

Agenda

Planning Decisions Committee

6.30pm, Wednesday 10 March 2021

MS TEAMS

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The Planning Decisions Committee

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

Participating in the Meeting

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

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

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

- Speak for a maximum of five minutes;
- direct your submission to the chair;
- confine your submission to the planning permit under consideration;
- If possible, explain your preferred decision in relation to a permit application (refusing,
- granting or granting with conditions) and set out any requested permit conditions
- avoid repetition and restating previous submitters;
- refrain from asking questions or seeking comments from the Councillors, applicants or other submitters;
- if speaking on behalf of a group, explain the nature of the group and how you are able to speak on their behalf.

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

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

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

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

Arrangements to ensure our meetings are accessible to the public

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

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

1. Appointment of Chair

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

2. Statement of recognition of Wurundjeri Woi-wurrung Land

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

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

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

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

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

3. Attendance, apologies and requests for leave of absence

Anticipated attendees:

Councillors

Cr Herschel Landes
Cr Bridgid O'Brien
Cr Gabrielle de Vietri

Council officers

Daniel Herrmann (Co-Ordinator Statutory Planning)
Konrad Bruhn (Senior Planner)
Rhys Thomas (Senior Governance Advisor)
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

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

6. Committee business reports

Item		Page	Rec. Page
6.1	PLN19/0655 - 413 Swan Street, Richmond - Part demolition to allow for the construction of a multi-level building for the purpose of dwellings with a ground level shop and a reduction in the car parking requirement of the Yarra Planning Scheme.	5	54
6.2	PLN20/0214 - 6 - 10 Peel Street, Collingwood	264	321
6.3	PLN20/0322 - 350 - 356 Johnston Street & 2 Rich Street Abbotsford - Construction of a multi-storey building containing office, food and drink premises and retail premises (no permit required for uses) and a reduction in the car parking and visitor bicycle space requirements	442	488

6.1 PLN19/0655 - 413 Swan Street, Richmond - Part demolition to allow for the construction of a multi-level building for the purpose of dwellings with a ground level shop and a reduction in the car parking requirement of the Yarra Planning Scheme.

Executive Summary

Purpose

1. This report provides Council with an assessment of planning application PLN19/0655 for part demolition to allow for the construction of a seven-storey building for the purpose of dwellings with a ground level shop and a reduction in the car parking requirement of the Yarra Planning Scheme.

Key Planning Considerations

2. Key planning considerations include:

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

Key Issues

3. The key issues for Council in considering the proposal relate to:

   (a) Strategic and policy support;
   (b) Built form and Heritage;
   (c) Clause 58 (internal amenity);
   (d) Off-site amenity impacts;
   (e) Car parking, traffic, access and bicycle provision;
   (f) Waste management; and
   (g) Objector concerns.

Submissions Received

4. Six (6) objections were received to the application, including one petition with 34 signatories, the grounds of which can be summarised as:

   (a) Excessive demolition of a heritage building;
   (b) Excessive height and overdevelopment of the site;
   (c) Lack of integration with the heritage streetscape and character of the neighbourhood;
   (d) Reduction in the car parking provision;
   (e) Increased traffic congestion on surrounding streets with additional waste truck movements in the laneway and further impacts on pedestrian safety;
   (f) Off-site amenity impacts (visual bulk, overlooking, loss of daylight, overshadowing);
   (g) The development fails to comply with ResCode, particularly Clauses 54.04-1 (side and rear setbacks), 54.04-2 (Walls on boundaries) and 54.04-5 (Overshadowing);
   (h) The development would set a precedent; and
   (i) Ongoing disturbance to the area during the construction phase as a result of an influx of development approved in the last 4-5 years.

Conclusion

5. Based on the following report, the proposal is considered to comply with the relevant planning policy and should therefore be supported subject to conditions detailed in the "Recommendation" section of this report.

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

6.1 PLN19/0655 - 413 Swan Street, Richmond - Part demolition to allow for the construction of a multi-level building for the purpose of dwellings with a ground level shop and a reduction in the car parking requirement of the Yarra Planning Scheme.

Reference	D21/19184
Author	John Theodosakis - Principal Planner
Authoriser	Senior Coordinator Statutory Planning

Ward:	Melba Ward
Proposal:	Part demolition to allow for the construction of a seven-storey building for the purpose of dwellings (with a ground level shop) and a reduction in the car parking requirement of the Yarra Planning Scheme.
Existing use:	Restaurant
Applicant:	Planning and Property Group
Zoning / Overlays:	Commercial 1 Zone / Design and Development Overlay (Schedules 2, 5 and 17) / Development Contributions Plan Overlay (Schedule 1) / Heritage Overlay (Schedule 474)
Date of Application:	26/09/2019
Application Number:	PLN19/0655

Planning History

1. The subject site has the following planning history:

   (a) Planning Permit No. PLN12/0292 was issued on 26 November 2012 for *Use of the and for the sale and consumption of liquor (Restaurant / Café licence) associated with a 70 seat convenience restaurant and a reduction in the associated car parking requirement*.

Lodgement of sketch plans

2. On 17 September 2020 the applicant submitted sketch plans in response to comments received from Council's Urban Design Unit dated 22 July 2020 (i.e. the original advice).

3. The key changes (amongst others) include:

   (a) A modified design response to the second floor and above, to exclude the full floor to ceiling glazing and have this replaced with a combination of rendered walls and windows;
   (b) The terrace associated with Apartment A01 increased from 6sq.m. to 7sq.m;
   (c) Provision of planter boxes added on the terraces of Apartments A02, A03 and A04; and
   (d) The inclusion of the following key Environmental Sustainability Development notes added:

      (i) Commitment to recycling/reusing 80% of demolition waste;
      (ii) Rainwater plumbed to toilets on the ground and first floors; and
      (iii) Management section added to the ESD Schedule in the SDA to reflect the commitments already shown in the BESS report.

4. On 27 January 2021 the applicant submitted further (and final) sketch plans in an attempt to address additional comments from Council's Urban Design Unit (that were generally supportive of the revisions made) dated 21 October 2020 relating to the above-mentioned sketch plans.

5. The changes shown on the sketch plans before Council include the changes already listed, but further include:

   (a) Projecting zinc blade elements introduced alongside the windows to Swan Street;
   (b) Clarity with regard to the articulated response to the west and east-facing walls specific to the corrugated pattern applied to sections of the precast concrete panelled walls and delineation of levels;
   (c) The removal of the perforated metal above the garage door;
   (d) The sections updated to remove an unusable outdoor space above to the south of the terrace of Apartment A04 and the wall height reduced from 20.4m to 19.8m above the natural ground level (NGL) to the west and from 20.6m to 20m above the NGL to the east.

6. With the above changes in mind, the building will be modified from:



Figure 1: Proposal viewed from south (decision / advertised plans)

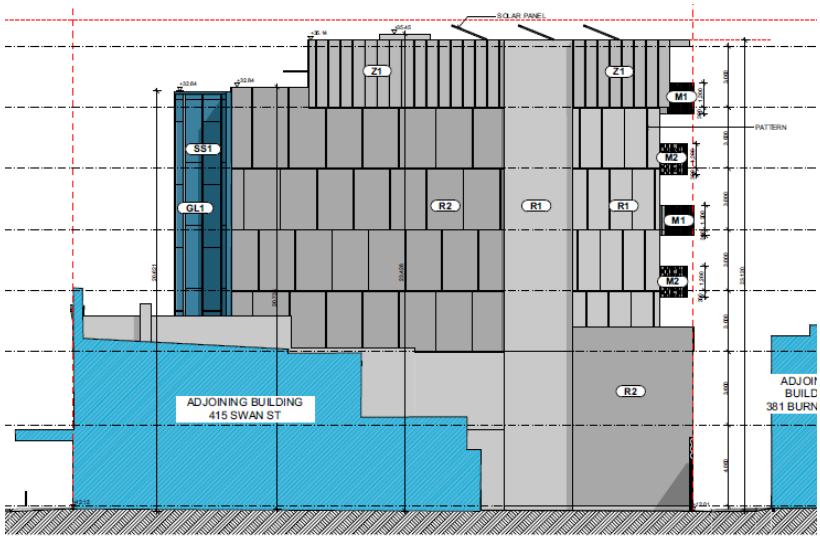


Figure 2: Proposal viewed from east (decision / advertised plans)

To:

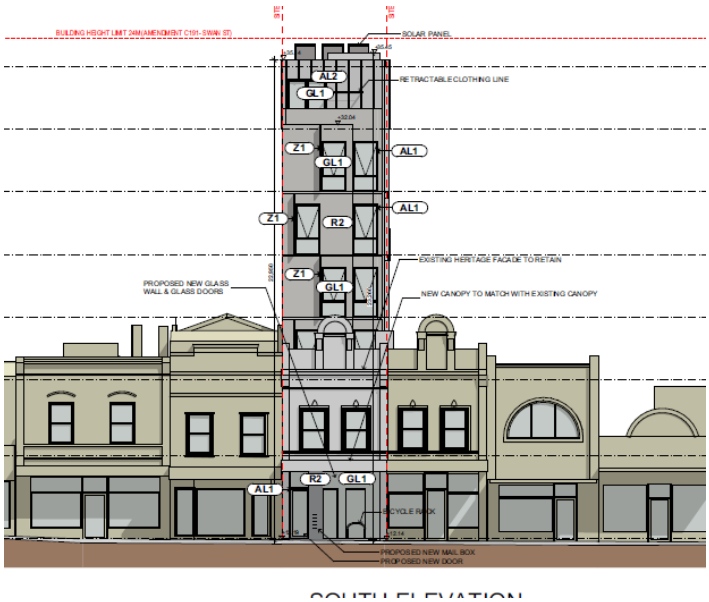


Figure 3: Proposal viewed from south ("Sketch Plan")

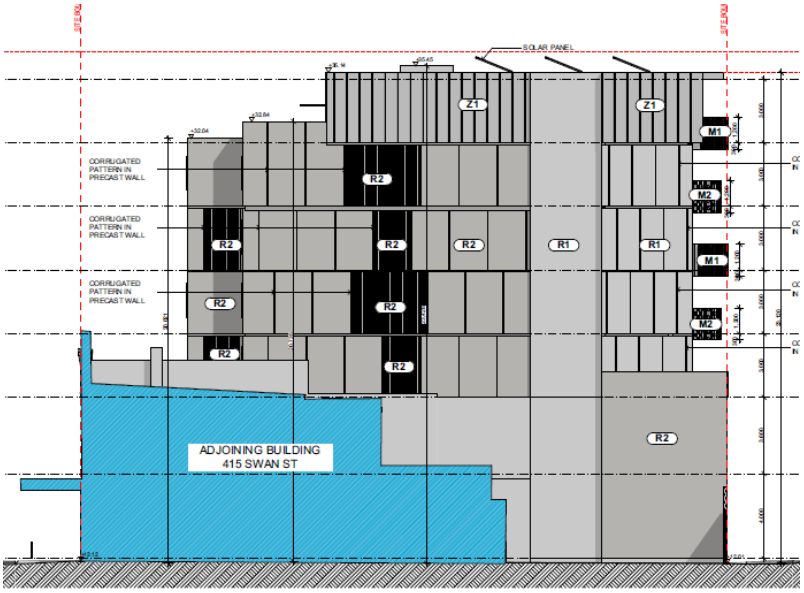


Figure 4: Proposal viewed from east ("Sketch Plan")

7. Whilst the "Sketch" plans have not been formally submitted under Section 57(a) of the Act, these will be considered for the purpose of this assessment, as these provide significant improvements to the design of the building that address Council's Urban Designer's concerns relating to the "office-like" presentation of the scheme. The "Sketch" plans have also been further reviewed by Council's Urban Designer who is generally supportive of the revisions. The "Sketch" plans have also been circulated to all objector parties with the invites to the meeting.

Planning Scheme Amendments

Planning Scheme Amendment C191

8. On 15 December 2020, Council adopted Planning Scheme Amendment 'C191yara' which relates to the permanent built form controls associated with the Swan Street Major Activity Centre (MAC), which, under the current Yarra Planning Scheme ('the Scheme') relates to the interim Design and Development Overlay (Schedule 17).

9. The Planning Scheme Amendment has not yet been gazetted is currently with the Minister of Planning, however given that it has been adopted by Council it is considered to be seriously entertained. The subject site is located within Precinct 4 of the Swan Street MAC. The Planning Scheme Amendment will incorporate built form controls for Precinct 4 into a new Schedule 28 to the Design and Development Overlay (DDO28). Throughout this report, the interim control and the proposed control will be referred to as 'interim DDO17' and 'Council-adopted DDO28', respectively.

Planning Scheme Amendment C238

10. On 01 February 2021, the Minister for Planning formally gazetted Planning Scheme Amendment C238, which introduces a Development Contributions Plan Overlay over the entire municipality. This overlay requires developers to pay a contribution towards essential city infrastructure like roads and footpaths, as well as community facilities. The requirements of this provision have immediate effect. A condition and a note have been included in the recommendation to require the development contributions to be met prior to commencement of the development.

The Proposal

11. The application proposes partial demolition of the existing building to allow for the construction of a mixed-use, multi-storey building and a reduction in the car parking requirement associated with a shop and dwellings. The key elements of the proposed development are as follows:

General:

(a) A ground floor shop, (34sqm);
(b) 4 dwellings:
    (i) 1 x 1 bedroom; and
    (ii) 3 x 3 bedroom over split levels.
(c) 3 car parking spaces (all allocated to the dwellings); and
(d) 5 bicycle spaces.
(e) Building height of 23.4m (to the highest point of the lift core).

Demolition:

(f) The demolition of all fabric on the site, with the exception of the first floor principal façade, a short portion of wall to the west and significant length of wall to the east that will be retained and incorporated into the scheme;
(g) Demolition of all roof forms including front canopy / awning structure that extends over the footpath;

Ground floor

(h) Built to all site boundaries and containing the following;

    (i) Shop, addressing Swan Street, with an entrance to the shop and separate residential entrance (approximately 1.7m wide) to a lobby containing access to a lift and stairwell;
    (ii) Bicycle storage, refuse area and services;
    (iii) Garage with 3 car parking spaces provided within a car stacking system accessed from the laneway to the north;
    (iv) A new matching replacement canopy / awning to the Swan Street façade combined with the ground level walls constructed of glass to the shop and a combination of concrete and glass to the residential entrance;

First-floor

(i) Built to all four boundaries with the exception of a 1.2m x 5.5m terrace to the east of a one bedroom apartment labelled as A01;
(j) The apartment contains an open plan living, dining and kitchen area with service amenities and one bedroom and a terrace of 6sq.m;
(k) This level also contains four stores associated with each apartment ranging between 5 and 9 cubic metres;

Second-floor

(l) Built to the western and eastern boundaries and setback 5m and 7.5m from the southern (Swan Street) boundary and setback approximately 2.5m from the northern (rear – laneway) boundary, with the exception of a terrace of 11sq.m. that will extend into the latter setback of the apartment labelled as A02;
(m) This level contains the open plan living, dining and kitchen area and the two bedrooms of apartment A02;

Third-floor

(n) Built to the western and eastern boundaries and setback 5m and 7.5m from the southern (Swan Street) boundary and setback approximately 1.7m from the northern (rear – laneway) boundary, with the exception of a terrace of 5sq.m. that will extend into the latter setback of the apartment labelled as A03;
(o) This level contains the third bedrooms of Apartments A02 (i.e. commencing from the second floor) and A03 (commencing from the fourth floor);

Fourth-floor

(p) Built to the western and eastern boundaries and setback 5m and 7.5m from the southern (Swan Street) boundary and setback approximately 2.5m from the northern (rear – laneway) boundary, with the exception of a terrace of 11sq.m. that will extend into the latter setback of the apartment labelled as A03;
(q) This level contains the open plan living, dining and kitchen area and two bedrooms of apartment A03;

Fifth-floor

(r) Built to the western and eastern boundaries and setback 5m and 7.5m from the southern (Swan Street) boundary and setback approximately 1.7m from the northern (rear – laneway) boundary, with the exception of a terrace of 5sq.m. that will extend into the latter setback of an apartment labelled as A04;
(s) This level contains the three bedrooms and service amenities of Apartment A04 that extends to the next level;

Sixth-floor

(t) Built to the western and eastern boundaries and setback11.5m from the southern (Swan Street) boundary with the exception of a 10sq.m. terrace that would extend into the setback by up to 3.8m;
(u) This level would be setback approximately 2.5m from the northern (rear – laneway) boundary with the exception of a terrace of 11sq.m. that will extend into this setback.
(v) This level contains the open plan living, dining and kitchen area of apartment A04;

Materials and finishes

(w) The new walls are proposed to be constructed of a mixture of concrete (finished in grey and white) and zincalume with a large expanse of glazing across the façade to Swan Street;
(x) The façade will include a large expanse of glazing to the second through to the sixth levels and the windows will generally be clear glazed with black powder-coated aluminium frames (i.e. to the north);

12. An image of the development is provided at Figure 5.



Figure 5: Proposal viewed from south-east

Environmental Sustainable Design features:

13. A Sustainable Management Plan was submitted by Sustainable Design Consultants, with the following ESD commitments outlined:

(a) The apartments demonstrate an average NatHERS rating of 6.6-stars;
(b) The development claims a BESS score of 55% representing 'best practice';
(c) 5-star electric heating and cooling systems, and electric instantaneous hot water system;
(d) Water efficient fixtures and appliances throughout;
(e) Low VOC paints/adhesives to be used throughout the development;
(f) North-facing glazing shaded by overhung balconies, with minimal glazing exposure on east façade;
(g) Bicycle parking provided for residents and visitors;
(h) Energy efficient lighting 20% improvement on NCC lighting power densities;
(i) The BESS Report indicates a 60% reduction in green house gas emissions for the apartments;
(j) A 3kW rooftop solar PV system is proposed, with potential to generate 27% of apartment energy needs; and
(k) Gas-free, all-electric development.

Existing Conditions

Subject Site

14. The subject site is rectangular in shape and located on the north side of Swan Street, in Richmond, approximately 28m from the north-east corner of the Swan and Burnley Street intersection. The site has a frontage to Swan Street of 4.89m, a depth of 30.48m and a site area of approximately 149sq.m. The subject site abuts a rear laneway along the northern title boundary.



Figure 6: Subject site viewed from south of Swan Street (photo taken 22/02/2021)

15. The site is occupied by a double-storey, Victorian-era building, with a modified shop-front, painted walls and central pediment upon a prominent facade. The building directly abuts the southern, western and eastern boundaries, and is setback from the northern boundary. A covered courtyard is located within this setback; this space is covered by a first-floor terrace located above, accessed via an external stairwell adjacent to the building's rear wall. A wire fence encloses the upper level terrace, with this terrace directly abutting the site's northern boundary. A roller door is located on the northern boundary at ground floor level (see Figure 3).



Figure 7: Subject site as viewed from the laneway looking south-west (photo taken 22/02/2021)

16. The *City of Yarra Review of Heritage Overlay Areas 2007* identifies the subject site as have an "individually significant" grading together with its immediate pair to the east. A further description of the subject building is provided under the following heading, that includes the heritage citation.

17. The site appears to be vacant at the ground floor but has previously been used as a 'convenience restaurant', with capacity for 70 patrons. A dwelling is located at first-floor level. The rear courtyard / first-floor terrace appear to have been associated with the restaurant use but at present may be used by the dwelling.

18. The subject site is legally described as Lot 1 on Registered Plan of Subdivision 055999 and is affected by two boundary wall easements that extend across the eastern shared boundary. The land is relatively flat.

Surrounding Land

19. The surrounding land is defined by commercial offerings within the Swan Street Major Activity Centre (MAC), which is a business and retailing strip within the City of Yarra. The activity centre runs from Punt Road in the west to the rail overpass in the east and provides a range of business types, including offices, shops, restaurants and bars, interspersed with a number of dwellings.

20. Public transport is readily available to the site with immediate access to the tram services on Swan Street as well as Burnley Railway Station (approximately 130m to the south) and tram services along Bridge Road (800m to the north).

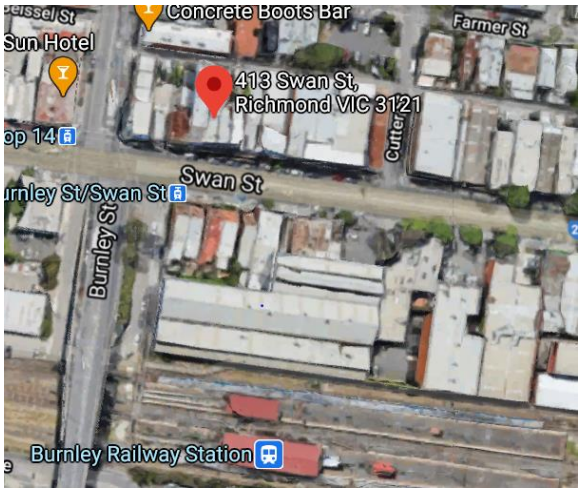


Figure 8: Aerial of the subject site and surrounding land (Google, Map data 2021).

21. The subject site is located in the Commercial 1 Zone (C1Z) with properties to the west and immediately east along Swan Street also zoned as such. The General Residential Zone (GRZ2) is to the north-east with land on the southern side of Swan Street zoned Commercial 1 and 2 (C2Z) in this part of the MAC.

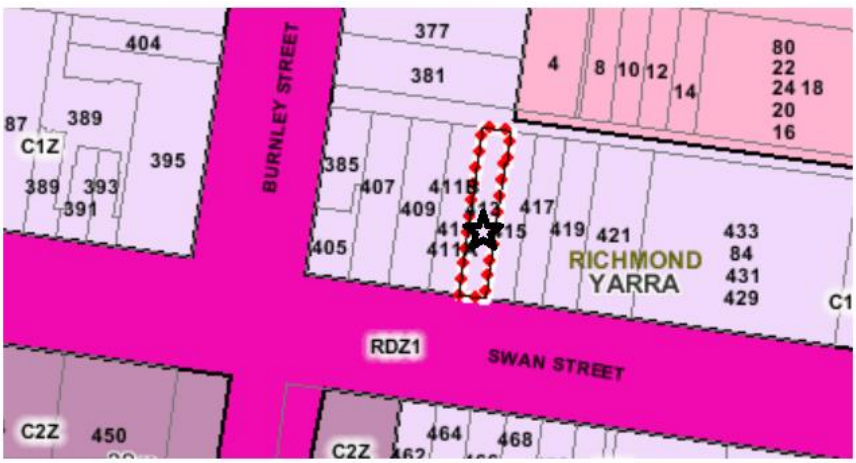


Figure 9: Zoning context of the subject site.

22. The site is located midway in a row of double-storey Victorian-era buildings, with all of these buildings largely modified to contain shop-fronts at ground level. These buildings include a barber shop to the east (with dwelling to the rear) and a massage outlet to the west (with a dwelling at the uppermost level). Other uses in the immediate area also consist of a café, dentist, retail shops and the Rising Sun Hotel approximately 50m to the west. The subject site / building combined with its pair to the east, is classified as 'individually significant' to the Burnley Street Heritage Precinct by the *City of Yarra Review of Heritage Areas 2007 Appendix 8 (revised from time to time*), with this document identifying the building at No. 411 Swan Street (i.e. building to the west) as 'contributory' to the same precinct.

23. Council's heritage citation for the subject site and its pair at No. 415 Swan Street, includes the following description:

    (a) *The properties at nos 413-415 on the north side of Swan Street, Richmond, are a Victorian two storey brick terrace pair of shops with combined residences. They both have skillion roof forms clad in galvanised corrugated steel, concealed by a prominent arched pedimented parapet on the south facade. The first floor facades are rendered and no. 413 has been overpainted, while no. 415 has, unusually, remained unpainted (save for the 'Monopole Magnum Cigars' sign). Window architraves, brackets, supporting stringcourse and mouldings remain intact at first floor level to both terraces, as do the parapets incorporating panels, brackets, cornices and mouldings, urn pedestals and dividers. The property dividers are coffered piers topped by triglyph modillions supporting the main cornices. No. 413 has a long-standing 'Monopole Magnum Cigars' sign (believed to date from the 1920s, see 'History' above). Minor spalling is evident on no.415's facade and there may have been finials at the upper level that have since been removed. Both have pairs of double-hung sash windows, with original timber framing; the windows to no. 415 have been fitted with insect screens and there is an air-conditioning unit fitted to the east window of no. 413. The awnings are non-original although the steel rods supporting the awning to no. 415 suggest that it dates from the early twentieth century. The ground floor shop fronts have largely been altered, no. 413 in recent years and no. 415 possibly in the 1960s, although the maroon tiling on the end walls may be earlier.*

    (b) *Recent aerial photographs indicate that the buildings have been extended to the rear. No. 413 is built to the rear boundary with a brick garage to the lane, enclosed on the upper level with an iron balustrade creating a large balcony. There is a single storey gable roof shed clad in steel sheeting to the rear lane at no. 415. The rear elements are not of heritage significance.*

24. The building to the immediate west is similar in its double-storey presentation with the exclusion of an arched pediment to its parapet (refer to Figure 2). This site, combined with the subject site and its pair to the east, is hard-edged, with boundary to boundary construction. The building to the west has a three-storey extension and hence, wall that extends across the shared boundary.

25. To the immediate north is an approximate 3.6m wide laneway that provides vehicular access to the residential properties addressing Farmer Street and shops addressed to Swan Street. The laneway runs west to east from Burnley Street to Cutter Street.



Figure 10: No. 381 Burnley Street and laneway viewed from Burnley Street (photo taken 22/02/2021)

26. North of the laneway is the south side of a double storey commercial building with a frontage to Burnley Street i.e. No 381 Burnley Street. The ground level operates as a licensed tavern, approved under Planning Permit No. PL07/0281. This site forms part of a small retail strip located at the southern end of Burnley Street that includes various single and double storey shop and office premises, a single storey medical centre and the double storey Rising Sun hotel located at the north-western corner of the Burnley Street / Swan Street intersection.

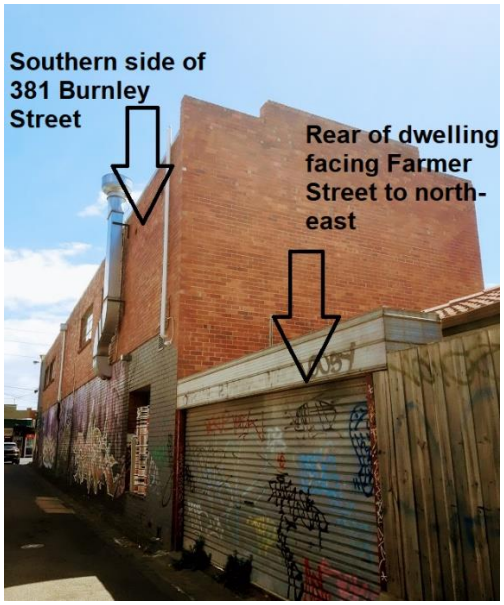


Figure 11: No. 381 Burnley Street and rear of property facing onto Farmer Street (photo taken 22/02/2021)

27. The property located immediately north-east of the laneway, opposite the rear of the subject site, is occupied by a single storey dwelling addressing Farmer Street. To the east of this are further dwellings addressing Farmer Street that have their secluded areas of private open space (SPOS) and garages located to abut the shared laneway.



Figure 12: Dwelling to the north-east facing onto Farmer Street that has its rear to the laneway (photo taken 22/02/2021)

28. To the immediate south of the subject site is Swan Street, an east-west arterial road with a road reserve width of approximately 20 metres that carries four lanes of traffic, with tram lines sharing the middle two lanes and the two outside lanes accommodating parallel car parking outside of clearway times. On each side of the road is a footpath (approximately 3 metres wide). Swan Street provides an east-west connection linking the suburbs east of the City of Yarra with the CBD, intersecting with major arterials Burnley Street, Church Street and Punt Road.

29. Opposite are five, brick single storey attached dwellings and a large, single storey timber yard / building supplies. This land has a current permit (PLN15/0057) for a mixed use development up to 12 storeys. This land is currently zoned Commercial 1 and has a site specific Design and Development Overlay which was facilitated by Amendment C185 as part of a combined re-zoning and development application. Further to the west, (across the Burnley Street rail overpass) are a number of double storey offices, car showrooms, furniture stores and industrial buildings.



Figure 13: Properties on opposite side of subject site, south of Swan Street (photo taken 22/02/2021)

30. The area has as an emergent character of taller built form contemporary developments of up to 12 storeys, which provide contemporary architectural responses, typically with rectilinear forms and materials including concrete, metal cladding and facades with high proportions of glazing.

31. Examples of this taller emergent character include the following:

(a) A seven-storey office development approved under Planning Permit PLN18/0403 located at No. 439 – 443 Swan Street (approximately 75m east of the subject site). The approved proposal includes a five-storey street wall with two upper levels atop. Construction has not yet commenced.

(b) A part three, part six-storey, mixed-use development approved under Planning Permit PLN14/1205 located at Nos. 429 – 437 Swan Street and 16 – 26 Farmer Street (approximately 30m east of the subject site). The development has a five-storey street wall to Swan Street with one upper-level storey and has been completed within the last 12 months. The northern section of that site (Nos. 16 – 26 Farmer Street) is the three-storey component of the development, featuring townhouses that present to Farmer Street.

(c) A part twelve and part thirteen-storey mixed-use development approved under Planning Permit PLN17/0448 located at Nos. 484-486 Swan Street, Burnley (70m south-east of the subject site). Construction for this development has not yet commenced.

(d) A twelve-storey mixed-use development approved under Planning Permit PLN15/0057 at Nos. 462-482 Swan Street, Burnley (south an opposite side of the subject site to Swan Street). Construction for this development has not yet commenced.



Figure 14: The six-storey mixed use development at No. 429 – 437 Swan Street (left – with artist's impression superimposed) and the six-storey office development located at No. 439 – 443 Swan Street (Council Endorsed Plans)



Figure 15: The six-storey mixed use development at No. 429 – 437 Swan Street (left) as constructed (photo taken 22/02/2021)

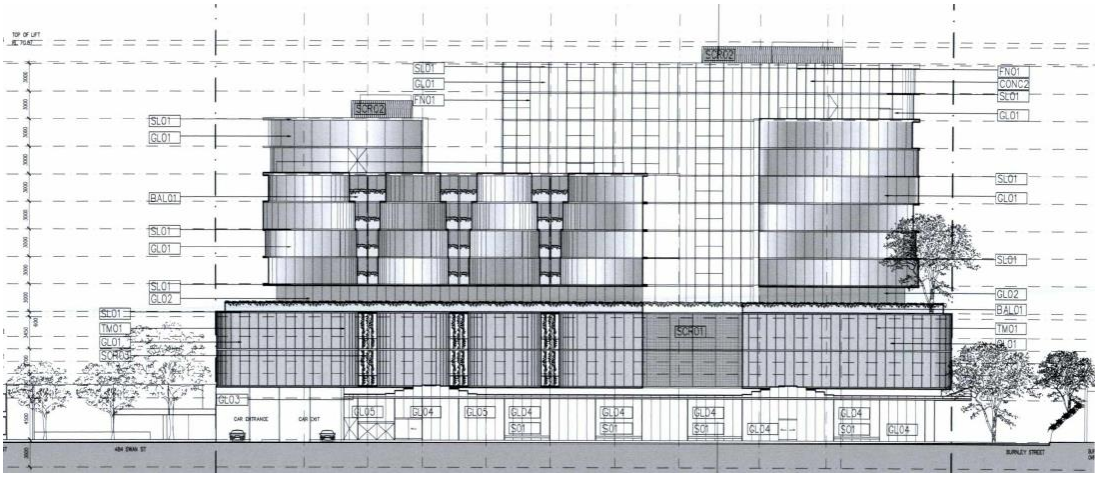


Figure 16: Swan Street Elevation of the 12-storey mixed use development approved at No. 462 – 482 Swan Street (Application material)

Planning Scheme Provisions

Zoning

Commercial 1 Zone

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

Use

33. Pursuant to Clause 34.01-1 of the Scheme, a planning permit is not required to use the land for 'shop', with this use included in the 'retail premises' group at clause 73.04-11 of the Scheme.

34. The 'dwelling' use requires a planning permit if 'any frontage at ground floor level exceeds 2m'. The residential frontage for this development addresses Swan Street, with the entrance less than 2m in width (i.e. approximately 1.7m wide as confirmed by the permit applicant). Accordingly, no permit is required for the use.

Development

35. Pursuant to Clause 34.01-4 of the Scheme, a planning permit is required to construct a building.

36. Pursuant to the decision guidelines at Clause 34.01-8 of the Scheme, an apartment development must meet the requirements of Clause 58 of the Scheme.

Overlays

Heritage Overlay (Schedule 474) – Burnley Street Precinct, Richmond)

37. The subject site is affected by the Heritage Overlay (HO474 – Burnley Street Precinct, Richmond).

38. Pursuant to Clause 43.01-1, a planning permit is required for demolition, and to construct a building and carry out works. External paint controls also apply to the subject building.

Design and Development Overlay (Schedule 2) – Main Roads and Boulevards

39. Pursuant to Clause 43.02-2 of the Scheme, a planning permit is required to construct a building or construct or carry out works.

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

40. 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). The application was referred in accordance with this provision.

Design and Development Overlay (Schedule 17) – Swan Street Activity Centre

41. Pursuant to Clause 43.02-2 of the Scheme, a planning permit is required to construct a building or construct or carry out works.

42. The following built form controls apply to the subject site, which is located in Precinct 4 (Burnley Station) of the Swan Street MAC:

Item	**Control**
Building height (mandatory)	24m maximum
Street wall height - Swan Street (preferred)	11m or the parapet height of the adjoining individually significant or contributory building if higher than 11m.
Upper level setback - Swan Street (preferred)	5m minimum for individually significant heritage buildings Any part of a building above the street wall should be designed to ensure that it occupies no more than one third of the vertical angle defined by the whole building in the view from a sight line of 1.7metres (on the opposite side of the street).

43. The interim DDO17 also has a number of design directives relating to the public realm experience, vehicle access, materiality and the response to nearby heritage buildings. These will be articulated where relevant through the assessment section of this report.

44. As previously outlined, the current DDO17 is an interim control which expires on 15 October 2021. As stated earlier in the report, Council adopted Planning Scheme Amendment C191 on 15 December 2020 with changes recommended by Planning Panels Victoria (the Panel). The amendment has not yet been gazetted by the Minister for Planning, however is considered to be a 'seriously entertained' amendment given that it has been adopted by Council.

45. As relevant to the subject site, the Planning Scheme Amendment will introduce a new Schedule 28 to the Design and Development Overlay (DDO28). With regards to the subject site, the principal changes proposed by the Council-adopted DDO28 (as related to the application) are the following:

(a) a preferred upper level setback of 6m from Swan Street (currently 5m).

Development Contributions Plan Overlay (Schedule 1) (DCPO1)

46. The Development Contributions Plan applies, requiring the developer to pay a cash contribution towards essential city infrastructure like roads and footpaths.

47. 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

48. Schedule 1 of the Development Contributions Plan Overlay (DCPO1) applies to the proposal. The subject site is located within Charge Area 9 (Central Richmond) and both development and community infrastructure levies are applicable.

49. A condition and note is to be included outlining the requirements for the payment of the development infrastructure levy and community infrastructure levy, in accordance with the relevant requirements.

50. A planning permit is not required for works under the overlay.

Particular Provisions

Clause 52.06 Car parking

51. Pursuant to Clause 52.06-2 of the Scheme, before a new use commences, the required car parking spaces must be provided on the land. Table 1 of this clause sets out the car parking requirement that applies to the land. In this instance, the subject site is located within the Principal Public Transport Network Area as shown on the Principal Public Transport Network Area Maps (*State Government of Victoria, August 2018*) and based on this, the statutory rates outlined in Column B of Table 1 apply. Under the provisions of Clause 52.06-5 of the Scheme, the development's parking requirements are as follows:

Proposed Use	Quantity/ Size	Statutory Parking Rate	No. of Spaces Required	No. of Spaces Allocated	Reduction required
One-two bedroom dwelling	1	1 space per dwelling	1	0	1
Three-bedroom dwelling	3	2 spaces per dwelling	6	3	3
Retail	34sqm	3.5 spaces per 100sqm of leasable floor area	1	0	1
		Total	**8 Spaces**	**3 Spaces**	**5 spaces**

52. Based on the above, and pursuant to Clause 52.06-3, a planning permit is required to reduce 5 car spaces.

Clause 52.34 Bicycle Facilities

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

Proposed Use	Quantity/ Size	Statutory Parking Rate	No. of Spaces Required	No. of Spaces Allocated
Dwellings	4 dwellings	In developments of four or more storeys, 1 resident space to each 5 dwellings	0 resident spaces	4 resident spaces

		In developments of four or more storeys, 1 visitor space to each 10 dwellings	0 visitor spaces.	0 visitor spaces
Shop	34sqm	1 employee space to each 600sqm of leasable floor area if the leasable floor area exceeds 1000sqm	0 employee spaces	1 space
		1 visitor space to each 500sqm of leasable floor area if the leasable floor area exceeds 1000sqm	0 visitor spaces.	
Bicycle Parking Spaces Total			**0 resident spaces**	**5 resident / employee spaces**
			0 visitor spaces	**0 visitor spaces**
Showers / Change rooms		1 to the first 5 employee spaces and 1 to each additional 10 employee spaces	**0 showers / change rooms**	**0 showers / change rooms**

54. The development provides a total of 4 additional resident spaces above the requirements of the Scheme, and whilst not required by the Scheme, does not provide visitor spaces on the land. Instead the latter is provided on Swan Street in the form of 2 visitor spaces.

Clause 53.06 Live Music and Entertainment Noise

55. This clause applies to an application required under any zone of this Scheme to use land for, or to construct a building or construct or carry out works associated with:

(a) *a noise sensitive residential use that is within 50 metres of a live music entertainment venue.*

56. The Concrete Boots bar at No. 381 Burnley Street, on the opposite side of the laneway to the north is a live music venue. Pursuant to Clause 53.06-3, a noise sensitive residential use must be designed and constructed to include acoustic attenuation measures that will reduce noise levels from any:

(a) *Indoor live music entertainment venue to below the noise limits specified in State Environment Protection Policy (Control of Music Noise from Public Premises) No. N-2 (SEPP N2).*

57. The clause goes on to state:

(a) *For the purpose of assessing whether the above noise standards are met, the noise measurement point may be located inside a habitable room of a noise sensitive residential use with windows and doors closed (Schedule B1 of SEPP-N2 does not apply).*
(b) *A permit may be granted to reduce or waive these requirements if the responsible authority is satisfied that an alternative measure meets the purpose of this clause.*

Clause 53.18 Stormwater Management in Urban Development

58. The purpose of this clause is:*"To ensure that stormwater in urban development, including retention and reuse, is managed to mitigate the impacts of stormwater on the environment, property and public safety, and to provide cooling, local habitat and amenity benefits."*

Clause 58 Apartment Developments

59. The provisions apply to an apartment development in the C1Z. A development must meet all of the objectives and should meet all of the standards of the Clause.

General Provisions

60. The decision guidelines outline at Clause 65 of the Scheme are relevant to all applications. Before deciding on an application, the Responsible Authority must consider a number of matters. Amongst other things, the Responsible Authority must consider the relevant State Planning Policy Frameworks, Local Planning Policy Frameworks and any local policy, as well as the purpose of the zone, overlay or any other provision.

Planning Policy Framework (PPF)

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

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

Clause 15.01 – Built Environment and Heritage
Clause 15.01-1S – Urban design

62. The objective is *"to create urban environments that are safe, healthy, functional and enjoyable and that contribute to a sense of place and cultural identity."*

Clause 15.01-1R – Urban design - Metropolitan Melbourne

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

Clause 15.01-2S – Building design

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

65. Relevant strategies include:

(a) *Ensure a comprehensive site analysis forms the starting point of the design process and provides the basis for the consideration of height, scale and massing of new development.*
(b) *Ensure development responds and contributes to the strategic and cultural context of its location.*
(c) *Minimise the detrimental impact of development on neighbouring properties, the public realm and the natural environment.*
(d) *Ensure the form, scale, and appearance of development enhances the function and amenity of the public realm.*
(e) *Ensure buildings and their interface with the public realm support personal safety, perceptions of safety and property security.*
(f) *Ensure development is designed to protect and enhance valued landmarks, views and vistas.*
(g) *Ensure development provides safe access and egress for pedestrians, cyclists and vehicles.*

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

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

Clause 15.01-4S – Healthy neighbourhoods

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

Clause 15.01-4R – Healthy neighbourhoods - Metropolitan Melbourne

68. The strategy is to "*create a city of 20 minute neighbourhoods, that give people the ability to meet most of their everyday needs within a 20 minute walk, cycle or local public transport trip from their home."*

Clause 15.01-5S – Neighbourhood character

69. The objective is "*to recognise, support and protect neighbourhood character, cultural identity, and sense of place."*

Clause 15.02 – Sustainable Development
Clause 15.02-1S – Energy Efficiency

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

71. Relevant strategies include:

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

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

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

73. Relevant strategies include:

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

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

74. The objective is "*to promote a housing market that meets community needs."*

75. A relevant strategy is to *"increase the supply of housing in existing urban areas by facilitating increased housing yield in appropriate locations, including under-utilised urban land."*

Clause 16.01-1R – Integrated housing-Metropolitan Melbourne

76. Strategies include:

(a) *Provide certainty about the scale of growth by prescribing appropriate height and site coverage provisions for different areas;* and
(b) *Allow for a range of minimal, incremental and high change residential areas that balance the need to protect valued areas with the need to ensure choice and growth in housing.*

Clause 16.01-2S – Location of residential development

77. The objective is *"to locate new housing in designated locations that offer good access to jobs, services and transport."*

78. Strategies include:

(a) *Increase the proportion of new housing in designated locations within established urban areas and reduce the share of new dwellings in greenfield and dispersed development areas.*
(b) *Encourage higher density housing development on sites that are well located in relation to jobs, services and public transport.*
(c) *Ensure an adequate supply of redevelopment opportunities within established urban areas to reduce the pressure for fringe development.*
(d) *Identify opportunities for increased residential densities to help consolidate urban areas.*

Clause 16.01-2R – Housing opportunity areas-Metropolitan Melbourne

79. Strategies include:

(a) *Identify areas that offer opportunities for more medium and high density housing near employment and transport in Metropolitan Melbourne;*
(b) *Facilitate increased housing in established areas to create a city of 20 minute neighbourhoods close to existing services, jobs and public transport;* and
(c) *Direct new housing to areas with appropriate infrastructure.*

Clause 16.01-3S – Housing Diversity

80. The objective is *"to provide for a range of housing types to meet diverse needs."*

Clause 16.01-3R – Housing diversity-Metropolitan Melbourne

81. *The strategy is "create mixed-use neighbourhoods at varying densities that offer more choice in housing."*

Clause 17.01 – Employment
Clause 17.02-1S – Business

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

Clause 18.01 Integrated Transport
Clause 18.02 – Movement Networks

Clause 18.02-1S – Sustainable personal transport

83. The objectives is "*to promote the use of sustainable personal transport."*

Clause 18.02-1R – Sustainable personal transport- Metropolitan Melbourne

84. Strategies of this policy are:

(a) *Improve local travel options for walking and cycling to support 20 minute neighbourhoods.*
(b) *Develop local cycling networks and new cycling facilities that support the development of 20-minute neighbourhoods and that link to and complement the metropolitan-wide network of bicycle routes - the Principal Bicycle Network*

Clause 18.02-2S – Public Transport

85. The objective is "*to facilitate greater use of public transport and promote increased development close to high-quality public transport routes."*

Clause 18.02-2R – Principal Public Transport Network

86. A relevant strategy is to "*Maximise the use of existing infrastructure and increase the diversity and density of development along the Principal Public Transport Network, particularly at interchanges, activity centres and where principal public transport routes intersect."*

Clause 18.02-4S – Car Parking

87. The objective is "*To ensure an adequate supply of car parking that is appropriately designed and located.*"

Local Planning Policy Framework (LPPF)

Municipal Strategic Statement

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

88. Objectives and strategies include:

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

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

(b) *Objective 3 – To reduce potential amenity conflicts between residential and other uses.*

(i) *Strategy 3.2 – Apply the Interface Uses policy at clause 22.05.*

Clause 21.04-2 – Activity Centres
Clause 21.04-3 – Industry, office and commercial
Clause 21.05 – Built form

Clause 21.05-1 – Heritage

89. Objectives and strategies include:

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

        (i) *Strategy 14.2 – Support the restoration of heritage places*
        (ii) *Strategy 14.3 – Protect the heritage skyline of heritage precincts*
        (iii) *Strategy 14.6 –Protect buildings, streetscapes and precincts of heritage significance from the visual intrusion of built form both within places and from adjoining areas.*
        (iv) *Strategy 14.8 – Apply the Development Guidelines for sites subject to a Heritage Overlay policy at clause 22.02*

Clause 21.05-2 – Urban design

90. The relevant objectives are:

    (a) *Objective 16 – To reinforce the existing urban framework of Yarra;*
    (b) *Objective 17 – To retain Yarra's identity as a low-rise urban form with pockets of higher development:*

        (i) *Strategy 17.2 – Development on strategic redevelopment sites or within activity centres should generally be no more than 5-6 storeys unless it can be demonstrated that the proposal can achieve specific benefits such as:*
            - *Significant upper level setbacks*
            - *Architectural design excellence*
            - *Best practice environmental sustainability objectives in design and construction*
            - *High quality restoration and adaptive re-use of heritage buildings*
            - *Positive contribution to the enhancement of the public domain*
            - *Provision of affordable housing.*

    (c) *Objective 18 – To retain, enhance and extend Yarra's fine grain street pattern;* and
    (d) *Objective 20 – To ensure that new development contributes positively to Yarra's urban fabric;*

        (i) *Strategy 20.1 – Ensure development is designed having particular regard to its urban context and specifically designed following a thorough analysis of the site, the neighbouring properties and its environs.*
        (ii) *Strategy 20.2 – Require development of Strategic Redevelopment Sites to take into account the opportunities for development on adjoining land.*
        (iii) *Strategy 20.3 – Reflect the fine grain of the subdivision pattern in building design where this is part of the original character of the area.*

Clause 21.05-3 – Built form character

91. The general objective of this clause is "*Objective 23 – To maintain and strengthen the identified character of each type of identified built form within Yarra.*"

Clause 21.05-4 – Public environment

92. The relevant objective and strategies of this clause are:

    (a) *Objective 28 – To a provide a public environment that encourages community interaction and activity:*

(i) *Strategy 28.1 – Encourage universal access to all new public spaces and buildings*
(ii) *Strategy 28.2 – Ensure that buildings have a human scale at street level.*
(iii) *Strategy 28.3 – Require buildings and public spaces to provide a safe and attractive public environment.*

Clause 21.06 – Transport

93. This policy recognises that Yarra needs to reduce car dependence by promoting walking, cycling and public transport use as viable and preferable alternatives. Relevant objectives and strategies of this Clause are as follows:

(a) *Objective 30 – To provide safe and convenient pedestrian and bicycle environments.*

(i) *Strategy 30.2 – Minimise vehicle crossovers on street frontages.*

(b) *Objective 31 – To facilitate public transport usage.*
(c) *Objective 32 – To reduce the reliance on the private motor car.*
(d) *Objective 33 – To reduce the impact of traffic.*

Clause 21.07-1 – Ecologically sustainable development

94. The relevant objectives and strategies of this clause are:

(a) *Objective 34 – To promote ecologically sustainable development.*

(i) *Strategy 34.1 – Encourage new development to incorporate environmentally sustainable design measures in the areas of energy and water efficiency, greenhouse gas emissions, passive solar design, natural ventilation, stormwater reduction and management, solar access, orientation and layout of development, building materials and waste minimisation.*

Clause 21.08-10 Neighbourhoods (Central Richmond)

95. At Figure 24 clause 21.08-5 of the Scheme, the Built Form Character Map shows that the subject site is located within a main road precinct, an objective of which is to *maintain the hard edge of the strip.*

96. The same map also shows the subject site as being within the heritage overlay built form character area where the objective is to ensure that development does not adversely affect the significance of the heritage place.

Relevant Local Policies

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

97. This policy applies to all land within a Heritage Overlay and aims to provide guidance for the protection and enhancement of the City's identified places of cultural and natural heritage significance.

Clause 22.05 – Interfaces Uses Policy

98. This policy applies to applications within the Commercial Zone (among others), and aims to reduce conflict between commercial, industrial and residential activities. The policy acknowledges that the mix of land uses and development that typifies inner city areas can result in conflict at the interface between uses.

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

Clause 22.07 - Development abutting laneways

100. This policy applies to applications for development that is accessed from a laneway or has laneway abuttal, with the relevant objectives as follows:

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

Clause 22.12 – Public Open Space Contribution

101. The subject site is in an area where cash in lieu of land is the preferred method of public open space contribution (area 3121F).

Clause 22.16 – Stormwater Management (Water Sensitive Urban Design)

102. Clause 22.16-3 requires the use of measures to *"improve the quality and reduce the flow of water discharge to waterways"*, manage the flow of litter from the site in stormwater and encourage green roofs, walls and facades in buildings where practicable.

Clause 22.17 – Environmentally Sustainable Design

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

Other Documents

Plan Melbourne

104. 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'*

105. The strategy specifies that all activity centres have the capacity to continue to grow and diversify the range of activities they offer. Opportunities to partner with the private sector to enable future diversification, investment and employment growth should be explored and, where appropriate, facilitated through planning provisions.

(a) Outcome 2: *'Melbourne provides housing choice in locations close to jobs and services.'*

(b) Direction 2.2 of Plan Melbourne is to *'Deliver more housing closer to jobs and public transport'*.

106. The strategy specifies that *'Activity centres are usually well served with public transport and offer access to a range of services and facilities. Many activity centres can support additional housing growth and will need flexibility, particularly where there is a significant population and household growth forecast.'*

107. 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.

Advertising

108. The application was advertised under the provisions of Section 52 of the *Planning and Environment Act (1987)* by 211 letters sent to surrounding owners and occupiers and by a sign displayed on site.

109. Six (6) objections were received to the application, including one petition with 34 signatories, the grounds of which can be summarised as:

(a) Excessive demolition of a heritage building;
(b) Excessive height and overdevelopment of the site;
(c) Lack of integration with the heritage streetscape and character of the neighbourhood;
(d) Reduction in the car parking provision;
(e) Increased traffic congestion on surrounding streets with additional waste truck movements in the laneway and further impacts on pedestrian safety;
(f) Off-site amenity impacts (visual bulk, overlooking, loss of daylight, overshadowing);
(g) The development fails to comply with ResCode, particularly Clauses 54.04-1 (side and rear setbacks), 54.04-2 (Walls on boundaries) and 54.04-5 (Overshadowing);
(h) The development would set a precedent; and
(i) Ongoing disturbance to the area during the construction phase as a result of an influx of development approved in the last 4-5 years.

110. A planning consultation meeting was not held due to public health risks associated with the Coronavirus pandemic.

Referrals

111. All referral comments are based on the decision plans (i.e. advertised plans) except for the heritage advice and second round urban design comments (email), which are based upon the sketch plans submitted by the applicant.

External Referrals

112. No external referrals were required by the application. However, pursuant to the requirements of Schedule 5 to the Design and Development Overlay, notice was provided to the following authorities:

(a) Transurban – no response received.
(b) VicRoads – response received.

Internal Referrals

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

(a) Engineering Services Unit;
(b) ESD Advisor;
(c) Waste Unit;
(d) Urban Design Unit;
(e) Heritage Advisor; and
(f) Wind Consultant.

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

OFFICER ASSESSMENT

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

(a) Policy and strategic support;
(b) Built form – Heritage and Urban Design;
(c) Clause 58 (internal amenity);
(d) Off-site amenity impacts;
(e) Car parking, vehicle access, traffic, loading and waste;
(f) Other Matters; and
(g) Objector concerns.

Policy and Strategic Support

116. The subject site is located within the Commercial 1 Zone (C2Z), with a key purpose of which is *to create vibrant mixed use commercial centres for retail, office, business, entertainment and community uses*. The proposed retail / shop use is a Section 1 use (no permit required) which indicates strong strategic support. Similarly, the residential use (subject to meeting the requirement of not having a 2m frontage at the ground level of the primary street facade) does not require a planning permit.

117. The C1Z specifically identifies the purpose of the land to provide for residential uses at densities complementary to the role and scale of the commercial centre. The dwellings would provide increased housing opportunities consistent with policy outlined in this report. The site has excellent access to shops, restaurants, community facilities and supermarkets, ensuring that the proposal will result in efficient use of existing infrastructure, consistent with Clause 21.04 of Council's MSS. Further, the provision of a retail tenancy at ground level, addressing Swan Street, continues to provide an active frontage within the commercial area, consistent with the purpose of the C1Z.

118. State and local policies encourage the concentration of development in and around activity centres with more intense development on sites well-connected to public transport, thereby ensuring efficient use of existing infrastructure and fostering diverse employment opportunities. The site is well connected to public transport, with trams along Swan Street, and with proximity to Burnley Railway Station, encouraging the use of alternative modes of transport to and from the site and reducing reliance on motor vehicles as encouraged by clauses 18.02 (Transport), 21.03 (Vision), 21.06-3 (the road system and parking) and 21.07 (Environmental Sustainability).

119. Urban consolidation is not the only relevant planning issue to be considered, with heritage and neighbourhood character being equally as important. The proposal must ensure new development responds to its built form and policy context. Clauses 15.01, 21.05-2 and 22.02 of the Scheme which call for development that appropriately responds to the surrounding context and urban character which in this case is commercial but with a residential interface to the north-east of the site. Furthermore, the DDO17 and Council-adopted DDO28 provide clear directions for new development in the Swan Street MAC which will be discussed throughout this report.

120. The scale of the proposed development at seven storeys appropriately responds to the site context and surrounding built form with no unreasonable overshadowing, visual bulk or overlooking impacts (addressed by way of condition) on nearby residential land (to be discussed in detail later in the report). A number of critical architectural improvements will be required, using the sketch plans submitted to Council.

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

Built Form – Heritage and Urban Design

122. This section of the report considers the built form of the proposed development and is guided principally by the interim DDO17 controls at Clause 43.02-17. This assessment is also guided by the decision guidelines of the Commercial 1 Zone at clause 34.01-7 and State and local planning policy at clauses 15.01-2 – Urban design principles, 21.05 – Urban design, 22.02 – Development Guidelines for Sites Subject to the Heritage Overlay, 22.05 - Interface Uses Policy and 22.07 – Development abutting laneways policy.

123. These provisions and policies seek a development that responds to the existing or preferred neighbourhood character and provides a contextual urban design response reflective of the aspirations of the area. Particular regard must be given to the site context, building height, massing, architectural response, the pedestrian experience and the development's interface with sensitive uses. These will be considered in the following paragraphs.

Site Context

124. The built form in the immediate area is mixed, with an emergence of contemporary, higher-scale development evident in the commercially zoned strip along Swan Street particularly to the south, opposite side of Swan Street, and east. These developments are interspersed throughout a streetscape that is defined by hard-edged commercial buildings, typically provided with modest (if any) street setbacks. The subject building combined with that to the east, is graded "individually significant" to the Burnley Street heritage precinct and as such, the retention of the contributory elements of the existing building is a significant component in the proposal's regard to its identity. This aspect must be tempered against the provisions and clauses of the DDO17.

125. Site coverage in the immediate area is also generally high and a number of developments have been approved, are under construction, or have been built on sites within proximity to the subject site, on or adjacent to Swan Street. These buildings range in height from 6-13 storeys. Given these approvals it is evident that the area is undergoing significant change and redevelopment.

126. As noted within the 'Planning Scheme Amendments' section of this report, Council adopted built form controls associated with the Swan Street MAC, which, under the current Scheme relate to the interim controls at DDO17. The interim DDO17 outlines mandatory height requirements that would apply to the subject site, with a maximum building height of 24m attributed to this land. The draft DDO28 also specifies that upper levels above the Swan Street street-wall must be set back a minimum of 6m for heritage buildings.

127. As previously outlined, the Council-adopted DDO28 has not been approved by the Minister and subsequently cannot be given weight in determining the current application. However, the proposal has responded through the adoption of a minimum 5m setback above the parapet of the heritage building and maximum building height of 23.4m (to the highest point of the lift core), as informed by the interim controls.

128. The interim DDO17 does not apply rear setbacks to the building as this will directly interface commercially zoned land to the north and opposite side. The context of the laneway and existing condition further justifies the design response that will be discussed in further detail later in this assessment. It is highlighted, that the residential context is to the north-east and not immediately opposite and a more detailed assessment of amenity impacts to the residential interfaces will be provided in a later section of this report.

129. There is no dispute that strategically the subject site is well-located for a higher-density development, being located in the C1Z within the Swan Street MAC, and with excellent access to cycling networks, public transport, services and facilities. Based on these attributes, it is a reasonable expectation that this site will experience intensification in use and development and with that in mind the following assessment is provided.

Demolition and heritage (retention of the first floor heritage façade) and works to the ground floor facade

130. The subject building and that at No. 415 Swan Street, is classified as 'individually significant' to the Burnley Street Heritage Precinct with the building at No. 411 Swan Street identified as 'not contributory' to this precinct (despite Council's Heritage Advisor erroneously identifying this as being "Individually Significant" in their advice on page 1). Clause 22.02-5.1 of the Scheme generally discourages the full demolition of a building unless the building is not contributory. As identified the site is "Individually significant" in Appendix 8, *City of Yarra Review of Heritage Overlay Areas 2007*.

131. The proposal is to incorporate the original facade of the first floor as is demonstrated in "The Proposal" section of this report. In determining whether the extent of demolition is appropriate, the permit applicant submitted a heritage report, labelled *Heritage Impact Statement*, prepared and authored by Bryce Raworth Pty. Ltd. and dated February 2019. The report provides a history and description of the subject site and includes an MMBW map that identifies the site always having formed part of a series of narrow fronted sites and for commercial use since at least 1901.

132. It is identified that the more "significant" part of the site, is the southern first floor façade, whilst the façade at the ground floor is of less significance not being original. That said, the section of building behind the façade and parapet, is of less significance to the historical identity of the site, and the heritage report supports the extent of demolition in anticipation of the development.

133. The proposal includes the removal of the front awning, the southern ground level shopfront and the roof behind the parapet, and portion of the building to the north whilst retaining sections of the western and eastern on-boundary walls and hence the facades' three-dimensional form. It is unclear whether an existing chimney on the shared boundary between the subject building and its pair to the east will be retained due to the conflicting portrayal of this on the plans (i.e. demolition is not indicated on TP1.11, Rev. C (Demolition Plan. Roof) and on TP2.03, Rev. C (Second Floor Plan) the chimney is shown) and the reference to this in the heritage report by Mr Raworth in the third paragraph at page 15. This was also queried by Council's Heritage Advisor, and a condition will seek the retention of this and all plans to be updated to be consistent in their detailing of this matter, particularly as the chimney is original and shared with the subject site's pair to the east, that emphasises their relationship.

Façade changes at Ground floor and chimney

134. The demolition will make way for the installation of a new glazed entrance to the shop and window, and a separate residential entrance with a section for mail-boxes, including construction of a new replacement awning over the footpath.

The extent of demolition has been supported by Council's Heritage Advisor however has requested that more detailed annotated drawings relating to the conservation of the original façade at the first floor, combined with in-depth details of the changes to the ground floor be provided.

135. A condition will require the submission of a detailed conservation management plan / survey and report to be prepared which includes a detailed set of annotated drawings, showing specific works and areas, and submitted for approval. This is to ensure that the contributory elements of the building are properly retained and restored to their original detailing.

136. A further condition will also require the shopfront window to adopt a sill height consistent with the plinths of surrounding shop-front windows as a point of reference with the awning adopted to be of a fitting and consistent design with surrounding footpath awnings.

137. It is highlighted that the proposed façade with the improvements provided in the "sketch" plans and further conditions requiring further analysis and detail, complies with the following policy directives for building facades and street frontages of the DDO17 for Contributory or Individually Significant Buildings:

    (a) Adaptation of contributory or individually significant buildings must:

        (i) *avoid highly reflective glazing in historic openings;*
        (ii) *encourage the retention of solid built form behind retained facades and avoid balconies behind existing openings;* and
        (iii) *maintain the inter-floor height of the existing building and avoid new floor plates and walls cutting through historic openings.*

    New development – tower behind façade – building height and massing

138. It is important for any assessment of building height and neighbourhood character to balance the range of influencing factors affecting this area, including policy provisions, existing height characteristics of nearby built form and preferred future character for the area.

139. The subject site combined with the adjoining property to the east form a pair of "Individually Significant" buildings and it is important to consider these together and against the specific requirements at Clause 22.02-5.7.2 (Specific Requirements (where there is a conflict or inconsistency between the general and specific requirements, the specific requirements prevail) which encourage new upper level additions and works to:

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

140. The DDO17 also provides the following relevant directives for upper level development on land within a heritage overlay:

    (a) be visually recessive and not visually dominate the heritage building and the heritage streetscape;
    (b) *utilise visually lightweight materials and finishes that are recessive in texture and colour and provide a juxtaposition with the heavier masonry of the heritage facades*
    (c) incorporate simple architectural detailing that does not detract from significant elements of the heritage building and the heritage streetscape
    (d) be articulated to reflect the fine grained character of the streetscape.

