcharge.

Door apertures

Door apertures, if required. This may be requested from KLAUS Multiparking for a surcharge.

Subject to technical changes

In the course of technical progress, KLAUS Multiparking shall be entitled to use newer or different technologies, systems, processes or standards to provide the services than initially offered, provided that this does not disadvantage the customer in any way.

Product data
TrendVario 6300+
589.65.780-003 | 11/2020 | English

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27th September 2022
Issue 3

SUSTAINABILITY MANAGEMENT PLAN

ENGINEERING ⌖ CONSULTING ⌖ MANAGEMENT

Building Services and Building Technology - Design, Integration and Management

ECM GROUP PTY LTD ACN 103 942 909 ABN 63 103 942 909

Attachment 7 - PLN22/0014 - 441 - 443 Church Street Richmond - Revised Sustainable Management Plan submitted 5 October 2022

Quality Assurance

Document: Sustainability Management Plan (SMP)

Date 27/09/2022

Revision	Revision Date	Details	Authorised
V1	08/11/2021	For Review	SM
V2	26/04/2022	For Review 70% BESS	DM
V3	27/09/2022	Council comments	DM

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1.0 EXECUTIVE SUMMARY

This report is a Sustainability Management Plan (SMP) which has been prepared on behalf of the Client, for submission to the Yarra City Council in support of planning application, for the proposed mixed-use development located at 437 Church St, Richmond.

This SMP summarises the environmentally sustainable design (ESD) initiatives and aspirations of the proposed development based on the requirements and fundamental objectives outlined within the *Yarra City Council sustainability requirements Planning Policy Clause 22.17 Environmentally Sustainable Development.*

The proposed ESD design features and outcomes have been assessed against a combination of recognised best-practice benchmarks and frameworks, including the Built Environment Sustainability Scorecard (BESS) and Green Star tools to result in a consolidated, efficient and appropriate ESD solution for the development.

In-line with the overarching objective of the Planning Scheme, the following is a summary of the development's ESD response for endorsement by Council.

Energy Performance

- Commitment to meeting or exceeding section J energy efficiency for commercial dwellings over NCC 2019 compliance level of building energy efficiency performance by minimum 20%. Achieved via incorporation of robust thermal performance building envelope design including high performance glazing & thermal insulation.
- Maximum Illumination power density (W/m2) of the development to meet the requirements of NCC 2019.
- Energy efficient LED lighting throughout, with motion/time sensor controlled external lighting
- 20kW Solar PV System on the roof of the development.
- Car park is naturally ventilated.
- Light colour roof

Water Resources

- Use of native or drought tolerant species for landscaped area. Watering will not be required after an initial period when plants are getting established. If irrigation is required, it will be connected to rainwater tanks
- WELS rating for water fittings/fixtures (refer to report) – Fixtures provided as part of base building work have to be chosen within one WELS star of best available at the time of purchase.

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Stormwater Management

- WSUD catchment plan showing roof catchment to 7,000L tank and impermeable area in line with the WSUD report – If required, the use of charged pipe system will be explicitly acknowledged on the drawings and charged pipes will not be running underneath the building footprint
- Location and size of Rainwater tank proposed on drawings to show tank connection to the toilets.

Indoor Environment Quality

- External adjustable shading on east and west façade. Optimised IEQ via daylight amenity, glare control and comfortable indoor lighting
- Openable windows on each level and each façade to ensure natural ventilation.
- Glazing with minimum, VLT of 40%
- Note showing commitment to Outside Air Fan with flow rate improved by minimum 100% from AS1668
- Ceiling fans for each office space (floor area for each ceiling fan to be inline with manufacture's requirements)

Transport

- Shower in each office level + lockers on each office level (4 per level)
- Bike Space location.
- Electric vehicle charging infrastructure (1 minimum)

Waste Management

- Operational Waste Management Plan shall be developed and submitted as part of the planning application
- Appointed Head Contractor shall develop project specific Construction Waste Management Plan
- Dedicated storage area will be provided on the ground floor. The storage area will be sufficiently sized to accommodate the general, organic and recycling waste management.

Urban Ecology

- Provision for soft landscaping throughout the development area, consisting of native species vegetation and draught resistant plants.

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A BESS assessment, incorporating the above initiatives has been completed, and the proposed development has been assessed to achieve an excellent score of 70%, equivalent to a *Best Practice* outcome.

Each target area within the BESS tool generally receives a score of between 1% and 100%. A minimum score of 50% is required for the energy, water, stormwater and IEQ areas. An overall score of 50% represents 'Best Practice' while a score over 70% represent 'Excellence'

The result is summarised below.

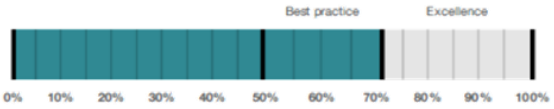
BESS Report

Built Environment Sustainability Scorecard

This BESS report outlines the sustainable design commitments of the proposed development at 437 Church St Richmond VIC 3121. 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	437 Church St Richmond VIC 3121
Project no	784EC164-R6
BESS Version	BESS-6
Site type	Non-residential development
Account	denis@fraterconsultingservices.com.au
Application no.	
Site area	333.00 m²
Building floor area	1,583.00 m²
Date	18 August 2022
Software version	1.7.0-B.388

2.0 INTRODUCTION

Project Description:

The project is located at 437 Church St, Richmond 3121. The site is currently occupied by a building which is proposed to be demolished prior to the construction of the development. It is located approximately 6km south of the Melbourne CBD.

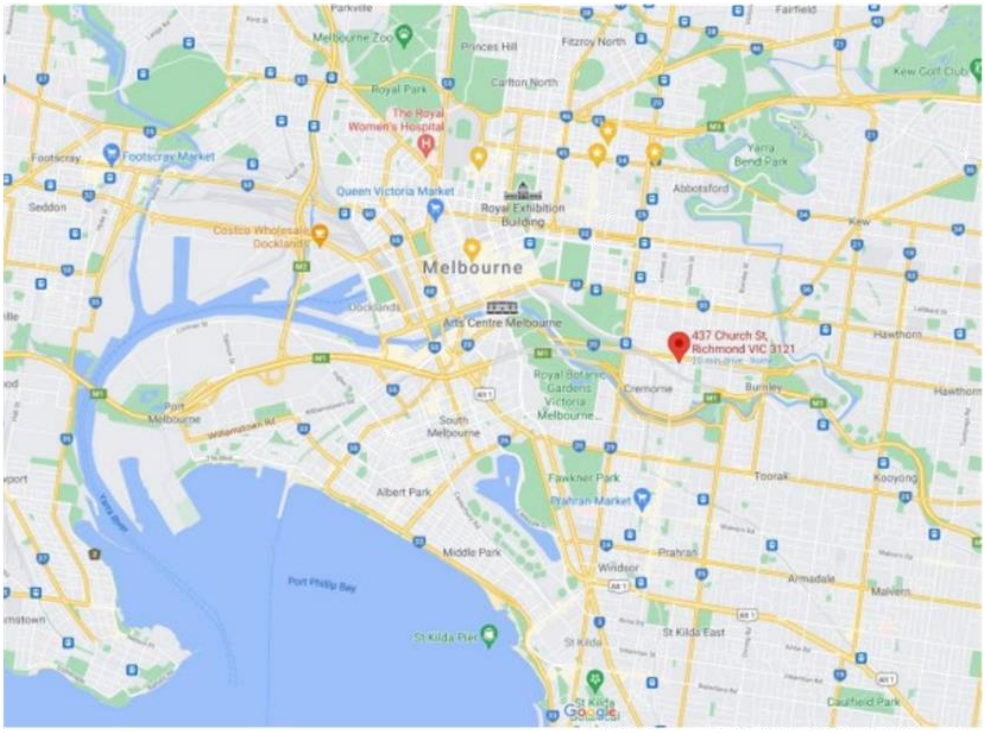


Figure 1: Location of proposed development in Richmond in relation to Melbourne CBD (Source: Google Maps)

Type of development:	Development, consisting of an eight-story office building with frontage on Wilson Street. Ground floor will have a retail space with frontage on Church Street. A level of basement will be implemented for car parking and services.
Property address:	437 Church Street, Richmond 3121
Site Area:	333 m^2

Development Breakdown:

Floor Level	GFA	Residential	Non-Residential
Ground	80m2	-	Food and Beverage Car parking Services
Level 1-7	1,444m2	-	Office building

Yarra City Council Planning Policy:

Clause 22.17 of the Yarra Planning Scheme is applicable to residential and non-residential development that requires a planning permit.

In-line with this requirement, the Project has opted to use BESS tool, to conduct ESD assessment for planning purposes.

- Energy Performance;
- Water Resources;
- Stormwater Management;
- Indoor Environment Quality;
- Construction, Building & Waste Management;
- Building Materials;
- Transport; and
- Urban Ecology.

This tool assesses the energy and water efficiency, thermal comfort and overall environmental sustainability performance of new buildings or alterations. It was created to demonstrate how new development can meet sustainability requirements as part of a planning permit application for the participating council.

Each target area within the BESS tool generally receives a score of between 1% and 100%. A minimum score of 50% is required for the energy, water, stormwater and IEQ areas. An overall score of 50% represents 'Best Practice' while a score over 70% represent 'Excellence'. The result of the BESS assessment is included as Appendix I.

The City of Yarra has recognised the importance of stormwater management and the effect on the surrounding environment thus a Local Planning Policy (Clause 22.16 "Stormwater Management (Water Sensitive Urban Design)" has been introduced into the Local Planning Scheme.

The Stormwater Treatment Objective – Relative Measure (STORM) calculator which addresses stormwater quality considerations has been used for the development to ensure that stormwater management best practice and local planning policy requirements have been achieved. The full STORM assessments and WSUD report is included as Appendix II.

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This Report

This report is an SMP and aims to:

- Provide a detailed assessment of the development, using relevant tools (BESS)
- Identify achievable environmental performance outcomes having regard to the objectives of the policy as appropriate
- Demonstrate that the building(s) has the design potential to achieve the relevant environmental performance outcomes, having regards to the site's opportunities and constraints, and
- Document the means by which the performance outcomes can be achieved

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BESS Assessment Outcome

The summary outcome achieved from BESS assessment is presented below. Please refer to the appendix section of this report for the full report output. The proposed development has been assessed to achieve a excellent score of 70%, equivalent to a *Best Practice* outcome.

Category	Minimum Score Required	Project Score
Management	-	62%
Water	50%	66%
Energy	50%	74%
Stormwater	100%	100%
IEQ	50%	77%
Transport	-	84%
Waste	-	66%
Urban Ecology	-	12%
Innovation	-	30%
	BESS SCORE	**70%**

The following section of this SMP report provide further details on the project specific ESD response, demonstrating how the proposed development intends to address the objectives of the Yarra City Council Planning Scheme policy.

3.0 ENERGY PERFORMANCE

The planning scheme objectives regarding energy performance are as follows:

- To improve the efficient use of energy, by ensuring development demonstrates design potential for ESD initiatives at the planning stage
- To reduce total operating greenhouse gas emissions
- To reduce energy peak demand through particular design measures

Energy Performance	Development Response
Section J	Non-residential component During the building construction stage of the project, energy modelling will occur with the aim of exceeding requirement of NCC 2019 by 20%, using a NCC DTS or JV3 modelling process. This will be achieved through the use of high performance building fabric and glazing, low energy lighting and building services. Solar PV will also contribute to the improvement. Please note a preliminary JV3 has been prepared to demonstrate building fabric requirement need to achieve this 20% commitment. This will be achieved via the incorporation of robust thermal performance building envelope design including high performance glazing & thermal insulation. BESS Energy Credit 1.1 Thermal Performance Rating – Non-Residential aims to reduce the reliance on mechanical systems (HVAC) to achieve thermal comfort in summer and winter. Energy end use of HVAC for the reference building and proposed building are 35,095kWh and 30,047kWh, respectively. This has shown a 14.4% improvement on HVAC use with proposed building fabric only. The 20% improvement can be achieved with improved HVAC system with higher energy efficiency. The proposed fabric exceeds NCC 2019 requirements on it's own and the full 20% commitment is achieved with renewable energy production on site via the proposed 20kW solar panel system.
Solar PV System	A 20kW solar photovoltaic system (e.g 50 x 400W panels , typically 1.0 x 1.6m each in size) for renewable energy generation will be installed on the roof of the development. This will off-set a large portion of greenhouse gas emissions and energy use for the project (lighting, pumps, fans etc.). The proposed 20kW solar PV system will significantly reduce peak electricity demand (typically during hottest day of the year) by producing on-site a significant portion of the required energy demand for the building reducing strain on the infrastructure.

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Energy Performance	Development Response
Car Park Ventilation	The car park (car stacker) will be naturally ventilated. There will not be any occupants going into the basement car stacker except for maintenance. The ground-floor car stacker will be naturally ventilated via the roller door.
LED Lighting	The maximum illumination power density (W/m2) in the shop will meet the NCC 2019 requirements by the use of LED. Lighting levels will not exceed 14W/m2 for the retail space and 4.5W/m2 for offices.
Motion Sensor	Common, external, service areas lighting will be controlled using occupancy sensor and/or daylight sensors. Lighting in these areas will be controlled using timers and other sensors.
Energy efficient appliances	Appliances specified in the project shall achieve as a minimum: • Heating & Cooling system efficiency: within 1 Star of the best available in the market or COP/EER 85% or better then most efficient equivalent capacity unit available if no star rating is available) • Hot water system: Central electric heat pump system. This system will improve by energy efficiency well over 10% compared to a traditional electric system • Mechanical fans: efficiencies shall be better than NCC minimum requirements. Variable speed drives will be installed on all major pumps and fans
Light coloured roof	The roof paint for the development will be chosen with light colour which will reduce the heat island effect and heat loads.

4.0 WATER RESOURCE

The planning scheme objectives regarding water resources are as follows:

- To improve water efficiency
- To reduce total operating potable water use
- To encourage the collection and reuse of stormwater
- To encourage the use of water efficient appliances

Water Resources	Development Response
Potable Water Demand Reduction	Reduction in potable water usage shall be achieved by highly efficient water fixtures and fittings. All fittings and fixtures as part of base building specified will be chosen within one WELS star of the best available and shall meet the following as a minimum: • Toilet/WC's: 4 Star WELS rated (6L/3L per full/half flush) • Kitchen & basin taps: 6 Star WELS rated • Showerheads (if provided): 4 Star WELS rated (4.5-6.0L/min)
Rainwater Capture and Re-use	Rainwater runoff from the entire roof areas (250m^2) will be collected and stored in rainwater tanks with a total effective capacity of 7,000L for the development. Rainwater collected will be used for toilet flushing throughout the development. These initiatives will reduce significantly the stormwater impacts of the development and help achieve compliance with the STORM calculator (See Appendix II).
Water Efficient Landscaping	Native or drought-tolerant plants will be implemented for the landscaped areas on site. Use of water or irrigation will not be required after an initial period when plants are getting established. If irrigation is required, it will be connected to rainwater tanks.

5.0 INDOOR ENVIRONMENT QUALITY

The planning scheme objectives regarding indoor environment quality are as follows:

- To achieve a healthy IEQ 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 toxicity chemicals
- To reduce reliance on mechanical heating, ventilation, cooling and lighting systems
- To minimise noise levels and noise transfer within and between buildings and associated external areas

Indoor Environment Quality	Development Response
Thermal Comfort	Thermal comfort shall be achieved by a combination of robust building fabric thermal performance, including better than "Deemed-to-Satisfy" levels of thermal insulation and high performance (insulating, clear) double glazing throughout and best construction practices to minimise building air leakages. All offices shall have ceiling fans in line with the manufactures requirements. NOTE: In order to comply with Work Health and Safety (WHS) Act (Regulation 295) that captures in its legislation the management of risks to the health and safety of occupants, ceiling fans should be not be installed where ceilings are lower than 3m in order to keep rotating blades out of reach. The architecture is to allow for the clearances required.
Provision for Fresh Air and Local Exhaust	All offices will have access to openable windows on east and west façade. This will allow for crossflows ventilation and access to natural ventilation. All offices will also be provided with O/A fans to allow for fresh air provision when windows are closed. The O/A fans will be sized to ensure that minimum flowrate are 100% above minimum rates listed in AS1668. Toilets and bathrooms shall be equipped with localised mechanical exhaust system, with energy efficient fans.

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Indoor Environment Quality	Development Response
Daylight Amenity & External View	Daylight inputs through windows/openings for the office spaces will be enhanced with the use of light internal colours, allowing better internal reflection of daylight. Offices will have large glazing to allow for good daylight penetration. The offices will achieve good daylight amenities (beyond compliance with the SDAPP guidelines). Glazing will have a minimum VLT of 40%. Higher level occupants will benefit from unobstructed high-quality eastern and western views. Please refer to Appendix III for daylight Hand Calculation showing compliance with best practice requirements. Please refer to Appendix IIII for high-quality views for building occupants.
Glare Management	External adjustable shading (external blinds) will be provided on all glazing on the east and west façade. This will help to reduce glare and control solar gains, improving the thermal comfort of the office and retail.
Acoustic Insulation	Each unit will be designed to meet the NCC requirement for acoustic insulation to minimise noise levels and noise transfer within and between buildings.
Building Materials and VOC Limits	All paints, adhesives and sealants and flooring will have low VOC content. Alternatively, products will be selected with no VOCs. Paints such as eColour, or equivalent should be considered. Please refer to table 1.1 for VOC limits. As a minimum, 50% of paint specified in building (internally applied) have a maximum TVOC content of 5g/L.
Formaldehyde Minimisation	All engineered wood products will have 'low' formaldehyde emissions, certified as E0 or better. Alternatively, products will be specified with no Formaldehyde. Products such as ecological panel –100% post-consumer recycled wood (or similar) will be considered for use within the development. Please refer to table 1.2 for formaldehyde limits.

Table 1.1 Maximum TVOC Limits for Various Product Category

Product Category	Max TVOC content (g/L) of ready to use product
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 membranes and sealant, fire retardant sealants and adhesives	250
Structural glazing adhesive, wood flooring and laminate adhesives and sealants	100
Carpet Test standard – ASTM D5116 (Total VOC Limit), ISO 16000/EN 13419 (TVOC at three days), ISO 10580/ISO/TC 219 (Document N238) TVOC at 24 hours	0.5mg/m^2 per hour*
ASTM D5116 – 4-PC (4 – Phenylcyclohexene)	0.05mg/m^2 per hour

**when tested according to ASTM D5116, or ISO 1600 / EN 13419, or ISO 10580 / ISO/TC 219 (Document N238)*

Table 1.2 Formaldehyde Emission Limit Values for Engineered Wood Products

Engineered Wood Product	Emission Limit / Unit of Measurement
Plywood (to AS/NZS 2269:2004)	≤1mg/L
Particle Board (to AS/NZS 1859.1:2004)	≤1.5mg/L
MDF (to AS/NZS 1859.2:2004)	≤1mg/L

6.0 STORMWATER MANAGEMENT

The planning scheme objectives regarding stormwater management are as follows:

- To reduce the impact of stormwater run-off
- To improve the water 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

Stormwater Management	Development Response
Water Sensitive Urban Design (WSUD)	A preliminary WSUD assessment using Melbourne Water's STORM calculator tool has been completed and a *compliant outcome of 125%* has been achieved for the proposed development. STORM rating report (snapshot shown below) identifies a compliant outcome through the incorporation of a common 7,000L rainwater tank, located underground within the car park area. Stormwater collection area shall be from the roof of the proposed building. Collected rainwater shall be stored for re-use, servicing toilet flushing Refer to the appendix section of this report for a detailed breakdown of site area measurement. Rain water tank shall be maintained to prevent sludge build-up, filter blockages and issues arising from hazardous water contamination, hence ensuring proper performance and safe function at all times.

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7.0 TRANSPORT

The planning scheme objectives regarding transport are as follows

- 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 emissions vehicle technologies and supporting infrastructure.

Transport	Development Response
Bicycle Parking and End of Trip facilities	Employees will be able to store their bicycle within the dedicated storage space on ground floor (16 spaces) and dedicated spaces on each office floor (three per floor). A shower will be provided on each office level with a minimum of 4 lockers per office level
Electric Vehicle Car Charing Infrastructure	At least one car charging infrastructure (power point) for electric vehicle will be provided in the car park.

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Transport	Development Response
Walk Score	The proposed site location achieved a Walk Score of 99, which suggests various daily errands can be accomplished on foot and do not require a car. **437 Church Street** Cremorne, Melbourne, 3121 Commute to **Downtown Melbourne** 6 min 16 min 18 min 49 min View Routes Favorite Map Nearby Apartments Walk Score 99 **Walker's Paradise** Daily errands do not require a car. Transit Score 91 **Rider's Paradise** World-class public transportation. About your score Add scores to your site  Easy and convenient access by foot to various destination will encourage occupants to walk (or bike) instead of opting for motorised vehicle form of transportation. Walk Score measures the walkability of an address based on the distance to nearby places and pedestrian friendliness. Walk scores are calculated via a web tool which can be accessed from the following link: https://www.walkscore.com/score/437-church-st-richmond-vic-australia
Access to Public Transportation	The proposed site location is within reasonable distance to multiple public transportation alternatives, including: **Rail lines:** 78 Balaclava via Prahran - N... 0.0 km 70 Waterfront City Docklan... 0.1 km Glen Waverley City (Flinders... 0.1 km Lilydale City (Flinders Street)... 0.1 km Alamein City (Flinders Street... 0.1 km Belgrave City (Flinders Stree... 0.1 km **Bus lines:** 969 City - Ringwood 0.8 km 605 Flagstaff Station - Gard... 0.9 km 246 Clifton Hill - Elsternwick 1.0 km

8.0 CONSTRUCTION, BUILDING & WASTE MANAGEMENT

The planning scheme objectives regarding waste management are as follows

- To ensure waste avoidance, reuse and recycling during the design, construction and operation stages of development
- To ensure durability and long-term reusability of building materials
- Waste management and its key elements will be integrated into the design of the proposed development. These principles contribute to ensuring minimal waste is transported to landfill by means of disposal, recycling and on-site waste storage and/or collection methods.

Waste Management	Development Response
Metering and Monitoring	Each tenancy will be separately metered for potable water and energy. Effective metering ensures that residents/tenants are responsible for their consumption and they can reduce their consumption. Each major energy (air-conditioning, lighting, water heating) and water use within the proposed development will be separately metered and monitored. This will enable the building manager to understand usage and to readily address any unusual spikes in energy or water consumption.
Waste Management Plan (WMP)	A waste management plan will be introduced to all on-site staff at a site orientation session to ensure that the waste generated on site is minimised and disposed of correctly. A minimum 80% of all construction waste generated on site will be reused or recycled. A dedicated storage area will be provided in on ground floor. The storage area will be sufficiently sized to accommodate the general, organic and recycling waste. Recycling facilities will be as conveniently accessible as the general waste facilities. Please refer to WMP for more information.
Construction Environmental Management	The builder will identify environmental risks related to construction and include management strategies such as maintaining effective erosion and sediment control measures during construction and operation and ensure that appropriate staging of earthworks (e.g. avoid bare earthworks in high risk areas of the site during dominant rainfall period)

Waste Management	Development Response
Builder's Users Guide	A Building User's Guide (BUG) will be developed and made available to all owners and occupants. Generally the guide should include the following information: • A description of operational and maintenance requirements of the heat and cooling systems and hot water systems for efficient and safe use of these systems; • A description of operational and maintenance requirements of building initiatives to reduce energy and water use; • A description of operational and maintenance requirements of water sensitive urban design features; • A description of operational and maintenance requirements of waste management strategy; and • Transport facilities including public transport information.
Universal Access	The development will be designed for universal access in accordance with AS1428.2 to allow persons with limited mobility to enter and use the premises.
Building Tuning	The building systems will be commissioned as per manufactures request and implement a tuning period.
Contractor	The contractor will be ISO 14001 accredited and has valid ISO 14001 accreditation.

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9.0 BUILDING MATERIALS

Materials selection should be integrated into the design of the proposed development. The criteria for appropriate materials used are based on economic and environmental cost.

Timber

All timber used in the development will be Forest Stewardship Council (FSC) or Program for the Endorsement of Forest Certification (PEFC) certified, or recycled / reused.

Flooring

Wherever possible, flooring will be selected from products/materials certified under any of the following:

- Carpet Institute of Australia Limited, Environmental Certification Scheme (ECS) v1.2;
- Ecospecifier GreenTag GreenRate V3.2; and/or
- Good Environmental Choice (GECA).

Joinery

Where possible, joinery will be manufactured from materials/products certified under any of the following:

- Ecospecifier GreenTag GreenRate V3.1;
- Good Environmental Choice (GECA); and/or
- The Institute for Market Transformation to Sustainability (MTS) Sustainable Materials Rating Technology standard Version 4.0 – SmaRT 4.0.

The use of Ecological Panel (or equivalent) will be investigated, which is created from 100% postconsumer recycled products.

PVC

All PVC products for cables, pipes and flooring will meet the Best Practice Manufacturing Guidelines

– The manufacturer's facility will be certified ISO14001.

Steel

Wherever possible, steel for the development will be sourced from a Responsible Steel Maker Reinforcing steel for the project will be manufactured using energy reducing processes commonly used by large manufacturers such as Bluescope or OneSteel. A Responsible Steel Maker must have facilities with a currently valid and certified ISO 14001 Environmental Management System (EMS) in place, and be a member of the World Steel Association's (WSA) Climate Action Program (CAP).

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10.0 URBAN ECOLOGY

In highly urbanised environments, such as metropolitan Melbourne, it is important to recognise the importance of maintaining and increasing the health of our urban ecosystems to improve living conditions not only for the fauna but also ourselves. We can improve our urban ecosystem through the incorporation of vegetation through landscaping for both new and existing developments.

Urban Ecology	Development Response
Landscaping	The landscaping onsite will provide the occupants with a pleasant surrounding environment. The design will incorporate a mix of native species to help maintain local biodiversity.
Insulant ODP	All thermal insulation used in the development will not contain any ozone-depleting substances and will not use any in its manufacturing.

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11.0 INNOVATION

Innovation	Development Response
Ultra-Low VOC	50% of paint specified in building have a maximum TVOC content of 5g/L
No Fossil Fuel -All Electric Building - BESS shortfall	2 points for innovation has been claimed in BESS for not having any fossil fuel used on site.

Please note that as an essential service that operate in fire mode, code compliance requires a diesel fire pump riser however, this will not affect building performance.

The current version of BESS penalises all electric development compared to development with gas connection. The outcome in the energy section would be higher if we were to have gas connection with gas system for hot water with all other input similar to the current assessment. This does not reflect accurately the sustainability outcome of the development. This issue has been recognized by the BESS developer and should be addressed in the next version.

Until this issue is resolved in the BESS tool, it is fair to claim 2 innovation point for having an all-electric design to ensure that this type of approach which is more sustainable and recommended by Council is rewarded and not penalised. This will only offset the points lost by not connecting gas.

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12.0 IMPLEMENTATION AND MONITORING

The proposed Church Street development will meet the best practice requirement of the City of Yarra through the different initiatives describe in this SMP such as thermally efficient building envelope, efficient air conditioning and hot water system and sustainable materials.

An appropriate implementation and monitoring of the initiatives outlined within this SMP will be required.

Implementation of the ESD initiatives outlined in this report requires the following processes:

- Full integration with architectural plans and specifications
- Full integration with building services design drawings and specifications
- Endorsement of the ESD Report with town planning drawings
- ESD initiatives to be included in plans and specifications for building approval

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13.0 APPENDIX I – BESS OUTPUT REPORT

The proposed building exceeds the preferred maximum building height of 24m for sub precinct 1A listed in the planning scheme.

The proposed building must achieve excellence for ESD initiatives.

The current ESD outcome in BESS below 70% which is considered to have achieved excellent ESD outcomes and gone above and beyond typical best practice with the following initiatives:

- No fossil fuel used onsite combined with large solar PV system;
- Commitment to 20% improvement on energy efficiency requirement from NCC 2019;
- Ample bike parking and EOT facilities on site;
- EV charging facilities;
- Improved natural and mechanical ventilation as well as low VOC product improving indoor air quality; and
- Adjustable shading on all façade to improve thermal comfort.

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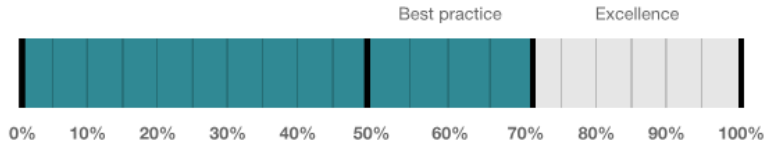
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Your BESS Score

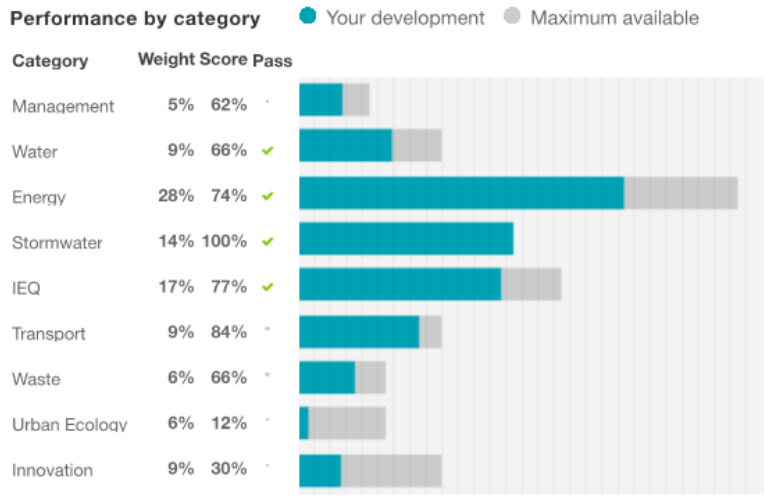


70%

Project details

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Application no.	
Site area	333.00 m²
Building floor area	1,583.00 m²
Date	18 August 2022
Software version	1.7.0-B.388

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**

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Buildings

Name	Height	Footprint	% of total footprint
Office building	8	298 m²	100%

Dwellings & Non Res Spaces

Non-Res Spaces

Name	Quantity	Area	Building	% of total area
Office				
Offices	1	1,503 m²	Office building	94%
Total	**1**	**1,503 m²**	**94%**	
Shop				
F & B	1	80.0 m²	Office building	5%
Total	**1**	**80 m²**	**5%**	

Supporting information

Floorplans & elevation notes

Credit	Requirement	Response	Status
Management 3.2	Individual utility meters annotated		-
Management 3.3	Common area submeters annotated		-
Water 3.1	Water efficient garden annotated		-
Energy 3.1	Carpark with natural ventilation or CO monitoring system		-
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)		-
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		-
Waste 2.1	Location of food and garden waste facilities		-
Waste 2.2	Location of recycling facilities		-
Urban Ecology 2.1	Vegetated areas		-

Supporting evidence

Credit	Requirement	Response	Status
Management 2.3a	Section J glazing assessment		-
Management 2.3b	Preliminary modelling report		-
Energy 1.1	Energy Report showing calculations of reference case and proposed buildings		-

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Credit	Requirement	Response	Status
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 3.7	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 1.4	A short report detailing assumptions used and results achieved.		-

Credit summary

Management Overall contribution 4.5%

62%

1.1 Pre-Application Meeting	0%
2.3 Thermal Performance Modelling - Non-Residential	100%
3.2 Metering - Non-Residential	100%
3.3 Metering - Common Areas	100%
4.1 Building Users Guide	100%

Water Overall contribution 9.0%

Minimum required 50% — 66% — ✔ Pass

1.1 Potable water use reduction	60%	
3.1 Water Efficient Landscaping	100%	
4.1 Building Systems Water Use Reduction	N/A	Scoped Out
		No sprinkler system

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BESS, 437 Church St, Richmond VIC 3121, Australie 437 Church St, Richmond 3...

Energy Overall contribution 27.5%

	Minimum required 50%	**74%**	**Pass**
1.1 Thermal Performance Rating - Non-Residential		50%	
2.1 Greenhouse Gas Emissions		100%	
2.2 Peak Demand		100%	
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%	
3.7 Internal Lighting - Non-Residential		100%	
4.1 Combined Heat and Power (cogeneration / trigeneration)		N/A	Scoped Out
			No cogeneration or trigeneration system in use.
4.2 Renewable Energy Systems - Solar		94%	
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%	**77%**	**Pass**
1.4 Daylight Access - Non-Residential		38%	Achieved
2.3 Ventilation - Non-Residential		97%	Achieved
3.4 Thermal comfort - Shading - Non-residential		100%	
3.5 Thermal Comfort - Ceiling Fans - Non-Residential		94%	
4.1 Air Quality - Non-Residential		100%	

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Transport Overall contribution 9.0%

84%

1.4 Bicycle Parking - Non-Residential	100%	
1.5 Bicycle Parking - Non-Residential Visitor	100%	
1.6 End of Trip Facilities - Non-Residential	94%	
2.1 Electric Vehicle Infrastructure	100%	
2.2 Car Share Scheme	N/A	Scoped Out
		Not viable
2.3 Motorbikes / Mopeds	0%	

Waste Overall contribution 5.5%

66%

1.1 - Construction Waste - Building Re-Use	0%
2.1 - Operational Waste - Food & Garden Waste	100%
2.2 - Operational Waste - Convenience of Recycling	100%

Urban Ecology Overall contribution 5.5%

12%

1.1 Communal Spaces	0%
2.1 Vegetation	25%
2.2 Green Roofs	0%
2.3 Green Walls and Facades	0%
3.2 Food Production - Non-Residential	0%

Innovation Overall contribution 9.0%

30%

1.1 Innovation	30%

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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
2.3 Thermal Performance Modelling - Non-Residential	100%
Score Contribution	This credit contributes 25.0% towards the category score.
Criteria	Has a preliminary facade assessment been undertaken in accordance with NCC2019 Section J1.5?
Question	Criteria Achieved ?
Office	Yes
Shop	Yes
Criteria	Has preliminary modelling been undertaken in accordance with either NCC2019 Section J (Energy Efficiency), NABERS or Green Star?
Question	Criteria Achieved ?
Office	Yes
Shop	Yes
3.2 Metering - Non-Residential	100%
Score Contribution	This credit contributes 12.5% towards the category score.
Criteria	Have utility meters been provided for all individual commercial tenants?
Question	Criteria Achieved ?
Office	Yes
Shop	Yes
3.3 Metering - Common Areas	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 ?
Office	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

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Water

Overall contribution 6% 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	Office building
Showerhead:	
F & B	Scope out
Offices	4 Star WELS (>= 4.5 but <= 6.0)
Bath: All	Scope out
Kitchen Taps: All	>= 6 Star WELS rating
Bathroom Taps: All	>= 6 Star WELS rating
Dishwashers: All	>= 5 Star WELS rating
WC: All	>= 4 Star WELS rating
Urinals: All	Scope out
Washing Machine Water Efficiency: All	Scope out
Which non-potable water source is the dwelling/space connected to?: All	RWT
Non-potable water source connected to Toilets: All	Yes
Non-potable water source connected to Laundry (washing machine): All	No
Non-potable water source connected to Hot Water System: All	No
Rainwater Tank	
What is the total roof area connected to the rainwater tank?: RWT	250 m²
Tank Size: RWT	7,000 Litres
Irrigation area connected to tank: RWT	-
Is connected irrigation area a water efficient garden?: RWT	-
Other external water demand connected to tank?: RWT	-

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1.1 Potable water use reduction		60%	
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	2783 kL		
Output	Proposed (excluding rainwater and recycled water use)		
Project	1790 kL		
Output	Proposed (including rainwater and recycled water use)		
Project	1638 kL		
Output	% Reduction in Potable Water Consumption		
Project	41 %		
Output	% of connected demand met by rainwater		
Project	20 %		
Output	How often does the tank overflow?		
Project	Never / Rarely		
Output	Opportunity for additional rainwater connection		
Project	284 kL		
3.1 Water Efficient Landscaping		100%	
Score Contribution	This credit contributes 16.7% towards the category score.		
Criteria	Will water efficient landscaping be installed?		
Question	Criteria Achieved ?		
Project	Yes		
4.1 Building Systems Water Use Reduction		N/A	Scoped Out
This credit was scoped out	No sprinkler system		

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Energy Overall contribution 21% Minimum required 50%

Use the BESS Deem to Satisfy (DtS) method for Energy?:	No
Non-Residential Building Energy Profile	
Heating, Cooling & Comfort Ventilation - Electricity - reference fabric and reference services:	115,447 kWh
Heating, Cooling & Comfort Ventilation - Electricity - proposed fabric and reference services:	83,460 kWh
Heating, Cooling & Comfort Ventilation - Electricity - proposed fabric and proposed services:	83,460 kWh
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:	10,000 kWh
Hot Water - Electricity - Proposed:	8,999 kWh
Lighting - Baseline:	38,584 kWh
Lighting - Proposed:	38,584 kWh
Peak Thermal Cooling Load - Baseline:	1,000 kW
Peak Thermal Cooling Load - Proposed:	899 kW
Solar Photovoltaic system	
System Size (lesser of inverter and panel capacity): PV System	20.0 kW peak
Orientation (which way is the system facing)?: PV System	North
Inclination (angle from horizontal): PV System	10.0 Angle (degrees)
Which Building Class does this apply to?: PV System	Office

1.1 Thermal Performance Rating - Non-Residential 50%

Score Contribution	This credit contributes 40.0% towards the category score.
Criteria	What is the % reduction in heating and cooling energy consumption against the reference case (NCC 2019 Section J)?
Annotation	Refer to Prelim JV3 results
Output	Total Improvement
Office	27 %
Shop	27 %

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2.1 Greenhouse Gas Emissions		100%	
Score Contribution	This credit contributes 10.0% 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)		
Office	121,489 kg CO2		
Shop	6,467 kg CO2		
Output	Proposed Building with Proposed Services (Actual Building)		
Office	89,542 kg CO2		
Shop	4,766 kg CO2		
Output	% Reduction in GHG Emissions		
Office	26 %		
Shop	26 %		
2.2 Peak Demand		100%	
Score Contribution	This credit contributes 5.0% towards the category score.		
Criteria	What is the % reduction in the instantaneous (peak-hour) demand against the benchmark?		
Annotation	20kW PV will allow for minimum 10% peak reduction		
Output	Peak Thermal Cooling Load - Baseline		
Office	949 kW		
Shop	50.5 kW		
Output	Peak Thermal Cooling Load - Proposed		
Office	854 kW		
Shop	45.4 kW		
Output	Peak Thermal Cooling Load - % Reduction		
Office	10 %		
Shop	10 %		
2.3 Electricity Consumption		100%	
Score Contribution	This credit contributes 10.0% towards the category score.		
Criteria	What is the % reduction in annual electricity consumption against the benchmark?		
Output	Reference		
Office	119,107 kWh		
Shop	6,340 kWh		
Output	Proposed		
Office	87,786 kWh		
Shop	4,673 kWh		
Output	Improvement		
Office	26 %		
Shop	26 %		
2.4 Gas Consumption		N/A	Scoped Out
This credit was scoped out	No gas connection in use		

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3.1 Carpark Ventilation		100%	
Score Contribution	This credit contributes 10.0% 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 5.0% 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		
Office	9,495 kWh		
Shop	505 kWh		
Output	Proposed		
Office	8,544 kWh		
Shop	455 kWh		
Output	Improvement		
Office	10 %		
Shop	10 %		
3.7 Internal Lighting - Non-Residential		100%	
Score Contribution	This credit contributes 10.0% 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	Yes		
Shop	Yes		
4.1 Combined Heat and Power (cogeneration / trigeneration)		N/A	Scoped Out
This credit was scoped out	No cogeneration or trigeneration system in use.		
4.2 Renewable Energy Systems - Solar		94%	
Score Contribution	This credit contributes 5.0% 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		
Office	24,237 kWh		
Output	% of Building's Energy		
Office	19 %		
4.4 Renewable Energy Systems - Other		N/A	Disabled
This credit is disabled	No other (non-solar PV) renewable energy is in use.		

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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	125
Output	Min STORM Score
Project	100

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IEQ

Overall contribution 13% Minimum required 50%

1.4 Daylight Access - Non-Residential		38%	✔ Achieved
Score Contribution	This credit contributes 35.3% towards the category score.		
Criteria	What % of the nominated floor area has at least 2% daylight factor?		
Question	Percentage Achieved?		
Office	38 %		
Shop	38 %		
2.3 Ventilation - Non-Residential		97%	✔ Achieved
Score Contribution	This credit contributes 35.3% towards the category score.		
Criteria	What % of the regular use areas are effectively naturally ventilated?		
Question	Percentage Achieved?		
Office	100 %		
Shop	100 %		
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	100 %		
Shop	0 %		
Criteria	What CO2 concentrations are the ventilation systems designed to achieve, to monitor and to maintain?		
Question	Value		
Office	0 ppm		
Shop	0 ppm		
3.4 Thermal comfort - Shading - Non-residential		100%	
Score Contribution	This credit contributes 17.6% towards the category score.		
Criteria	What percentage of east, north and west glazing to regular use areas is effectively shaded?		
Question	Percentage Achieved?		
Office	100 %		
Shop	100 %		
3.5 Thermal Comfort - Ceiling Fans - Non-Residential		94%	
Score Contribution	This credit contributes 5.9% towards the category score.		
Criteria	What percentage of regular use areas in tenancies have ceiling fans?		
Question	Percentage Achieved?		
Office	100 %		
Shop	0 %		
4.1 Air Quality - Non-Residential		100%	
Score Contribution	This credit contributes 5.9% towards the category score.		

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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	Yes
Criteria	Does all engineered wood meet the maximum total indoor pollutant emission limits?
Question	Criteria Achieved ?
Project	Yes

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Transport Overall contribution 8%

1.4 Bicycle Parking - Non-Residential	100%
Score Contribution	This credit contributes 28.6% 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)?
Annotation	21 spaces in offices with associated lockers - 16 Spaces on ground floor
Question	Criteria Achieved ?
Office	Yes
Shop	Yes
Question	Bicycle Spaces Provided ?
Office	21
Shop	16

1.5 Bicycle Parking - Non-Residential Visitor	100%
Score Contribution	This credit contributes 14.3% 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	Yes
Shop	Yes
Question	Bicycle Spaces Provided ?
Office	0
Shop	0

1.6 End of Trip Facilities - Non-Residential	94%
Score Contribution	This credit contributes 14.3% 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	1
Shop	0
Question	Number of lockers provided ?
Office	21
Shop	0
Output	Min Showers Required
Office	1
Shop	1
Output	Min Lockers Required
Office	21
Shop	16

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2.1 Electric Vehicle Infrastructure		100%	
Score Contribution	This credit contributes 28.6% towards the category score.		
Criteria	Are facilities provided for the charging of electric vehicles?		
Question	Criteria Achieved ?		
Project	Yes		
2.2 Car Share Scheme		N/A	Scoped Out
This credit was scoped out	Not viable		
2.3 Motorbikes / Mopeds		0%	
Score Contribution	This credit contributes 14.3% 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	No		

Waste Overall contribution 4%

1.1 - Construction Waste - Building Re-Use		0%
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	No	
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	

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Urban Ecology Overall contribution 1%

1.1 Communal Spaces		0%
Score Contribution	This credit contributes 12.5% 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?	
Question	Common space provided	
Office	-	
Shop	-	
Output	Minimum Common Space Required	
Office	85 m²	
Shop	8 m²	
2.1 Vegetation		25%
Score Contribution	This credit contributes 50.0% towards the category score.	
Criteria	How much of the site is covered with vegetation, expressed as a percentage of the total site area?	
Annotation	17sqm of planterbox vegetated areas provided (5%)	
Question	Percentage Achieved ?	
Project	5 %	
2.2 Green Roofs		0%
Score Contribution	This credit contributes 12.5% 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 12.5% towards the category score.	
Criteria	Does the development incorporate a green wall or green façade?	
Question	Criteria Achieved ?	
Project	No	
3.2 Food Production - Non-Residential		0%
Score Contribution	This credit contributes 12.5% towards the category score.	
Criteria	What area of space per occupant is dedicated to food production?	
Question	Food Production Area	
Office	-	
Shop	-	
Output	Min Food Production Area	
Office	31 m²	
Shop	2 m²	

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Innovation Overall contribution 3%

Innovations	
Description:	
Ultra Low-VOC Paints	50% of paint specified in building have a maximum TVOC content of 5g/L
All electric	No fossil fuel used on site - This innovation is claimed as current BESS tool penalised this approach (better results if gas connection is selected with gas hot water system)
Points Targeted:	
Ultra Low-VOC Paints	1
All electric	2

1.1 Innovation		30%
Score Contribution	This credit contributes 100.0% towards the category score.	
Criteria	What percentage of the Innovation points have been claimed (10 points maximum)?	

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14.0 APPENDIX II – WSUD REPORT/STORM ASSESMENT

New developments must comply with the best practice performance targets for suspended solids, total phosphorous and total nitrogen, as set out in the Urban Stormwater Best Practice Environmental Management Guidelines, Victoria Stormwater Committee 1999.

Currently, to achieve best practice these water quality performance targets require:

- Suspended Solids - 80% retention of typical urban annual load.
- Total Nitrogen - 45% retention of typical urban annual load.
- Total Phosphorus - 45% retention of typical urban annual load.
- Litter - 70% reduction of typical urban annual load.

To promote the use of water sensitive urban design, including stormwater re-use.

To mitigate the detrimental effect of the development on downstream waterways, by the application of best practice stormwater management though water sensitive urban design for new development.

To minimise peak stormwater flows and stormwater pollutants to improve the health of water bodies, including creeks, rivers and bays.

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.

The STORM tool, an industry accepted tool, was used to assess the development and ensure that the best practice targets described above are met. A minimum compliance score of 100% is required to achieve for the development.

Site Delineation:

For the purpose of the assessment, the development has been delineated into the following surface types:

- Site area of 333.0m^2;
- Roof area runoff (excluding balconies) of a minimum of 250m^2 which will be diverted into rainwater tank(s);
- Remainder of impervious areas of 83m^2 comprised of other impervious areas

  around the site will divert to the legal point of discharge.

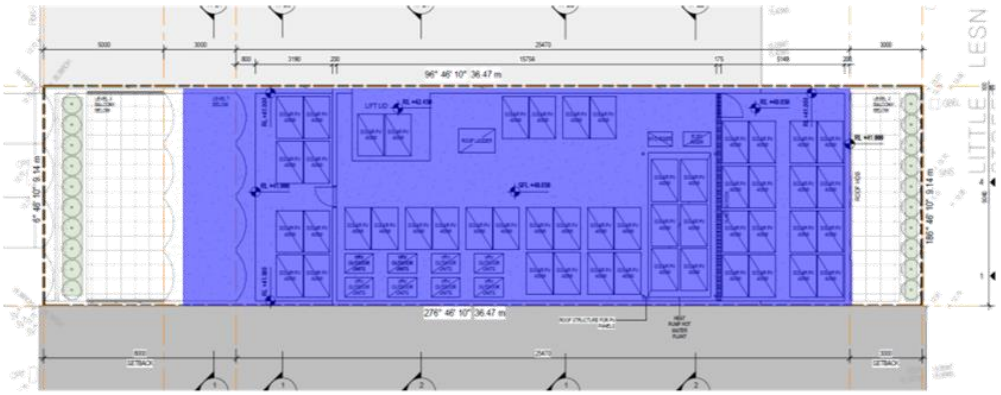


Figure 1: Roof catchment area to RWT (blue)

Rainwater Tank:

(7,000L Rainwater tank for toilet flushing)

The roof catchment area (as described above) will be diverted to 7,000L rainwater tanks for toilets flushing.

The rainwater tank could be implemented underground. The rainwater collected will be used for toilet flushing. The rainwater tank will be connected to toilets at ground, first and second floor.

Stormwater Results:

The initiatives and areas described above have been applied to the STORM calculator and the proposed development has achieved a score of **125%.**

Melbourne Water **STORM Rating Report**

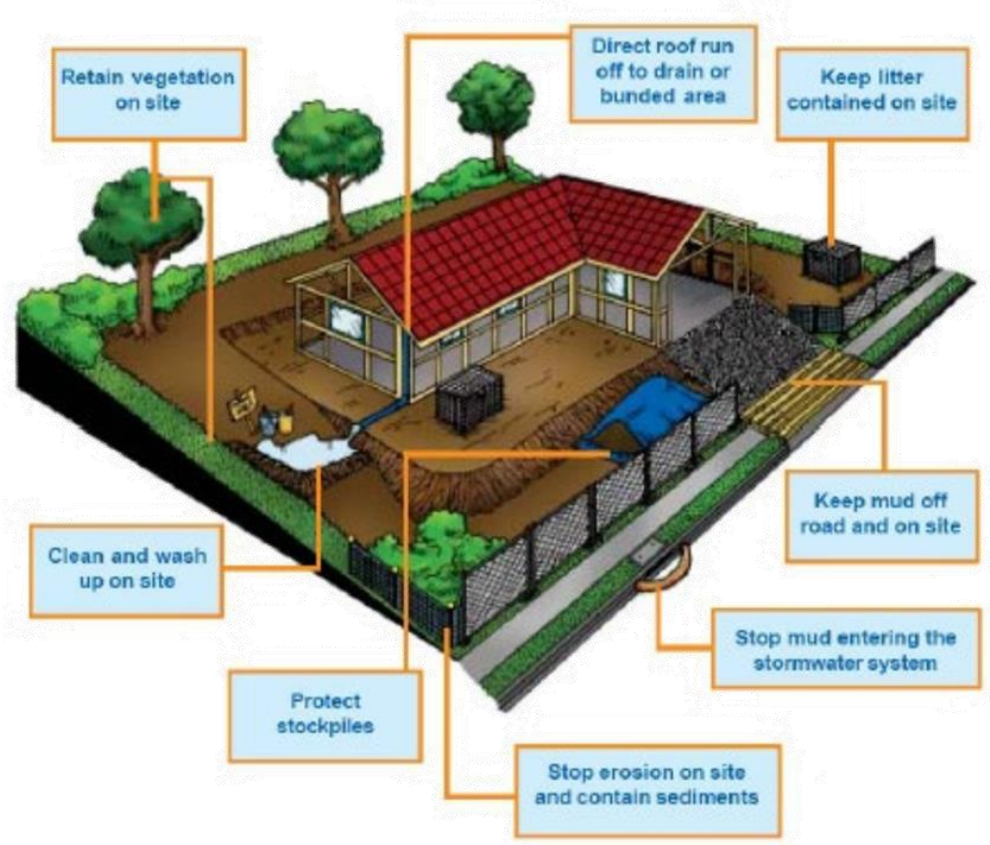
TransactionID:	1261423
Municipality:	YARRA
Rainfall Station:	YARRA
Address:	437 Church Street
	Richmaond
	VIC 3121
Assessor:	Frater Consulting Services
Development Type:	Commercial/Retail
Allotment Site (m2):	333.00
STORM Rating %:	125

Description	Impervious Area (m2)	Treatment Type	Treatment Area/Volume (m2 or L)	Occupants / Number Of Bedrooms	Treatment %	Tank Water Supply Reliability (%)
Roof Catchment	250.00	Rainwater Tank	7,000.00	100	167.00	82.00
Remainder of Impervious Areas	83.00	None	0.00	0	0.00	0.00

The remainder of impervious 83m^2 areas will be directly released at the legal point of discharge on site.

Stormwater Management at Construction Site:

To manage stormwater management in the construction stage, measures will be put in place to minimise the likelihood of contaminating stormwater. This will mean ensuring buffer strips are in place, sediment traps are installed, and the site will be kept clean from any loose rubbish. The builder will follow the process outlined in "Keeping Our Stormwater Clean – A Builder's Guide" by Melbourne Water.



Copies of "Keeping Our Stormwater Clean – A Builder's Guide" booklet can be obtained from Melbourne Water by ringing on 131 722 or can be downloaded from the following website.

https://www.melbournewater.com.au/sites/default/files/Keeping-our-stormwater-clean-builders-guidelines.pdf

15.0 APPENDIX III – DAYLIGHT MODELLING

The Green Building Council of Australia (GBCA) has created a daylight access calculation method within the Green Star benchmarking tool. This tool is widely recognised by Councils and Industry. The Green Star Daylight Hand Calculation method is used to determine if there are risks associated with the current design, particularly with respect to meeting the desired daylight factors referenced in the Sustainable Management Plan in the Planning Process (SDAPP) Indoor Environment Quality guidelines.

According to the SDAPP guidelines, best practice is achieved where 2% daylight factor is achieved across 30% of the floor area of the nominated area.

The calculation method is based on one simple formula to calculate a zone of compliance within a nominated room. The compliant zone is the area of the room achieving 2% daylight factor and can be calculated as follows:

$$\textbf{\textit{Zone of Compliance}} = 2 \times h \times w$$

w is the width of the glazing serving the room
h is the height of the window head above the desktop/table level

Windows serving the nominated area are required to have a minimum 40% VLT to use the formula.

The percentage of compliant area within the nominated area can then be easily calculated with the following formula:

$$\textbf{\textit{Percentage of compliant area}} = \frac{\textbf{\textit{Zone of Compliance}}}{\textbf{\textit{Nominated Area}}} \times 100$$

Site Description:

The nominated areas for the Hand Calculation are office and retail areas (light blue). Stairs and stairs landing are considered as secondary space and are excluded from the assessment.

The desktop/table level has been estimated to be 700mm.

See below for the mark-up of the compliant zone (orange) within each nominated area (light blue).



Figure 2: Compliance zone for retail



Figure 3: Compliance zone for L1 to L2

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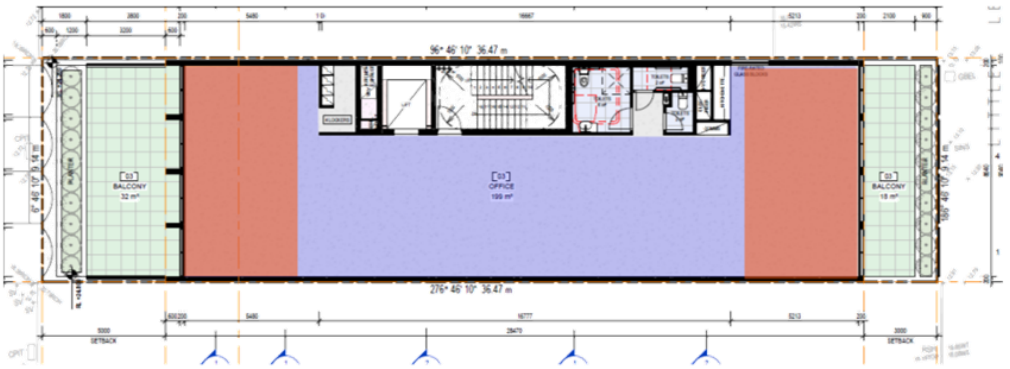


Figure 4: Compliance zone for L3 to L6



Figure 5: Compliance zone for L7.

	Nominated Areas (m2)	Compliant Areas (m2)	Compliant Areas (%)
Food and Beverage	69	16.5	24%
L1 Office	254.9	78.8	31%
L2 Office	254.9	78.8	31%
L3 Office	184.7	78.8	43%
L4 Office	184.7	78.8	43%
L5 Office	184.7	78.8	43%
L6 Office	184.7	78.8	43%
L7 Office	159.3	70.9	45%
TOTAL	**1476.9**	**560.2**	**38%**

The green star hand calculation for the proposed office shows that the development will achieve and exceed SDAPP best practice requirement with each office achieving over 30% of floor area at 2% daylight factor.

16.0 APPENDIX IIII – HIGH QUALITY VIEWS FOR BUILDING OCCUPANTS

The Green Building Council of Australia (GBCA) has created a High-quality view for building occupants calculation method within the Green Star benchmarking tool. This tool is widely recognised by Councils and Industry.

The Green Star Daylight Hand Calculation method is used to determine if there are risks associated with the current design and identify the areas within building which have access to views.

The occupant is expected to be seated or standing at a work setting or mobile within a retail, industrial or another space. A line at 45 degrees can be used at the corners of high quality views. The calculation method is based on one simple formula to calculate area with views within a nominated room. The area with the views is the area within the building which is within 8m of external view, atrium view and internal view and can be calculated as follows.

$$\begin{aligned} &\textit{Area with views} \\ &\quad = (\textit{width of compliant external view} \times 8m + \textit{area within } 45^{\circ}) \\ &\quad + (\textit{width of compliant atrium view} \times 8m + \textit{area within } 45^{\circ}) \\ &\quad + (\textit{width of compliant internal view} \times 8m + \textit{area within } 45^{\circ}) \end{aligned}$$

The percentage of compliant area within the nominated area can then be easily calculated with the following formula:

$$\textit{Percentage of compliant area} = \frac{\textit{Area with views}}{\textit{Nominated area}} \times 100$$

Site Description:

The nominated areas for the Hand Calculation are office and retail areas (light blue). Stairs and stairs landing are considered as secondary space and are excluded from the assessment.

See below for the mark-up of the compliant zone (orange) within each nominated area (light blue).

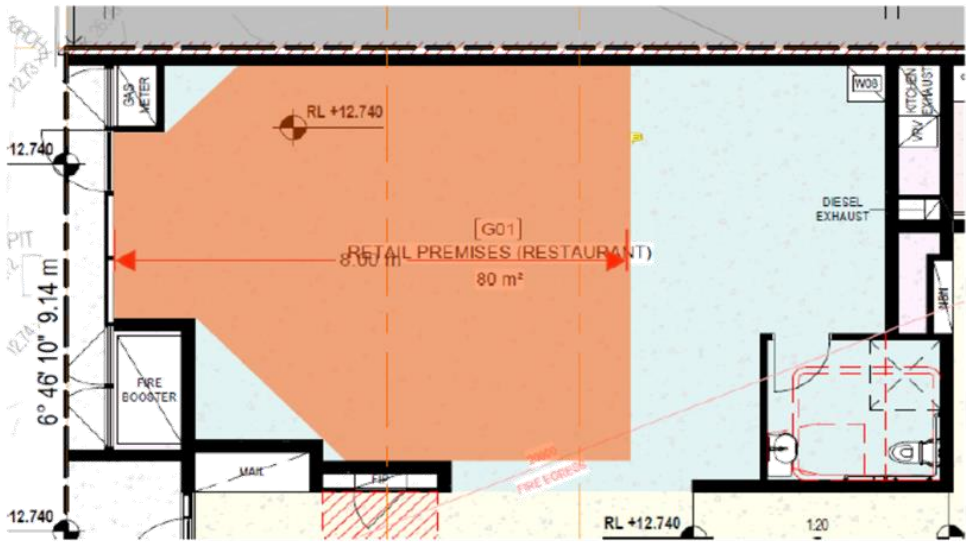


Figure 6: Compliance zone for retail.

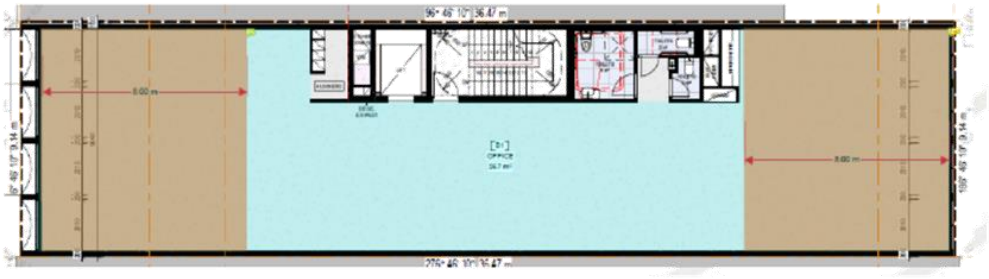


Figure 7: Compliance zone for L1 to L2.



Figure 8: Compliance zone for L3 to L6.



Figure 9: Compliance zone for L7

	Nominated Areas (m2)	Compliant Areas (m2)	Compliant Areas (%)
Retail Premises GF	69	45.7	
L1 Office	254.9	138	
L2 Office	254.9	138	
L3 Office	184.7	123	
L4 Office	184.7	123	
L5 Office	184.7	123	
L6 Office	184.7	123	
L7 Office	163.4	114	
TOTAL	**1481**	**927.7**	**63%**

The green star hand calculation for the proposed office shows that the development will achieve 63% of the floor area with high quality views.

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17.0 APPENDIX IV – PRELIMINARY JV3 MODELLING

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PROPOSED MULTI-LEVEL DEVELOPMENT
437 CHURCH STREET
RICHMOND



16th September 2022
REV 1
3623 - Section JV3 Report

JV3 MODELLING AND VERIFICATION REPORT

ENGINEERING ⌖ CONSULTING ⌖ MANAGEMENT

Building Services and Building Technology - Design, Integration and Management

ECM GROUP PTY LTD ACN 103 942 909 ABN 63 103 942 909

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Document Control				
Issue	**Date**	**Purpose**	**Author**	**Reviewed**
Rev 0	14 April 2022	Issued for Town Planning	CHL	JOP
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1.0 INTRODUCTION

The objective of Section J of the BCA is to reduce greenhouse gas emissions by efficiently using energy.

The aim of this study is to establish the predicted annual energy use for the proposed development and to compare its merits against a standard reference building in accordance with NCC.

Verification method JV3 requires the reference building to be modelled according to the NCC 'Deemed to Satisfy' provisions. The proposed building must then achieve a calculated energy consumption level 'not more than' the consumption level of the 'Deemed to Satisfy' specification. The predicted energy consumption levels have been calculated from the proposed building services including heating, ventilation, air-conditioning, lighting, electrical services, and also the building fabric.

ECM Group has been commissioned to undertake energy modelling for proposed multi-level Development at 437 Church Street, Richmond to determine whether the proposed construction annual energy consumption is less than that of a reference building modelled in accordance with NCC 2019 Verification Method JV3. The proposed building energy performance must achieve 20% improvement than the reference building as per the town planning requirement.

This report and the work underlying it follow the principles laid out in the Australian Building Codes Board (ABCB) Protocol for Building Energy Analysis Software. Carrier Hourly Analysis Program 5.11 modelling and simulation software, which has been used to perform the assessment, is a registered program that currently meets the ABCB Protocol.

Architectural drawings prepared by One Design Office (ODO) dated 14.04.2022 have been used to complete this assessment.

1.1 NATIONAL CONSTRUCTION CODE (NCC) 2019 SECTION J REQUIREMENTS

PERFORMANCE REQUIREMENT JP1

A building, including its services, must have features that facilitate the efficient use of energy appropriate to—

(a) The function and use of the building; and

(b) The level of human comfort required for the building use; and

(c) Solar radiation being—

(i) Utilised for heating

(ii) Controlled to minimise energy for cooling

(d) The energy source of the services

(e) the sealing of the building envelope against air leakage

(f) for a conditioned space, achieving an hourly regulated energy consumption, averaged over the annual hours of operation, of not more than

(i) for a Class 6 building, 80 kJ/m2.hr; and

(ii) for a Class 5, 7b, 8 or 9a building other than a ward area, or a Class 9b school, 43 kJ/m2.hr; and

(iii) for all other building classifications, other than a sole-occupancy unit of a Class 2 building or a Class 4 part of a building, 15 kJ/m2.hr.

VARIFICATION USING REFERANCE BUILDING (JV3)

(a) For a Class 3, 5, 6, 7, 8 or 9 building or common area of a Class 2 building, compliance with JP1 is verified when,

(i) it is determined that the annual greenhouse gas emissions of the proposed building are not more than the annual greenhouse gas emissions of a reference building when

(A) The proposed building is modelled with the proposed services

(B) The proposed building is modelled with the same services as the reference building

(ii) In the proposed building, a thermal comfort level of between a Predicted Mean Vote of -1 to +1 is achieved across not less than 95% of the floor area of all occupied zones for not less than 98% of the annual hours of operation of the building; and

(iii) The building complies with the additional requirements in Specification JVa.

(b) The annual greenhouse gas emissions of the proposed building may be offset by

(i) Renewable energy generated and used on site; and

(ii) Another process such as reclaimed energy, used on site.

(c) The calculation method used for (a) and (b) must comply with

(i) ANSI/ASHRAE Standard 140; and

(ii) Specification JVb.

1.2 PURPOSE AND AIM

The purpose of this report is to simulate the hypothetical annual energy consumption of the proposed building against reference building that would be constructed in accordance with the Deemed to Satisfy Provisions of Section J.

The aim of this report is to determine whether the proposed building achieve equivalent (or less) production of greenhouse gas emissions when compared to the reference building.

Simulation and Base Model Development

The following information is incorporated into Carrier Hourly Analysis Program energy simulation model:

- 'Deemed To Satisfy' (DTS) Provisions of NCC 2019 Volume One Parts J1 - J7;
- Building geometry and orientation
- External shading with all shading elements as per plans provided by the Architect,
- Material construction
- All windows, doors, and any other openings
- Occupancy, power, and lighting loads, and
- Proposed mechanical / electrical services equipment

1.3 LIMITATIONS AND ASSUMPTIONS

The recommendations made in this report are limited to theoretical analysis and extrapolation of anticipated energy usage. This report should only be used as a guide during the design phase of a building to achieve desired estimated energy usage and should not be used for the prediction of energy consumption of the proposed building in operation.

This report provides an analysis of Part J requirements and uses the JV3 verification method to demonstrate that Parts J1, J2 & J3 achieve compliance for the proposed building design.

1.4 DESCRIPTION OF THE BUILDING

Proposed multi-level development is eight storey buildings consists of

- Basement level with car stacker and common areas,
- Ground floor consists of retail, car park and common areas
- Level 1 to Level 7 with offices.

The project is located within a zone 6 climate zone and the assessment is carried out only for the class 5 for office areas and Class 6 for ground floor retail construction in accordance with NCC.

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2.0 ENERGY MODELLING INPUT DATA

2.1 GENERAL

Annual energy consumption associated with the air conditioning heating and cooling systems, internal lighting and equipment usage was determined using the building energy simulation program Carrier Hap 5.11 by Carrier Air Conditioning. This is a design tool that takes into account the site location, building structure, and the building services installed.

Both the reference building and the proposed building are calculated using the same annual energy consumption calculation method.

2.2 ENERGY END USE INCLUSIONS AND EXCLUSIONS

Domestic hot water consumption, toilet ventilation, carpark ventilation, exterior and security lighting was not included in the simulation since their predicted annual power consumption will be the same throughout each scenario therefore their influence on any conditioned area (and the building's overall annual energy consumption) has been deemed irrelevant for the assessment. Unconditioned areas have also been omitted from the model. These omissions are in accordance with modelling requirements of Verification Method JV3.This report only takes into consideration of the air-conditioned areas.