141. The maximum building height adopted is 23.4m above the NGL, and satisfies all built form controls of the DDO17 and the Council-adopted DDO28 as shown in the table below:

Item	Interim DDO17	Council-adopted DDO28	Proposal	Complies?
Mandatory maximum building height	24m	24m	23.4m	Yes
Preferred max. street wall height (Swan Street)	Parapet height	Parapet height	As per existing parapet height	Yes
Preferred rear interface (boundary wall height)	N/A	N/A	9m	Yes

142. As demonstrated above, the development complies with all height controls set out in the DDO17, achieving both preferred and mandatory height controls. The overall height (23.4m) and the street wall heights (as per the existing parapet height) are also lower than the more robust DDO17 controls associated with land in the Swan Street MAC to the west of the Burnley Street intersection (i.e. 27m). Council's Urban Designer was silent on the height and the setbacks because to this extent, the proposal complied with policy directives.

143. The massing of the proposed development follows the setbacks set out by the DDO17 built form controls. The upper levels step back from the podium with a minimum setback of 5m and 7.5m at the south-east corner, commencing from the second floor. The upper most level being the sixth floor, is setback 11.5m with the exception of a terrace that will extend 3.6m into this setback. As shown in the table below, the proposal complies with the built form controls of the DDO17.

Item	Interim DDO17	Council-adopted DDO28	Proposal	Complies?
Preferred min. upper level setback (Swan St)	5m	6m	5m	Yes (DDO17) No (DDO28)
Mandatory street wall setback (Swan St)	0m	0m	0m	Yes

144. However, the application does not comply with the built form control proposed by the Council-adopted DDO28, for the minimum upper level setback of 6m from Swan Street (instead of 5m as per the DDO17). Any assessment must be made against the existing controls which is clearly compliant. However, given this is a "seriously entertained" amendment, there must also be an assessment against the proposed control. The upper level setback is not a mandatory control under both the interim and Council-adopted DDOs and the context of the site must be taken into account. The proposed 5m upper level setback from Swan Street is supported for the following reasons:

    (a) The application proposes a building height in keeping with the DDO17 and the Council-adopted DDO28 and the difference is only marginal, whilst adopting a greater setback at the south-east corner of 7.5m, where adjacent to its heritage pair;
    (b) The upper levels comply with the vertical angle controls of the DDO17 (see following paragraph);
    (c) The façade and material improvements shown in the sketch plans will make the podium more dominant in the visual hierarchy and will therefore assist the upper levels in appearing as a more recessive element of the building that will blend with the walls of other surrounding grey buildings.

145. Further to all of the above, the DDO17 has a preferred control for upper levels that:

Any part of a building above the street wall should be designed to ensure that it occupies no more than one third of the vertical angle defined by the whole building in the view from a sight line of 1.7 metres (on the opposite side of the street).

146. This vertical angle assessment has been undertaken below at Figure 17 as produced by Metaxas Architects Pty. Ltd. The proportion of the upper levels that will be visible to the figure on the opposite side of Swan Street is marginally less than the 33.33% (one third) prescribed by the DDO17 controls as prescribed from the opposite side of Swan Street. The proposal thus complies with this control, giving evidence to the recessive massing of the upper levels. The Council-adopted DDO28 does not include this built form control.

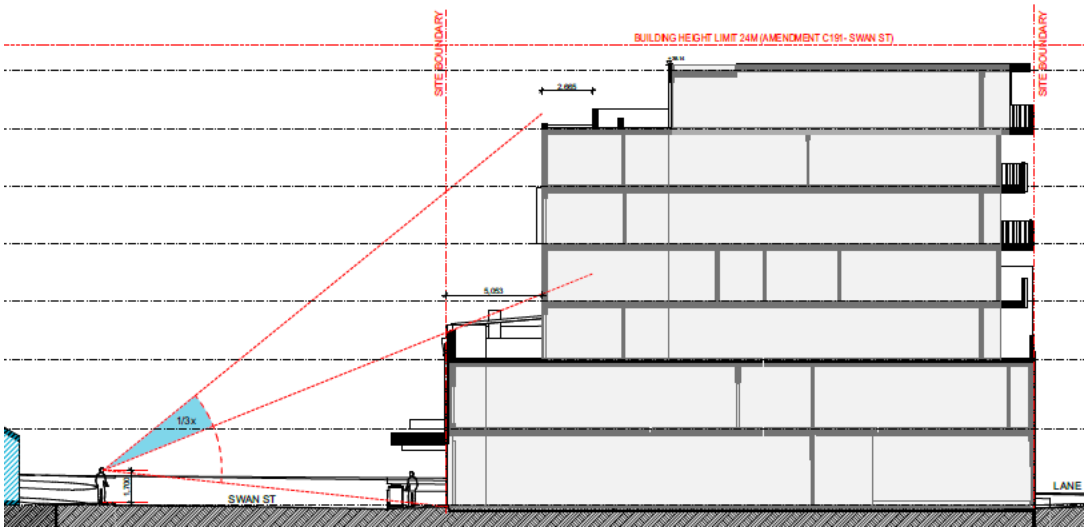


Figure 17: Extent of upper level visibility expressed by red dashed line, when viewed on opposite side of Swan Street ("Sketch" Plans as presented by Metaxas Architects)

147. Council's Heritage Advisor is unsupportive of the scheme largely due to the visibility of the tower from the public domain suggesting that the tower element need to be further set back beyond the requirements of the DDO17. Officers however believe it is important to consider the purpose and intent of the controls already depicted in the DDO17 as well as the emerging character of surrounding taller built forms, described earlier, and the continuous, attached built forms of immediate surrounding buildings that will partially obscure the western and eastern walls from the public realm.

148. The interim DDO17 controls pave the way for a taller building on this site and evidently the setbacks to upper level additions are not intended to produce an outcome that is invisible but rather, assist in producing a more subservient outcome to the original heritage fabric. The setbacks are considered to afford the existing heritage fabric with an appropriate separation and clearance in demarcating between old and new fabric, whilst ensuring that the prominent element to the street is the heritage façade. The conservation report that will be requested by way of condition will further assist in this aspect. To this extent the design is considered acceptable. It is also worth noting that the development at Nos. 429 – 437 Swan Street has a five-storey podium to Swan Street, and this is only located approximately 30m to the east (see Figures 18 through to 21 for a visual comparison in height).



Figure 18: Existing Streetscape presentation



Figure 19: Proposed Streetscape presentation

149. The glazed façade of the tower is not supported and the “sketch” plans have replaced this with a combination of rendered walls and windows that are more derivative of an apartment building in lieu of a commercial building as has also been recommended by Council’s Urban Designer (see Figures 3 and 4 and Figure 20). These are considered to produce an improved design response to Swan Street that is also responsive, not only to the DDO17 by way of the height and mass, but to the surrounding streetscape.



Figure 20: “Sketch” plan streetscape presentation

150. Most notably (see Figure 20), the reduced proportion of glazing at the Swan Street podium wall (and corresponding increase in proportion of masonry materials) are welcomed variations and will produce a better heritage outcome that is more respectful of the solid to void ratios of surrounding heritage buildings.

The “sketch” plans have reduced the extent of reflective surfaces that whilst lightweight in materiality, can in fact, detract from the significance of a heritage precinct. Therefore, the sketch plans represent improvements from a heritage perspective and appropriately respond to the local heritage policy at clause 22.02 of the Scheme whilst tempering the policy directives of the DDO17. It is also evident that these also create a firm point of reference to the building at No’s. 429-437 Swan Street that cannot be ignored given its proximity to the subject site, that also forms part of the context.

Public realm and pedestrian spaces

151. This principle requires the design of interfaces between buildings and public spaces to enhance the visual and social experience of the user. This outcome has been achieved at ground level, with a high degree of glazing along the Swan Street frontage, allowing views between the ground floor shop area and the street.
The principal pedestrian entry point has also been provided along Swan Street and will provide a high level of street activation along Swan Street in accordance with policy objectives of the DDO17.

152. The replacement of the awning will also provide for weather protection at the principal pedestrian entrance with space for visitors and employees of the building readily available on the footpath to circulate prior to entry. A portion of the Swan Street frontage has also been reserved for a booster cupboard and as the frontage is narrow, it is considered appropriate to include a condition that requires the fire booster to be fitted into a transparent cupboard. This will enhance the appearance of the façade with the continuation of a void ratio comparable to surrounding shopfronts. Council’s Engineer has also required conditions relating to the reconstruction of the footpath along the property’s frontage that will be addressed with conditions.

153. Vehicle access has been provided off the rear laneway as supported by the DDO17, which prohibits access off Swan Street but encourages access off the laneway. The DDO17 further calls for vehicle access to occur *to ensure a high-quality pedestrian amenity and limit potential conflict between vehicle movements and pedestrian activity.* As will be discussed in a later section of this report, Council’s Engineering Services Unit confirmed that vehicle access from the laneway is supported.



Figure 21: Excerpt from DDO17 showing vehicle access from rear laneway is preferred i.e. green line.

Architectural quality

154. As noted earlier, an increasing degree of contemporary, higher built form is emerging in this precinct of the Swan Street MAC. These developments provide robust, rectilinear designs, straight lines, high proportions of glazing across facades, and roof forms that are generally flat in a contemporary fashion.

155. The application (decision plans) propose new walls that are constructed of a mixture of concrete (finished in grey and white) and zincalume with a large expanse of glazing across the façade to Swan Street. With the exception of the façade associated with the second through to the sixth levels, the windows will generally be clear glazed with black powder-coated aluminium frames (i.e. to the north). The architectural outcome shown by the decision plans (i.e. the advertised plans) is not fully supported given the following issues that were relayed by Councils Urban Designer:

    (a) Proportion of glazing across the southern of the street wall is excessive, resulting in an overly lightweight appearance and an office-like presentation;
    (b) Upper levels lack visual articulation to the west and east.

156. In response to these comments the applicant submitted sketch plans (i.e. final set) on 27 January 2021 which show the following architectural changes:

    (a) A modified design response to the second floor and above, to exclude the full floor to ceiling glazing and have this replaced with a combination of rendered walls and windows;
    (b) Projecting zinc blade elements introduced alongside the windows to Swan Street;
    (c) Clarity with regard to the articulated response to the west and east-facing walls specific to the corrugated pattern applied to sections of the precast concrete panelled walls and delineation of levels; and
    (d) The removal of the perforated metal above the garage door.

157. The “Sketch” plans have been largely informed by Council’s Urban Designer and are considered to be satisfactory. As such, conditions will require the decision plans to adopt the changes as presented in the “Sketch” plans.

Landscaping

158. The “Sketch” plans provide some modest landscaping in the form of planter boxes to the terraces / balconies of Apartments A02, A03 and A04, at the second, fourth and sixth floors. This treatment has been provided in response to Council’s Urban Designer’s advice, and the extent of landscaping is considered appropriate in this commercial context where landscaping does not contribute to the character of the area.

159. The terrace planter boxes will soften the appearance of the northern façade, mitigating visual bulk impacts to the interface, more so to the north-east, in the diagonal. These changes are considered to be improvements and will be included by way of condition. The application does not include a landscape plan. This is needed to ensure that the landscaping outcome can be fully realised and maintained effectively with an appropriate selection of plant species. As such, a condition will require that a landscape plan be included to show the sketch plan landscaping outcome.

Site coverage

160. The site will be fully covered in built form, and this is acceptable given the proposed site coverage is identical to that existing on site, and to commercial buildings in proximity to the land, with intensive development a characteristic of the Swan Street MAC. The proposed site coverage is also consistent with the objectives of the interim DDO17 and Council-adopted DDO28 which calls for street walls with 0m street setbacks.

Laneway Abuttal

161. Clause 22.07 (Development Abutting Laneways) of the Scheme aims to maintain the unique character of laneways, ensure that development abutting laneways respects the scale of surrounding built form and that vehicle access via laneways will not detrimentally impact other users of the laneway.

162. The subject site abuts a laneway to the north which provides a 'back of house' context. As outlined throughout this report, the proposed vehicle access from the laneway is supported by both DDO17, Council-adopted DDO28 and is also supported by Council's Engineering Services Unit.

163. Council's Engineering Services Unit have assessed the location of the car stacker and the entry and exit vehicle movements from the laneway and has confirmed that these satisfactorily comply. This will be expanded upon in a latter section of this report, however it clarifies that vehicle access will not pose an unreasonable safety or access issue to other users of the laneway.

164. In terms of passive surveillance opportunities, the "Sketch" plans have now provided a perforated roller shutter door to the laneway, that will assist in the sense of passive surveillance of the laneway, particularly when combined with the north-facing terraces at the upper levels without resulting in any unreasonable overlooking impacts (as discussed in the off-site amenity section of this report).

165. The plans include a "warning lantern" associated with the garage at the north-east corner of the vehicle entrance and a condition will require details of this lighting to ensure that it does not result in any unreasonable light spill to the surrounding area.

Light and shade

166. The general overshadowing controls of the DDO17 state that a permit cannot be granted for development that overshadows the southern footpath of Swan Street between the hours of 10am and 2pm on the September equinox. For precinct 4 of the Swan Street MAC, the DDO17 prescribes that development must maintain solar access to Ryan's Reserve as follows:

(a) Beyond 16m of the eastern boundary of the reserve from 10am onwards on 22 September; and
(b) At the western boundary of the reserve until 2pm on 22 September.

167. The submitted shadow diagrams show that the development will not overshadow the southern footpath of Swan Street or Ryan's Reserve (located approximately 180m to the south-east) between the equinox hours of 9am and 3pm, and therefore confirms compliance with the overshadowing controls of the DDO17. For these reasons, the development will not unduly affect solar access amenity to the public realm.

Clause 58 - On Site Amenity

Standard D1 – Urban context

168. The purpose of this standard is to ensure that the design responds to the existing urban context or contributes to a preferred future development of the area. These aspects have been discussed in detail earlier within the built form review, with the height, massing and appearance of the proposed building (based on permit conditions) considered to be an acceptable response within the existing and emerging character of the neighbourhood. On this basis, the Standard is met. The following assessment will be based on the "sketch" plans given these provide the urban design benefits discussed in earlier sections.

Standard D2 – Residential Policies

169. As outlined within the Strategic Policy section of this report, the proposed development has strong policy support under the purpose of the C1Z and local policies of the Scheme. The site can clearly support a reasonable degree of higher density residential development, based on its proximity to public and community infrastructure and services. The Standard is met.

Standard D3 –Dwelling diversity

170. The provision of a diverse housing stock assists in achieving broader strategic goals by promoting housing choice, adaptability and encouraging a diverse range of people within a neighbourhood, including families. The proposal provides 1 x 1 bedroom and 3 x 3 bedroom apartments. This mixture of dwelling sizes allows for a reasonable variety of dwellings (albeit for the reasons detailed later the 1 x bedroom will be converted to a commercial use).

Standard D4 - Infrastructure

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

Standard D5 – Integration with the street

172. The site would maintain its existing integration with the street with regards to the principal shopfronts; this outcome is supported and will ensure that an active commercial presence is retained along Swan Street. Limited alteration to the building's integration with Swan Street is achieved by retaining the heritage fabric of the façade and through the provision of a contextually appropriate shopfront and separate residential entrance. On this basis the Standard is met.

Standard D6 – Energy efficiency

173. Policy at clauses 15.01-2S, 21.07, 22.16 and 22.17 of the Scheme encourages ecologically sustainable development with regard to water and energy efficiency, building construction and ongoing management. Positive attributes of the proposed development are outlined in the Sustainable Management Plan submitted with the application and include the following;

    (a) The apartments demonstrate an average NatHERS rating of 6.6-stars;
    (b) The development claims a BESS score of 55% representing 'best practice';
    (c) 5-star electric heating and cooling systems, and electric instantaneous hot water system;
    (d) Water efficient fixtures and appliances throughout;
    (e) Low VOC paints/adhesives to be used throughout the development;
    (f) North-facing glazing shaded by overhung balconies, with minimal glazing exposure on the east façade;
    (g) Bicycle parking provided for residents and visitors;
    (h) Energy efficient lighting 20% improvement on NCC lighting power densities;
    (i) The BESS Report indicates a 60% reduction in green house gas emissions for the apartments;
    (j) A 3kW rooftop solar PV system is proposed, with potential to generate 27% of apartment energy needs; and
    (k) Gas-free, all-electric development.

174. The features are supported and will contribute to positive ESD outcomes. There were recommendations made by Council's ESD Advisor to further improve the energy efficiency of the development. These include the following:

(a) Confirmation regarding the average NatHERS rating for the apartments to be in line with the City Of Yarra's preference for 10% improvement on the minimum requirements;
(b) Provision of vegetation – addressed through the "sketch" plans that include planter boxes on the terraces of several apartments;
(c) The terrace lightwell was considered to be too small being 6sq.m. to allow for daylight and Council's ESD advisor recommended this to be extended to 8sq.m. The "sketch plans have modified this to 7sq.m. but for the reasons detailed later in this assessment, this continues to remain unacceptable; and
(d) The absence of composting in the waste management plan.

175. All of these recommendations can be facilitated via permit conditions that will reference the "sketch" plans, and furthermore with a Landscape Plan also required to ensure that any vegetation incorporated into the development is appropriately located and maintained and functional.

176. In addition to these recommendations, there were some elements missing from the submitted material as highlighted by Council's ESD Advisor. These include the following:

(a) Two separate STORM reports have been submitted, one with a score of 116% and a catchment area of 131 m^2 and 2kL tank, and another with a score of 103% with a catchment area of 101 m^2 and 3kL tank (which is indicated on TP2.02). Clarify and update ESD Report, STORM Assessment Report and Plans to reflect amendments.
(b) The BESS report claims rainwater connection to all dwellings (while the ESD Report indicates rainwater reuse for ground floor and level 1 only). Re-issue upon clarification and ensure the score is in-line with the ESD Report and STORM score.
(c) The ESD Report is poorly worded around bicycle parking, reading '4 bike parking spaces per dwelling for residents', however only 5x wall racks are evident on ground floor (TP2.01). Re-word ESD Report or update plans accordingly to provide more clarity.
(d) Clarify meaning of waste commitment to 'reuse 30% of existing building materials from demolition'. A target to reuse or recycle 80% of demolition and construction waste is generally expected within the City of Yarra.
(e) Clarify STORM report and update ESD and STORM Assessment Report/s and Plans to reflect amendments.
(f) Clarify operability of south-facing windows on levels 2-5 to provide adequate ventilation and breeze paths.
(g) Clarify meaning of waste commitment to 'reuse 30% of existing building materials from demolition'. A target to reuse or recycle 80% of demolition and construction waste is generally expected within the City of Yarra.

177. The "Sketch" plans have provided the following in response to the above:

(a) Commitment to recycling/reusing 80% of demolition waste;
(b) Rainwater plumbed to toilets on the ground and first floors; and
(c) Management section added to the ESD Schedule in the SDA to reflect the commitments already shown in the BESS report.

178. All of this outstanding information will be required to be incorporated into an updated Sustainable Development Assessment. Based on the existing commitments outlined within this document, and the further elements required via permit conditions, it is considered that the development will achieve a good level of energy efficiency and is supported.

Standard D7 – Communal open space

179. This Standard only applies to developments which propose forty (40) or more dwellings.

Standard D8 – Solar access to communal open space

180. No communal open space is proposed as part of this development.

Standard D9 – Safety

181. The proposed residential entrance would be visible from Swan Street and is not obscured or isolated from the street, with an awning above the entrance providing further definition whilst allowing for a degree of shelter. The Standard is met.

Standard D10 – Landscaping

182. Landscaping does not play a significant role in the character of the surrounding area. However, as discussed previously, a degree of visible landscaping is encouraged to add visual interest to the appearance of the development and assist with its ecologic performance. A Landscape Plan has been required via a permit condition that relates to the landscaping incorporated on the "sketch" plans.

183. Given the size of the site being below 750sqm, there is no requirement for deep soil areas or canopy trees to be provided. The Standard will be met.

Standard D11 – Access

184. Vehicle access is maintained to the rear via the laneway and this outcome is supported. Access for service, emergency and delivery vehicles would be no different from the existing conditions that otherwise purports to Swan Street and the laneway as providing those services. The Standard is met.

Standard D12 – Parking location

185. The location of parking at the rear of the site is considered to achieve an acceptable design response. The ground floor garage is easily accessible from the laneway, with direct access to the lift and stairway from this space. Clear access will also be available to this space from the residential lobby and the bicycle storage room.

186. A car stacking system is to be accommodated within the garage. An acoustic report has not been provided but a condition will require the submission of one. The acoustic report should ensure that noise levels from the roller shutter and stacker is designed to achieve compliance with sleep disturbance targets. A condition will require this. Any condition 1 plans must also address any attenuation measures prescribed and / or design changes necessary.

187. The acoustic report will be endorsed as part of any planning permit issued. On this basis, the Standard is met.

Standard D13 – Integrated water and stormwater management

188. The "Sketch" plans include a 2,000L rainwater tank which would be connected to the toilet at level 1 (as there are no toilets identified on the ground floor). Two STORM reports have been provided that in both instances, do not reflected the appropriate number of bedrooms and a condition will require a new STORM report that does so. The report will be required to achieve the minimum STORM rating of 100% and will be made to be consistent with the policy direction under clause 22.16 – Stormwater Management (Water Sensitive Urban Design) of the Scheme. On this basis, the Standard will be met.

Standard D14 – Building setbacks

189. As outlined within the built form review of this assessment, the height and setbacks of the building, when amended to include the recommended conditions, is considered to achieve an acceptable design response to the character of the surrounding area.

Standard D15 – Internal views

190. The Standard notes that windows and balconies should be designed to prevent overlooking of more than 50 percent of the private open space of a lower-level dwelling directly below and within the same development. Internal, downward views will be available from two of the balconies into the balconies below.

191. The balconies / terraces of the master bedrooms to the north of Apartments A03 and A04 are all limited in size, with these balconies being only 5sq.m. These balconies are north-facing, are to bedrooms, face a public laneway and are secondary areas to the primary areas of private open space associated with these apartments. Providing a screen to these balconies would further restrict the extent of solar available to the dwellings, with the use of planter boxes or an internally angled screen reducing the scale of these balconies to an unacceptable size.

192. Methods to restrict downward views in accordance with clause 58.04-2 (Internal Views objective) to the balconies below is already restricted by their minimal setback from the northern boundary and wouldn't constitute the 50% overviewing that would otherwise require screening.

Standard D16 – Noise impacts

193. The proposed development is located approximately 90m to the north of the Burnley Street railway station, with this being the closest noise influence area specified in Table D3 to this Standard. The development is just outside the 80m threshold area and the specific noise controls outlined in this Standard are not required to be met, however given the site's proximity to tram and traffic noise along Swan Street to the south and the "Concrete Boots" bar at No. 381 Burnley Street to the north and opposite side of the laneway, it is considered that the new dwellings must be designed and constructed to include acoustic attenuation measures to reduce noise levels from these off-site noise sources.

194. Further, clause 22.05 of the Scheme states that new residential development located in commercial zones should be designed to:

    (a) *Incorporate appropriate measures to protect the residents from unreasonable noise, fumes, vibration, light spillage and other likely disturbances, and;*
    (b) *Locate noise-sensitive rooms (in particular bedrooms) and private open space away from existing and potential noise sources, and where appropriate incorporate other measures such as acoustic fencing, landscaping and setbacks.*

195. With regard to the "Concrete Boots" bar at No. 381 Burnley Street to the north, live music forms part of the operation of this venue, therefore Clause 53.06 (Live Music and Entertainment Noise) applies. This venue is permitted to operate until 1.00am.

196. As such, a condition will require the submission of an acoustic report that incorporates acoustic attenuation to the development with particular consideration to limiting noise impacts of tram and traffic noise along Swan Street to the south, and addressing the requirements at *Clause 53.06 (Live Music and Entertainment Noise)* of the Scheme. Any design changes will be required to incorporated by way of condition.

Mechanical plant noise

197. A condition will require full compliance with the SEPP N-1 requirements as these apply to mechanical equipment.

Shop noise

198. The ground floor shop use does not require a planning permit however the acoustic report must include methods by which noise impacts from this use will be managed. As the acoustic report would be endorsed as part of a planning permit, its requirements would have to be met with upgrades to mitigation measures clearly detailed in any amended plans.

Standard D17 – Accessibility objective

199. To ensure the design of dwellings caters for people with limited mobility, the Standard notes that at least 50% of new dwellings should provide:

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

200. A detailed assessment of the apartments indicates that certain elements included in Design Option A have not been met in all instances. A number of the accessible bathrooms (particularly in relation to Apartments A02 and A01) have inward opening doors, with toilets that are not located within the corner of the room. These aspects must be altered to ensure full compliance with Design Option A with a permit condition can facilitate this.

Standard D18 – Building entry and circulation

201. The proposed residential entrance would be readily visible within views along Swan Street and would therefore provide an adequate sense of address and identity for the building. A replacement awning will sit above the residential entrance, providing a visible transitional space for shelter. The Standard is met.

Standard D19 – Private open space

202. The areas and orientations of the terraces / balconies all address the northern aspect with the exception of Apartment 01, which is provided to the east, at the first floor. This is poorly sited, to the south whilst being land-locked to the east.

203. This Standard requires the following dimensions for balconies:

(a) 1 bedroom dwelling – minimum area of 8sqm and minimum dimension of 1.8m;
(b) 2 bedroom dwelling – minimum area of 8sqm and minimum dimension of 2m; and
(c) 3 bedroom dwelling – minimum area of 12sqm and minimum dimension of 2.4m.

204. Based on the ‘Sketch’ plans Apartment 01 would rely on an area of 7sq.m. with a minimum dimension of 1.3m whilst the remainder of apartments would be provided with terraces / balconies of a minimum 11sq.m. accessed from their living areas to the northern side. Apartments 02 and 03 would further benefit from secondary balcony / terraces of 5sq.m. and Apartment 04 from 5sq.m and 10sq.m. secondary balcony terraces. The Standard also notes that if a cooling or heating unit is located on a balcony, then the balcony should provide an additional floor area of 1.5sqm. The plans appear to include condenser units in the primary areas of private open space accessed from the living areas of apartments.

With this in mind Apartment 01's shortfall is significant (being 2.5sq.m.) and is not supported. The remaining balconies exceed the size by a minimum of 1.5m (with air-conditioning units provided) and minimum dimensions required by the Standard.

205. Sliding doors are provided to all areas of open space, ensuring that they are not compromised by an outward opening door. The proposal will generally result in well-designed balconies with a typical rectangular shape that are directly accessible from primary living spaces.

Standard D20 – Storage

206. Each of the proposed dwellings will have access to the minimum storage requirements outlined within this Standard, with the majority of this storage located within the apartments. External storage cages have also been provided at the first floor. The functionality and location of these storage spaces are considered reasonable and the Standard will be met.

Standard D21 – Common property

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

Standard D22 – Site services

208. The site services would be located at ground level within the building, adjacent to the bin storage and bicycle rooms. This location is acceptable and will ensure that these services can be installed and easily maintained.

209. The mailboxes will be located directly adjacent to the residential entrance on Swan Street, and easily accessible by Australia Post. This outcome is acceptable.

Standard D23 – Waste and recycling

210. Waste storage procedures will be discussed within the separate waste section of this assessment.

Standard D24 – Functional layout

Bedrooms

211. The Standard notes that main bedrooms should have a minimum width of 3m and minimum depth of 3.4m, with other bedrooms to be 3m x 3m in dimensions. The Standard is met for all dwellings.

Living areas

212. Table D8 within this Standard states that living areas (excluding dining and kitchen areas) should meet the minimum internal room dimensions specified below;

(a) 1 bedroom dwelling - minimum width of 3.3m, with a minimum area of 10sqm
(b) 2 or more bedroom dwelling – minimum width 3.6m, with a minimum area 12sqm.

213. Apartment 01 fails to meet this standard which when combined with the shortfall to the terrace area is considered to result in a poor internal amenity outcome. The remainder meet the standard.

Standard D25 – Room depth

214. The Standard aims to allow adequate daylight into single-aspect habitable rooms, by ensuring that these rooms do not exceed a room depth of 2.5m times the ceiling height. Apartment 01 will have a floor-to-ceiling height of 3.3m and Apartments 02, 03 and 04 will have floor to ceiling heights of 2.7m with the upper most level of Apartment 04 with a floor-to-ceiling height of 3m. As such, Apartment 01's room depths should not exceed 8.2m, whilst the remainder should not exceed 6.75m. Apartments 02, 03 and 04 meet the standard and depths already outlined.

215. The standard also gives allowances, as follows:

216. The depth of a single-aspect, open plan, habitable room may be increased to 9 metres if all the following requirements are met;

    (a) The room combines the living area, dining area and kitchen.
    (b) The kitchen is located furthest from the window.
    (c) The ceiling height is at least 2.7 metres measured from finished floor level to finished ceiling level.

217. These requirements are met within Apartment 01, however this dwelling fails to meet the standard relating to the minimum dimensions of the living room and associated terrace. These failings are a result of the site's constraints, and are considered to be of detriment to the amenity of this apartment.

Standard D26 – Windows

218. All habitable rooms within the proposed development contain a window within an external wall to the building, with no reliance on 'borrowed light' for any habitable rooms. The Standard is met.

Standard D27 – Natural ventilation

219. The "Sketch" plans provide improvements to the ventilation opportunities afforded to the apartments by identifying the windows that are operable. It appears that all windows are in operable, with the master bedrooms and living areas containing glass sliding doors. This meets the Standard, which requires a minimum of 40% of dwellings to be provided with effective cross ventilation.

220. With the exception of Apartment A01, the development is considered to achieve a good level of internal amenity.

221. With regard to the wider ESD features proposed for the development; rainwater will be captured for toilet flushing through a 2,000L rainwater tank, energy efficient lighting and water efficient fixtures / taps will be installed and sustainable products will be used throughout the design. These features (amongst others) achieve a BESS score of 55%, with a score of 50% signifying 'best practice'.

222. To further increase the development's energy efficiency (and to ensure that the development will actually achieve the stated BESS score), Council's ESD Advisor recommended improvements and updates that can be included as conditions for an updated Sustainable Development Assessment. A condition will ensure that all details associated with the endorsed Sustainable Development Assessment be included on the development plans.

223. Apartment A01, is south-facing and when combined with the deficiencies relating to the minimum dimensions required for its living area and shortfall of the terrace area, including lack of daylight opportunities afforded to its only bedroom, a better design outcome would be to modify this space and convert it into commercial use. This can be facilitated with a condition. The C1Z contains several uses that are non-permit required that can be adopted such as office, or shop lending itself as an extension to the shop area already provided at the ground floor. Nonetheless, an improved use of this space is warranted in this instance, particularly as the shortfalls result in poor internal amenity.

224. Another aspect to this is the potential further shadow impacts of any future development to the east, that would further impact Apartment A01's terrace.

Off-Site Amenity Impacts

225. Clause 15.01-2S of the Scheme and the general design objectives of the DDO17 aim to provide building design that minimises the detrimental impacts on neighbouring properties, the public realm and the natural environment, with potential impacts relating to overshadowing of SPOS, loss of daylight to windows, visual bulk and overlooking of sensitive areas. The relevant policy framework for amenity considerations is contained within clauses 22.05 (interface Uses Policy) as well as the decision guidelines of the Commercial 1 Zone at Clause 34.01-7 and the DDO17 at Clause 43.02-17 of the Scheme.

226. As previously identified, land surrounding the site to the west and east is commercial with dwellings, as well as, to the north and immediately opposite side of the subject site. To the north-east, on the diagonal is zoned residential with the closest dwelling in that zone to the subject site being No. 4 Farmer Street.

Daylight to windows

227. There are no habitable room windows associated with surrounding buildings that face the subject site. This is largely attributed to the north-south orientation.

Overshadowing

228. Although not strictly applicable in this instance, Standard B21 of Clause 55 notes:

(a) *Where sunlight to the secluded private open space of an existing dwelling is reduced, at least 75 per cent, or 40 square metres with minimum dimension of 3 metres, whichever is the lesser area, of the secluded private open space should receive a minimum of five hours of sunlight between 9 am and 3 pm on 22 September;* and

(b) *If existing sunlight to the secluded private open space of an existing dwelling is less than the requirements of this standard, the amount of sunlight should not be further reduced.*

229. The adjoining property to the west is currently being used as a dwelling (as approved under planning permit No. PL02/0076) at the upper floor and the use of the ground floor to the east appears to be for car parking secluded private open space of a dwelling. That said, the proposed development does not result in any new overshadowing to what would otherwise be deemed secluded private open space of any nearby dwellings that is deemed to be unreasonable within the realms of the C1Z where there is an expectation of dwellings to co-exist within mixed use buildings. The shadows to the west will be present in the morning and to the east, would be cast in the afternoon. The adjoining dwelling's balcony at the second floor and secluded private open space of the dwelling to the east would continue to benefit from their northern orientation whilst the terrace to the west faces Swan Street, and is already compromised by existing built form and its southern orientation.

230. The adjoining dwelling also has an east-facing skylight within proximity that has benefited from the subject site retaining a low profile. It is considered reasonable within the context that has overarching urban consolidation objectives that will not be fully achieved if all dwellings are expected to achieve full direct access to sunlight in the absence of built form on the subject site. The adjoining development's skylight relies on borrowed access to sunlight. This should not compromise the subject site's ability to be developed.

Overlooking

231. Standard B22 of Clause 55 (ResCode) of the Scheme includes requirements for managing overlooking, and requires that:

> *A habitable room window, balcony, terrace, deck or patio should be located and designed to avoid direct views into the secluded private open space of an existing dwelling within a horizontal distance of 9 metres (measured at ground level) of the window, balcony, terrace, deck or patio. Views should be measured within a 45 degree angle from the plane of the window or perimeter of the balcony, terrace, deck or patio, and from a height of 1.7 metres above floor level.*

232. The closest habitable room windows and SPOS within proximity to the subject site are associated with the adjoining property to the west and east (zoned C1) and at No. 4 Farmer Street (zoned residential). There has been no effort made to address overlooking in terms of identifying surrounding areas of secluded private open space and habitable room windows, and a condition will require compliance with the provisions of Standard B22.

Visual Bulk

233. The "Sketch" plans provide some improvements to the side elevations in their articulation. To the west, the upper floor walls will be constructed adjacent to a three-storey, on-boundary wall and opposite the hipped roof of an adjoining building. Above the walls are articulated with a combination of corrugated patterning applied to sections of the precast concrete panelled walls and delineation of levels, including zincalume applied to the upper most wall. A similar approach has been entertained for the eastern elevation with the exception that these walls will be more exposed at the lower levels due to the adjoining conditions and context. However, it is important to note that the DDO17 is a driving force for a taller built form on this site as well as those adjoining.

Wind Impacts

234. The Wind Impact Assessment authored by VIPAC Engineers and Scientists Ltd and dated 4 December 2019 was peer reviewed by MEL Consultants Pty. Ltd. and many of the findings were supported. The report analysed the wind impacts around the proposed development and confirmed that the wind conditions are expected to achieve the walking criterion on the balconies.

235. While a full and accurate assessment has been carried out in relation to the siting and scale of the subject building, and is supported in principle, a condition will require an amended Wind Impact Assessment to further confirm that wind mitigation measures have been appropriately considered in the design of the development with regard to the "Sketch" plans with further regard to the laneway and a wind tunnel test as related to the balconies. This is unlikely to result in significant changes to the proposal, and normally limited to increased screening or landscaping.

Equitable Development

236. To ensure the 'fair, orderly, economic and sustainable development of land' in accordance with the objective of the *Planning and Environment Act* (1987), matters of equitable development must be considered. Both the interim DDO17 and Council-adopted DDO28 require upper levels to be provided with a building separation of at least 3m where windows are proposed in a commercial development. In this instance there are no windows facing into the site associated with adjoining buildings and there are none proposed associated with the scheme before Council.

237. In this instance, the site is separated from land to the south by Swan Street and to the north by the laneway. In light of this context, the proposed development will not unreasonably affect equitable development opportunities to the southern or northern properties.

238. The sites to the west and east are located within the C1Z with heritage controls and the same DDO controls applicable to the subject site. Based on their site dimensions and orientation, it is anticipated that these sites could achieve a similar outcome to that proposed by the scheme before Council. The adopted scheme is in accordance with the requirements of the interim DDO17 and Council-adopted DDO28 for a commercial building. It would be an unreasonable expectation to adopt setbacks from the side boundaries given the site constraints. Given this interface and zoning that entertains the intensification of development and a co-existence of sensitive and commercial land uses, the scheme is considered to be able to adopt a zero setback from both side boundaries.

Noise and Light Spill

239. Policy at Clause 22.05 of the Scheme seeks to ensure new commercial development is adequately managed having regard to its proximity to residential uses.

240. The proposal is unlikely to result in unacceptable noise emissions to the nearby residential properties given that the building would be used for a shop facing Swan Street with dwellings above. Due to the nature of the use there will be minimal noise generated by pedestrian activity, given that it is enclosed and the use would be conducted indoors. A standard condition will also require details of external lighting capable of illuminating access to the garage and entrances to the building dwelling and provided within the property boundary shielded and of limited intensity as to avoid light spill into adjoining properties.

241. As previously indicated, a condition will require an acoustic report that includes acoustic attenuation to the development with particular consideration of limiting noise impacts of tram and traffic noise along Swan Street to the south and addressing the requirements at *Clause 53.06 (Live Music and Entertainment Noise)* of the Scheme. Any design changes will be required to be incorporated by way of condition.

242. A condition will also require noise and emissions from plant equipment to comply at all times with the State Environment Protection Policy – Control of Noise from Commerce, Industry and Trade (SEPP N1) and Control of Music from Public Premises (SEPP N2).

Car parking, vehicle access, traffic, loading and waste

Provision of car parking

243. The proposed development would provide a total of 3 on-site car parking spaces in the form of a car stacker accessed from the rear.

244. The proposed car parking provision (and associated car parking reduction) are supported for the following reasons:

(a) On-street car parking in the surrounding area consists largely of 1 hour, 2 hour and permit-restricted spaces. Swan Street also has clearway restrictions during peak traffic times. The lack of long-stay car parking in the surrounding area will significantly reduce employee car parking demand associated with the proposed development. In the event of visitors arriving to the site by vehicle, the high turnover rate of the 1 and 2 hour car spaces will enable visitors to park near the site. Further, the permit-restricted spaces in the area will continue to protect car parking availability for existing, permit-holding residents.

(b) The site has excellent access to public transport, including tram services on Swan Street (direct access) as well as Burnley Railway Station (90m) south, both of which are within walking distance.

(c) The provision of bicycle infrastructure in the surrounding area, including the Main Yarra Trail which is a highly utilised commuter route for cyclists. The area also has shared lane markings for bicycles including on Swan and Burnley Streets. Further, the proposal provides in-excess of the bicycle space requirements prescribed by the Scheme. These measures will encourage bicycle use. The provision of externally accessible bicycle parking along Swan Street will similarly encourage visitors to ride to the development. A condition will require the plans to be updated to show minimum spacing requirements from the southern edge of the façade to the centre of the bicycle rack of a minimum 2m.

(d) Local planning policy at clauses 18.02, 21.03, 21.06-3 and 21.07 of the Scheme encourage reduced rates of car parking provision for development sites within close proximity to public transport routes and activity centres.

(e) Traffic is a key issue affecting the road network, particularly in Cremorne and Richmond. By providing a lower rate of on-site car spaces, it will ensure that the development does not generate any unreasonable increase in traffic levels for the surrounding road network.

(f) Council's Engineering Services Unit reviewed the proposed car parking provision and raised no issue to the proposed reduction, stating that it is appropriate for the site which *is ideally located with regard to sustainable transport alternatives.* Further, Council's Engineering Services Unit highlighted that for flat-type dwellings, the average car ownership for one- and three-bedroom dwellings is 0.75 and 1.14 cars per dwelling respectively. 2016 Census conducted by the Australian Bureau of Statistics suggests that there is a market demand for dwellings without any on-site parking, especially if located close to public transport nodes. The site has its frontage on an activity centre and has very good links to public transport and a reduced parking provision onsite, is supported.

245. The conversion of Apartment A01 into a commercial use would not further increase the parking rate reduced by the current scheme. This is because the area of the first floor combined with that at the ground floor is less than 100sq.m. and any further parking rate associated with a non-permit use entertained by the zone, would not bypass the 5 car park reduction considered under the current scheme before Council (i.e. a likely extended shop use or potential scope for office).

Vehicle Access

246. The application seeks to provide access to the garage at the rear via a single width access door accessed off the rear laneway. The onsite parking provision of three car spaces will be provided within a car stacker system within the nominated garage.

247. Other than requesting additional information to be shown on the plans or minor layout changes, Council's Engineering Services Unit did not raise any issues with vehicle access and safety. Further, the relatively low number of on-site car spaces will provide an acceptable outcome with regards to vehicle access and safety outcomes. The warning lantern at the rear of the building, associated with the car stacker, was further discussed with Council's Engineering Services Unit, and it was advised that this element could not be supported in its current form due to its projection over the laneway. A condition will require this to either be deleted (with an alternative warning system to be submitted for consideration) or revised to be repositioned within the site's title boundaries.

248. Council's Engineering Services Unit were largely supportive of the proposed access arrangements, with minor changes and additional details required as follows:

    (a) The width of the garage door dimensioned on the drawings.
    (b) The headroom height at the garage door dimensioned on the drawings.
    (c) The floor to ceiling height above the car stacker device dimensioned on the drawings.
    (d) 1 in 20 scale cross sectional drawing showing the reduced level of the north and south edge of the laneway, the centreline of the laneway, the edges and invert of the bluestone channel on both sides of the laneway, and the finished floor level of the slab. All levels are to be shown on a cross sectional drawing, with dimensions, together with the B99 design vehicle ground clearance template demonstrating access into and out of the development.

249. All of the above items can be achieved by condition which will ensure appropriate and safe vehicle access.

250. A number of additional recommendations were made by Council's Engineering Services Unit; these relate to various infrastructure requirements immediately surrounding the site that should be undertaken to Council's satisfaction and at the Permit Holder's cost, as follows:

    (a) The kerb and channel along the property's Swan Street road frontage must be reconstructed to Council's satisfaction and at the Permit Holder's cost.
    (b) The footpath along the property's Swan Street road frontage must be reconstructed to Council's satisfaction and at the Permit Holder's cost. The footpath must have a cross-fall of 1 in 40 or unless otherwise specified by Council.
    (c) Any damaged roads, footpaths and other road related infrastructure adjacent to the development site as a result of the construction works, including trenching and excavation for utility service connections, must be reconstructed to Council's satisfaction and at the developer's expense.
    (d) 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.
    (e) 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.
    (f) Areas must be provided inside the property line and adjacent to the footpath to accommodate pits and meters. No private pits, valves or meters on Council property will be accepted.
    (g) Only roof runoff, surface water and clean groundwater seepage from above the water table can be discharged into Council drains.
    (h) 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.

251. The majority of these additional recommendations can be appropriately captured under general infrastructure, drainage and construction management conditions and/or notes that are usually placed on a permit of this type. VicRoads has also responded and their condition relating to tram disruption will also be included as a permit condition.

Traffic

252. The application has located vehicle access from the rear laneway. This is considered to be the preferred location with respect to pedestrian and traffic safety, as encouraged by the interim DDO17.

Loading, unloading and waste

253. The Scheme does not provide any requirements for loading bays, rather Council must consider loading and unloading as relevant to the application. A loading bay has not been provided as part of the development.

254. This is considered to be an acceptable outcome given that the development is associated with a small commercial component and whilst this will be increased as a consequence of the condition replacing Apartment A01 with a non-permit required commercial use, the footprint will remain small (i.e. less than 100sq.m.). This will ensures that the development does not impose any unreasonable loading requirements on Swan Street that are not comparable to the existing conditions where the existing building is commercial and would already generate a loading component.

255. The submitted Waste Management Plan (WMP) has been assessed by Council's Civil Works Unit, who raised a number of issues that need to be addressed, as follows:

(a) The size of the bin storage area must be provided in M^2, it must be large enough to form an effective waste system and incorporate Councils future 4 bin Kerbside waste service.
(b) More information is required regarding Hard waste and E waste storage area. Ideally this would be incorporated into the bin storage area.
(c) Private and Council bins must be clearly separated otherwise all bins must be collected privately.

256. These recommendations can be included as conditions for a revised WMP. As the changes will require modifications to the ground floor layout, a condition is also recommended for the development plans to be revised to accommodate any relevant changes required by the endorsed WMP.

Bicycle Facilities

257. Council's Strategic Transport Unit supports the on-site bicycle parking provision and the bicycle parking spaces on Swan Street on the basis that the clearance between the centre of the hoop and the building line is at least 2m (to ensure a 1.5m clearance for DDA compliance). The plans appear to comply with this, but a condition will require this to be confirmed on the plans as a notation.

Objector Concerns

258. Objectors concerns are addressed as follows:

(a) Excessive demolition of a heritage building;

259. This element is discussed in paragraphs 130 to 137 of this report.

(a) Excessive height and overdevelopment of the site;

260. This element is discussed in paragraphs 138 to 150 of this report.

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

261. This element is discussed in paragraphs 138 to 167 of this report.

(a) Reduction in the car parking provision;

262. This element is discussed in paragraphs 243 to 245 of this report.

(a) Increased traffic congestion on surrounding streets with additional waste truck movements in the laneway and further impacts on pedestrian safety;

263. This element is discussed in paragraphs 253 to 256 of this report. It is noted waste truck movement will not be too dissimilar from existing conditions that also rely on waste truck movements.

(a) Off-site amenity impacts (visual bulk, overlooking, loss of daylight, overshadowing);

264. This element is discussed in paragraphs 225 to 233 of this report.

(a) The development fails to comply with ResCode, particularly Clauses 54.04-1 (side and rear setbacks), 54.04-2 (Walls on boundaries) and 54.04-5 (Overshadowing);

265. The provisions of Clause 54 are not applicable to the subject site. Another Objector also referenced the Swan Street Structure Plan but this carries no weight given the interim DDO17 controls.

(a) The development would set a precedent; and

266. Precedence is not a planning consideration.

(a) Ongoing disturbance to the area during the construction phase as a result of an influx of development approved in the last 4-5 years.

267. A Construction Management Plan will be required by way of condition that will address any disturbance inflicted during the construction phase, including all construction methodology.

RECOMMENDATION

That having considered all objections and relevant planning policies, the Planning Decisions Committee resolves to issue a Notice of Decision to Grant a Planning Permit for partial demolition, construction of a multi-level, mixed-use building and a reduction in the statutory car parking requirement at 413 Swan Street, Richmond subject to the following conditions:

1. Before the development commences, amended plans to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plans will be endorsed and will then form part of this permit. The plans must be drawn to scale with dimensions, and three copies must be provided. The plans must be generally in accordance with the decision plans, prepared by Metaxas Architects Pty. Ltd. and dated 30/03/2020 but modified to include:

    (a) The changes as depicted on the “Sketch” plans prepared by Metaxas Architects Pty. Ltd and dated 11/01/2021 that show:

(i) A modified design response to the Swan Street façade to the second floor and above , to exclude the full floor to ceiling glazing and have this replaced with a combination of rendered walls and windows;
(ii) Provision of planter boxes added on the terraces of Apartments A02, A03 and A04; and
(iii) The inclusion of key Environmental Sustainability Development notes.
(iv) Projecting zinc blade elements introduced alongside the windows to Swan Street;
(v) Application of a corrugated pattern to sections of the precast concrete panelled walls to the west and east elevations;
(vi) The removal of the perforated metal above the garage door;

But further modified to show:

(b) The retention of the existing chimney shown on all plans;
(c) A plinth to the shop-front window consistent with the adjacent shop-front windows along Swan Street;
(d) The fire booster fitted in a cupboard of a transparent design as it presents to Swan Street;
(e) The warning lantern associated with the garage either:
(i) shown in a location within the site's title boundaries and in a location as to not cause any light spill to adjoining properties; or

(ii) deleted and replaced with an alternative warning system.

(f) All apartments to achieve full compliance with Standard D17 (Accessibility objective) at Clause 58.05-1 of the Yarra Planning Scheme;
(g) Apartment A01 converted to a commercial use (i.e. office or shop or any other Section 1 use at Clause 34.01-1 of the Yarra Planning Scheme) with an equivalent car parking reduction;
(h) Screening (only if necessary) to upper level north-facing balconies / terraces in accordance with Standard B22 of Clause 55.04-6 (Overlooking objective) of the Yarra Planning Scheme;
(i) The width of the garage door dimensioned on the drawings;
(j) The headroom height at the garage door dimensioned on the drawings;
(k) The floor to ceiling height above the car stacker device dimensioned on the drawings;
(l) 1 in 20 scale cross sectional drawing showing the reduced level of the north and south edge of the laneway, the centreline of the laneway, the edges and invert of the bluestone channel on both sides of the laneway, and the finished floor level of the slab. All levels are to be shown on a cross sectional drawing, with dimensions, together with the B99 design vehicle ground clearance template demonstrating access into and out of the development;
(m) The bicycle parking spaces on Swan Street shown with a clearance between the centre of the hoop and the building line of at least 2m or alternatively, deleted;
(n) Any changes required by the Conservation Management Plan at Condition 4;
(o) Any changes required by the Landscape Plan at Condition 6.
(p) Any changes required by the amended Sustainable Development Assessment at Condition 8;
(q) Any changes required by the amended Acoustic Report at Condition 10;
(r) Any changes required by the amended Wind Assessment at Condition 12;
(s) Any changes required by the amended Waste Management Plan at Condition 14;

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
   (d) Renders to demonstrate the correct colours and materials proposed;
   (e) a sample board and coloured drawings outlining colours, materials and finishes.

Conservation Management Plan

4. Before the demolition commences, a Conservation Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Conservation Management Plan will be endorsed and will form part of this permit. The Conservation Management Plan must include, but not be limited to, the following:

   (a) The proposed reconstruction, restoration or works to the existing building, with notations clearly outlining any changes from existing conditions or use of new materials;
   (b) Details of all materials/colours etc. to be used;
   (c) Method of any paint removal;
   (d) A written description of the demolition and construction methods to be used.

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

Landscape Plan

6. 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) Provide details of vegetation within individual balconies;
   (b) Include details of irrigation and show the type, location, quantity, height at maturity and botanical names of all proposed plants and ensure the ongoing survival and maintenance; and
   (c) provide a specification of works to be undertaken prior to planting,

   to the satisfaction of the Responsible Authority.

7. 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.

Sustainable Development Assessment

8. Before the development commences, an amended Sustainable Development Assessment to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Sustainable Development Assessment will be endorsed and will form part of this permit. The amended Sustainable Development Assessment must be generally in accordance with the Sustainable Development Assessment prepared by EcoResults and dated 28 June and 27 August 2019, but modified to include or show:

    (a) Reference to the plans at Condition 1 and commitments annotated on the "Sketch" plans considered by Council;
    (b) Confirmation regarding the average NatHERS rating for the apartments to be in line with the City Of Yarra's preference for 10% improvement on the minimum requirements;
    (c) Provision of vegetation – addressed through the "sketch" plans that include planter boxes on the terraces of several apartments;
    (d) Composting measures (if any);
    (e) Operability of windows to ensure appropriate ventilation to all apartments; and
    (f) A BESS and STORM report that relate to the plans as required at Condition 1.

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

Acoustic Report

10. Before the development commences, an Acoustic Report to the satisfaction of the Responsible Authority 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 include / show or address:

    (a) Noise levels from the garage door and car stacker;
    (b) Noise impacts of tram and traffic noise along Swan Street to the south;
    (c) The management of noise levels association with the shop use and any other commercial use within the building;
    (d) The requirements at *Clause 53.06 (Live Music and Entertainment Noise)* of the Yarra Planning Scheme with regard to the "Concrete Boots" bar at No. 381 Burnley Street to the north; and
    (e) any attenuation necessary to achieve compliance with all relevant requirements relating to the dwelling in addressing sleep noise targets as these relate to all of the above i.e. (a), (b), (c) and (d).

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

Wind Assessment

12. Before the development commences, an amended Wind Assessment to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Wind Assessment will be endorsed and will form part of this permit. The amended Wind Assessment Report must be generally in accordance with the Wind Assessment prepared by Vipac Engineers & Scientists and dated 4 December 2019 but modified to include:

(a) a wind tunnel model study of the environmental wind conditions which must explore the wind conditions of the terraces and whether additional mitigation treatments are required to satisfy the relevant criteria.

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

Waste Management Plan

14. Before the development commences, an amended Waste Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Waste Management Plan will be endorsed and will form part of this permit. The amended Waste Management Plan must be generally in accordance with the Waste Management Plan prepared by Leigh Design and dated 26 June 2019, but modified to include or show;

(a) Reference to the plans required by Condition 1;
(b) The size of the bin storage area provided in M^2, and large enough to form an effective waste system and incorporate Councils future 4 bin Kerbside waste service;
(c) Provision for hard waste and E waste storage ideally incorporated into the bin storage area; and
(d) Reference to private and Council bins with these clearly separated otherwise all bins must be collected privately.

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

VicRoads Condition (No. 17)

16. The permit holder must avoid disruption to tram operation along Swan Street during the construction of the development. Any planned disruptions to tram operation during construction and mitigation measures must be communicated to and approved by the Head, Transport for Victoria and Yarra Trams a minimum of thirty five days (35) prior.
The permit holder must ensure that all track, tram and overhead infrastructure is not damaged. Any damage to public transport infrastructure must be rectified to the satisfaction of the Head, Transport for Victoria at the full cost of the permit holder.

Lighting

17. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, external lighting capable of illuminating pedestrian entrances must be provided within the property boundary. Lighting must be:

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

to the satisfaction of the Responsible Authority.

General

18. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the footpath frontage to Swan Street directly adjacent to the site must be profiled and re-sheeted;

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

19. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, any damage to Council infrastructure resulting from the development must be reinstated:

    (a) at the permit holder's cost,
    (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 new vehicle crossing must be constructed:

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

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

22. 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.

23. Prior to the completion of the development, subject to the relevant authority's consent, the relocation of any service poles, street line markings, car parking sensors, service structures or service pits necessary to facilitate the development must be undertaken:

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

24. Before the development is occupied, or by such later date as approved in writing by the Responsible Authority, all screening and other measures to prevent overlooking as shown on the endorsed plans must be installed to the satisfaction of the Responsible Authority. Once installed the screening and other measures must be maintained to the satisfaction of the Responsible Authority.

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. Finished 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. Before the building is occupied, any new wall/garage doors located on a boundary facing public property must be treated with a graffiti proof finish to the satisfaction of the Responsible Authority.

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

30. The development must comply at all times with the State Environment Protection Policy – Control of Noise from Commerce, Industry and Trade (SEPP N-1).

31. The development must comply at all times with the State Environment Protection Policy – Control of Music Noise from Public Premises (SEPP N-2).

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

33. 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.

Development Infrastructure Levy

34. Prior to the issue of a building permit, commencement of the development, or issue of a Statement of Compliance (whichever occurs first) the Development Infrastructure Levy must be paid to Yarra City Council in accordance with the approved Development Contributions Plan, or the Owner must enter into an agreement with Yarra City Council to pay the amount of the levy within a time specified in the agreement.

Construction Management Plan

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

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

(o) the provision of a traffic management plan to comply with provisions of AS 1742.3-2002 Manual of uniform traffic control devices - Part 3: Traffic control devices for works on roads;
(p) a Noise and Vibration Management Plan showing methods to minimise noise and vibration impacts on nearby properties and to demonstrate compliance with Noise Control Guideline 12 for Construction (Publication 1254) as issued by the Environment Protection Authority in October 2008. The Noise and Vibration Management Plan must be prepared to the satisfaction of the Responsible Authority. In preparing the Noise and Vibration Management Plan, consideration must be given to:

(i) using lower noise work practice and equipment;
(ii) the suitability of the land for the use of an electric crane;
(iii) silencing all mechanical plant by the best practical means using current technology;
(iv) fitting pneumatic tools with an effective silencer;
(v) other relevant considerations.

36. During the construction

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

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

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

(a) Monday-Friday (excluding public holidays) before 7 am or after 6 pm;

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

39. This permit will expire if:

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

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

Notes:

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

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

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.

Provision must be made for drainage of the site to a legal point of discharge. Please contact Council's building services on 9205 5095 for further information.

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

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

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

A vehicle crossing permit is required for the construction of the vehicle crossing(s). Please contact Council's Construction Management Branch on 9205 5585 for further information.

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

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

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

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

Community Infrastructure Levy

Prior to the issue of a building permit for the development allowed by this permit, the Community Infrastructure Levy must be paid to Yarra City Council in accordance with the approved Development Contributions Plan.

VicRoad's Note:

Separate consent may be required from Head, Transport for Victoria under the Road Management Act 2004 for buildings and works undertaken outside the title boundary within a Road Zone Category 1 (Swan Street). Please contact Head, Transport for Victoria prior to commencing any works.