2.3 INPUT DATA VALIDATION FORM

Input data validation form lists the inputs used as the basis for the annual energy consumption model of the reference building and the proposed building, which sets out design parameters required for a building to meet, deemed to satisfy provisions.

Table 1.1

NCC 2019 CLAUSE		SIMULATION 1 Reference Building with DTS Provisions of NCC Parts J1-to-J3	SIMULATION 2 Proposed Building with DTS services
A1.1	Climate Zone	Richmond, Melbourne, Victoria - Climate Zone **6**	
A3.2	Building Classification	Retail - Class 6, Office - Class 5	
MODELING PARAMETERS JVb			
JVb Clause 2 (a)(ii)	Minimum amount of mechanical ventilation required	Comply with NCC 2019 F4.5 which, in turn, refers to AS 1668.2. As per AS 1668.2 - 2012 Appendix A - Table 1	DTS provision the same as the Reference Building
JVb Clause 2 (b)	Solar absorptance	To be 0.6 for external walls	DTS provision the same as the Reference Building
JVb Clause 2(c)(i)	Conditioned space temperature	for 98% of the annual hours of operation, achieve temperatures between— (A) 18°CDB to 25°CDB for conditioned spaces with transitory occupancy; and (B) 21°CDB to 24°CDB in all other conditioned spaces	DTS provision the same as the Reference Building
JVb Clause 2(d)	Infiltration values	(i) 0.7 air changes per hour when there is no mechanically supplied outdoor air and (ii) 0.35 air changes per hour at all other times	DTS provision the same as the Reference Building

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ANNUAL ENERGY CONSUMPTION CRITERIA - SPECIFICATION JVc			
JVc Clause 2(a)(i)	Daily occupancy, lighting, appliances, and air-conditioning operation profiles	To be in accordance with Specification JV – Table 2e for class 6, Table 2c & 2d for class 5	DTS provision the same as the Reference Building
Specification JVc Clause 2 (a)(ii)(A)	Internal heat gains from occupants	In accordance with Specification JVc - Table 2n	DTS provision the same as the Reference Building
Specification JVc Clause 2 (a)(ii)(B)	Internal heat gains from appliances and equipment	In accordance with Specification JVc - Table 2l	DTS provision the same as the Reference Building
BUILDING FABRIC J1			
J1.1	Application of Part	Apply to building elements forming the envelope	DTS provision the same as the Reference Building
J1.2	Thermal Construction - general	Insulation to comply with AS/NZS 4859.1 and to be installed according to J1.2	DTS provision the same as the Reference Building
J1.3	Minimum Total R-value of roof and ceiling construction	Provide a roof and ceiling system with a total performance of R3.2 $m^2 \cdot k/W$	Provide roof system with Total performance R5.6$m^2 \cdot k/W$ **(Refer table 4.1 for insulation requirement)**
J1.4	Roof Lights	N/A	N/A
J1.5 (d)(i)	Wall component is less than 80% of the area of the wall-glazing construction	Provide a wall system with a **total performance** of R1.0 $m^2 \cdot k/W$ for reference building modeling	Provide wall system with Total performance R3.3 $m^2 \cdot k/W$ with timber stud wall **(Refer table 4.1 for insulation requirement)**

J1.5 (d)(ii)	Wall component is more than 80% of the area of the wall-glazing construction	Provide a wall system with a **total performance** of R1.4 m²·k/W for reference building modeling	Provide wall system with Total performance R3.3m²·k/W with timber stud wall **(Refer table 4.1 for insulation requirement)**
J1.5 (e)(i)	The solar admittance of externally facing wall-glazing construction	Provide a solar admittance of 0.13 for northern, western, southern, eastern aspects for reference building modeling	DTS provision the same as the Reference Building
J1.5	Glazing	U-values and SHGC coefficients as per NCC Volume One Façade and Glazing Calculator 2019	All external glazing is modelled with Fixed window U value= 1.9 W/m²·K SHGC=0.51 Awning / Casement window U value= 2.2 W/m²·K SHGC=0.36
J1.6	Floors	Provide a floor system above unconditioned area with a total performance of R2.0 m²·k/W for reference building modeling as specified in Table J1.6.	Provide a floor system above unconditioned area with a total performance of R2.0 m²·k/W **(Refer table 4.1 for insulation requirement)**
ARTIFICIAL LIGHTING AND POWER J6			
J6.2	Maximum illumination power density	Comply with NCC 2019 Table J6.2a	DTS provision the same as the Reference Building

2.4 COMMON BUILDING INPUT DATA

Building inputs that were constant for both the reference building and the proposed building are presented as follows:

(a) General

(i) Annual greenhouse gas emissions calculation method; and

(ii) Greenhouse gas emissions factors based the factors in Table 3a (JVb)

(iii) Location

(iv) Adjacent structures and features

(v) Orientation

(vi) Building form, including, roof geometry, floor plan, number of storeys, ground to lowest floor arrangements, size and location of glazing and external doors

(vii) Testing standards including for insulation, glazing, water heater and unitary air-conditioning equipment

(b) Fabric and glazing

(i) Quality of insulation installation

(ii) Thermal resistance of air films including any adjustment factors, moisture content of materials

(iii) Dimensions of external, internal and separating walls, Internal shading devices, their color and their criteria for operation

(c) Services

(i) Range and type of services and energy sources, other than renewable energy generated on site;

(ii) Assumptions and means of calculating the temperature difference across air-conditioning zone boundaries

(iii) Floor coverings and furniture and fittings density

(iv) Internal artificial lighting illumination levels

(v) Internal heat gains including people, lighting, appliances, meals and other electric power loads

(vi) Air-conditioning system configuration and zones

(vii) Profiles for occupancy, air-conditioning, lighting and internal heat gains from people, hot meals, appliances, equipment and heated water supply systems based on specification JVc

(viii) Supply heated water temperature and rate of use

(ix) Infiltration values

(x) Sequencing for water heaters, refrigeration chillers and heat rejection equipment such as cooling towers

(xi) Representation of clothing and metabolic rate of the occupants

(xii) Control of air-conditioning

(xiii) Environmental conditions such as ground reflectivity, sky and ground form factors, temperature of external bounding surfaces, air velocities across external surfaces and the like

(xiv) Number, sizes, floors and traffic served by lifts and escalators.

3.0 ANNUAL TOTAL CO_2 EMISSION & ENERGY USAGE RESULTS

3.1 SIMULATION RESULTS

Annual greenhouse gas emission estimated for the project in reference and proposed building simulations as follows;

Simulation 1 : Reference Building with building fabric complying with DTS provisions

Simulation 2 : Proposed Building with proposed building fabric as per Table 1.1

Table 3.1-1 Simulation Summery

Energy End Use	Simulation 1 Reference Building	Target (20% improvement)	Simulation 2 Proposed Building	Onsite Energy Generation Requirement
Cooling Electric (kWh)	12,270		10,471	
Heating Electric (kWh)	12,871		11,264	
Air System Fans (kWh)	9,954		8,312	
General Lighting (kWh)	38,584		38,584	
Interior Equipment (kWh)	80,352		80,352	
Total Annual Electric Consumption (kWh)	**154,031**	**123,225**	**148,983**	**25,758**
Total Emissions ($KgCO_2$) per annum	**178,676**	**142,941**	**172,820**	

On site alternative energy generation system is required to comply the requirement

Total onsite energy generation requirement (Minimum) = 25,758 kWh

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3.2 CALCULATIONS

As the entire site energy usage is monitoring and billing at one energy meter on of a building must provide solar PV system to compensate energy off set.

Onsite energy generation requirement = 25,758 kWh

Annual energy generation from PV solar panel

Typical annual energy generation for 20kW solar PV = 26, 834 kWh

Reference : Solar System Output Calculator in Burnley (lgenergy.com.au)

Minimum on-site power generation requirement is 20.0kW solar PV system.

4.0 SUMMARY AND CONCLUSIONS

4.1 SUMMARY

The result has demonstrated that the proposed design - including assumptions and compliance conditions below- will achieve compliance in accordance with JV3 criteria and 20% energy usage requirement.

The following items have been included in the final design to ensure that a thermally efficient building envelope is achieved.

- Installation of 20.0kW solar PV panels (Minimum requirement)
- Installation of below glazing system and thermal insulation
- Vertical blinds as per NCC

Table 4.1

FEATURE	SPECIFICATION
Roof Ceiling insulation	R5.0m²·k/W above ceiling (Any roof).
Wall insulation envelope	R2.8m²·k/W
Floor (Between condition & non-condition spaces)	Total R2.0 m²·k/W
External Glazing	Fixed window U value= 1.9 W/m²·K SHGC=0.51 Awning / Casement window U value= 2.2 W/m²·K SHGC=0.36

4.2 CONCLUSIONS

Compliance with Performance Requirement JP1

The results of this report confirm that with the proposed building design, specifications and system assumptions as outlined in the appendices, the development will achieve NCC Volume One Section J (JP1) compliance via Verification Method JV3 'Verification using a reference building'. Full compliance with Section J will only be achieved if the building is built as per the design conditions outlined within this report and on the architectural and building services drawings, and when the following conditions are met:

(a) The design must include the ability to achieve all the criteria used in the annual energy consumption calculation method and;

(b) Compliance with (where applicable):

(i) J1.2 for general thermal construction;

(ii) J1.3(c) for compensation for a loss of ceiling insulation;

(iii) BS 7190 for testing a boiler or water heater;

(iv) ARI 550/590 or AHRI 550/590 for testing a refrigeration chiller

(v) J5.2 for air-conditioning and ventilation systems

Compliance with Performance Requirement JP3

Subclause (a) of JP3 contains a requirement that an energy source has a greenhouse gas intensity that does not exceed 100 g CO2-e/MJ of thermal energy load.

Heating to the conditioned spaces of this building will be provided by constant air volume conditioning systems units which automatically meet the Performance Requirement JP3.

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5.0 APPENDIX 1 : REFERENCE BUILDING SIMULATION RESULTS

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Annual Energy and Emissions Summary

3623 - 437 Church St - Referance Bld
ECM Group

04/14/2022
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Table 1. Annual Costs

Component	Referance Bld ($)
HVAC Components	
Electric	7,019
Natural Gas	0
Fuel Oil	0
Propane	0
Remote HW	0
Remote Steam	0
Remote CW	0
HVAC Sub-Total	**7,019**
Non-HVAC Components	
Electric	23,787
Natural Gas	0
Fuel Oil	0
Propane	0
Remote HW	0
Remote Steam	0
Non-HVAC Sub-Total	**23,787**
Grand Total	**30,806**

Table 2. Annual Energy Consumption

Component	Referance Bld
HVAC Components	
Electric (kWh)	35,097
Natural Gas (na)	0
Fuel Oil (na)	0
Propane (na)	0
Remote HW (na)	0
Remote Steam (na)	0
Remote CW (na)	0
Non-HVAC Components	
Electric (kWh)	118,934
Natural Gas (na)	0
Fuel Oil (na)	0
Propane (na)	0
Remote HW (na)	0
Remote Steam (na)	0
Totals	
Electric (kWh)	154,031
Natural Gas (na)	0
Fuel Oil (na)	0
Propane (na)	0
Remote HW (na)	0
Remote Steam (na)	0
Remote CW (na)	0

Table 3. Annual Emissions

Component	Referance Bld
CO2 Equivalent (kg)	178,676

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Annual Energy and Emissions Summary

3623 - 437 Church St - Referance Bld
ECM Group

04/14/2022
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Table 4. Annual Cost per Unit Floor Area

Component	Referance Bld ($/m²)
HVAC Components	
Electric	4.234
Natural Gas	0.000
Fuel Oil	0.000
Propane	0.000
Remote HW	0.000
Remote Steam	0.000
Remote CW	0.000
HVAC Sub-Total	**4.234**
Non-HVAC Components	
Electric	14.347
Natural Gas	0.000
Fuel Oil	0.000
Propane	0.000
Remote HW	0.000
Remote Steam	0.000
Non-HVAC Sub-Total	**14.347**
Grand Total	**18.580**
Gross Floor Area (m²)	1658.0
Conditioned Floor Area (m²)	1658.0

Note: Values in this table are calculated using the Gross Floor Area.

Table 5. Component Cost as a Percentage of Total Cost

Component	Referance Bld (%)
HVAC Components	
Electric	22.8
Natural Gas	0.0
Fuel Oil	0.0
Propane	0.0
Remote HW	0.0
Remote Steam	0.0
Remote CW	0.0
HVAC Sub-Total	**22.8**
Non-HVAC Components	
Electric	77.2
Natural Gas	0.0
Fuel Oil	0.0
Propane	0.0
Remote HW	0.0
Remote Steam	0.0
Non-HVAC Sub-Total	**77.2**
Grand Total	**100.0**

Attachment 7 - PLN22/0014 - 441 - 443 Church Street Richmond - Revised Sustainable Management Plan submitted 5 October 2022

Monthly Energy Use by Component - Referance Bld

3623 - 437 Church St - Referance Bld
ECM Group

04/14/2022
01:41PM

1. Monthly Energy Use by System Component

Component	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Air System Fans (kWh)	791	753	866	830	806	853	873	862	835	792	828	866
Cooling												
Electric (kWh)	2105	3000	1952	590	59	0	0	0	141	829	1726	1868
Natural Gas (na)	0	0	0	0	0	0	0	0	0	0	0	0
Fuel Oil (na)	0	0	0	0	0	0	0	0	0	0	0	0
Propane (na)	0	0	0	0	0	0	0	0	0	0	0	0
Remote HW (na)	0	0	0	0	0	0	0	0	0	0	0	0
Remote Steam (na)	0	0	0	0	0	0	0	0	0	0	0	0
Remote CW (na)	0	0	0	0	0	0	0	0	0	0	0	0
Heating												
Electric (kWh)	26	41	101	468	1465	2765	3387	2469	1388	463	217	81
Natural Gas (na)	0	0	0	0	0	0	0	0	0	0	0	0
Fuel Oil (na)	0	0	0	0	0	0	0	0	0	0	0	0
Propane (na)	0	0	0	0	0	0	0	0	0	0	0	0
Remote HW (na)	0	0	0	0	0	0	0	0	0	0	0	0
Remote Steam (na)	0	0	0	0	0	0	0	0	0	0	0	0
Pumps (kWh)	0	0	0	0	0	0	0	0	0	0	0	0
Heat Rej. Fans (kWh)	0	0	0	0	0	0	0	0	0	0	0	0
Lighting (kWh)	3212	2959	3323	3202	3212	3202	3323	3212	3202	3212	3202	3323
Electric Eqpt. (kWh)	6689	6161	6921	6668	6689	6668	6921	6689	6668	6689	6668	6921
Misc. Electric (kWh)	0	0	0	0	0	0	0	0	0	0	0	0
Misc. Fuel												
Natural Gas (na)	0	0	0	0	0	0	0	0	0	0	0	0
Propane (na)	0	0	0	0	0	0	0	0	0	0	0	0
Remote HW (na)	0	0	0	0	0	0	0	0	0	0	0	0
Remote Steam (na)	0	0	0	0	0	0	0	0	0	0	0	0

Attachment 7 - PLN22/0014 - 441 - 443 Church Street Richmond - Revised Sustainable Management Plan submitted 5 October 2022

6.0 APPENDIX 2 : PROPOSED BUILDING SIMULATION RESULTS

Attachment 7 - PLN22/0014 - 441 - 443 Church Street Richmond - Revised Sustainable Management Plan submitted 5 October 2022

Annual Energy and Emissions Summary

3623 - 437 Church St - Proposed Bld
ECM Group

09/16/2022
04:00PM

Table 1. Annual Costs

Component	Proposed Bld ($)
HVAC Components	
Electric	6,010
Natural Gas	0
Fuel Oil	0
Propane	0
Remote HW	0
Remote Steam	0
Remote CW	0
HVAC Sub-Total	**6,010**
Non-HVAC Components	
Electric	23,787
Natural Gas	0
Fuel Oil	0
Propane	0
Remote HW	0
Remote Steam	0
Non-HVAC Sub-Total	**23,787**
Grand Total	**29,797**

Table 2. Annual Energy Consumption

Component	Proposed Bld
HVAC Components	
Electric (kWh)	30,049
Natural Gas (na)	0
Fuel Oil (na)	0
Propane (na)	0
Remote HW (na)	0
Remote Steam (na)	0
Remote CW (na)	0
Non-HVAC Components	
Electric (kWh)	118,934
Natural Gas (na)	0
Fuel Oil (na)	0
Propane (na)	0
Remote HW (na)	0
Remote Steam (na)	0
Totals	
Electric (kWh)	148,983
Natural Gas (na)	0
Fuel Oil (na)	0
Propane (na)	0
Remote HW (na)	0
Remote Steam (na)	0
Remote CW (na)	0

Table 3. Annual Emissions

Component	Proposed Bld
CO2 Equivalent (kg)	172,820

Attachment 7 - PLN22/0014 - 441 - 443 Church Street Richmond - Revised Sustainable Management Plan submitted 5 October 2022

Annual Energy and Emissions Summary

3623 - 437 Church St - Proposed Bld
ECM Group

09/16/2022
04:00PM

Table 4. Annual Cost per Unit Floor Area

Component	Proposed Bld ($/m²)
HVAC Components	
Electric	3.625
Natural Gas	0.000
Fuel Oil	0.000
Propane	0.000
Remote HW	0.000
Remote Steam	0.000
Remote CW	0.000
HVAC Sub-Total	**3.625**
Non-HVAC Components	
Electric	14.347
Natural Gas	0.000
Fuel Oil	0.000
Propane	0.000
Remote HW	0.000
Remote Steam	0.000
Non-HVAC Sub-Total	**14.347**
Grand Total	**17.971**
Gross Floor Area (m²)	1658.0
Conditioned Floor Area (m²)	1658.0

Note: Values in this table are calculated using the Gross Floor Area.

Table 5. Component Cost as a Percentage of Total Cost

Component	Proposed Bld (%)
HVAC Components	
Electric	20.2
Natural Gas	0.0
Fuel Oil	0.0
Propane	0.0
Remote HW	0.0
Remote Steam	0.0
Remote CW	0.0
HVAC Sub-Total	**20.2**
Non-HVAC Components	
Electric	79.8
Natural Gas	0.0
Fuel Oil	0.0
Propane	0.0
Remote HW	0.0
Remote Steam	0.0
Non-HVAC Sub-Total	**79.8**
Grand Total	**100.0**

Attachment 7 - PLN22/0014 - 441 - 443 Church Street Richmond - Revised Sustainable Management Plan submitted 5 October 2022

Monthly Energy Use by Component - Proposed Bld

3623 - 437 Church St - Proposed Bld
ECM Group

09/16/2022
04:00PM

1. Monthly Energy Use by System Component

Component	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Air System Fans (kWh)	662	631	725	694	672	708	724	717	697	663	694	725
Cooling												
Electric (kWh)	1799	2608	1684	510	55	0	0	0	104	686	1443	1582
Natural Gas (na)	0	0	0	0	0	0	0	0	0	0	0	0
Fuel Oil (na)	0	0	0	0	0	0	0	0	0	0	0	0
Propane (na)	0	0	0	0	0	0	0	0	0	0	0	0
Remote HW (na)	0	0	0	0	0	0	0	0	0	0	0	0
Remote Steam (na)	0	0	0	0	0	0	0	0	0	0	0	0
Remote CW (na)	0	0	0	0	0	0	0	0	0	0	0	0
Heating												
Electric (kWh)	29	42	99	416	1262	2331	2886	2167	1269	465	217	85
Natural Gas (na)	0	0	0	0	0	0	0	0	0	0	0	0
Fuel Oil (na)	0	0	0	0	0	0	0	0	0	0	0	0
Propane (na)	0	0	0	0	0	0	0	0	0	0	0	0
Remote HW (na)	0	0	0	0	0	0	0	0	0	0	0	0
Remote Steam (na)	0	0	0	0	0	0	0	0	0	0	0	0
Pumps (kWh)	0	0	0	0	0	0	0	0	0	0	0	0
Heat Rej. Fans (kWh)	0	0	0	0	0	0	0	0	0	0	0	0
Lighting (kWh)	3212	2959	3323	3202	3212	3202	3323	3212	3202	3212	3202	3323
Electric Eqpt. (kWh)	6689	6161	6921	6668	6689	6668	6921	6689	6668	6689	6668	6921
Misc. Electric (kWh)	0	0	0	0	0	0	0	0	0	0	0	0
Misc. Fuel												
Natural Gas (na)	0	0	0	0	0	0	0	0	0	0	0	0
Propane (na)	0	0	0	0	0	0	0	0	0	0	0	0
Remote HW (na)	0	0	0	0	0	0	0	0	0	0	0	0
Remote Steam (na)	0	0	0	0	0	0	0	0	0	0	0	0

18.0 APPENDIX IV – WSUD MAINTENACE & INSTALLATION

The proper maintenance routine on rainwater storage tanks is crucial for ensuring optimal and ongoing operation of the rainwater harvesting system.

The aim for tank maintenance is to prevent sludge build-up, filter blockages and issues arising from hazardous water contamination. The following provide a guideline and suggestions on best practice maintenance procedures. Always refer to the tank manufacturer's guidelines in performing these routines.

- Rainwater tank features for good condition
    - All rainwater tanks should be washed or flushed out prior to use. All inlets and outlets should be correctly sealed to prevent insects entering. Connection to all toilets in the development should be tested (dye test or equivalent). Please note if new roof coating or paint is to be installed then the first few run-offs after installation need to be discarded.
    - Inspection windows/doors/hatches for regular visual check
    - Access ladders to inspection points where required
    - It will be installed with a mesh insect cover over the inlet pipe to ensure the tank does not become a breeding ground for pests.
    - Mesh needs to be installed over overflow pipes and if a man hole is present it needs to be properly sealed.
    - The pumps required to distribute the collected water to the end uses (toilets) will be required to be installed as per the chosen manufacturer specifications. Commissioning should occur as per the chosen manufacturer specifications. Maintenance should occur as per the chosen manufacturer specifications. All strainers and filters should be cleaned every 6 months. Good quality pump should provide trouble free service for up to 10 years.

- Visual survey of tank external, internal and water surfaces
    - Check the condition of vermin mesh/barrier. Check if there are signs of insects/pests flying or swimming in and around the tank internals (every 3 months minimum)
    - Check for clarity of water, e.g. ability to see through the water surface and the bottom of the tank, and for any water discolouration and odours (every 6 months minimum)
    - Check for visible signs of sludge, debris, or organic build-up at the water surface and the bottom of the tank
    - Checks for visible signs of water leakage along pipes and plumbing connections, including pumps and tank external

- Regular maintenance routine – cleaning and clearing of debris, tree branches, leaves and other obstructions to
    - Roof of tank (every 6 months)
    - Roof gutters (every 6 months)
    - Entry box (leaf basket or strainer) (every 6 months)
    - First flush device and filters (every 6 months)
    - Downpipes and plumbing connection to tank (every 12 months)
    - Water ponding in gutters should be avoided as this provides a breeding ground for mosquitos; tanks should also not become breeding grounds for mosquitoes. If

Attachment 7 - PLN22/0014 - 441 - 443 Church Street Richmond - Revised Sustainable Management Plan submitted 5 October 2022

mosquitoes are detected in the tank remedial steps need to occur to prevent breeding. If mosquitoes or other insects are found in rainwater tanks, the point of entry should be located and repaired. As well as preventing further access, this will prevent the escape of emerging adults. Gutters should be inspected to ensure they do not contain ponded water, and be cleaned if necessary

Please refer to below link for more information on mosquito control.

http://www.health.gov.au/internet/publications/publishing.nsf/Content/ohpenhealth-raintank-cnt-l~ohp-enhealth-raintank-cnt-l-5~ohp-enhealth-raintank-cnt-l-5.5.

- Major maintenance routine
    - Desludging
    - It is recommended to perform tank desludging every 2-3 years.
    - Whilst it is possible to empty the tank and clean the internals (sweeping and scrubbing) manually, this method is generally not recommended as untrained personnel may end up with serious injury. Instead, it is strongly encouraged that a qualified contractor be engaged to perform tank desludging once every 2-3 years.
    - A simple way to ensure the tank is operating as intended would be through the installation of a smart monitoring device (e.g. OneBox®). These systems allow users to operate tanks remotely from internet or smartphone, monitor and control the tanks in real time, allow automatic release of stored water prior to storm events, alert users if there is any blockage and view tank history and usage patterns.

Attachment 8 - PLN22/0014 - 441 - 443 Church Street Richmond - Sketch Plans (Shading & Operable Glazing details) submitted 16 September 2022



Attachment 8 - PLN22/0014 - 441 - 443 Church Street Richmond - Sketch Plans (Shading & Operable Glazing details) submitted 16 September 2022



1 PROPOSED EAST ELEVATION (REAR LANE)
1 : 100

2 PROPOSED WEST ELEVATION (CHURCH STREET)
1 : 100

REVISED TOWN PLANNING (2)

One Design Office

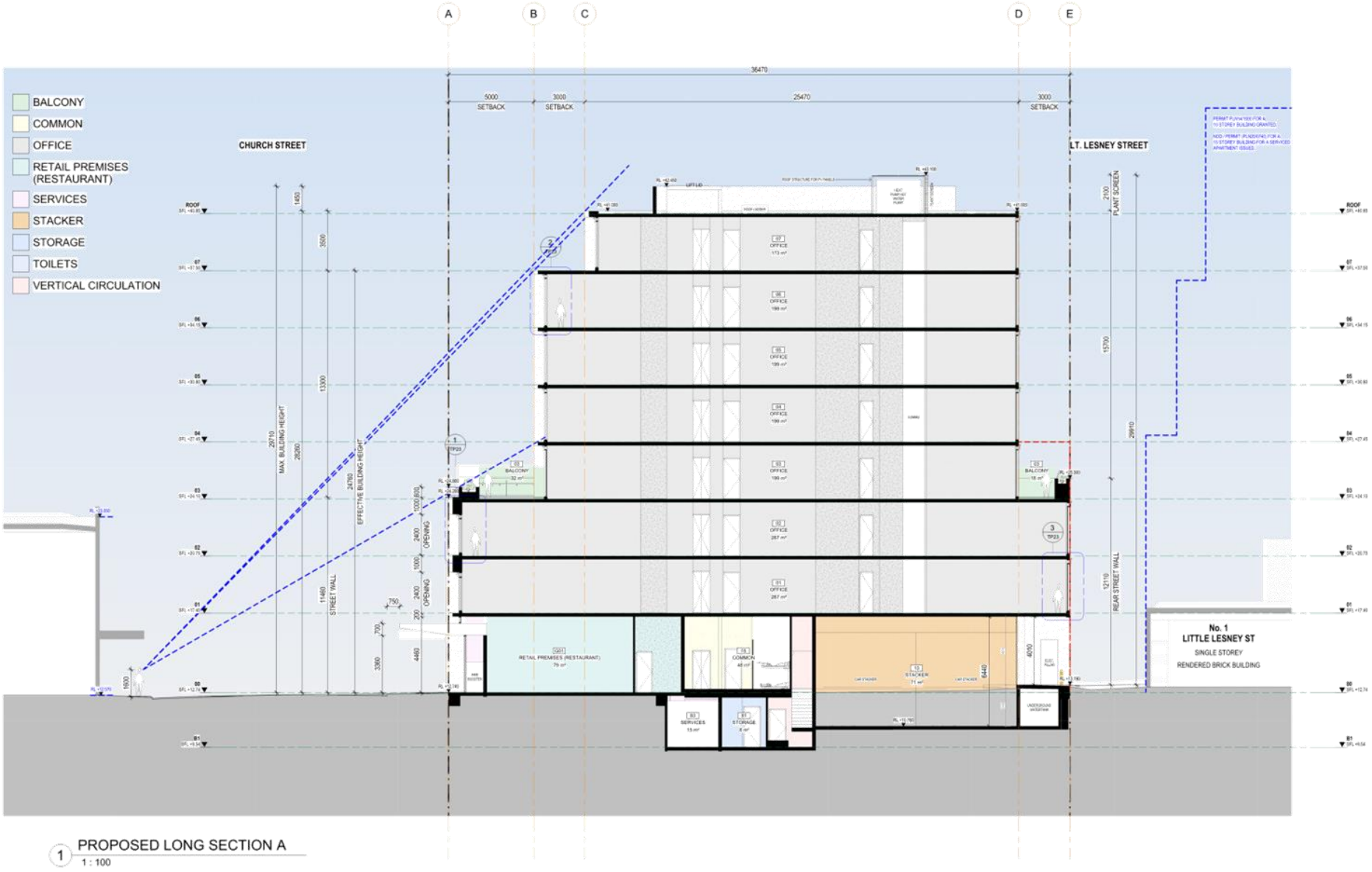
Revision		Date
-	TOWN PLANNING	2021.10.21
A	REVISED TOWN PLANNING	2022.04.14
B	REVISED TOWN PLANNING (2)	2022.09.15

Project: MIXED USE DEVELOPMENT
Address: 437 CHURCH STREET, RICHMOND VIC 3121
Client: KPSG

Drawing: PROPOSED ELEVATIONS
Sheet No.: TP15
Rev.: B
Project No.: 21006
Scale: As indicated @ A1
Date: 2022.09.15
Drawn by: NKD

Use figured dimensions in preference to scale. Verify dimensions at job before shop fabrication. Read drawing in conjunction with specification.

Attachment 8 - PLN22/0014 - 441 - 443 Church Street Richmond - Sketch Plans (Shading & Operable Glazing details) submitted 16 September 2022



1 PROPOSED LONG SECTION A
1 : 100

REVISED TOWN PLANNING (2)

One Design Office

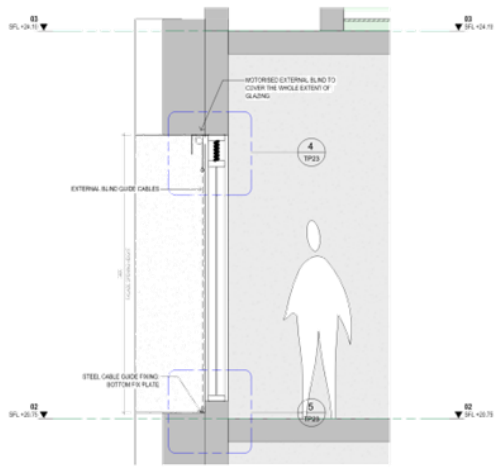
Revision		Date
A	TOWN PLANNING	2021.10.21
B	REVISED TOWN PLANNING	2022.04.14
	REVISED TOWN PLANNING (2)	2022.09.15

Address: 437 CHURCH STREET, RICHMOND VIC 3121
Client: KPSG

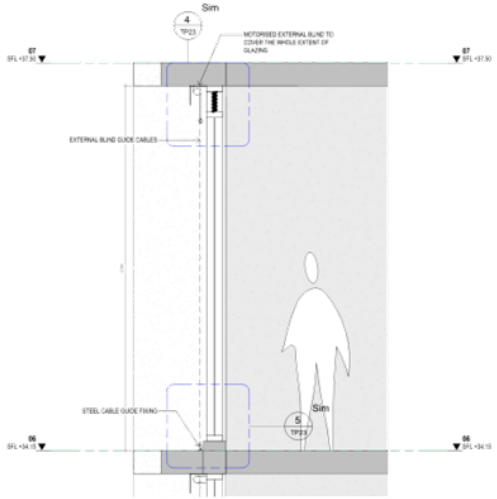
Drawing: PROPOSED SECTIONS
Sheet No.: TP18
Rev.: B
Project No.: 21006
Scale: 1 : 100 @ A1
Date: 2022.09.15
Drawn by: NKD

Use figured dimensions in preference to scale. Verify dimensions at job before shop fabrication. Read drawing in conjunction with specification.

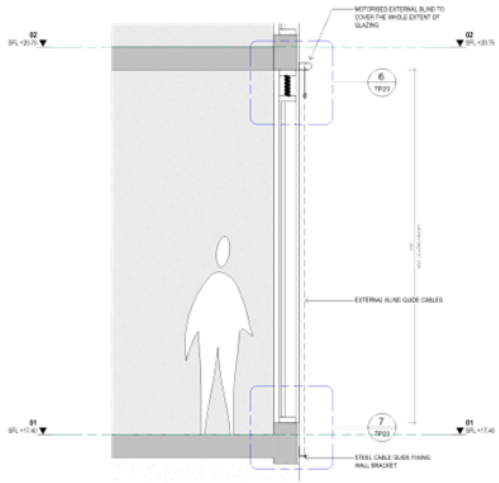
Attachment 8 - PLN22/0014 - 441 - 443 Church Street Richmond - Sketch Plans (Shading & Operable Glazing details) submitted 16 September 2022



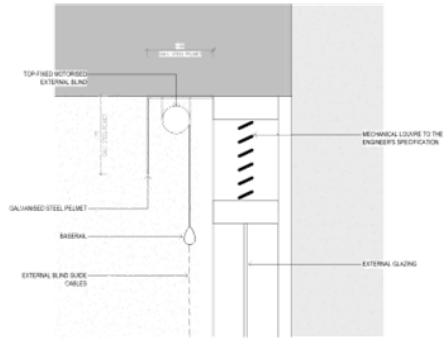
1 WEST EXTERNAL BLIND SECTION - LVL. 1 & 2
1 : 20



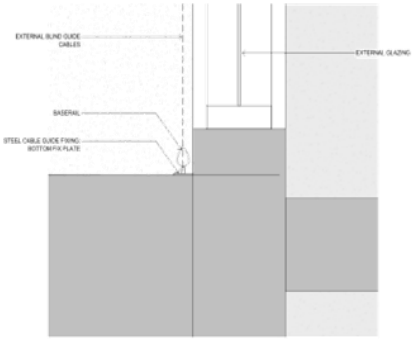
2 WEST EXTERNAL BLIND SECTION - UPPER LEVELS
1 : 20



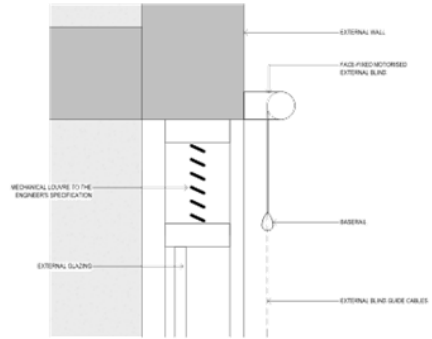
3 TYP. EAST EXTERNAL BLIND SECTION
1 : 20



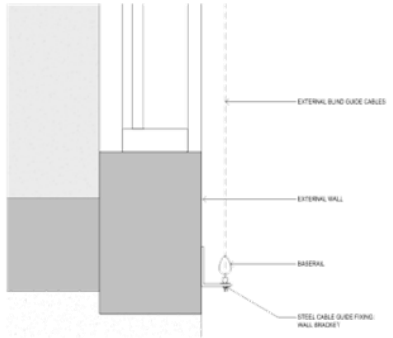
4 SYSTEM DETAIL - TOP FIX
1 : 5



5 SYSTEM DETAIL - CABLE GUIDE FIX
1 : 5



6 SYSTEM DETAIL - FACE FIX
1 : 5



7 SYSTEM DETAIL - WALL BRACKET
1 : 5

REVISED TOWN PLANNING (2)

One Design Office

Revision: REVISED TOWN PLANNING (2)
Date: 2022.09.15

NORTH

Address: 437 CHURCH STREET, RICHMOND VIC 3121
Client: KPSG

Drawing: SHADING DEVICE SECTIONS
Sheet No.: TP23
Rev.: -
Project No.: 21006
Scale: As indicated @ A1
Date: 2022.09.15
Drawn by: Author

Use figured dimensions in preference to scale. Verify dimensions at job before shop fabrication. Read drawing in conjunction with specification.

Attachment 9 - PLN22/0014 - 441 - 443 Church Street Richmond - Council Wind Consultant - Referral Response (advertised plans)

M E L
CONSULTANTS

(ACN 004 230 013)

22 CLEELAND ROAD
SOUTH OAKLEIGH VIC 3167
AUSTRALIA

Ref: 74-22-DE-REV-00

17 June 2022

City of Yarra
PO Box 168
Richmond VIC 3121

Attn: Gary O'Reilly

Dear Gary,

437 Church Street, Richmond
Review of Vipac Wind Impact Assessment
Vipac Document Numbers: 30N-21-0332-TNT-24503-1 (9 November 2021)

The review of the Vipac Wind Impact 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 40 years of desktop, wind tunnel, and full scale studies of environmental wind conditions in urban and sub-urban areas. No wind tunnel studies have been undertaken to support the review. Our comments are as follows:

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

- MEL Consultants have no issue with the Analysis Approach, Site Exposure, and Regional Wind Climate that have been used as the basis for the assessment. Vipac has clearly identified the process for the desktop assessment and this is consistent with the approach that MEL Consultants would take to prepare a desktop wind impact assessment. A clear description of the 437 Church Street,

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Attachment 9 - PLN22/0014 - 441 - 443 Church Street Richmond - Council Wind Consultant - Referral Response (advertised plans)

Richmond development has been provided along with reference drawings in the Appendix of the report. The drawings submitted to the City of Yarra are dated 14 April, 2022, but the drawings provided to Vipac are dated October, 2021. Vipac should review the submitted drawings and confirm if their assessment is still valid.

- The desktop assessment has identified the heights of the surrounding existing buildings. The desktop assessment has identified the heights of the existing surrounding buildings. It is noted that there are future developments at 441-443 Church Street (similar height) immediately to the south and 1 Little Lesney Street to the east.

- The pedestrian comfort criteria are the BADS/Standard D32 comfort criteria and MEL Consultants have no issue with these safety and comfort criteria. The recommended criteria for the immediate surroundings streetscapes would be walking comfort and the standing for the building entrances. The assessment clearly discusses the rationale for recommending the walking criterion for the terraces and there is no issue with this recommendation.

- MEL Consultants have no issue with the Vipac assessment of the walking comfort criterion in the surrounding streetscapes and standing comfort outside the recessed Church Street entrance.

- MEL Consultants have no issue with the Vipac assessment of the walking comfort on the Level 3 terrace. Vipac have suggested increasing the height of the balustrades (solid) and planters to 1.5m if the standing comfort criterion is desired. The City of Yarra will need to decide the acceptable target comfort criteria for these terraces.

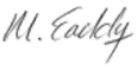
- Vipac have provide a render image in Figure 11 of their report that shows a vision for outdoor seating on the Church Street footpath. Vipac have recommended temporary 1.5m solid windscreens around the seating area to mitigate the wind conditions for sitting activities. MEL Consultants have no issue

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with this recommendation as we would suggest the same for retail outdoor seating areas,

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 have no issue with the have no issue with the Vipac wind impact assessment for the 437 Church Street Development. However, the drawings assessed by Vipac are dated October 2021 and the submitted drawings are dated 14 April, 2022. Vipac will need to review the submitted drawings and confirm their assessment is still valid. Furthermore, Vipac have made recommendations for wind mitigation for the ground level seating area and the Level 3 terraces if the sitting and standing comfort criteria are desired respectively. MEL Consultants have no issue with these recommendations.

Yours sincerely,



M. Eaddy
MEL Consultants Pty Ltd

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Attachment 10 - PLN22/0014 - 441 - 443 Church Street Richmond - Council Urban Design Consultant Referral Response (Advertised Plans)

Global South

Independent Urban Design Review

Proposed Mixed-Use Development, 437 (or 441-443) Church Street, Richmond (PLN22/0014)

Prepared by Simon McPherson, for Yarra City Council

12 August 2022

Attachment 10 - PLN22/0014 - 441 - 443 Church Street Richmond - Council Urban Design Consultant Referral Response (Advertised Plans)

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Attachment 10 - PLN22/0014 - 441 - 443 Church Street Richmond - Council Urban Design Consultant Referral Response (Advertised Plans)

1.0 Introduction

1.1 Process and involvement

I have been asked by Yarra City Council officers to prepare a report comprising urban design review and advice, regarding the proposed mixed-use development at 437 Church Street, Richmond.

In preparing this review, I have:

- Accessed and reviewed the advertised plans and documents, as follows:
  - Architectural plans: 437 Church Street, Richmond – Revised Town Planning dated 14/04/2022 (One Design Office);
  - Town Planning Report, dated May 2022 JHTP);
  - Urban Design Memo, dated 15/12/2021 (Hansen Partnership);
  - Sustainability Management Plan – Draft, Issue 2, dated 26 April 2022 (ECM Group).
- Reviewed the applicable provisions of the Yarra Planning Scheme relating to urban design as listed below;
- Visited the subject site/locality on 16 July 2022. The photographs in the report are my own, except where specified.

1.2 Property address clarification

I note that there is inconsistency in the address of this proposal across various documents, as follows:

- Council's web page for this Application refers to 441-443 Church Street;
- The same address (441-443 Church Street) refers to an adjoining site to the south of the current review site, which is subject to an application (also reviewed by me for Yarra City Council in 2020), and recent Notice of Decision;
- The Application Plans are titled 437 Church Street;
- The Town Planning Report is titled 431-435 Church Street;
- The Urban Design Memo refers to 437 Church Street;
- Google Maps identifies the site (containing Richmond Oysters) as 437 Church Street, and:
  - Identifies the site to the immediate south (Porcelain Bear lighting store) as 441-443 Church Street;
  - Identifies the site to the immediate north (Public House) as 433-435 Church Street;
- The DELWP Planning Property Report identifies the site as 441-443 Church Street, but this is combined with the adjoining property to the south (which explains why Council uses this address).

These properties are shown in the photograph below (Figure 1).

For this report, I refer to the review site as 437 Church Street, to differentiate it from the other application on the adjoining site to the south.

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Figure 01: The review site (red outline), identified as 437 Church Street (blue signage), viewed across Church Street looking north-east.

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1.3 Qualifications and experience to prepare this Review

1.3.1 Qualifications and registrations

My academic qualifications are as follows:

- **Executive Masters (MSc) in Cities (Distinction),** inaugural programme (September 2016 - completed February 2018), London School of Economics and Political Sciences (LSE Cities), UK;
- **Master of Science (MSc): Built Environment - Urban Design (Distinction),** The Bartlett School, University College London, 2005-06, UK;
- **Bachelor of Architecture (BArch) (First Class Honours),** The University of Melbourne, 1996-97;
- **Bachelor of Planning and Design (BPD) (Architecture)**, The University of Melbourne, 1992-94.

My professional registrations and memberships are as follows:

- **Registered Architect**, Architects Registration Board of Victoria: individual registration number 15838;
- **Member, VPELA** (Victorian Planning and Environmental Law Association).

I am engaged on the following professional organisations:

- Member, **Melbourne Design Review Panel** (City of Melbourne, 2021-);
- Member, **Victorian Design Review Panel** (OVGA, since 2016);
- Member, **Casey Design Excellence Panel** (City of Casey, 2022-);
- Member, **South Australian Design Review Panel** (ODASA, since 2011);
- Member, **Latrobe University Design Review Panel** (currently inactive);
- Member, **Research Advisory Group, PlaceLab,** RMIT University (2022-);
- Global Advisor, United Nations Global Compact – Cities Programme (discontinued);
- Member, Built Environment Task Force, Smart Cities Council – Australia/New Zealand (discontinued).

1.3.2 Experience

Professional experience

I hold over 15 years of dedicated professional experience in urban design, including:

- Urban Designer, Victorian State Government (2002-2007, including study leave);
- Director, SJB Urban (2007-2016);
- Director, Global South (2016-present).

I hold approximately 5 years of prior experience in architectural practice, in Australia and the UK.

Project experience

My urban design experience includes the following projects:

- Policy and guidelines:
  - Author/contributor, *Better Placed*, NSW Architecture and Urban Design Policy, Government Architect NSW (2016-17). Benchmark design policy, winner Australia Award for Urban Design 2017;
  - Contributor (State Government employee), Design Guidelines for Higher Density Residential Development, Activity Centre Design Guidelines;

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- Contributor, SA Medium-Density Design Guidelines;
- Lead consultant, Urban Design Guidelines, Bowden, SA (SJB Urban, 2015).

- Urban Design Advice:
  - Eden/Haven/Sanctuary on the River, Abbotsford, for HAMPTON (complete), (SJB Urban, 2010). High-density, mid-rise (9-11 storeys) permeable courtyard development, winner UDIA President's Award, High-Density Housing Award (National, Victoria), Masterplanned Development Award (Victoria);
  - Richmond Plaza redevelopment, for Coles (SJB Urban, 2014);
  - Grocon FCAD redevelopment, Footscray Station Precinct (SJB Urban, 2011).
- Independent reviews:
  - Regular independent reviews of permit applications, for Councils including Melbourne, Yarra, Port Phillip, Banyule, Brimbank, Manningham and Casey.
- Strategic plans, structure plans and Urban Design Frameworks:
  - Sunshine NEIC Urban Design Analysis and Framework Plans, for Brimbank City Council, in collaboration with Kinetica;
  - Footscray Built Form Review 2020, for Maribyrnong City Council;
  - Tarneit Major Town Centre: Economic Impact Assessment and Design Review 2018, for Wyndham City Council;
  - Oakleigh Activity Centre Transport Precinct: Design Review 2018, for Monash City Council;
  - 1160 Sayers Road, Tarneit, Structure Plan for Wyndham City Council (landowner) (SJB Urban 2014-15). Innovative, integrated plan for high-density, walkable precinct in greenfield setting;
  - Footscray Station Precinct Planning and Urban Design Framework (SJB Urban, 2008-09). Winner, PIA Transport Planning Award 2008;
  - Brighton Toyota Site UDF, for LEFTA Corporation;
  - Frankston Transit Interchange Precinct UDF and Master Plan, for DPCD (SJB Urban 2009-2012);
  - Wise Foundation 'Wellness Village' UDF, Mulgrave, for landowners (SJB Urban, 2015-16).
- Master Plans and Concept Designs
  - Sunshine Station Master Plan 2021, for Department of Transport, in collaboration with Development Victoria;
  - Revitalising Central Dandenong (Sites 11-15) Master Plan/Development Plan, for Capital Alliance and Development Victoria, 2021;
  - Caulfield Village Master Plan, for Beck Property / Probuild (SJB Urban, 2012);
  - Greensborough Activity Centre Concept Master Plan, for Banyule City Council (2017);
  - 433 Smith Street (Fitzroy Gasworks) Master Plan, for Places Victoria (SJB Urban, 2015);
  - Master Plan, Binks Ford Site and over-rail deck, Footscray, for Places Victoria (SJB Urban, 2012);
  - Caulfield-Dandenong corridor concept/feasibility studies, for VicTrack (SJB Urban, 2015).

Experience preparing expert evidence

I have presented evidence at VCAT and Planning Panels Victoria on numerous occasions.

2.0 Context

2.1 Strategic context

2.1.1 Location and Zoning

The subject land is located on the eastern side of Church Street, approximately 50m south of Swan Street, and approximately 10m from the northern edge of the railway corridor cutting which passes below Church Street.

The subject site is situated within the **Commercial 1 Zone (C1Z).** The purposes of this Zone include *to create vibrant mixed use commercial centres for retail, office, business, entertainment and community uses.*

2.1.2 Overlays

The site is not located in or adjoining a Heritage Overlay. Heritage Overlay HO335 affects properties across Church Street from the review site, and those fronting Swan Street to the north.

The site falls within the **Design and Development Overlay 5 (DDO5): City Link Exhaust Stack Environs.**

The site is also affected by **Design and Development Overlay 26 (DDO26): Swan Street Activity Centre – Precinct 2: Swan Street Retail Centre.**

Design and Development Overlay 26 (DDO26)

The DDO26 Design Objectives include:

- *To ensure development maintains the prominence of the heritage street wall and respects the architectural form and qualities of heritage buildings and the heritage streetscapes.*
- *To support a new mid-rise scale built form character with lower built form at the interfaces with streets and the adjoining low-rise residential areas that supports the fine grain, compact retail and entertainment focus of the precinct.*
- *To ensure development enhances the pedestrian experience through improved activation at ground floor and promoting a sense of enclosure and continuity in built form along Swan Street, Church Street, side streets and laneways.*
- *To ensure taller development on the south side of Swan Street, close to the railway line, is designed and spaced to contribute to a varied skyline and provides street walls that create a stronger sense of enclosure to the streets.*

Design requirements include:

- Design quality requirements:
  - *Development should achieve urban design and architectural excellence.*
  - *Development should be well spaced and sited to avoid visual bulk and provide equitable access to an outlook and good daylight.*
  - *Development should provide for street activation at ground levels.*
  - *Development should be designed to avoid repetitive stepped form at upper levels.*
  - *Upper level development should be designed to ensure buildings provide detail on all facades when viewed from all directions.*
  - *Frontages at ground floor should incorporate verandahs, consistent with the form and scale of adjoining verandahs, into the façade design.*

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The DDO26 sets the preferred building height as **24m.**

The preferred street wall height and setback provisions are as follows:

- Church Street – Type C:
  - Street wall height: **11m maximum;**
  - Street wall height: 8m minimum;
  - Street wall setback: 0m;
  - Upper-level setback: **6m minimum.**
- Little Lesney Street: Type G:
  - Street wall height: 14m maximum;
  - Street wall setback: 0m;
  - Upper-level setback: 3m minimum.

DDO26 states that *a permit should only be granted to construct a building or construct or carry out works, which exceeds the **preferred** building height... where all the following requirements are met to the satisfaction of the responsible authority:*

- *the building elements permitted by the proposed variation satisfies the general design objectives in Clause 1.0 of this schedule, the relevant design requirements specified in this schedule; and*
- *the proposal achieves each of the following:*
  - *greater building separation than the minimum requirement in this schedule;*
  - *excellence for environmentally sustainable design measured as a minimum BESS project score of 70%;*
  - *no additional overshadowing and overlooking to residentially zoned properties, beyond that which would be generated by a proposal that complies with the preferred building height.*

DDO26 also states that *a permit should not be granted to construct a building or construct or carry out works, which exceeds the relevant preferred maximum street wall height and/or reduces the relevant preferred minimum setback requirements specified in this schedule unless the following are met, to the satisfaction of the responsible authority:*

- *The built form outcome that results from the proposed variation satisfies the design objectives in Clause 1.0 of this schedule;*
- *The built form outcome that results from the proposed variation satisfies the relevant design requirements specified in this schedule; and*
- *The street wall at ground floor level is designed to allow floor to floor ceiling heights suitable to accommodate commercial activity.*

Projections such as balconies, building services and architectural features must not intrude into a setback.

2.1.3 Planning Policy Framework

The following clauses are applicable to the subject site and proposal. Relevant content from these clauses is raised below in the context of my assessment of the proposal.

Clause 15 Built Environment discusses Urban Design objectives and strategies:

- **15.01-1S Urban Design** provides strategies for safe, healthy, functional and enjoyable urban environments. Strategies include:
  - *Require development to respond to its **context in terms of character, cultural identity**, natural features, surrounding landscape and climate.*

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- *Ensure development **contributes to community and cultural life** by improving the quality of living and working environments, facilitating accessibility and providing for inclusiveness.*
- *Ensure development **supports public realm amenity and safe access** to walking and cycling environments and public transport.*
- *Ensure that the design and location of **publicly accessible private spaces**, including car parking areas, forecourts and walkways, is of a high standard, creates a safe environment for users and enables easy and efficient use.*
- *Ensure that development provides **landscaping** that supports the amenity, attractiveness and safety of the public realm.*

- **15.01-2S Building design** guides buildings which contribute positively to context and enhance the public realm, including responding to the strategic and cultural context of the location.
- **15.01-4R Healthy neighbourhoods - Metropolitan Melbourne** seeks to create a city of 20-minute neighbourhoods;
- **15.01-5S Neighbourhood character** seeks to ensure development responds to its context and reinforces a sense of place and the valued features and characteristics of the local environment and place, including by emphasising the heritage values and built form that reflect community identity.
- **15.02-1S Energy and resource efficiency** promotes consolidation of urban development and integration of land use and transport.

Clause 17 Economic Development states that planning is to provide for a strong and innovative economy.

- **17.02-1S Business** seeks *to encourage development that meets the community's needs for retail, entertainment, office and other commercial services*. Strategies include:
  - *Ensure commercial facilities are aggregated and provide net community benefit in relation to their viability, accessibility and efficient use of infrastructure.*
  - *Locate commercial facilities in existing or planned activity centres.*

2.1.4 Local Planning Policy Framework

Yarra's Local Planning Policy Framework includes the following clauses applicable to the subject site and proposal. I have not exhaustively reproduced every policy below.

Clause 21.03 Vision includes a Strategic Framework Plan for Yarra, which locates the Swan Street Major Activity Centre. This policy states that *Yarra will have a distinctive identity as a low-rise urban form, with areas of higher development and highly valued landmarks,* and that *all new development will demonstrate design excellence.*

Clause 21.04-3 Industry, office and commercial seeks to *increase the number and diversity of local employment opportunities.*

Clause 21.05-2 Urban Design includes the following objectives and strategies:

- *To ensure that new development contributes positively to Yarra's urban fabric.*
- *Reflect the fine grain of the subdivision pattern in building design where this is part of the original character of the area.*
- *To enhance the built form character of Yarra's activity centres.*
- *Require development within Yarra's activity centres to respect and not dominate existing built form.*
- *Support new development that contributes to the consolidation and viability of existing activity centres.*

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This Clause (at **Strategy 17.2**) states that *development on strategic redevelopment sites or within activity centres should generally be no more than 5-6 storeys unless it can be demonstrated that the proposal can achieve specific benefits such as*:

- *Significant upper level setbacks*
- *Architectural design excellence*
- *Best practice environmental sustainability objectives in design and construction*
- *High quality restoration and adaptive re-use of heritage buildings*
- *Positive contribution to the enhancement of the public domain*
- *Provision of affordable housing.*

Clause 21.05-4 Public environment states that new development must add positively to Yarra's overall character and help create a safe and engaging public environment where pedestrian activity and interaction are encouraged. It seeks to ensure that buildings have a human scale at street level.

Clause 21.08-2 Neighbourhoods – Burnley, Cremorne, South Richmond identifies that *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.*

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. The Swan Street major activity centre lies along the northern boundary of this neighbourhood. Within this major activity centre there are three recognisable precincts:

The Swan Street west precinct (including the subject site) *incorporates the core retail area of Swan Street and includes East Richmond Station. Swan Street, unlike the other major activity centres within Yarra, has a smaller pool of non-local visitors, reflecting its stronger orientation towards servicing the needs of local residents.*

Clause 22.03 Landmarks and Tall Structures identifies key valued landmarks, which the MSS seeks to retain (and maintains view lines to), for their contribution to the identity of the city. This policy seeks to:

- *Protect views to the silhouette and profile of Yarra's valued landmarks to ensure they remain as the principal built form reference.*
- *Ensure the profile and silhouette of new tall structures adds to the interest of Yarra's urban form and skyline.*

Clause 22.03-4 Landmarks Design Response states that *new buildings within the vicinity of the following landmarks should be designed to ensure the landmarks remain as the principal built reference*. These include the Ball Tower of Dimmeys, Swan Street (approximately 280m west of the review site), and the Spire of St Ignatius Cathedral, Church Street (approximately 490m north of the review site).

Clause 22.07 Development abutting laneways seeks to:

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

Clause 22.10 Built Form and Design Policy seeks to:

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

This Clause then provides extensive guidance for urban design outcomes.

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2.2 Built form context

2.2.1 Site location and local context

The review site is rectangular in shape, measuring approximately 9.14m wide and 36.5m deep, with its narrow end fronting Church Street to the west, and the rear interfacing to Little Lesney Street to the east.

The site is well-located for local access and public transport, including East Richmond Station very nearby, and trams along Church Street and Swan Street.

Church Street is approximately 20m wide, and Little Lesney Street to the rear is approximately 4.5m wide.

The subject site is occupied by a single-storey commercial building, which is built to all site boundaries.

The site's interfaces are as follows:

- **North:** 3-storey renovated brick building, built to boundaries, containing a tavern;
- **East:** Little Lesney Street, which is predominantly a rear service lane, but incorporates some outdoor courtyard dining close to Swan Street, at the rear of Swan Street premises.
- **West:** Church Street, comprising a row of 2-storey heritage buildings, within Heritage Overlay HO335 (Swan Street Precinct), including highly ornate buildings at the interface to the railway line opposite the subject site, and at the corner of Church and Swan Street.
- **South:** 2-storey brick commercial building which interfaces to the railway corridor/cutting below Church Street, with a pedestrian walkway along the southern boundary in between, connecting from Church Street to Little Lesney Street.



Figure 02: Review site (single-story, blue signage) in Church Street context, looking south-east.



Figure 03: Review site (single-story, blue signage) in Church Street context, looking north-east.

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Figure 04: Review site, viewed from across Church Street.



Figure 05: Church Street bridge over the rail corridor, looking north towards the review site.



Figure 06: Heritage pub building, corner Church Street and Swan Street Church Street, 35m north of the review site.



Figure 07: Church Street built form opposite the subject site, looking south from Swan Street towards East Richmond Station.



Figure 08: Recent development at 459-471 Church Street (6-10 storeys), east side, south of the rail corridor.



Figure 09: Recent development at 510 Church Street, west side, south of the rail corridor.

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Figure 10: Little Lesney Street, looking south from across Swan Street.



Figure 11: Rear of the review site (single-storey brick building) at Little Lesney Street, looking north.

2.2.2 Surrounding built form and character

The local context contains a wide diversity of built form types and characteristics, reflecting an area in transition, reinforced by significant recent development activity.

Both Church Street and Swan Street are busy, bustling thoroughfares, with pedestrians, cars, trucks, cyclists and trams sharing the relatively narrow roadways. The railway cutting is a prominent feature of this part of Church Street.

Church Street in this section between the railway corridor and Swan Street has a distinct low-scale character, but with some moderately higher forms on the eastern side, above pre-existing buildings. Swan Street similarly has a low-scale, fine grain streetscape character.

Several new and under-construction buildings are visible along Church Street south of the rail corridor.



Figure 12: Church Street, looking north from the intersection with Swan Street.



Figure 13: Church street (west side) looking south from near the subject site.

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Figure 14: Swan Street, north side, looking east from Little Lesney Street.



Figure 15: Swan Street looking west from near Church street (in foreground), towards Dimmey's Ball Tower and redevelopment (centre) and Southbank towers in the distance.

2.2.3 Recent redevelopment activity

Richmond is undergoing substantial redevelopment, including within the Swan Street and Church Street activity centres. Recent developments at 459-471 Church Street and 20-26 Brighton Street (6-10 storeys, 90m south of the review site) and 510 Church Street (10 storeys, 90m south of the review site) indicate an emerging built form context on Church Street.

The Town Planning Report states that a Notice of Decision was recently granted for the adjoining proposal at 441-443 Church Street (adjoining the rail corridor), for a 7-storey office building (10.6m street wall height, 26.2m overall height).

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2.3 The proposal

2.3.1 Outline

The proposed development involves full demolition of the existing building on the site, and replacement with an infill commercial office building, with café, occupying the full extent of the elongated site, with narrow street frontage.

2.3.2 Land use distribution

The proposed development comprises an 8-level building as follows:

- Basement:
  - Car parking (stacker);
  - Services;
  - Common area;
- Ground Floor:
  - Retail (restaurant) tenancy fronting Church Street;
  - Foyer/common area with bike storage, with access from Church Street;
  - Car parking (stacker), accessed from Little Lesney Street;
  - Services.
- Levels 1-2 Office space;
- Level 3: Office space, balconies
- Levels 4-7: Office space;
- Roof: Solar PVs.

2.3.3 Heights

The proposed development extends to 8 levels. The overall heights are:

- Street wall (Church Street): 11.46m (12.06m to top of edge planter, which is set back approx. 0.6m)
- Parapet level (roof level): 28.26m
- Rooftop plant screen: 29.71m;

The typical office floors are 3.35m in height (floor to floor), while Ground Floor is 4.66m in height (floor to floor).

2.3.4 Setbacks

The proposed street frontage setbacks are as follows:

- Ground Floor to Level 2: full site coverage (no setbacks);
- Levels 3-6: 5.0m setback to façade columns; 5.6m to glass line;
- Level 7: 8.0m setback to façade columns; 8.6m to glass line;

The proposed rear lane setbacks are as follows:

- Ground Floor to Level 2: full site coverage (no setbacks);
- Levels 3-7: 3.0m.

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3.0 Review of the proposed development

3.1 Is the built form siting appropriate?

3.1.1 Guidance

DDO26 requires 0m street wall setbacks to both Church Street and Little Lesney Street.

Clause 15.01-1S Urban Design *requires development to respond to its context in terms of character, cultural identity*, and seeks to *ensure development supports public realm amenity and safe access to walking and cycling environments and public transport.*

Clause 15.01-2S Building design guides buildings which *contribute positively to context and enhance the public realm.*

Clause 15.01-5S Neighbourhood character seeks to *ensure development responds to its context and reinforces a sense of place and the valued features and characteristics of the local environment and place.*

Clause 21.05-2 Urban Design seeks to *ensure that new development contributes positively to Yarra's urban fabric*, and *reflects the fine grain of the subdivision pattern in building design where this is part of the original character of the area.*

Clause 21.05-4 Public environment states that *new development must add positively to Yarra's overall character and help create a safe and engaging public environment where pedestrian activity and interaction are encouraged.*

Clause 22.10 Built Form and Design Policy seeks to:

- *Ensure that new development makes a positive contribution to the streetscape through high standards in architecture and urban design.*
- *Design buildings to increase the safety, convenience, attractiveness, inclusiveness, accessibility and 'walkability' of the City's streets and public spaces.*
- *Create a positive interface between the private domain and public spaces.*

3.1.2 Assessment

The proposed development occupies the full extent of the site at the lower levels, with zero (0m) setbacks at both street frontages, as required by DDO26.

The built form context strongly indicates and supports built form extending to front and side boundaries, resulting in consistent zero (0m) setback street walls and continuous built form conditions along streetscapes, and providing the conditions for active edges to the public realm (discussed below).

The infill nature of this site and proposal also supports full site coverage.

The 0m street frontage aligns with adjacent buildings and supports a continuous street frontage condition, and defines the public realm edge, as is appropriate in an activity centre context.

I therefore consider the proposed siting to be appropriate.

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3.2 Is the land use mix appropriate?

3.2.1 Office space

Commercial office space is appropriate in a Major Activity Centre, and is supported by strategic policy, providing for business activity and employment in close proximity to transport, facilities and services, and other employment activities.

Increasing commercial space is being developed in nearby Cremorne, and along Church Street south of the railway corridor, which is in the Commercial 2 Zone (where residential is not permitted), so the proposed development will provide additional commercial space within both the Church Street corridor and the Swan Street activity centre context.

The locality is therefore appropriate for development with a focus on commercial spaces.

3.2.2 Restaurant tenancy

The Ground Floor restaurant tenancy is an appropriate use at the street interface, and will support an activated frontage and passive surveillance of the streetscape, and a public interface to the development.

I therefore consider the proposed land uses to be appropriate and responsive to the location and context.

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3.3 Is the built form height and massing appropriate?

3.3.1 Guidance

DDO26 provides specific provisions for buildings height, street walls heights and building setbacks, as noted above. The proposed development responds to the DDO26 provisions as follows:

DDO26 provisions	Proposal
Height: 24m preferred maximum (discretionary)	**Height:** 28.26m (parapet)
Front street wall: 8m-11m (discretionary)	**Front street wall:** 11.46m
Front upper level setback: 6m minimum	**Front upper level setback:** 5.0m
Rear street wall: 14m preferred maximum	**Rear street wall:** 12.15m
Rear upper level setback: 3m minimum	**Rear upper level setback:** 3m

The proposed form therefore exceeds the preferred building height by 4.26m, exceeds the front street wall height by 0.46m, and provides a front upper-level setback 1.0m less than preferred.

3.3.2 Assessment: Building height

DDO26 provides parameters for developments which seek to exceed the preferred heights, as set out above. The proposed development is assessed against these below.

Design objectives

This assessment considers whether the additional building height satisfies the DDO26 general design objectives:

To ensure development maintains the prominence of the heritage street wall and respects the architectural form and qualities of heritage buildings and the heritage streetscapes.

The review site is not in a heritage streetscape or adjoining heritage buildings. However, its street wall and setback to upper levels provides a distinct lower-height street frontage., which is responsive to the height of heritage buildings on the corner of Swan Street to the north, and opposite on Church Street, as shown below.

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Figure 16: The review site in Church Street context, with indication of the proposed street wall height relative to the heritage corner building.



Figure 17: Frontal perspective (excerpt from drawing TP-Z-01), showing proposed street wall height

To ensure development, on the south side of Swan Street, maintains the Dimmeys Tower as the prominent landmark in the streetscape when viewed from the northern footpath of Swan Street east of the rail bridge and west of Church Street.

This objective is not directly applicable because the review site is not on Swan Street. The proposal is not expected to affect views to the Dimmeys Tower.

To support a new mid-rise scale built form character with lower built form at the interfaces with streets and the adjoining low-rise residential areas that supports the fine grain, compact retail and entertainment focus of the precinct.

The proposal does reflect a mid-rise scale, and presents lower built form interfaces to both adjoining streets. Its narrow site and frontage allows the proposal to reinforce the fine-grain, compact streetscape character.

To ensure development enhances the pedestrian experience through improved activation at ground floor and promoting a sense of enclosure and continuity in built form along Swan Street, Church Street, side streets and laneways.

The proposed restaurant use at Ground Floor is expected to increase activation during daytimes and evenings ,while the adjacent office entry will also support activation and people movements.

The full side coverage and zero (0m) front setbacks supports continuous built form.

In promoting a sense of enclosure, the proposed development's height of approximately 28m, relative to the 20m width of Church Street and incorporating the 5m upper-level setback, generates a street width-to-height ratio of approximately **1:0.9** (so slightly wider/more open than 1:1. A ratio of 1:1 is considered appropriate for urban streets, because it balances a sense of enclosure with openness to sky.

To ensure taller development on the south side of Swan Street, close to the railway line, is designed and spaced to contribute to a varied skyline and provides street walls that create a stronger sense of enclosure to the streets.

I understand that this objective primarily affects areas under DDO26 along the south side of Swan Street which support heights of 28m and 34m (discretionary). The review proposal is an infill development rather than one which should be spaced from other skyline forms.

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However, the proposed street wall and overall form does provide a stronger sense of enclosure in the streetscape, as shown above.

Other parameters:

Greater building separation than the minimum requirement in this schedule

DDO26 specifies separation of 6m (3m setbacks form common boundaries) for commercial buildings up to 28m in height. However the review site is only approximately 9.1m wide, so it is not feasible to provide building separation, and building up to the side boundaries is an appropriate response.