Attachments

1. Advertised / Decision Plans - 413 Swan Street
2. Heritage Expert Report / Advice
3. Traffic Assessment Report
4. Waste Management Report
5. Wind Report
6. "Sketch" plans dated 11/01/2021
7. External and Internal Referral Advice Collated
8. Wind Impact Assessment advice from MEL Consultants

Attachment 1 - Advertised / Decision Plans - 413 Swan Street



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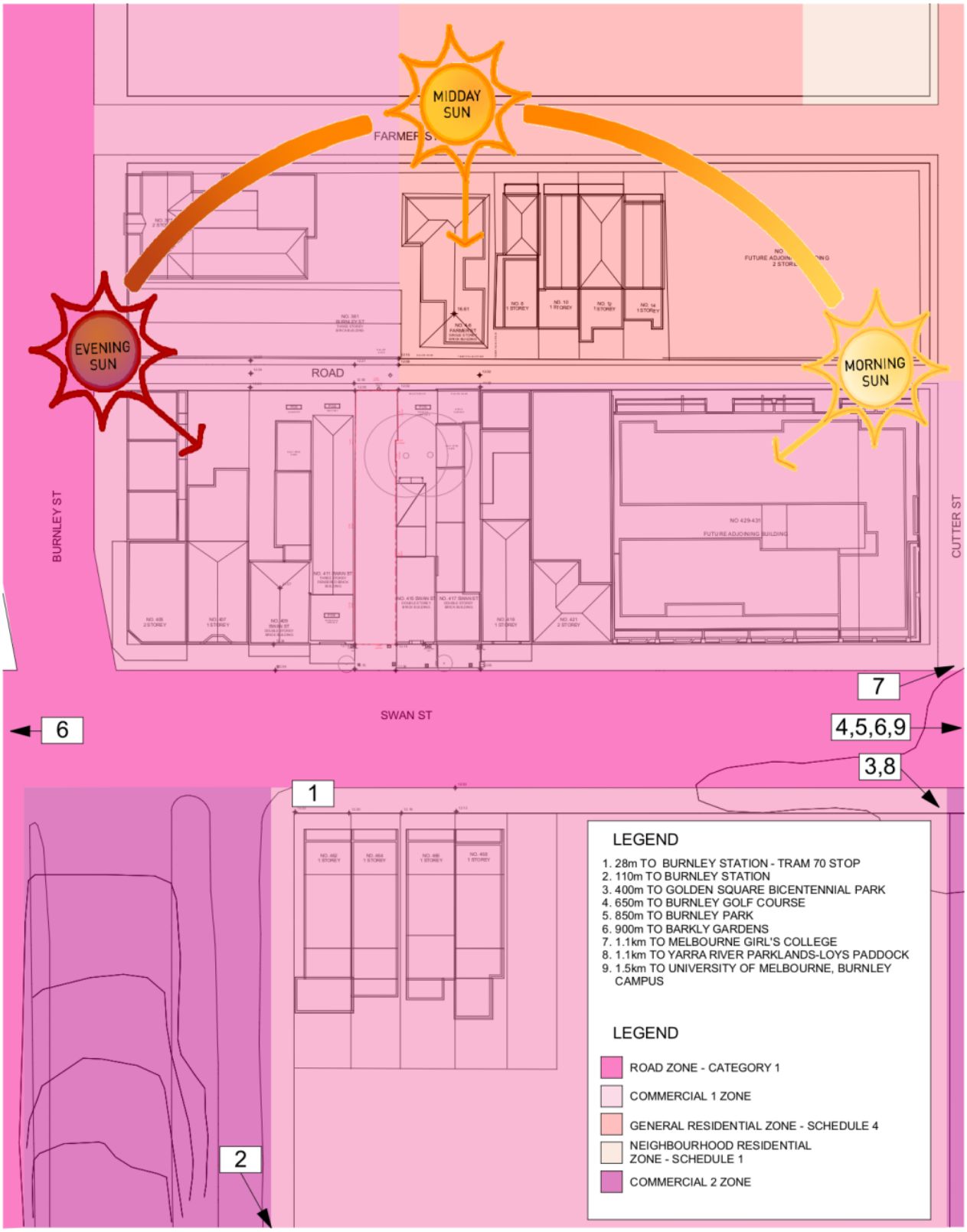
Client
J. ZOIS

Project Name
MIXED USE DEVELOPMENT
413 SWAN STREET RICHMOND

Drawing Title:
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Status: TOWN PLANNING | Checked By:
Project No: 17.028 | Drawing No.: TP1.01 | Rev.: A
Plot Date: 3/30/2020

Attachment 1 - Advertised / Decision Plans - 413 Swan Street



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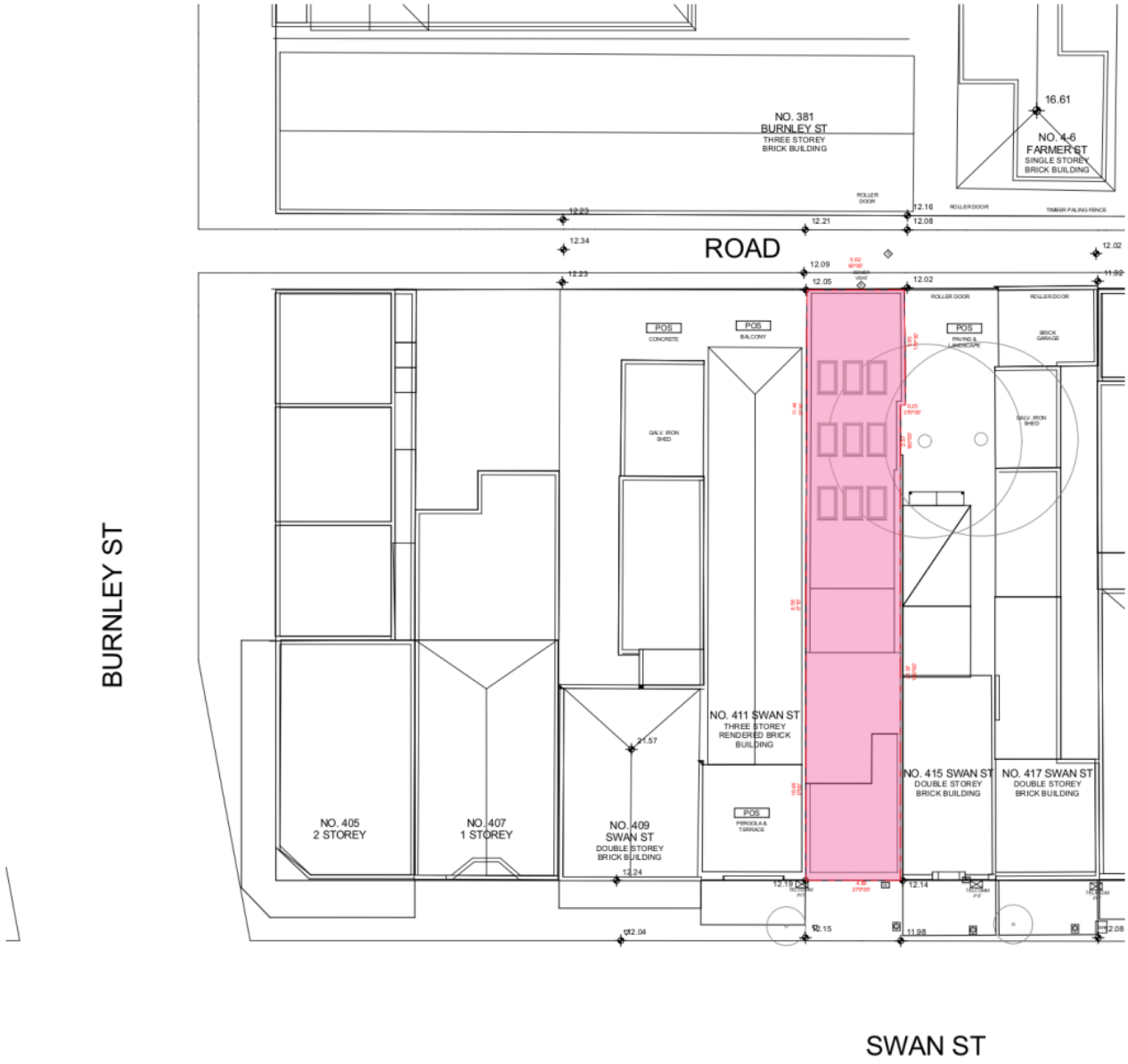
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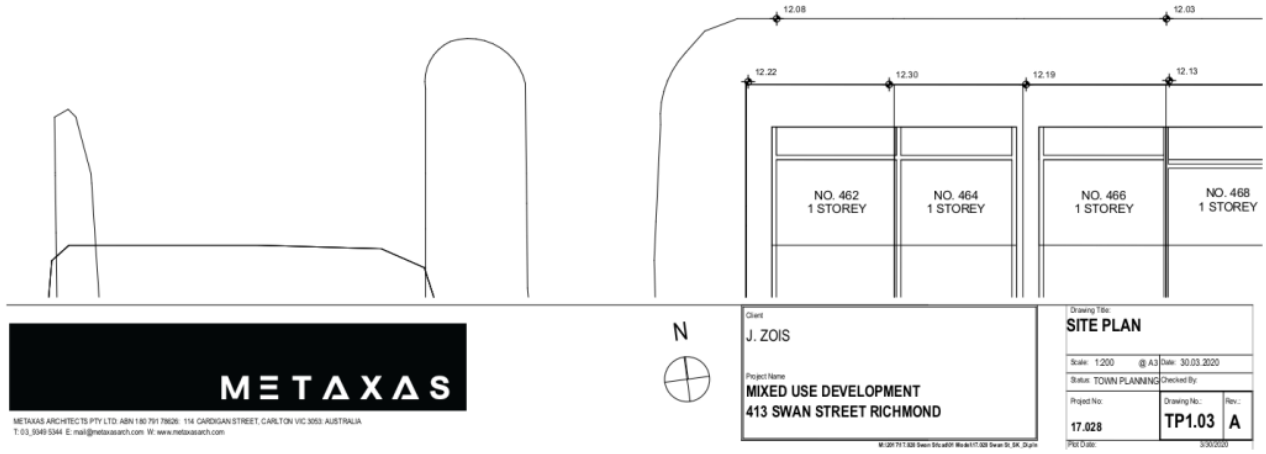
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413 SWAN STREET RICHMOND

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Plot Date: 3/30/2020

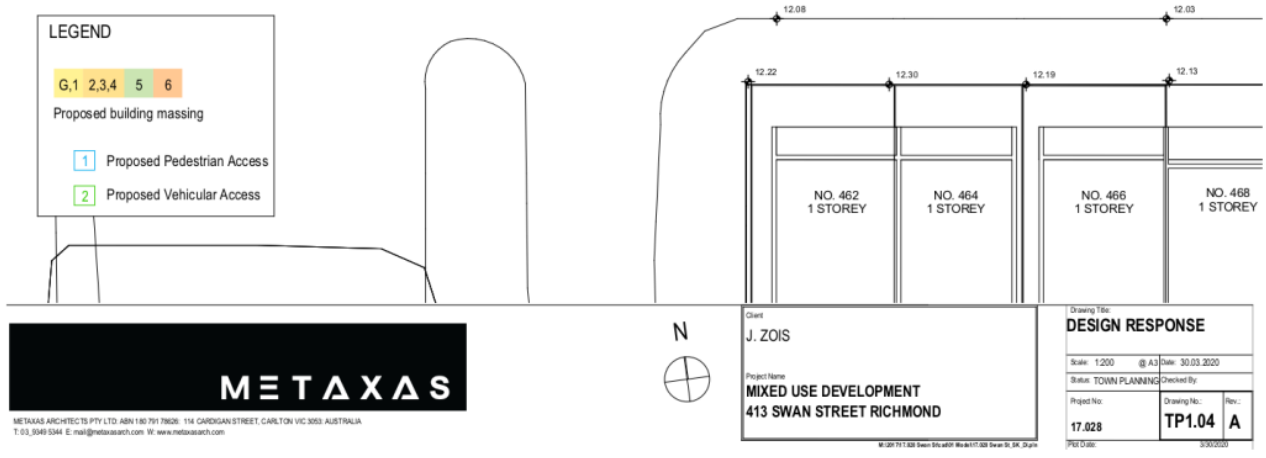
Attachment 1 - Advertised / Decision Plans - 413 Swan Street





Attachment 1 - Advertised / Decision Plans - 413 Swan Street





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Existing Streetscape



Proposed Streetscape

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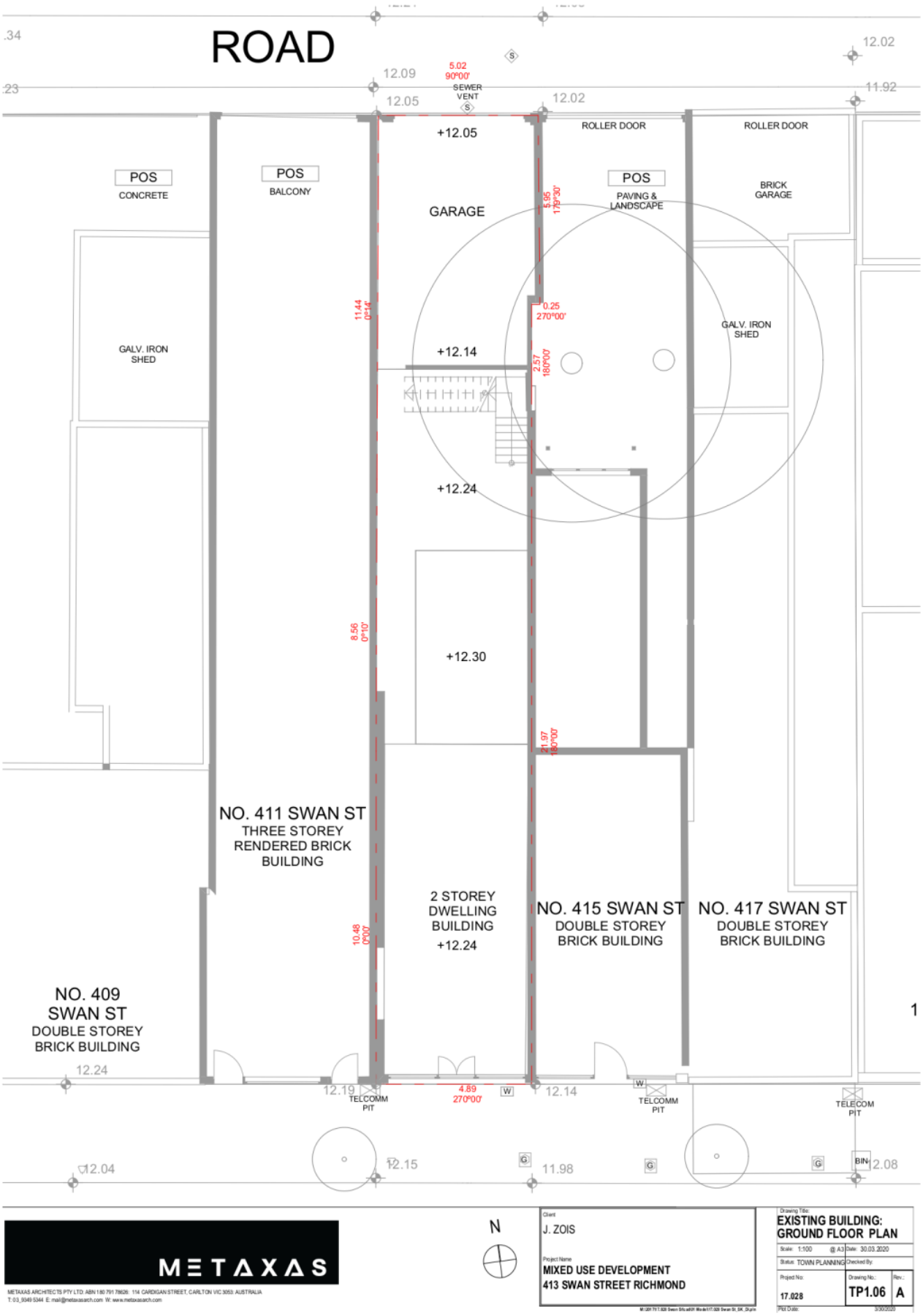
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MIXED USE DEVELOPMENT
413 SWAN STREET RICHMOND

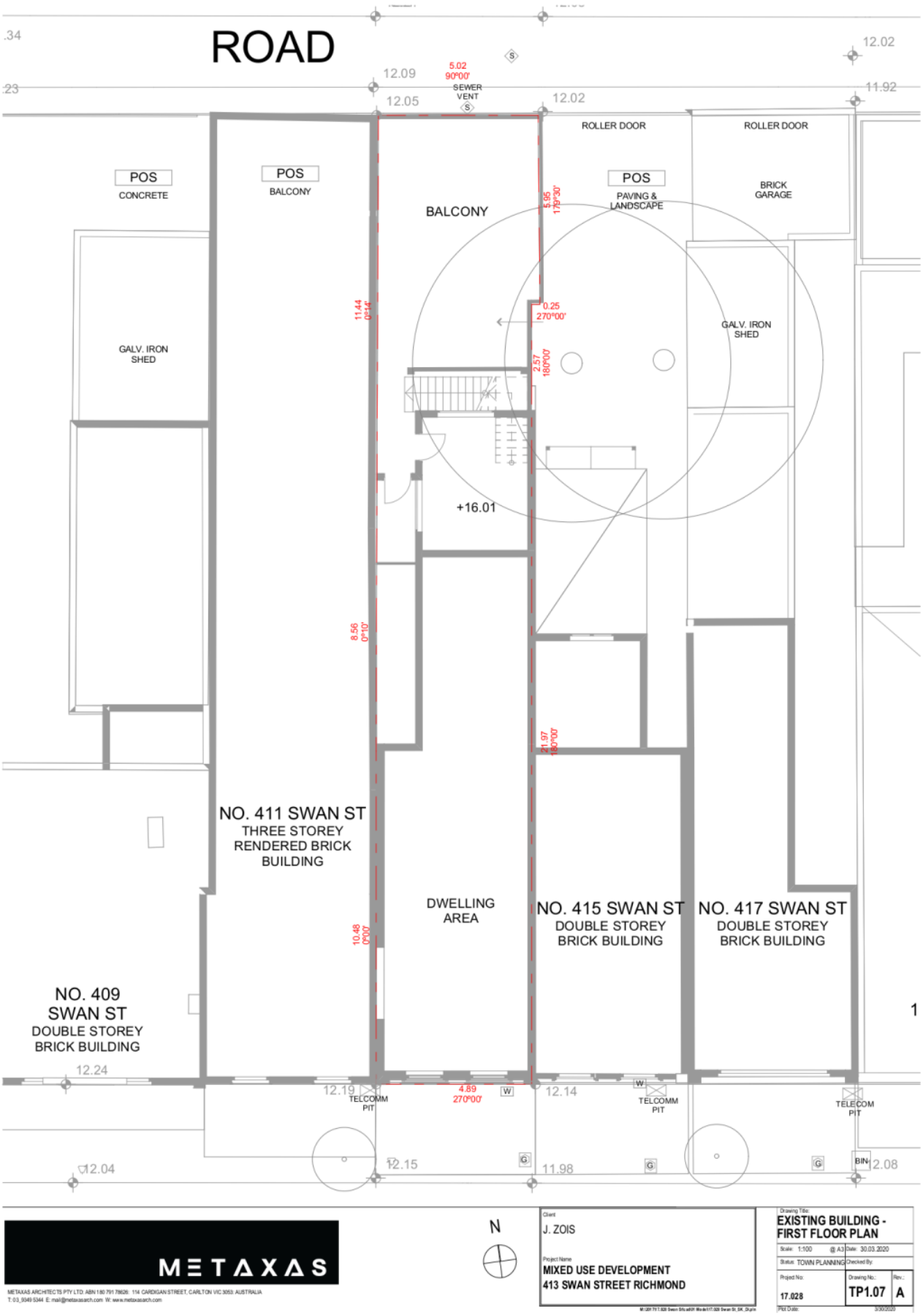
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Project No: 17.028
Drawing No.: TP1.05
Rev.: A
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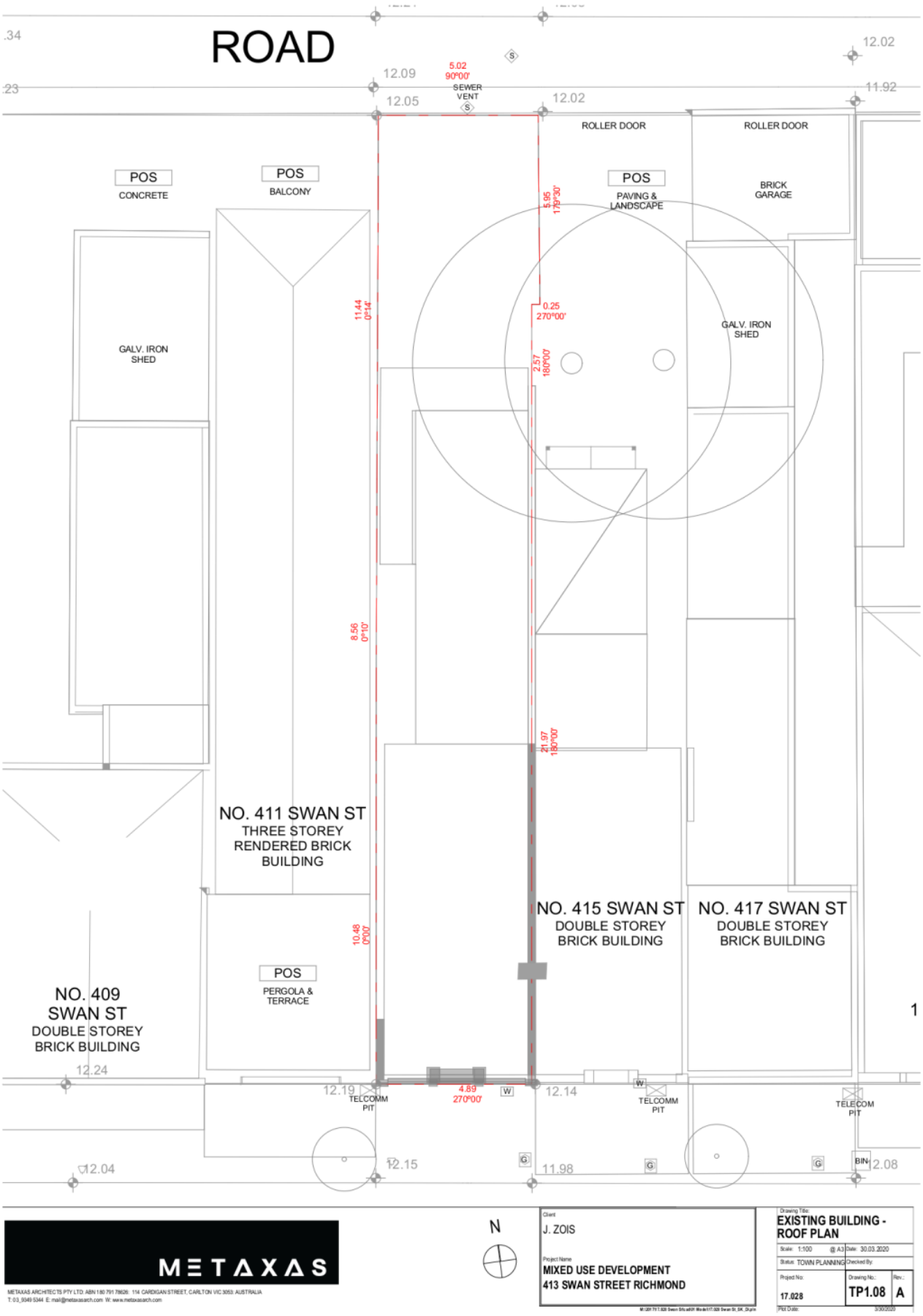
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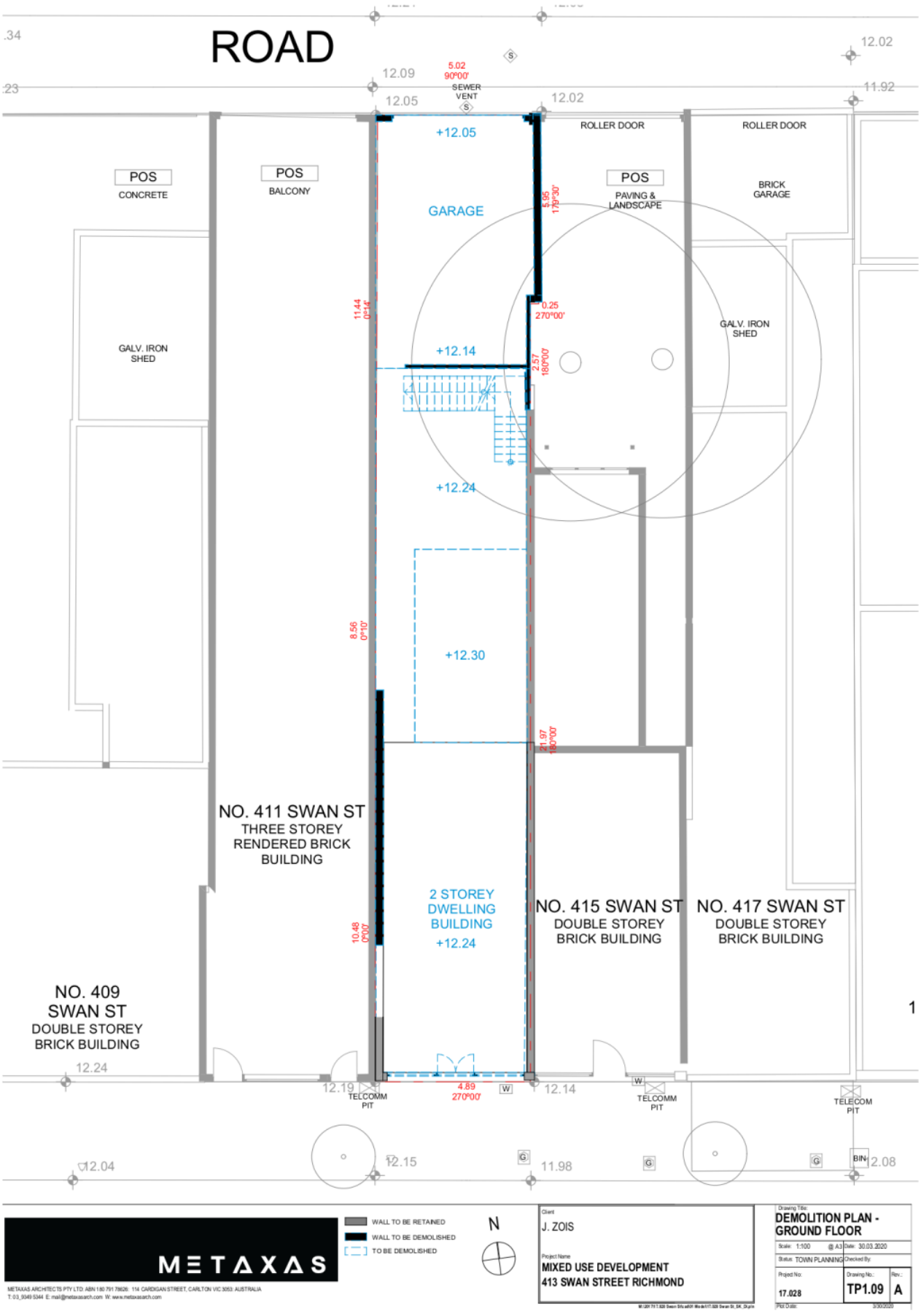
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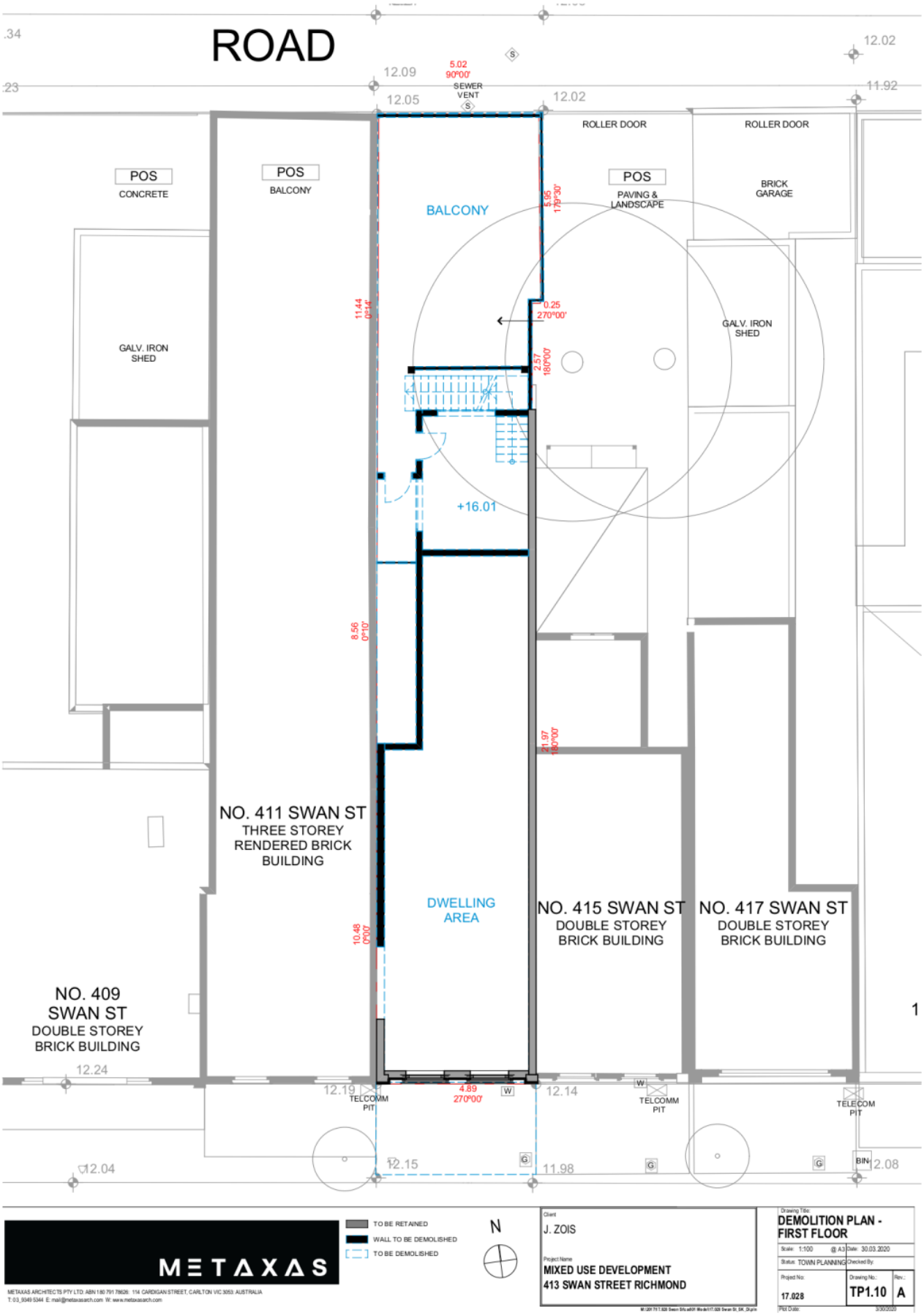
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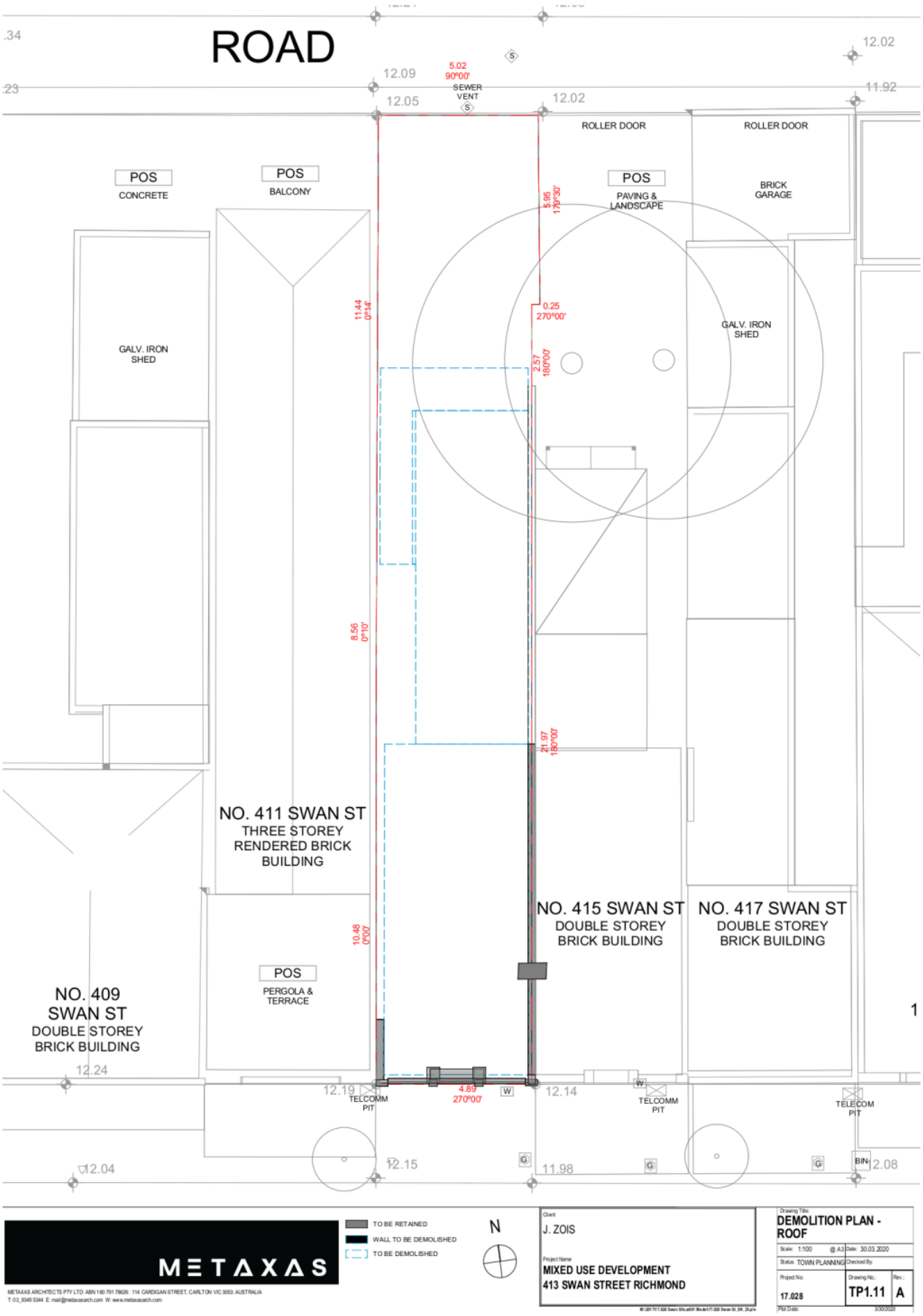
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Attachment 1 - Advertised / Decision Plans - 413 Swan Street



SOUTH ELEVATION - EXISTING

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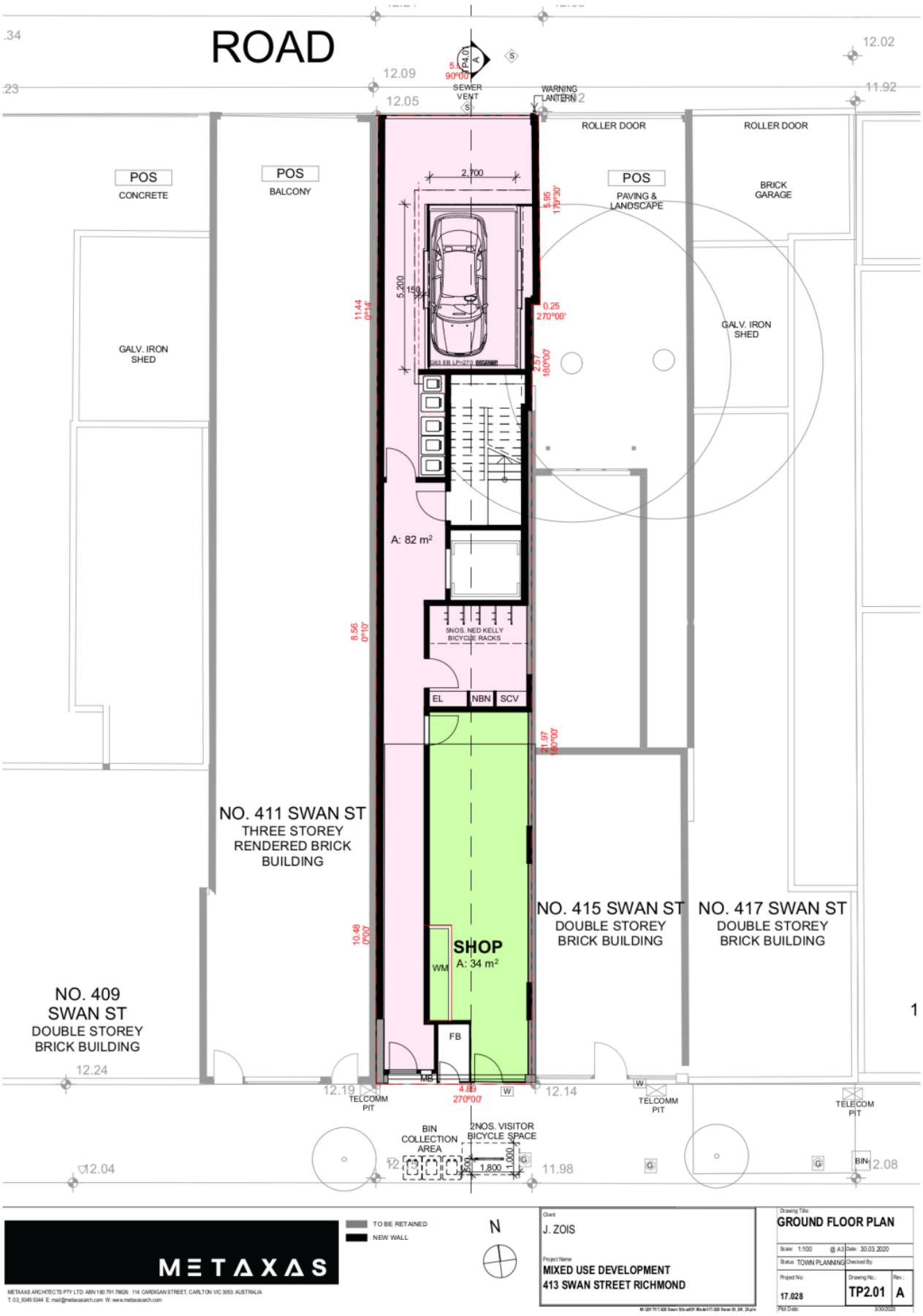
Client
J. ZOIS

Project Name
MIXED USE DEVELOPMENT
413 SWAN STREET RICHMOND

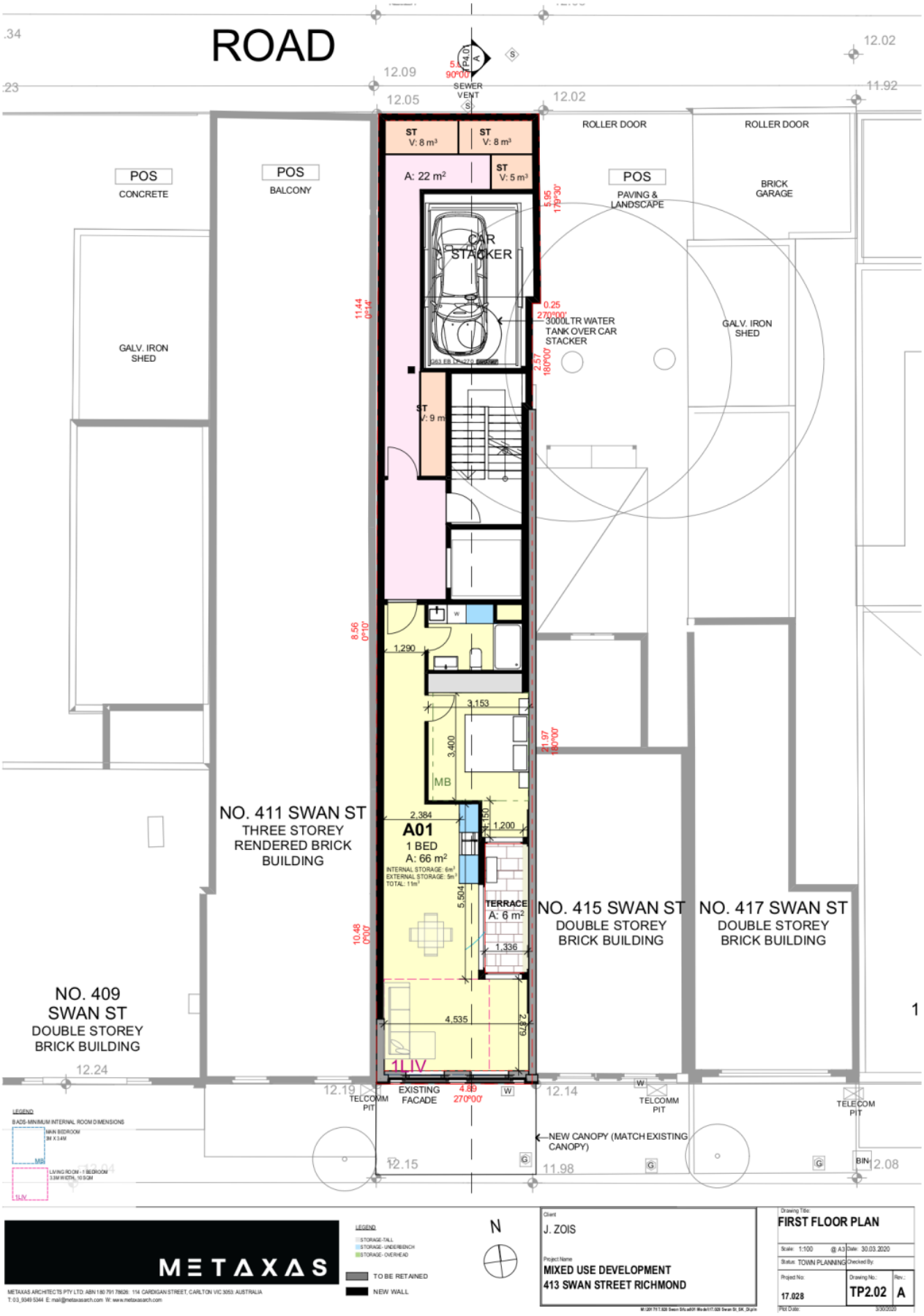
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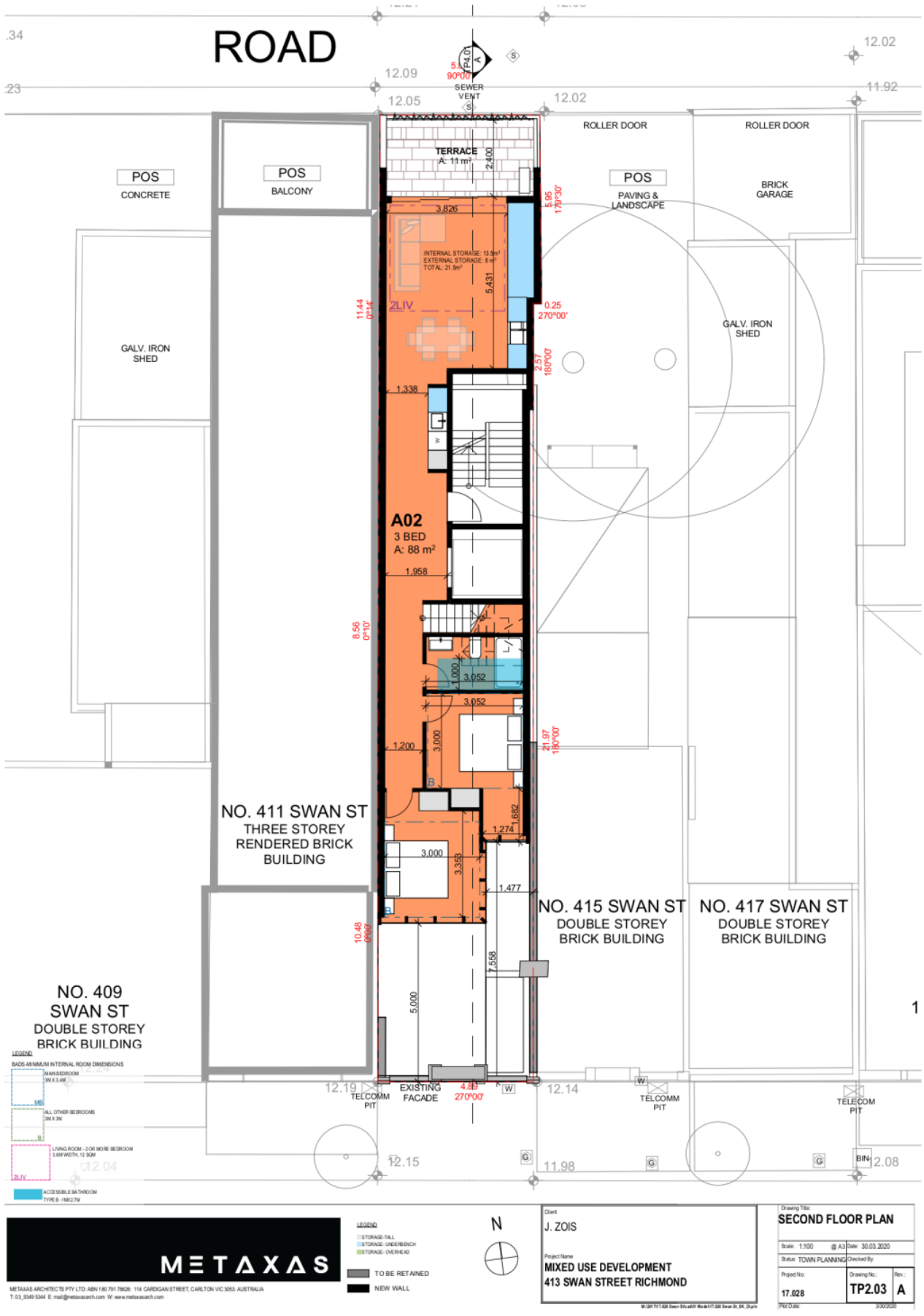
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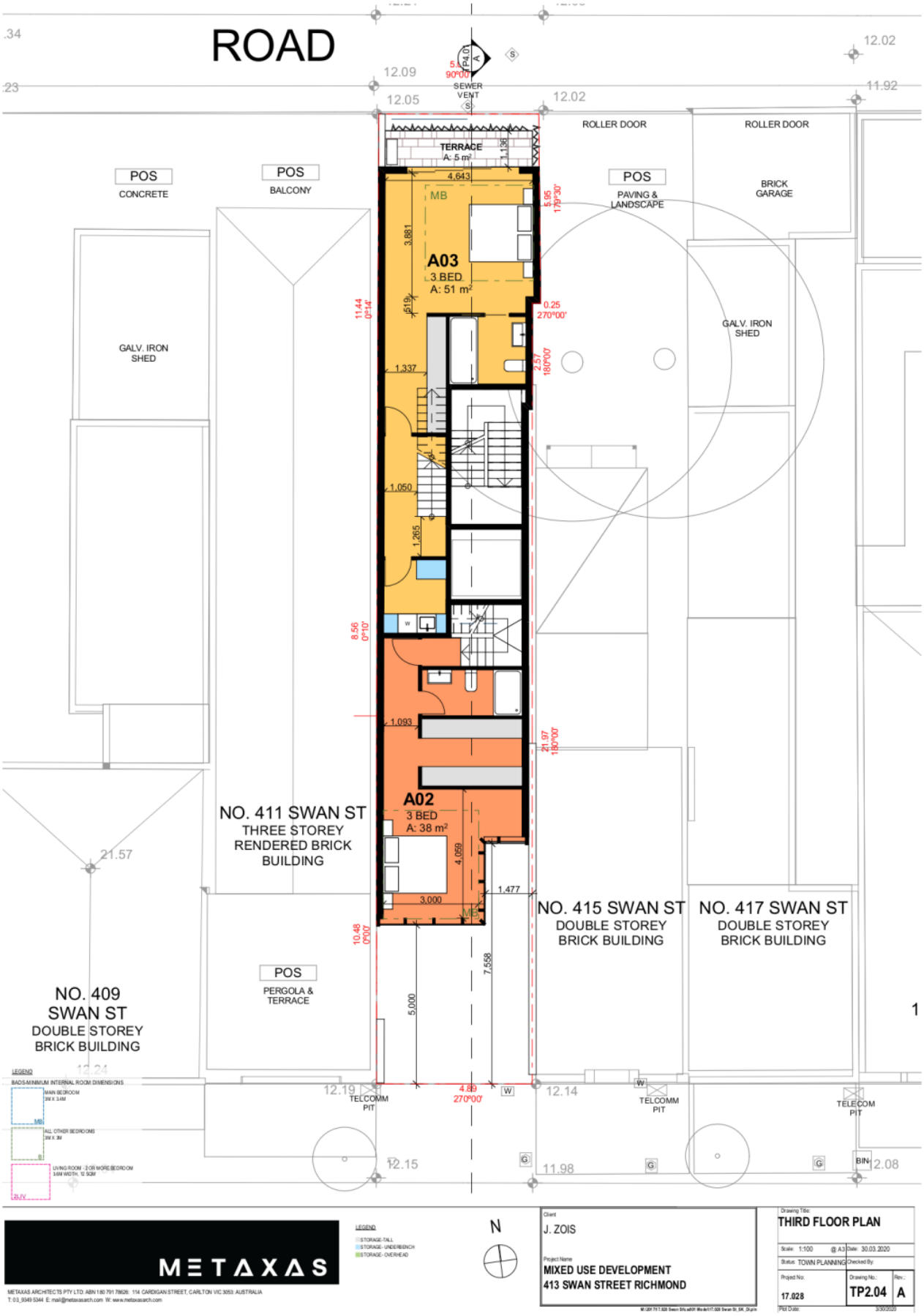
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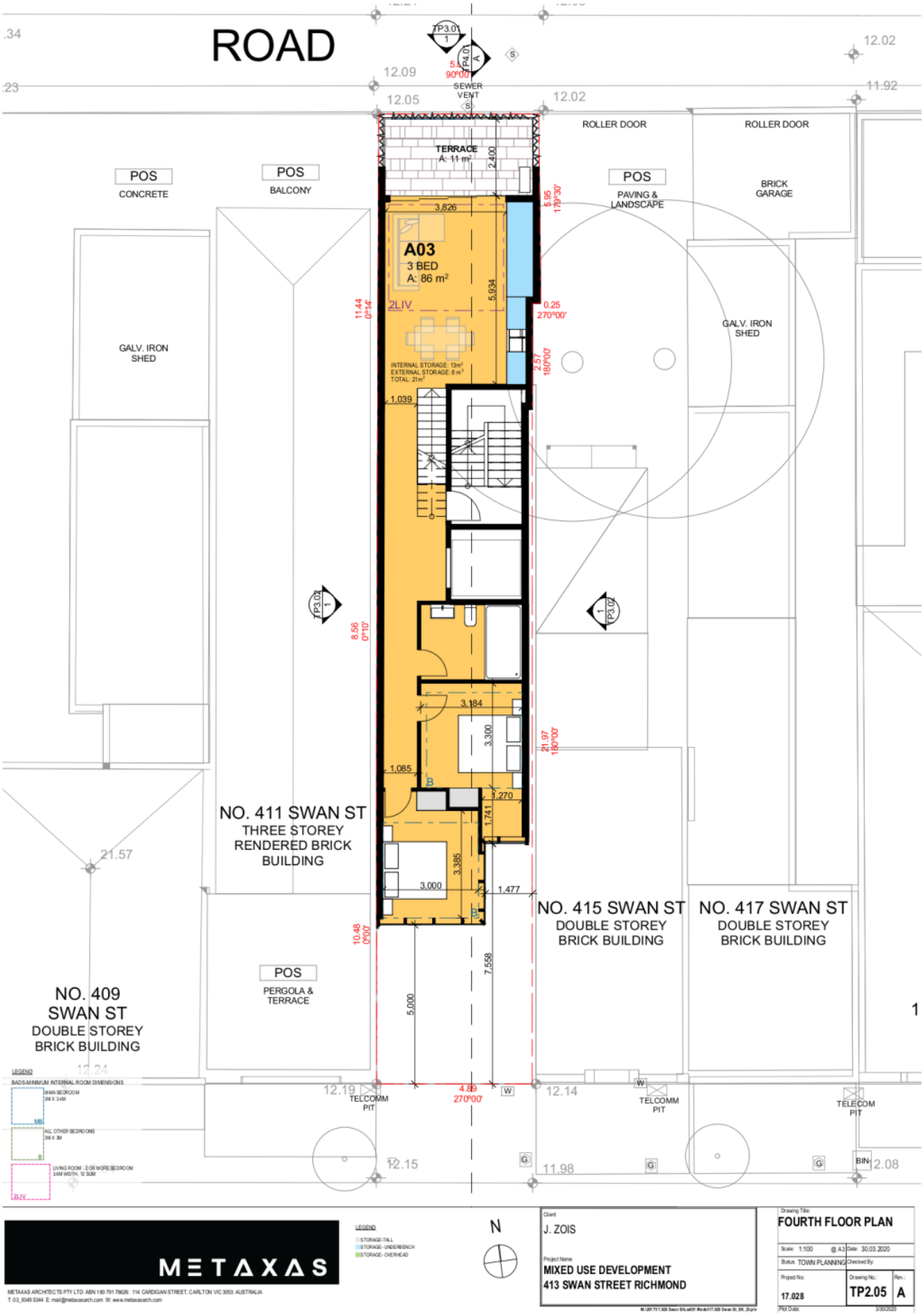
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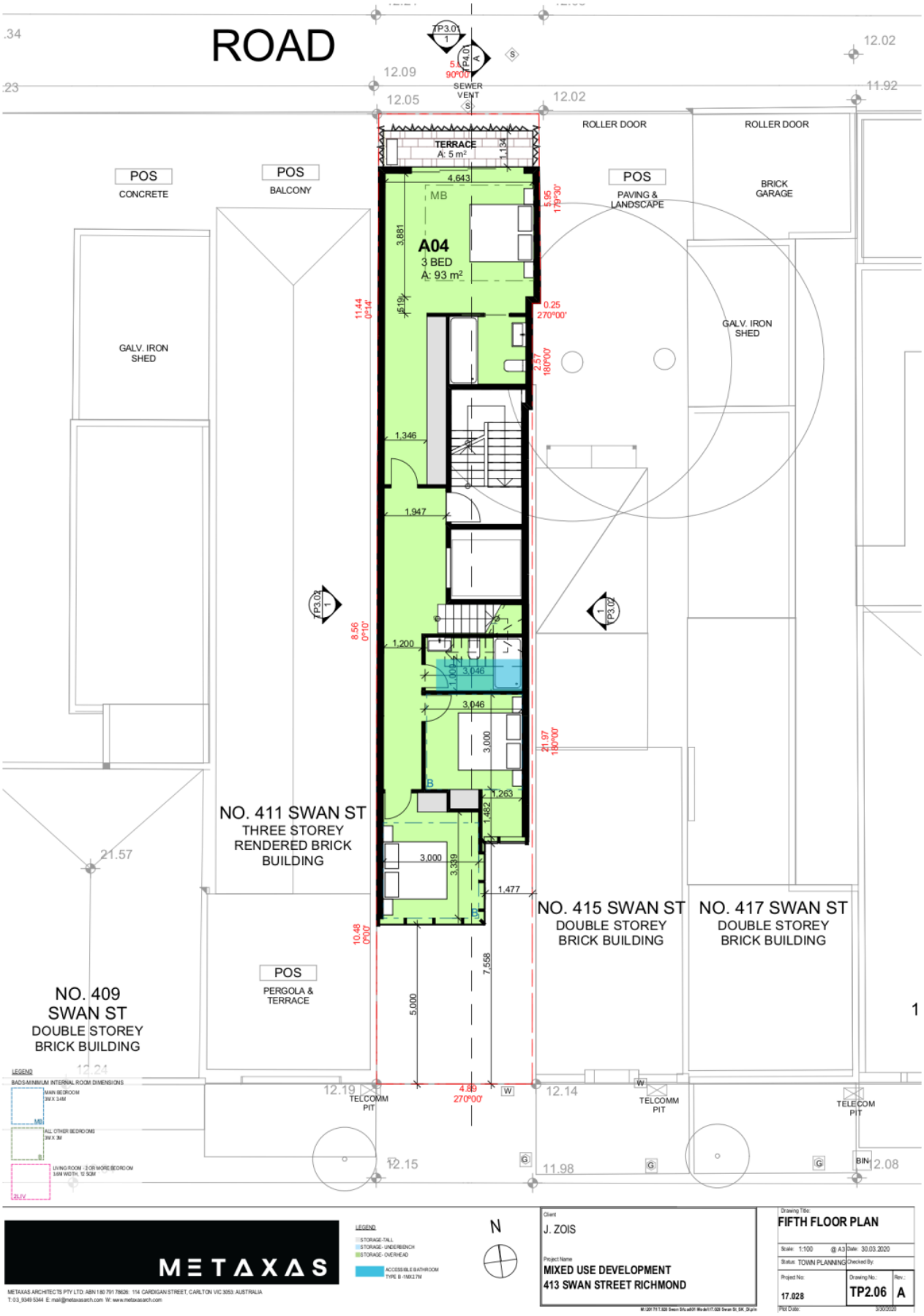
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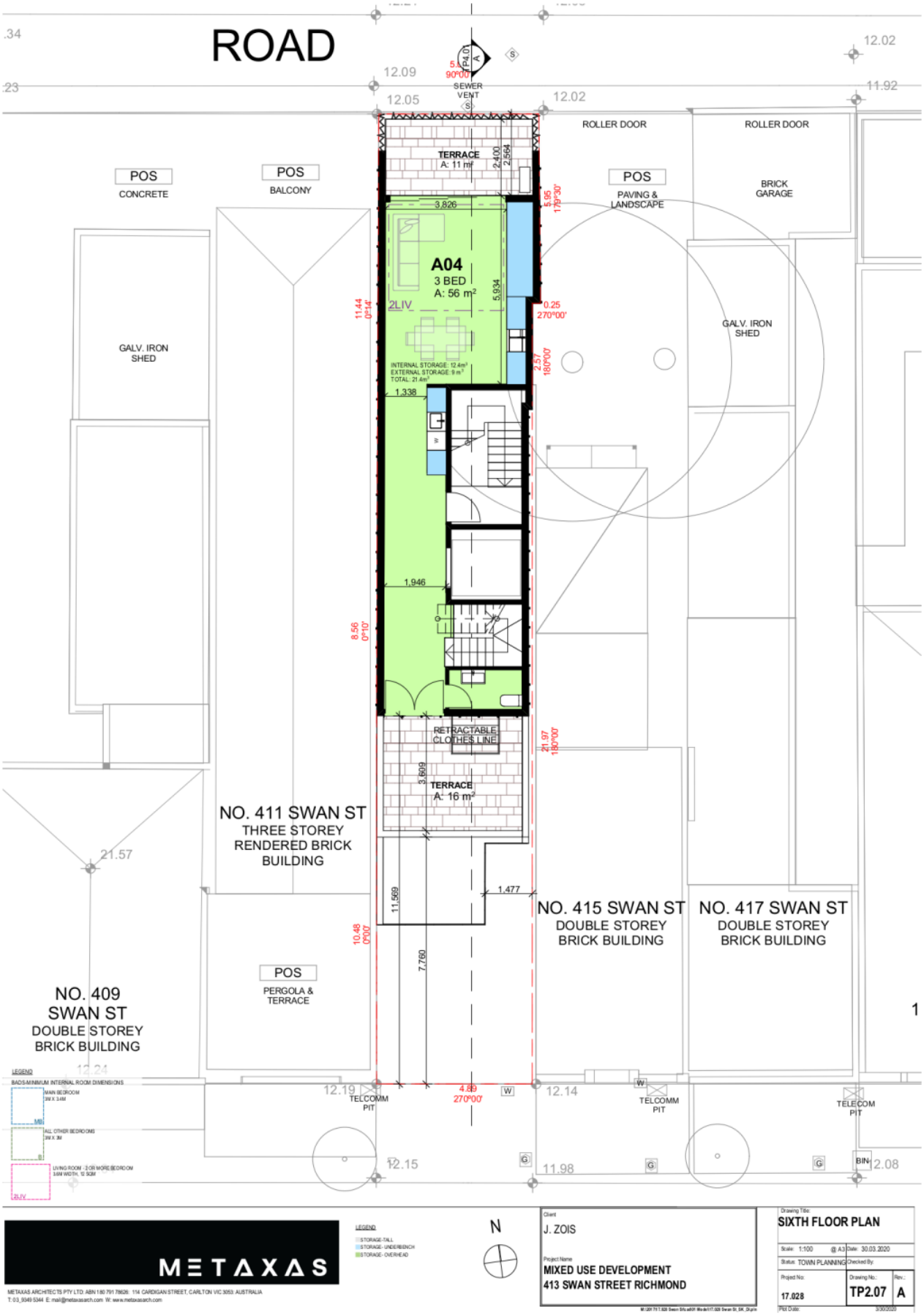
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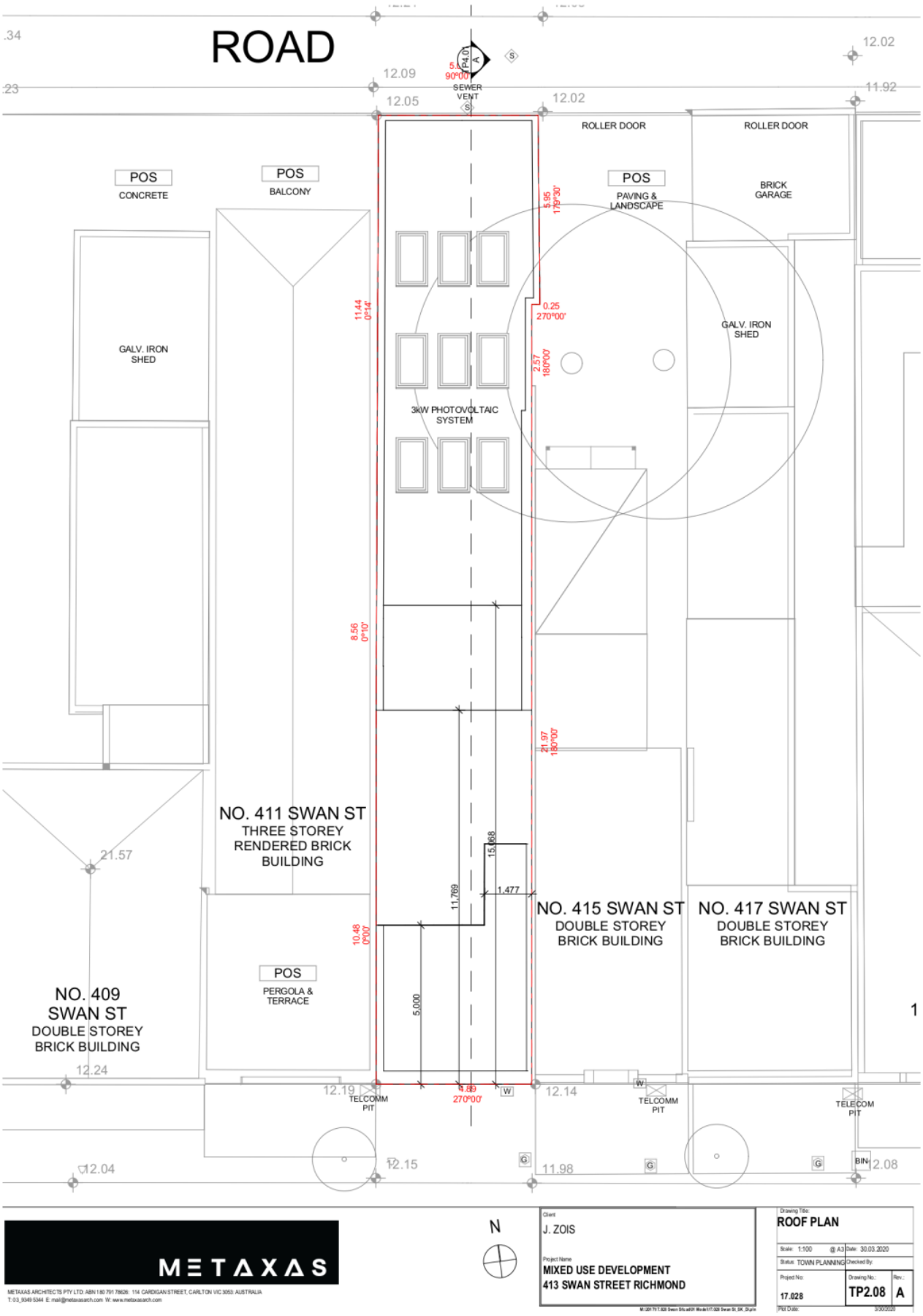
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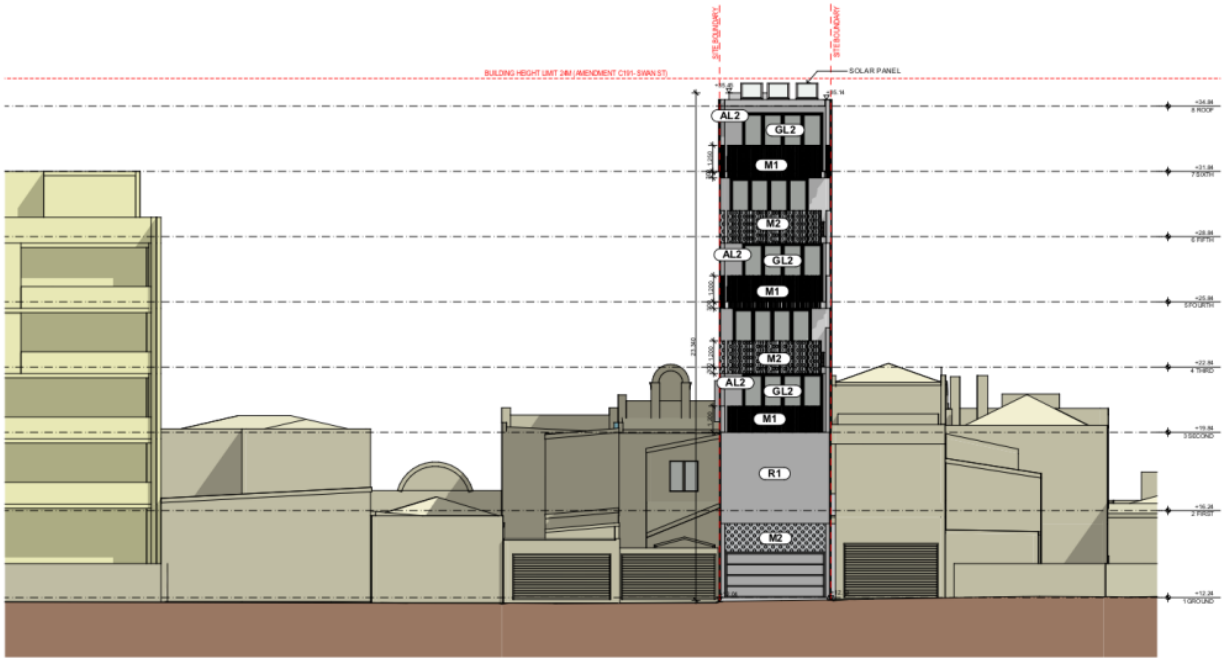
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Attachment 1 - Advertised / Decision Plans - 413 Swan Street