Excellence for environmentally sustainable design measured as a minimum BESS project score of 70%

The report states that the proposal has been assessed to achieve a BESS Score of 70%, reflecting 'best practice'.

No additional overshadowing and overlooking to residentially zoned properties, beyond that which would be generated by a proposal that complies with the preferred building height.

The review site is not close to any residentially zoned properties.

Overshadowing

DDO26 states that *a permit should not be granted to construct a building or construct or carry out works that would overshadow... any part of the opposite footpath of Church Street... between 10 am and 2 pm at 22nd September, unless the overshadowing would not unreasonably prejudice the amenity of the public space.*

The shadow diagrams (from drawing TP-S-01) show that at 10am, the shadow to Church Street is well clear of the opposite footpath, and continues to move towards the east across the day. Therefore this requirement is met.

From this analysis, the proposal meets the DDO26 parameters for exceeding the preferred maximum building height.

These parameters to do not specify an extent of allowable extra height. The proposed height is approximately 4m above the preferred height (approximately one floor level). The building scale is reduced by a further setback to the uppermost level to the Church Street frontage, which significantly reduces its visibility in the streetscape (see renders at drawings TP-Z-02 and 03). The main parapet height is approximately aligned with the 'expressed' parapet of the approved adjoining development to the south.

3.3.3 Assessment of height in streetscape context and potential for future higher form

Context

It is also relevant to consider the proposed height in the potential future streetscape context, and how this part of Church Street may 'evolve'; through potential future development on neighbouring sites to the north. The proposal adjoins an approved development to the south, of 7 storeys and 26.2m in height, and so is approximately 2.0m higher than that development (at 8 storeys).

Under DDO26, the existing Swan Hotel site at the corner of Church Street and Swan Street (35m north of the review site) is subject to a mandatory maximum height of 18m (and in

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Heritage Overlay HO335). This control includes the existing single-storey pavilion form at the southern part of this site (425 Swan Street).

In between the review site and the mandatory height control, three (3) potential redevelopment sites exist:

- Public House, 433-435 Swan Street, which has been recently developed with upper-level dining spaces, up to three storeys;
- 429 Swan Street, an approximately 6m wide site containing a single-storey retail building;
- 427 Swan Street, an approximately 10.5m wide site containing a double-storey retail building, adjoining the heritage pub / 18m mandatory control.

The opposite side of Church Street between Swan Street and the rail corridor is subject to the mandatory 18m height control under DDO26.

Higher building forms exist to the south along Church Street, as outlined above.

Discussion

In this context, future development on neighbouring sites to the north would reasonably be required to mediate between the approved (or future existing) heights of 26-28m at the southern end of this part of the streetscape, and the mandatory height control of 18m to the north, as well as respond to the mandatory 18m heights across Church Street, and respond to the discretionary 24m height control under DDO26.

DDO26 clearly contemplates higher forms south of the Swan Street frontage, but does not suggest increasing heights closer to Swan Street, or a grading down towards the rail corridor, for example.

In this context, I do not see any urban design rationale to propose increasing heights (above that of the review proposal) on neighbouring sites to the north, towards Swan Street. I consider that there are contextual and policy drivers that guide generally consistent scale along this section of Church Street, with limited potential to exceed to preferred 24m height provision under DDO26.

I therefore do not see significant risk of incrementally increasing heights, or 'stepping up' of built form on neighbouring sites to the north, supported by the proposed height on the review site.

Assessment

Having considered the streetscape and context potential (and the above assessment against DDO26), I do not consider that a reduction of height on the review site is warranted in relation to its current and future streetscape context.

I therefore consider the proposed height to be acceptable.

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3.3.4 Assessment: Front street wall height

DDO26 provides parameters for developments which seek to exceed the preferred street wall heights or provide lesser upper-level setbacks, as set out above. The proposed development is assessed against these below.

- *The built form outcome that results from the proposed variation satisfies the design objectives in Clause 1.0 of this schedule;*
- *The built form outcome that results from the proposed variation satisfies the relevant design requirements specified in this schedule; and*
- *The street wall at ground floor level is designed to allow floor to floor ceiling heights suitable to accommodate commercial activity.*

Design Objectives

The limited exceedance of the preferred maximum street wall height does not affect the proposed development's achievement of the DDO26 Design Objectives (assessed above).

Design requirements

My assessment of the proposal against the design quality requirements (listed above) is as follows:

- I assess the architectural design expression below and while **design excellence** is difficult to ascertain, I consider the design quality to be acceptable and appropriate.
- The massing does not create unreasonable **visual bulk** in this context and location.
- The proposal does provide for ground level **activation** to Church Street.
- It does not present a **repetitive stepped form**.
- The facades are relatively simple and refined, but do present **detailed consideration** to both street frontages.
- The Ground Floor Church street frontage incorporates a **verandah/canopy**, which appears to generally align with existing canopies in this streetscape (see render, drawing TP-Z-03).

Ground floor heights to accommodate commercial activity

The proposed Ground Floor height of 4.66m (floor-to-floor) is sufficient to accommodate commercial activity.

The adjoining building to the north effectively builds up to four storeys at the street frontage. The proposed street wall is only marginally exceeds the preferred maximum street wall height, and I consider this acceptable in the streetscape.

The proposed 5m upper-level setback to Church Street supports clear differentiation between the street wall and upper forms, and is aligned with the setback of the adjoining approved building to the south.

The rear street wall height and upper-level setback to Little Lesney Street are compliant with DDO26 requirements.

I therefore consider that the building massing is acceptable.

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3.4 Are the public realm interfaces / frontages appropriate?

3.4.1 Interface to Church Street

Ground Floor frontage

The proposed Ground Level frontage to Church Street comprises a full-height glazed interface to the street, in clear glass, for the central portion of approximately 3.3m in width. This outcome supports visual interaction and passive surveillance of the public realm.

The expressed façade 'blade' columns in the street wall extend to ground at the outsides of the restaurant tenancy, but those in between do not, and the Ground Floor glazing and services cupboards (discussed below) do not extend the established spacing or façade 'rhythm'.

The Ground Floor glazing is set-in by 0.6m from the front boundary, allowing for a swing door opening outwards. The office entry door is set-in by 1.8m.

I consider that this frontage requires further design resolution to enhance its integration with the street wall façade above, and to enhance activation potential and improve internal amenity for the restaurant.

Recommendation 1:

Review and refine the Ground Floor frontage to Church Street, including:

- Bring the glass line to the boundary, unless there is a strong technical/services reason for the set-in;
- Extend the street wall column blades down to ground level, to provide increased depth and relief in the frontage, and better integrate the ground floor with levels above;
- Ensure Ground Floor glazing modules and other elements are aligned and integrated with the modulation of the levels above;
- Consider sliding glass or inward-opening glass door(s) to the restaurant frontage;
- Arrange Ground Floor services (including frontage cupboards, mail, FIP etc.) to create a more consistent and ordered internal space. Currently the restaurant space is quite fragmented.

Services

To each side of this glazing, services cupboards are clad in metal horizontal louvres. These substantially reduce the glazed portion of the restaurant frontage. The fire booster cupboard alone is 2.1m wide and the gas meter cupboard is 1.1m wide, within a 9.1m total frontage width, so combined the occupy 35% of the frontage). They are of different widths, creating so are not fully integrated in the façade.

I recognise that building services are sometimes necessary at the street frontage. However, there may be opportunity to more effectively integrate these cupboards to reduce their visual presence in the Ground Floor frontage.

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Recommendation 2:

Review the position and size of services cupboards at the Church Street frontage, including consideration of:

- Potential relocation to the rear street frontage (I understand fire boosters are likely to be required at the main street frontage);
- Potential reduction in size/width of the cupboards;
- Potential consolidation n into one enclosure/panel at the northern side, to provide continuous glazing for the remainder of the frontage;
- Potential balancing of the cupboard panel widths in the frontage for better integration.

Some contemporary buildings are integrating services, including fire boosters, as exposed infrastructure within the façade, rather than a large cupboard. This may also be a potential consideration for the review site.

The office lobby entrance could potentially be used as a 'concealment space' affecting public realm safety, being relatively deep and narrow.

Recommendation 3:

Consider reducing the set-in of the lobby entrance to approximately 1m.

If the fire booster cupboard can be relocated or modified, provide glazing at the corner between the restaurant tenancy and the recessed lobby entry, to allow visibility across this corner, and making the lobby entry space feel more open to the public realm.

Canopy

A canopy (in solid material) extends over the footpath above Ground Floor to a depth of approximately 2.86m (edge set back 0.75m from the kerb line). It spans three of the four façade 'bays' (for the restaurant frontage) but does not cover the office/lobby entrance. It angles upwards towards the roadway.

The canopy has expressed articulation/joints which align with the façade columns, which is supported.

Recommendation 4:

Extend the canopy to cover the lobby entrance, potentially with a different depth or profile, if differentiation of this less public entrance is required, to provide more continuous weather protection.

3.4.2 Interface to Little Lesney Street

The rear interface is fully dedicated to vehicle access and services at Ground Floor, but I consider this acceptable given the rear service lane context. Windows at Level 1 and above provide passive surveillance opportunities to Little Lesney Street.

3.4.3 Upper level windows

The upper levels provide extensive, full-height glazing in clear glass to both street frontages, which supports visual permeability, and will provide further passive surveillance opportunities for the adjacent public realm (although restricted by the canopy over the footpath).

This aspect is supported.

3.5 Is the architectural expression appropriate?

3.5.1 Façade design

The proposed development comprises a relatively simple, restrained design of evenly spaced vertical 'blade' columns, with concave horizontal spandrel panels which divide the floor levels.

These panels have greater width in the street wall, contributing to a more solid expression, with narrower profiles in the upper levels for a more open, visually lighter appearance in the façade.

The street wall is in 'concrete look façade' (sand colour) (material CF01), while the upper-level columns and concave floor edges are in 'concrete look façade' (grey colour) (material CF03). This supports subtle differentiation between the street wall and upper levels, while the neutral tones correspond to the overall restrained design approach.

3.5.2 Side boundary walls

The southern boundary wall would be largely concealed by the approved adjoining development.

The northern boundary wall extends up to 8-storeys, or approximately 4.5 storeys (including rooftop plant screen) above the adjoining pub building. Therefore if will be visible in the Church Street environment, as the render shows at drawing TP-Z-03.

This wall is proposed to be constructed in 'textured concrete look (grey)'. The plans and renders indicate a vertical ribbed texture, with horizontal joints at each floor level.

I consider that the side facades warrant further design consideration to provide increased articulation, visual interest and integration with the street facades.

Recommendation 5:

Review the side wall facades to provide increased articulation and visual interest, potentiall including:

- Expressed 'double line' joints at each floor level, to align with the expressed floor edges in the street facades (rather than a single line joint at each floor level);
- Differentiated or smooth section of wall panel at the ends, to correspond with the street façade set-ins to the glazing;
- Vertical breaks in the façade, such as at the spacing of four front facade bays (approx. 9m spacing).

3.5.3 Solar control

I note that the blade columns and recessed glazing may provide for solar control/shading to glass to the east and west. This should be demonstrated and optimised as part of the ESD strategy.

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4.0 Conclusion

The proposed development at 437 (or 441-443) Church Street responds to the strategic directions for the Major Activity Centre location, for mid-rise, mixed-use development which respects and responds to the streetscape conditions.

It would provide increased employment space in this growing commercial setting, and would enhance the street frontage activation.

While I have made several recommendations for further design refinement of the Ground Floor street frontage/configuration and side boundary wall articulation, I otherwise consider this proposal to be supportable from an urban design perspective.

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Attachment 11 - PLN22/0014 - 441 - 443 Church Street Richmond - Internal Council Unit Referral Responses (Advertised Plans)

Urban Design
Formal Referral Response

Application Information	
Referral Officer	Gary O'Reilly
Officer	Lucy Stratton
Council Reference	PLN22/0014
Address	441-443 Church St, Richmond VIC 3121
Proposal	Construction of a multi storey (8-storey) building for the use as a food and drinks premises (restaurant) and office (no permit required for the uses) and a reduction in the statutory car parking requirement.
Comments Sought	D22/145282 - IREF22/00876 - Internal Referral Formal Request

Comment Summary

Public Realm Interface

- The subject site is afforded two frontages, Church Street to the west and Little Lesney to the east. Vehicular access is via Little Lesney Street to the rear, with primary pedestrian access from the primary frontage.
- The rear supports secondary pedestrian entrance to waste, services and bicycle storage. Additional information should be provided to demonstrate adequate signage and lighting provisions are considered to demonstrate suitable wayfinding and improved sense of safety to Little Lesney Street, especially after hours.
- The proposal is setback 600mm from the Church Street property boundary. The setback is not deep enough to accommodate service cupboard or entry door swings.
- An awning is proposed to the Church Street frontage is setback 750mm from the kerb and finished in aluminium cladding (sand) in keeping with the façade. It is recommended that the depth of the awning be reduced to accommodate a street tree central to the site (between the retail entrance and fire booster). Refer to the depth of the adjacent approved development at 441-443 Church Street (PLN19/0377).
- The applicant is requested to provide a developer contribution of $763 to cover the cost of a footpath tree. The tree species to be indicated on the drawing is Acer x freemanii 'Autumn Blaze' (Hybrid Red Maple). It is Council's preference that tree sourcing, planting and 24 months establishment maintenance will be carried out by Council's tree planting contractor on completion of building works. Please inform Council when plans are approved to ensure trees are placed on order for planting at the appropriate time.

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Streetscape and Capital Works

- There are no known planned / approved capital works around the site being led by the Urban Design Team. The Swan Street Streetscape Masterplan identifies the opportunity to turn Little Lesney Street into a pedestrian priority area, with one way traffic.
- There are several redevelopment sites in the vicinity that interface with Little Lesney Street. A coordinated approach to streetscape improvements to enhance the safety and amenity of connections to Swan Street, Church Street and Brighton Street is required.

Urban Designer: Lucy Stratton

Date: 1 July 2022

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Development Engineering Formal Referral Response

Application Information	
Referral Officer	Gary O'Reilly
Officer	Mark Pisani
Council Reference	IREF22/00870
Address	441-443 Church Street, Richmond
Application No.	PLN22/0014
Proposal	Referral - Internal – Development Engineering
Comments Sought	Eight Storey Office Building

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
One Design Office	TP04 *Proposed Basement* TP05 *Proposed Ground* TP06 *Proposed Level 01* TP15 *Proposed Elevations* TP18 *Proposed Sections* TP19 *Proposed Sections* TP-A *Development Summary*	A A A A A A A	14 April 2022 14 April2022 14 April 2022 14 April 2022 14 April 2022 14 April 2022 14 April 2022
WSP	Traffic Engineering Assessment Report	D	29 March 2022

CAR PARKING PROVISION

Proposed Development

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

Proposed Use	Quantity/ Size	Statutory Parking Rate*	No. of Spaces Required	No. of Spaces Allocated
Office	1,502 m²	3.0 spaces per 100 m² of net floor area	45	8
Food and Drink	80 m²	3.5 spaces per 100 m² of leasable floor area	2	2
		Total	**47 spaces**	**10 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 Office Use	The office would be providing an on-site car parking provision of 0.53 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: ▪ 60-88 Cremorne Street, Cremorne – 0.72 spaces/100 m² ▪ 51 Langridge Street, Collingwood – 0.54 spaces/100m² ▪ 2-16 Northumberland Street, Collingwood – 0.89 spaces/100m² Although slightly lower than the rates listed above, the proposed office parking rate of 0.53 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 the Food and Drink Use	The proposed food and drink use would be providing two on-site parking spaces. Typically, food and drink premises would have a staff parking demand of 1.0 space per 100 square metres of floor area. The proposed parking provision of two spaces is adequate.

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 – 70 metre walk ▪ Swan Street trams – 90 metre walk ▪ East Richmond railway station – 20 metre walk
Multi-purpose Trips within the Area	Customers and clients to the development could combine their visit by engaging in other activities or business whilst in the area.
Convenience of Pedestrian and Cyclist Access	The site is very well positioned in terms of pedestrian access to public transport nodes, businesses and other 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:

Consideration	Details
Availability of Car Parking	The demand for 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. The high parking demand in the surrounding streets would be a disincentive for employees to drive.
Relevant Local Policy or Incorporated Document	The proposed development is considered to be in line with the objectives contained in Council's *Strategic Transport Statement*. The site is ideally located with regard to sustainable transport alternatives and the reduced provision of on-site car parking would potentially discourage private motor vehicle ownership and use.
The Future Growth and Development of an Activity Centre	*Practice Note 22 – Using the Car Parking Provisions* indicates that car parking should be considered on a centre-basis rather than on a site/individual basis. This is applicable to activity centres, such as the Church Street and Swan Street retail precincts, 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 parking for the office and retail uses 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 WSP is as follows:

Proposed Use	Adopted Traffic Generation Rate	AM Peak Hour	PM Peak Hour
Staff (all uses)	1.0 trip per space in each peak hour	10 trips	10 trips

The volume of traffic generated by the development is low and it is agreed that the traffic operation of Little Lesney Street would not be adversely affected by traffic to and from the site.

DEVELOPMENT LAYOUT DESIGN

Layout Design Assessment

Item	Assessment
Access Arrangements	
Development Entrance	The development entrance has a width of 6.05 metres and satisfies *Design standard 1 – Accessways* of Clause 52.06-9.
Visibility	Pedestrian sight triangles are not applicable in this instance.
Headroom Clearance	The headroom clearance at the development entrance is 4.05 metres, which satisfies the Australian/New Zealand Standard AS/NZS 2890.1:2004.
Mechanical Parking	
Car Stacker Device	The development would be provided with a tandem-type shuffle car stacker – the Trendvario 6300/6300+ combination. Each stacker platform has a useable platform width of 2.6 metres and a length of 5.5 metres, which can comfortably accommodate a B85 design vehicle.
Vehicle Clearance Heights.	The car stacker device can accommodate at least 25% of car stacker spaces with vehicle clearance heights of no less than 1.8 metres, as required by *Design standard 4: Mechanical parking*.
Gradients	
Ramp Grade for the first 5.0 metres inside the Property	Not applicable in this instance.

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Ramp Grades and Changes of Grade	Not applicable in this instance.
Swept Path Assessment	
Submitted Swept Path Diagrams	The swept path assessment does not show the eastern alignment (title boundary) of Little Lesney Street. According to title, the north-south aligned section of Little Lesney Street has a nominal width of 4.57 metres. It is acknowledged that the aerial photo imagery used in the swept path assessment does not project directly above Little Lesney Street. It is important that each swept path diagram shows the western and eastern title boundaries of Little Lesney Street. The swept path diagram PS124143 SK008 Rev2 shows an entering B85 design vehicle slightly encroaching into the land of 1 Little Lesney Street and traversing over the existing bollard. The eastern alignment of Little Lesney Street can be seen on the aerial photo (please see extract of swept path diagram). Traversing on another private property in order to access the subject site is prohibited.
Other Items	
Canopy – Church Street Frontage	The proposed canopy is set back 750 mm from the east kerb of Church Street and has a headroom clearance of 3.36 metres, which satisfy the *Building Regulations* 2018.
Loading Arrangements	There is an existing on-street public Loading Zone that could be utilised by delivery vehicles to the site, which is located on the east side of Church Street, south of the subject site. There is no objection to the use of this Loading Zone to service the site.
Vehicle Ground Clearance	The applicant has nominated a finished floor level at ground level at the eastern boundary of the site. The development access must ensure that vehicles can enter and exit the property via Little Lesney Street without scraping or bottoming. The finished floor level at the edge of the development entrance (at the property line), must be set 40 mm higher than the existing edge of Little Lesney Street – Council infrastructure requirement.

Engineering Advice for Design Items to be Addressed by the Applicant

Item	Details
Swept Path Assessment	The swept path diagrams are to be resubmitted, accurately showing the boundaries of the Little Lesney Street road reserve. No vehicles are to traverse on other private property.
Vehicle Ground Clearance	The applicant is to prepare a cross sectional drawing of the development entrance and Little Lesney Street. The ground clearance for a B99 design vehicle entering and exiting the development via Little Lesney Street. Spot levels would need to be obtained from site at the following locations: ▪ The west edge of Little Lesney Street ▪ The invert ▪ The east edge of Little Lesney Street

	The cross sectional drawing is to be fully dimensioned, with levels at three decimal places. As indicated earlier, the finished floor level at the edge of the development entrance (at the property line), must be set 40 mm higher than the existing edge of Little Lesney Street.

ENGINEERING CONDITIONS

Road Asset Protection

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

Impact of Assets on Proposed Development

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

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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.

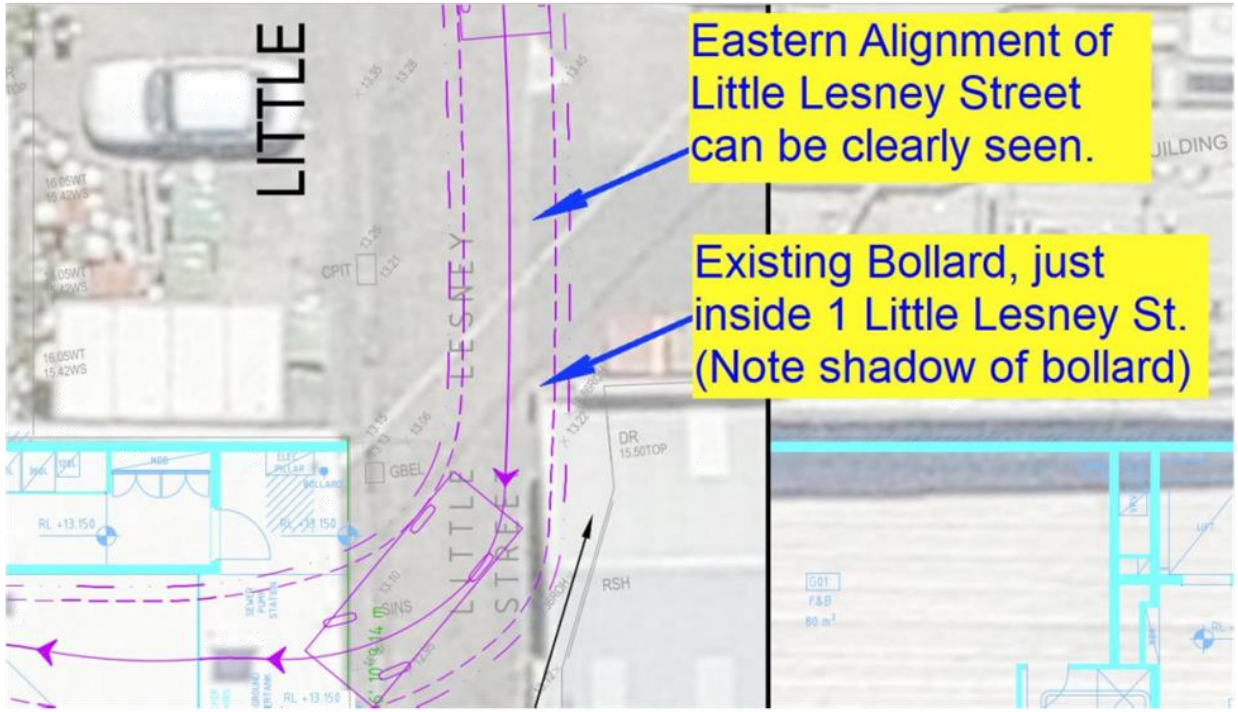
Engineer: Mark Pisani

Signature: 

Date: 11 July 2022

Development Engineering Formal Referral Response

VEHICLE TURNING MOVEMENTS INTO SUBJECT SITE VIA LITTLE LESNEY STREET



Attachment 11 - PLN22/0014 - 441 - 443 Church Street Richmond - Internal Council Unit Referral Responses (Advertised Plans)

Civil Works
Formal Referral Response

9

Application Information	
Referral Officer	Gary O'Reilly
Officer	Atha Athanasi
Council Reference	PLN22/0014
Address	441-443 Church St, Richmond VIC 3121
Proposal	Construction of a multi storey (8-storey) building for the use as a food and drinks premises (restaurant) and office (no permit required for the uses) and a reduction in the statutory car parking requirement
Comments Sought	Statutory Planning Referral memo: D22/145268

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 waste management plan for 437 (441-443) Church Street, Richmond authored by WSP and dated 9/11/21 is satisfactory from a City Works Branch's perspective.

Officer: Atha Athanasi

Signature: Atha Athanasi

Date:30/06/2022

Attachment 11 - PLN22/0014 - 441 - 443 Church Street Richmond - Internal Council Unit Referral Responses (Advertised Plans)

Strategic Transport Formal Referral Response

Application Information	
Referral Officer	MALLISP
Officer	PlnUSERID
Council Reference	PLN22/0014
Address	441-443 Church St, Richmond VIC 3121
Proposal	Construction of a multi storey (8-storey) building for the use as a food and drinks premises (restaurant) and office (no permit required for the uses) and a reduction in the statutory car parking requirement
Comments Sought	This is the link to the Statutory Planning Referral memo: D22/160502 - IREF22/00875 - Internal Referral Response - Strategic Transport

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

General comments

To note: this application is of a generally high standard from a Strategic Transport perspective. Many of the elements contained would be a good model for others to follow.

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)	1,502 sqm	1 employee space to each 300 sqm of net floor area if the net floor area exceeds 1000 sqm	5 employee spaces	15
		1visitor space to each 1000 sqm of net floor area if the net floor area exceeds 1000 sqm	2 visitor spaces.	
Retail premises (other than specified in this table)	80 sqm	1 employee space to each 300 sqm of leasable floor area	0 employee spaces	3
		1visitor space to each 500 sqm of leasable floor area	0 visitor spaces.	
		1visitor space to each 50 sqm of net floor area	0 visitor spaces.	
Bicycle Parking Spaces Total			**5 employee spaces**	**15 employee spaces**
			2 visitor spaces	**3 visitor spaces**
Showers / Change rooms		1 to the first 5 employee spaces and 1 to each additional 10 employee spaces	**1 showers / change rooms**	**7 showers / change rooms**

The development provides a total of 10 additional employee spaces and 5 additional visitor spaces above the requirements of the Scheme.

1

Adequacy of visitor spaces

3 spaces are noted as visitor bicycle parking spaces.

The provision of the visitor spaces is adequate given:

- 3 spaces exceeds the statutory requirement of visitor spaces
- Other visitor bicycle parking opportunities are available on Church Street.
- The provision of horizontal bicycle parking satisfies the requirement of AS 2890.3.

Adequacy of employee spaces

Number of spaces

The proposal includes a surplus of 10 employee spaces above the requirements of the planning scheme which meets Council's BESS and is acceptable, and 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 and resident spaces are adequately located and designed for the following reasons:

- Resident/employee bicycle parking is provided at Ground level. This is the preferred design solution and is a good inclusion.
- The number of showers and lockers exceeds statutory and BESS requirements.

However, the following points should be addressed:

- No spaces are 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.
- Clarification is needed on bicycle access routes into the bicycle parking area. Dimensions of all doors and accessways are required to assess their suitability and compliance with Australian Standard AS2890.3.

Electric vehicles / share cars / other relevant topics?

Council's BESS guidelines encourage the use of fuel efficient and electric vehicles (EV).

Whilst it is acceptable no electric car charging points are installed during construction, to allow for easy future provision for electric vehicle charging, all car parking areas should be

electrically wired to be 'EV ready'. A minimum 40A single phase electrical sub circuit should be installed to these areas for this purpose.

In addition, at least one electric bicycle charging point should be provided adjacent to one of the horizontal bicycle parking spaces to allow for current demand.

Green Travel Plan

The application includes a Green Travel Plan (GTP). The GTP does not adequately address some items, and should be modified to include the following:

- Security arrangements for bicycle parking and showers/lockers
- Proposed access arrangements for bicycle parking
- Reference to electric bicycle charging and where this space (or spaces) is/are located

This information is required to be shown in the GTP before it can be approved.

Yarra's key bicycle corridors

The site is located adjacent to a key bicycle corridor.

Church Street and Swan Street are designated Strategic Cycling Corridors. Other local bicycle routes, such as Balmain Street and Lennox Street, are also in close proximity to the site.

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 related to Strategic Transport.

Recommendations

The following should be shown on the plans before endorsement:

1. All employee spaces to be located within a secure facility in compliance with Clause 52.34-3 & Australian Standard AS2890.3
2. The inclusion of at least one (1) electric bicycle charging facility adjacent to at least one horizontal bicycle parking space

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

Principal Strategic Transport Planner (Strategic Transport Unit): MALLISP

1

Attachment 11 - PLN22/0014 - 441 - 443 Church Street Richmond - Internal Council Unit Referral Responses (Advertised Plans)

Signature: 

Date: 04/07/2022

1

Attachment 11 - PLN22/0014 - 441 - 443 Church Street Richmond - Internal Council Unit Referral Responses (Advertised Plans)

ESD Formal Referral Response

Application Information	
Referral Officer	Gary O'Reilly
Officer	Gavin Ashley
Council Reference	PLN22/0014
Address	441-443 Church St, Richmond VIC 3121
Proposal	Construction of a multi storey (8-storey) building for the use as a food and drinks premises (restaurant) and office (no permit required for the uses) and a reduction in the statutory car parking requirement
Comments Sought	Click here to view the link to the Statutory Planning Referral memo: **D22/145279**

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:

- Please review and assess SMP.

In assessing this application, the following documents were reviewed:

- Architectural Plans prepared by One Design Office (Rev A – 14.04.2022)
- Sustainability Management Plan prepared by ECM Group (V2 – 26.04.2022)
- JV3 report prepared by ECM Group (Rev 0 – 14.04.2022)
- Green Travel Plan prepared WSP (Rev B – 26.11.2021)
- Waste Management Plan prepared by WSP (09.11.2021)

Comments

The standard of the submitted ESD does not meet Council's Environmental Sustainable Design (ESD) standards.

(1) Applicant ESD Commitments

- The proposal achieves an overall BESS report score of 70% (SMP, p. 6).
- All-electric building design with no fossil fuel [claimed as BESS innovation] (SMP, p. 24).
- Exceed the NCC 2019 compliance level of building energy efficiency performance by minimum 20% (SMP, p. 4).
- 20kW Solar PV System on the roof of the development (SMP, p. 4).
- External Adjustable shading on east and west façade and operable windows on each level and each façade to ensure natural ventilation (SMP, p. 5).
- Specifications around low VOC, formaldehyde, and best-practice PVC with ceiling fans for each office space (SMP, p. 5).
- A STORM report has been provided that relies on 250 sqm of rooftop catchment area connected to a 7,000-litre rainwater tank used for toilet flushing (SMP, p. 13).
- EV charging infrastructure, showers in each office level + lockers on each office level (4 per level) (SMP, p. 5).
- Head Contractor shall develop project specific Construction Waste Management Plan, and dedicated bins for onsite food waste management (SMP, p. 5).

(2) Application ESD Deficiencies

- As the BESS credit (for thermal performance Rating, Non-residential) is responding to building fabric, the wording within the SMP will have to be amended accordingly.

(3) Outstanding Information

- Amend elevation plans to indicate extent of operable glazing.
- Clarify provision of high-quality views for building occupants.
- Provide cross-sections of various shading elements to support claim.
- Clarify which ventilation strategy is proposed for the basement car park – and amend elevations/plans to indicate permeable garage door (if naturally ventilated)
- While the SMP indicates 67x 300W panels, the rooftop plans show 50x 400w panels. Amend SMP and plans accordingly to align and include an annotation on rooftop plans that states total system size of 20kW.
- Clarify reason for diesel exhausts and amend SMP and plans accordingly.
- Provide calculations / other confirmation to confirm that post-development stormwater flows will not exceed pre-development levels.
- Amend ground floor plans with an annotation to confirm rainwater and OSD tank sizes.
- Remove ambiguity around commitment and confirm provision (Ecological panel is strongly recommended). Also suggest using recycled materials (e.g. bricks) and other products with post-consumer content (e.g. bulk insulation).
- It is strongly recommended that portland cement reduction (30% is a standard benchmark). Clarify strategy to reduced embodied carbon.
- Remove language such as 'wherever possible' and commit to a firm %.Amend plans with an annotation to confirm provision.

- Amend to include strategy around electric vehicle charging.
- Provided a statement as to how the development has responded to urban heat (consider increased vegetation and light external finishes).
- Clarify purpose / provision of diesel exhaust as per comments above in 'energy' section.
- Confirm that building systems will commissioned as per manufacturers request and implement a tuning period.
- Clarify that head contractor will be ISO 14001 accredited.

(4) ESD Improvement Opportunities

- Consider diverting remaining 83 sqm of impervious service to raingardens before discharge.
- Consider materials and construction methods to assist with disassembly and adaptive reuse.
- As above, strongly recommend assisting with urban heat reduction (e.g. vegetation shades high mass elements such as concrete reducing their ability to emit het back into the urban areas).