SOUTH ELEVATION



NORTH ELEVATION

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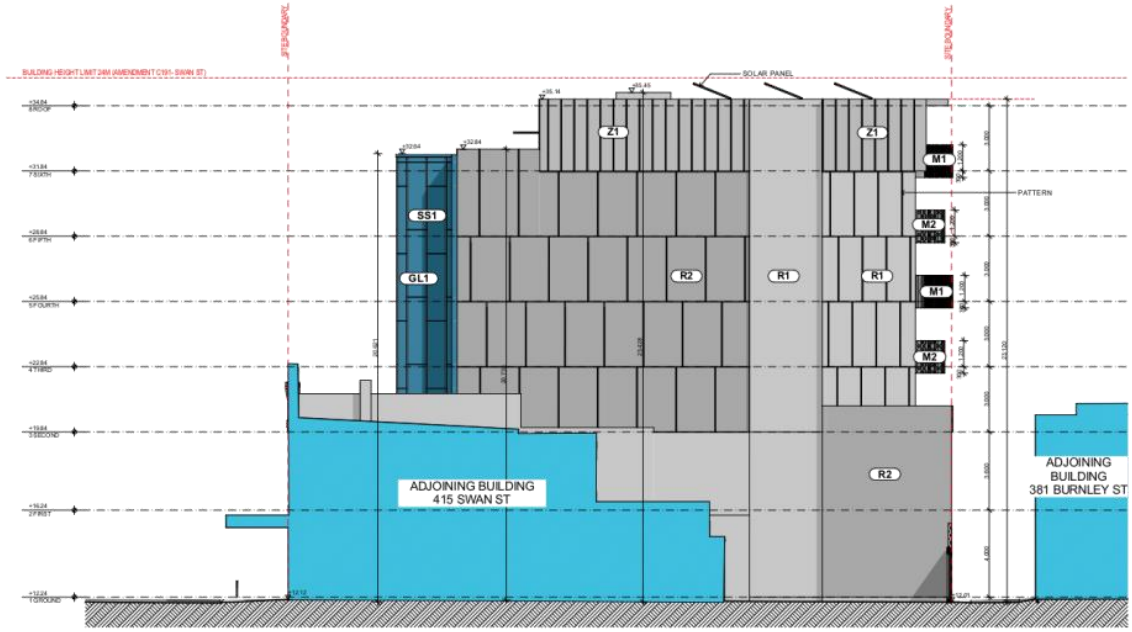
Client: J. ZOIS

Project Name: MIXED USE DEVELOPMENT
413 SWAN STREET RICHMOND

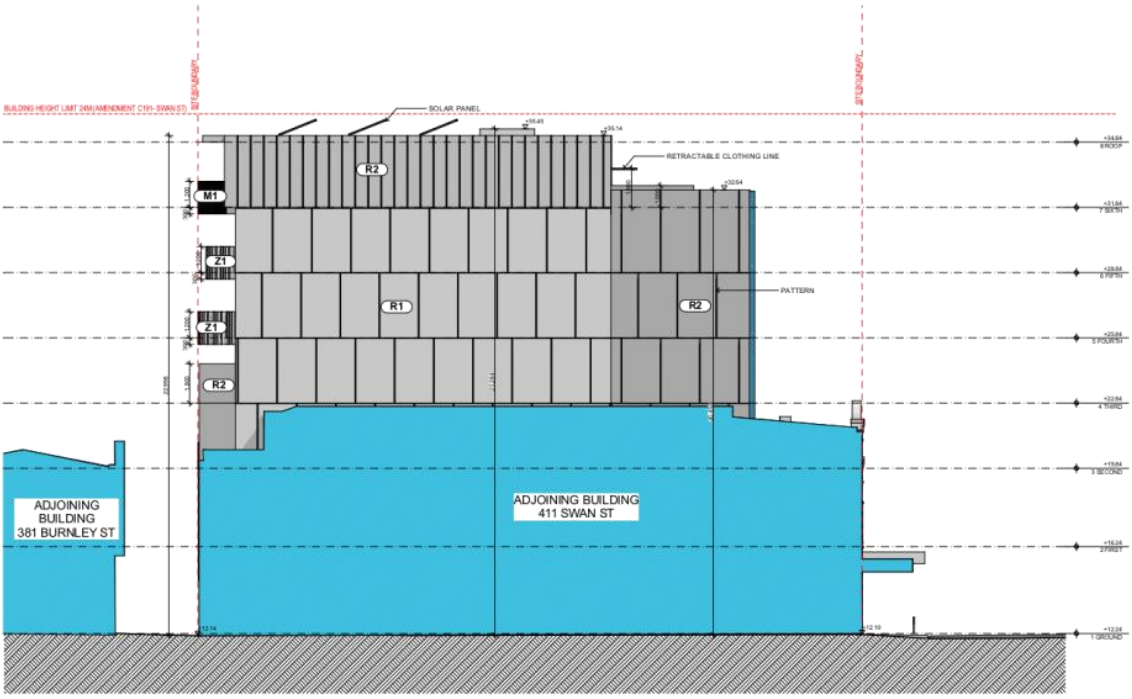
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Status: TOWN PLANNING | Checked By:
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Plot Date: 3/30/2020

Attachment 1 - Advertised / Decision Plans - 413 Swan Street



EAST ELEVATION



WEST ELEVATION

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J. ZOIS

Project Name
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413 SWAN STREET RICHMOND

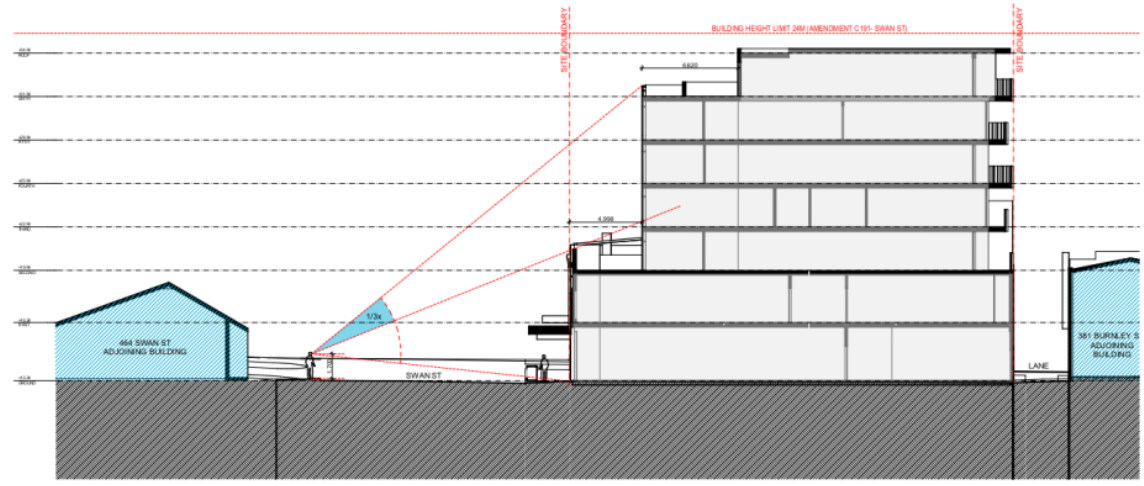
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Status: TOWN PLANNING | Checked By:
Project No: 17.028 | Drawing No.: TP3.02 | Rev.: A
Plot Date: 3/30/2020

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SECTION A 1:200



STREET SECTION DIAGRAM 1:300

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Client: J. ZOIS

Project Name: MIXED USE DEVELOPMENT
413 SWAN STREET RICHMOND

Drawing Title: SECTIONS

Scale: AS SHOWN @ A3 | Date: 30.03.2020

Status: TOWN PLANNING | Checked By:

Project No: 17.028 | Drawing No.: TP4.01 | Rev.: A

Plot Date: 3/30/2020

Attachment 1 - Advertised / Decision Plans - 413 Swan Street



9AM SHADOW DIAGRAM - EXISTING



9AM SHADOW DIAGRAM - EXISTING

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EXISTING SHADOW ON THE GROUND
PROPOSED SHADOW ON THE GROUND

N

Client
J. ZOIS

Project Name
MIXED USE DEVELOPMENT
413 SWAN STREET RICHMOND

Drawing Title:
9AM SHADOW DIAGRAM (SEPTEMBER EQUINOX)

Scale: 1:400 @ A3 | Date: 30.03.2020
Status: TOWN PLANNING | Checked By:
Project No: 17.028 | Drawing No.: TP5.01 | Rev.: A
Plot Date: 3/30/2020

Attachment 1 - Advertised / Decision Plans - 413 Swan Street



12PM SHADOW DIAGRAM - EXISTING



12PM SHADOW DIAGRAM - PROPOSED

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EXISTING SHADOW ON THE GROUND
PROPOSED SHADOW ON THE GROUND

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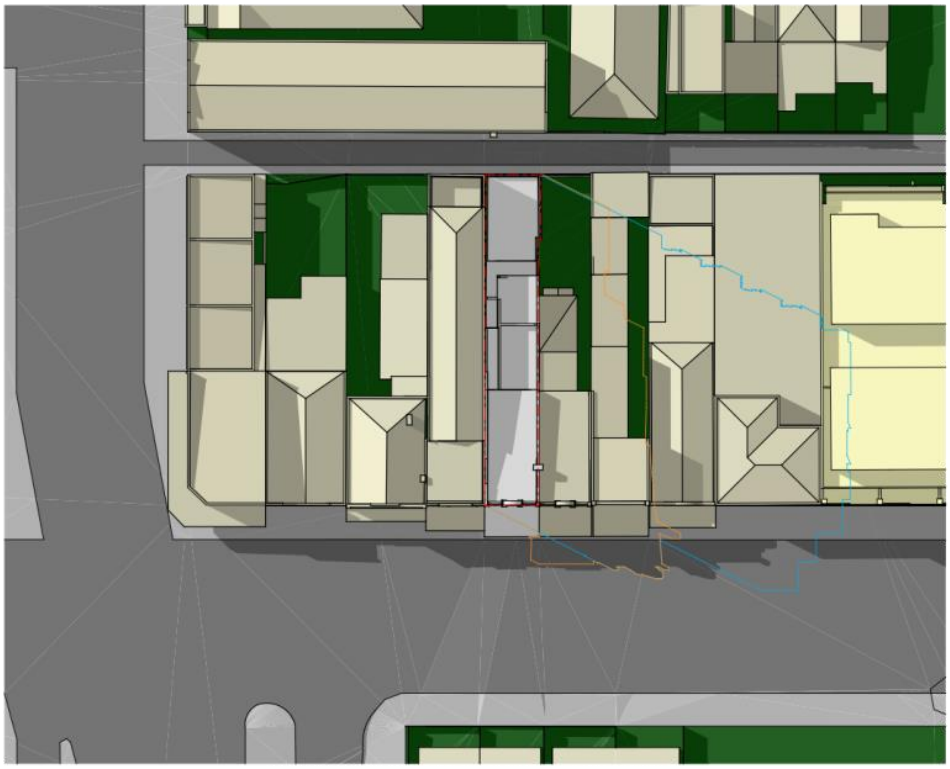
Client
J. ZOIS

Project Name
MIXED USE DEVELOPMENT
413 SWAN STREET RICHMOND

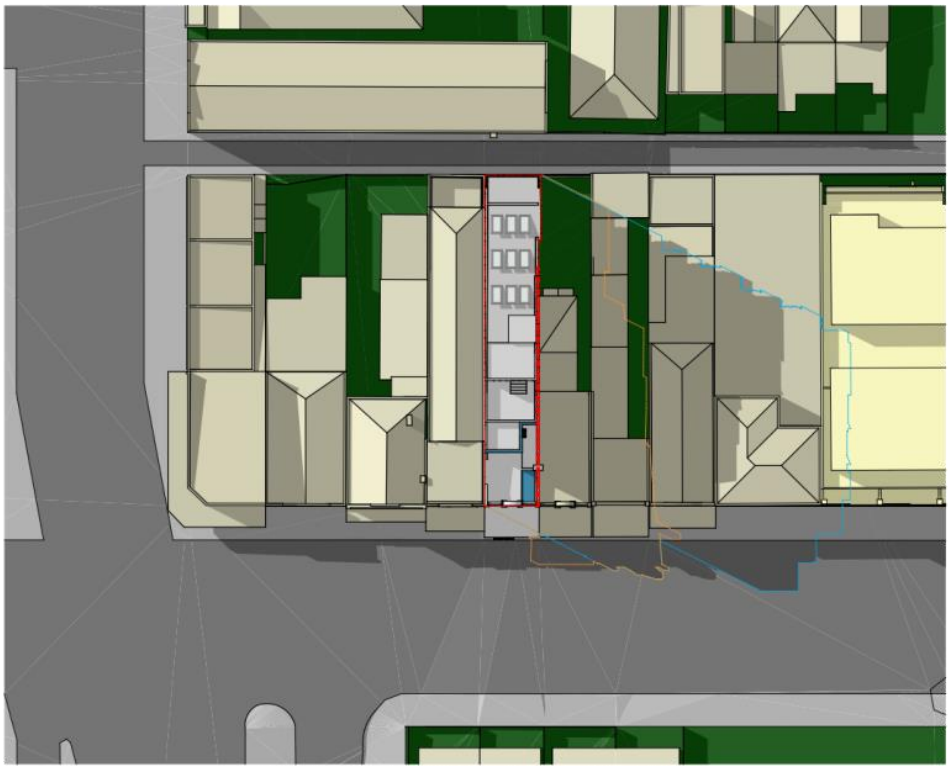
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Scale: 1:400 @ A3 | Date: 30.03.2020
Status: TOWN PLANNING | Checked By:
Project No: 17.028 | Drawing No.: TP5.02 | Rev.: A
Plot Date: 3/30/2020

Attachment 1 - Advertised / Decision Plans - 413 Swan Street



3PM SHADOW DIAGRAM - EXISTING



3PM SHADOW DIAGRAM - PROPOSED

METAXAS

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EXISTING SHADOW ON THE GROUND
PROPOSED SHADOW ON THE GROUND

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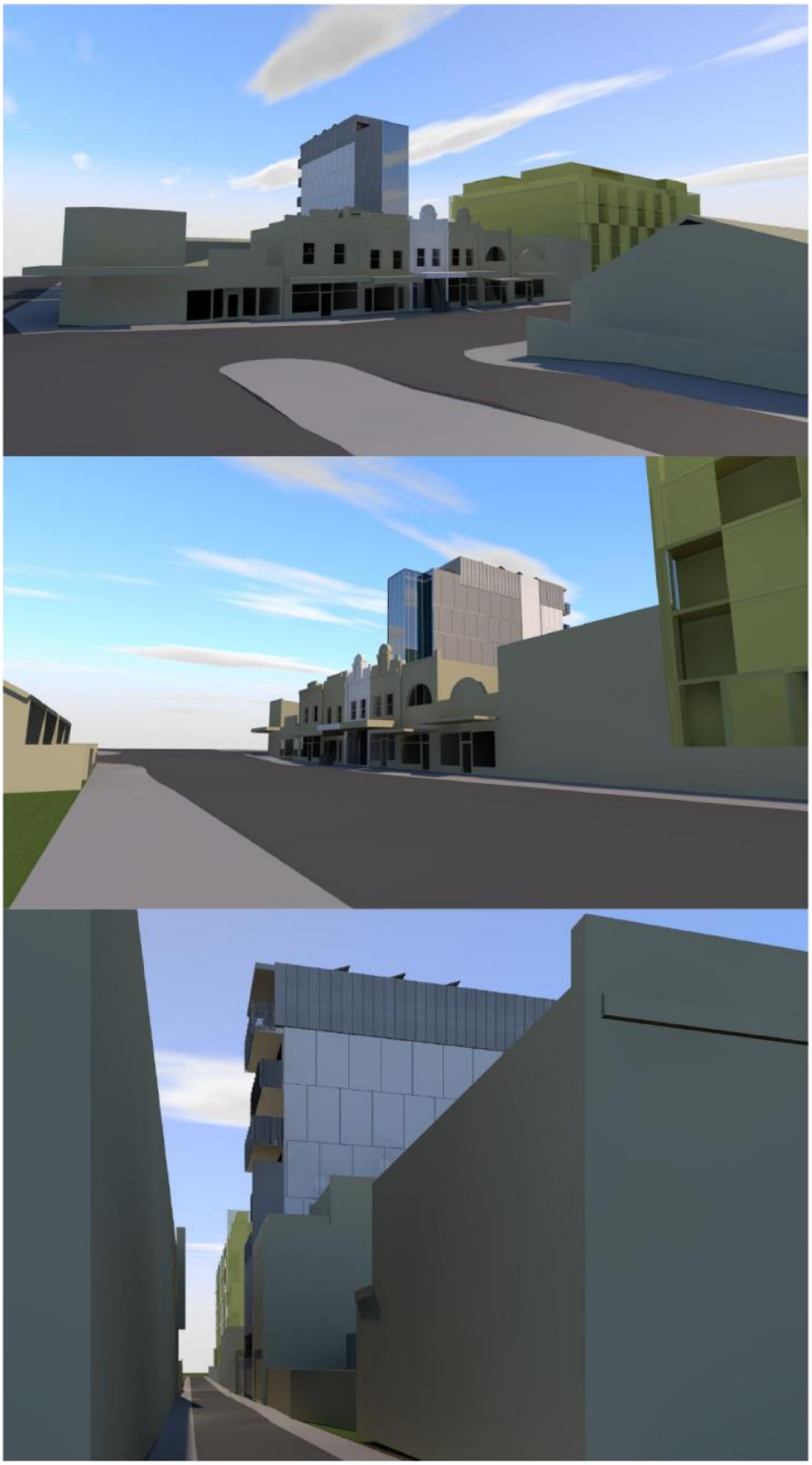
Client
J. ZOIS

Project Name
MIXED USE DEVELOPMENT
413 SWAN STREET RICHMOND

Drawing Title:
3PM SHADOW DIAGRAM (SEPTEMBER EQUINOX)

Scale: 1:400 @ A3 | Date: 30.03.2020
Status: TOWN PLANNING | Checked By:
Project No: 17.028 | Drawing No.: TP5.03 | Rev.: A
Plot Date:

Attachment 1 - Advertised / Decision Plans - 413 Swan Street



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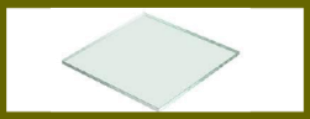
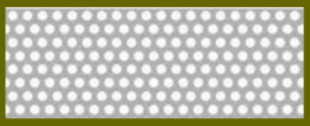
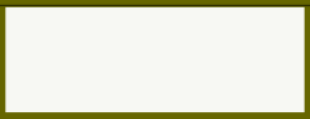
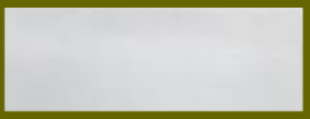
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Project Name
MIXED USE DEVELOPMENT
413 SWAN STREET RICHMOND

Drawing Title:
VIEWS

Scale: NTS @ A3 | Date: 30.03.2020
Status: TOWN PLANNING | Checked By:
Project No: 17.028 | Drawing No.: TP6.01 | Rev.: A
Plot Date: 3/30/2020

Attachment 1 - Advertised / Decision Plans - 413 Swan Street

AL1 POWDER COATED ALUMINIUM FRAME -GREY	
AL2 POWDER COATED ALUMINIUM FRAME -BLACK	
GL 1 GLASS-BLUE	
GL1 GLASS-CLEAR	
M1 GALVANIZED EXPANDED METAL MESH	
M2 PERFORATED METAL	
R1 RENDERED WALL -DULUX VIVID WHITE	
R2 RENDERED WALL -DULUX TRISTAN GREY	
SS1 STAINLESS STEEL	
Z1 ZINC	

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Client
J. ZOIS

Project Name
MIXED USE DEVELOPMENT
413 SWAN STREET RICHMOND

Drawing Title:
FINISHES SCHEDULE

Scale: NTS @ A3 Date: 30.03.2020
Status: TOWN PLANNING Checked By:
Project No: 17.028
Drawing No.: TP7.01
Rev.: A
Plot Date: 3/30/2020

Attachment 1 - Advertised / Decision Plans - 413 Swan Street

DEVELOPMENT SUMMARY

	UNIT	FLOOR AREA (sqm)	TERRACE AREA	TOTAL	INT. STORAGE (sqm)	EXT. STORAGE (sqm)	1 BED	2 BEDS	3EDS	NO. UNITS
GROUND FLOOR	RETAIL	34								
	passage/garage	82								
LEVEL 01	A01	67	6	73	6	5	1			1
	passage	22								
LEVEL 02 &03	A02	126	11	137	13.5	8			1	1
LEVEL 03 &04	A03	137	16	153	15	8			1	1
LEVEL 05 & 06	A04	149	21	170	12.4	9			1	1
OVERALL TOTAL		617	54	533	46.9	30	1	0	3	4

	NUMBER PROVIDED
STORAGE CAGES	4
BICYCLE PARKING	7 spaces
CAR PARKING	3 car spaces

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Client: J. ZOIS

Project Name: MIXED USE DEVELOPMENT
413 SWAN STREET RICHMOND

Drawing Title: DEVELOPMENT SUMMARY

Scale: NTS @ A3 | Date: 30.03.2020
Status: TOWN PLANNING | Checked By:
Project No: 17.028 | Drawing No.: TP7.02 | Rev.: A
Plot Date: 3/30/2020

Attachment 2 - Heritage Expert Report / Advice

Bryce
Raworth
CONSERVATION | HERITAGE

Heritage Impact Statement

413 Swan Street, Richmond

Application for permit – Proposed Development
February 2019

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South Melbourne VIC 3205
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Attachment 2 - Heritage Expert Report / Advice

Bryce Raworth
CONSERVATION | HERITAGE

Project Address:
413 Swan Street
Richmond, VIC

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1.0 Introduction 2
2.0 Sources of Information 2
3.0 Description & History 3
4.0 Significance 9
5.0 Heritage Overlay 11
6.0 Development Proposal 14
7.0 Discussion 15

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Attachment 2 - Heritage Expert Report / Advice

1.0 Introduction

This assessment of heritage impacts was prepared on behalf of the owner of the property at 413 Swan Street, Richmond. It relates to a proposal to partially demolish the existing building on the subject land and construct an upper level addition for residential purposes.

The analysis below reviews the contribution made by the existing building on the site to the surrounding streetscape and the broader Heritage Overlay precinct. It then comments on whether the proposed development scheme is appropriate in character and detail, and whether it is acceptable in terms of its impacts upon the character and significance of the host building and Heritage Overlay precinct.

2.0 Sources of Information

The analysis below draws upon internal and external site visits along with a review of the relevant documents and resources including the following.

- *Development Guidelines for Sites Subject to the Heritage Overlay (Clause 22.02) and Heritage Overlay (Clause 43.01) in the Yarra Planning Scheme.*
- *City of Yarra Review of Heritage Overlay Areas 2007.*
- *City of Yarra Review of Heritage Overlay Areas 2007 Appendix 8 (Revised 2017).*
- *Historic MMBW Plans (found online on the State Library of Victoria database).*
- *Yarra Heritage Database.*
- *Historic Property Service Plans, South East Water*
- *Swan Street Built Form Study: Heritage Assessments & Analysis (GJM Heritage, 5 October 2017)*

The report has been prepared by Bryce Raworth Pty Ltd, and is to be read in conjunction with the drawings and other documents prepared by Metaxas Architects and submitted with respect to this application. This office provided heritage advice that has informed finalisation of the present application scheme.

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3.0 Description & History

The subject site is a rectangular parcel of land located on the north side of Swan Street between Cutter and Burnley Streets. Occupying the site is a Victorian two storey brick terrace shop and residence. The ground floor shopfront has been modified, while the rendered first floor facade remains intact. According to the site's statement of significance, intact details include double-hung sash windows, window architraves, brackets, supporting stringcourse and mouldings, plus pedimented parapets incorporating panels, brackets, cornices and mouldings, urn pedestals and dividers. The surrounding urban context along the north side of Swan Street comprises single and double storey shops of the Victorian, Edwardian and interwar periods. The majority of these buildings in the surrounding area are graded 'contributory'.



Figure 1 *Detail of an 1851-52 map of the Parish of Jika Jika, showing the extent of Swan Street at this date, extending from Punt Road to a reserve within the Yarra River bend, but including what was to become Burnley Street (State Library of Victoria).*

The *Swan Street Built Form Study Heritage Assessments & Analysis* (GJM Heritage, October 2017) provides a history of Swan Street and its early evolution. A section of this history is reproduced below:

> *What is today known as Swan Street was designated as a road reserve in Robert Hoddle's Crown Survey of 1837. Along with Bridge Road and Church Street, it was one of the first roads laid out in Richmond. Like most roads in Melbourne at the time, its location was determined without particular reference to the topography of the land. Rather it and Bridge Road – 800 metres to the north – provided a neat east-west axis allowing the geometry of the surveyed land immediately adjacent to the Hoddle Grid to push further into the surrounding 'bush'. The area between these two key thoroughfares was subdivided into regular blocks – providing an artificial sense of order in what was still, for the Colony's new arrivals, a deeply unfamiliar landscape. Allotments on the north side of Swan Street were sold by the Crown from 1839, while lots on the south side were sold from 1846.*

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Richmond was one of the first suburbs to establish municipal government. The suburb officially became a city in 1882, and was understood to have a population of approximately forty thousand by Federation. Generally speaking, the community tended to live and work within the boundaries of the suburb. During the 1870s and 1880s Richmond underwent industrialisation and residential intensification, mainly in the form of workers' cottages. In the 1860s it was estimated that there were 4000 Catholics in Richmond, and the completion of the St Ignatius church in 1883 gave Richmond its most prominent landmark. Tram services were opened in Bridge Road and Victoria Street in 1885 and 1886. State primary schools were opened, four between 1874 and 1878, and two more (Richmond North and Burnley) in the next decade.

Richmond's transition into a working-class community began during the 1890s depression. Industry expanded into larger scale manufacturing. The final transformation was gentrification, beginning in the early 1990s. As industry left for cheaper, larger sites outside the inner city, and as middle-class Melbourne discovered the charms of inner-city living and Victorian architecture, Richmond was socially reinvented. House renovation has given way to warehouse conversion as some of the industrial landmarks have become luxury apartments, and Richmond's Yarra River precinct is returning to residential use.

Council's citation for the site at 413 Swan Street, and its adjoining building at 415 Swan Street, includes the following description:

> *A characteristic, relatively intact Renaissance Revival Victorian shop pair, which retain early painted signs. Of local architectural significance; significant old Monopole cigar sign; distinctive details…*
>
> *The properties at nos 413-415 on the north side of Swan Street, Richmond, are a Victorian two storey brick terrace pair of shops with combined residences. They both have skillion roof forms clad in galvanised corrugated steel, concealed by a prominent arched pedimented parapet on the south facade. The first floor facades are rendered and no. 413 has been overpainted, while no. 415 has, unusually, remained unpainted (save for the 'Monopole Magnum Cigars' sign). Window architraves, brackets, supporting stringcourse and mouldings remain intact at first floor level to both terraces, as do the parapets incorporating panels, brackets, cornices and mouldings, urn pedestals and dividers. The property dividers are coffered piers topped by triglyph modillions supporting the main cornices. No. 413 has a long-standing 'Monopole Magnum Cigars' sign (believed to date from the 1920s, see 'History' above). Minor spalling is evident on no.415's facade and there may have been finials at the upper level that have since been removed. Both have pairs of double-hung sash windows, with original timber framing; the windows to no. 415 have been fitted with insect screens and there is an air conditioning unit fitted to the east window of no. 413. The awnings are non-original although the steel rods supporting the awning to no. 415 suggest that it dates from the early twentieth century. The ground floor shop fronts have largely been altered, no. 313 in recent years and no. 415 possibly in the 1960s, although the maroon tiling on the end walls may be earlier.*
>
> *Recent aerial photographs indicate that the buildings have been extended to the rear. No. 413 is built to the rear boundary with a brick garage to the lane, enclosed on the upper level with an iron balustrade creating a large balcony. There is a single storey gable roof shed clad in steel sheeting to the rear lane at no. 415. The rear elements are not of heritage significance.*

An MMBW detail plan of this part of Swan Street shows that by 1901 the buildings that include the subject site and its immediate neighbours were already developed for commercial purposes (Figure 2).

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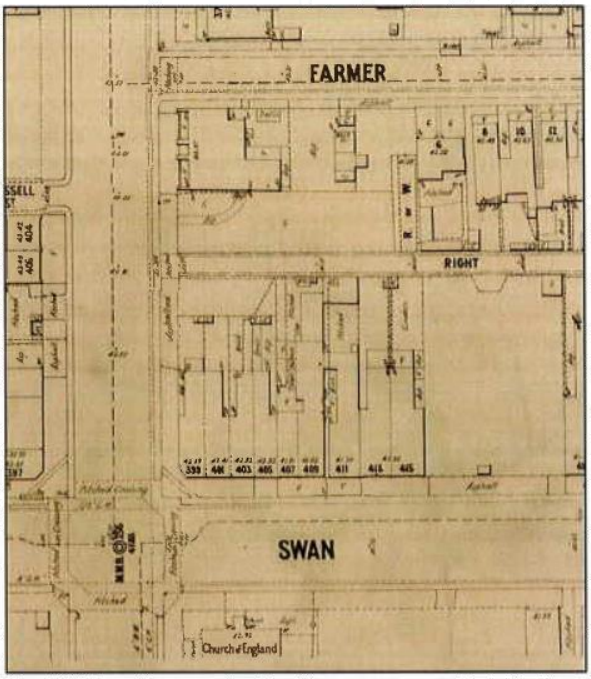


Figure 2 *This portion of a 1901 MMBW Detail plan of the area shows the site at Swan Street (central).*

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Figure 3 *The subject site at 413 Swan Street (central), painted in a maroon colour, with its pair, the "Monopole" building to the immediate right.*



Figure 4 *Another view of the facade at the subject.*

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Figure 5 *Ground floor facade of the subject site. This portion of the facade is not original and the current scheme proposes to refurbish this shopfront.*



Figure 6 *View along Swan Street to the intersection with Burnley Street.*

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Figure 7 *The rear of the subject site along the right of way behind Swan Street (to the north of Swan Street).*



Figure 8 *A development near the subject site at 384-386 Burnley Street. This building is also within HO474, and while it is similar in height to the proposed development at the subject site, is much bulkier.*

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4.0 Significance

The building at 413 Swan St is within the Heritage Overlay Area HO474, identified as HO474 in the Schedule to the Heritage Overlay of the Yarra Planning Scheme. This precinct is somewhat rectangular in form, extending north up Burnley Street from the northern side of Swan Street, and ends before Newry Street to the west and Bliss Street to the east. External paint controls apply as part of this listing, but internal alteration controls and tree controls do not. The precinct has the following statement of significance:

What is significant?

- *The Burnley Street Precinct, comprising 345-389 & 370-404 Burnley Street and 395-419 Swan Street, Richmond is significant. The following buildings and features contribute to the significance of the precinct:*
- *The buildings constructed from c.1880 to c.1940, as shown on the precinct map.*
- *The overall consistency of building form (buildings with roofs concealed by parapets, with residential quarters above if two storey and behind if single storey), materials and detailing (front walls of stucco with decorative parapets, some original timber or metal-framed shopfronts with timber or tiled stallboards and recessed entries), and siting (no front and side setbacks).*
- *The landmark qualities of the former Bank of Australasia.*
- *The nineteenth century subdivision pattern comprising regular allotments served by rear bluestone laneways.*
- *The following places are Individually Significant and have their own statement of significance:*
- *Former Bank of Australasia, 377 Burnley Street,*
- *Former shop and residence, 380 Burnley Street,*
- *Shops and residences, 400-402 Burnley Street, and*
- *Shops and residences, 413-15 Burnley Street. (this is presumed to be meant as a reference to 413-415 Swan Street)*

Non-original alterations and additions to the Contributory buildings shown on the precinct map, and the buildings at 381 & 382 Burnley Street, and 411 Swan Street are Not Contributory.

How is it significant?

The Burnley Street Precinct is of local historic and architectural significance to the City of Yarra.

Why is it significant?

Historically, the precinct is a representative example of a shopping centre serving local needs that developed in response to the significant population growth of Richmond in the late nineteenth and early twentieth centuries. The terrace row at nos. 345-67 Burnley Street provides evidence of the first significant phase of residential development that created the need for the centre in the late nineteenth century. (Criterion A)

The location, close to a railway station, and around a major intersection and the mix of single and double storey commercial premises, some with original shopfronts, the corner hotel and former bank are all characteristic of these local centres. The mix of residential and commercial premises is also typical with places such as nos. 373 and 375 Burnley Street that combine a Victorian house with an Edwardian shopfront demonstrating the evolution of the precinct from residential to commercial. (Criterion D)

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The precinct contains late Victorian, Federation, and Inter-war shops and one hotel with consistent and characteristic parapeted form, siting and detailing, including some original shopfronts, which contrast with the Victorian residential terrace row. The former Bank of Australasia is notable as a landmark within the precinct. (Criterion E)

The *City of Yarra Review of Heritage Overlay Areas 2007* (Revised 2017) identifies 413 Swan Street (and its neighbour at 415 Swan Street) as individually significant. This is in the context of a three-tier grading system, defined at clause 22.02 as follows:

Individually significant: The place is a heritage place in its own right. Within a Heritage Overlay applying to an area each individually significant place is also Contributory.

Contributory: The place is a contributory element within a larger heritage place. A contributory element could include a building, building groups and works, as well as building or landscape parts such as chimneys, verandahs, wall openings, rooflines and paving.

Not contributory: The place is not individually significant and not contributory within the heritage place.

Having regard for their 'individually significant' status, the buildings at 413-415 Swan Street also have their own statement of significance in the Yarra City section of the *Victorian Heritage Database*:

What is significant?

Nos 413-415 Swan Street, Richmond is a Victorian two storey brick terrace pair of shops and combined residences. The ground floor shopfronts have been modified, but the rendered first floor facades are intact, with no. 413 remaining unpainted save for the c.1920s 'Monopole Magnum Cigars' sign. Intact details include double-hung sash windows, window architraves, brackets, supporting stringcourse and mouldings, plus pedimented parapets incorporating panels, brackets, cornices and mouldings, urn pedestals and dividers. The buildings have been extended to the rear; these later elements are not of heritage significance.

How is it significant?

Nos 413-415 Swan Street, Richmond is of local historical and aesthetic/architectural significance.

Why is it significant?

Nos 413-415 Swan Street is of local historical significance, as a pair of two storey brick shops and combined residences constructed for carpenter, J Wood in 1892. This was just after the period of commercial development consolidation in Swan Street, and unusually during the severe economic Depression of the early 1890s. The buildings were subsequently occupied by a range of retailers and commercial operations, typical for a main street of the late nineteenth and early twentieth century. These included sellers of dairy produce, a greengrocer, butcher, hairdresser and tobacconist.

The subject property is also of local aesthetic/architectural significance. It is a well-preserved pair of two storey shops/residences, broadly consistent with many similar nineteenth century commercial buildings in inner suburban main road locations. However, the first floor facades retain their original form and detailing; in particular, the upper level to no. 415 has remained unpainted. This facade is further distinguished through the retention of the 'Monopole Magnum Cigars' sign. Both first floors also have prominent and well-detailed arched pedimented parapets.

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5.0 Heritage Overlay

With the site being located within the *Burnley Street Precinct, HO474, it* is therefore subject to the provisions of Clause 43.01, the Heritage Overlay. The purpose of this overlay is as follows:

> *To implement the Municipal Planning Strategy and the Planning Policy Framework.*
> *To conserve and enhance heritage places of natural or cultural significance.*
> *To conserve and enhance those elements which contribute to the significance of heritage places.*
> *To ensure that development does not adversely affect the significance of heritage places.*
> *To conserve specified heritage places by allowing a use that would otherwise be prohibited if this will demonstrably assist with the conservation of the significance of the heritage place.*

Before deciding on an application, in addition to the decision guidelines in Clause 65, the responsible authority must consider, as appropriate:

- *The Municipal Planning Strategy and the Planning Policy Framework.*
- *The significance of the heritage place and whether the proposal will adversely affect the natural or cultural significance of the place.*
- *Any applicable statement of significance (whether or not specified in the schedule to this overlay), heritage study and any applicable conservation policy.*
- *Any applicable heritage design guideline specified in the schedule to this overlay.*
- *Whether the location, bulk, form or appearance of the proposed building will adversely affect the significance of the heritage place.*
- *Whether the location, bulk, form and appearance of the proposed building is in keeping with the character and appearance of adjacent buildings and the heritage place.*
- *Whether the demolition, removal or external alteration will adversely affect the significance of the heritage place.*
- *Whether the proposed works will adversely affect the significance, character or appearance of the heritage place.*
- *Whether the proposed subdivision will adversely affect the significance of the heritage place.*
- *Whether the proposed subdivision may result in development which will adversely affect the significance, character or appearance of the heritage place.*
- *Whether the proposed sign will adversely affect the significance, character or appearance of the heritage place.*
- *Whether the lopping or development will adversely affect the health, appearance or significance of the tree.*
- *Whether the location, style, size, colour and materials of the proposed solar energy facility will adversely affect the significance, character or appearance of the heritage place.*

The site will also be assessed against the City of Yarra's local heritage policy *Development Guidelines for Sites Subject to the Heritage Overlay* (Clause 22.02), which includes the following objectives and policies:

> *Removal of Part of a Heritage Place or Contributory Elements*
>
> *Encourage the removal of inappropriate alterations, additions and works that detract from the cultural significance of the place.*

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Generally discourage the demolition of part of an individually significant or contributory building or removal of contributory elements unless:

- *That part of the heritage place has been changed beyond recognition of its original or subsequent contributory character(s).*
- *For a contributory building:*
  - *that part is not visible from the street frontage (other than a laneway), abutting park or public open space, and the main building form including roof form is maintained; or*
  - *the removal of the part would not adversely affect the contribution of the building to the heritage place.*
- *For individually significant building or works, it can be demonstrated that the removal of part of the building or works does not negatively affect the significance of the place.*

New Development, Alterations or Additions

General

Encourage the design of new development and alterations and additions to a heritage place or a contributory element to a heritage place to:

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

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

Encourage similar facade heights to the adjoining contributory elements in the street. Where there are differing facade heights, the design should adopt the lesser height.

Minimise the visibility of new additions by:

- *Locating ground level additions and any higher elements towards the rear of the site.*
- *Encouraging ground level additions to contributory buildings to be sited within the 'envelope' created by projected sight lines (see Figure 1)*
- *Encouraging upper level additions to heritage places to be sited within the 'envelope' created by projected sight lines (for Contributory buildings refer to Figure 2 and for Individually significant buildings refer to Figure 3).*
- *Encouraging additions to individually significant places to, as far as possible, be concealed by existing heritage fabric when viewed from the front street and to read as secondary elements when viewed from any other adjoining street.*

Discourage elements which detract from the heritage fabric or are not contemporary with the era of the building such as unroofed or open upper level decks or balconies, reflective glass, glass balustrades and pedestrian entrance canopies. [...]

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Specific Requirements (where there is a conflict or inconsistency between the general and specific requirements, the specific requirements prevail)

Industrial, Commercial and Retail Heritage Place or Contributory Elements

Encourage new upper level additions and works to:

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

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Council policy within the proposed DDO28, Precinct 4, Interface Reference 'C' (Amendment C191) that seeks setbacks to upper levels of 5 metres. The height of the tower is also in line with this policy, sitting below the 24 metre maximum height.

6.0 Development Proposal

Proposed Demolition

The development proposal for the site includes the partial demolition of 413 Swan Street, with the retention of the front facade only. The interiors, roof structure (including what appears to be a chimney on or adjoining the party wall with the neighbour at 415 Swan Street) and rear (north elevation) will be demolished. Approximately 20.5 metres of the eastern wall to the ground and first floor is to be retained as it is shared with 415 Swan Street, while just 2 metres of the west wall to the facade will be retained.

Proposed New Works

It is proposed to construct a 7 storey mixed-use building on the site incorporating the retained heritage frontage to Swan Street. Between the second and fifth floors, the new volume will have a minimum setback behind the heritage façade of approximately 5 metres. A recessed bay at each level on the east side of this elevation will have a greater setback, and provide vertical articulation. Floors 2-6 will include rear terraces overlooking the laneway to the north. The sixth floor will be at an increased set back of a minimum of 11.36 metres behind a roof terrace. The overall building height will be less than 24 metres.

In terms of planning, the ground floor will include a small retail area addressing Swan Street. The remaining 6 floors will hold a single 1 bedroom apartment, as well as three 3 bedroom apartments. Each level will be accessible via a lift and adjacent fire escape stairs located centrally within the building. The roof will be flat in profile and feature a photovoltaic system.

The existing non-original shopfront will be replaced with a new glazed one including an additional pedestrian entry to the residential portion of the development. A fire booster will also be installed. The canopy will be rebuilt A retractable electric gate will provide vehicle access from the laneway at the rear of the site to a multi-level car stacker.

The southern street elevation of the new building including the recessed bay will be finished with blue glass set in stainless street to the fifth floor, with the sixth floor partially glazed and finished with a grey render. The side elevations will comprise blank masonry panels rendered white and grey. The rear (north) elevation will be glazed and rendered, with the balconies featuring perforated metal balustrades.

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7.0 Discussion

From a heritage perspective, the proposal involves two key considerations – the extent of demolition and the proposed new works. Each of these discussed as follows.

Proposed Demolition

The extent of demolition of the shop at 413 Swan Street is supported given it involves portions of the building with little to no visibility from Swan Street. The adjacent buildings at 411A and 415 Swan Street screen the subject site, meaning that only the facade is visible from the public realm to the south. This extent of demolition is a relatively common and reasonable outcome for sites in retail environments (in most inner municipalities) where the buildings are fully attached to either side and the side elevations are completely concealed.

The test established by heritage policy is not to allow the demolition of heritage fabric unless ... *For individually significant building or works, it can be demonstrated that the removal of part of the building or works does not negatively affect the significance of the place*. (emphasis added) In this instance, the significance of the building, which is strongly identified with its visible facade to Swan Street, will not be negatively affected. The site's statement of significance notes that the building has "*...been extended to the rear*" and that "*these later elements are not of heritage significance*" – demolition of the rear portion of the built form is therefore supported. Demolition of the chimney that appears to adjoin or straddle the party wall shared with the neighbour at 415 Swan Street is acceptable insofar as this chimney is not visible from the street and does not in any appreciable sense inform the heritage character and values of the streetscape and precinct.

Moreover, for the purposes of Clause 43.01, 'the place' is HO474 rather than the subject building, and the retention of the visible fabric is consistent with protection of the significance of that place, along with the maintenance of the valued character and appearance of the place.

The proposed extent of demolition is comparable to what has been approved with regard to developments on other 'individually significant' commercial sites on Bridge Road and Smith Street in the City of Yarra. In those instances the extent of fabric retention has very often been confined to elements that are visible from the street and thus contributory to the character, appearance and significance of the associated streetscapes and precincts.

The removal and replacement of the ground floo r facade is acceptable. The statement of significance for the site notes that the "*ground floor shopfronts have been modified*". The rebuilding of this portion of the facade therefore has limited effect on the heritage significance of the overall building. The scheme proposes changes to the shopfront to accommodate a smaller shop and a pedestrian access to the apartments above. The design of the ground floor facade complements the character that of the first floor and broader building, and will not be out of place in a streetscape environment where most shopfronts are modern in character. The first floor facade is the primary contributor to the heritage significance of the building, and the statement of significance recognises its intactness, emphasising the "*double-hung sash windows, window architraves, brackets, supporting stringcourse and mouldings, plus*

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pedimented parapets incorporating panels, brackets, cornices and mouldings, urn pedestals and dividers". With the retention of the first floor facade, and the considered design for the ground floor, the alteration of this section of the facade is acceptable in regard to heritage considerations.

Proposed New Works

The proposed rear tower element is set back behind the retained buildings/facades by 5 metres. From a heritage perspective, the visual impact of this new built form principally relates to the visibility of the proposed upper levels as seen along Swan Street.

This said, the setback is specifically responsive to Council policy within the proposed DDO28, Precinct 4, Interface Reference 'C' (Amendment C191) that seeks setbacks to upper levels of 5 metres. The height of the tower is also in line with this policy, sitting below the 24 metre maximum height. This setback will mitigate the development's visual impact on the Swan Street streetscape.

Moreover, the proposal conforms with the thrust of heritage policy at Clause 22.02 in relation to upper level additions to commercial and retail buildings of this kind:

> *Industrial, Commercial and Retail Heritage Place or Contributory Elements*
>
> *Encourage new upper level additions and works to:*
>
> - *Respect the scale and form of the existing heritage place or contributory elements to the heritage place by being set back from the lower built form elements. Each higher element should be set further back from lower heritage built forms.*
> - *Incorporate treatments which make them less apparent.*

That is to say, the upper level additions respect the scale and form of the host building and its neighbours by being set back from the frontage of the lower form, and by incorporating a simple, neutral and modern design character to the front and side elevations of the upper levels.

There is precedence for development of this scale and built form character both within the Burnley Street Precinct and along Swan Street. The development at 382-386 Burnley Street is a 6 storey multi-use building. While 413 Swan Street proposes 7 storeys, 382-386 Burnley Street is much larger in size and mass, having a far greater visual prominence than what is proposed at the subject site. Further north of 382-386 Burnley Street is another recent 6 storey development, 368 Burnley Street. While this is outside the relevant heritage area, it undoubtedly contributes to the streetscape's character of the area due to its scale and prominence.

To the east of the subject site is another substantial development at 429 Swan Street. This 5 storey plus roof terrace apartment complex is both larger in scale and more contemporary than other buildings in this part of Swan Street. While this development does not lie within the heritage area, HO474, its close proximity will ensure that it nonetheless informs the immediate streetscape character.

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It can reasonably be expected that in the future there will be more development of this scale and kind within the area, which may be seen as part of the emerging character of the place. In this context, the scale of the development will have less of a visual impact than might otherwise be expected.

As discussed, local policy encourages upper level additions to *incorporate treatments which make them less apparent*". The upper levels of the scheme have been treated in a manner that is responsive to this policy aim. These levels are rendered and finished in the Dulux registered colours 'Vivid White' and 'Tristan Grey', and adopt a panelised format. As a result, to the extent that the mass of the upper side levels will be visible from the street, they will be articulated through the use and colours of these materials in a way that ameliorates and diminishes the overall or apparent mass of the built form. While the upper levels will be visible and substantial, they will be materially lightweight in character, and the neutrality of the palate of colours will make the bulk of the upper levels more discreet. The glazed character of the front or southern face of the upper level volume will also contribute in a lightweight character.

In conclusion, while the proposal development scheme for 413 Swan Street, Richmond, clearly involves introducing a substantial degree of change to the subject site, it has been designed in a balanced and sensitive manner that responds to key Council heritage policies, existing and proposed. The visible, valued heritage fabric is retained to an extent that upholds the significance of the subject building and its contribution to the heritage precinct. The height and external treatment of the development is a measured and handsome response to the emerging character of the nearby streetscapes.

For these reasons the scheme is considered acceptable and is supported with regard to heritage considerations.

Attachment 3 - Traffic Assessment Report

ratio:

Report Prepared for
John Zois

21 August 2019

Proposed Mixed Use Development

413 Swan Street, Richmond

traffic:impact

r:

Attachment 3 - Traffic Assessment Report

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Our reference 16310T-REPF01.docx

Version	Date	Reason for Issue	Prepared By	Checked By
F01	21/08/2019	Draft	L. Brown	R. Fairlie

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Appendix A	**Parking Occupancy Survey Results**
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Appendix C	**Mechanical Parking System**
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Attachment 3 - Traffic Assessment Report

1 Introduction:

Ratio Consultants Pty Ltd was commissioned by John Zois to assess the traffic and parking aspects of a proposed mixed-use development on land at 413 Swan Street in Richmond.

This report has been prepared to address the traffic and parking implications of the proposed development and is based on surveys and observations in the vicinity of the site and on previous studies of similar developments elsewhere in Melbourne.

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2 Existing Conditions:

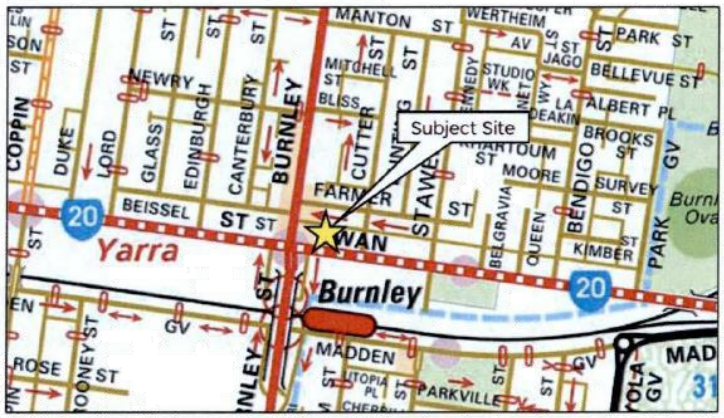
2.1 Location and Environment

The subject site is located on the north side of Swan Street between Burnley Street and Cutter Street, as shown in Figure 2.1. An aerial view of the subject site and surrounds is provided in Figure 2.2.

The site is essentially rectangular in shape, with a narrow frontage to Swan Street of 4.89 metres, a depth of approximately 30.48 metres and an overall site area of approximately 149 square metres. The site is attached to similar scaled commercial buildings to the east and west.

The site is located within the Swan Street Activity Centre and as such, surrounding land use along Swan Street and Burnley Street comprises a wide variety of commercial and retail uses. Beyond Swan Street and Burnley Street, land use is primarily residential.

Figure 2.1: Site Location



Source: online.melway.com.au/melway

Figure 2.2: Aerial View of the Site and Surrounds



Source: www.nearmap.com

The site is also located within the Principle Public Transport Network (PPTN) Area as shown on the PPTN Maps of the State Government of Victoria (July 2018), and illustrated in Figure 2.3 below:

Figure 2.3: Subject Site with respect to the PPTN Area



2.2 Road Network

Swan Street is a Secondary State Arterial Road under the care and management of VicRoads, which essentially runs in an east-west direction from the Yarra River in Burnley to Punt Road in Richmond. East of the Yarra River, Swan Street continues as Wallen Road and west of Punt Road, Swan Street continues as Olympic Boulevard.

In the vicinity of the site, Swan Street has a carriageway width of approximately 14.4 metres and operates with two lanes in each direction and has a speed limit of 60km/hr. The central lanes are shared tram and traffic lanes, whilst parking is permitted in the kerbside lanes outside of Clearway times, which are in effect between 7:00am-9:15am Monday-Friday on the southern side and between 4:30pm-6:30pm Monday-Friday on the northern side. Outside of Clearway times it has restricted kerbside parallel parking along both sides of the road.

Views of Swan Street facing east and west are shown in Figure 2.4 and Figure 2.5, respectively.

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Figure 2.4: View of Swan Street Facing East



Figure 2.5: View of Swan Street Facing West



Burnley Street is classified as a Secondary State Arterial Road under the care and management of VicRoads. It runs in a north-south alignment from Victoria Street to the north to its connection with Barkly Avenue in the south. In the vicinity of the site, Burnley Street has a carriageway width of 14.0 metres and accommodates one northbound and one southbound lane. Dedicated on-road bicycle lanes are provided on both sides of the road, with restricted kerbside parallel parking provided on the both sides of the road. Burnley Street has a posted speed limit of 60km/h.

Views of Burnley Street facing north and south are shown in Figure 2.6 and Figure 2.7, respectively.

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Figure 2.6: View of Burnley Street Facing North

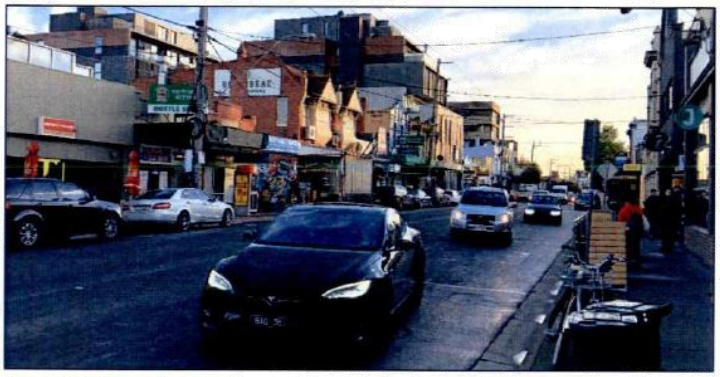
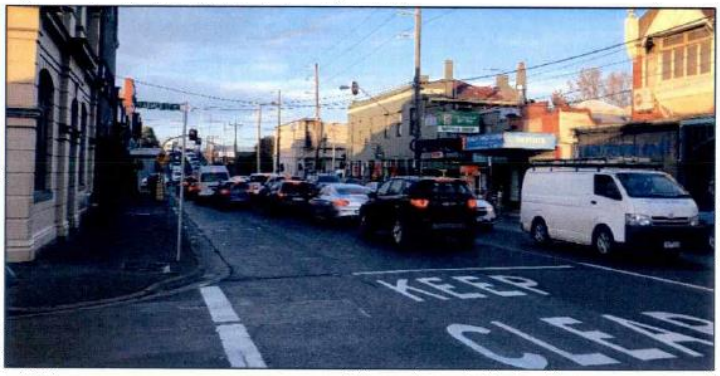


Figure 2.7: View of Burnley Street Facing South



An asphalt sealed Right of Way (ROW) runs in an east-west alignment at the rear of the site and spans between Park Grove and Burnley Street. The ROW has an approximate carriageway width of 3.6 metres and accommodates two-way traffic movements. It provides access to the rear of the retail/commercial uses fronting Swan Street and several residential properties fronting Farmer Street.

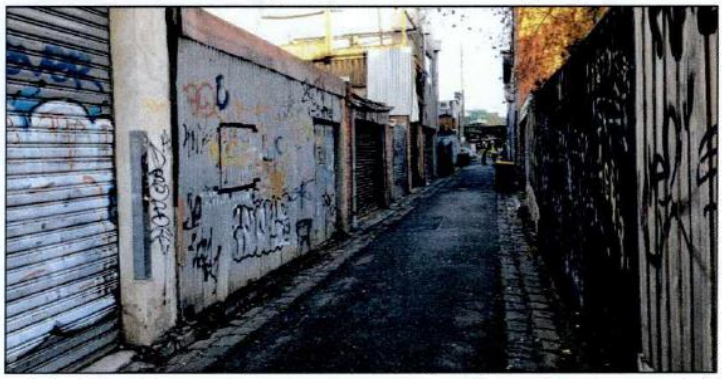
Views of the ROW facing east and west are shown in Figure 2.8 and Figure 2.9, respectively.

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Figure 2.8: View of ROW Facing East



Figure 2.9: View of ROW Facing West



Farmer Street is a municipal Local Road that runs in an east-west alignment between Burnley Street and its termination east of Stawell Street. It only accommodates westbound vehicle movements in the vicinity of the site and has a carriageway width of approximately 7.0 metres, with kerbside parallel parking permitted on both sides of the road. It has a posted speed limit of 40km/hr.

Footpaths are provided on both sides of all roads in the vicinity of the site.

Views of Farmer Street facing east and its intersection with Burnley Street are shown in Figure 2.10 and Figure 2.11, respectively.

Figure 2.10: View of Farmer Street Facing East



Figure 2.11: View of Intersection of Farmer Street and Burnley Street



2.3 Sustainable Transport

Public Transport

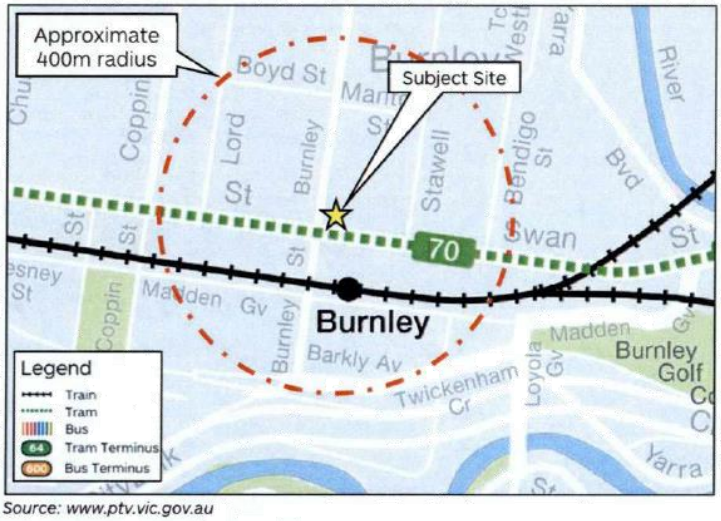
The site has excellent access to public transport with both tram and train services operating within the immediate proximity of the site (as detailed in Table 2.1 and illustrated in Figure 2.12) that provide direct and frequent connections to the Melbourne CBD and access to Richmond Station.

Table 2.1: Public Transport Provision

Service	Route No.	Route	Nearest Stop	Approximate Walking Distance
Tram	70	Waterfront City Docklands – Wattle Park	Burnley St / Swan St	50m ~ 1 minute
Train		Glen Waverley, Alamein, Belgrave and Lilydale Lines	Burnley Railway Station	110m ~ 1 minute

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Figure 2.12: Train and Tram Routes



Source: www.ptv.vic.gov.au

Bicycle Network

The site has good access to Melbourne's bicycle network, illustrated in Figure 2.13. Specifically:

- Swan Street along the site frontage operates as an informal bicycle route, with cyclists able to share the kerbside lane with parked vehicles (outside of Clearway times) and bicycle head start boxes provided at signalised intersections. Swan Street provides connections towards Hawthorn to the east and towards the Melbourne CBD to the west.
- On-street bicycle lanes on Burnley Street are accessible via Swan Street and provide a connection to the north towards Abbotsford.
- Madden Grove, to the south of Burnley Station, acts as an informal route linking to Gibdon Street to the east. Access to Madden Grove is possible via two Burnley Railway Station pedestrian underpasses.
- The Main Yarra Trail is located approximately 500 metres to the south of the site and is accessible at a number of locations including via Gibdon Street to the south of the site.

The above infrastructure connects to the wider bicycle network, providing further connections across Melbourne.

Pedestrian Network

The pedestrian infrastructure surrounding the site is well established, with footpaths on both sides of most streets in the vicinity of the site. Signalised crossing points are provided at key intersections, including the nearby Swan Street/Burnley Street intersection, with pram ramps provided to facilitate crossings of local streets.

As discussed above, two pedestrian underpasses are conveniently located to provide direct connections to/from the Burnley Railway Station and to Madden Grove and surrounds to the south.

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Car Share

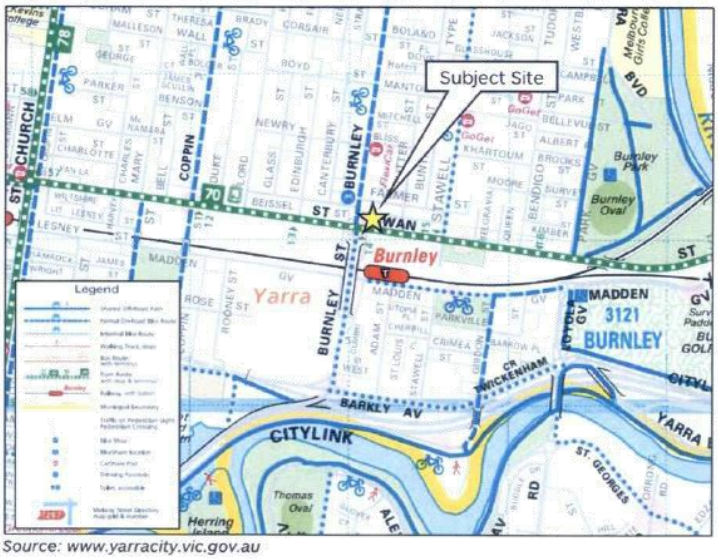
Car share schemes offer a viable alternative for employees to attend meetings and site visits during the work day without requiring access to their own vehicle.

There are a number of car share vehicles available for use within the vicinity of the site. Their locations are outlined in Table 2.2.

Table 2.2: Car Share Vehicle Locations

Operators	Locations	Number of Cars	Approximate Walking Distance
Flexicar	Burnley Street near Bliss Street	1 car	270m ~ 3 minutes
	Bendigo St near Swan St	1 car	400m ~ 5 minutes
GoGet	Kennedy Avenue near Studio Walk	1 car	650m ~ 8 minutes
	Jago Street near Wertheim Street	1 car	650m ~ 8 minutes

Figure 2.13: Bicycle Routes and Share Car Locations



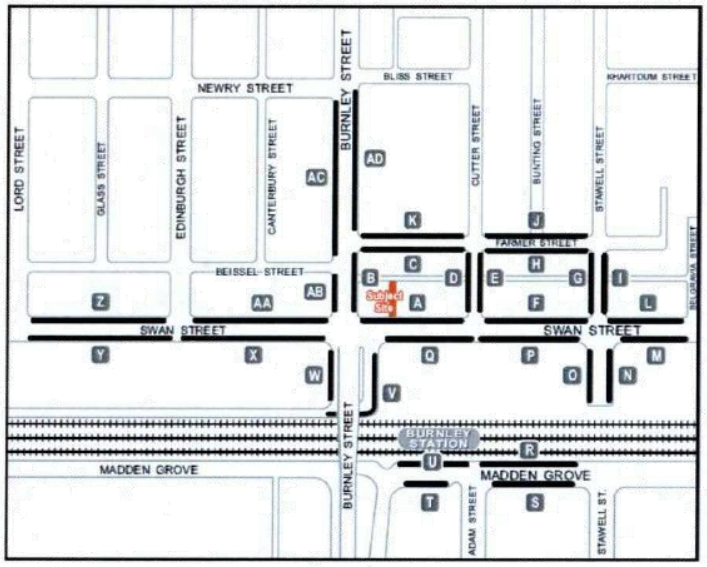
Source: www.yarracity.vic.gov.au

2.4 Parking Conditions

Ratio Consultants commissioned surveys of the on-street parking supply and demand on Friday 19 July between 10:00am and 8:00pm and Saturday 20 July between 10:00am to 4:00pm. The extent of the survey area is presented in Figure 2.14 and attached in Appendix A.

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Figure 2.14: Extent of Area Surveyed for Parking Supply and Demand



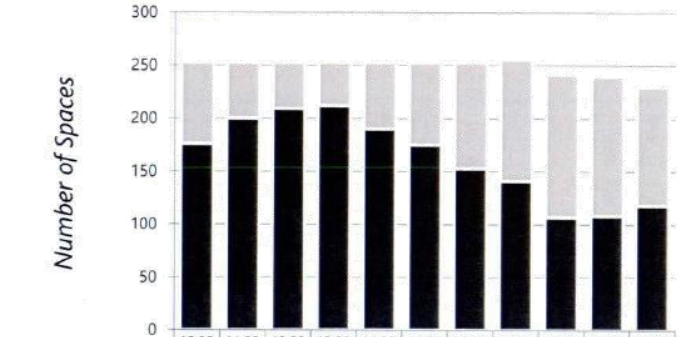
Friday 19 July 2019

- There was observed to be a maximum supply of 255 publicly available car parking spaces within the survey area, subject to a range of parking restrictions, predominately 2P time-controlled spaces.
- The peak period occurred at 1:00pm when a total of 212 parking spaces were recorded as occupied out of a total parking supply of 253 spaces, representing an 84% occupancy.
- A minimum of 41 car parking spaces were found to be available at any one time during the survey period.
- Car parking demand increased gradually from 10:00am before peaking at 1:00pm, before decreasing to 106 spaces occupied out of a total parking supply of 242 spaces, at 6:00pm (44% occupancy).

Graph 2.1 provides a graphical representation of the temporal profile of the Thursday parking demands.

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Graph 2.1: Friday 19 July 2019 Temporal Profile of Parking Demand



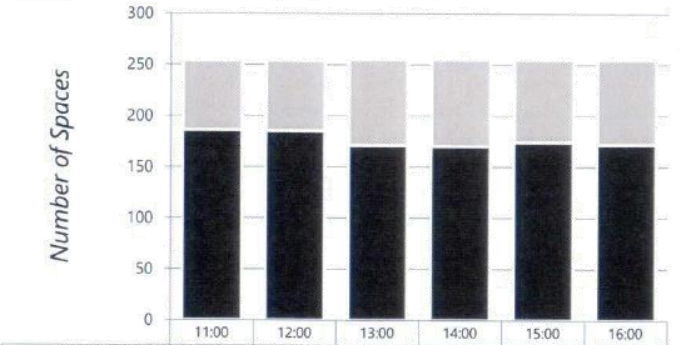
	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00
PUBLIC VACANCIES	77	53	44	41	63	78	100	115	135	132	112
PUBLIC OCCUPANCIES	176	200	209	212	190	175	153	141	107	108	118

Saturday 20 July 2019

- There was observed to be a maximum supply of 255 publicly available car parking spaces within the survey area, subject to a range of parking restrictions, predominately unrestricted and 2P time-controlled spaces.
- The peak period occurred at 11:00am when a total of 186 parking spaces were recorded as occupied out of a total parking supply of 254 spaces, representing an 73% occupancy.
- A minimum of 68 car parking spaces were found to be available at any one time during the survey period.
- During the survey period (11:00am to 4:00pm), parking demand remained relatively constant ranging from 67% to 73%.

Graph 2.2 provides a graphical representation of the temporal profile of the Thursday parking demands.

Graph 2.2: Saturday 20 July 2019 Temporal Profile of Parking Demand



	11:00	12:00	13:00	14:00	15:00	16:00
PUBLIC VACANCIES	68	69	84	85	81	83
PUBLIC OCCUPANCIES	186	185	171	170	174	172

The survey results indicate that the overall on-street parking demand in the precinct is moderate to strong during a normal weekday period. During the surveyed period, there were a minimum of 41 available on-street parking spaces at all times.

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The survey results demonstrate that there is spare parking capacity within close vicinity of the subject site to accommodate an increase in short-term parking demand.

2.5 Crash Analysis

A review has been conducted of VicRoads 'Crashstats' database for the most recent five year period of available data from 1 January 2013 to 31 December 2018 for any reported casualty crashes within the following search area:

- Swan Street between Burnley Street and Cutter Street;
- Farmer Street between Burnley Street and Cutter Street;
- Burnley Street between Farmer Street and Swan Street;
- Cutter Street between Farmer Street and Swan Street;
- The rear ROW between Burnley Street and Cutter Street; and
- The respective intersections.

The crash search revealed there have been eight casualty crashes within the search area, resulting in one fatality, three 'serious' and four 'other' type injuries. The crashes are summarised below:

- One 'left near' type crash occurred at the intersection of Burnley Street and Farmer Street, resulting in one 'serious' type injury.
- One 'ped near side, ped hit by vehicle from the right' type crash occurred on Bunley Street, resulting in one fatality.
- One 'lane side swipe (veicles in parallel lanes) type crash occurred on at the intersection of Burnley Street and Swan Street, resulting in one 'other' type injury.
- One 'right off carriageway into object/parked vehicle' type crash occurred on Swan Street, resulting in one 'other' type injury.
- One 'ped emerges from in front of parked or stationary vehicle' type crash occurred on Swan Street, resulting in one 'serious' type injury.
- One 'right through' type crash occurred at the intersection of Swan Street and Cutter Street, resulting in one 'other' type injury.
- One 'right near' type crash occurred at the intersection of Swan Street and Cutter Street, resulting in one 'serious' type injury.
- One 'lane change left (not overtaking)' type crash occurred at the intersection of Swan Street and Cutter Street, resulting in one 'other' type injury.

Given the road classifications and associated traffic volumes, it is considered that the road network in the immediate vicinity of the site is operating in a relatively safe manner.

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3 The Proposal:

Overview

The development proposes to renovate and extend the existing ground floor shop and first floor apartment, and construct five additional levels to cater for three additional three-bedroom dwellings with associated parking at 413 Swan Street, Richmond. More specifically, the development comprises:

- A retail tenancy with a total floor area of 34sqm.
- 1 x one-bedroom dwelling.
- 3 x three-bedroom dwellings, and
- A total of three car parking spaces will be provided in a three level independent car stacker system (a Klaus G63 three car stacker system or similar).

Pedestrian access to the apartments will be provided from the front via a corridor from Swan Street and via the car stacker system and rear ROW, with pedestrian access to the retail tenancy is provided directly via Swan Street.

Vehicular access to the proposed car stackers will be directly via the ROW at the rear of the site, accessed via both Burnley Street and Cutter Street.

Five bicycle spaces within vertical 'Ned Kelly' style racks are provided within the bicycle storage room on the ground floor level for both resident and employee use.

In addition, 2 visitor bicycle parking spaces within one 'Arc de Triomphe' hoop at the frontage of the site are proposed, subject to Council approval.

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4 Car Parking Assessment:

Clause 52.06 – Car Parking Requirements

Parking requirements for new developments are set out under Clause 52.06 of the Yarra Planning Scheme. The purpose of the Clause, among other things, is:

- To ensure that car parking is provided in accordance with the Municipal Planning Strategy and the Planning Policy Framework.
- To ensure the provision of an appropriate number of car parking spaces having regard to the demand likely to be generated, the activities on the land and the nature of the locality.
- To support sustainable transport alternatives to the motor car.
- To promote the efficient use of car parking spaces through the consolidation of car parking facilities.
- To ensure that car parking does not affect the amenity of the locality.
- To ensure that the design and location of car parking is of a high standard, creates a safe environment for users and enables easy and efficient use.

The number of car parking spaces required for various land uses is listed under Table 1 of Clause 52.06-5. The car parking requirement specified for a use listed in Table 1 does not apply if:

- A car parking requirement for the use is specified under another provision of the Planning Scheme: or
- A schedule to the Parking Overlay specifies the number of car parking spaces required for the use.

As per Amendment VC148, Column B rates of Table 1 from Clause 52.06 of the Yarra Planning Scheme apply if:

- Any part of the land is identified as being within the Principal Public Transport Network Area as shown in the Principal Public Transport Network Area Maps (State Government of Victoria, 2018); or
- A Schedule to the Parking Overlay or another provision of the planning scheme specifies that Column B applies.

Given that the subject site falls within the Principle Public Transport Network Area (as outlined in Section 2.1), the Column B rates of Table 1 to Clause 52.06 are applicable to the proposed development. The application of the relevant rates to the proposal is detailed in Table 4.1 below:

Table 4.1: Car Parking Requirements – Clause 52.06-5

Use	Type	Size and number	Statutory Parking Rate	Statutory Requirement
Residential	One-Bedroom Dwellings	1 x one-bed dwelling	1 to each one or two bedroom dwelling	1 space
	Three-Bedroom Dwellings	3 x three-bed dwellings	2 to each three or more bedroom dwelling	6 spaces
	Visitor	4 x dwellings	0 spaces to every 5 dwellings for developments of 5 or more dwellings	0 spaces
Retail (Shop)		34 sqm	3.5 to each 100 sqm of leasable floor area	1 space
TOTAL				8 spaces

**Rounded down to the nearest whole number in accordance with Clause 52.06-5*

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Accordingly, the proposed development has a statutory car parking requirement to provide eight car parking spaces. A total of three car spaces are proposed, less than the above statutory requirement.

An application to reduce the number of car parking spaces required under Clause 52.06-5 must be accompanied by a Car Parking Demand Assessment. A Car Parking Demand Assessment and the appropriateness of allowing a reduction of on-site parking for the proposed development are discussed below.

4.1 Car Parking Demand Assessment

Overview

Clause 52.06-7 states the following with respect to applications to reduce car parking requirements:

"An application to reduce (including reduce to zero) the number of car parking spaces required under Clause 52.06-5 or in a schedule to the Parking Overlay must be accompanied by a Car Parking Demand Assessment.

The Car Parking Demand Assessment must assess the car parking demand likely to be generated by the proposed...new use"

The following factors are to be addressed by a Car Parking Demand Assessment:

- The likelihood of multi-purpose trips within the locality which are likely to be combined with a trip to the land in connection with the proposed use.
- The variation of car parking demand likely to be generated by the proposed use over time.
- The short-stay and long-stay car parking demand likely to be generated by the proposed use.
- The availability of public transport in the locality of the land.
- The convenience of pedestrian and cyclist access to the land.
- The provision of bicycle parking and end of trip facilities for cyclists in the locality of the land.
- The anticipated car ownership rates of likely or proposed visitors to or occupants (residents or employees) of the land.
- Any empirical assessment or case study

An assessment of each item is provided below.

The Likelihood of Multi-Purpose Trips

The dwellings within the development can be expected to generate a demand for resident car parking which will be 'stand-alone' residential parking and there is little likelihood of multi-propose trips associated with residents of the proposed development. Residential visitors may potentially combine a trip to the site with attendance at other facilities in the Swan Street Activity Centre, such as cafes, restaurants and other retail facilities.

Customers to the retail tenancy can be expected to be drawn from people who will already be in the vicinity of the site, including existing residents in the surrounding area, future residents of the proposed development and those already within the Swan Street Activity Centre and therefore would not necessarily generate a separate additional parking demand.

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Variation of Car Parking Demand

Typically, residential parking demand peaks outside of business hours, with maximum occupancies occurring on weekday evenings. Demands for residential visitor parking vary over time, with peak demands typically occurring in the evenings and at weekends.

Demands for car parking associated with the retail tenancy depend largely on the nature of the businesses operating on the site, including hours of operation.

Typical operation of the retail and office tenancies will predominantly occur during weekday business hours, with the retail tenancies also expected to incorporate weekend trade (mainly Saturdays), with peak parking demands occurring during this time.

Short-Stay and Long-Stay Car Parking Demand

Parking demand generated by the residential component of the development will be primarily long stay parking associated with residential use. There will be an element of short stay parking associated with visitors to the site.

The same long stay demand occurs for the retail tenancy, with the majority of parking demand being staff who require long-stay parking during business hours.

Short stay parking associated with customer and residential visitor parking can be expected to be generated by the development. The relatively small proportion of short stay parking will be facilitated off site within available on-street spaces in the vicinity of the site.

Public Transport in the Locality

The site has convenient access to a range of public transport services, with train and tram services operating in convenient proximity to the subject site.

In particular, Burnley Railway Station is located 110 metres south of the site, providing a convenient connection for residents working in the Melbourne CBD and for people community to the subject site such as employees and visitors of the retail tenancy.

Tram Route 70 operates along Swan Street, with the closest stop located within one minute walking distance from the subject site, providing connection to Docklands to the west and Burwood to the east.

Accordingly, the range of public transport options are expected to be utilised by staff and residents as well as by some visitors coming to/from the site, thus reducing the reliance on private motor vehicles.

The Convenience of Pedestrian and Cyclist Access to the Land

Pedestrian footpaths are provided along the majority of the roads in vicinity of the site and are generally in good condition, providing convenient access to public transport facilities and various commercial tenancies within the vicinity of the site.

The site has good access to the surrounding bicycle network, with Swan Street operating as an informal bicycle route and bicycle head start boxes are provided at signalised intersections. On-street bicycle lanes provided along Burnley Street, Coppin Street and Mary Street. Brunswick Road, as well as a shared path along Park Street, providing a viable means of alternative sustainable transport.

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n addition, the Main Yarra Trail is located approximately 500 metres to the south of the site and is accessible at a number of locations including via Gibdon Street to the south of the site.

These facilities are expected to provide a viable means of alternative active transport that will reduce future reliance on private motor vehicles for employees, residents, and visitors.

Bicycle Facilities

As will be detailed in Section 6, the proposal does not have a statutory requirement to provide any bicycle parking spaces. Nonetheless, it is proposed to provide a total of 8 bicycle parking spaces.

Eight bicycle spaces within horizontal 'Arc-de-Triomphe' hoops are provided within the bicycle storage room on the ground floor level.

These facilities will help to encourage all users to choose to travel to/from the site via alternative transport modes.

The Anticipated Car Ownership Rates of Visitors or Occupants

Data from the 2016 Census shows that 34% of residents of one-bedroom apartments and 24% of residents of three-bedroom dwellings within Richmond do not own vehicle. Furthermore, 44% of residents of three-bedroom dwellings own only one vehicle. In addition, the Victorian Integrated Survey of Travel & Activity (VISTA) data collected on an average weekday from 2012 to 2016 shows that 56% of trips originating within the City of Yarra occur via public or active transport.

Data from the 2016 Census shows that 39% of employees working in Richmond commute using either public or active transport. In addition, VISTA data shows that 56% of shopping trips originating within the City of Yarra occur via public or active transport.

The provision of three car parking spaces for the residential component (one space per three bedroom apartment) is considered a satisfactory outcome for this type and location of development, and its accessibility to services, amenity and public transport, and is typically reflective of the car ownership and journey to work data for the surrounding area.

Empirical Assessment

RETAIL PARKING DEMAND

Empirical studies across Melbourne confirm that shop/retail parking generation typically falls within the range of 3 – 4.5 spaces per 100 square metres of floor area.

Given the site's location, access to alternative transport and other factors, it is considered that the application of a rate of 3.0 spaces per 100 square metres of floor area provides a suitable estimate of the retail parking generation for the proposal.

Application of the above rate to the retail tenancy with a leasable floor area of 34 square metres equates to a forecast a parking demand of approximately one space.

The retail tenancy is expected to service residents, businesses and commuters within the surrounding area, therefore, the absence of any on-site customer parking is a satisfactory outcome for this type and location of development and is typically reflective of the current and other retail uses in the precinct.

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The absence of any staff parking is also considered appropriate given the previous operation of the retail use on-site and the presence of nearby public transport options.

RESIDENTIAL PARKING DEMAND

Empirical data collected from the 2016 Census has shown that 34% of residents of one-bedroom apartments and 24% of residents of three-bedroom dwellings within Richmond do not own vehicle. Furthermore, 44% of residents of three-bedroom dwellings own only one vehicle. As discussed, it is proposed to provide three resident parking spaces on-site (one per three bedroom dwelling and no parking for the smaller one bedroom dwelling).

The site's close proximity to a number of public transport options and the convenience of pedestrian and cyclist access to the site, as well as the provision of bicycle parking facilities, all support the provision of the single one-bedroom dwelling without car parking.

RESIDENTIAL VISITOR PARKING DEMAND

Empirical data collected at residential apartment complexes in a range of inner and middle urban locations have shown visitor parking demands associated with apartments of this nature and location of up to 0.12 spaces per dwelling, with peak demands typically occurring during weekend and weekday evenings.

Due to the readily accessible public transport services in the vicinity of the site, a rate of 0.10 spaces per dwelling provides a conservative estimate of the peak visitor parking demand likely to be generated by the development during the day. Application of this rate to the four dwellings results in a peak visitor parking demand of one visitor space during daytime and evening periods. As discussed below, the expected residential visitor parking demand can be accommodated in suitable off-site parking locations within convenient proximity of the site.

4.2 Parking Reduction Considerations

Overview

Before granting a permit to reduce the number of spaces, Clause 52.06-6 sets out a number of factors to be considered by the Responsible Authority, with those considered most relevant to this case as follows:

- Any relevant local planning policy or incorporated plan.
- The availability of alternative car parking in the locality of the land.
- The future growth and development of any nearby activity centre.
- Any car parking deficiency associated with the existing use of the land.
- Access to or provision of alternative transport modes.

Any Relevant Local Planning Policy or Incorporated Plan

Clause 21.06 - Transport

Clause 21.06 of the Yarra Planning Scheme is Council's Local Planning Policy Framework on Transport. Clause 21.06 acknowledges a need to reduce car dependence, with walking, cycling and public transport use to be promoted as viable and preferable alternatives. With respect to parking, Clause 21.06 states the following:

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"Parking availability is important for many people, however in Yarra unrestricted car use and parking is neither practical nor achievable. Car parking will be managed to optimise its use and to encourage sustainable transport options."

Clause 21.06 subsequently details four objectives in relation to transport and a number of strategies to achieve these objectives, including the following objectives in relation to the road system and parking:

"Objective 32: To reduce the reliance on the private motor car"

"Objective 33: To reduce the impact of traffic"

Clause 22.17 – Environmentally Sustainable Design

Clause 22.17 of the Yarra Planning Scheme provides a framework and a range of objectives to encourage best practice environmental sustainable development outcomes for new development within the municipality. Clause 22.17 applies to all mixed-use development across the municipality that include 2 or more dwellings.

Objectives relevant to transport outcomes are:

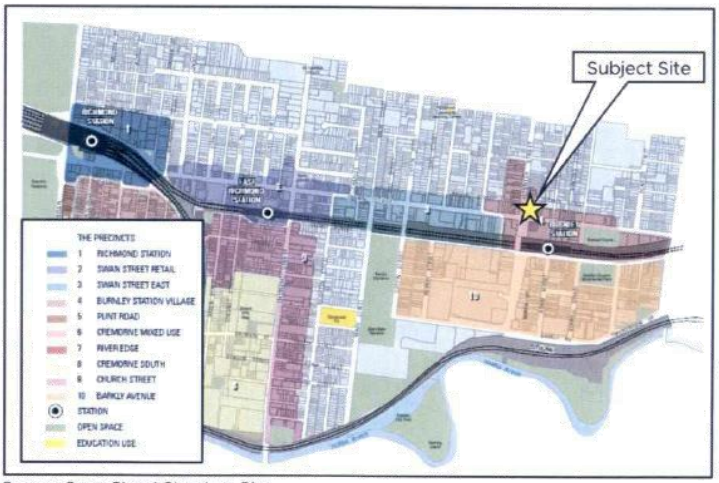
- *"To ensure that the built environment is designed to promote the use of walking, cycling and public transport, in that order.*
- *To minimise car dependency.*
- *To promote the use of low emissions vehicle technologies and supporting infrastructure."*

Swan Street Structure Plan

The Swan Street Structure Plan was adopted by Council in December 2013 and provides a long-term vision for the study area around Swan Street, Richmond and will be used to guide and manage future change in the area.

The subject site is located within the 'Burnley Station Village' precinct of the Swan Street Structure Plan, as detailed in Figure 4.1.

Figure 4.1: Swan Street Structure Plan Precincts



Source: Swan Street Structure Plan

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In relation to Movement and Transport, the Structure Plan acknowledges the need to encourage sustainable transport alternatives, stating the following:

> *"It is anticipated that traffic generation will increase as urban intensification occurs in some locations. Subsequent to this is the potential for increasing traffic volumes on local road networks and traffic congestion. A key challenge for the future is to promote a modal shift to more sustainable forms of transport through appropriate public realm improvements that encourage sustainable transport choices."*

Local planning policies relevant to parking and transport outcomes promote and encourage modal shift away from private vehicles for a range of outcomes, including tackling increased traffic growth and associated congestion, and promoting social and environmentally sustainable outcomes.

Clause 22.17 provides specific development objectives to facilitate the above that cover:

- A built environment outcome that promotes walking, cycling and the use of public transport;
- Opportunity to minimise car dependency; and
- The promotion of low emissions vehicle technology through the provision of supporting infrastructure.

The subject development directly responds to each of these objectives, with the deliberate suppression of on-site car parking and provision of more than the statutory requirement of bicycle parking spaces.

The Availability of Alternative Car Parking in the Locality of the Land

As discussed in Section 2.4, parking in the area of the site is managed to provide a balance between supporting residents that have historically relied on on-street parking and short term / high turnover demands associated with Swan Street users. Parking restrictions actively discourage long term parking by users external to the area. Observations and surveys indicate that parking in the vicinity of the site is generally well utilised.

As such, the available public parking in the area of the site does not facilitate all day car parking typically associated with residents and staff but does provide some facility for short term demands that may be generated by customers and visitors.

The parking conditions in the vicinity of the site are expected to deter both staff and some customers from driving and instead is likely to encourage persons to elect to utilise alternative transport modes.

As previously discussed, the development is expected to generate a maximum visitor parking demand of up to two visitor spaces during the weekday evening period. The parking surveys show a minimum of 41 vacant car parking spaces within the survey area, indicating visitors can readily find an off-site car parking space within convenient proximity of the subject site.

On this basis, the expected visitor demand be accommodated in suitable off-site parking locations within convenient proximity of the site.

As previously discussed, on-street parking spaces I the survey area predominantly consist of 2P time-controlled spaces. The high turnover associated with these spaces is not considered appropriate for residential parkin throughout the day.

On this basis, the on-street timed parking restrictions within the surrounding area are expected to discourage residents to utilise on-street parking.

The Future Growth and Development of Any Nearby Activity Centre

The Swan Street Structure Plan acknowledges that increasing traffic and congestion are detrimental to the growth and function of the Swan Street Activity Centre, with a need to encourage modal shift away from private vehicle use.

Being located adjacent to Burnley Railway Station, the subject site provides significant opportunity to support such change, with the adopted suppression of car parking and active transport measures being recognised measures that further support such modal shift.

Access to or Provision of Alternative Transport Modes

As discussed, the site is well serviced by alternate transport modes, with tram, train and car share services operating in within walking distance of the subject site. The site is also provided with good access to local bicycle infrastructure and is supported by a good pedestrian network throughout the local residential area.

Discussion

The subject site and proposal is well placed to encourage a shift from the private motor vehicle in line with Yarra's policies, noting the following:

- The site has very good access to the metropolitan public transport network, including train and tram services.
- The site proposes a generous provision of bicycle parking and end of trip facilities and is well located to access Melbourne's bicycle network.
- On-street parking in the surrounding streets is typically subject to various controls and is well utilised.

On this basis it is considered that the proposed parking provision is responsive to the site context and applicable policy setting and is appropriate for the nature and scale of the proposed development.

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5.1 Clause 52.06-8 Design Standard Assessment

Design Standard 1 – Accessways

Design Standard 1 of Clause 52.06-8 relates to the design of accessways. The requirements of Design Standard 1 are assessed against the proposal in Table 5.1.

Table 5.1: Design Standard 1 Assessment – Accessways

Requirement	Comments
Must be at least 3m wide.	Satisfied – Access to the car stackers is provided directly via the rear ROW.
Have an internal radius of at least 4m at changes of direction or intersection or be at least 4.2m wide.	N/A – The proposed car park has 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.	N/A - The proposed car park is not a public car park.
Provide at least 2.1m headroom beneath overhead obstructions, calculated for a vehicle with a wheel base of 2.8m.	Satisfied – A minimum headroom clearance of 2.1 metres has been provided.
If the accessway serves four or more car spaces or connects to a road in a Road Zone, the accessway must be designed so that cars can exit the site in a forward direction.	N/A – Accessway serves three car spaces and does not connect to a road in a Road Zone. Vehicles access to the car stacker system is provided to/from the rear ROW with vehicles able to enter in a forward direction with egress via a typical reverse movement or vice-versa. This is considered acceptable arrangement given the low traffic and pedestrian volumes along the ROW. Accordingly, any potential conflicts between reversing vehicles and pedestrians or other vehicles is expected to be minimal.
Provide a passing area at the entrance at least 6.1m wide and 7m long if the accessway serves ten or more car parking spaces and is either more than 50m long or connects to a road in a Road Zone.	N/A – The accessway serves only three car spaces, is less than 50 metres long and does not connect to a road in a Road Zone.
Have a corner splay or area at least 50% clear of visual obstructions extending at least 2m along the frontage road from the edge of an exit lane and 2.5m 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 one lane is provided, or adjacent landscaped areas, provided the landscaping in those areas is less than 900mm in height.	N/A – Access is not proposed to a road with pedestrian facilities (footpath) or a road with significant foot traffic. The purpose of the splay is to provide motorists with a view of pedestrians, generally on a footpath, as they exit the site. The ROW does not have separate pedestrian facilities and is expected to carry minimal foot traffic.
If an accessway to four or more car parking spaces is from land in a Road Zone, the access to the car spaces must be at least 6m from the road carriageway.	N/A – Access is not from land in a Road Zone.

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If entry to the car space is from a road, the width of the accessway may include the road.	Satisfied – The width of the accessway includes the ROW for access to the car stacker.

Design Standard 2 – Car Parking Spaces

Design Standard 2 of Clause 52.06-8 relates to the design of car parking spaces. The requirements of Design Standard 2 are assessed against the proposal in Table 5.2.

Table 5.2: Design Standard 2 Assessment – Car Parking Spaces

Requirement	Comments
Car parking spaces and accessways must have the minimum dimensions as outlined in Table 2 of Design Standard 2.	N/A – All car parking is provided within mechanical parking systems and therefore has been assessed in Design Standard 4.
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 of Design Standard 2, 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 2.1m above the space.	N/A – All car parking is provided within mechanical parking systems and therefore has been assessed in Design Standard 4.
Car spaces in garages or carports must be at least 6m long and 3.5m wide for a single space and 5.5m wide for a double space measured inside the garage or carport.	N/A – No car spaces in standard garages or carports.
Where parking spaces are provided in tandem (one space behind the other) an additional 500mm in length must be provided between each space.	N/A – No standard car spaces are provided in tandem (noting the mechanical parking is provided in tandem, however has been assessed against the requirements of Design Standard 4).
Where two or more car parking spaces are provided for a dwelling, at least one space must be under cover.	Satisfied – All resident car spaces are provided under cover.

Design Standard 4 – Mechanical Parking

It is proposed to provide a total of three independent car parking spaces within a Klaus G63-370 triple stacker system (or similar).

The Klaus G63-370 car stacker system incorporates a double level pit which provides three levels of parking and moves vertically to enable independent access to each bay.

Design Standard 4 of Clause 52.06-9 relates to the design of mechanical parking. The requirements of Design Standard 4 are assessed against the proposal in Table 5.3.

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Table 5.3: Design Standard 4 - Mechanical Parking

Requirement	Comments
At least 25% of the mechanical car parking spaces can accommodate a vehicle clearance height of at least 1.8 metres.	Satisfied – Vehicles 1.7 metres in height can be accommodated within the ground and middle platforms of the stacker system and vehicles in excess of 1.8 metres can be accommodated within the upper platform of the stacker system.
Car parking spaces that require the operation of the system are not allocated to visitors unless used in a valet parking situation.	Satisfied - Car stacker spaces are allocated to residents only, in accordance with this requirement.
The design and operation is to the satisfaction of the responsible authority.	Satisfied - The proposed stacker system is the Klaus G63-370 triple car independent car stacker (or similar). Details of the stacker system is attached in Appendix C. The width of the car parking bays has been designed in accordance with the width of a parking space outlined under Table 2 of Clause 52.06. The system incorporates an overall width of 3.0 metres, accommodating a minimum usable lower bay width of 2.7 metres and is therefore considered acceptable A swept path assessment for the B85 vehicle is attached in Appendix B which demonstrates the accessibility of the car stackers.

5.2 Swept Path Assessment

An assessment (refer to Appendix B) of the accessibility to/from the stacker system using the 'Autodesk Vehicle Tracking' software has been conducted. The B85 (85th percentile car) was used in the assessment and it was found that stacker system could be accessed (ingress and egress) in a satisfactory manner.

Some corrective manoeuvres may be required, which is in accordance with AS/NZS2890.1:2004 (Table 1.1), which specifies that the three-point turn movements to enter and exit 90-degree parking spaces are permitted for regular users.

In addition, vehicles entering the site from the west are required to depart to the east, due to the position of the vehicle on the platform when entering for the west. Residents will be regular users and they will readily establish the most convenient means of accessing the stacker system and the wider road network.

The assessment indicates that the access arrangements and car parking layout have been designed appropriately and in accordance with the requirements of the Yarra Planning Scheme and/or AS/NZS 2890.1:2004.

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6 Bicycle Parking:

6.1 Bicycle Parking Requirements – Clause 52.34

Clause 52.34-3 of the Yarra Planning Scheme lists the bicycle parking requirements for a number of uses. The relevant rates are applied to the development in Table 6.1.

Table 6.1: Bicycle Parking Requirements – Clause 52.34-3

Use	Rate	Size	Requirement
Residential	In developments of four or more storeys, 1 to each 5 dwellings	4 Dwellings	0 employee spaces
	In developments of four or more storeys, 1 to each 10 dwellings		0 visitor spaces
Retail (Shop)	1 to each 600 sq m of leasable floor area if the leasable floor area exceeds 1000 sq metres	34 sqm	0 employee spaces
	1 to each 500 sq m of leasable floor area if the leasable floor area exceeds 1000 sq metres		0 visitor spaces
Total			**0 spaces**

Accordingly, the proposal does not have a requirement to provide any on-site bicycle parking spaces.

Nonetheless, it is proposed to provide a total of 5 bicycle parking spaces within vertical wall mounted 'Ned Kelly' rails provided within the bicycle storage room on the ground floor level.

In addition, 2 visitor bicycle parking spaces within one 'Arc de Triomphe' hoop at the frontage of the site are proposed, subject to Council approval.

The proposed bicycle parking provision exceeds the statutory requirement of zero spaces and is therefore considered appropriate. The bicycle parking specifications are provided in Appendix D.

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7 Loading & Waste Collection Facilities:

7.1 Loading Arrangements

Clause 65.01 'Decision Guidelines' of the Yarra Planning Scheme outlines the provision of loading requirements, and states the following:

"Before deciding on an application or approval of a plan, the responsible authority must consider, as appropriate: The adequacy of loading and unloading facilities and any associated amenity, traffic flow and road safety impacts."

Loading and unloading activities associated with the proposal will be primarily related to the delivery of goods for the retail tenancy at ground floor level. Given the small floor area of the retail tenancy loading activities are anticipated to be undertaken by smaller trucks/vans that can use one of the available on-street parking spaces, primarily along Swan Street within the vicinity of the site.

This is considered to be an appropriate arrangement.

7.2 Waste Collection Arrangements

Waste is proposed to be collected by Council's waste collection service adjacent to the site in Swan Street.

If required a Waste Management Plan can be prepared to formalize arrangements.

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8.1 Traffic Generation

In consideration of the locality of the site and very good level of accessibility to public transport, the residential component of the development is expected to generate traffic at a daily rate of four vehicle movements for each of the dwellings with an allocated on-site car space. Application of this rate to the proposed three dwellings results in a daily traffic volume of 12 vehicle movements per day, including approximately 1 to 2 vehicle movements (10%) per hour during the AM and PM peak periods

About ten percent of the total trips will occur in each of the morning and evening peak hours. Residential trips will be mainly departing in the AM peak (80% depart and 20% arrive) and mainly arriving in the PM peak (40% depart and 60% arrive).

Accordingly, the expected trip generation for a typical weekday AM and PM peak hours is estimated as shown in Table 8.1.

Table 8.1 Traffic Generation

	AM Peak	PM Peak
Arriving Trips	0 vph	2 vph
Departing Trips	2 vph	0 vph
Total Trips	**2 vph**	**2 vph**

Retail Staff Traffic Generation

Given that no on-site car parking is provided for the retail tenancy it is expected that it will not generate any specific purpose traffic activity.

8.2 Traffic Impact

The proposal is expected to generate modest levels of vehicular traffic activity, in the order of 2 vehicle movements during both the AM and PM peak hours.

This low level of traffic will not have create any adverse traffic safety or capacity impacts on the adjacent ROW or road network.

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9 Conclusions:

It is proposed to construct to renovate the existing ground floor shop and first floor apartment, and construct three additional three-bedroom dwellings with associated car and bicycle parking at 413 Swan Street, Richmond.

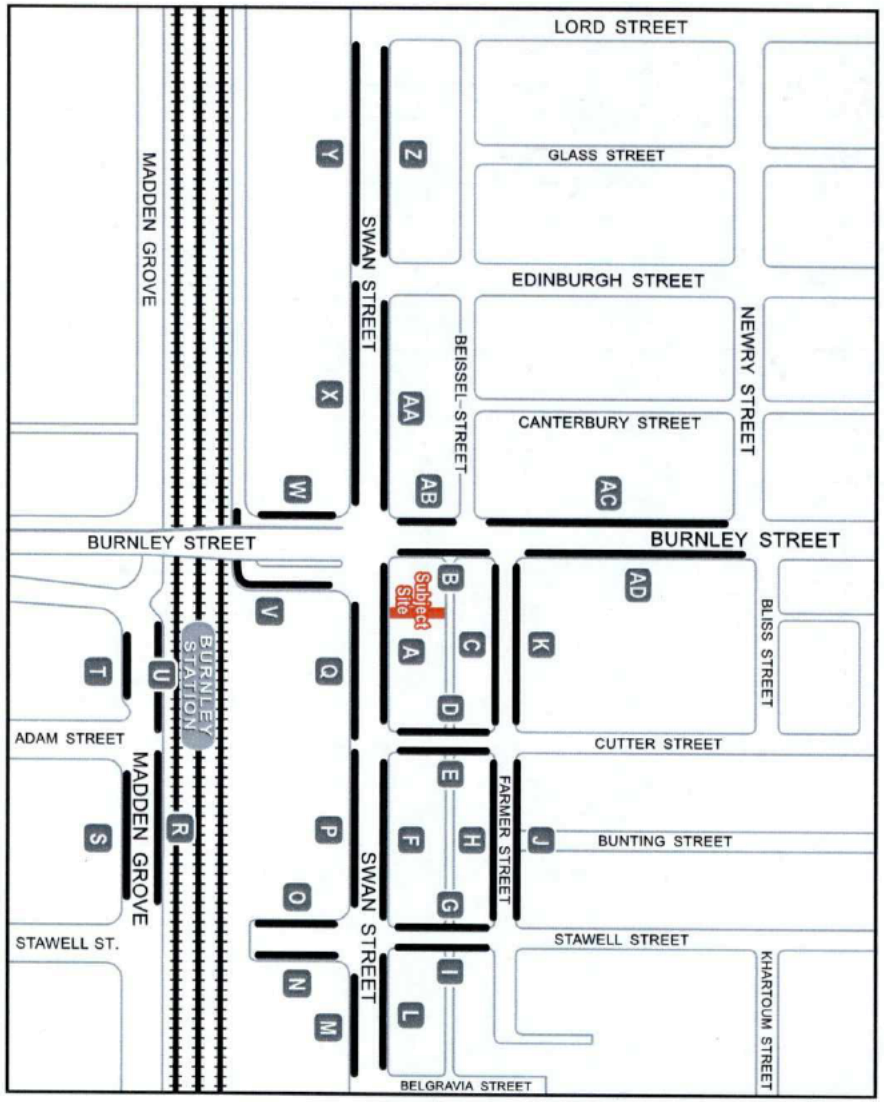
Based on the preceding assessment, it is concluded that:

- The site has excellent access to alternate transport modes including train services via Burnley Railway Station and trams along Swan Street.
- On-street parking in the surrounding streets is well managed and also well utilised.
- Acknowledging the above, the development parking strategy seeks to respond to Council's transport and sustainability policies by:
  - Providing an appropriate level of bicycle parking for staff and residents of the development;
  - Limiting access to on-site car parking to the three new larger dwellings; and
  - Encouraging the use of alternate transport modes through the supressing car parking supply, noting that there is limited practical opportunity for the transfer of car parking demand to within the on-street car parking supply.
- The proposed parking provision is responsive to the site context and applicable policy setting and is appropriate for the nature and scale of the proposed development.
- The proposed car park and access arrangements have been adequately designed.
- The low level of vehicular traffic expected to be generated by the proposal can be accommodated by the surrounding road and ROW network.

Attachment 3 - Traffic Assessment Report

Appendix A **Parking Occupancy Survey Results**

Attachment 3 - Traffic Assessment Report



Project : 16310T July 2019

FIGURE 2.14
PARKING SURVEY AREAS

Attachment 3 - Traffic Assessment Report

Parking Occupancy Survey

Date:	Friday, 19 July 2019
Location:	413 Swan Street, Richmond
Weather:	Clear and Sunny

Map Ref	Street	Section	Side	Restriction	Clear Way	Capacity	Parking Occupancy										
							10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00
A	Swan Street	Between Burnley Street and Cutter Street	N	2P 8:30am - 4:30pm Mon - Fri, 8:30am - 12:30pm Sat		13	10	10	9	10	8	5	1	0	0	0	1
				Loading Zone 15 Minute		1	0	1	1	1	0	0	0	0	0	0	0
B	Burnley Street	Between Swan Street and Farmer Street	E	1P 9am - 4:30pm Mon - Fri, 8am - 1pm Sat		4	4	4	4	4	4	4	2	0	0	0	0
C	Farmer Street	Between Burnley Street and Cutter Street	N	2P 7am - 7pm Mon - Sat		12	10	10	10	10	11	9	10	9	9	8	8
D	Cutter Street	Between Swan Street and Farmer Street	W	No standing		0	0	0	0	0	0	0	0	0	0	0	0
E	Cutter Street	Between Swan Street and Farmer Street	E	No standing		0	0	0	0	0	0	0	0	0	0	0	0
F	Swan Street	Between Cutter Street and Stawell Street	N	2P 1pm - 4:30pm Mon - Fri, 1pm - 5pm Sat		1	1	1	1	1	1	1	0	0	0	0	0
				2P 8:30am - 4:30pm Mon - Fri, 8:30am - 5pm Sat		5	3	3	3	3	2	2	0	0	0	1	1
				1/2P 8:30am - 4:30pm Mon - Fri		2	1	1	2	2	2	2	2	0	0	0	1
G	Stawell Street	Between Swan Street and Farmer Street	W	1P 7am - 11pm Mon - Sat		2	1	2	2	2	1	1	2	1	0	1	1
H	Farmer Street	Between Cutter Street and Stawell Street	S	Permit Zone		12	12	11	11	12	11	10	11	10	10	9	9

Ratio Consultants

Attachment 3 - Traffic Assessment Report

I	Stawell Street	Between Swan Street and Farmer Street	E	No standing		0	0	0	0	0	0	0	0	0	0	0	0
J	Farmer Street	Between Cutter Street and Stawell Street	N	2P 7am - 7pm Mon - Sat		8	6	7	8	6	7	7	7	7	6	7	7
K	Farmer Street	Between Burnley Street and Cutter Street	N	2P 7am - 7pm Mon - Sat		4	4	4	4	4	4	4	3	4	3	4	4
				Permit Zone		8	6	7	8	7	8	8	8	7	6	6	7
L	Swan Street	Between Stawell Street and Belgravia Street	N	2P 8:30am - 4:30pm Mon - Fri, 8:30am - 12:30pm Sat		3	3	3	3	3	3	2	0	0	0	0	1
M	Swan Street	Between Belgravia Street and Stawell Street	S	2P 9:15am - 5:30pm Mon - Fri, 8:30am - 12:30pm Sat		5	3	5	5	5	5	5	5	5	2	2	2
N	Stawell Street	Between Swan Street and End	E	2P 7am - 7pm Mon - Sat		3	3	3	3	3	3	3	3	3	3	3	3
				P Wheelchair only		1	1	1	1	1	1	1	1	1	1	1	1
O	Stawell Street	Between Swan Street and End	W	2P Angle 7am - 7pm Mon - Sat		5	3	4	5	5	4	3	2	1	1	2	2
				Unrestricted		1	1	1	1	1	1	1	1	1	0	0	1
P	Swan Street	Between Cutter Street and Stawell Street	S	2P 9:15am - 5:30pm Mon - Fri, 8:30am - 12:30pm Sat		11	10	10	9	10	8	9	10	8	8	8	8
Q	Swan Street	Between Burnley Street and Cutter Street	S	2P 9:15am - 5:30pm Mon - Fri, 8:30am - 12:30pm Sat		8	7	7	5	8	6	5	7	7	6	5	6
R	Madden Grove	Between Adam Street and Speedhump	N	4P Angle 7am - 7pm Mon - Fri		29	22	28	28	29	24	22	19	15	13	15	16

Attachment 3 - Traffic Assessment Report

S	Madden Grove	Between Adam Street and Speedhump	S	Permit Zone		11	5	5	5	8	7	6	4	3	5	7	8
T	Madden Grove	Between Burnley Street and Adam Street	S	2P 7am - 7pm Mon - Sat		4	3	3	4	4	2	3	3	2	3	3	3
U	Madden Grove	Between Burnley Street and Adam Street	N	4P 7am - 7pm Mon - Fri		8	7	8	6	6	8	8	6	6	5	4	4
V	Burnley Bridge Underpass	Between Swan Street and Laneway	E/S	Bus Zone 7pm - 1am		2	2	2	2	2	2	2	2	2	1	0	0
				No Parking 8pm - Midnight, Midnight - 6am		10	8	8	8	8	8	6	3	1	1	1	1
W	Burnley Bridge Underpass	Between Swan Street and Laneway	W	No standing		0	0	0	0	0	0	0	0	0	0	0	0
X	Swan Street	Between Edinburgh Street and Burnley Street	S	2P 9:15am - 5:30pm Mon - Fri, 8:30am - 12:30pm Sat		12	9	11	12	12	9	9	10	8	6	6	7
Y	Swan Street	Between Lord Street and Edinburgh Street	S	2P 9:15am - 5:30pm Mon - Fri, 8:30am - 12:30pm Sat	Clearway 7am-9am Mon-Fri	15	5	14	15	15	14	13	11	14	11	8	9
Z	Swan Street	Between Lord Street and Edinburgh Street	N	2P 8:30am - 4:30pm Mon - Fri, 8:30am - 12:30pm Sat		15	9	7	11	11	10	9	4	0	0	0	0
				Loading Zone 8:30am - 4:30pm Mon - Sat		2	0	0	0	0	0	0	0	0	0	0	0
				1/4P All Other Times		1	1	1	1	1	1	1	1	1	1	1	1
AA	Swan Street	Between Edinburgh Street and Burnley Street	N	2P 8:30am - 4:30pm Mon - Fri, 8:30am - 12:30pm Sat		15	10	14	15	15	14	13	11	14	0	1	2
				1/4P 8:30am - 9:30pm		1	1	1	1	1	1	1	1	1	1	1	1
AB	Burnley Street	Between Swan Street and Beissel Street	W	Loading Zone 15 Minute	Clearway 4:30pm-6:30pm Mon-Fri	2	1	1	1	0	1	0	1	1	0	1	1
				1P 8am - 5pm Mon - Fri, 8am - 1pm Sat		2	1	1	1	1	2	1	2	1	1	1	1

Attachment 3 - Traffic Assessment Report

AC	Burnley Street	Between Beissel Street and Newry Street	W	1P 8am - 5pm Mon - Fri, 8am - 1pm Sat		15	11	10	12	11	11	9	10	13	11	10	11
				Mail Zone 8am - 6pm Mon - Fri		1	1	1	1	1	1	1	1	1	1	1	1
				P Wheelchair only		1	1	0	0	0	0	0	0	0	0	0	0
				Loading Zone 8am - 5pm Mon - Fri, 8am - 12:30pm Sat		1	0	0	1	1	0	0	1	1	0	1	1
				1/4P 8am - 5pm Mon - Fri, 8am - 12:30pm Sat		1	0	1	0	0	0	1	1	1	1	0	1
AD	Burnley Street	Between Bliss Street and Farmer Street	E	Permit Zone 6pm - 1am		15	0	0	0	0	0	0	0	0	0	0	0
				2P 7am - 6pm Mon - Sat		15	12	10	12	12	10	10	9	10	8	10	9
				1P 8am - 5pm Mon - Fri, 8am - 1pm Sat		4	3	3	4	4	3	3	4	4	4	3	4
PUBLIC CAPACITY							**253**	**253**	**253**	**253**	**253**	**253**	**253**	**255**	**242**	**240**	**230**
PUBLIC OCCUPANCIES							**176**	**200**	**209**	**212**	**190**	**175**	**153**	**140**	**106**	**108**	**118**
PUBLIC VACANCIES							**77**	**53**	**44**	**41**	**63**	**78**	**100**	**115**	**136**	**132**	**112**
PUBLIC % OCCUPANCIES							**70%**	**79%**	**83%**	**84%**	**75%**	**69%**	**60%**	**55%**	**44%**	**45%**	**51%**

not available for public parking

Ratio Consultants

Attachment 3 - Traffic Assessment Report

Parking Occupancy Survey

Date:	Saturday, 20 July 2019
Location:	413 Swan Street, Richmond
Weather:	Clear and Sunny

Map Ref	Street	Section	Side	Restriction	Clear Way	Capacity	11:00	12:00	13:00	14:00	15:00	16:00
A	Swan Street	Between Burnley Street and Cutter Street	N	2P 8:30am - 4:30pm Mon - Fri, 8:30am - 12:30pm Sat		13	9	9	6	8	6	5
				Loading Zone 15 Minute		1	0	0	0	0	0	0
B	Burnley Street	Between Swan Street and Farmer Street	E	1P 9am - 4:30pm Mon - Fri, 8am - 1pm Sat		4	3	3	2	4	4	4
C	Farmer Street	Between Burnley Street and Cutter Street	N	2P 7am - 7pm Mon - Sat		12	11	11	11	7	8	8
D	Cutter Street	Between Swan Street and Farmer Street	W	No standing		0	0	0	0	0	0	0
E	Cutter Street	Between Swan Street and Farmer Street	E	No standing		0	0	0	0	0	0	0
F	Swan Street	Between Cutter Street and Stawell Street	N	2P 1pm - 4:30pm Mon - Fri, 1pm - 5pm Sat		1	2	2	1	0	0	0
				2P 8:30am - 4:30pm Mon - Fri, 8:30am - 5pm Sat		5	1	1	1	0	1	1
				1/2P 8:30am - 4:30pm Mon - Fri		2	0	0	0	0	0	0
G	Stawell Street	Between Swan Street and Farmer Street	W	1P 7am - 11pm Mon - Sat		2	2	2	2	2	2	2

Ratio Consultants

Attachment 3 - Traffic Assessment Report

H	Farmer Street	Between Cutter Street and Stawell Street	S	Permit Zone		12	5	5	7	9	9	7
I	Stawell Street	Between Swan Street and Farmer Street	E	No standing		0	0	0	0	0	0	0
J	Farmer Street	Between Cutter Street and Stawell Street	N	2P 7am - 7pm Mon - Sat		8	6	6	7	6	4	4
K	Farmer Street	Between Burnley Street and Cutter Street	N	2P 7am - 7pm Mon - Sat		4	4	4	1	1	1	1
				Permit Zone		8	6	8	6	6	7	8
L	Swan Street	Between Stawell Street and Belgravia Street	N	2P 8:30am - 4:30pm Mon - Fri, 8:30am - 12:30pm Sat		3	3	3	2	1	3	3
M	Swan Street	Between Belgravia Street and Stawell Street	S	2P 9:15am - 5:30pm Mon - Fri, 8:30am - 12:30pm Sat		5	3	3	3	2	4	3
N	Stawell Street	Between Swan Street and End	E	2P 7am - 7pm Mon - Sat		3	3	3	3	3	3	3
				P Wheelchair only		1	1	1	1	1	0	0
O	Stawell Street	Between Swan Street and End	W	2P Angle 7am - 7pm Mon - Sat		5	4	4	2	4	4	3
				Unrestricted		1	1	1	1	1	1	1
P	Swan Street	Between Cutter Street and Stawell Street	S	2P 9:15am - 5:30pm Mon - Fri, 8:30am - 12:30pm Sat		11	5	5	4	3	4	4

Attachment 3 - Traffic Assessment Report

Q	Swan Street	Between Burnley Street and Cutter Street	S	2P 9:15am - 5:30pm Mon - Fri, 8:30am - 12:30pm Sat		8	6	6	7	5	5	5
R	Madden Grove	Between Adam Street and Speedhump	N	4P Angle 7am - 7pm Mon - Fri		29	25	25	26	27	25	25
S	Madden Grove	Between Adam Street and Speedhump	S	Permit Zone		11	3	3	2	2	3	7
T	Madden Grove	Between Burnley Street and Adam Street	S	2P 7am - 7pm Mon - Sat		4	3	3	2	2	3	4
U	Madden Grove	Between Burnley Street and Adam Street	N	4P 7am - 7pm Mon - Fri		8	8	8	8	8	7	7
V	Burnley Bridge Underpass	Between Swan Street and Laneway	E/S	Bus Zone 7pm - 1am		2	2	2	2	2	2	2
				No Parking 8pm - Midnight, Midnight - 6am		10	5	5	6	7	5	4
W	Burnley Bridge Underpass	Between Swan Street and Laneway	W	No standing		0	0	0	0	0	0	0
X	Swan Street	Between Edinburgh Street and Burnley Street	S	2P 9:15am - 5:30pm Mon - Fri, 8:30am - 12:30pm Sat		12	10	10	11	12	12	12

Attachment 3 - Traffic Assessment Report

Y	Swan Street	Between Lord Street and Edinburgh Street	S	2P 9:15am - 5:30pm Mon - Fri, 8:30am - 12:30pm Sat	Clearway 7am-9am Mon-Fri	15	15	15	13	14	15	14
Z	Swan Street	Between Lord Street and Edinburgh Street	N	2P 8:30am - 4:30pm Mon - Fri, 8:30am - 12:30pm Sat		15	10	10	8	8	10	10
				Loading Zone 8:30am - 4:30pm Mon - Sat		2	1	1	1	2	2	1
				1/4P All Other Times		1	1	1	0	1	0	0
AA	Swan Street	Between Edinburgh Street and Burnley Street	N	2P 8:30am - 4:30pm Mon - Fri, 8:30am - 12:30pm Sat		15	6	6	12	9	11	10
				1/4P 8:30am - 9:30pm		1	1	1	0	0	0	1
AB	Burnley Street	Between Swan Street and Beissel Street	W	Loading Zone 15 Minute	Clearway 4:30pm-6:30pm Mon-Fri	2	1	1	0	0	0	1
				1P 8am - 5pm Mon - Fri, 8am - 1pm Sat		2	2	2	2	2	2	2
AC	Burnley Street	Between Beissel Street and Newry Street	W	1P 8am - 5pm Mon - Fri, 8am - 1pm Sat		15	15	15	13	15	15	15
				Mail Zone 8am - 6pm Mon - Fri		1	1	0	1	1	0	0
				P Wheelchair only		1	0	0	0	0	1	1
				Loading Zone 8am - 5pm Mon - Fri, 8am - 12:30pm Sat		1	1	1	1	1	1	1
				1/4P 8am - 5pm Mon - Fri, 8am - 12:30pm Sat		1	1	1	1	0	1	1
AD	Burnley Street	Between Bliss Street and Farmer Street	E	Permit Zone 6pm - 1am		15	0	0	0	0	0	0
				2P 7am - 6pm Mon - Sat		15	14	14	9	9	11	12
				1P 8am - 5pm Mon - Fri, 8am - 1pm Sat		4	3	3	2	4	3	4
PUBLIC CAPACITY							**254**	**254**	**255**	**255**	**255**	**255**
PUBLIC OCCUPANCIES							**186**	**185**	**171**	**170**	**174**	**172**
PUBLIC VACANCIES							**68**	**69**	**84**	**85**	**81**	**83**
PUBLIC % OCCUPANCIES							**73%**	**73%**	**67%**	**67%**	**68%**	**67%**

not available for public parking

Ratio Consultants

Attachment 3 - Traffic Assessment Report

Appendix B Swept Path Assessment

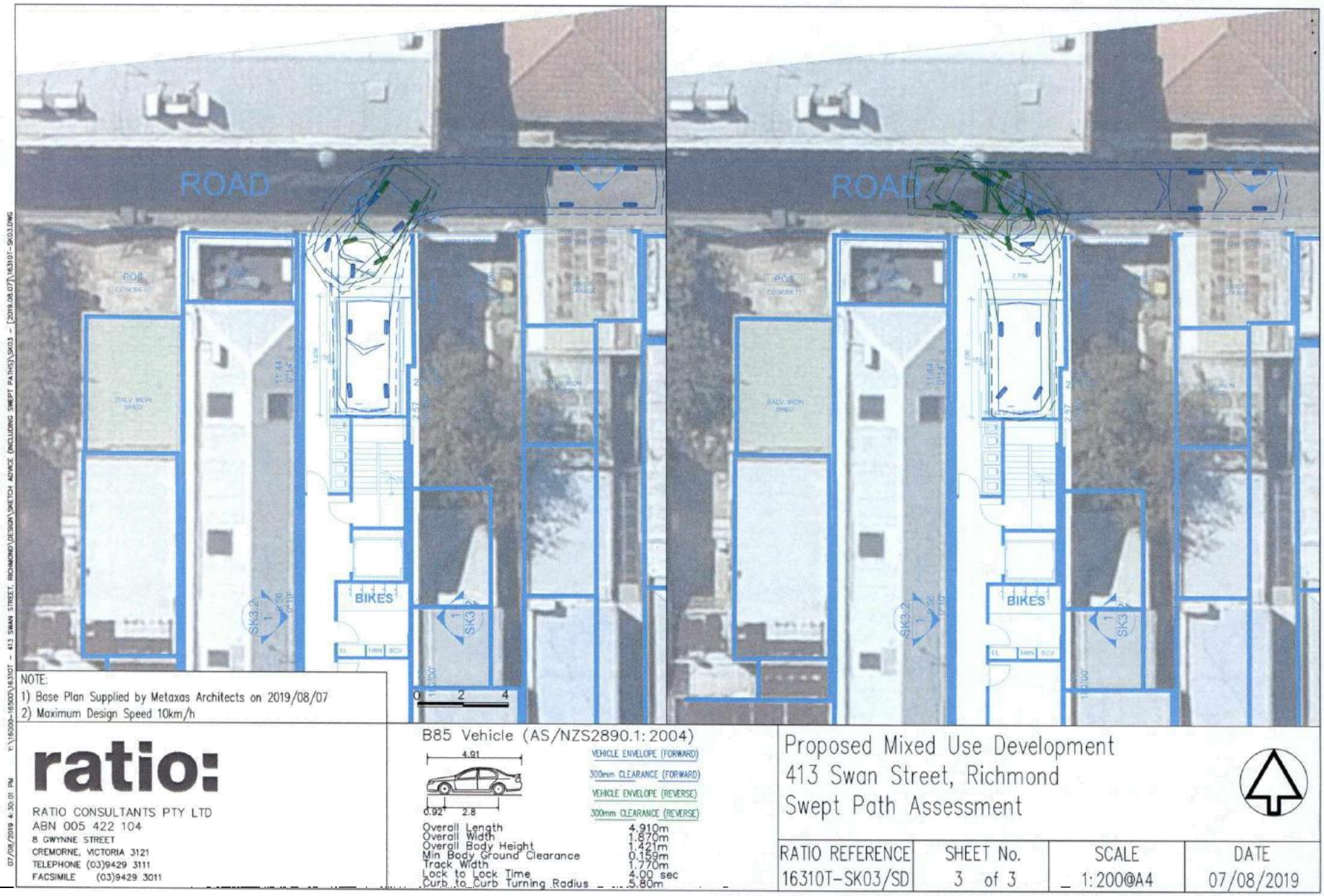
Attachment 3 - Traffic Assessment Report



Attachment 3 - Traffic Assessment Report



Attachment 3 - Traffic Assessment Report



Attachment 3 - Traffic Assessment Report

Appendix C **Mechanical Parking System**

Attachment 3 - Traffic Assessment Report

Page 1
Section
Dimensions
Car data
Page 2
Width dim. without door
Page 3
Width dim. with door
Function
Approach
Page 4
Load plan
Installation
Page 5
Electrical installation
Technical data
Page 6
To be performed by the customer
Description

KLAUS multiparking

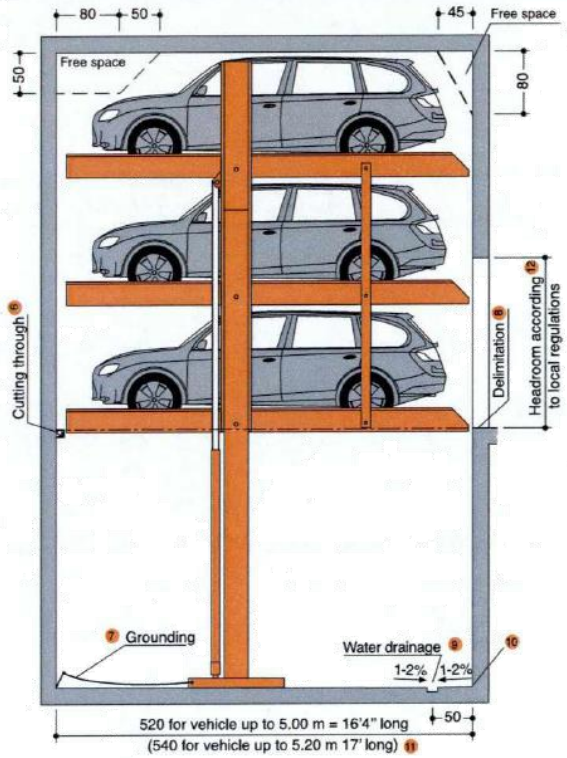
KLAUS Multiparking GmbH
Hermann-Krum-Straße 2
D-88319 Aitrach
Fon +49 (0) 7565 508-0
Fax +49 (0) 7565 508-88
info@multiparking.com
www.multiparking.com

PRODUCT DATA

multibase G63

2000 kg (1)

Garage without door (basement garage)



Dimensions

All space requirements are minimum finished dimensions.