ESD Officer: ASHLEYG

Signature: Gavin Ashley

Date: 04.07.2022

Attachment 11 - PLN22/0014 - 441 - 443 Church Street Richmond - Internal Council Unit Referral Responses (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 11 - PLN22/0014 - 441 - 443 Church Street Richmond - Internal Council Unit Referral Responses (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. 1,000m^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	All offices will have access to openable windows on east and west façade. This will allow for crossflows ventilation and access to natural ventilation (SMP, p. 14).	Amend elevation plans to indicate extent of operable glazing.	3
Daylight & Solar Access	Hand drawn daylight modelling indicates that 38% of the floor area will achieve a DF>2.0 (SMP, p. 32).	Satisfactory.	1
External Views	No information has been provided.	Clarify provision of high-quality views for building occupants.	3
Hazardous Materials and VOC	All paints, adhesives and sealants and flooring will have low VOC content – with 50% of paint specified to have maximum TVOC of 5g/L. In addition all engineered wood products will have 'low' formaldehyde emissions, certified as E0 or better. (SMP, p. 14).	Satisfactory.	1
Thermal Comfort	Mixed-mode ventilation, shading, ceiling fans and external 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	The SMP claims a (min) 20% improvement on NCC2019 (SMP, p. 4).	See comments below.	-
Thermal Performance	The SMP claims (min) 20% improvement, while the BESS report indicates a 27% reduction against an NCC reference case – however the JV3 only shows a 3.3% improvement in building fabric (not including rooftop solar).	As the BESS credit (for thermal performance Rating, Non-residential) is responding to building fabric, the wording within the SMP will have to be amended accordingly.	2
Greenhouse Gas Emissions	A total reduction of 26% (when rooftop solar included) (SMP, p. 36).	Satisfactory	1
Hot Water System	Central electric heat pump system. This system will improve by energy efficiency well over 10% compared to a traditional electric system (SMP, p. 12).	Satisfactory.	1
Peak Energy Demand	10% reduction in peak cooling load claimed in the BESS report (SMP, p. 36).	Satisfactory.	1
Effective Shading	External Adjustable shading on east and west façade (SMP, p. 5).	Provide cross-sections of various shading elements to support claim.	3
Efficient HVAC system	Heating & Cooling system efficiency: within 1 Star of the best available in the market or COP/EER 85% or better than most efficient equivalent capacity unit available (if no star rating is available) (SMP, p. 12).	Satisfactory.	1
Car Park Ventilation	The SMP states that the car park will have CO monitors or	Clarify which ventilation strategy is proposed for the basement	3

	'alternatively..naturally ventilated' (SMP, p. 11).	car park – and amend elevations/plans to indicate permeable garage door (if naturally ventilated).	
Efficient Lighting	The maximum illumination power density (W/m2) in the shop will meet the NCC 2019 requirements by the use of LED (SMP, p. 11).	Satisfactory.	1
Electricity Generation	A 20kW solar photovoltaic system will be installed on the roof of the development – which will generate up to 19% of the buildings energy needs (SMP, p. 37).	While the SMP indicates 67x 300W panels, the rooftop plans show 50x 400w panels. Amend SMP and plans accordingly to align and include an annotation on rooftop plans that states total system size of 20kW.	3
Other	While the SMP claims an 'all-electric' building, the plans show a series of 'diesel exhausts' on each level.	Clarify reason for diesel exhausts and amend SMP and plans accordingly.	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: 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 (4-star WELS showers and toilets, 5-star WELS dishwashers and 6-star WELS taps) (SMP, p. 33).	Satisfactory.	1
Water for Toilet Flushing	The roof catchment area (as described above) will be diverted to 7,000L rainwater tanks for toilets flushing (SMP, p. 27).	Satisfactory.	1
Water Meter	Each tenancy will be separately metered for potable water and energy (SMP, p. 20).	Satisfactory.	1
Landscape Irrigation	Use of water or irrigation will not be required after an initial period when plants are getting established. If irrigation is required, it will be connected to rainwater tanks (SMP, p. 13).	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 has been provided that relies on 250 sqm of rooftop catchment area connected to a 7,000-litre rainwater tank used for toilet flushing (SMP, p. 13).	Satisfactory. Consider diverting remaining 83 sqm of impervious service to raingardens before discharge.	1 / 4
Discharge to sewer	No information has been provided.	Provide calculations / other confirmation to confirm that post-development stormwater flows will not exceed pre-development levels.	3
Stormwater Diversion	A rooftop catchment of 250 sqm is proposed to divert stormwater to the rainwater tank (SMP, p. 13).	Satisfactory.	1
Stormwater Detention	A 7,000-litre rainwater tank is proposed, under the ground floor slab along with an OSD tank (TP05).	Amend ground floor plans with an annotation to confirm rainwater and OSD tank sizes.	3
Stormwater Treatment	No indication of other treatment beyond rainwater tank.	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: 4. Stormwater Management
Melbourne Water STORM calculator www.storm.melbournewater.com.au

Attachment 11 - PLN22/0014 - 441 - 443 Church Street Richmond - Internal Council Unit Referral Responses (Advertised Plans)

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	Under joinery, Ecological panel has been listed as 'will be investigated' which is created from 100% post-consumer content (SMP, p. 22).	Remove ambiguity around commitment and confirm provision (Ecological panel is strongly recommended). Also suggest using recycled materials (e.g. bricks) and other products with post-consumer content (e.g. bulk insulation).	3
Embodied Energy of Concrete and Steel	No information has been provided regarding concrete. Steel to be sourced 'wherever possible' from a Responsible Steel Maker.	It is strongly recommended that portland cement reduction (30% is a standard benchmark). Clarify strategy to reduced embodied carbon. Remove language such as 'wherever possible' and commit to a firm %.	3
Sustainable Timber	All timber used in the development will be Forest Stewardship Council (FSC) or Program for the Endorsement of Forest Certification (PEFC) certified, or recycled / reused (SMP, p. 22).	Satisfactory.	1
Design for Disassembly	No information has been provided.	Consider materials and construction methods to assist with disassembly and adaptive reuse.	4
PVC	All PVC products for cables, pipes and flooring will meet the Best Practice Manufacturing Guidelines (certified ISO14001) (SMP, p. 22).	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: 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	10 car parking spaces provided in the basement via car-stackers (GTP, p. 5).	Satisfactory.	1
Bike Parking Spaces	18 bicycle parking spaces located on the ground floor for employees, with end of trip facilities provided throughout each office tenancy (GTP, p. 5).	Satisfactory.	1
End of Trip Facilities	Showers and lockers provided on each office level.	Satisfactory.	1
Car Share Facilities	Car share locations outlined in the GTP (p. 14).	Satisfactory.	1
Electric vehicle charging	A minimum of 1x EV charging 'power point' provided (SMP, p. 5).	Amend plans with an annotation to confirm provision.	3
Green Travel Plan	A Green Travel Plan has been provided.	Amend to include strategy around electric vehicle charging.	3

* **Council Assessment Ratings:**

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

References and useful information:

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

7. Waste Management

Objectives:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
Construction Waste Management	Appointed Head Contractor will develop a project specific Construction Waste Management Plan, with a (min) 80% construction waste target (SMP, p. 20).	Satisfactory.	1
Operational Waste Management	An operational Waste Management Plan has been provided, with waste storage provided on the ground floor (TP05).	Satisfactory.	1
Storage Spaces for Recycling and Green Waste	Recycling commingled, glass (for café), cardboard and organics provided for in the WMP and storage area (WMP, p. 1).	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	Site previously developed.	Satisfactory.	1
Maintaining / Enhancing Ecological Value	The BESS report indicates that 17sqm (5%) of the site is covered in vegetated planter boxes.	Consider increasing this level of vegetation, particularly at lower levels (vertical greening) to assist with biodiversity and urban heat). Provide a landscape plan with planting schedule, soil depths and volumes and maintenance information.	4
Heat Island Effect	No information has been provided.	Provided a statement as to how the development has responded to urban heat (consider increased vegetation and light external finishes).	3 / 4
Green wall, roofs, facades	No green walls roofs provided.	As above, strongly recommend assisting with urban heat reduction (e.g. vegetation shades high mass elements such as concrete reducing their ability to emit het back into the urban areas).	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*
Ultra-low VOC paints (1 credit)	50% of paint specified in building have a maximum TVOC content of 5g/L (SMP, p. 24).	Satisfactory.	1
All-electric (2 credits)	2 points for innovation has been claimed in BESS for not having any fossil fuel used on site (SMP, p. 24)	Clarify purpose / provision of diesel exhaust as per comments above in 'energy' section.	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: 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 that building systems will commissioned as per manufacturers request and implement a tuning period.	3
Building Users Guide	A building users guide will be provided (SMP, p. 32).	Satisfactory.	1
Contractor has Valid ISO14001 Accreditation	No information has been provided.	Clarify that head contractor will be ISO 14001 accredited.	3
Construction Management Plan	Appointed Head Contractor will develop a project specific Construction Waste Management Plan (SMP, p. 20).	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: 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 11 - PLN22/0014 - 441 - 443 Church Street Richmond - Internal Council Unit Referral Responses (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 12 - PLN22/0014 - 441 - 443 Church Street Richmond - Internal Council Unit Referral Responses (Sketch plans and revised reports)

Development Engineering Formal Referral Response

Application Information	
Referral Officer	Madeleine Moloney
Officer	Mark Pisani
Council Reference	IREF22/00870
Address	441-443 Church Street, Richmond
Application No.	PLN22/0014
Proposal	Referral - Internal – Development Engineering
Comments Sought	Addressing previous engineering comments

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
WSP	Traffic Engineering Assessment Report	E	13 October 2022
City of Yarra	Engineering referral comments		11 July 2022

Attachment 12 - PLN22/0014 - 441 - 443 Church Street Richmond - Internal Council Unit Referral Responses (Sketch plans and revised reports)

Updated Traffic Report

Item	Details
Amended Plans	
Swept Path Assessment	The revised swept paths of a B85 design vehicle entering and exiting the car stacker platforms via Little Lesney Street are considered satisfactory. Vehicle swept paths do not encroach into the adjoining private properties. The swept path diagrams for a B99 design vehicle and a 6.35 metre long waste collection vehicle negotiating the ninety-degree bend in Little Lesney Street are also considered satisfactory.
Vehicle Ground Clearance	There is no objection to the preparation of the ground clearance check by way of permit condition. WSP indicated in their report that the development entrance would generally have a 40 mm lip above the edge of Little Lesney Street, except for an isolated spot where it is 25 mm. An isolated point where the lip is 25 mm above the edge of Little Lesney Street is considered acceptable as this would not be detrimental to the intent of having a lip at the entrance*.

* The intent of the 40 mm lip at the edge of Little Lesney Street is to allow for slight level adjustments in Little Lesney Street in the event that Council needs to reconstruct the road pavement or undertake reinstatement/maintenance works. The lip also has a secondary function in keeping rainfall runoff from backwashing into the property during a storm event.

The revised *Proposed Ground* plan (Drawing No. TP05 Revision B dated 15 September 2022) is considered satisfactory from a traffic engineering perspective.

Engineer: Mark Pisani

Signature: 

Date: 21 October 2022

Attachment 12 - PLN22/0014 - 441 - 443 Church Street Richmond - Internal Council Unit Referral Responses (Sketch plans and revised reports)

Strategic Transport Formal Referral Response

Application Information	
Referral Officer	USERID
Officer	Philip Mallis
Council Reference	PLN22/0014
Address	441-443 Church St, Richmond VIC 3121
Proposal	Construction of a multi storey (8-storey) building for the use as a food and drinks premises (restaurant) and office (no permit required for the uses) and a reduction in the statutory car parking requirement
Comments Sought	This is the link to the Statutory Planning Referral memo: D22/272607 - IREF22/00875 - 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

Responses to previous comments

Original referral comments	Are revised documents acceptable?	Comments
All employee spaces to be located within a secure facility in compliance with Clause 52.34-3 & Australian Standard AS2890.3	Yes	
The inclusion of at least one (1) electric bicycle charging facility adjacent to at least one horizontal bicycle parking space	Yes	
Include security arrangements for bicycle parking and showers/lockers in Green Travel Plan.	Yes	
Include proposed access arrangements for bicycle parking	Yes	
Include reference to electric bicycle charging and where this space (or spaces) is/are located	Yes	

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)	1,502 sqm	1 employee space to each 300 sqm of net floor area if the net floor area exceeds 1000 sqm	5 employee spaces	15 employee 3 visitor
		1visitor space to each 1000 sqm of net floor area if the net floor area exceeds 1000 sqm	2 visitor spaces.	

1

Restaurant	79 sqm	1 employee space to each 100 sqm of floor area available to the public	1 employee spaces	
		2 plus 1 visitor space to each 200 sqm of floor area available to the public if the floor area exceeds 400 sqm	2 visitor space	
Bicycle Parking Spaces Total			**6 resident / employee spaces**	**15 resident / employee spaces**
			4 visitor spaces	**3 visitor spaces**
Showers / Change rooms		1 to the first 5 employee spaces and 1 to each additional 10 employee spaces	**1 showers / change rooms**	**7 showers / change rooms**

The development provides a total of 9 additional resident/employee spaces above and 1 less visitor space below the requirements of the Scheme. This is considered acceptable given the public bicycle parking opportunities located in the vicinity.

Principal Strategic Transport Planner (Strategic Transport Unit): Philip Mallis

Signature: 

Date: 19/10/2022

1

Attachment 12 - PLN22/0014 - 441 - 443 Church Street Richmond - Internal Council Unit Referral Responses (Sketch plans and revised reports)

ESD Formal Referral Response

Application Information	
Referral Officer	Madeleine Moloney
Officer	Gavin Ashley
Council Reference	PLN22/0014
Address	441-443 Church St, Richmond, VIC 3121
Proposal	Construction of a multi storey (8-storey) building for the use as a food and drinks premises (restaurant) and office (no permit required for the uses) and a reduction in the statutory car parking requirement
Comments Sought	Click here to view the link to the Statutory Planning Referral memo: **D22/263831**

Attachment 12 - PLN22/0014 - 441 - 443 Church Street Richmond - Internal Council Unit Referral Responses (Sketch plans and revised reports)

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:

- SMP responding to previous comments and shading diagrams.
- In particular, please confirm if the external shading treatments are satisfactory; what, if any items from the original referral have been satisfactorily addressed; and if remaining items are potentially able to be dealt with through permit conditions.

In assessing this application, the following documents were reviewed:

- [previous] ESD referral comments provided by the City of Yarra (04.07.2022)
- [amended] SMP prepared by ECM Group (V3 – 27.09.2022)
- [amended] Architectural Plans prepared by One Design Office (Rev B – 15.09.2022)

Comments

The standard of the submitted ESD does not meet Council's Environmentally Sustainable Design (ESD) standards.

Hello Madeleine,

I have reviewed the amended documentation against previous ESD advice provided by Council (04.07.2022) for the above property, with an assessment provided below (in **bold**):

Previous ESD advice highlighted the following:

As the BESS credit (for thermal performance Rating, Non-residential) is responding to building fabric, the wording within the SMP will have to be amended accordingly.

- **Pending** – While the proposed design and documentation indicates a 14% reduction in heating and cooling requirements as a result of the building fabric, the BESS credit indicates a 27% reduction (claiming 50% of the credit). Even when including the reduction from solar (which isn't the intent of the credit), the total savings are approximately 21%.
- **Action** – Amend BESS credit in line with JV3 results (e.g. >10% reduction = 37.5% of credit).

Amend elevation plans to indicate extent of operable glazing.

- **Satisfactory** – Amended elevations and cross-sections provided to highlight the design and extent of external shading, which is provided in the form of a external blind on guide cables (TP23).

Clarify provision of high-quality views for building occupants.

- **Satisfactory** – The SMP includes calculations that indicate that 63% of the floor area delivers quality external views (using the Green Star method) (SMP, p. 33-34).

Provide cross-sections of various shading elements to support claim.

- **Satisfactory** – As above.

Clarify which ventilation strategy is proposed for the basement car park – and amend elevations/plans to indicate permeable garage door (if naturally ventilated)

- **Satisfactory** – The SMP and plans clarify that garage is to be naturally ventilated with dark mesh garage door (TP15).

While the SMP indicates 67x 300W panels, the rooftop plans show 50x 400w panels. Amend SMP and plans accordingly to align and include an annotation on rooftop plans that states total system size of 20kW.

- **Pending** – While the SMP has been updated to reflect the rooftop plans (50x 400w), the plans have not been revised with an annotation to confirm (min) total system size (E.g. 20kw).
- **Action** – Amend rooftop plan with annotation to confirm (min) 20kW system size.

Clarify reason for diesel exhausts and amend SMP and plans accordingly.

- **Satisfactory** – The SMP specifies that code compliance requires a diesel fire pump riser to operate in fire mode (SMP, p. 24).

Provide calculations / other confirmation to confirm that post-development stormwater flows will not exceed pre-development levels.

- **Pending** – While the SMP states this as an objective of the stormwater strategy, no details or other information have been provided as requested.
- **Action** – Provide calculations or other information to confirm that post-development stormwater flows will not exceed pre-development levels.

Amend ground floor plans with an annotation to confirm rainwater and OSD tank sizes.

- **Pending –** No amended ground floor plans provided.
- **Action** – Provide amended ground floor plans with annotations to confirm rainwater and OSD tank sizes.

Remove ambiguity around commitment and confirm provision (Ecological panel is strongly recommended). Also suggest using recycled materials (e.g. bricks) and other products with post-consumer content (e.g. bulk insulation).

- **Pending** – The SMP (particularly the materials section) includes phrases such as 'wherever possible' and 'will be investigated'.
- **Action** – Remove ambiguous language and replace with firm commitments (E.g. percentages by cost or weight).

It is strongly recommended that portland cement reduction (30% is a standard benchmark). Clarify strategy to reduced embodied carbon.

- **Pending** – No information has been provided.
- **Action** – Clarify approach to sustainable use of concrete, noting that 30% reduction is a standard benchmark within the construction industry.

Remove language such as 'wherever possible' and commit to a firm %.Amend plans with an annotation to confirm provision.

- **Pending** – As above.

Amend to include strategy around electric vehicle charging.

- **Pending** – While the SMP has been amended to include a single EV charging point in the car park, no revised plans have been provided to indicate.
- **Action** – Provide amended ground floor plans which indicate location of EV charging (symbol and/or annotation).

Provided a statement as to how the development has responded to urban heat (consider increased vegetation and light external finishes).

- **Pending** – No information has been provided.
- **Action** – Provide a statement as to how the development has responded to urban heat (consider increased vegetation and light external finishes).

Clarify purpose / provision of diesel exhaust as per comments above in 'energy' section.

- **Satisfactory** – As above.

Confirm that building systems will commissioned as per manufacturers request and implement a tuning period.

- **Satisfactory** – The SMP confirms this (SMP, p. 21).

Clarify that head contractor will be ISO 14001 accredited

- **Satisfactory** – The SMP confirms this (SMP, p. 21).

Recommendations

The applicant is required to respond to the items listed as 'pending' – however these can be included as permit conditions to be addressed within an updated SMP, with amendments to floor plans to be included within the condition 1 requests accordingly.

ESD Officer: ASHLLEYG

Signature: Gavin Ashley

Date: 11.10.2022

6.2 PLN21/0860 - 243-245 Gertrude Street and 95-97 Smith Street, Fitzroy

Report Summary

Purpose

1. This report provides an assessment for an increase in hours to the existing General Liquor License from 1am to 3am on Fridays, Saturdays, Good Friday, ANZAC Day and Public Holiday eves.

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; and
   (d) Clause 34.01 – Commercial 1 Zone

Key Issues

3. The key issues for Council in considering the proposal relate to:
   (a) Sale and consumption of liquor on-premises; and
   (b) Off-site amenity impacts.

Submissions Received

4. Eighteen objections were received to the application, these can be summarised as:
   (a) Noise (impacts to nearby residents through patron noise, amplified music within an open space, leaving the rear doors open);
   (b) Acoustic report – not taking measurements from nearest residential property.
   (c) Anti-social behaviour (loitering of patrons after hours, potential criminal activity, vomiting/urinating on the street and increased litter including empty bottles and drug packets on the street and intoxicated persons on the street screaming);
   (d) Victoria Government freeze on granting new licences after 1am.
   (e) More rubbish due to lack of rubbish store area and unsanitary conditions;
   (f) Proximity of residential zone;
   (g) Subject site is not within a core entertainment precinct or major activity centre;
   (h) Setting of a precedent and late night extend venues outside of the Major Activity Centre (Smith Street);
   (i) Increased deliveries blocking road access,
   (j) Car parking issues exacerbated (car coming and going, opening and closing of doors);
   (k) Part of the subject site is occupied by laneways where the ownership is disputed and improper use of the laneways by the venue preventing access by other properties who benefit.

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) Submission of an updated acoustic report with the incorporation of Council's Acoustic Advisor incorporated, including:

      (i) Restricting background music levels to set levels via the installation of a noise limiter device.

      (ii) Submission of pre and post commencement acoustic reports to ensure background music levels are met.

      (iii) Compliance with the relevant EPA noise protocol.

   (b) Requirement for substantial food servings to be available at all times when liquor is sold or consumed on the premises.

CONTACT OFFICER: **Gary O'Reilly**
TITLE: **Senior Statutory Planner**
TEL: **9205 5040**

6.2 PLN21/0860 - 243-245 Gertrude Street and 95-97 Smith Street, Fitzroy

Reference	D22/292635
Author	Gary O'Reilly - Senior Statutory Planner
Authoriser	Co-Ordinator Statutory Planning

Ward:	Langridge
Proposal:	Increase the hours of sale and consumption of liquor to the existing General Liquor License from 1am to 3am on Fridays, Saturdays, Good Friday, ANZAC Day and Public Holiday Eve's.
Existing use:	Licenced premises (General Liquor Licence)
Applicant:	Sam Silva
Zoning / Overlays:	Commercial 1 Zone Design and Development Overlay (Schedule 30) Development Contributions Plan Overlay Heritage Overlay
Date of Application:	20 November 2021
Application Number:	PLN21/0860

Planning History

Nos. 243-245 Gertrude St Fitzroy

1. Planning Permit No. PL10/0682 was issued on 6 September 2010 for *"buildings and works including the replacement of facade windows with operable glazing, including partial demolition".*

Nos. 95-97 Smith Street, Fitzroy

2. Planning Permit No. PL04/0658 was issued on 20 October 2004 for a *"waiver of the carparking requirements associated with a thirty (30) seat café".*
3. Planning Permit No. PL04/0893 was issued on 20 October 2004 for *"building and works to install an exhaust system in association with a food and drinks premises (including part demolition)."*
4. Planning Permit No. PL06/0658 was issued on 24 October 2006 for the *"use of the land as a tavern (bar), including on-premises liquor license and reduction in car parking requirements."*
5. Planning Permit No. PLN11/0651 was issued on 13 January 2012 for a *"car parking dispensation associated with the as-of-right use of part of the site as an office".*

Liquor Licence History

6. The subject site currently operates under an existing General Liquor Licence No. 31921178. This licence permits the following:
   (a) *Maximum of 156 patrons;*
   (b) *Hours for consumption on the licenced premises:*

(i)	*Sunday:*	*Between 10am and 1am the following morning*
(ii)	*Good Friday & ANZAC Day;*	*Between 10am and 1am the following morning*
(iii)	*On any other day:*	*Between 7am and 1am the following morning*

(c) *The licensee shall not cause or permit undue detriment to the amenity of the area to arise out of or in connection with the use of the premises to which the licence relates during or immediately after the trading hours authorised under this licence.*

7. Correspondents provided by the Applicant from the VCGLR has confirmed that this licence was originally granted on the 5 November 1992 and according to VCGLR records has been in force continuously during that time. An image of the red line plan displayed at the Site is provided below, which is consistent with the description of the Site above.

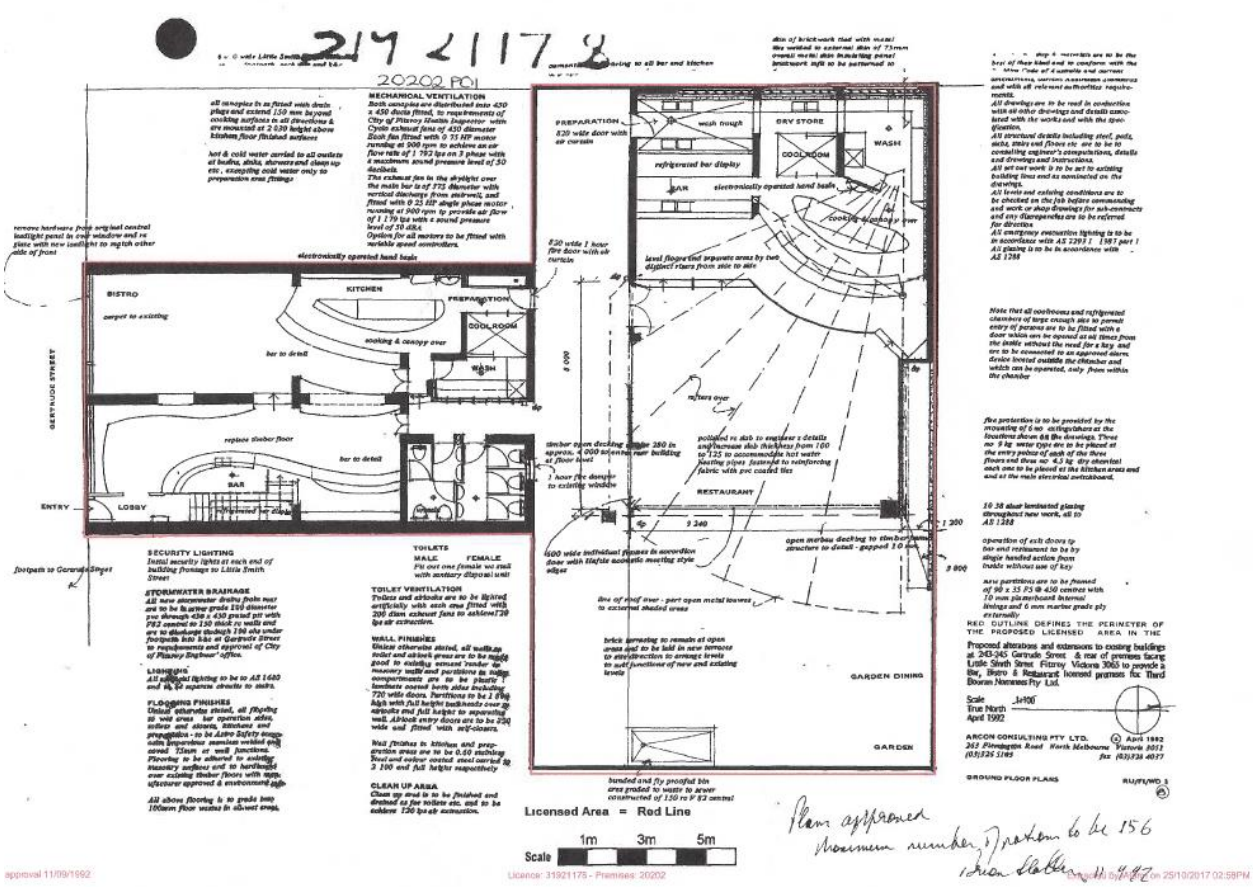


Figure 1 – Existing Red Line Pan (Source; Advertised Plans)

Background

Planning Scheme Amendments

Amendment VC159

8. 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.

9. Including in the changes was amending the land use definitions including deletion reference to the 'tavern' use and replacing it with a 'bar'.

Amendment C269

10. 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

11. Amendment C269 was on public exhibition between 20 August 2020 and 4 December 2020 and proceeded to a panel hearing in October 2021.

12. 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.

13. 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).

14. The relevant sections to be considered in this report include the following:

    (a) Clause 13.07-1L (Licensed premises).

        (i) Much of the existing policy at Clause 22.09 has been translated into this seriously entertained policy.

Amendment C270

15. On the 27 August 2021, the Minister for Planning approve Amendment C270 to the Yarra Planning Scheme. The amendment proposes to extend the existing interim built form controls (Design and Development Overlays – DDOs) for Smith Street (DDO30). This included the subject site and parts of Gertrude Street.

16. The current expiry date of Schedule 30 of the Design and Development Overlay is 4 March 2023.

The Proposal

17. The application seeks to increase the hours of sale and consumption of liquor to the existing General Liquor License.

18. More specifically the proposal (as advertised) is for the following:

    (a) Increase from 1am to 3am on Fridays, Saturdays, Good Friday, ANZAC Day and Public Holiday Eve's.

    (b) No change in the overall number of patrons (which remains at 156 patrons).

    (c) No change to the red line area.

    (d) Only background music is proposed during the extended hours between 1am to 3am.

Existing Conditions

Subject Site

19. The subject sites are located on the northern side of Gertrude Street, approximately 25m west of its intersection with Smith Street, in Fitzroy. The site also has a secondary frontage to the west along Little Smith Street. The site is irregular in shape and is located on two titles, one with an address to Gertrude Street and the second with an address to Smith Street. In addition, parts of the outdoor area to the rear are identified as right of ways.

20. The first lot is No. 243-245 Gertrude Street (Lot 3 PS 009988). This site is rectangular in shape with a frontage of 9.2m to Gertrude Street, a maximum depth of 15.7m, constituting an overall area of approximately 144sqm (figure 2).

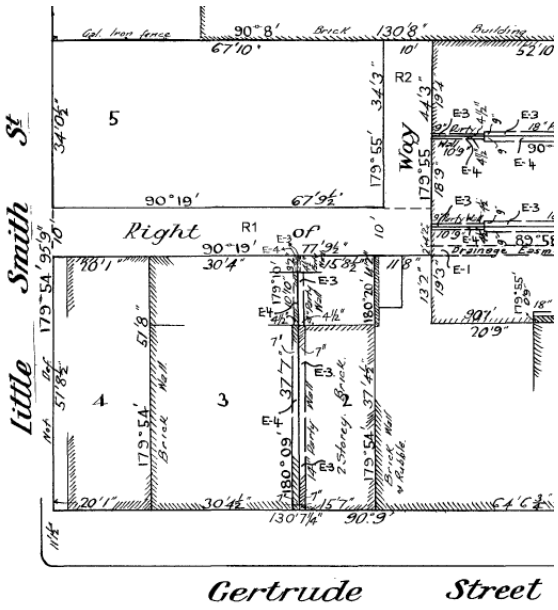


Figure 2 – Title Plan No. 243-245 Gertrude Street, Fitzroy – Lot 3 (Source: Advertised Plans)

21. The second lot is No. 95-97 Smith Street (Lot 1 TP 114837T). This site is rectangular in shape with a frontage of 10.38m to smith Street, a maximum depth of 20.6m, constituting an overall area of approximately 215sqm.

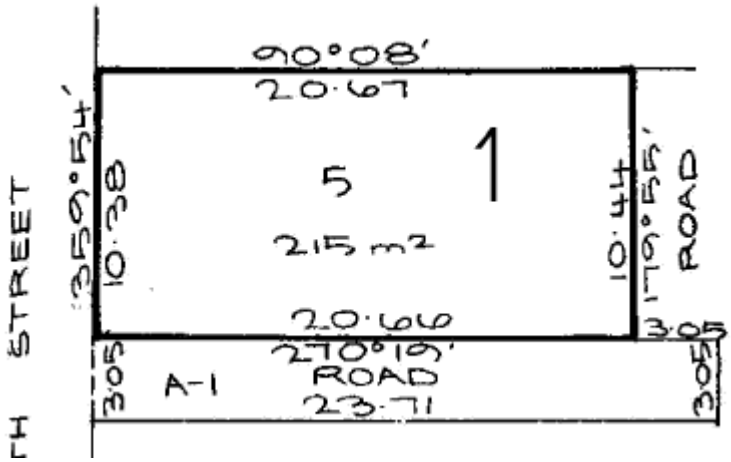


Figure 3 – Title Plan No. 95-97 Smith Street, Fitzroy (Source: Advertised Plans)

22. In addition, the subject site also occupies two laneways located between the two lots identified above and to the east (figures 2 & 3). The laneways are currently occupied by various works, fixtures and fittings used in the operation of the business operating from the subject site (figure 4). The first laneway runs east west and has a width of 3m and length of 23.7m. The second laneway runs north south and has a width of 3m and length of 13.4m. Both of these laneways are identified as laneways on Council's Register of Public Roads (Laneway Nos. 1634 and 1635). When combined the sites have a total are of approximately 470sqm.



Figure 4 – Rear courtyard of subject site (Source: Officer Inspection Oct 2022)

23. The site is developed with two attached two-storey, Victorian-era terrace buildings fronting Gertrude Street, a triple storey building to the rear and an open courtyard within the north-east corner of the site. The buildings to Gertrude Street are attached to the adjoining sites to the east and west (figure 5).



Figure 5 – Subject site No. 243-245 Gertrude Street, Fitzroy (Source: Officer Inspection Oct 2022)

24. The sites are currently used in conjunction with a bar (Fitzroy Beer Garden) and offices. As discussed earlier in this report, the venue operates under and existing general liquor licence. This licence permits a maximum of 156 patrons and is only allowed to serve liquor until 1am. The venue layout has an enclosed lounge/bar, restaurant, kitchen, cool room, wash area and toiles with the two buildings fronting Gertrude Street. The site to the rear is occupied by a loading bay, storeroom and bar/function room which opens out into a beer garden (figure 6). No on-site car parking is provided.