Tolerances for space requirements $^{+3}_{0}$. (3)
Dimensions in cm.

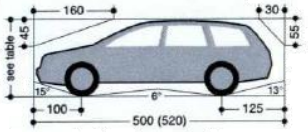
EB (single platform) = 3 vehicles
DB (double platform) = 6 vehicles

Suitable for

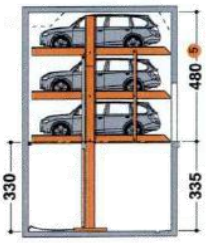
Standard passenger cars:
Limousine, station wagon, SUV, van according to clearance and maximal surface load.

	Standard	Special (2)
width	190 cm (4)	190 cm (4)
weight	max. 2000 kg	max. 2500 kg
wheel load	max. 500 kg	max. 625 kg

Clearance profile

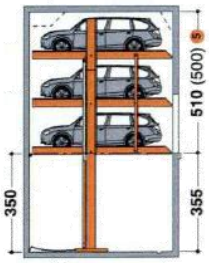


G63-330



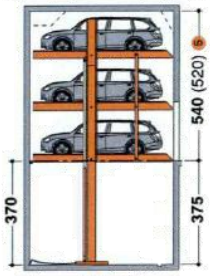
height	Car height upper	Car height middle	Car height lower
480	**150**	**150**	**150**

G63-350



height	Car height upper	Car height middle	Car height lower
510	**160**	**160**	**160**
(500)	150	160	160

G63-370



height	Car height upper	Car height middle	Car height lower
540	**170**	**170**	**170**
(520)	150	170	170

(1) Standard type
(2) Special system: maximum load (only EB) for extra charge.
(3) To follow the minimum finished dimensions, make sure to consider the tolerances according to VOB, part C (DIN 18330 and 18331) and the DIN 18202.
(4) Car width for platform width 230 cm. If wider platforms are used it is also possible to park wider cars.
(5) If a higher ceiling height is available higher cars can be parked.
(6) For dividing walls: cutting through 10 x 10 cm.
(7) Potential equalization from foundation grounding connection to system (provided by the customer).
(8) In compliance with DIN EN 14010, 10 cm wide yellow-black markings compliant to ISO 3864 must be applied by the customer to the edge of the pit in the entry area to mark the danger zone (see „load plan" page 4).
(9) Slope with drainage channel and sump.
(10) At the transition section between pit floor and walls no hollow mouldings/coves are possible. If hollow mouldings/coves are required, the systems must be designed smaller or the pits accordingly wider.
(11) For convenient use of your parking space and due to the fact that the cars keep becoming longer we recommend a pit length of 540 cm.
(12) Must be at least as high as the greatest car height + 5 cm.

MultiBase G63 | Code number 583.91.490-008 | Version 12.2016

Attachment 3 - Traffic Assessment Report

Page 1
Section
Dimensions
Car data

Page 2
Width dim. without door

Page 3
Width dim. with door
Function
Approach

Page 4
Load plan
Installation

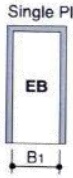
Page 5
Electrical installation
Technical data

Page 6
To be performed by the customer
Description

Width dimensions for garage without door (basement garage)

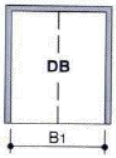
Dividing walls

Single Platform (EB)



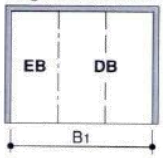
usable platform width	B1
230	260
240	270
250	**280**
260	**290**
270	**300**

Double Platform (DB)



usable platform width	B1
460	500
470	510
480	520
490	530
500	**540**

Single and Double Platform (EB + DB) – Example

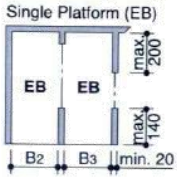


Carriageway in accordance with local regulations

usable platform width	B1
230 + 460	760
240 + 470	780
250 + 480	800
250 + 500	**820**
270 + 500	**840**

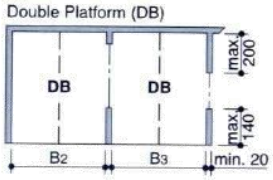
Columns in pit

Single Platform (EB)



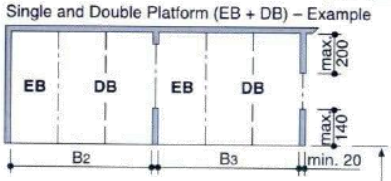
usable platform width	B2	B3
230	255	250
240	265	260
250	**275**	**270**
260	**285**	**280**
270	**295**	**290**

Double Platform (DB)



usable platform width	B2	B3
460	490	480
470	500	490
480	510	500
490	520	510
500	**530**	**520**

Single and Double Platform (EB + DB) – Example

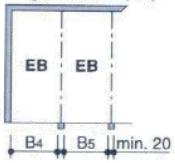


Carriageway in accordance with local regulations

usable platform width	B2	B3
230 + 460	750	745
240 + 470	770	765
250 + 480	790	785
250 + 500	**810**	**805**
270 + 500	**830**	**825**

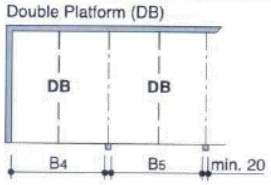
Columns outside pit

Single Platform (EB)



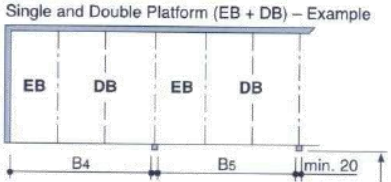
usable platform width	B4	B5
230	250	240
240	260	250
250	**270**	**260**
260	**280**	**270**
270	**290**	**280**

Double Platform (DB)



usable platform width	B4	B5
460	490	480
470	500	490
480	510	500
490	520	510
500	**530**	**520**

Single and Double Platform (EB + DB) – Example



Carriageway in accordance with local regulations

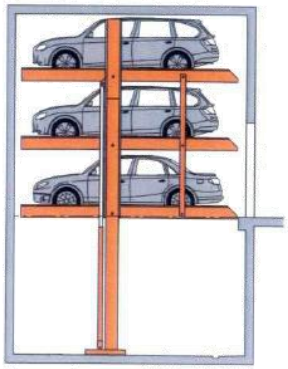
usable platform width	B4	B5
230 + 460	750	740
240 + 470	770	760
250 + 480	790	780
250 + 500	**810**	**800**
270 + 500	**830**	**820**

For parking boxes on the edges and boxes with intermediate walls we recommend our maximum platform width of 270 cm for single platforms and 500 for double platforms. Problems may occur if smaller platform widths are used (depending on car type, access and individual driving behaviour and capability).

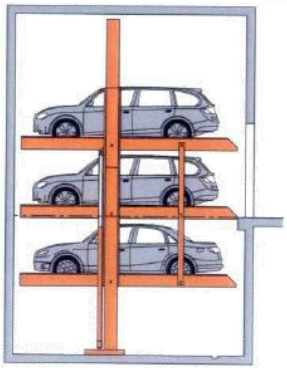
For larger limousines and SUV wider driveways are necessary (in particular on the boxes on the sides due to the missing manoeuvring radius).

Function

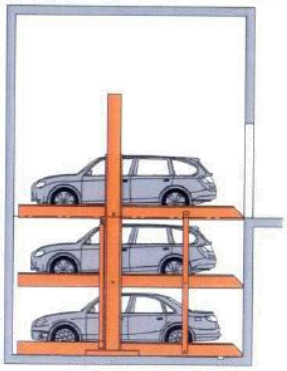
System lifted



System in middle position



System lowered



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Page 2
Width dim. without door

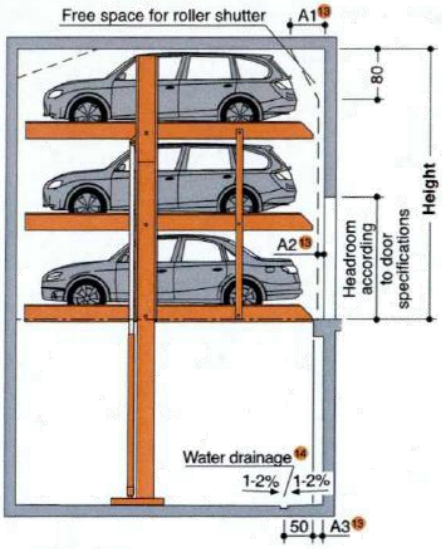
Page 3
Width dim. with door
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Garage with door



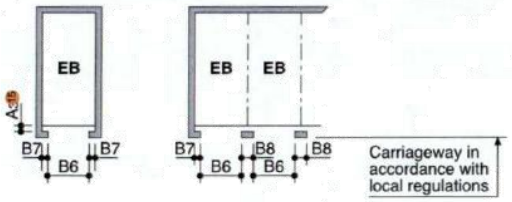
13 Dimensions A1, A2 and A3 must be coordinated with the door supplier (provided by the customer).

14 Slope with drainage channel and sump.

15 Seat-engaging surface (dimensions require coordination with door supplier.) Allround door dimensions require coordination between door supplier and local agency of KLAUS Multiparking.

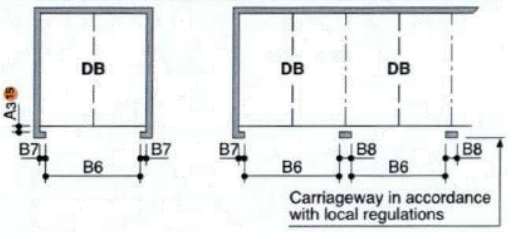
Width dimensions for garage with door

Single platform (EB)



usable platform width	door entrance width B6	B7	B8
230	230	15	30
240	240	15	30
250	**250**	**15**	**30**
260	**260**	**15**	**30**
270	**270**	**15**	**30**

Double platform (DB)

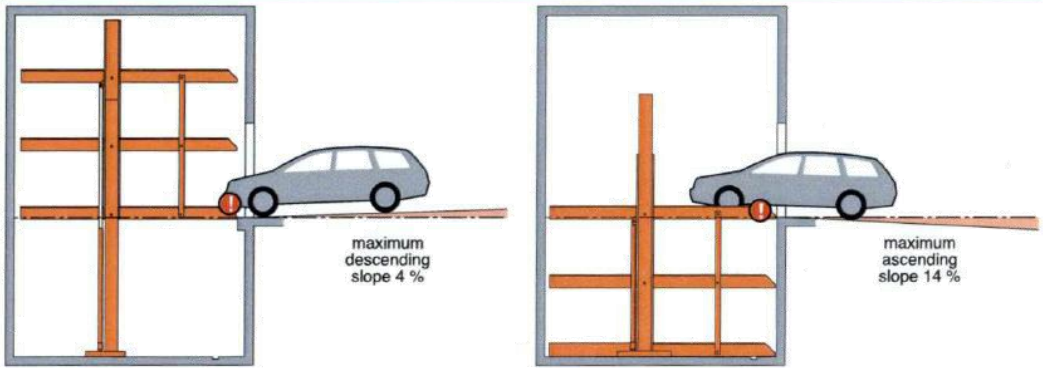


usable platform width	door entrance width B6	B7	B8
460	460	20	40
470	470	20	40
480	480	20	40
490	490	20	40
500	**500**	**20**	**40**

For parking boxes on the edges and boxes with intermediate walls we recommend our maximum platform width of 270 cm for single platforms and 500 for double platforms. Problems may occur if smaller platform widths are used (depending on car type, access and individual driving behaviour and capability).

For larger limousines and SUV wider driveways are necessary (in particular on the boxes on the sides due to the missing manoeuvring radius).

Approach

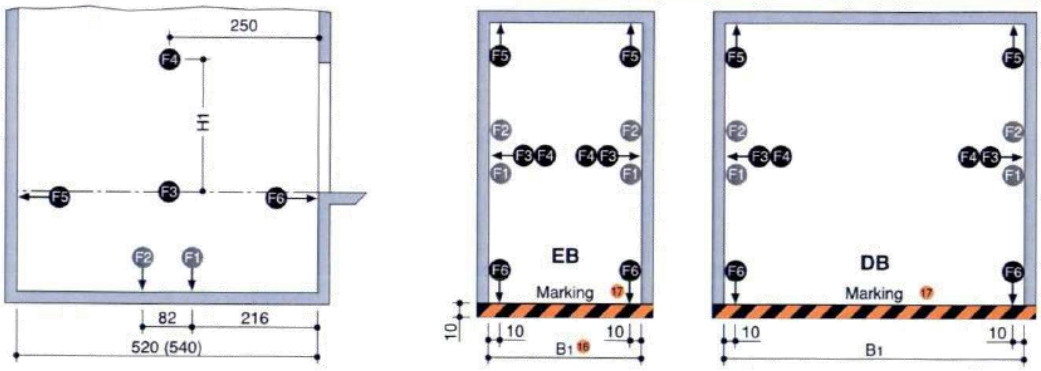


The illustrated maximum approach angles must not be exceeded. Incorrect approach angles will cause serious maneouvring & positioning problems on the parking system for which the local agency of KLAUS Multiparking accepts no responsibility.

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Load plan



platform load	F1	F2	F3	F4	F5	F6 18
EB 2000 kg	+25	+55 −20	+3,5	+3,5	+12	+15
EB 2500 kg	+25	+63 −20	+3,5	+3,5	+12	+15
DB 2000 kg	+35	+80 −25	+4	+4	+12	+20

Type	H1
G63-330	225
G63-350	245
G63-370	265

Units are dowelled to the floor. Drilling depth: approx. 15 cm.

Floor and walls below the drive-in level are to be made of concrete (quality minimum C20/25)!

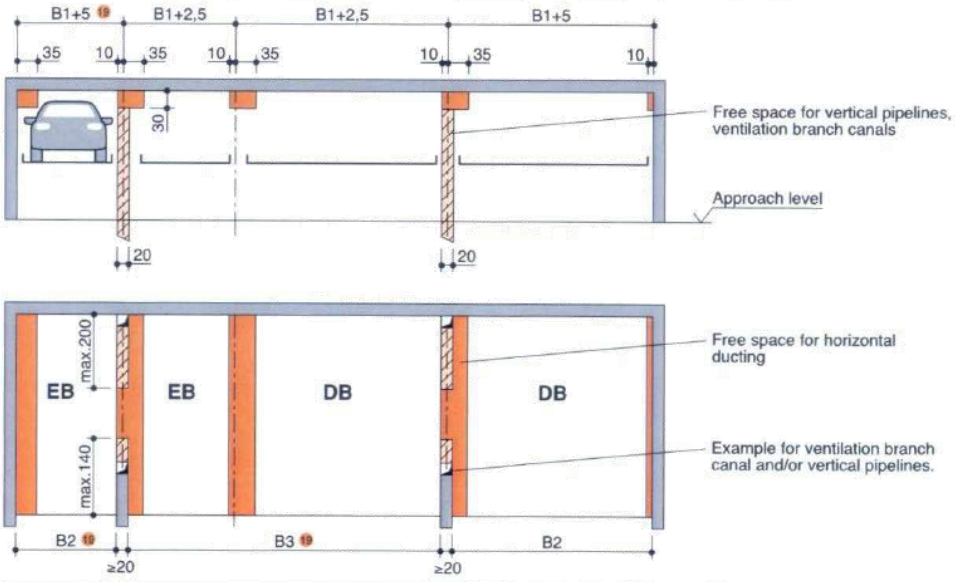
The dimensions for the points of support are rounded values. If the exact position is required, please contact KLAUS Multiparking.

16 Dimension B1 see page 2

17 Marking compliant to ISO 3864 (colors used in this illustration are not ISO 3864 compliant)

18 All forces in kN

Installation data – Free space for longitudinal and vertical ducts (e.g. ventilation)



Free space only applicable if vehicle is parked forwards = FRONT FIRST and driver's door on the left side.

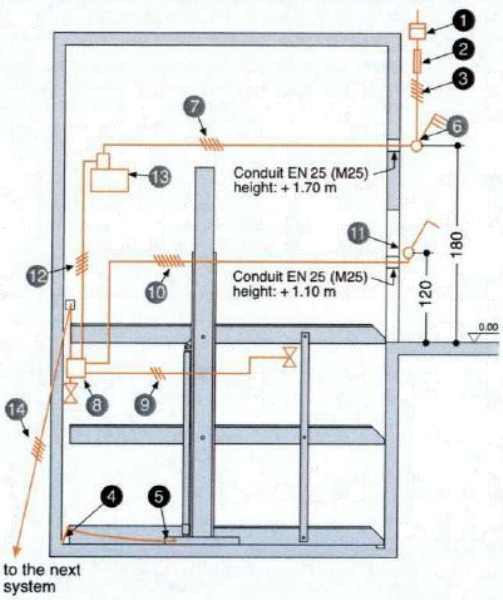
19 Dimensions B1, B2 and B3 see page 2

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Electrical installation

Installation diagram



Electrical data (to be performed by the customer)

No.	Qunatity	Description	Position	Frequency
1	1	Electricity meter	in the supply line	
2	1	Main fuse: 3 x fuse 20 A (slow) or circuit breaker 3 x 20 A (trigger characteristic K or C)	in the supply line	1 per unit
3	1	Supply line 5 x 2.5 mm² (3 PH + N + PE) with marked wire and protective conductor	to main switch	1 per unit
4	every 10 m	Foundation earth connector	corner pit floor	
5	1	Equipotential bonding in accordance with DIN EN 60204 from foundation earth connector to the system		1 per system

Electrical data (included in delivery of KLAUS Multiparking)

No.	Description
6	Lockable main switch
7	Supply line 5 x 2,5 mm² (3 PH + N + PE) with marked wire and protective conductor
8	Terminal box
9	Control line 3 x 0.75 mm² (PH + N + PE)
10	Control line 7 x 1.5 mm² with marked wire and protective conductor
11	Operating device
12	Control line 5 x 1.5 mm² with marked wire and protective conductor
13	Hydraulic unit 5.2 kW, three-phase current, 400 V / 50 Hz
14	Control line 5 x 1.5 mm² with marked wire and protective conductor

Technical data

Field of application

By default, the system can only be used for a fixed number of users.
If different users use the system – only on the upper parking spaces – (e.g. short-time parkers in office buildings or hotels) the Multiparking system needs to be adjusted. If required, would you please contact us.

Units

Low-noise power units mounted to rubber-bonded-to metal mountings are installed. Nevertheless we recommend that parking system's garage be built separately from the dwelling.

Available documents

- wall recess plans
- maintenance offer/contract
- declaration of conformity
- test sheet on airborne and slid-borne sound

Building application documents

According to LBO and GaVo (garage regulations) the Multiparking systems are subject to approval. We will provide the required building application documents.

Corrosion protection

See separate sheet regarding corrosion protection.

Care

To avoid damages resulting from corrosion, make sure to follow our cleaning and care instructions and to provide good ventilation of your garage.

Railings

If the permissible drop opening is exceeded, railings are to be mounted on the systems. If there are traffic routes next to or behind the installations, railings compliant to DIN EN ISO 13857 must be installed by the customer. Railings must also be in place during construction.

Environmental conditions

Environmental conditions for the area of multiparking systems: Temperature range –10 to +40° C. Relative humidity 50% at a maximum outside temperature of +40° C.
If lifting or lowering times are specified, they refer to an environmental temperature of +10° C and with the system set up directly next to the hydraulic unit. At lower temperatures or with longer hydraulic lines, these times increase.

CE Certification

The systems offered correspond to DIN EN 14010 and the EC Machinery Directive 2006/42/EG.

Sound insulation

According to DIN 4109 (Sound insulation in buildings), para. 4, annotation 4, KLAUS Multiparkers are part of the building services (garage systems).

Normal sound insulation:

DIN 4109, para. 4, Sound insulation against noises from building services.

Table 4 in para. 4.1 contains the permissible sound level values emitted from building services for personal living and working areas. According to line 2 the maximum sound level in personal living andworking areas must not exceed 30 dB (A).
Noises created by users are not subject to the requirements (see table 4 , DIN 4109).

The following measures are to be taken to comply with this value:
– Sound protection package according to offer/order (KLAUS Multiparking GmbH)
– Minimum sound insulation of building R'_w = 57 dB (to be provided by customer)

Increased sound insulation (special agreement):

Draft DIN 4109-10, Information on planning and execution, proposals for increased sound insulation.

Agreement: Maximum sound level in personal living and working areas 25 dB (A). *Noises created by users are not subject to the requirements (see table 4, DIN 4109).*

The following measures are to be taken to comply with this value:
– Sound protection package according to offer/order (KLAUS Multiparking GmbH)
– Minimum sound insulation of building R'_w = 62 dB (to be provided by customer)

Note: User noises are noises created by individual users in our Multiparking systems. These can be noises from accessing the platforms, slamming of vehicle doors, motor and brake noises.

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To be performed by the customer

Safety fences

Any constraints that may be necessary according to DIN EN ISO 13857 in order to provide protection for the park pits for pathways directly in front, next to or behind the unit. This is also valid during construction. Railings for the system are included in the series delivery when necessary.

Numbering of parking spaces

Consecutive numbering of parking spaces.

Building services

Any required lighting, ventilation, fire extinguishing and fire alarm systems as well as clarification and compliance with the relevant regulatory requirements.

Drainage

For the front area of the pit we recommend a drainage channel, which you connect to a floor drain system or sump (50 x 50 x 20 cm). The drainage channel may be inclined to the side, however not the pit floor itself (longitudinal incline is available). For reasons of environmental protection we recommend to paint the pit floor, and to provide oil and petrol separators in the connections to the public sewage network.

Strip footings

If due to structural conditions strip footings must be effected, the customer shall provide an accessible platform reaching to the top of the said strip footings to enable and facilitate themounting work.

Marking

According to DIN EN 14010, a warning that identifies this danger area must be placed in the entrance area that conforms to ISO 3864. This must be done according to EN 92/58/EWG for systems with a pit (platforms within the pit) 10 cm from the edge of the pit.

Wall cuttings

Any necessary wall cuttings according to page 1.

Electrical supply to the main switch / Foundation earth connector

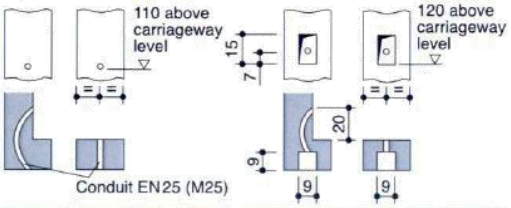
Suitable electrical supply to the main switch must be provided by the customer during installation. The functionality can be monitored on site by our fitters together with the electrician. If this cannot be done during installation for some reason for which the customer is responsible, the customer must commission an electrician at their own expense and risk.

In accordance with DIN EN 60204 (Safety of Machinery. Electrical Equipment), grounding of the steel structure is necessary, provided by the customer (distance between grounding max. 10 m).

Operating device

Cable conduits and recesses for operating device (for double wing doors: please contact the local agency of KLAUS Multiparking).

Operating device exposed **Operating device concealed**



If the following are not included in the quotation, they will also have to be provided / paid for by the customer:

- Mounting of contactor and terminal box to the wall valve, complete wiring of all elements in accordance with the circuit diagram
- Costs for final technical approval by an authorized body
- Main switch
- Control line from main switch to hydraulic unit

Description Single platform (EB) and Double platform (DB)

General description

Multiparking system providing independent parking spaces for 3 cars (EB), 2 x 3 cars (DB), one on top of the other each.

Dimensions are in accordance with the underlying dimensions of parking pit, height and width

The parking bays are accessed horinzotally (installation deviation ± 1%).

Vehicles are positioned on each parking space using wheel stops on the right side (adjust according to operating instructions).

Operation via operating device with hold-to-run-device using master keys.

The operating elements are usually mounted either in front of the column or on the outside of the door frame

Operating instructions are attached to each operator's stand.

For garages with doors at the front of the parking system the special dimensional requirements have to be taken into account.

Multiparking system consisting of:

- 2 steel pillars with base elements (mounted on the floor)
- 2 sliding platforms (mounted to the steel pillars with sliding bearings)
- 3 platforms
- 1 mechanic synchronization control system (to ensure synchronous operation of the hydraulic cylinders while lowering and lifting the platform)
- 2 hydraulic cylinders
- 2 rigid supports (connect the platforms)
- Welded hydraulic lines up to installed globe valve
- Dowels, screws, connecting elements, bolts, etc.
- The platforms and parking spaces are end-to-end accessible for parking!

Platforms consisting of:

- Platform base sections
- Adjustable wheel stops
- Canted access plates
- Side members
- Central side member [only DB]
- Cross members
- Safety railings – along the upper, middle and lower platform (if required)
- Screws, nuts, washers, distance tubes, etc.

Hydraulic system consisting of:

- Hydraulic cylinder
- Solenoid valve
- Safety valve
- Hydraulic conduits
- Screwed joints
- High-pressure hoses
- Installation material

Electric system consisting of:

- Operating device (Emergency Stop, lock, 1 master key per parking space)
- Terminal box at wall valve
- Reed contact

Hydraulic unit consisting of:

- Hydraulic power unit (low-noise, installed onto a console with a rubber-bonded-to-metal mounting)
- Hydraulic oil reservoir
- Oil filling
- Internal geared wheel pump
- Pump holder
- Clutch
- 3-phase-AC-motor
- Contactor (with thermal overcurrent relay and control fuse)
- Test manometer
- Pressure relief valve
- Hydraulic hoses (which reduce noise transmission onto the hydraulic pipe

We reserve the right to change this specification without further notice

KLAUS Multiparking reserves the right in the course of technical progress to use newer or other technologies, systems, processes, procedures or standards in the fulfillment of their obligations other than those originally offered provided the customer derives no disadvantage from their so doing.

Attachment 3 - Traffic Assessment Report

Appendix D Bicycle Parking Specifications

Attachment 3 - Traffic Assessment Report

Ned Kelly™



Zinc finish



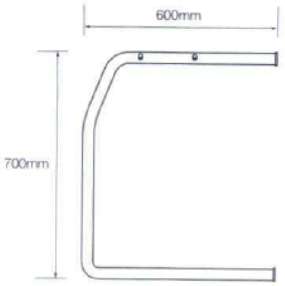
Black powder coat finish

Features



- Each rail provides storage for a single bike
- Suits bikes with full length mud guards
- Available in Zinc finish or Black powder coat over mild steel
- Provides the ability to lock the main frame and one wheel
- Support prongs with protective coating prevent damage to rim
- Can be used with custom framing – no wall needed

Dimensions



SIDE



FRONT

Specifications

Material options

- Zinc finish
- Black powder coat over mild steel
- Stainless steel - *Pre-order only*

Fixing options

- Bolt on to wall
- Fixed to support framing

Recommended fasteners – wall

- Dynabolts (M8 x 40mm)
- Shear Nut security fasteners

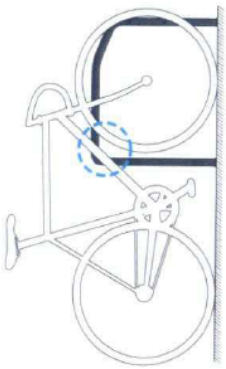
Recommended fasteners – framing

- Bolt and nut (M10 x 60mm)
- Tek screws

Dimensions

125mm [w] x 700mm [h] x 600mm [d]

Locking Points



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BICYCLE NETWORK **BIKE PARKING**

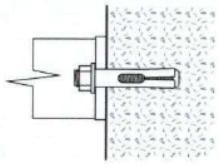
DESIGN. SUPPLY. INSTALL.

Bicycle Network ABN 41 026 835 903
p. 1300 727 563 e. parking@bicyclenetwork.com.au bikeparking.com.au
VIC Level 4, 246 Bourke Street, Melbourne VIC 3000 NSW 234 Crown Street, Darlinghurst NSW 2010
TAS 210 Collins Street, Hobart TAS 7000 NT Suite 5, 18-20 Cavenagh Street, Darwin 0800

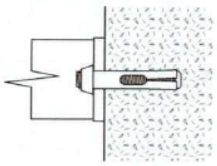
Attachment 3 - Traffic Assessment Report

Fixing options

Fix to a wall using 4x fasteners or Shear Nuts

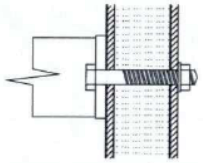


Shown with M8 x 40mm fastener

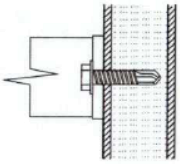


Shown with M8 x 40mm Shear Nuts

Fix to a frame using 4x bolts or Tek Screws

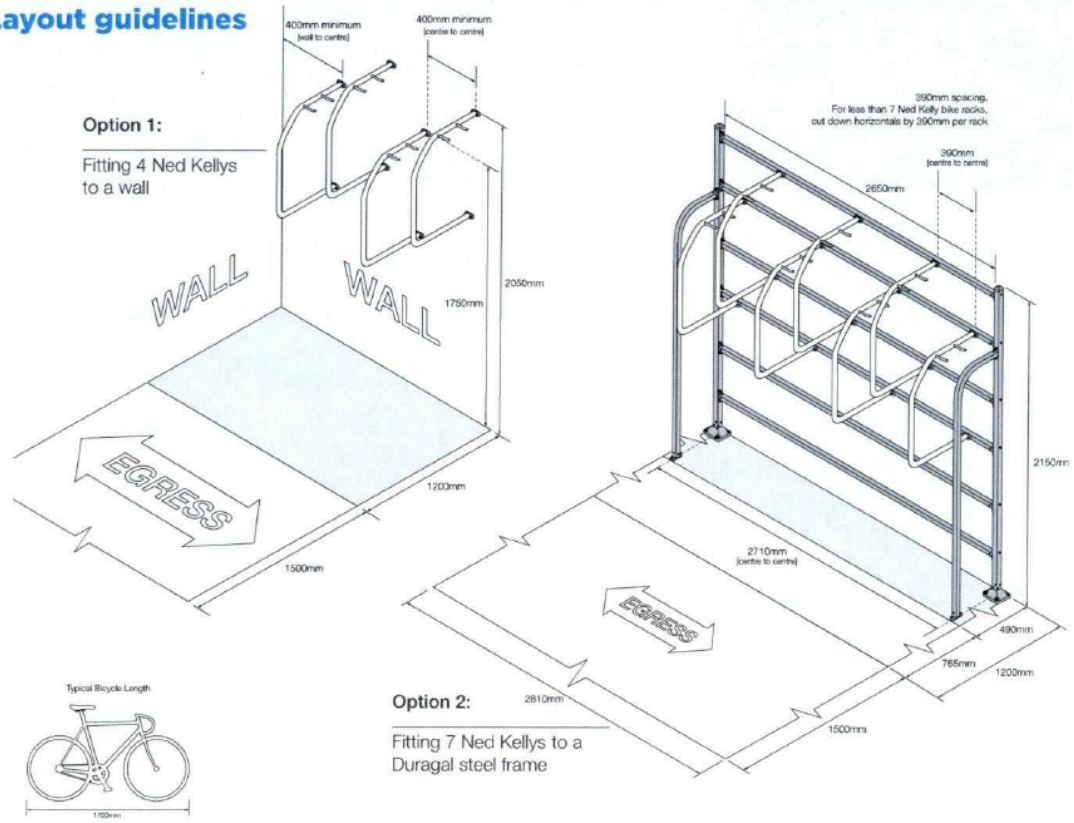


Shown with M10 x 60mm Bolt, Washer & Nut



Shown with Tek Screw

Layout guidelines



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BICYCLE NETWORK **BIKE PARKING**

DESIGN. SUPPLY. INSTALL.

Bicycle Network ABN 41 026 835 903
p. 1300 727 563 e. parking@bicyclenetwork.com.au bikeparking.com.au
VIC Level 4, 246 Bourke Street, Melbourne VIC 3000 NSW 234 Crown Street, Darlinghurst NSW 2010
TAS 210 Collins Street, Hobart TAS 7000 NT Suite 5, 18-20 Cavenagh Street, Darwin 0800

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Arc de Triomphe™



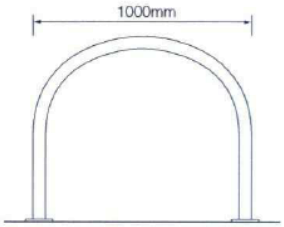
Galvanised finish / Stainless Steel finish

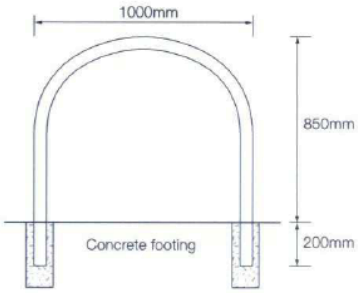
Features



- Each rail supports two adult bikes in an upright position
- Can be either bolted to a concrete slab or concreted in situ
- Available in stainless steel or galvanised steel
- Provides the ability to lock both wheels and frame
- Suitable for foyers and entry areas

Dimensions





Specifications

Material options

- Galvanised (Duragal)
- 316 Marine grade stainless steel

Fixing options

- Welded flange - Bolt on
- In situ

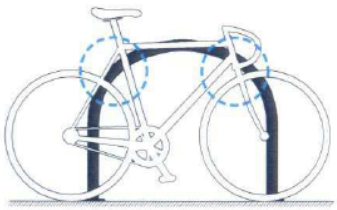
Recommended fasteners

- Galvanised Dynabolts (M10 x 65mm)
- Stainless Dynabolts (M10 x 65mm)
- Shear Nut security fasteners

Dimensions

1000mm [w] x 850mm [h]

Locking Points



V4.1 - 1/05/2017 | Specification may be subject to change without notice. ©Bicycle Network

BICYCLE NETWORK **BIKE PARKING**

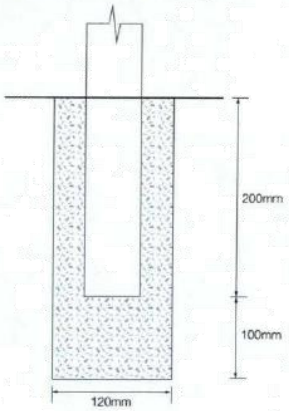
DESIGN. SUPPLY. INSTALL.

Bicycle Network ABN 41 026 835 903
p. 1300 727 563 e. parking@bicyclenetwork.com.au bikeparking.com.au
VIC Level 4, 246 Bourke Street, Melbourne VIC 3000 NSW 234 Crown Street, Darlinghurst NSW 2010
TAS 210 Collins Street, Hobart TAS 7000 NT Suite 5, 18-20 Cavenagh Street, Darwin 0800

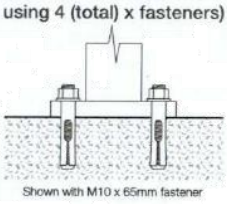
Attachment 3 - Traffic Assessment Report

Fixing options

In situ (Concrete footing)

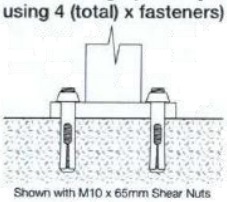


Welded flange (Bolt on) using 4 (total) x fasteners)



Shown with M10 x 65mm fastener

Welded flange (Security heads) using 4 (total) x fasteners)

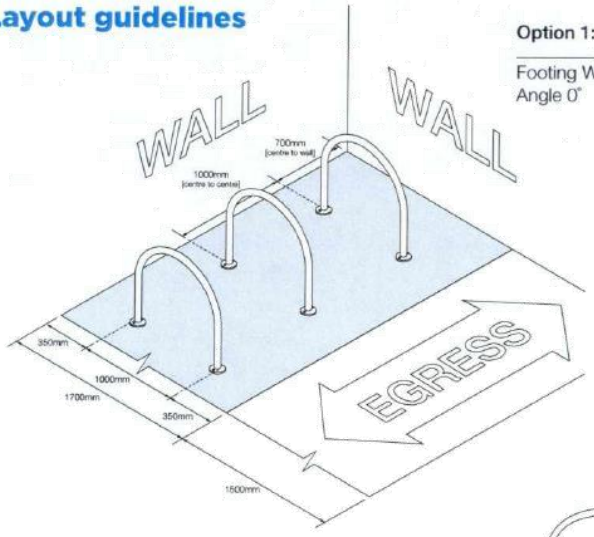


Shown with M10 x 65mm Shear Nuts

Layout guidelines

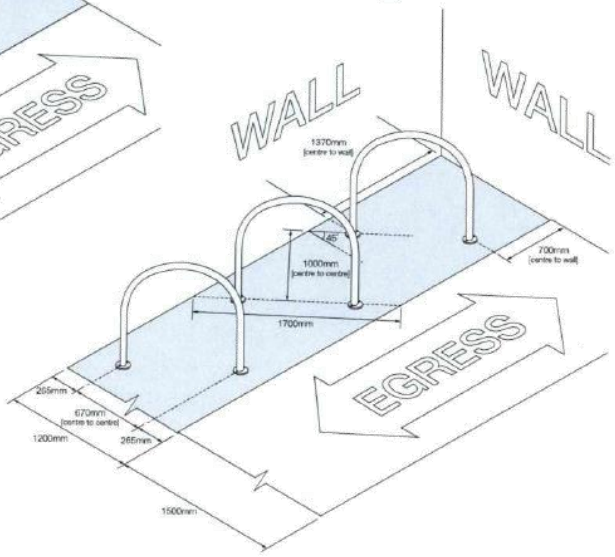
Option 1:

Footing Width 1700mm
Angle 0°



Option 2:

Footing Width 1200mm
Angle 45°



Typical Bicycle Length



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BICYCLE NETWORK **BIKE PARKING**

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Bicycle Network ABN 41 026 835 903
p. 1300 727 563 e. parking@bicyclenetwork.com.au bikeparking.com.au
VIC Level 4, 246 Bourke Street, Melbourne VIC 3000 NSW 234 Crown Street, Darlinghurst NSW 2010
TAS 210 Collins Street, Hobart TAS 7000 NT Suite 5, 18-20 Cavenagh Street, Darwin 0800

Attachment 4 - Waste Management Report

LEIGH DESIGN

waste management plans for all urban developments

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WASTE MANAGEMENT PLAN

Proposed Development:
413 Swan Street, Richmond, Victoria

Prepared for:
John Zois

Document Control
Report Date: 26 June 2019
Prepared By: Andrew McIntosh, Associate
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WASTE MANAGEMENT SUMMARY

- The operator, as defined below, shall be responsible for managing the waste system, and for developing and implementing adequate safe operating procedures.
- Waste shall be stored within the development (hidden from external view).
- Users shall sort their waste, and dispose garbage and recyclables into their respective collection bins.
- Waste shall be collected on Swan Street and the rear laneway. The operator shall transfer Council bins between the building and kerbside (private bins shall be transferred by the collection contractor).
- Council shall collect residential waste.
- A private contractor shall collect commercial waste.

GLOSSARY

Operator: refers to the Owners Corporation/property owner(s), who shall manage site operations (via staff and contractors, if required).

User: refers to residents and the commercial tenant, who shall utilise the waste system.

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1 SPACE AND SYSTEM FOR WASTE MANAGEMENT

1.1 Development Description and Use

This development shall consist of residential apartments and a commercial tenancy. The number of residences and commercial floor-areas are stated in Table 1 (below).

1.2 Estimated Garbage and Recycling Generation

The following table summarises the waste estimate (m^3/week):

Table 1: Waste Estimate

Waste Source	Base Qty (est.)		Garbage	Commingled Recycling
Apartments (1 bed)	No. of units =	1	0.04	0.06
Apartments (3 bed)	No. of units =	3	0.18	0.30
Retail (shop)	area (m^2) =	34	0.12	0.12
TOTAL (m^3/wk)			**0.34**	**0.48**

Notes:

- Residential waste figures are based on Council's volumetric requirements.
- Commercial waste figures are based on adjusted Sustainability Victoria Guidelines.

1.3 Collection Services

Residential Waste: Council shall provide waste services for the residential component of the development.

Commercial Waste: Municipal services would be insufficient as these are limited to a pair of weekly wheelie bins per tenement. Therefore, a private contractor shall be engaged to collect waste. The operator shall choose a waste collection provider, negotiate a service agreement and pay for these services.

Notes:

- Every rateable tenement is liable to pay for municipal charges irrespective of the level of collection services provided by Council.
- Thirty days prior to occupation, the operator shall organise a site meeting with Council's Waste Management Coordinator and demonstrate adequate implementation of this Waste Management Plan.
- The proposed Council waste service is predicated on the as-built development meeting Council's operational requirements. Should these requirements not be met, the operator shall be required to organise a private waste service.

Attachment 4 - Waste Management Report

1.4 Location, Equipment and System Used for Managing Waste

The waste management system is summarised as follows:

- Apartment receptacles for garbage and recycling.
- Tenancy receptacles at internal areas.
- Bin Store located at Ground Level.
- Collection bins (kept within the Bin Store - refer to Table 2).

The various collection waste-streams are summarised as follows:

Garbage: General waste shall be placed in tied plastic bags and stored within bins.

Recycling: All recyclables shall be commingled into a single type of collection bin (for loose paper, cardboard, glass, aluminium, steel and plastics).

Green Waste: Based on minor landscaping, minimal garden waste generation is anticipated (however, the operator shall engage a contractor, if required).

If required, Council collects bundled prunings and boxed clippings via group bookings that need to be coordinated by the operator.

Compost: At this development, composting is considered impractical, as there would be minimal onsite demand for compost.

Other Waste Streams: The disposal of hard/electronic/liquid and other wastes (polystyrene, batteries, paint, chemicals and detox items, etc) shall be organised with the assistance of the operator.

These items (including e-waste) shall remain within the development until the operator arranges a private collection from the subject land in accordance with requirements from the relevant authority. In particular e-waste must not be disposed in landfill.

Hard waste needs to remain onsite (within each apartment/storage area) until the operator organises a group-booking.

Attachment 4 - Waste Management Report

The following table summarises bin quantity/capacity, collection frequency and area requirements (based on Table 1):

Table 2: Bin Schedule and Collection Frequency

Waste Source	Waste Stream	Bin Qty	Bin Litres	Collections per Week	Net Area m²
Residential (shared Council bins)	Garbage	1	240	1	0.5
	Recycling	2	240	1	1.0
Commercial (dedicated private bins)	Garbage	1	120	1	0.5
	Recycling	1	240	1	0.5
Net Waste Storage Area (excludes circulation), m²:					**2.5**

Notes:

- For municipal services, Council shall provide the bins (supply cost applies).
- Private bins shall be sourced by the operator (either purchased from a supplier or leased from the collection contractor).
- Subject to stakeholders' preference/capability (and as built constraints), bin sizes and quantities can be changed.

1.5 Planning Drawings, Waste Areas and Management of the Waste System

The plans illustrate sufficient space for onsite bin storage, as required by the above schedule.

Notwithstanding the above, collection days shall be staged appropriately and the operator shall stipulate procedures for effective management of the available space.

1.6 Collection Bin Information

The following bins shall be utilised (see Sect. 4.4 for signage requirements):

Table 3: Bin Details

Capacity (litres)	Height (mm)	Width (across front, mm)	Depth (side on, mm)	Empty Weight (kg)	Average* Gross Weight (kg)
120	930	480	545	10	26
240	1060	585	730	13	45

Notes:

- * = Average Gross Weight is based on domestic waste studies (which vary subject to locality and waste-type). Expect greater weight for wet or compacted waste.
- Use the above details as a guide only – variations will occur. The above is based on Sulo plastic (HDPE) flat-lid bins.

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Table 4: Yarra Colour Coding

Bin	Garbage	Commingled Recycling
Lid	Green	Yellow
Body	Green	Green

Note: For private bins, AS4123.7 bin colours can be adopted. Private bins shall be labelled to identify the waste generator and site address.

Attachment 4 - Waste Management Report

2 ACCESS FOR USERS, COLLECTORS AND COLLECTION VEHICLES

2.1 User Access to Waste Facilities

Users shall transfer waste from the internal receptacles to the bins located within the Bin Store (if required, using a suitable trolley).

Note: The operator shall ensure the orderly-filling of bins to avoid a higher number of partially-filled ones, rotating the bins so that users are able to reach them. Also, the operator shall ensure that bins are not overloaded.

2.2 Collection Arrangements and Access to Waste Facilities

Residential:

- Council shall collect waste on Swan Street (kerbside - site's frontage).
- Prior to the collection, the operator shall transfer Council bins from the Bin Store to kerbside (returning the bins once the collection has taken place). Council's instructions for kerbside bin-placement must be followed.
- The waste collection shall be carried-out by rear-lift vehicles (nom. 10.5m long and 4m operational height).

Commercial:

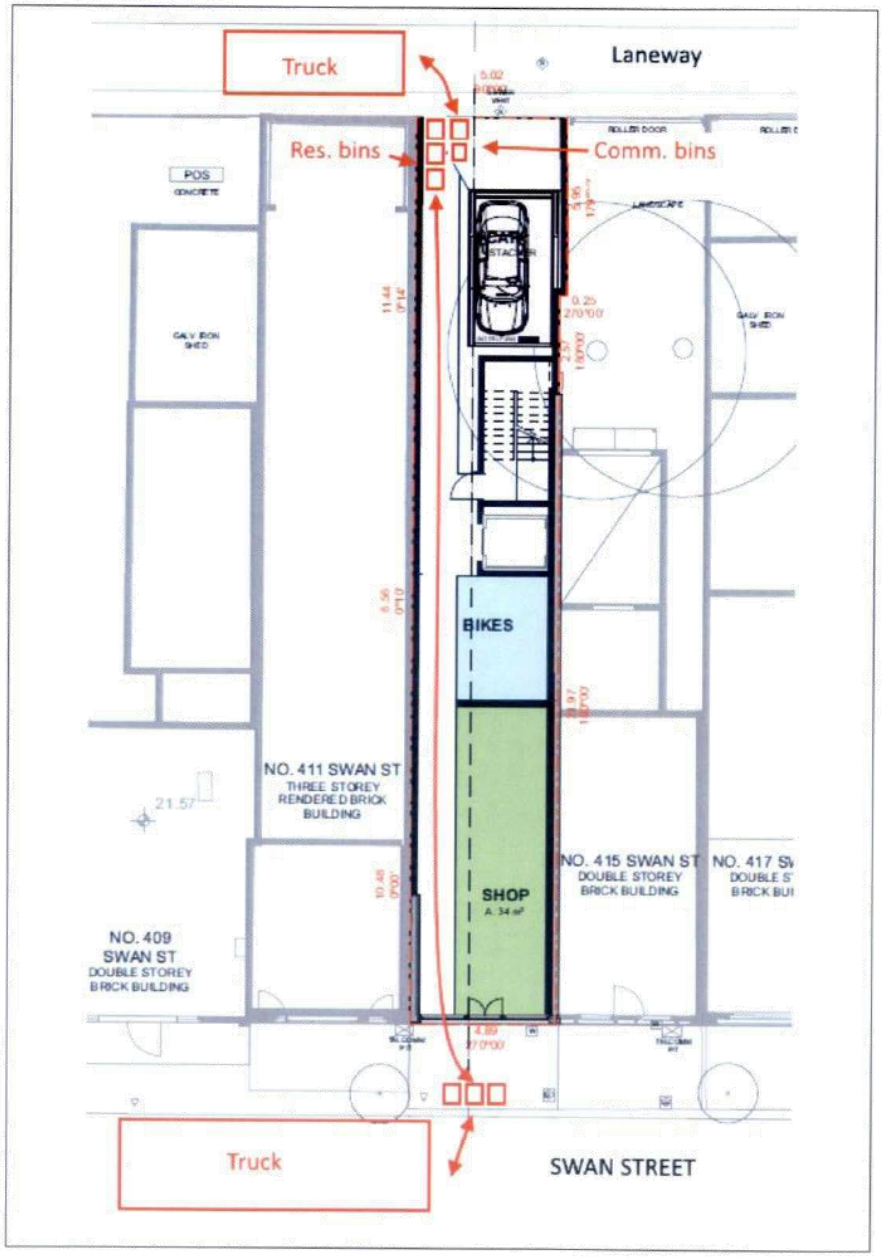
- A private contractor shall collect waste on the rear laneway.
- The collector's assistant shall have access to the Bin Store, and transfer bins to the truck and back to the store (the driver shall remain with the truck).
- The waste collection shall be carried-out by rear-lift vehicles (nom. 6.4m long, 2.1m high and 6.4 tonnes gross vehicle mass).

Notes:

- Council may alter the proposed collection point (subject to operational needs).
- For improved safety, private waste collections and bin transfers shall be carried-out during off-peak traffic periods.

Attachment 4 - Waste Management Report

The collection point is illustrated as follows:



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Attachment 4 - Waste Management Report

3 AMENITY, LOCAL ENVIRONMENT AND FACILITY DESIGN

3.1 Noise Minimisation Initiatives

- Collection bins shall feature rubber wheels for quiet rolling during transfers.
- Waste areas shall meet BCA and AS2107 acoustic requirements.
- Local laws shall be observed for all operations in public and private areas. In particular, note the requirements of Yarra's Environmental Local Law Part B, Sect. 10, and Part C, Sect. 17-29, which can be found at: www.yarracity.vic.gov.au.
- As specified in Council's Local Law No. 3, private waste shall not be collected between: 8pm Sunday and 7am the following Monday; 8pm on any day between Monday and Friday inclusive and 7am on the following day; or 8pm any Saturday and 9am the following Sunday. Also, the waste collector shall protect the acoustic amenity by minimising noise during the collection.
- Municipal waste collections shall take place as per Council's timing/schedule.

3.2 Litter Reduction and Prevention of Stormwater Pollution

The operator shall be responsible for:

- Promoting adequate waste disposal into the bins (to avoid waste-dumping).
- Securing the waste areas (whilst affording access to users/staff/contractors).
- Preventing overfilled bins and keeping lids closed.
- Abating any site litter, and taking action to prevent dumping and/or unauthorised use of waste areas.
- Requiring the private collection contractor to clean-up any spillage that might occur when clearing bins.
- Reporting to Council any spillage resulting from the collection of municipal bins.

The above will minimise the dispersion of site litter and prevent stormwater pollution (thus avoiding impact to the local amenity and environment).

3.3 Ventilation, Washing and Vermin-Prevention Arrangements

Waste areas shall feature:

- Ventilation in accordance with Australian Standard AS1668.
- Tight-fitting doors (all other openings shall have vermin-proof mesh or similar).
- Impervious flooring (also, smooth, slip-resistant and appropriately drained).
- A graded bin wash area, hosecock, hose and a suitable floor-waste connected in accordance with relevant authority requirements (alternatively, the operator shall engage a contractor to conduct off-site bin washing). The bin and wash areas may overlap, as stored bins can be moved so that a bin can be washed.

The operator shall regularly clean waste areas/equipment. Also, access doors and bin-lids shall be kept closed.

3.4 Design and Aesthetics of Waste Storage Areas and Equipment

Waste shall be placed within collection bins and stored in designated onsite areas (hidden from external view). Following waste collection activities, bins shall be returned to the storage areas as soon as practicable.

Waste facilities shall be constructed of durable materials and finishes, and maintained to ensure that the aesthetics of the development are not compromised. These facilities and associated passages shall be suitably illuminated (this provides comfort, safety and security, to users, staff and contractors). Access doors shall feature keyless opening from within.

The design and construction, of waste facilities and equipment, shall conform to the Building Code of Australia, Australian Standards and local laws.

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4 MANAGEMENT AND SUSTAINABILITY

4.1 Waste Sorting, Transfer and Collection Responsibilities

Garbage shall be placed within tied plastic bags prior to transferring into the collection bins. Cardboard shall be flattened, and recycling containers un-capped, drained and rinsed prior to disposal into the appropriate bin. Bagged recycling is not permitted.

Refer to Section 2 for waste transfer requirements and collection arrangements.

4.2 Facility Management Provisions to Maintain & Improve the Waste System

The operator shall manage site operations (refer to the glossary in page 2).

It shall be the responsibility of the operator to maintain all waste areas and components, to the satisfaction of users, staff and the relevant authority (users shall maintain their internal waste receptacles).

The operator shall ensure that maintenance and upgrades are carried-out, on the facility and components of the waste system. When required, the operator shall engage an appropriate contractor to conduct services, replacements or upgrades.

4.3 Arrangements for Protecting Waste Equipment from Theft and Vandalism

It shall be the responsibility of the operator to protect the equipment from theft and vandalism. This shall include the following initiatives:

- Secure the waste areas.
- Label the bins according to property address.
- Council bins shall be placed on the kerbside no-sooner than the night before the collection (and promptly returned to the storage areas after the collection).
- The private collection contractor shall transfer bins between the waste areas and the truck (bins shall not be placed on the street).

4.4 Arrangements for Bins/Equipment Labelling, and Ensuring Users and Staff are Aware of How to Use the Waste System Correctly

- The operator shall provide appropriate signage for the bins. Signage is available at the following internet address: www.sustainability.vic.gov.au.
- The operator shall publish/distribute "house rules" and educational material to:
  - Inform users/staff about the waste management system and the use/location of the associated equipment (provide the summary in page 2 of this report).
  - Improve facility management results (lessen equipment damage, reduce littering and achieve cleanliness).
  - Advise users/staff to sort and recycle waste with care to reduce contamination of recyclables.

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4.5 Sustainability and Waste Avoidance/Reuse/Reduction Initiatives

The *Environment Protection Act 1970* includes principles of environment protection and guidance for waste management decision making. Also, the *Sustainability Victoria Act 2005* established Sustainability Victoria as the statutory authority for delivering programs on integrated waste management and resource efficiency.

From a design perspective, the development shall support the acts by providing an adequate waste system with ability to sort waste.

The operator shall promote the observance of the acts (where relevant and practicable), and encourage users and staff to participate in minimising the impact of waste on the environment. For improved sustainability, the operator shall consider the following:

- Observe the waste hierarchy in the *Environment Protection Act 1970* (in order of preference): a) waste avoidance, b) reuse, c) recycle, d) recovery of energy, e) treatment, f) containment and g) disposal.
- Peruse the Sustainability Victoria website: www.sustainability.vic.gov.au.
- Participate in Council and in-house programs for waste minimisation.
- Establish waste reduction and recycling targets; including periodic waste audits, keeping records and monitoring of the quantity of recyclables found in landfill-bound bins (sharing results with users/staff).

4.6 Waste Management Plan Revisions

For any future appropriate Council request, changes in legal requirements, changes in the development's needs and/or waste patterns (waste composition, volume or distribution), or to address unforeseen operational issues, the operator shall be responsible for coordinating the necessary Waste Management Plan revisions, including (if required):

- A waste audit and new waste strategy.
- Revision of the waste system (bin size/quantity/streams/collection frequency).
- Re-education of users/staff.
- Revision of the services provided by the waste collector(s).
- Any necessary statutory approval(s).

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Attachment 4 - Waste Management Report

5 SUPPLEMENTARY INFORMATION

- The operator shall observe local laws and ensure that bins aren't overfilled or overloaded.
- Waste incineration devices are not permitted, and offsite waste treatment and disposal shall be carried-out in accordance with regulatory requirements.
- For bin traffic areas, either level surfaces (smooth and without steps) or gentle ramps are recommended, including a roll-over kerb or ramp. Should ramp gradients, bin weight and/or distance affect the ease/safety of bin transfers, the operator shall consider the use of a suitable tug.
- The operator and waste collector, shall observe all relevant OH&S legislation, regulations and guidelines. The relevant entity shall define their tasks and:
  - Comply with Worksafe Victoria's Occupational Health and Safety Guidelines for the Collection, Transport and Unloading of Non-hazardous Waste and Recyclable Materials (June 2003).
  - Assess the Manual Handling Risk, and prepare a Manual Handling Control Plan for waste and bin transfers (as per regulatory requirements and Victorian COP for Manual Handling).
  - Obtain and provide to staff/contractors; equipment manuals, training, health and safety procedures, risk assessments and adequate personal protective equipment (PPE) to control/minimise risks/hazards associated with all waste management activities. As a starting point, these documents and procedures shall address the following:

Task (to be confirmed)	Hazard (TBC)	Control Measures (TBC)
Sorting waste and cleaning the waste system	Bodily puncture. Biological & electrical hazards	Personal protective equipment (PPE). Develop a waste-sorting procedure
Bin manual handling	Sprain, strain, crush	PPE, staff training. Maintain bin wheel-hubs. Limit bin weight. Provide mechanical assistance to transfer bins
Bin transfers and emptying into truck	Vehicular strike, run-over	PPE. Develop a Hazard Control Plan for transfers and collections. Maintain visibility. Use a mechanical bin-tipper
Truck access	Vehicular incident, strike, run-over	PPE. Use a trained spotter. Develop a truck-manoeuvring and traffic-control procedure

Note: The above shall be confirmed by a qualified OH&S professional, who shall also prepare site-specific assessments, procedures and controls (refer to Section 6).

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Attachment 4 - Waste Management Report

6 CONTACT INFORMATION

City of Yarra (local Council), ph 03 9205 5555

iDump (private waste collector), ph 1300 443 867

Kartaway (private waste collector), ph 1300 362 362

Waste Wise Environmental (private waste collector), ph 1300 550 408

Eco-Safe Technologies (odour control equipment supplier), ph 03 9706 4149

FJP Safety Advisors Pty Ltd (OH&S consultant), ph 03 9255 3660

Electrodrive Pty Ltd (tug & trailer supplier – for bin transfers), ph 1800 033 002

Warequip (tug supplier – for bin transfers), ph 1800 337 711

Sabco Commercial (supplier of cleaner's trolleys), ph 1800 066 522

Sulo MGB Australia (bin supplier), ph 1300 364 388

One Stop Garbage Shop (bin supplier), ph 03 9338 1411

Note: The above includes a complimentary listing of contractors and equipment suppliers. The stakeholders shall not be obligated to procure goods/services from these companies. Leigh Design does not warrant (or make representations for) the goods/services provided by these suppliers.

7 LIMITATIONS

The purpose of this report is to document a Waste Management Plan, as part of a Planning Permit Application.

This report is based on the following conditions:

- Operational use of the development (excludes demolition/construction stages).
- Drawings and information supplied by the project architect.
- The figures presented in this report are estimates only. The actual amount of waste will depend on the development's occupancy rate and waste generation intensity, the user's disposition toward waste and recycling, and the operator's approach to waste management. The operator shall make adjustments, as required, based on actual waste volumes (if the actual waste volume is greater than estimated, then the number of bins and/or the number of collections per week shall be increased, STCA).
- This report shall not be used to determine/forecast operational costs, or to prepare feasibility studies or to document operational/safety procedures.

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Attachment 5 - Wind Report

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Vipac Engineers & Scientists

Planning & Property Partners Pty Ltd

413 Swan Street, Richmond

Wind Impact Assessment



30N-19-0250-TRP-6770241-0

4 December 2019

Melbourne • Sydney • Adelaide • Brisbane

Attachment 5 - Wind Report

Report Title: Wind Impact Assessment Job Title: 413 Swan Street, Richmond	
DOCUMENT NO: 30N-19-0250-TRP-6770241-0 **PREPARED FOR:** Planning & Property Partners Pty Ltd 13/1 Collins Street Melbourne , 3000, **CONTACT:** Andrew Gray **Tel:** 03 8626 9075 **Fax:**	**REPORT CODE:** TRP **PREPARED BY:** Vipac Engineers and Scientists Limited 279 Normanby Rd, Port Melbourne, VIC 3207, Australia **Tel:** +61 3 9647 9700 **Fax:** +61 3 9646 4370
PREPARED BY: Author: Sophie Lamande Wind Group Leader	Date: 4 Dec 2019
REVIEWED BY: Reviewer: Zhuyun Xu Senior Wind Consultant	Date: 4 Dec 2019
AUTHORISED BY: Sophie Lamande Wind Group Leader	Date:4 Dec 2019

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2		

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Attachment 5 - Wind Report

EXECUTIVE SUMMARY

Planning & Property Partners Pty Ltd commissioned Vipac Engineers and Scientists Pty Ltd to prepare a statement of wind effects for the proposed development at 413 Swan Street, Richmond. This appraisal is based on Vipac's experience as a wind-engineering consultancy.

Drawings of the proposed development were supplied to Vipac by Metaxas in November 2019, as described in Appendix C of this report.

The findings of this study can be summarised as follows:

With the proposed design:

- The proposed development would be expected to generate wind conditions in the ground level footpath areas exceeding the walking comfort criterion. We recommend incorporating a canopy on Swan Street.
- The proposed development would be expected to generate wind conditions in the main building entrance areas within the standing comfort criterion.
- The proposed balconies and terraces would be expected to have wind conditions within the recommended walking criterion, and would likely achieve the more stringent sitting to standing comfort criteria.

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 5 - Wind Report

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Attachment 5 - Wind Report

1 INTRODUCTION

Vipac Engineers and Scientists has been commissioned by Planning & Property Partners Pty Ltd to carry out an assessment of the pedestrian wind effects at the ground level and balconies of the proposed development at 413 Swan Street, Richmond.

Strong winds in pedestrian areas are frequently encountered in central business districts of cities around the world; including Melbourne, Sydney 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 6-storey development has a rectangular plan and the roof height approximately 23 m from street level. The site is bounded by Swan Street to the South, laneway to the north, and existing developments in the other directions. A satellite image of the proposed development site is shown in Figure 1 and the east elevation is shown in Figure 2.

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 proposal. No wind tunnel testing has been carried out for the proposal 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. 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 **Metaxas** in November 2019. A list of drawings supplied is provided in Appendix C of this report.

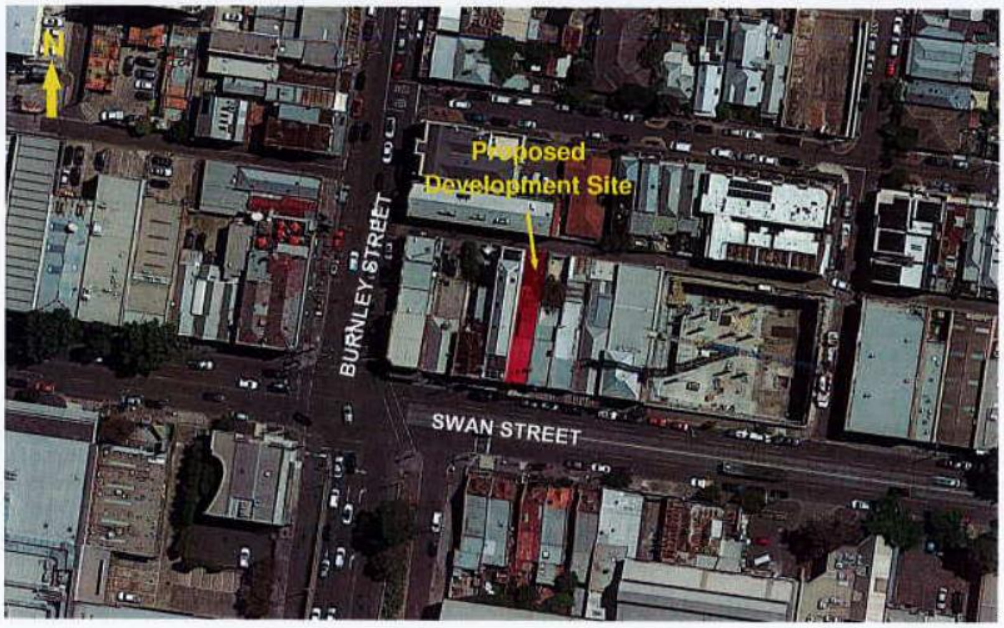


Figure 1: Aerial view of the proposed development site.

Attachment 5 - Wind Report

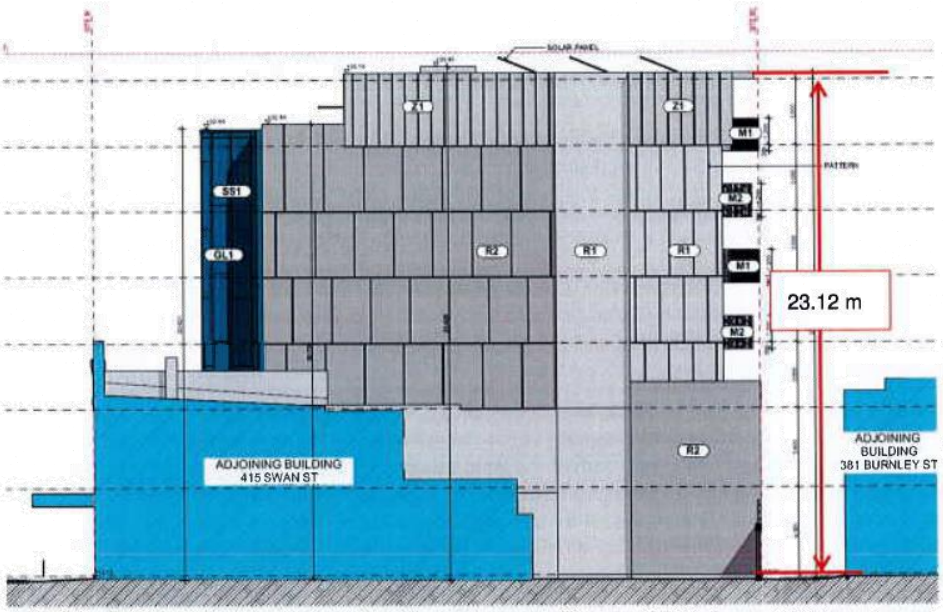


Figure 2: East elevation of the proposed development

2 ANALYSIS APPROACH

In assessing whether a proposed development is likely to generate adverse wind conditions in ground level footpath areas, Vipac has considered 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
- 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 worst annual 3-second wind gust expected at that location. The location may be deemed generally acceptable for its intended use if the annual 3-second gust is 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.

Attachment 5 - Wind Report

2.1 SITE EXPOSURE

The proposed development is located in a suburban area, surrounded by suburban housing in most directions, with some park-lands further away from the site to the east and south. A satellite image of the site surroundings is shown in Figure 3.

Considering the immediate surroundings and terrain, the site of the proposed development is assumed to be within Terrain Category 3 for all directions (Figure 3).

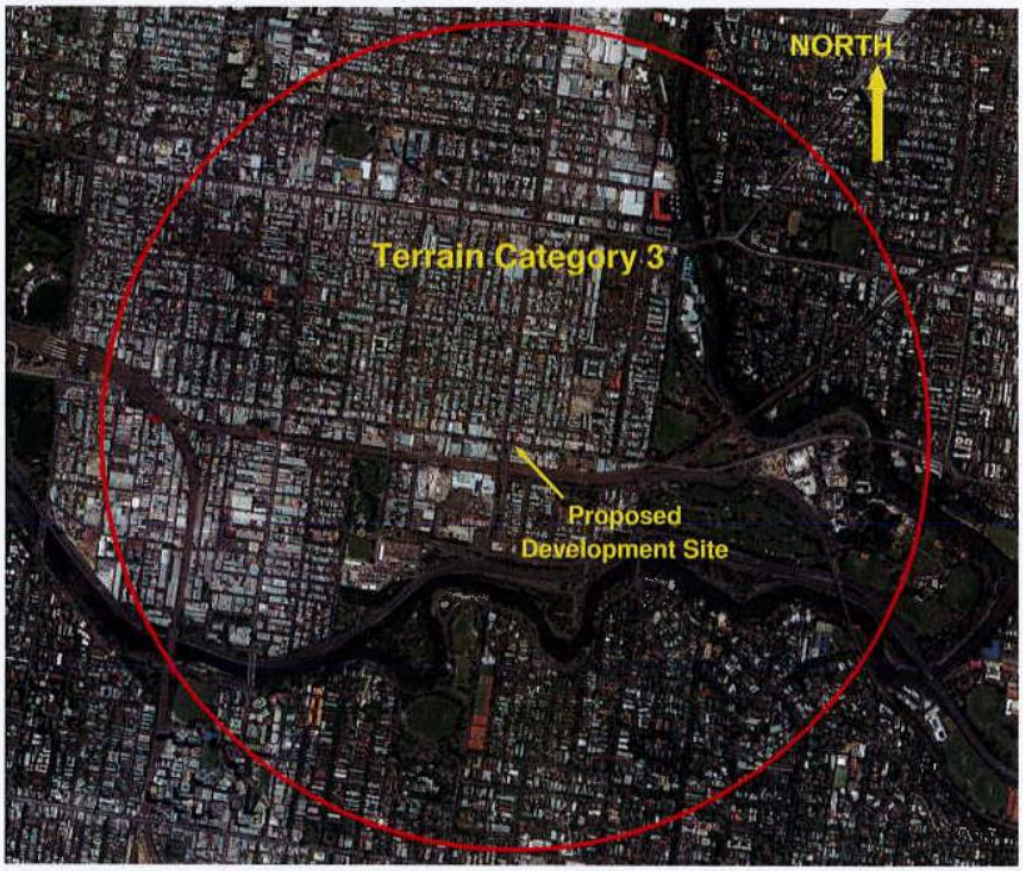


Figure 3: Assumed terrain roughness for wind speed estimation

Attachment 5 - Wind Report

2.2 REGIONAL WIND CLIMATE

The mean and gust wind speeds have been recorded in the Melbourne area for 30 years. These data have been analysed and the directional probability distribution of wind speeds have been determined. The directional distribution of hourly mean wind speed at the gradient height (≈500m), with a probability of occurring once per year (i.e. 1 year return period) is shown in Figure 4. The wind data at this free stream height are common to all Melbourne city sites and may be used as a reference to assess ground level wind conditions at the site. Figure 4 indicates that the stronger winds can be expected from the northerly, southerly, and westerly directions.

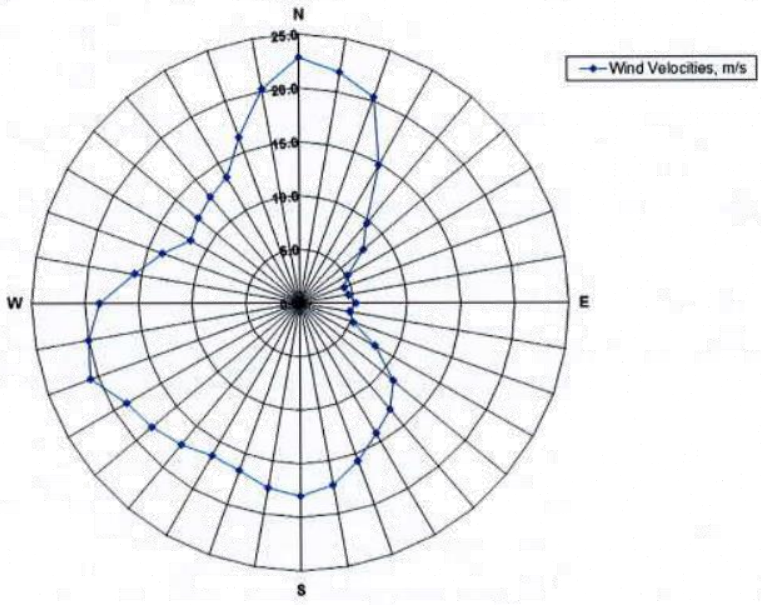


Figure 4: Directional Distribution of Annual Return Period Maximum Mean Hourly Wind Velocities (m/s) at gradient height of 500m in Melbourne.

Attachment 5 - Wind Report

2.3 BUILDING GEOMETRY AND ORIENTATION

The proposed 6 storeys development has a rectangular plan and the roof height of approximately 23 m from street level. The site is bounded by Swan Street to the South, laneway to the north, and existing developments in the other directions.

The plan dimension of the proposed development is approximately 30 m x 5 m, with the long axis running north – south (Figure 5).

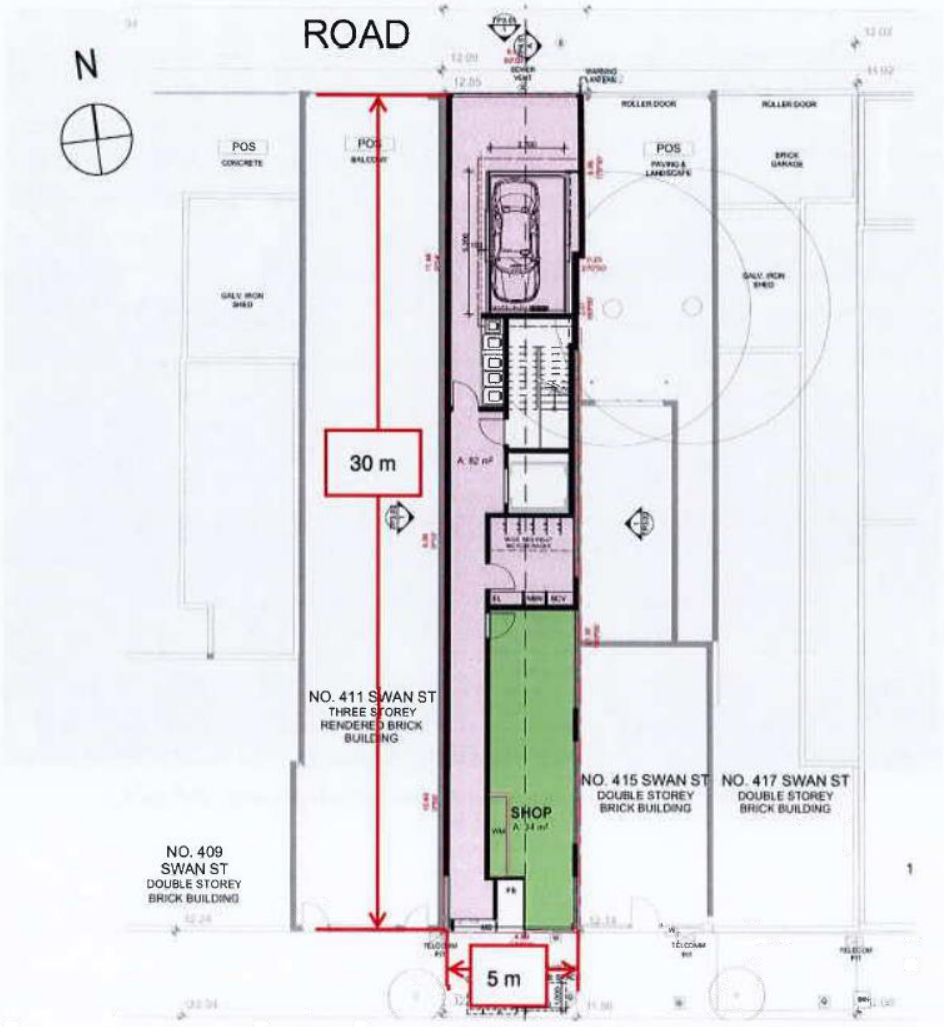


Figure 5: Ground level plan of the proposed development showing the approximate dimensions.

Attachment 5 - Wind Report

2.4 FLOW INTERACTIONS WITH ADJACENT DEVELOPMENTS

The immediately adjacent developments are shown in Figure 6. There are buildings ranging from 1-6 storeys surrounding the proposed development.

For Melbourne areas, the northerly and westerly winds are the strongest. The resultant wind flows from these directions are expected to possess high mean velocities. The northerly and westerly winds will create downwash flows and affect the footpath and entrances on Swan St and the laneway.



Figure 6: Immediately adjacent surroundings and their approximate number of floors (F).

Attachment 5 - Wind Report

2.5 ASSESSMENT CRITERIA

With some consensus of international opinion, pedestrian wind comfort is rated according to the suitability of certain activities at a site in relation to the expected annual peak 3-second gust velocity at that location for each wind direction. Each of the major areas around the site are characterised by the annual maximum gust wind speeds. Most patrons may consider a site generally unacceptable for its intended use if it were probable that during one annual wind event, a peak 3-second gust occurs which exceeds the established comfort threshold velocity. If that threshold is exceeded once per year then it is also likely that during moderate winds, noticeably unpleasant wind conditions may result, and the windiness of the location may be voted as unacceptable.

The threshold gust velocity criteria are:

Table 1: Gust Velocity Criteria - Recommended Wind Speeds for Comfort and Safety

Annual Maximum Gust Speed	Result on Perceived Pedestrian Comfort
>23m/s	Unsafe (frail pedestrians knocked over)
<20m/s	Acceptable for **fast walking** (waterfront or particular walking areas)
<16m/s	Acceptable for **walking** (steady steps for most pedestrians)
<13m/s	Acceptable for **standing** (window shopping, vehicle drop off, queuing)
<11m/s	Acceptable for **sitting** (outdoor cafés, gardens, park benches)

In a similar manner, a set of hourly mean velocity criteria with a 0.1% probability of occurrence are also applicable to ground level areas in and adjacent to the proposed Development. An area should be within both the relevant mean and gust limits in order to satisfy the particular human comfort and safety criteria in question.

The threshold mean velocity criteria are:

Table 2: Mean Velocity Criteria - Recommended Wind Speeds for Comfort and Safety

Mean wind speed exceeded 0.1% of the time	Result on Perceived Pedestrian Comfort
>15m/s	Unsafe (frail pedestrians knocked over)
<13m/s	Acceptable for **fast walking** (waterfront or particular walking areas)
<10m/s	Acceptable for **walking** (steady steps for most pedestrians)
<7m/s	Acceptable for **standing** (window shopping, vehicle drop off, queuing)
<5m/s	Acceptable for **sitting** (outdoor cafés, gardens, park benches)

The Beaufort Scale is an empirical measure that related the wind speed to observed conditions on the land and sea. Table 3 describes the categories of the Beaufort Scale. The comparison between these observed conditions and the comfort criteria described above can be found in Table 4.

Attachment 5 - Wind Report

Table 3: Beaufort Scale - empirical measure relating wind speed to observed conditions on land

Beaufort Number	Descriptive Term	Wind Speed at 1.75 m height (m/s)	Specification for Estimating Speed
0	Calm	0-0.1	
1	Light Air	0.1-1.0	No noticeable wind
2	Light Breeze	1.1-2.3	Wind felt on face
3	Gentle Breeze	2.4-3.8	Hair disturbed, clothing flaps, newspapers difficult to read
4	Moderate Breeze	3.9-5.5	Raises dust and loose paper; hair disarranged
5	Fresh Breeze	5.6-7.5	Force of wind felt on body, danger of stumbling when entering a windy zone
6	Strong Breeze	7.6-9.7	Umbrellas used with difficulty, hair blown straight, difficult to walk steadily, sideways wind force about equal to forwards wind force, wind noise on ears unpleasant
7	Near Gale	9.8-12.0	Inconvenience felt when walking
8	Gale	12.1-14.5	Generally impedes progress, great difficulty with balance in gusts
9	Strong Gale	14.6-17.1	People blown over

Table 4: Comparison between Mean comfort criteria and the observed conditions

Comfort Criteria	Beaufort Scale Equivalent
Safety	9 – Strong Gale
Walking	5 – Fresh Breeze
Standing	4-5 – Moderate to Fresh Breeze
Sitting	<4 – Moderate Breeze

Attachment 5 - Wind Report

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 5: Recommended application of criteria

Area	Specific location	Recommended Criteria
Public Footpaths, Access ways	Swan Street and laneway to the north (Figure 7)	Walking
Main Building entrances/lobbies	on Swan Street (Figure 7)	Standing
Balconies/terraces	Up the height of the development	Walking (Refer to discussion below)

2.5.2 TERRACE / BALCONY RECOMMENDED CRITERION DISCUSSION

Terrace/balconies are located throughout the proposal. Vipac recommends as a minimum that balcony/rooftop terrace areas meet the criterion for walking since:

- these areas are not public spaces;
- the use of these areas is optional;
- 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 be no guarantee that occupants will find wind conditions in these areas acceptable at all times.

Attachment 5 - Wind Report

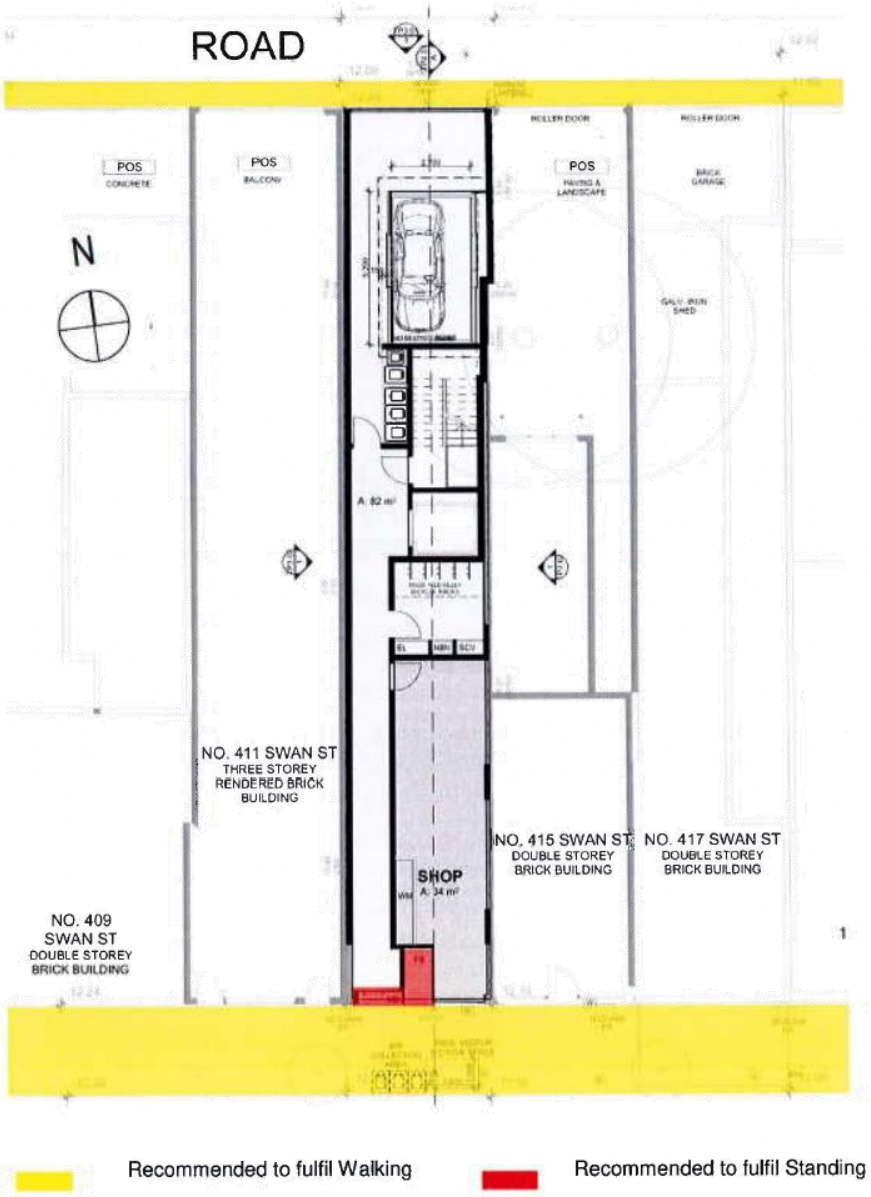


Figure 7: Schematic plan view of the ground floor with recommended wind criteria overlaid

Attachment 5 - Wind Report

3 PEDESTRIAN LEVEL WIND EFFECTS

3.1 DISCUSSION

Ground Floor

The site of the proposal is relatively exposed to winds from the north and west which have relatively low lying buildings in the surrounds. With the removal of the canopy on Swan Street, we expect that the westerly winds may accelerate around the building corner and impact on ground level between the adjacent canopies on the neighbouring buildings. As such, we recommend incorporating a canopy to deflect these adverse winds away from the ground level.

The main entrance on Swan Street is setback within the envelope of the building. As such, the entrances are expected to have wind levels within the recommended comfort criterion for standing.

Terraces and Balconies

Wind conditions on the proposed balconies and terraces are expected to be within the recommended comfort criteria and will frequently be acceptable for outdoor recreation. However, during moderate to strong winds, conditions in these areas may exceed human comfort criteria. Balcony areas on similar developments in many major Australian capital cities typically experience similar elevated wind conditions. High exposure, corner acceleration flows and standing vortices would sometimes preclude these areas from use for outdoor recreation.

3.2 RECOMMENDATIONS

After careful consideration of the areas at the base of the proposal, Vipac predicts that some changes to existing wind conditions in adjacent ground level areas may occur as a result of the proposed development. We recommend incorporating a canopy on Swan Street to shield the adjacent pathways from adverse downwash and corner acceleration as shown in Figure 8.

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.

It should be noted that this study is based on experience only and has not utilised any experimental data for the analysis.

Attachment 5 - Wind Report

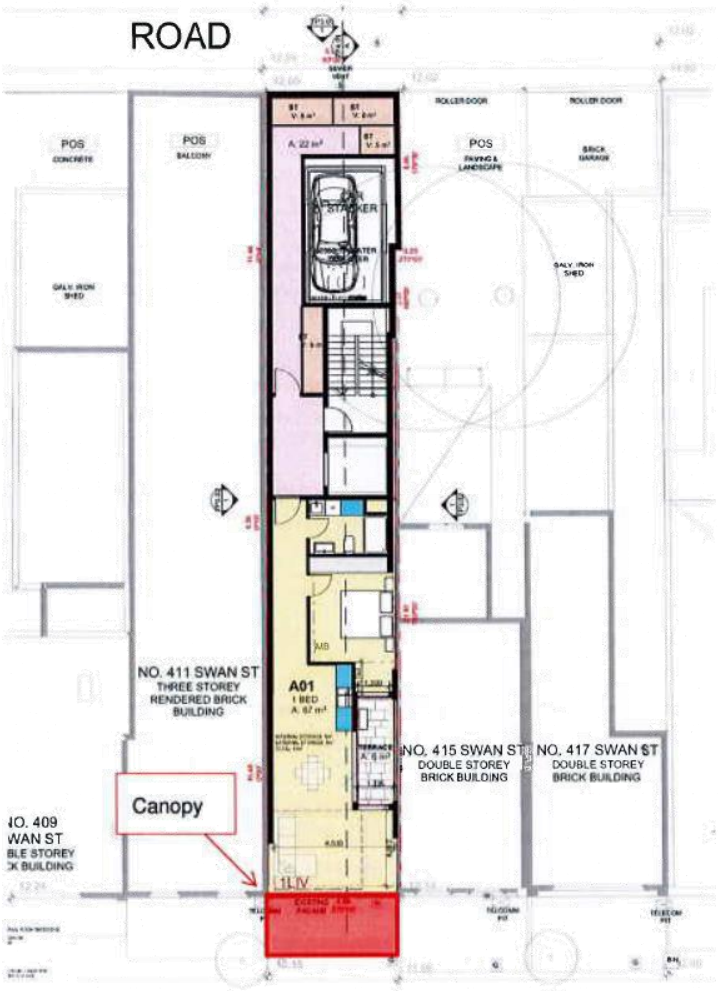


Figure 8: Recommended wind control treatments

Attachment 5 - Wind Report

4 CONCLUSIONS

An appraisal of the likely wind conditions at the pedestrian ground level, and terraces of the proposed development at 413 Swan Street, Richmond has been made.

Vipac has carefully considered the form and exposure of the proposal, 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 the proposed design:

- The proposed development would be expected to generate wind conditions in the ground level footpath areas exceeding the walking comfort criterion. We recommend incorporating a canopy on Swan Street.
- The proposed development would be expected to generate wind conditions in the main building entrance areas within the standing comfort criterion.
- The proposed balconies and terraces would be expected to have wind conditions within the recommended walking criterion, and would likely achieve the more stringent sitting to standing comfort criteria.

As such, Vipac makes no recommendation for the alteration of the design as proposed.

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
Planning & Property Partners Pty Ltd
By
VIPAC ENGINEERS & SCIENTISTS LTD.

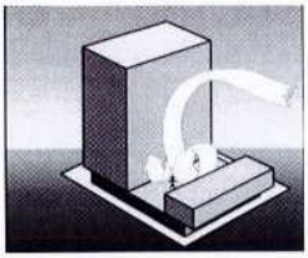
Attachment 5 - Wind Report

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 5 - Wind Report

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 5 - Wind Report

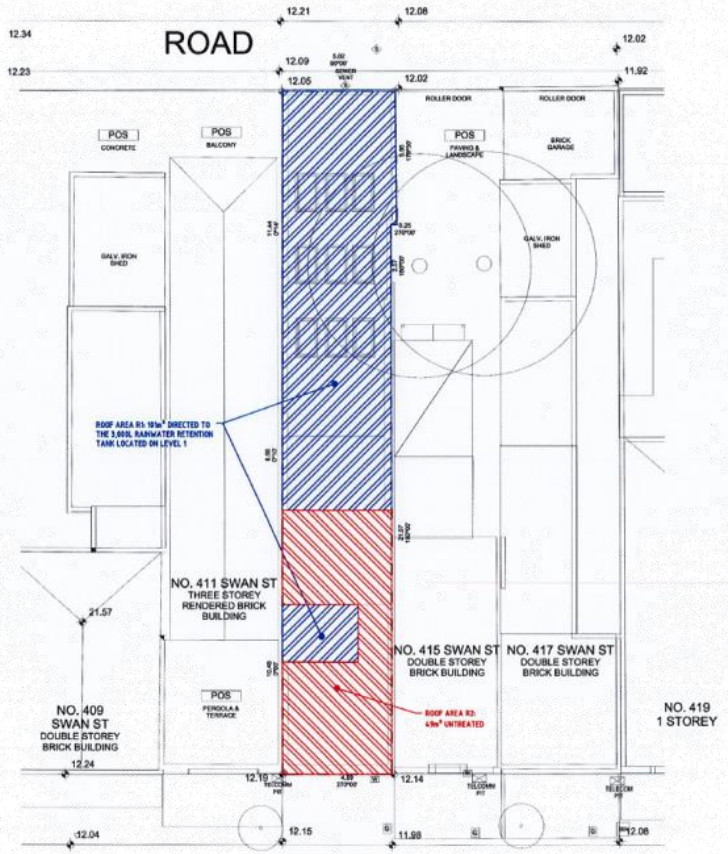
Appendix C: DRAWING LIST

Drawing Name	*Drawing Number*	*Date*
Site Context	TP1.01	30/08/2019
Neighbourhood & Site Context	TP1.02	30/08/2019
Site Plan	TP1.03	30/08/2019
Design Response	TP1.04	30/08/2019
Design Response	TP1.05	30/08/2019
Existing Building – Ground Floor Plan	TP1.06	30/08/2019
Existing Building – First Floor Plan	TP1.07	30/08/2019
Existing Building – Roof Plan	TP1.08	30/08/2019
Demolition Plan – Ground Floor	TP1.09	30/08/2019
Demolition Plan – First Floor	TP1.10	30/08/2019
Demolition Plan – Second Floor	TP1.11	30/08/2019
Heritage Façade	TP1.12	30/08/2019
Ground Floor Plan	TP2.01	30/08/2019
First Floor Plan	TP2.02	30/08/2019
Second Floor Plan	TP2.03	30/08/2019
Third Floor Plan	TP2.04	30/08/2019
Fourth Floor Plan	TP2.05	30/08/2019
Fifth Floor Plan	TP2.06	30/08/2019
Sixth Floor Plan	TP2.07	30/08/2019
Roof Plan	TP2.08	30/08/2019
North & South Elevation	TP3.01	30/08/2019
East & West Elevation	TP3.02	30/08/2019
Sections	TP4.01	30/08/2019
9AM Shadow Diagram (September Equinox)	TP5.01	30/08/2019
12PM Shadow Diagram (September Equinox)	TP5.02	30/08/2019
3PM Shadow Diagram (September Equinox)	TP5.03	30/08/2019
Views	TP6.01	30/08/2019
Finishes Schedule	TP7.01	30/08/2019
Development Summary	TP7.02	30/08/2019

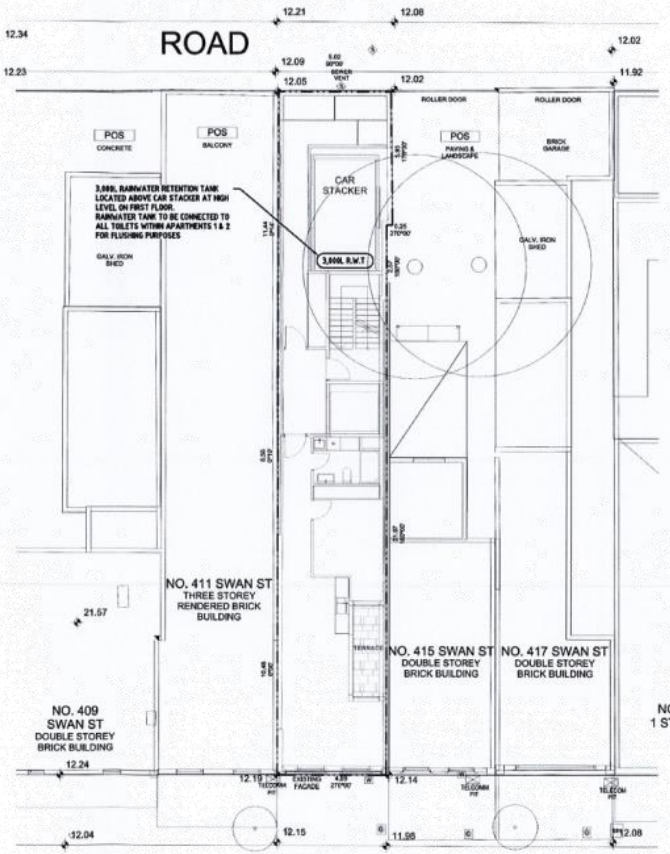
Attachment 5 - Wind Report

MIXED USE DEVELOPMENT

413 SWAN STREET, RICHMOND



UPPER ROOF PLAN



LEVEL 1 SITE PLAN

HATCHING LEGEND

ROOF AREA - NOT TREATED

ROOF AREA - DIRECTED TO RAINWATER TANK

SITE BOUNDARY

SITE TREATMENT SUMMARY

TOTAL SITE AREA	A = 150m²
TREATED AREA	A = 101m²
UNTREATED AREA	A = 49m²
STORM RATING	= 103%

STORM ASSESSMENT - AREA ANALYSIS

IMPERVIOUS AREAS	AREA	TREATMENT METHOD
ROOF AREA - R1	101m²	3,000L RAINWATER TANK
ROOF AREA - R2	49m²	NONE

Rev.	Date:	Remark/Comment	By
A	11.12.2019	COUNCIL ISSUE	EP

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Flux Civil Consulting

REGISTERED Building Practitioner

NORTH

Client:	PLANNING & PROPERTY PRTNERS
Project:	MIXED USE DEVELOPMENT
Address:	413 SWAN STREET RICHMOND
Title:	CIVIL SITE WORKS STORM ASSESSMENT SITE PLAN
Designer: EP	Drafter: EP	Date: DEC '19
Municipality: YARRA CITY COUNCIL		Sheet Size: A1
Status: / Reference: 44 H11	Scale: 1:100	
Drawing Details: Department: CIVIL	Job Number: 19157	Sheet No: C10	Revision: A

Attachment 6 - "Sketch" plans dated 11/01/2021



METAXAS

METAXAS ARCHITECTS PTY LTD: ABN 180 791 78626: 114 CARDIGAN STREET, CARLTON VIC 3053: AUSTRALIA
T: 03_9349 5344 E: mail@metaxasarch.com W: www.metaxasarch.com

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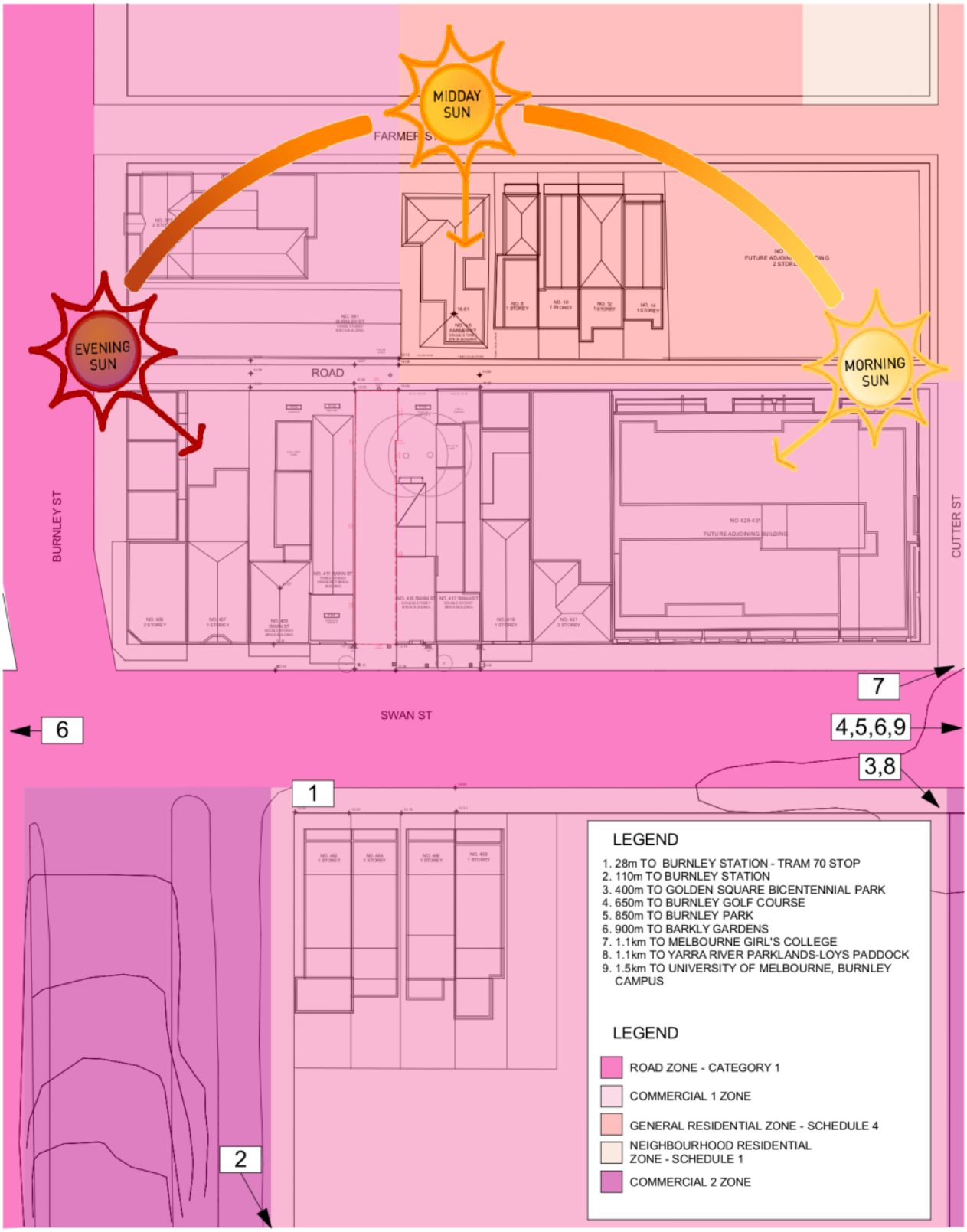
Client
J. ZOIS

Project Name
MIXED USE DEVELOPMENT
413 SWAN STREET RICHMOND

Drawing Title:
SITE CONTEXT

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Status: TOWN PLANNING | Checked By:
Project No: 17.028 | Drawing No.: TP1.01 | Rev.: C
Plot Date: 1/11/2021

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METAXAS

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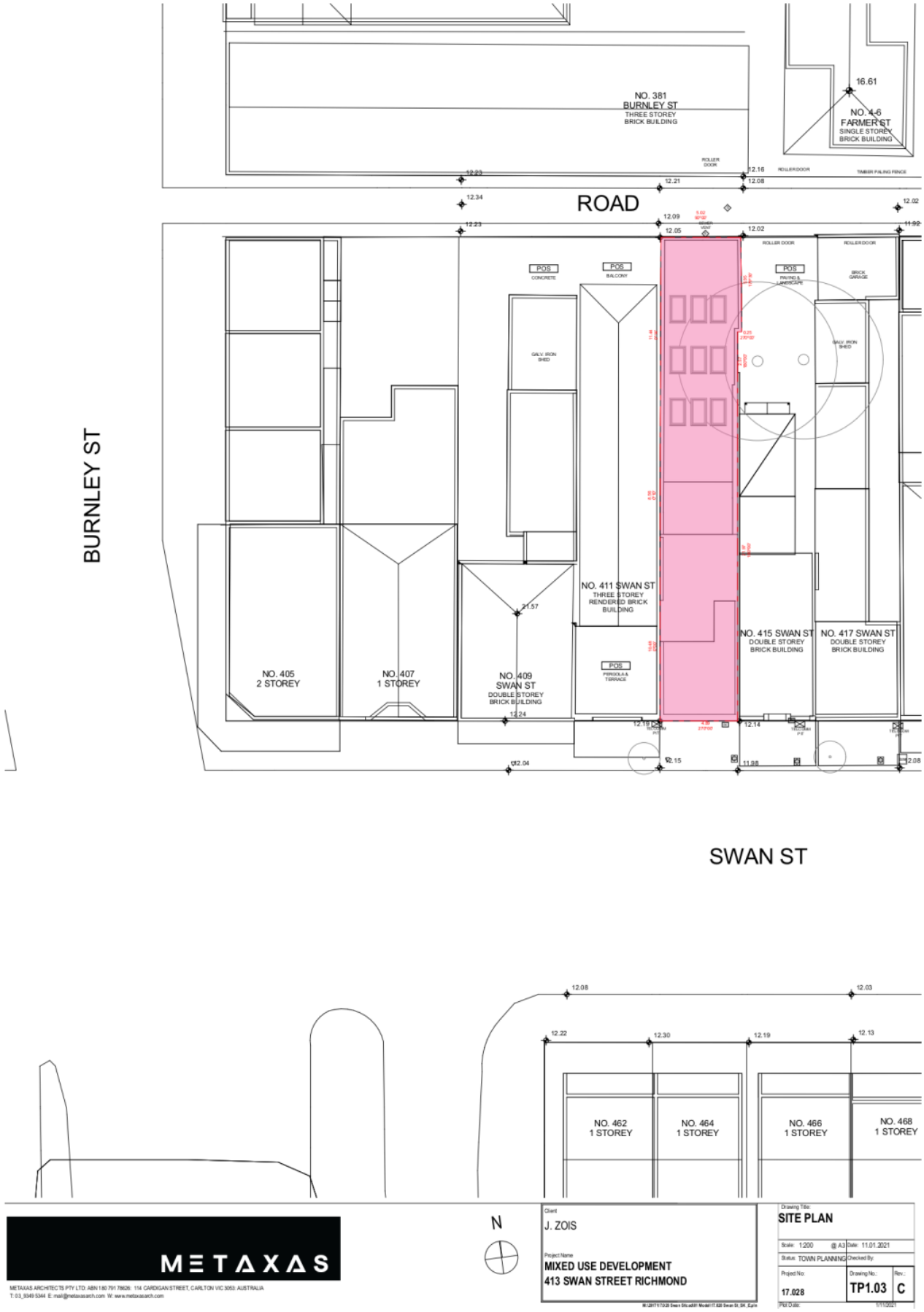
Client: J. ZOIS

Project Name: MIXED USE DEVELOPMENT
413 SWAN STREET RICHMOND

Drawing Title: NEIGHBOURHOOD & SITE CONTEXT

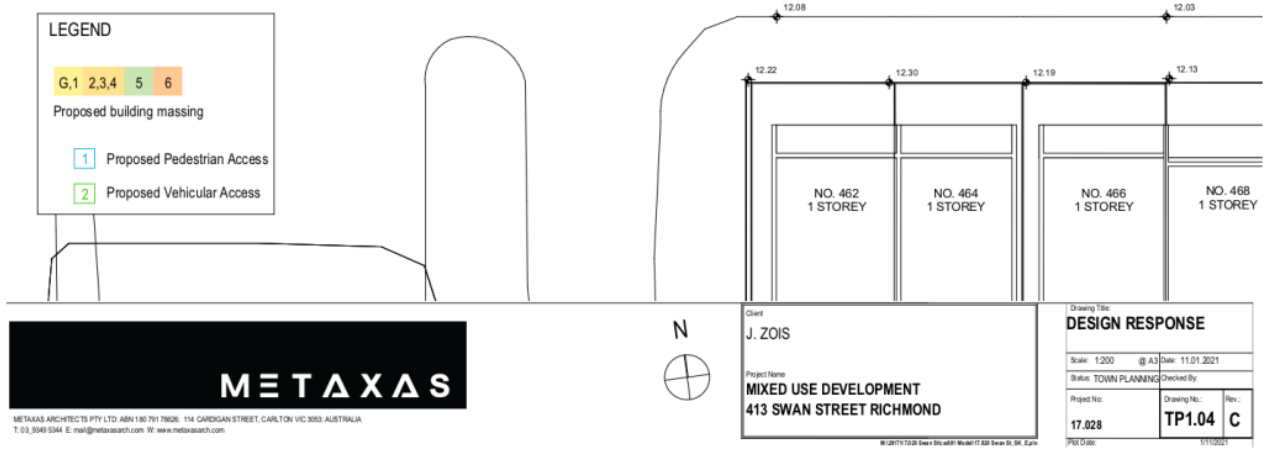
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Project No: 17.028 | Drawing No.: TP1.02 | Rev.: C
Plot Date: 1/11/2021

Attachment 6 - "Sketch" plans dated 11/01/2021



Attachment 6 - "Sketch" plans dated 11/01/2021

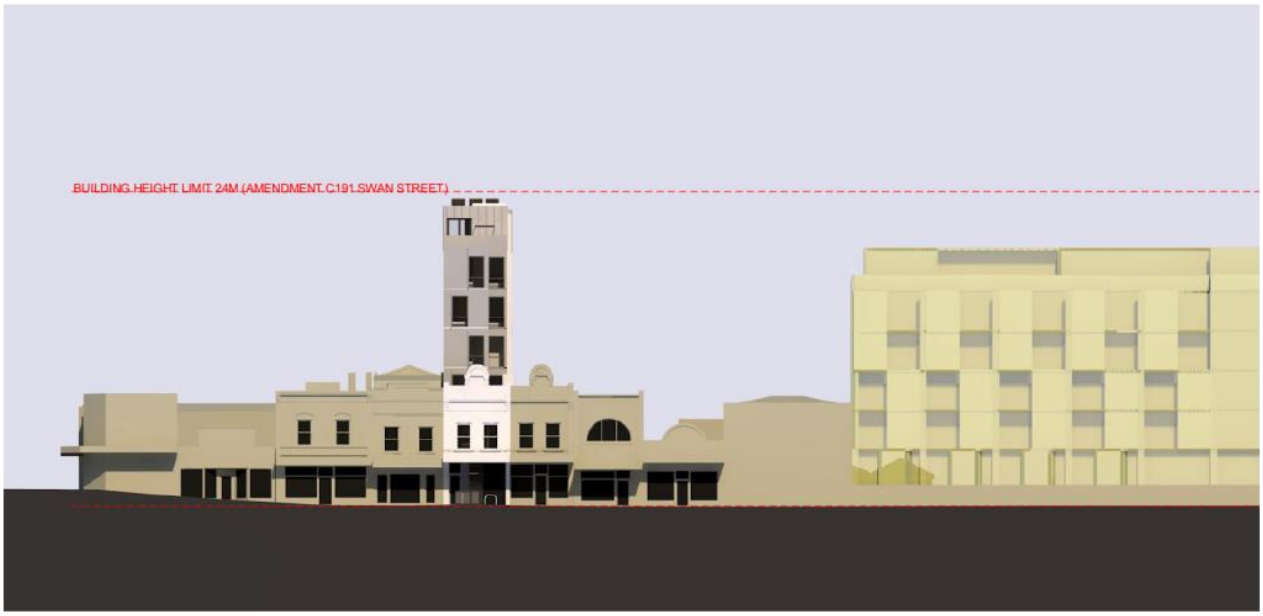




Attachment 6 - "Sketch" plans dated 11/01/2021



Existing Streetscape



Proposed Streetscape

METAXAS

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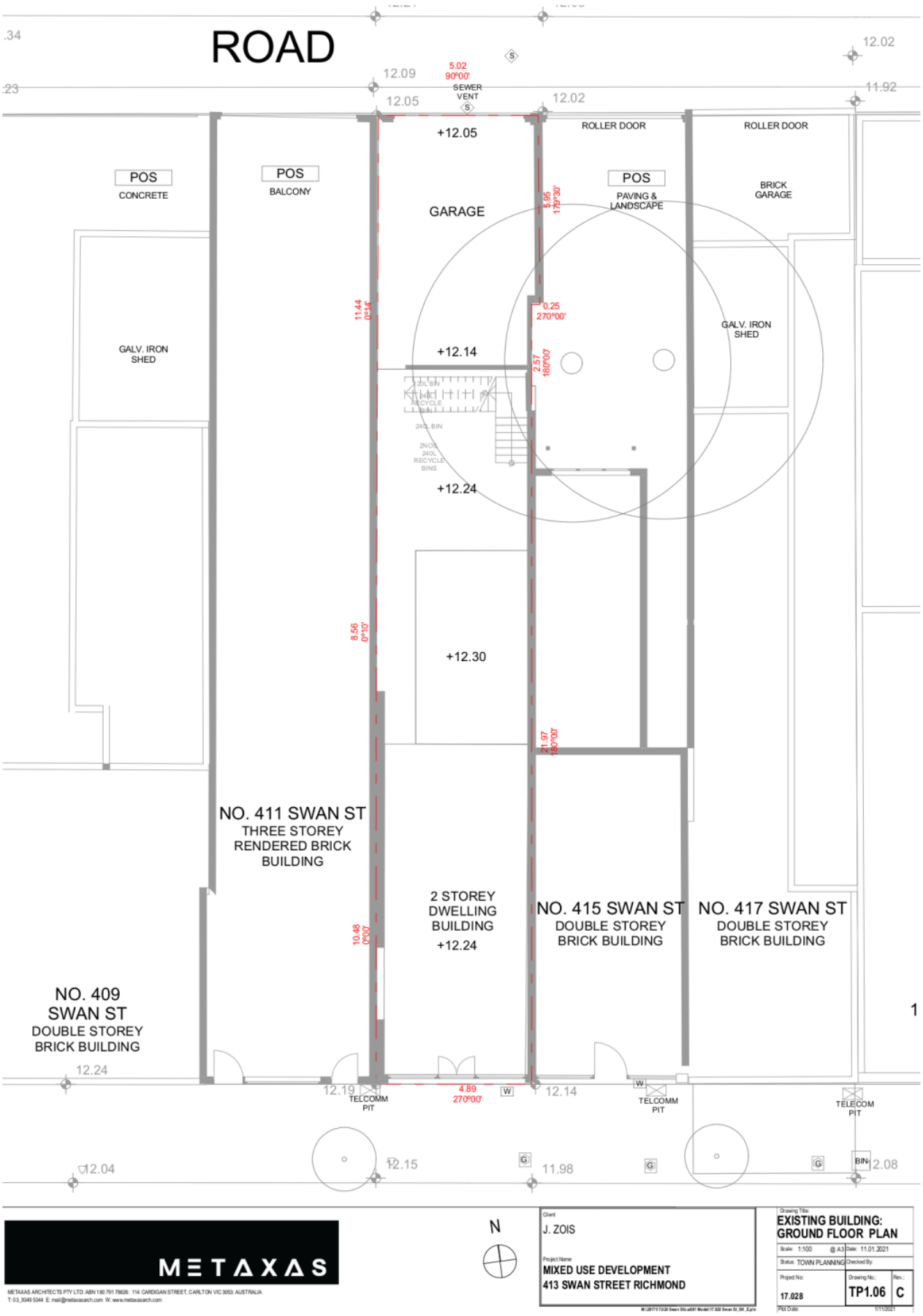
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J. ZOIS

Project Name
MIXED USE DEVELOPMENT
413 SWAN STREET RICHMOND

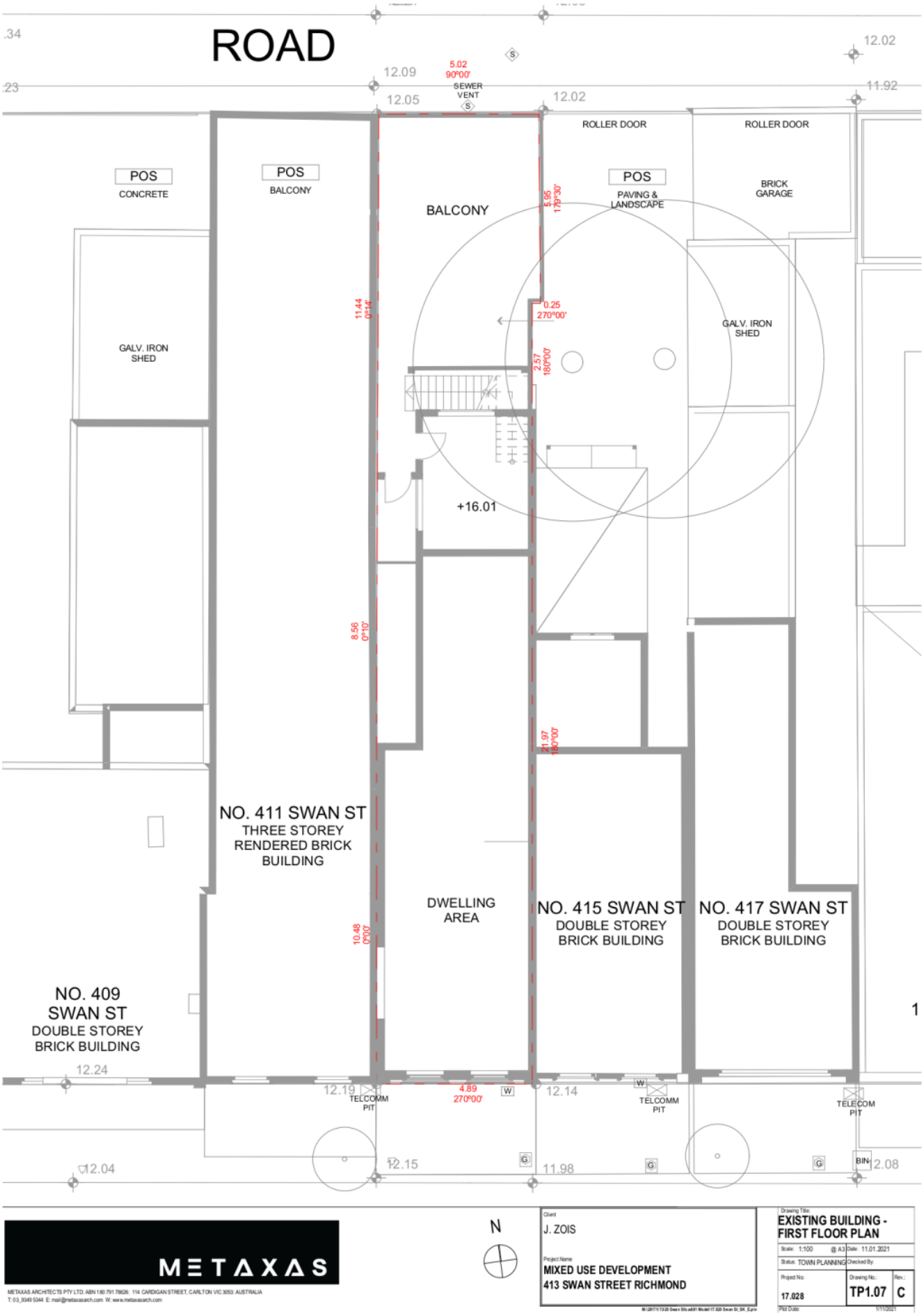
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Drawing No.: TP1.05
Rev.: C
Plot Date: 1/11/2021

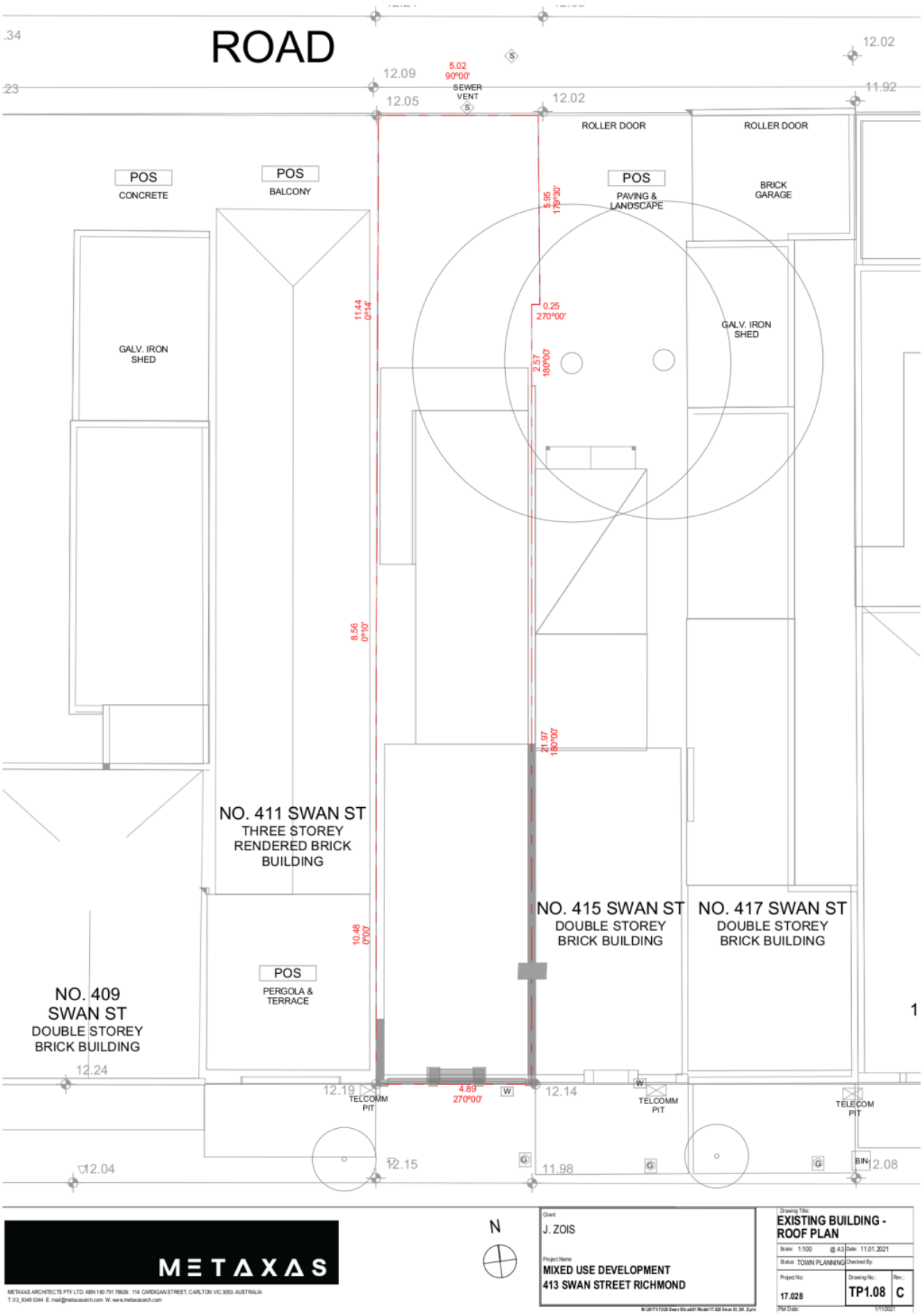
Attachment 6 - "Sketch" plans dated 11/01/2021