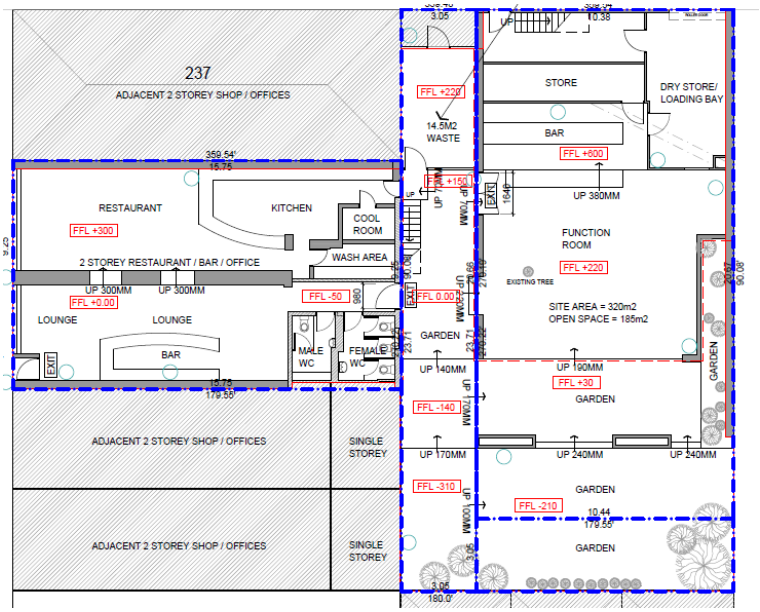


Figure 6 – Ground floor plan (source: Advertised Plans)

25. No specific details have been provided as to the use of the upper levels. However, the site analysis plan states the site is used as a restaurant, bar and office. It is assumed the upper levels are occupied by the offices. Access to the venue is primarily via Gertrude Street, with two pedestrian secondary access points along Little Smith Street and a loading bay.

Surrounding Land

26. The sites are located within the Gertrude Street Neighbourhood Activity Centre (NAC) and in close proximity to the Smith Street Major Activity Centre (25m to the east). Both Activity Centres are characterised by a variety of commercial (shop, food and drink, retail) uses. The Gertrude Street NAC is a commercial shopping strip that extends from Smith Street in the east to Nicholson Street in the west, comprising an array of retail, dining and community, health and business services in addition to residential uses at upper levels. The Smith Street NAC is also a long strip of commercial extending from Alexander Parade in the north to Victoria Parade in the south. This section of Smith Street (at the junction of Gertrude Street) does have a number of late-night venues which serve liquor.

27. To the east of the subject site is No. 247 Gertrude Street. The site is developed with a similar double storey commercial building and is currently being used as a shop and office. The building forms a row of commercial buildings extending from Little Smith Street to Smith Street. The building is constructed to the Gertrude Street frontage and has no verandah above the footpath. The building is constructed to the common boundary with the subject site for the entire length of 15.75m, with the building occupying the entire site. The building drops in scale to single storey to the rear.



Figure 7 – No. 247 Gertrude Street, Fitzroy (Source: Officer Inspection Oct 2022)

28. To the west of the subject site is No. 237 Gertrude Street. The site is developed with a double storey commercial building and is also currently being used as a shop and office. The building also forms part of the row of commercial buildings extending from Little Smith Street to Smith Street. The building is constructed to the Gertrude Street frontage and has no verandah above the footpath. The building is constructed to the common boundary with the subject site for the entire length of 15.75m and occupies the entire site with a double storey building.



Figure 8 – No. 237 Gertrude Street, Fitzroy (Source: Officer Inspection Oct 2022)

29. To the north of the subject site is No. 95-97 Smith Street. This building is located on the subject site. In addition to the triple storey building on the subject site fronting Little Smith Street, this site also accommodates a double storey shop and offices to Smith Street and a two-storey warehouse to Little Smith Street (to the north of the triple storey building). A review of the VCGLR website has identified that this site also has an on-premises liquor licence (32284943). This venue has a capacity for 100 patrons and operates varying hours, closing between 11pm (Sunday), 12 midnight (Monday to Wednesday) and 1am (Thursday to Saturday). The building occupies the entire site with frontages to both smith Street and Little Smith Street.

30. To the south is Gertrude Street, which is a two-way street with car parking/loading zone along the southern side of the street and a tram line operating down the centre. Along the opposite side of the street are a row of attached commercial buildings that form part of the Activity Centre. The buildings are constructed to the street with extensive glazed frontages and used as a variety of commercial uses such as shops and offices. Of note is No. 230-232 Gertrude Street, which is to the south-west of the subject site. This building is used as a bar with an on-premises licence for 170 patrons and closing times varying between 11pm (Sunday to Wednesday) to 1am (Thursday to Saturday).

31. The site is serviced well by public transport with:

    (a) Tram services operating along Gertrude Street.

    (b) Additional tram services operating along Victoria Parade (280m to the south).

    (c) Additional tram services operating along Brunswick Street (460m to the west).

    (d) Gertrude Street is frequented regularly by taxis / Uber type services being located within an Activity Centre and approximately 2.3km from the CBD.

Planning Scheme Provisions

Zoning

32. The subject site is zoned Commercial 1 Zone. The following provisions apply:

(a) Pursuant to Clause 34.01-1 of the Yarra Planning Scheme (the 'Scheme'), the use as a bar does not require a planning permit.

Overlays

Heritage Overlay – Schedule 334 – South Fitzroy Precinct

33. The subject site is affected by a Heritage Overlay (Schedule 334). There are no planning permit triggers under this overlay for the sale or consumption of liquor under this overlay.

Design and Development Overlay

34. The subject site is affected by a Design and Development Overlay (Schedule 30 – Smith Street).

35. There are no planning permit triggers for the sale or consumption of liquor under this overlay.

Development Contributions Plan Overlay

36. The subject site is also located within the Development Contributions Plan Overlay (Schedule 1).

37. 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.*

38. 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 52.27 – Licensed Premises

39. 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 hours of trading allowed under a licence are to be extended;*

(d) *The number of patrons allowed under a licence is to be increased;*

(e) *The area that liquor is allowed to be consumed or supplied under a licence is to be increased.*

40. This application is seeking to increase the hours of trading allowed under the existing licence. A permit is therefore required pursuant to clause 52.27.

General Provisions

Clause 65 – Decision guidelines

41. 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

42. 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

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

Clause 17.01-1S – Diversified employment

44. The objective of this clause is "*to strengthen and diversify the economy".*

Clause 17.02-1S – Business

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

Clause 18.01-1S – Land use and transport planning

46. 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

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

Clause 18.02-1R – Principal public transport network

48. 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 21.04 – Land use

Clause 21.04-2 – Activity centres

49. Relevant objectives and strategies for this clause are:

    (a) *Increase the range of retail, personal and business services, community facilities, and recreation activities, within individual centres.*

    (b) *Support land use change and development that contributes to the adaptation, redevelopment and economic growth of existing activity centres.*

Clause 21.08-7 – Neighbourhoods (Fitzroy)

50. This clause sets out the locally specific implementation of the objectives and strategies for Yarra's neighbourhoods. The subject site is included in the Fitzroy area which 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.

51. The subject site is located within the Gertrude Street Activity Centre.

    (a) *"The Gertrude Street centre has a number of eclectic and innovative retailers as well as heritage buildings which help to give the centre an individual and unique sense of place. Gertrude Street also has an arts focus which should be retained and foster".*

Relevant Local Policies

Clause 22.05 – Interface Uses Policy

52. This policy applies to applications for use or development within the Business Zone (amongst others). The relevant objectives of this clause are:

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

53. It is the policy under this clause that:

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

Clause 22.09 – Licenced premises

54. This policy applies to all applications for new licensed premises and for the extension (including the extension of hours and the extension of patron numbers) of existing licensed premises. The policy addresses matters relating to location and access, hours of operation, patron numbers, noise, car parking and general amenity considerations.

55. A detailed assessment of the proposal against Council's Licensed Premises Policy will be provided later in the report.

Advertising

56. The application was advertised under the provisions of Section 52 of the *Planning and Environment Act (1987)* by 416 letters sent to surrounding owners and occupiers and by 2 signs displayed on site. Council received 18 objections, the grounds of which are summarised as follows:

(a) Noise (impacts to nearby residents through patron noise, amplified music within an open space, leaving the rear doors open);

(b) Acoustic report – not taking measurements from nearest residential property.

(c) Anti-social behaviour (loitering of patrons after hours, potential criminal activity, vomiting/urinating on the street and increased litter including empty bottles and drug packets on the street and intoxicated persons on the street screaming);

(d) Victoria Government freeze on granting new licences after 1am.

(e) More rubbish due to lack of rubbish store area and unsanitary conditions;

(f) Proximity of residential zone;

(g) Subject site is not within a core entertainment precinct or major activity centre;

(h) Setting of a precedent and late night extend venues outside of the Major Activity Centre (Smith Street);

(i) Increased deliveries blocking road access,

(j) Car parking issues exacerbated (car coming and going, opening and closing of doors);

(k) Part of the subject site is occupied by laneways where the ownership is disputed and improper use of the laneways by the venue preventing access by other properties who benefit.

57. No consultation meeting was held.

Referrals

58. The referral comments are based on the advertised plans.

External Referrals

59. The application was referred to the following authorities:

(a) The Victorian Commission for Gambling and Liquor Regulation.

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

Internal Referrals

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

(a) SLR Consulting (Acoustic Consultants)

(b) Community Amenity;

(c) Social Planning;

(d) Waste;

(e) Governance.

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

OFFICER ASSESSMENT

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

(a) Strategic context

(b) Sale and consumption of liquor; and

(c) Objector concerns.

Strategic Context

64. 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, location within a Neighbourhood Activity Centre (NAC) and that the site is within walking distance of public transport networks and a Major Activity Centre (MAC) in Smith Street.

65. The proposal is limited to the consideration of extending the hours permitted for the sale and consumption of liquor. The venue operates under an existing liquor licence, with an additional two hours trading over the weekend period and public holidays proposed. 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 1 Zone and the interface to dwellings on the opposite side of Little Smith Street and surrounding area. The sale and consumption of liquor will be considered against the cumulative impact, off-site amenity impacts and land use conflicts of the site.

66. Nonetheless, solely with regard to the location of the proposed extended trading hours, 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 25 metres of the Smith Street MAC, and also benefits from access to various sustainable transport modes including the 86 tram along Gertrude Street.

67. 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 bar.

Sale and consumption of liquor

68. This assessment will be based on the decision guidelines of Clause 52.27 and the licensed premises policy of Clause 22.09.

69. The proposed application applies for:

(a) The expanded the hours of trading for the sale and consumption of liquor to an existing bar;

70. With regards to the sale and consumption of liquor, an assessment is necessary against 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.

71. The potential cumulative impacts of the proposed licensed premises will be assessed against the risk assessment matrix provided by the Corner Hotel decision (*Swancom Pty Ltd T/as Corner Hotel v Yarra City Council & Ors).* Applying the matrix of risk below, a reasonable consideration would suggest that a score of 1-3 would be *no risk* and would not require a cumulative impact assessment. Any score higher than 3 would suggest a potential risk that would 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

72. The venue achieves a score of 8 and therefore would require a cumulative impact assessment.

73. 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

74. The subject site is located in a Commercial 1 Zone (C1Z), within the Gertrude Street NAC and abuts the Smith Street MAC. The location of the proposed licenced premises is supported by the Licensed Premises Policy under Clause 22.09, which encourages venues to be located outside of residential zones. The abutting sites in all directions are also located within the same Commercial 1 Zone. To the north-west, however, on the opposite side of Little Smith Street is a Neighbourhood Residential Zone (NRZ). These properties are occupied by dwellings, some fronting Little Smith Street, and have a 7m approx. separation to the subject site. Gertrude Street is also a key boulevard that offers opportunity for a high level of public safety and surveillance of patrons as they enter and leave the premises.

75. The patron entry and exit from the proposed premises is located along the Gertrude Street frontage. Secondary exits are provided along Little Smith Street but appear to be used in associated with deliveries (loading bay) and waste storage. A separate pedestrian entry is also present but does not appear to be associated with the venue. The proposed venue has one main pedestrian entry fronting Gertrude Street which fronts onto a commercial strip and activity centre. Plans provided show no residential/apartments which front Gertrude Street.

76. As discussed earlier in this report the nearest dwelling is to the north-west at No. 51A Little Smith Street. This property is on the opposite side of the street and located approximately 7.7m away from the subject site (figure 8).



Figure 8 – Location of nearest sensitive interface (Source: Enfield Acoustic Report)

77. It is considered that the separation to the nearest sensitive interfaces, combined with the Commercial 1 Zoning of all adjoining properties and acoustic attention measures (i.e. noise limiter), is a sufficient to manage off-site impacts to NRZ land. Queuing over an extended period of time is not anticipated given the nature of the venue and relative small size. When required, queuing will be able to occur along the Gertrude Street frontage, which consists of a generous footpath width. This is considered an acceptable arrangement given the wide frontage of the site (9m) and adjoining commercial frontages (figures 5 & 7). Any queuing will be monitored by staff members to ensure the queuing of patrons occurs in a safe and orderly manner. The provision for queuing within the NAAP is considered appropriate given the type of licence being applied.

78. There are no changes proposed to the first floor. Toilet facilities are located within the venue, on the ground floor and should therefore not create any additional noise impacts associated with patrons spilling beyond the redline area.

79. The entry is to be maintained along Gertrude Street. This location provides a high level of public safety and an opportunity for surveillance (both passive and active), in particular to the Street, as well as providing good access to infrastructure as encouraged by Clause 22.09-3. This should discourage anti-social behaviour by virtue of eyes on the street.

80. In terms of patron management, the NAAP states that:

    (a) *Staff and Security at Fitzroy Beer Garden are to ensure that all Patrons leave quietly and in an orderly fashion. In this regard, Staff and Security will use their best endeavours to request that Patrons 'move on' and disperse quietly from the area.*

    (b) *Management, Security and/or Staff will complete regular litter collections in and around Fitzroy Beer Garden to collect any litter and/or clean any mess or rubbish caused by Patrons of the venue during and immediately after the close of trade.*

    (c) *Staff and Security will patrol the perimeter of the venue and give particular attention to Little Smith Street to ensure that the amenity of residents in the area is protected.*

    (d) *The CCTV surveillance recording system must operate at all times when the venue is open to the public. A copy of the recorded images must be available on request for immediate viewing or removal by Victoria Police or a person authorised by the VCGLR, and otherwise retained for at least 30 days.*

81. Several objections have been received which raise concerns with respect to anti-social behaviour (i.e. loitering, potential criminal activity, vomiting/urinating on the street and increased litter including empty bottles and drug packets on the street and intoxicated persons on the street screaming). It is considered that with the above provisions incorporated in addition the serving of food the risk of anti-social behaviour (although not completed eliminated) in reasonably reduced. Furthermore, taking into the site's location and surrounding context, it is considered an appropriate location in principal.

82. Food is provided on site until 9pm, with a kitchen located on site. Venues that serve food are shown to be less at risk of excessive alcohol consumption (Practice Note No. 61) and are a stipulation under the Victorian State Governments decision guidelines for extending licences past 1am. To reduce the risk of excessive alcohol consumption a condition will be included for food to be served at all times when alcohol is sold or consumed on site.

83. Given the site constraints and high site coverage it is not possible to provide a designated smoking area. Smoking is not permitted in the venue. Smoking will therefore have to be accommodated on a section of the footpath on Gertrude Street or possibly within a designated area within the garden (subject to compliance with any relevant legislation). The footpath is expected to be wide enough to accommodate pedestrians and patrons and will be monitored by staff to ensure orderly behaviour.

84. A bin storage room is provided to the rear of the premises, adjacent to the entry via Little Smith Street (figure 9). The Waste Management Plan (WMP) states that the venue will utilise:

    (a) Six, 1,100 litre general waste bins;

    (b) Two, 1,100 litre recycling bins;

85. Hard waste and e-waste collection will be arranged privately by the development manager whenever required.

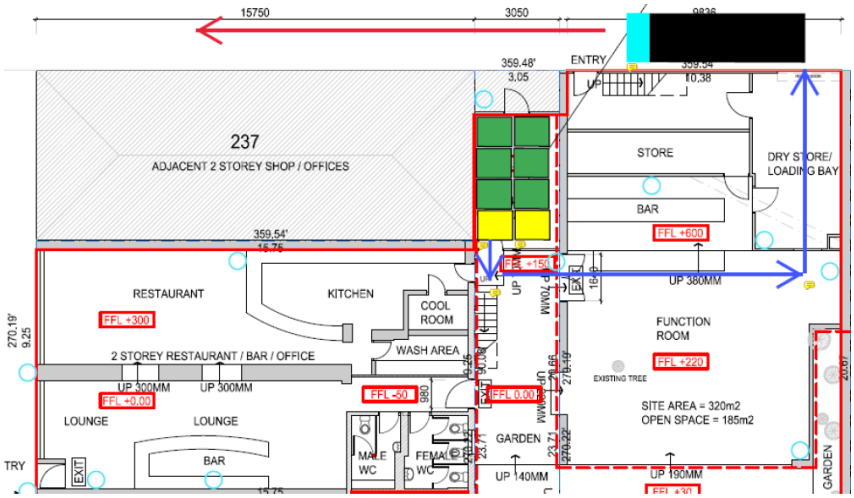


Figure 9 – Bin storge area and collection point (Source Advertised Plans)

86. Collections times for the bins will be twice per week. The report states these bins will be collected from Little Smith Street by a private waste contactor. A condition in the recommendation requires that waste collection activities occur during standard hours for loading and unloading activities.

87. The WMP was referred to Council's City Works Unit for review. This review found the WMP to be unsatisfactory for the following reason:

    (a) *A clause must be included in the plan regarding potential review into services if operational and or legislative requirements change.*

88. The above requirement can be included as a condition of the permit.

Hours of Operation

89. As discussed earlier in this report, the venue currently operates under an existing General Liquor Licence No. 31921178. This licence permits liquor to be sold and consumed at the following hours:

    (a) *Sunday:* *Between 10am and 1am the following morning*

    (b) *Good Friday & ANZAC Day;* *Between 10am and 1am the following morning*

    (c) *On any other day:* *Between 7am and 1am the following morning*

90. The proposal seeks to increase the permitted hours of operation/sale and consumption of liquor to the following (changes in **bold**):

    (a) *Sunday **to Thursday**:* *Between 10am and 1am the following morning*

    (b) *Fridays and Saturdays:* *Between 7am and **3am** the following morning*

    (c) *Good Friday & ANZAC Day;* *Between 10am and **3am** the following morning*

    (d) Public Holiday Eve *Between 10am and **3am** the following morning*

91. The proposed venue is located within an activity centre, with a nearby residential zone to the north-west along Little Smith Street. The proposed liquor licence will be in associated with an existing bar and proposes the sale of liquor beyond 1am on the above designated nights. There are no changes proposed to the opening hours, as stipulated under the existing liquor licence.

92. Policy under Clause 22.09-3 stipulates the following relevant hours of operation:

    (a) *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.*

    (b) *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.*

    (c) *For outdoor areas, including smoking areas, rooftops and open courtyards, the sale and consumption of liquor should not occur after 10pm, unless the responsible authority is satisfied that it will not adversely affect the amenity of the area.*

93. The venue is located within a Commercial 1 Zone and an activity centre, with a residential zone in close proximity to the north-west along Little Smith Street. The proposed liquor licence is in associated with an existing bar and will provide for the sale of liquor beyond 1am and permit the outdoor area to be used past 10pm.

94. Based on the above polices at Clause 22.09-3 the venue already operates outside of the stipulated hours above. Specifically, the outdoor garden area which should cease at 10.00pm but operates until 1am. However, policy at Clause 22.09-3 does permit the sale and consumption of liquor past the above hours if it can be demonstrated the amenity of the area will not be adversely affected.

95. The increase hours are considered acceptable in this instance for the following reasons:

    (a) The subject site is located within a neighbourhood activity centre and directly abuts a major activity centre / core entertainment precinct along Smith Street. There are a number of similar venues within the immediate vicinity and as such is within an area where these types of activities are anticipated. The site's location within an activity centre with convenient transport access (public transport, taxis and ride sharing) without the need for patrons to travel through a residential area.

(b) With respect to noise, a full assessment is discussed later in this report. Noise is generally confined to music noise and patron noise This assessment has confirmed that the music from the venue can achieve (subject to conditions) compliance with the EPA *Publication 1826: Noise Limit and Assessment Protocol for the Control of Noise from Commercial, Industrial and Trade Premises and Entertainment Venues* (Noise Protocol). Patron noise has also been assessed and deemed acceptable.

(c) The additional hours will be restricted to weekends (Friday and Saturday) and public holidays, which is in line with the recommendation from Council's Acoustic Advisor.

(d) A Noise and Amenity Action Plan (NAAP) has been submitted as part of this application. The NAAP address matters such as complaints procedures, management of patrons, large bookings, management of external queues and other measures to ensure no unreasonable amenity impacts to the surrounds. Currently the venue operates with no such plan.

(e) Patron numbers are restricted to 156. This is in line with the maximum patron capacity identified under the Victoria Government Gazette at 200, with respect to permitting venues to operate past 1am.

(f) Food at the venue is to cease at 9pm. However, in line with the Victoria Government Gazette for venues to operate past 1am, a condition will be included for substantial food offerings to be provided at all times liquor is sold and consumed on the premises.

(g) The increased hours of operation would provide an economic benefit in the employment of staff and contribute to the continued night-time economy. Further, the venue will provide opportunities for social interactions (food and entertainment), within an area where similar venues operate.

96. In addition to the above assessment, the Victorian Government has issued a gazette which states that, "*no new liquor licence or BYO permit shall be granted, or existing liquor licence or BYO permit relocated or varied by the commission to allow the supply of liquor after 1.00 am in the inner Melbourne municipalities, except where the commission is satisfied that:*

(a) *the premises is, or will be, used as;*

(i) an accommodation hotel, being a hotel whose primary purpose is providing accommodation and where the supply of alcohol is ancillary to that purpose; or

(ii) a venue that supplies liquor for consumption on the premises provided that food is available at the venue at all times when alcohol can be supplied; and

(b) *the applicant can satisfy the commission that:*

(i) it has in place, or will put in place, a Venue Management Plan in the form required by the commission; and

(ii) the economic and social benefit of granting the licence or permit will outweigh the impact of the licence or permit on alcohol misuse and abuse and community amenity; and

(iii) the patron capacity of the premises or proposed premises does not, or will not, exceed 200 persons.

97. With respect to this application, it is considered to meet the above criteria based on the following:

(a) The venue will only have a capacity for 156 patrons, below the prescribed 200,

(b) The venue will have a Noise and Amenity Action Plan (NAAP) which address matters such as complaints procedures, management of patrons, large bookings, management of external queues and other measures to ensure no unreasonable amenity impacts to the surrounds.

(c) Subject to condition, food will be provided at all times when the sale and consumption of liquor occurs.

(d) As discussed earlier in this report, the increased hours of operation would provide an economic benefit in the employment of staff and contribute to the continued night-time economy. Further, the venue will provide opportunities for social interactions (food and entertainment), within an area where similar venues operate.

98. Whilst the site is located within a cluster of licensed premises (122 venues within 500m approx.), the proposal is considered to have incorporated sufficient measures to justify the proposed hours. These measures will include conditions on the permit which will restrict patron numbers to 156, ensure the serving of food at all time, measures outlined in the NAAP and the acoustic attenuation measures as outlined in the acoustic report.

99. The combined measures should provide a reduced risk of negative cumulative impacts such as anti-social behaviour, violence and crime (vandalism, trespass and property damage) or infrastructure capacity problems. Overall, it is considered the operating hours will not result in any unreasonable amenity impacts to the surrounding area, subject to acoustic mitigation measures discussed below.

100. No specific details have been provided with regards to waste collections times or emptying of bottles times. Clause 22.09-3, discourages deliveries and waste collection to occur after 10pm on any day, before 7am Monday to Saturday, or before 9am on Sunday or public holidays (except for those allowed under any relevant local law).

101. A condition will require that deliveries to or waste collection from the premises will occur between 7:00am – 10:00pm Monday – Saturday, and between 9:00am – 10:00pm on Sunday and Public Holidays. This is also recommended to be addressed via an amended WMP.

102. A further condition will require that the emptying of bottles into bins in the rear outdoor area will not occur after 10pm on any day, before 7am Monday to Saturday, and before 9am on a Sunday or public holiday.

Patron Number

103. The venue will have a maximum of 156 patrons on premises at any one time (as per the existing liquor licence). The number of patrons is considered to be appropriate for the context of the site, being located in a commercial zone, within the Gertrude Street NAC and abuts the Smith Street MAC and where activities of this type are strategically encouraged to be located. The number of patrons proposed is considered to not adversely or unreasonably impact the amenity of the surrounding area (discussed further below), particularly given the site's location and noise attenuation measures to the nearest sensitive interface. The number of patrons is therefore supported by the policy.

<u>Noise</u>

104. An acoustic report has been submitted as part of this application. This report was prepared by Enfield Acoustics and has been reviewed by Council's Acoustic Advisor. The report reviews two main areas which include music noise and patron noise.

105. The report considers a maximum of 156 patrons and has identified the closest sensitive (residential) interfaces at No. 51A Little Smith Street (double storey dwelling – figure 7). The report states that, subject to conditions, compliance with the relevant EPA noise protocol at this location is expected to be achieved as well as compliance at all other potential affected residential receivers further away.

106. Prior to determining the impacts associated with music and patron noise, background noise levels must be established. These levels are established to ensure compliance with the relevant noise protocol (music) and patron noise requirements. In this instance the background levels or background noise monitoring was conducted to the front of No. 80 Gore Street, Fitzroy (which is directly behind No. 51A Little Smith Street). The reason for locating the monitoring equipment here was, "*due to extraneous noise sources present closer to the sensitive use (on Little Smith Street) at the time of monitoring."*

107. Council's Acoustic Advisor has reviewed the location where the background noise measurements were conducted and concluded that, "*the measurement location is reasonable for quantifying background noise at the sensitive receiver location*." This is because this location better represents a residential interface unlike Little Smith Street which has existing higher levels of background noise as a result of mor active / commercial uses. The establishment of background levels along Gore Street will also ultimately provide better protection to sensitive interfaces along Little Smith Street.

Music noise

108. Music noise emission associated with an indoor entertainment venue is required to comply with Part 5.3 of the *Environment Protection Regulations 2021* (EPR 2021). *EPA Victoria Noise Limit and Assessment Protocol for the Control of Noise from Commercial, Industrial and Trade Premises and Entertainment Venues Publication 1826.4* (Noise Protocol) provides a protocol for determining EPR 2021 noise limits and carrying out subsequent assessment of noise impacts.

109. The acoustic report provided by the applicant has stated that:

    (a) *Only background music is proposed during the extended hours between 1am to 3am, noting that background music is already permitted on the Subject Land.*

110. However, a subsequent review of music noise section within the Enfield acoustic report has identified that the music noise assessment has been assessed against the noise protocol. In consultation with Council's Acoustic Advisor, it has been determined that although background music levels are generally set to lower levels, there is a possibility that in certain instances background music could be above that of the noise levels set out in the noise protocol. As such, it has been determined that compliance with the requirements of the noise protocol provides more reasonable amenity protections to surrounding sensitive interfaces.

111. As discussed in the proposal section of this report music will be played on site in the form of background music through speakers which are controlled by a noise limiter. The acoustic report seeks to ensure music noise emanating from the site meets the requirements specified in the Noise Protocol. The report recommends that the limiter be reduces by 2dB to comply with the Noise Protocol.

112. Council Acoustic Advisor has reviewed the above and identified that "*their advice* [to reduce the level by 2dB] *is based on the assumption that the venue is currently compliant with the relevant limits*." As such, the following recommendations have been made:

    (a) *Given the late-night operations proposed, we recommend that the noise limiter settings are calibrated such that the octave band noise limits are met at the nearest sensitive receiver location (i.e. not just turned down by 2 dB).*

    (b) *Music played in the beer garden is not to exceed the following:*

        (i) Background music levels of 70 dBA L10 and 75 dBC L10 at 2m from any loudspeaker, with all loudspeakers operating; and

        (ii) Noise Protocol, Part II limits at noise sensitive receiver locations

    (c) *An acoustic report is to be prepared providing details of:*

        (i) The noise limiter make and model and evidence to demonstrate that the equipment can be set to control octave band music levels;

        (ii) The noise limiter settings for compliance with Condition X, including a photo of the limiter settings

        (iii) The means by which access to the limiter settings restricted to the venue manager and acoustic consultant (i.e. locked cabinet or software lock).

        (iv) Demonstration that Noise Protocol limits will be met at the most sensitive receiver locations, noting that these receivers may be elevated.

113. Subject to the inclusion of the above conditions, it is considered that music noise from the venue will not unreasonably impact the surrounding area.

Paton noise

114. Due to the presence of noise from pedestrians on both Little Smith Street and Gertrude Street, and from other venues in the vicinity Enfield was unable to measure existing levels of patron noise outside sensitive receiver locations.

115. Patron noise has been assessed/modelled against a maximum of 156 patrons in a 'vertical consumption' scenario in accordance with the *Marshall Day Acoustics- Appendix E Patron Noise Data, Patron Noise Curves,* which is commonly adopted by acoustic consultants. The modelling assumes that all 156 patrons could occupy the rear beer garden at the same time.

116. The modelled uses data for 156 patrons in a 'vertical consumption' scenario (i.e. the typically highest levels of noise from patrons). The analysis predicted a night-time patron noise level of 48dB. Council's Acoustic Advisor commented that,

    (a) *"The use of a noise model to predict impacts is reasonable given the constraints in place when the report was prepared. The sound power data used in the model is also considered reasonable and the results of our indicative calculations of noise from the use to the nearest receiver are generally in line with Enfield's predictions.*

    (b) *Based on the above, we agree that the venue should comply with the relevant noise limits on Friday and Saturday nights. However, as discussed, lower noise limits are likely to apply earlier in the week".*

    (c) *Our calculations also indicate that the additional gate in the western entry of the beer garden (which was not included in Enfield's model) will not appreciably reduce noise to the nearest receiver, which has a first-floor level.*

117. These comments relate to the initial submission where it was proposed to operate to 3am, seven days a week. This has since been revised to operate only on Fridays, Saturdays and public holidays. Furthermore, the modelling makes the worst-case scenario of 156 patrons in the beer garden, which would be unlikely. From a patron noise perspective, it has been sufficiently demonstrated through modelling that patron noise should not unreasonably impact the amenity of the surrounding area.

Plant equipment

118. Noise associated with commercial building plant and services is required to comply with Part 5.3 of the *Environment Protection Regulations 2021* (EPR 2021). *EPA Victoria Noise Limit and Assessment Protocol for the Control of Noise from Commercial, Industrial and Trade Premises and Entertainment Venues Publication 1826.4* (Publication 1826.4) provides a protocol for determining EPR 2021 noise limits and carrying out subsequent assessment of noise impacts.

119. A condition will be included on the permit to ensure compliance with the above requirement.

Objections

120. The majority of the issues raised by the objectors have been addressed within the body of this report, as follows:

    (a) Noise (impacts to nearby residents through patron noise, amplified music within an open space, leaving the rear doors open).

        Paragraphs 104 - 119.

    (b) Acoustic report – not taking measurements from nearest residential property.

        Paragraphs 106 – 107.

    (c) Anti-social behaviour (loitering of patrons after hours, potential criminal activity, vomiting/urinating on the street and increased litter including empty bottles and drug packets on the street and intoxicated persons on the street screaming)

Paragraphs 79 - 81

(d) Victoria Government freeze on granting new licences after 1am

Paragraphs 96 - 97

121. Outstanding concerns raised by the objectors are discussed below:

(a) Subject site is not within a core entertainment precinct or major activity centre;

As discussed in the main report, it is acknowledged that the subject site is not within a core entertainment precinct. However, it is considered that the site's strategic location within a NAC, close proximity to a MAC, measures incorporated within the NAAP and conditions of the permit (i.e. serving of food, compliance with the acoustic report and generally amenity conditions) are sufficient to result in no unreasonable off-site amenity impacts.

(b) Setting of a precedent and late night extend venues outside of the Major Activity Centre (Smith Street);

Each application is assessed on its own merits and not from precedent of another planning permit.

(c) Approval of this application will enable the venue to be used as nightclub in future;

The venue will continue to operate under a General Liquor Licence. Nightclub type venues within the immediate area (Yah Yah's, Sircuit, The Peel Hotel) appear to operate a Late Night (General) Licence which has not been applied for. Further, the venue has incorporated measures outlined in the main report (via the NAAP or conditions of the permit) which effectively should result in a bar type operation.

(d) Increased deliveries blocking road access.

A condition will be included on the permit restricting delivery times to meet the Council's requirements. It is noted that time restricted on-street loading zones are provided on Little Smith Street and opposite side of Gertrude Street. In addition, there is a small loading bay provided on-site. Should there be blocking of road access this is a local laws matter. However, there is considered to be sufficient loading areas provided on-site and on-street. Furthermore, the increase in the hours of operation by two hours is not considered to significantly increase the volume or frequency of deliveries to the subject site.

(e) Cumulative impacts assessment/report misleading (not highly active area);

The cumulative impact assessment is considered to be sufficient or the purposes of assessment.

(f) Car parking issues exacerbated (car coming and going, opening and closing of doors).

Car paring is not being considered under this application as the provisions of Clause 52.06 (Car Parking) are not applicable. However, given the nature of the use as a bar and location, most pick ups would most likely be along the main streets.

(g) Part of the subject site is occupied by laneways where the ownership is disputed and improper use of the laneways by the venue preventing access by other properties who benefit;

As discussed earlier in this report, there are two laneways on the affected land which is currently occupied by the beer garden. On advice from Council's Governance Unit this is consider a civil matter between the relevant parties and one which does not impact on the granting of a planning permit. It also must be noted that this application is purely in relation to the sale an consumption of liquor with no buildings or works proposed.

(h) Proximity of residential zone;

It is acknowledged that the subject site is in proximity to a residential zone to the north-west. However, for reasons already outlined in the report it is considered that reasonable measures have been taken or will be take via condition of the permit to ensure no unreasonable impacts to the surrounding area.

(i) More rubbish due to lack of rubbish store area and unsanitary conditions

As assessment of waste has been carried out in the main report. The Applicant has provided a Waste Management Plan (WMP) which has been reviewed by Council's Waste Management Unit and found no issues in terms of the provision of bins or there storage.

Conclusion

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

RECOMMENDATION

That the Planning Decisions Committee resolves to issue a Notice of Decision to Grant a planning permit PLN21/0860 for an increase the hours of sale and consumption of liquor to the existing General Liquor License at 243-245 Gertrude Street and 95-97 Smith Street, Fitzroy, generally in accordance with the plans and reports noted previously as the "decision plans" and subject to the following conditions:

1. The sale and consumption of liquor 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.

2. Music played in the beer garden is not to exceed the following at all times:

   (a) Background music levels of 70 dBA L10 and 75 dBC L10 at 2 metres from any loudspeaker, with all loudspeakers operating; and
   (b) Noise Protocol, Part II limits at noise sensitive receiver locations.

3. Before the permitted increased hours for the sale and consumption of liquor approved by this permit 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 Enfield Acoustics and dated 13 April 2022, but modified to include (or show, or address):

   (a) The noise limiter make and model and evidence to demonstrate that the equipment can be set to control octave band music levels.
   (b) The noise limiter settings for compliance with Condition 2, including a photo of the limiter settings
   (c) The means by which access to the limiter settings restricted to the venue manager and acoustic consultant (i.e. locked cabinet or software lock).
   (d) Demonstration that Noise Protocol limits will be met at the most sensitive receiver locations, noting that these receivers may be elevated.

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

5. Before the permitted increased hours for the sale and consumption of liquor approved by this permit commences, the Permit Operator maintain the Noise Limiter ("the Device"), set at a level by a qualified acoustic engineer, to ensure the escape of amplified music does not exceed the requirements of 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.

6. Within 14 days of commencement the permitted increased hours for the sale and consumption of liquor approved by this permit 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) Confirm that a Noise Monitor and Limiter ("the Device") is operating and has each and every of the following characteristics which are also operating:
        (i) The Device limits internal noise levels so as to ensure compliance with the music noise limits according to 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.
        (ii) The Device monitors noise levels at frequencies between 50Hz and 100Hz and is wired so as to ensure that the limiter governs all power points potentially accessible for amplification;
        (iii) The Device controls are in a locked metal case that is not accessible by personnel other than a qualified acoustic engineer or technician nominated by the licensee or occupier of the land and notified to the Responsible Authority;
        (iv) The Device is installed to control all amplification equipment.

7. The provisions, recommendations and requirements of the endorsed post-commencement Acoustic Report (noise limiter) must be implemented and complied with to the satisfaction of the Responsible Authority.

8. Amplified music and vocals are not permitted to be played other than through the Permanently Installed Sound System and when the Device is installed and operating to ensure compliance 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.

9. Within 3 months of commencement the permitted increased hours for the sale and consumption of liquor approved by this permit commences a further acoustic report is to be provided to demonstrate compliance with 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.

10. Before the permitted increased hours for the sale and consumption of liquor approved by this permit commences, 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 Action Plan must be generally in accordance with the Noise and Amenity Action Plan prepared by Fitzroy Beer Garden, but modified to include:

(a) Substantial food servings to be made available for patrons during all hours of the sale and consumption of liquor.

11. 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.

12. Before the permitted increased hours for the sale and consumption of liquor approved by this permit 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 Frater Consulting Services and dated 13 April 2022, but modified to include:

    (a) A clause must be included in the plan regarding potential review into services if operational and or legislative requirements change.

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

14. No more than 156 patrons are permitted on the land at any one time.

15. Except with the prior written consent of the Responsible Authority, the use authorised by this permit may only operate between the following hours:

(a)	Sunday to Thursday:	Between 10am and 1am the following morning.
(b)	Fridays and Saturdays:	Between 7am and 3am the following morning.
(c)	Good Friday & ANZAC Day;	Between 10am and 3am the following morning.
(d)	Public Holiday Eve	Between 10am and 3am the following morning.

16. Food to be made available for patrons during all hours of operation of the permitted uses.

17. A log book of all functions must be kept on site and available for inspection by Council officers upon request.

18. 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.

19. Before the commencement of the permitted increase in hours for 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.

20. The uses 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.

21. 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.

22. Delivery and collection of goods to and from the land (including waste collection activities) 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.

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

24. This permit will expire if:

    (a) The sale and consumption of liquor is not commenced within two years from the date of this permit; or
    (b) The sale and consumption of liquor is discontinued for a period of two years; 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:

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 PLN21/0860 - 243 - 245 Gertrude Street and 95 - 97 Smith Street, Fitzroy - Site Context Plan

2 PLN21/0860 - 243 - 245 Gertrude Street and 95 - 97 Smith Street, Fitzroy - Plans

3 PLN21/0860 - 243 - 245 Gertrude Street and 95 - 97 Smith Street, Fitzroy - Acoustic referral comments

4 PLN21/0860 - 243 - 245 Gertrude Street and 95 - 97 Smith Street, Fitzroy - Compliance Referral Response

5 PLN21/0860 - 243 - 245 Gertrude Street and 95 - 97 Smith Street, Fitzroy - Social Planning Referral Response

6 PLN21/0860 - 243 - 245 Gertrude Street and 95 - 97 Smith Street, Fitzroy - Governance Referral Response

7 PLN21/0860 - 243 - 245 Gertrude Street and 95 - 97 Smith Street, Fitzroy - Waste Referral Response

8 PLN21/0860 - 243 - 245 Gertrude Street and 95 - 97 Smith Street, Fitzroy - VCGLR Referral Response

Attachment 1 - PLN21/0860 - 243 - 245 Gertrude Street and 95 - 97 Smith Street, Fitzroy - Site Context Plan

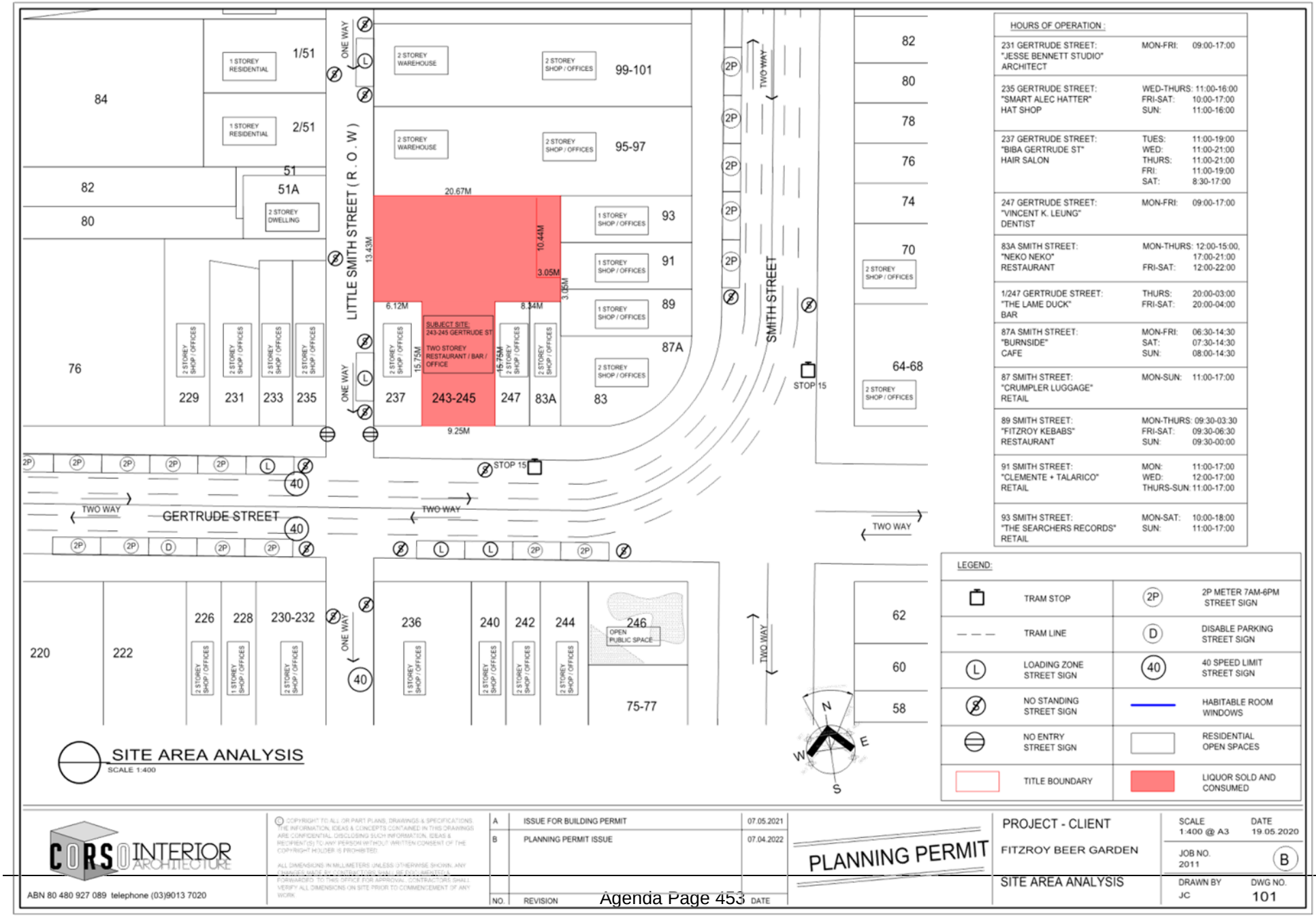
Site Context Plan: 243-245 Gertrude Street and 95-97 Smith Street, Fitzroy



North

Subject Site

Attachment 2 - PLN21/0860 - 243 - 245 Gertrude Street and 95 - 97 Smith Street, Fitzroy - Plans



HOURS OF OPERATION :

231 GERTRUDE STREET: "JESSE BENNETT STUDIO" ARCHITECT	MON-FRI:	09:00-17:00
235 GERTRUDE STREET: "SMART ALEC HATTER" HAT SHOP	WED-THURS: FRI-SAT: SUN:	11:00-16:00 10:00-17:00 11:00-16:00
237 GERTRUDE STREET: "BIBA GERTRUDE ST" HAIR SALON	TUES: WED: THURS: FRI: SAT:	11:00-19:00 11:00-21:00 11:00-21:00 11:00-19:00 8:30-17:00
247 GERTRUDE STREET: "VINCENT K. LEUNG" DENTIST	MON-FRI:	09:00-17:00
83A SMITH STREET: "NEKO NEKO" RESTAURANT	MON-THURS: FRI-SAT:	12:00-15:00, 17:00-21:00 12:00-22:00
1/247 GERTRUDE STREET: "THE LAME DUCK" BAR	THURS: FRI-SAT:	20:00-03:00 20:00-04:00
87A SMITH STREET: "BURNSIDE" CAFE	MON-FRI: SAT: SUN:	06:30-14:30 07:30-14:30 08:00-14:30
87 SMITH STREET: "CRUMPLER LUGGAGE" RETAIL	MON-SUN:	11:00-17:00
89 SMITH STREET: "FITZROY KEBABS" RESTAURANT	MON-THURS: FRI-SAT: SUN:	09:30-03:30 09:30-06:30 09:30-00:00
91 SMITH STREET: "CLEMENTE + TALARICO" RETAIL	MON: WED: THURS-SUN:	11:00-17:00 12:00-17:00 11:00-17:00
93 SMITH STREET: "THE SEARCHERS RECORDS" RETAIL	MON-SAT: SUN:	10:00-18:00 11:00-17:00

LEGEND:

	TRAM STOP	2P	2P METER 7AM-6PM STREET SIGN
	TRAM LINE	D	DISABLE PARKING STREET SIGN
L	LOADING ZONE STREET SIGN	40	40 SPEED LIMIT STREET SIGN
	NO STANDING STREET SIGN		HABITABLE ROOM WINDOWS
	NO ENTRY STREET SIGN		RESIDENTIAL OPEN SPACES
	TITLE BOUNDARY		LIQUOR SOLD AND CONSUMED

CORSO INTERIOR ARCHITECTURE

ABN 80 480 927 089 telephone (03)9013 7020

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NO.	REVISION	DATE
A	ISSUE FOR BUILDING PERMIT	07.05.2021
B	PLANNING PERMIT ISSUE	07.04.2022

PLANNING PERMIT

PROJECT - CLIENT

FITZROY BEER GARDEN

SITE AREA ANALYSIS

SCALE 1:400 @ A3

DATE 19.05.2020

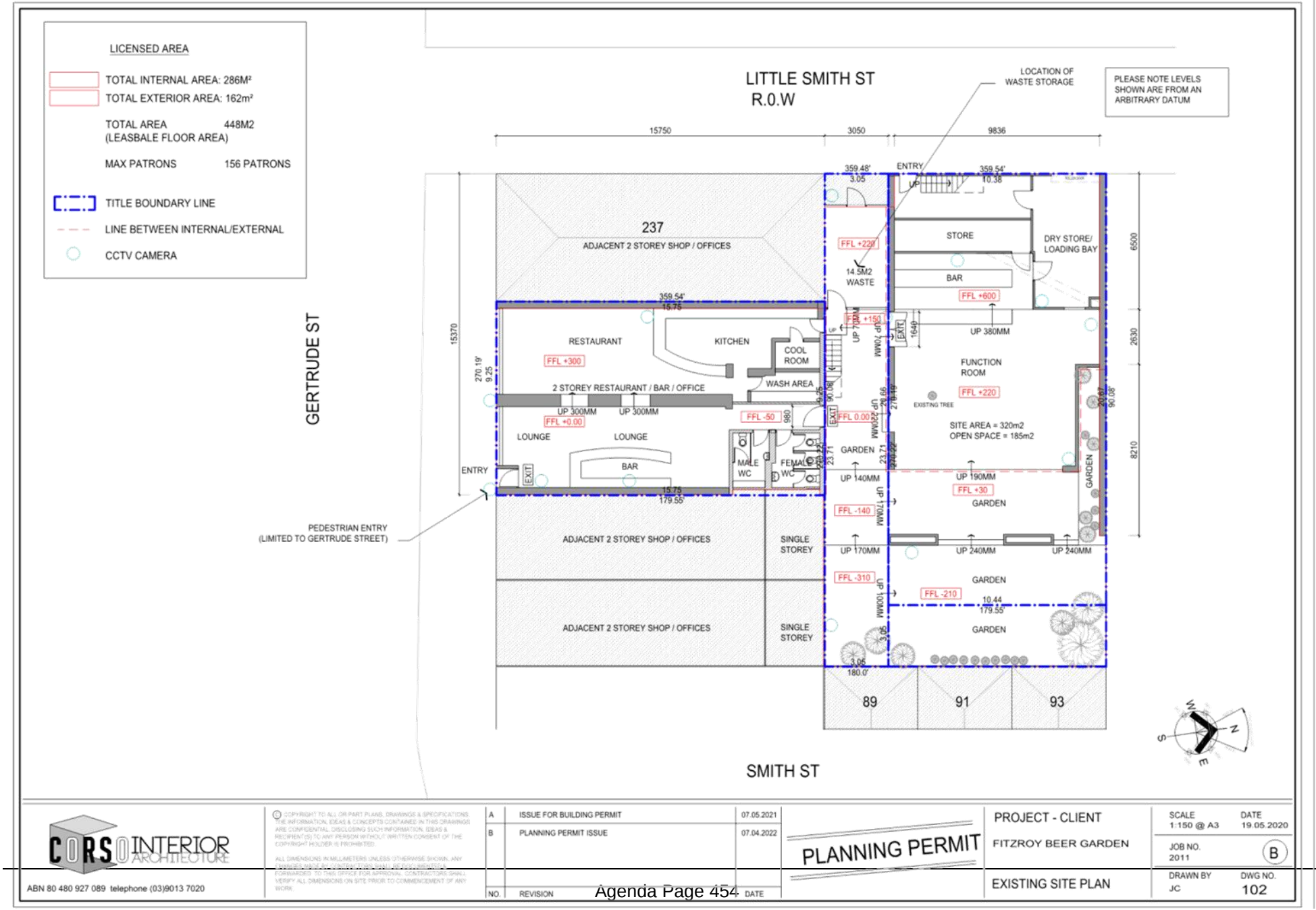
JOB NO. 2011

B

DRAWN BY JC

DWG NO. 101

Attachment 2 - PLN21/0860 - 243 - 245 Gertrude Street and 95 - 97 Smith Street, Fitzroy - Plans



A	ISSUE FOR BUILDING PERMIT	07.05.2021	
B	PLANNING PERMIT ISSUE	07.04.2022	
NO.	REVISION	DATE	

CORSO INTERIOR ARCHITECTURE
ABN 80 480 927 089 telephone (03)9013 7020

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PLANNING PERMIT

PROJECT - CLIENT
FITZROY BEER GARDEN

EXISTING SITE PLAN

SCALE 1:150 @ A3
DATE 19.05.2020
JOB NO. 2011
B
DRAWN BY JC
DWG NO. 102

Attachment 3 - PLN21/0860 - 243 - 245 Gertrude Street and 95 - 97 Smith Street, Fitzroy - Acoustic referral comments

18 November 2022

640.10090.07220 243-245 Gertrude St Collingwood 20221118.docx

Yarra City Council
PO Box 168
RICHMOND 3121

Attention: Gary O'Reilly

Dear Gary

243-245 Gertrude Street, Collingwood
Definition of Background Music
PLN 21/0860

This memo was prepared in response to Council's request for a definition of 'background level music', particularly in relation to the extended hours of operation proposed for the bar at 243-245 Gertrude Street, Collingwood.

1 Definitions of 'background level music'

The Liquor Control Reform Act 1998 provides the following definition of background music levels in relation to a licensed premises:

> ***background music level***, in relation to premises, means 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.

A numerical definition of background music was provided in the Whiting Vs Hosier Bar Pty Ltd decision (VCAT Reference No. B2/2005), where it was determined that background music in the context of a bar is equal to 80 dBA L_{10}. This level was intended to include voice noise as well, so the actual level of music would be lower – more like 75 to 77 L_{10}.

Even lower levels of music are, however, referenced as 'background music' by a number of Melbourne based acoustic consultants. The levels referenced in a limited selection of reports prepared by different consultancies are summarised below:

- Enfield acoustics – 70 to 80 dBA L_{10}
- Acoustic Logic – 70 dBA L_{10}
- Cogent / DDEG – 69 dBA L_{10}
- RTA – 69 dBA L_{10}
- Clarity – 74 dBA L_{10}

The AAAC (Association of Australian Acoustical Consultants Licensed Premises Noise Assessment Technical Guideline, V2.0) references background music as 67-77 dBA L_{eq} (i.e. approx. 70-80 dBA L_{10})

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

In summary, while there is quite a range of interpretations of 'background music', a number of consultants do use the lower definition of around 70 dBA L_{10}.

2 Potential problem with specifying 'background level music'

The issues with using the term 'background music' as a basis for limits are:

- The limit is open to interpretation (i.e. between 70 and 80 dBA L_{10}).
- The level is usually 'A-weighted', with no specific consideration of the spectrum of the music (i.e. the amount of low / bass frequencies).
- The definition does not take into consideration the proximity of the nearest noise sensitive receiver (the Noise Protocol results in lower allowable music levels in the venue if the receivers are in close proximity to the venue or in a very quiet area, than if they are further away or in a noisy environment).

Due to the above factors, there are circumstances where 'background' music can exceed the Noise Protocol limits. It is for these reasons that SLR prefer to nominate, or at least include, the Noise Protocol limits in planning conditions designed to address nuisance from music emissions. As a minimum, where background music is used to define the level of music (or to control music levels), we recommend that:

- The level of background music should be specified.
- The requirement to comply with the Noise Protocol should be reiterated (i.e. music to be played at no greater than 'background' levels of X dB or at levels that result in compliance with the Noise Protocol limits, whichever are lowest).

3 243-245 Gertrude Street venue

With regard to this project, the Enfield report did not nominate the existing music levels, but rather observed that:

- The venue has a music noise monitor set to ensure compliance with the 1 am limit (although no evidence was provided that this is the case), and
- The 3 am limit is 2 dB lower than the 1 am limit, therefore reducing the music levels by 2 dB should ensure compliance.
- The limiter is to be calibrated to ensure compliance with the Noise Protocol (i.e. with additional adjustments made at that time).

The above approach, if implemented fully, will ensure that compliance with the Noise Protocol will be achieved. We want to be sure that calibration of noise limiter (to whatever limits are identified) is conducted at the most impacted receiver location. This is of particular concern if the receivers are elevated (i.e. the measurements need to be conducted outside the receiver window/s).

It would also be reasonable to specify that background level music only is to be played within the beer garden during the extended operating period (i.e. between 1 am and 3 am). This requirement would potentially result in a further level of protection from music emissions. However it should not be relied on to ensure compliance with the Noise Protocol.

Attachment 3 - PLN21/0860 - 243 - 245 Gertrude Street and 95 - 97 Smith Street, Fitzroy - Acoustic referral comments

We suggest that the permit for the 1 to 3 am period specifically reference the lower end of the range of commonly referenced 'background music levels'. Example conditions are provided below:

Condition X: Music played in the beer garden is not to exceed the following:

- *Background music levels of 70 dBA L_{10} and 75 dBC L_{10} at 2 m from any loudspeaker, with all loudspeakers operating, and*
- *Noise Protocol, Part II limits at noise sensitive receiver locations.*

Condition Y: An acoustic report is to be prepared providing details of:

- *The noise limiter make and model and evidence to demonstrate that the equipment can be set to control octave band music levels*
- *The noise limiter settings for compliance with Condition X, including a photo of the limiter settings*
- *The means by which access to the limiter settings restricted to the venue manager and acoustic consultant (i.e. locked cabinet or software lock)*
- *Demonstration that Noise Protocol limits will be met at the most sensitive receiver locations.*

Access to the limiter is to be provided to Council for inspection purposes.

Regards,

Dianne Williams
Principal – Acoustics

Checked/
Authorised by: JA

Attachment 4 - PLN21/0860 - 243 - 245 Gertrude Street and 95 - 97 Smith Street, Fitzroy - Compliance Referral Response

Compliance and Parking Formal Referral Response

Application Information	
Referral Officer	USERID
Officer	Steve Alexander
Council Reference	PLN21/0860
Address	243-245 Gertrude St, Fitzroy VIC 3065
Proposal	Increase in hours to the existing General Liquor License from 1am to 3am on Fridays, Saturdays, Good Friday, ANZAC Day and Public Holiday Eve's
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 4 - PLN21/0860 - 243 - 245 Gertrude Street and 95 - 97 Smith Street, Fitzroy - Compliance Referral Response

Council's Compliance and Parking Unit provides the following information which is based on the information provided in the Statutory Planning referral request memo referenced above.

Comments

Comments on the application from a Compliance (amenity) perspective were requested on the following:

- Hours of operation
- Impact on residential amenity
- Footpath Trading preliminary comments

*These are prompts only – delete / add to, as appropriate

Recommendations

There have a number of noise related complaints over the years at this location in addition poor patron behaviour at the rear of the premises. In 2022 there have been two noise related complaints. In 2019 three waste/bin related complaints and further noise complaints in 2018. Given the location to residents and the outdoor area associated with the venue, the Compliance branch objects to the extension of the liquor license.

Community Amenity Officer: AlexandS

Signature: 

Date: 31/08/2022

Attachment 5 - PLN21/0860 - 243 - 245 Gertrude Street and 95 - 97 Smith Street, Fitzroy - Social Planning Referral Response

Social Planning
Formal Referral Response

Application Information	
Referral Officer	Laura Condon
Officer	Steph Ashby
Council Reference	PLN21/0860
Address	243-245 Gertrude St, Fitzroy VIC 3065
Proposal	Increase in hours to the existing General Liquor License from 1am to 3am on Fridays, Saturdays, Good Friday, ANZAC Day and Public Holiday Eve's
Comments Sought	• Hours of operation • Impact on residential/surrounding amenity

Assessment

Referral Type

- Liquor Licence application with cumulative impacts
- Change of use

Key aspects of the proposal and site

- The site is in a Commercial 1 zone. The site has the following overlays:
  - Heritage Overlay – Schedule HO334
  - Development Contributions Plan Overlay – Schedule 30
  - DCPO1 - Development Contributions Plan Overlay - Schedule 1 (Development Contributions Plan)
- The venue is operating under an existing general licence
- Current patron capacity is 156 patrons, and this is not proposed to change
- Current trading hours for consumption OFF premises are:
  - Sunday: 10am – 11pm
  - Monday – Saturday: 7am – 11pm
  - Good Friday & ANZAC Day: 12noon - 11pm
- Current trading hours for consumption ON premises are:
  - Sunday: 10am – 1am the following morning
  - Monday – Saturday: 7am – 1am the following morning
  - Good Friday & ANZAC Day: 12noon - 1am the following morning
- Proposed trading hours for consumption ON premises are:
  - Sunday: 10am – 1am the following morning
  - Monday – Thursday: 7am – 1am the following morning
  - Friday & Saturday: 7am – 3am the following morning

    - Good Friday, ANZAC Day and public holiday eve's: 12noon - 3am the following morning
- It is proposed that after 1am all music levels will be reduced to background music until close.

Recommendations

Social Planning were requested to make comments on the proposal from a social planning perspective.

- There are 29 licensed premises within 100 metres of the subject site. As per Practice Note 61, 3 or more licenced premises within a 100m radius of the site constitutes a cluster of licenced premises. This site is therefore located within a cluster, and a cumulative impact assessment and NAAP is required and have been provided.
- The venue is already operating under an existing licence and the only proposed changes are to the operating hours. As such, this referral will review the proposed extension of hours and any other relevant elements to this proposed change.
- It is proposed that after 1am all music levels will be reduced to background music until close. This is supported.
- The application seeks to increase the trading hours for supply of liquor on Fridays, Saturdays, ANZAC Day, Good Friday and public holiday eve's, from a close of 1am the following day, to 3am the following day. This does not comply with clause 22.09, which states that:
    - 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.
- Comments have been provided from the Compliance unit that there have been a number of noise related complaints over the years, in addition to poor patron behaviour at the rear of the premises.
- There is a Neighbourhood Residential Zone close to the rear of the venue, which has a sensitive interface with the rear function room and partially open beer garden (just over 30m) and would be impacted by any noise from the venue.
- Given the above considerations, the application to extend trading hours to 3am is not supported.
- However, if Council was to support the application, as per Planning Practice Note 61, venues that serve food are shown to be less at risk of excessive alcohol consumption. Serving food (beyond basic snacks) would be recommended until 3am if Council chose to support the application.
- Additionally, if council was to support the application, the following recommendations relating to patron dispersal could be made:
    - It is recommended that all the measures provided in the NAAP provided are adopted and followed, including measures relating to patron queuing, direction of patrons to transport services, and security numbers.
- It should be noted that from a social planning perspective, the main issue is that proposed hours are beyond clause 22.09, and the venue has a history of noise complaints related to poor patron behaviour and noise at the rear of the site. The two notes provided above do not mitigate these issues.

Social Planner: USERID

Attachment 5 - PLN21/0860 - 243 - 245 Gertrude Street and 95 - 97 Smith Street, Fitzroy - Social Planning Referral Response

Signature: Steph Ashby

Date: 27/10/2022

Attachment 6 - PLN21/0860 - 243 - 245 Gertrude Street and 95 - 97 Smith Street, Fitzroy - Governance Referral Response

Governance Formal Response

Application Information	
Referral Officer	USERID
Officer	PlnUSERID
Council Reference	PLN21/0860
Address	243-245 Gertrude St, Fitzroy VIC 3065
Proposal	Increase in hours to the existing General Liquor License from 1am to 3am on Fridays, Saturdays, Good Friday, ANZAC Day and Public Holiday Eve's
Comments Sought	This is the link to the Statutory Planning memo: Insert CM Link here to planner memo or completed legal request form received

There are no property related issues arising from the application to otherwise affect the decision-making process of the Council, as responsible authority, in respect of the planning permit application.

The overall premises is made up by the properties at 243 and 245 Gertrude Street however, it extends and expands at the rear across a narrow right of way (owned or control by the permit applicant) then expanding into the balance of the site the subject of the permit application.

The right of way (in favour of the applicant site owner and other properties further east) has been blocked and occupied by various works, fixtures and fittings used in the operation of the business operating from the subject site. To the extent those works, fixtures and fittings deny use of the right of way to any other properties – that is a private civil matter between the various property owners.

The property aspects of this matter have been complicated by an apparently incorrect decision to incorporate this right of way on Council's Road Register under the *Road Management Act 2004*. There is no evidence that this Council has ever undertaken or sought to undertake any control, care or maintenance of the right of way. Consideration should be given to commence a process to assess whether the right of way should be removed from the Road Register.

None of the potential or asserted private rights regarding the right of way or the (potentially incorrect) inclusion in the Council Road Register appear to be relevant, or provide any reason, to object to or place conditions upon, the permit application for the extension of trading hours in relation to the general liquor licence that already exists for the site.

29/9/2022

Yours sincerely

Ivan Gilbert
Group Manager Chief Executive's Office

Attachment 6 - PLN21/0860 - 243 - 245 Gertrude Street and 95 - 97 Smith Street, Fitzroy - Governance Referral Response

Council's Governance Team provides the following information which is based on the information provided in the Statutory Planning memo referenced above.

Governance were requested to be involved in the following:

- New Section 173 agreement
- End Section 173 agreement
- Amend Section 173 agreement
- Consultation Meeting
- PDC Meeting
- Legal Referral Form

*delete / add to, as appropriate

Comments and Recommendations

Insert your comments

Insert link or pdf to completed Request for Legal Services letter for planner

Governance Officer: USERID

Signature:

Date:

Attachment 7 - PLN21/0860 - 243 - 245 Gertrude Street and 95 - 97 Smith Street, Fitzroy - Waste Referral Response

City Works
Formal Referral Response

Application Information	
Referral Officer	Laura Condon
Officer	Atha Athanasi
Council Reference	PLN21/0860
Address	243-245 Gertrude St, Fitzroy VIC 3065
Proposal	Increase in hours to the existing General Liquor License from 1am to 3am on Fridays, Saturdays, Good Friday, ANZAC Day and Public Holiday Eve's
Comments Sought	Statutory Planning Referral memo: D22/207059

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 waste management plan for 243-245 Gertrude St, Fitzroy authored by Frater Consulting Services and dated 13/4/22 is not satisfactory from a City Works Branch's perspective.

Issues to be rectified include, but may not be limited to the following:

1. A clause must be included in the plan regarding potential review into the service if operational and or legislative requirements change.

Officer: Atha Athanasi

Signature: Atha Athanasi

Date:25/08/2022

Attachment 8 - PLN21/0860 - 243 - 245 Gertrude Street and 95 - 97 Smith Street, Fitzroy - VCGLR Referral Response

O'Reilly, Gary

From: LSOP Mailbox <LSOP@vgccc.vic.gov.au>
Sent: Friday, 19 August 2022 3:24 PM
To: Planning Admin
Subject: RFIL0000729 - 243-245 Gertrude St, Fitzroy VIC 3065 - PlnSubCat Response

You don't often get email from lsop@vgccc.vic.gov.au. Learn why this is important

Dear Statutory Planning Branch

I refer to your letter dated 16 August 2022 and received by the Victorian Liquor Commission (the Commission) the same day.

The Commission has delegated to me its functions, powers, duties and responsibilities as a referral authority for the purposes of the *Planning and Environment Act 1987* (the Act).

I acknowledge that Yarra City Council has referred application PLN21/0860 to the Commission under section 55 of the Act.

I confirm that the Commission does not intend to offer any comment or submission on the above application.

I note that offering no comment to the above application does not affect any decision that the Commission may make pursuant to the *Liquor Control Reform Act 1998* in respect of any application that the Applicant is required to make under that Act if the planning permit is granted.

If you have any questions, please contact me.

Regards
Cass Payca
she/her/hers
Operational Policy Officer (a/g) | Licensing Strategy and Operational Policy | Licensing
Liquor Control Victoria
Department of Justice and Community Safety
Level 3 12 Shelley Street Richmond VIC 3121
Phone: (03) 9098 5658



We acknowledge the Traditional Owners of country throughout Victoria and pay our respects to them, their culture and their Elders, past, present and future.

DJCS is a diverse and inclusive workplace. | Please consider the environment before printing this email.

From: Yarra City Council eServices <eServices@yarracity.vic.gov.au>
Sent: Tuesday, 16 August 2022 5:16 PM
To: contact@vgccc.vic.gov.au
Subject: Planning Application Referral Request EREF22/00154

The attached correspondence relates to application / request EREF22/00154.

Please do not respond to this email. Our preferred contact method is via our Planning Portal. We urge you to use our new online service. That way, information can be processed as efficiently as possible.

Yours sincerely,

Attachment 8 - PLN21/0860 - 243 - 245 Gertrude Street and 95 - 97 Smith Street, Fitzroy - VCGLR Referral Response

Statutory Planning Branch

PO BOX 168 Richmond VIC
ABN 98 394 086 520
T (03) 9205 5373
E planningadmin@yarracity.vic.gov.au
W yarracity.vic.gov.au

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

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