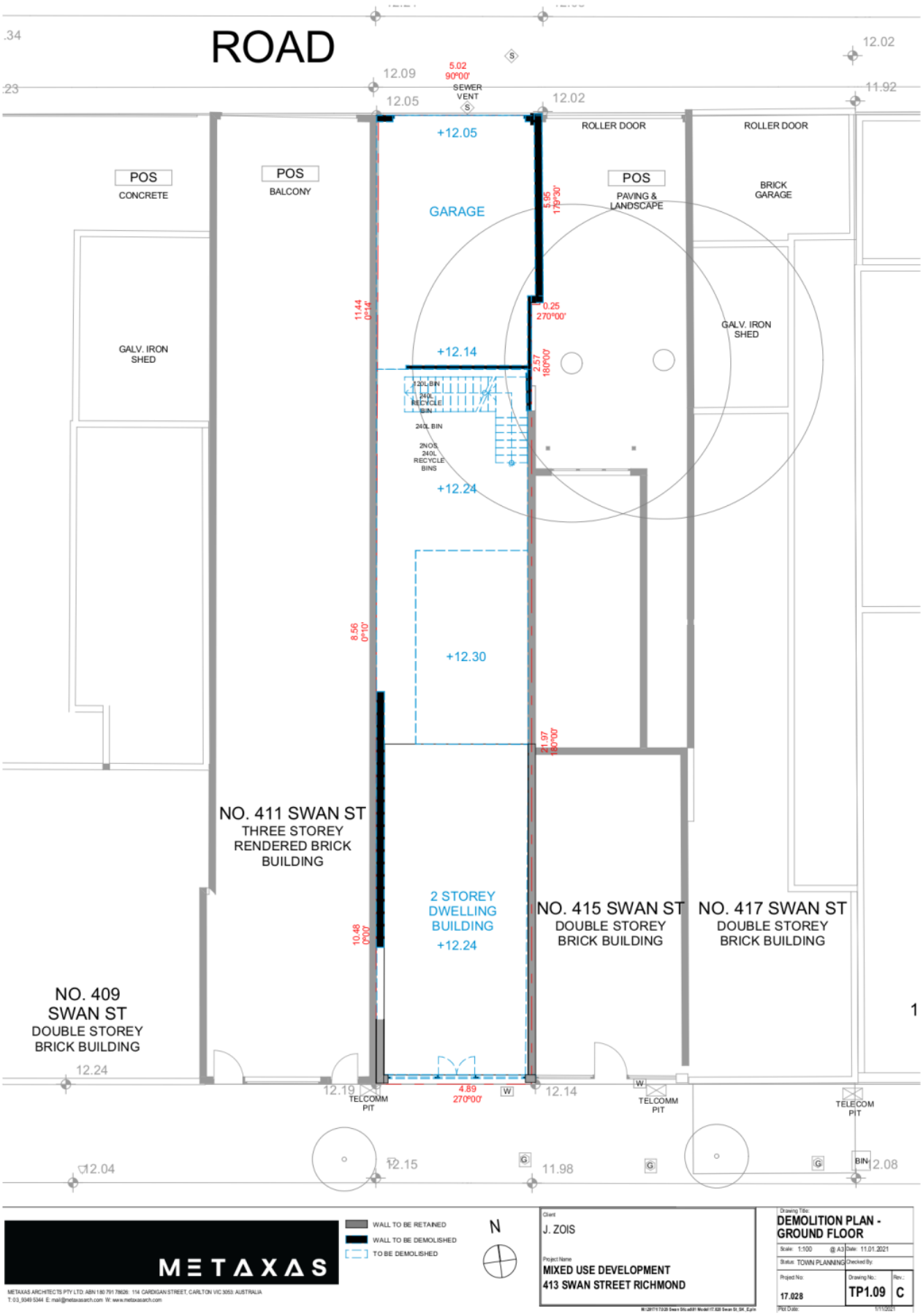
Attachment 6 - "Sketch" plans dated 11/01/2021



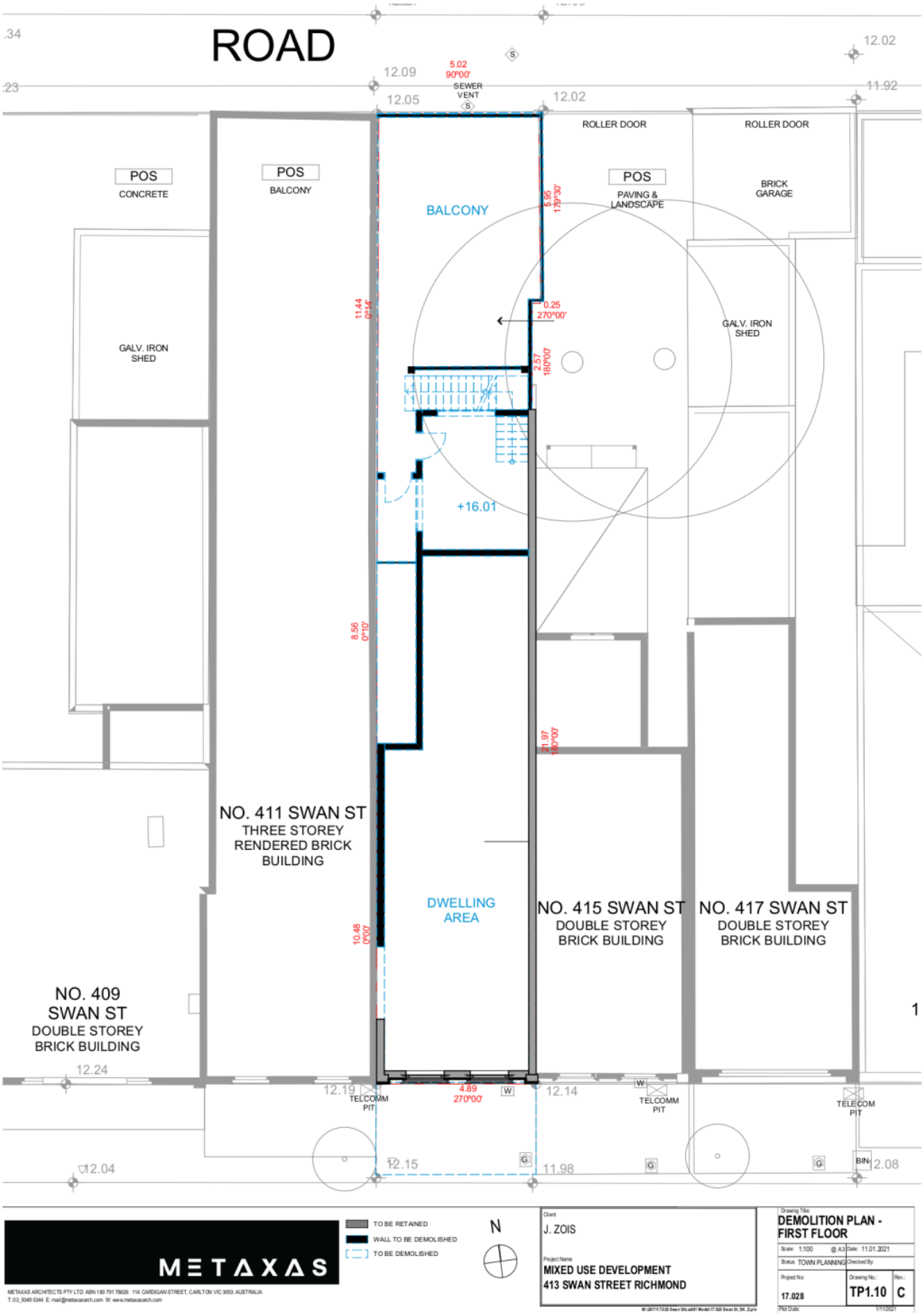
Attachment 6 - "Sketch" plans dated 11/01/2021



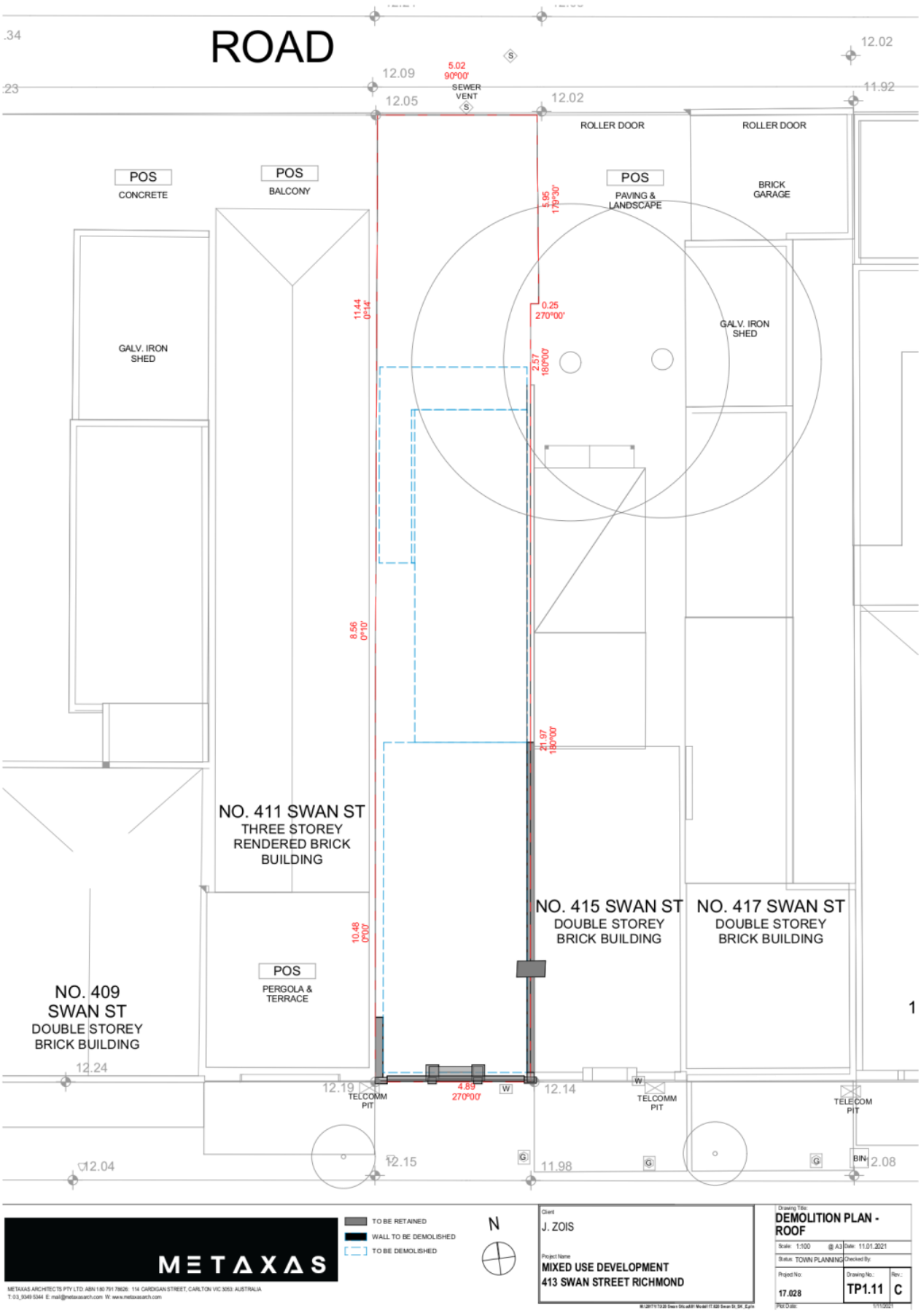
Attachment 6 - "Sketch" plans dated 11/01/2021



Attachment 6 - "Sketch" plans dated 11/01/2021



Attachment 6 - "Sketch" plans dated 11/01/2021



Attachment 6 - "Sketch" plans dated 11/01/2021



SOUTH ELEVATION - EXISTING

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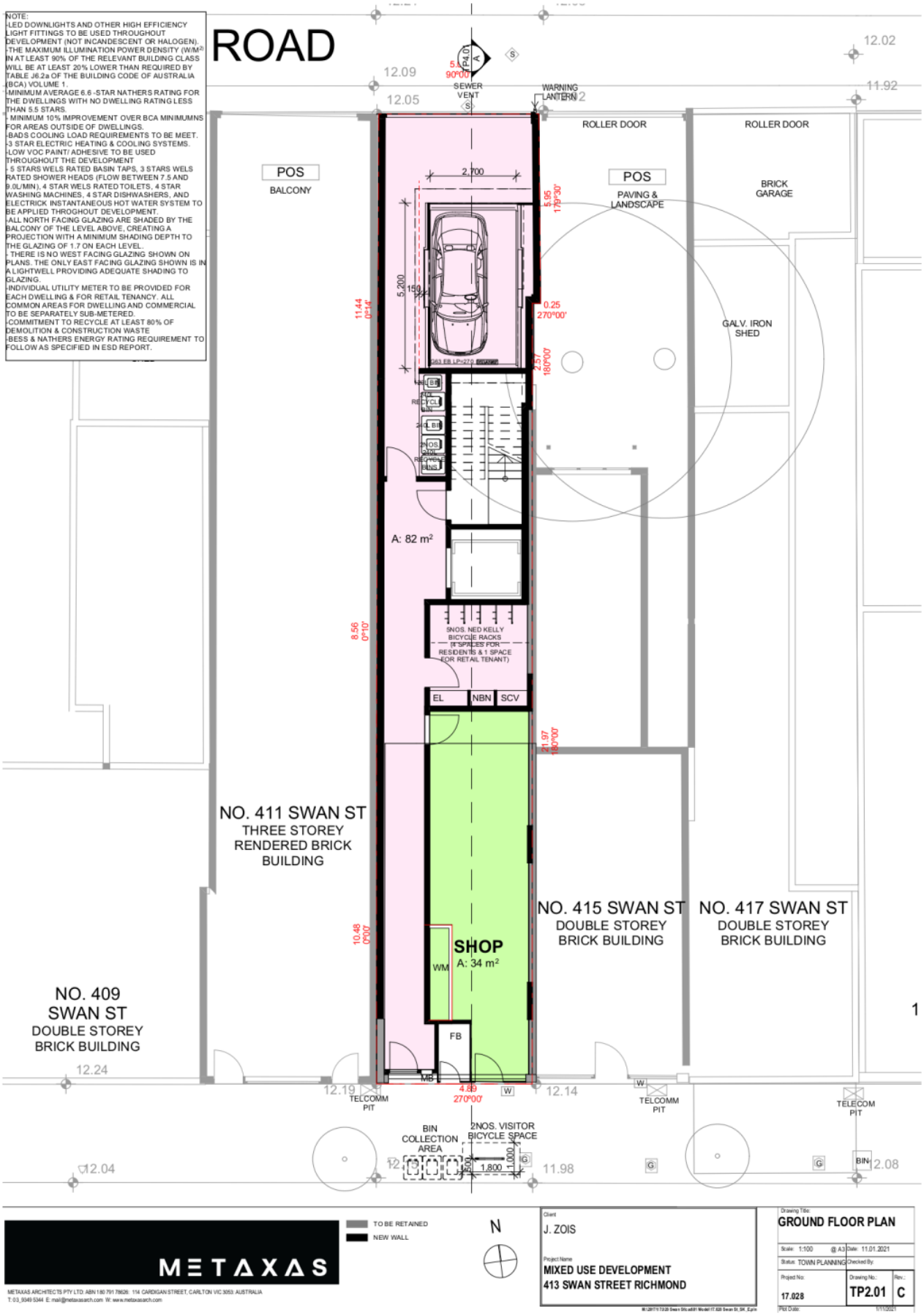
Client
J. ZOIS

Project Name
MIXED USE DEVELOPMENT
413 SWAN STREET RICHMOND

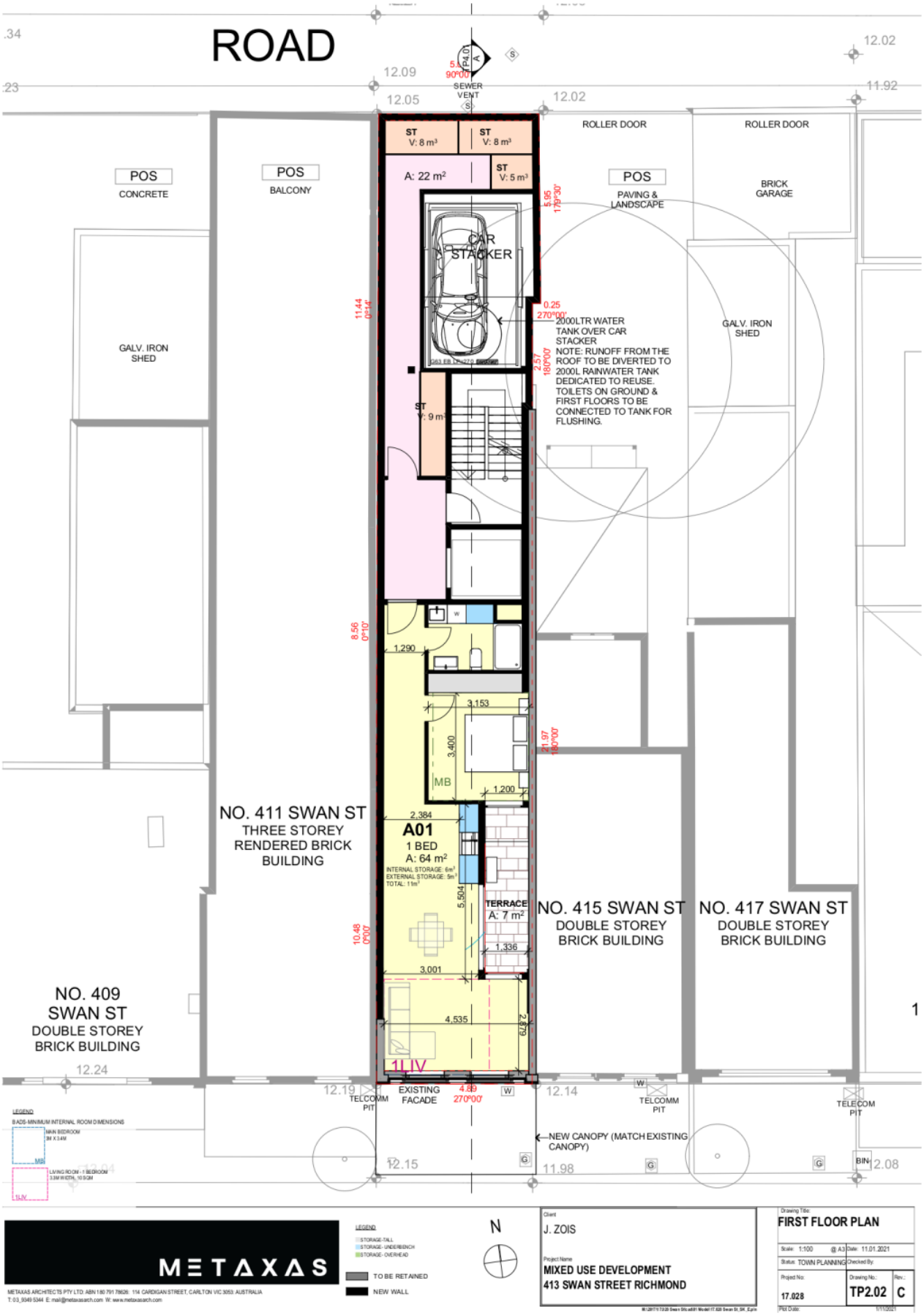
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Scale: 1:100 @ A3 | Date: 11.01.2021
Status: TOWN PLANNING | Checked By:
Project No: 17.028 | Drawing No.: TP1.12 | Rev.: C
Plot Date: 1/11/2021

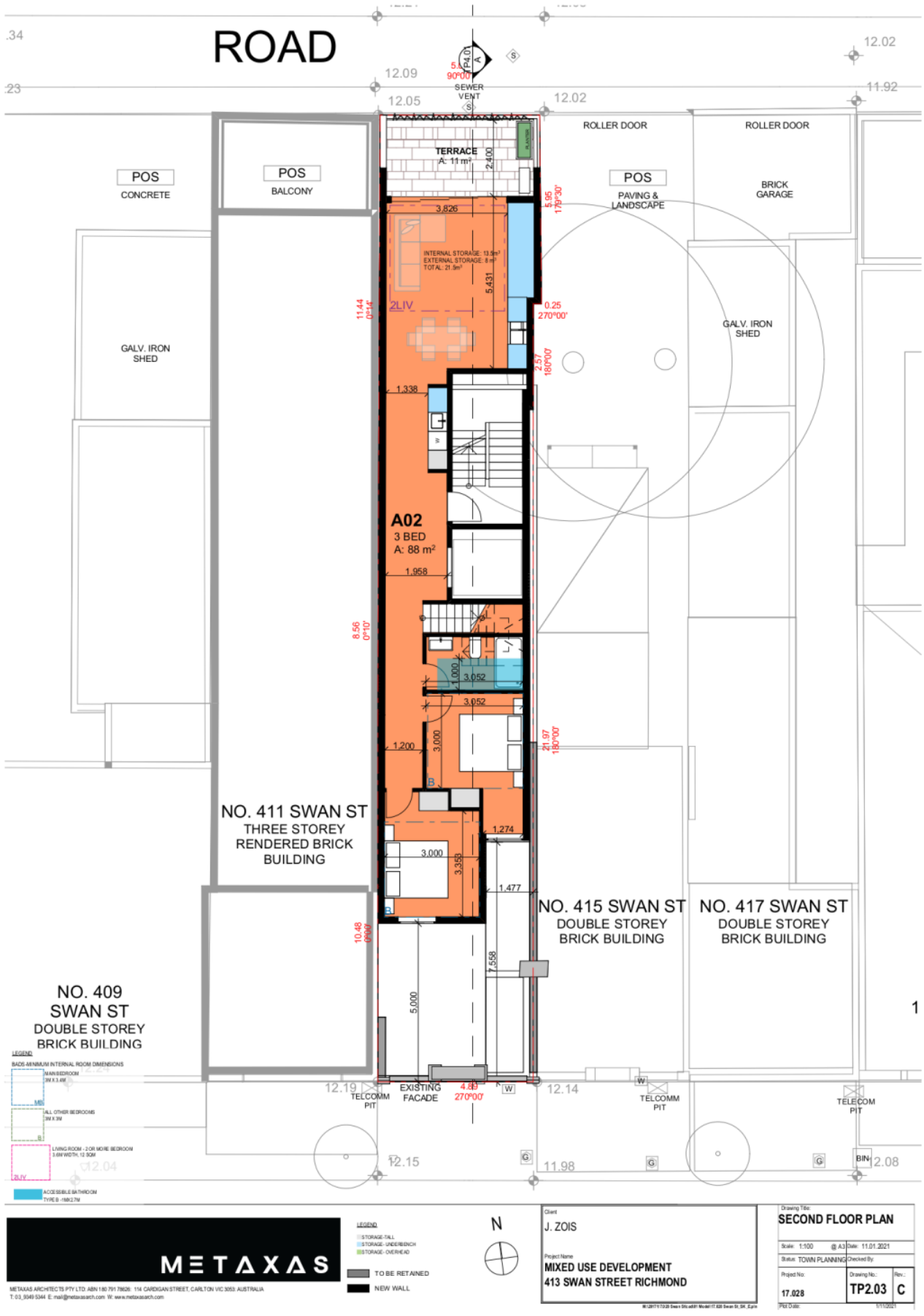
Attachment 6 - "Sketch" plans dated 11/01/2021



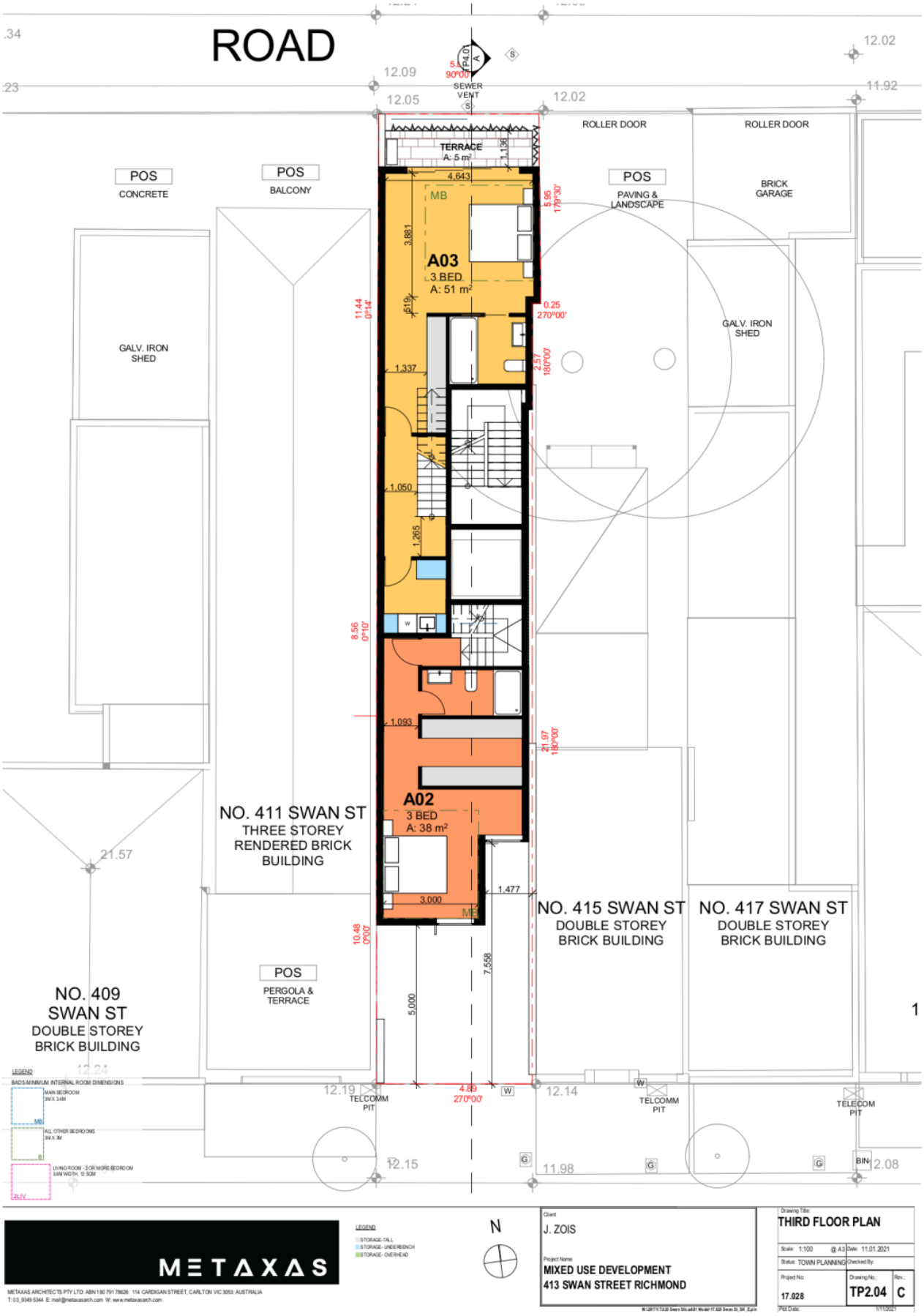
Attachment 6 - "Sketch" plans dated 11/01/2021



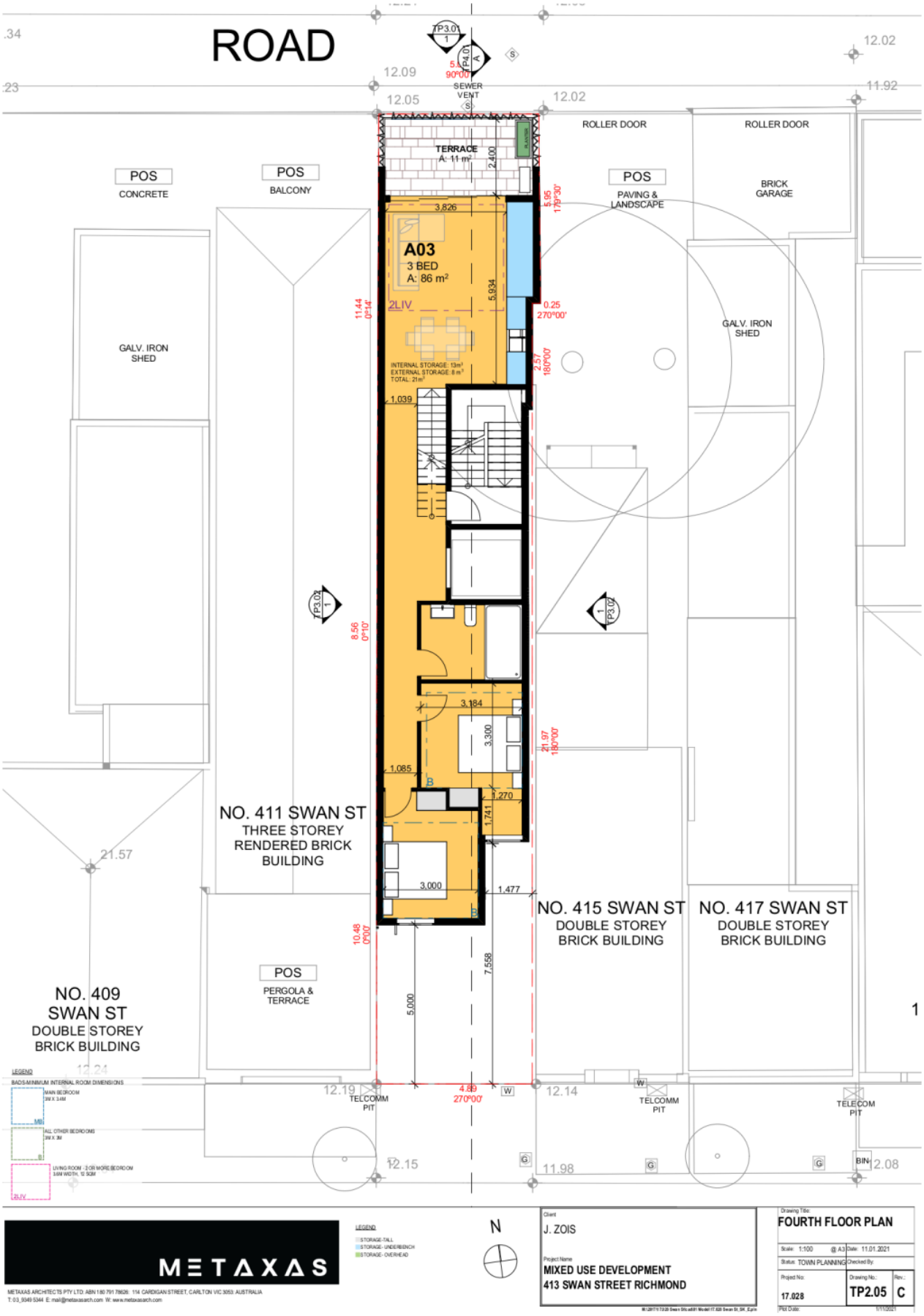
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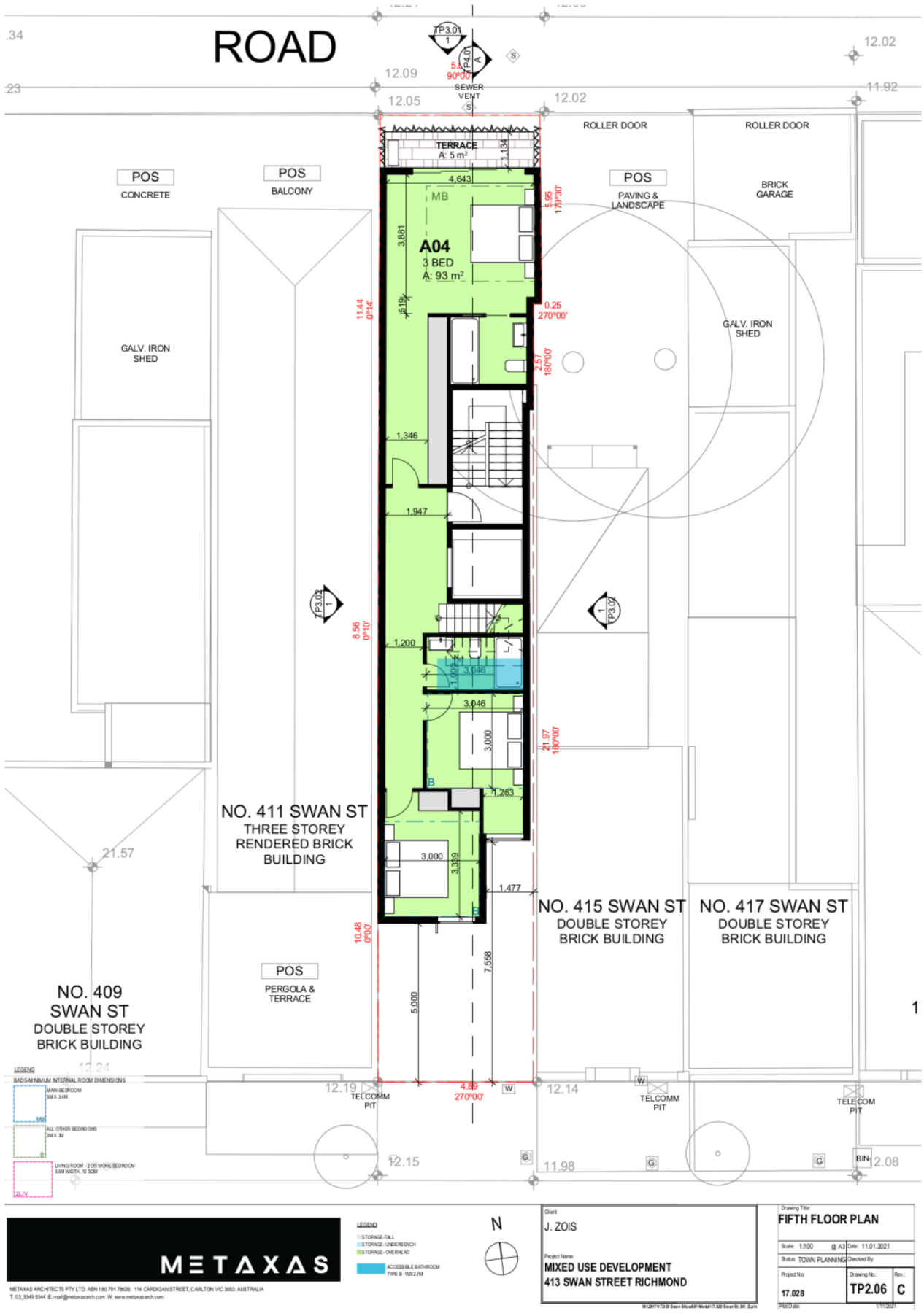
Attachment 6 - "Sketch" plans dated 11/01/2021



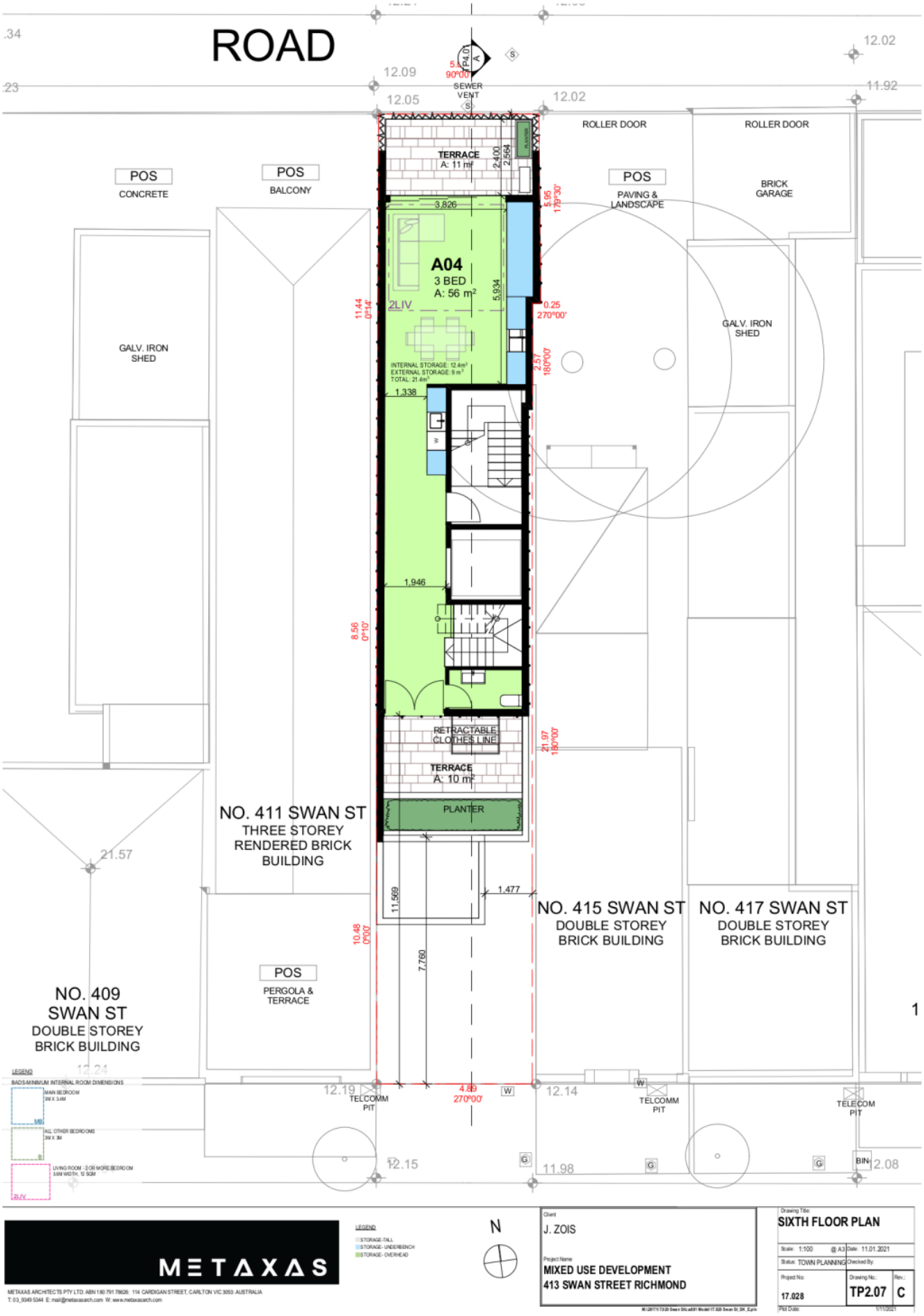
Attachment 6 - "Sketch" plans dated 11/01/2021



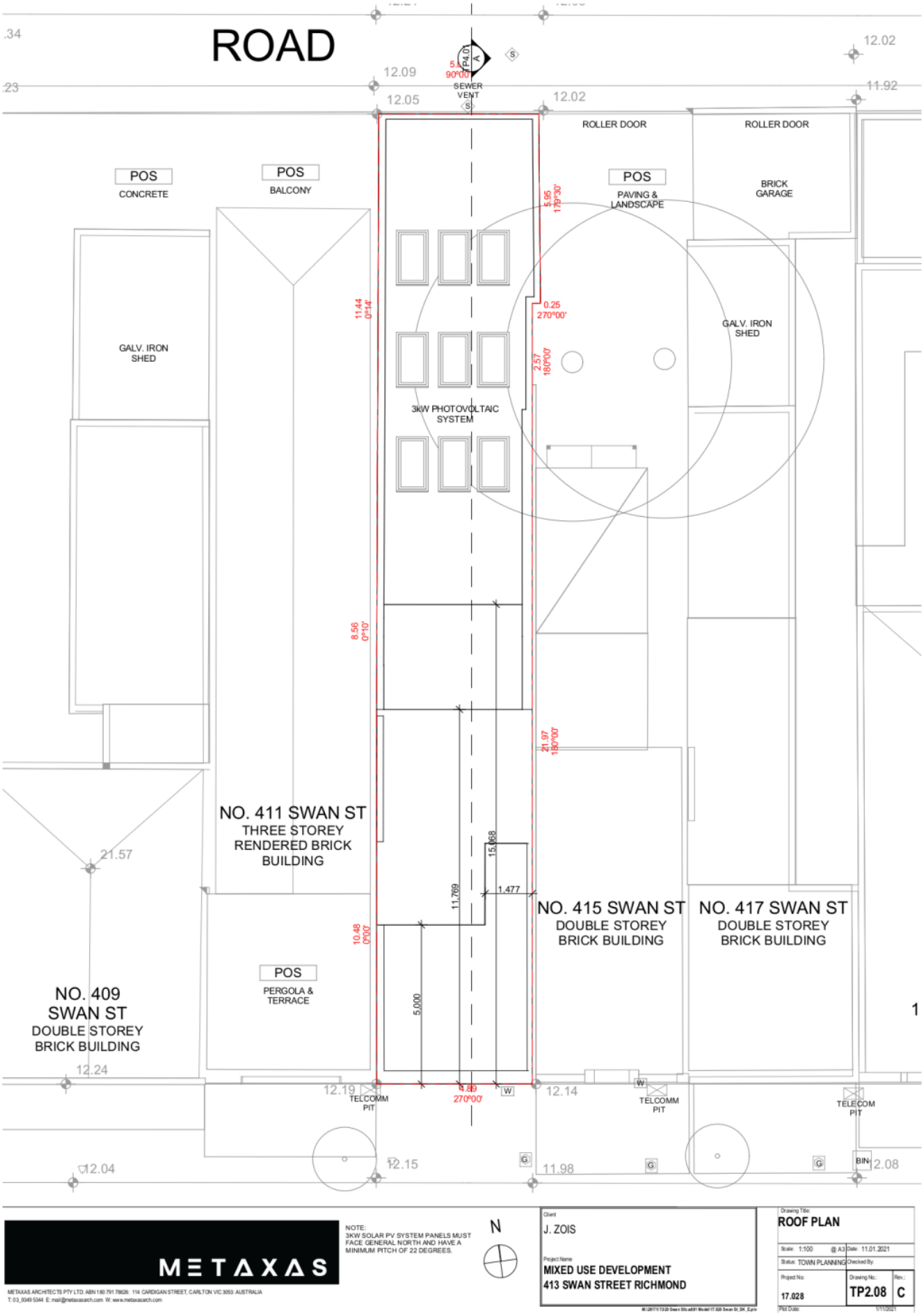
Attachment 6 - "Sketch" plans dated 11/01/2021



Attachment 6 - "Sketch" plans dated 11/01/2021



Attachment 6 - "Sketch" plans dated 11/01/2021



METAXAS

NOTE:
3KW SOLAR PV SYSTEM PANELS MUST FACE GENERAL NORTH AND HAVE A MINIMUM PITCH OF 22 DEGREES.

N

Client: J. ZOIS

Project Name: MIXED USE DEVELOPMENT
413 SWAN STREET RICHMOND

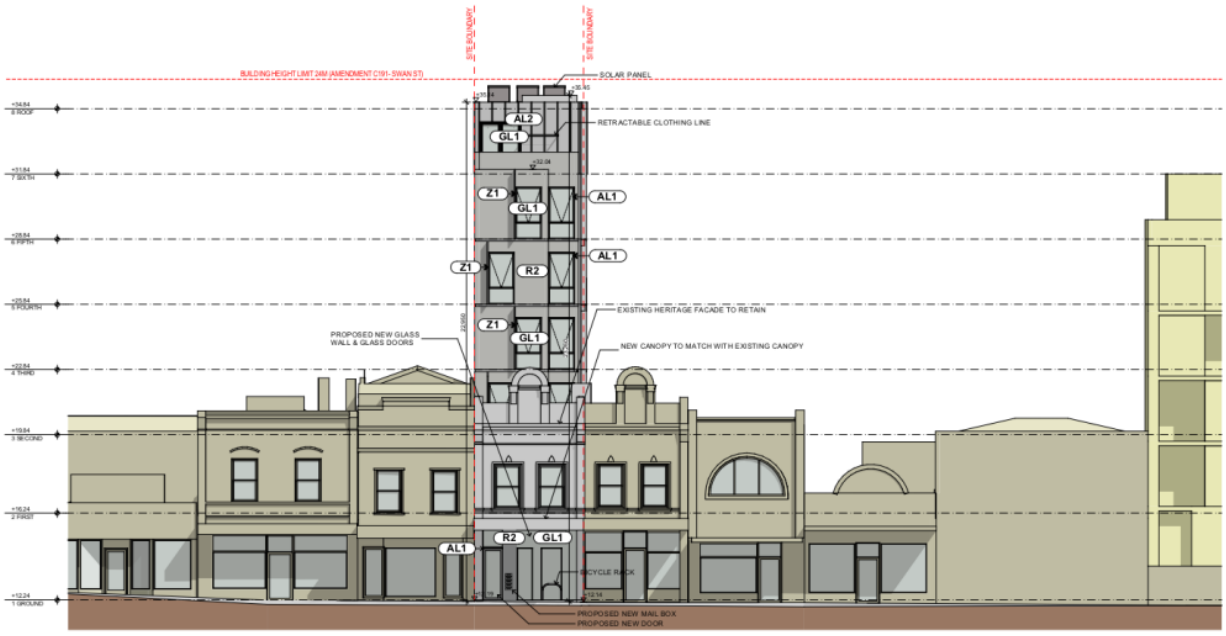
Drawing Title: ROOF PLAN

Scale: 1:100 @ A3 | Date: 11.01.2021

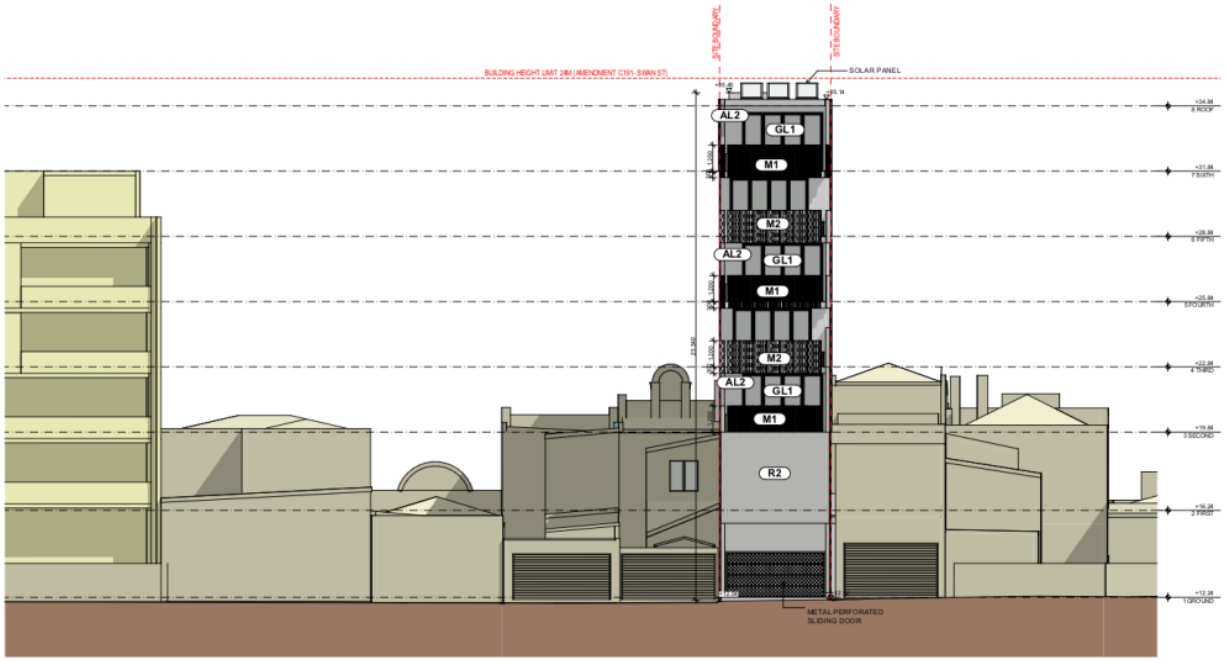
Status: TOWN PLANNING | Checked By:

Project No: 17.028 | Drawing No.: TP2.08 | Rev.: C

Attachment 6 - "Sketch" plans dated 11/01/2021



SOUTH ELEVATION



NORTH ELEVATION

FINISHES LEGEND:

- AL1 POWDER COATED ALUMINIUM FRAME - GREY
- AL2 POWDER COATED ALUMINIUM FRAME - BLACK
- GL1 GLASS - CLEAR
- M1 GALVANISED EXPANDED METAL MESH
- M2 PERFORATED METAL
- R1 RENDERED WALL - DULUX VIVID WHITE
- R2 RENDERED WALL - DULUX TRISTAN GREY
- Z1 ZINC

NOTE:
-NATHERS ENERGY RATING SPECIFICATION TO FOLLOW ESD REPORT.
FOR APARTMENT:
-ALL SLIDING & FIXED GLAZING TO HAVE COMBINED FRAME & GLASS VALUES OF U=4.5 AND SHGC=0.61 (FR5 CODE ALM-006-1)
-ALL OTHER GLAZING TO HAVE COMBINED FRAME AND GLASS VALUES OF U=4.5 AND SHGC=0.50 (FR5 CODE ALM-005-01)
-ANY WINDOWS MAY BE USED AS LONG AS THE U-VALUE DOES NOT EXCEED THE VALUES LISTED AND THE SHGC IS WITHIN A 5% TOLERANCE ABOVE OR BELOW THE VALUES LISTED.

FOR AREAS OUTSIDE OF APARTMENT:
- PART J2 GLAZING VALUES REQUIRED (FRAME AND GLASS: U=3.3 (12% IMPROVEMENT) SHGC=0.58)

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N

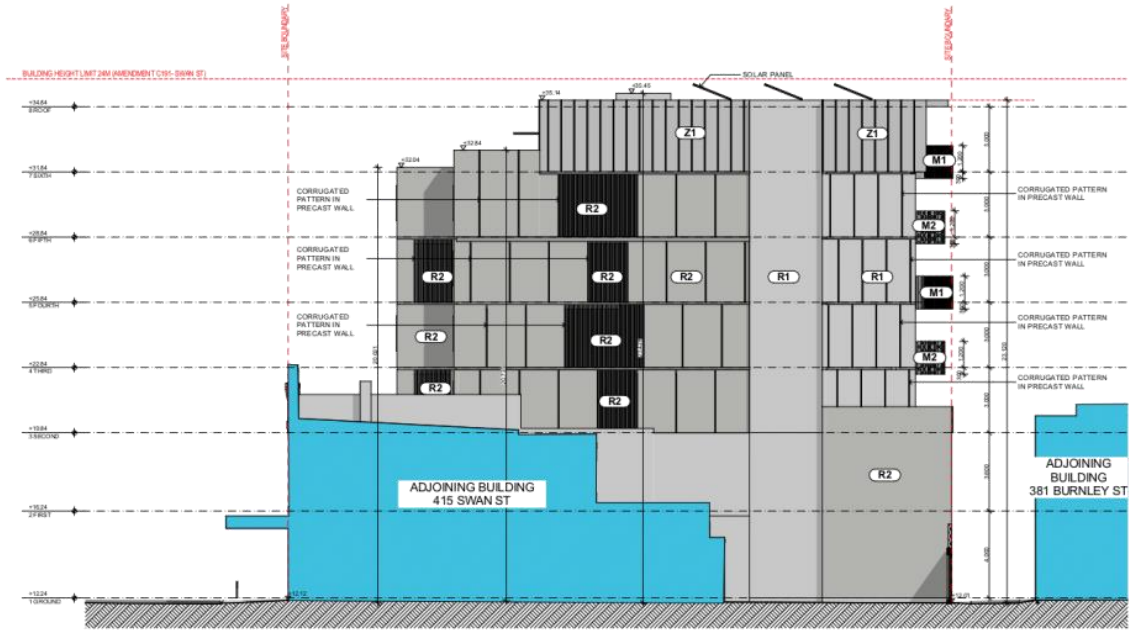
Client: J. ZOIS

Project Name: MIXED USE DEVELOPMENT
413 SWAN STREET RICHMOND

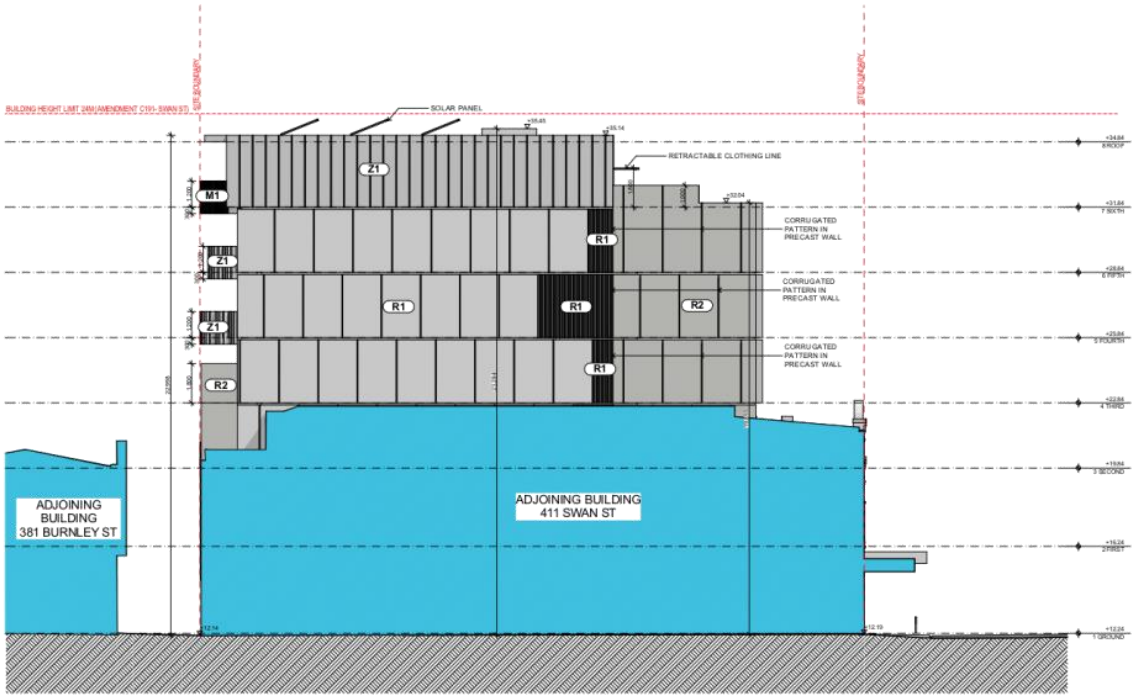
Drawing Title: NORTH & SOUTH ELEVATION

Scale: 1:200 @ A3 | Date: 11.01.2021
Status: TOWN PLANNING | Checked By:
Project No: 17.028 | Drawing No.: TP3.01 | Rev.: C
Plot Date: 1/11/2021

Attachment 6 - "Sketch" plans dated 11/01/2021



EAST ELEVATION



WEST ELEVATION

FINISHES LEGEND:

- AL1 POWDER COATED ALUMINIUM FRAME - GREY
- AL2 POWDER COATED ALUMINIUM FRAME - BLACK
- GL1 GLASS - CLEAR
- M1 GALVANISED EXPANDED METAL MESH
- M2 PERFORATED METAL
- R1 RENDERED WALL - DULUX VIVID WHITE
- R2 RENDERED WALL - DULUX TRISTAN GREY
- Z1 ZINC

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Client: J. ZOIS

Project Name: MIXED USE DEVELOPMENT
413 SWAN STREET RICHMOND

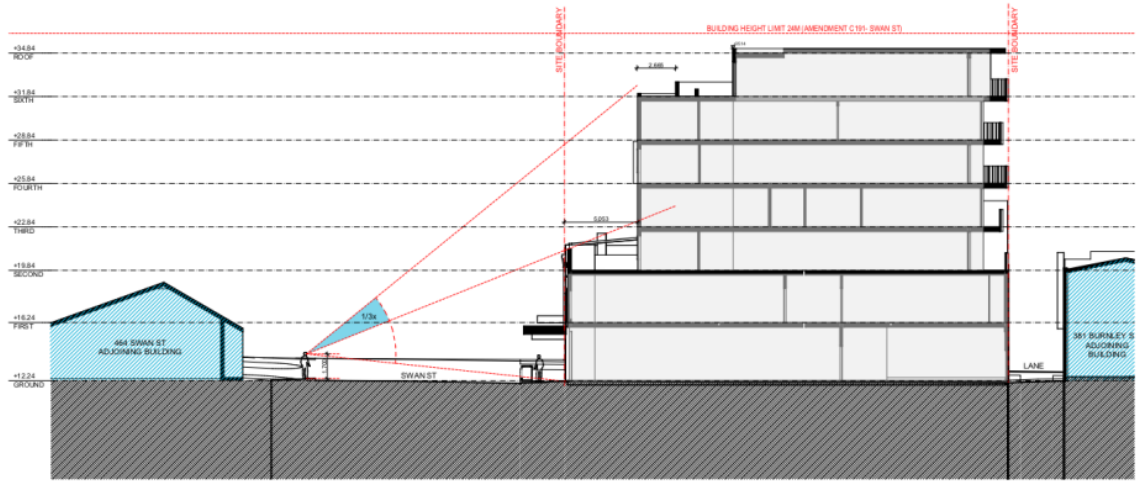
Drawing Title: EAST & WEST ELEVATION

Scale: 1:200 @ A3 | Date: 11.01.2021
Status: TOWN PLANNING | Checked By:
Project No: 17.028 | Drawing No.: TP3.02 | Rev.: C
Plot Date: 1/11/2021

Attachment 6 - "Sketch" plans dated 11/01/2021



SECTION A 1:200



STREET SECTION DIAGRAM 1:300

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Client: J. ZOIS

Project Name: MIXED USE DEVELOPMENT
413 SWAN STREET RICHMOND

Drawing Title: SECTIONS

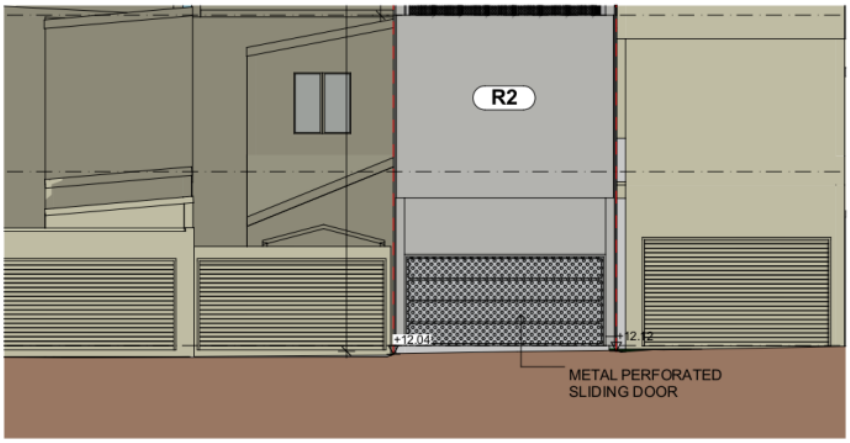
Scale: AS SHOWN @ A3 | Date: 11.01.2021

Status: TOWN PLANNING | Checked By:

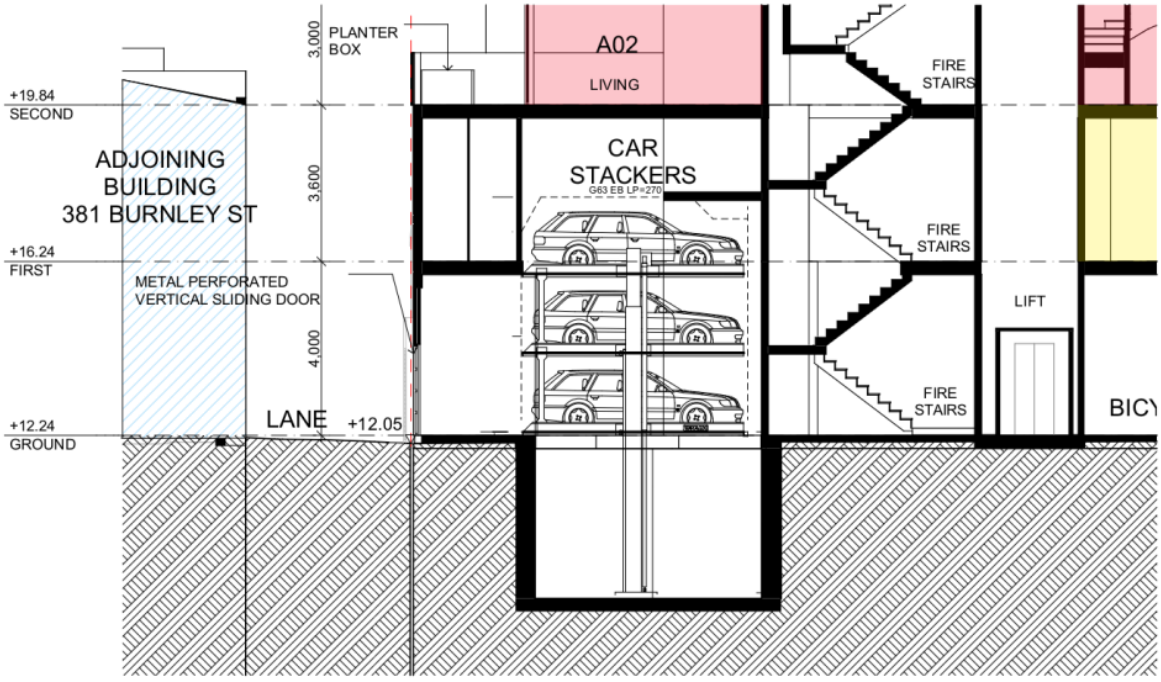
Project No: 17.028 | Drawing No.: TP4.01 | Rev.: C

Plot Date: 1/11/2021

Attachment 6 - "Sketch" plans dated 11/01/2021



NORTH ELEVATION



SECTION A 1:100

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N

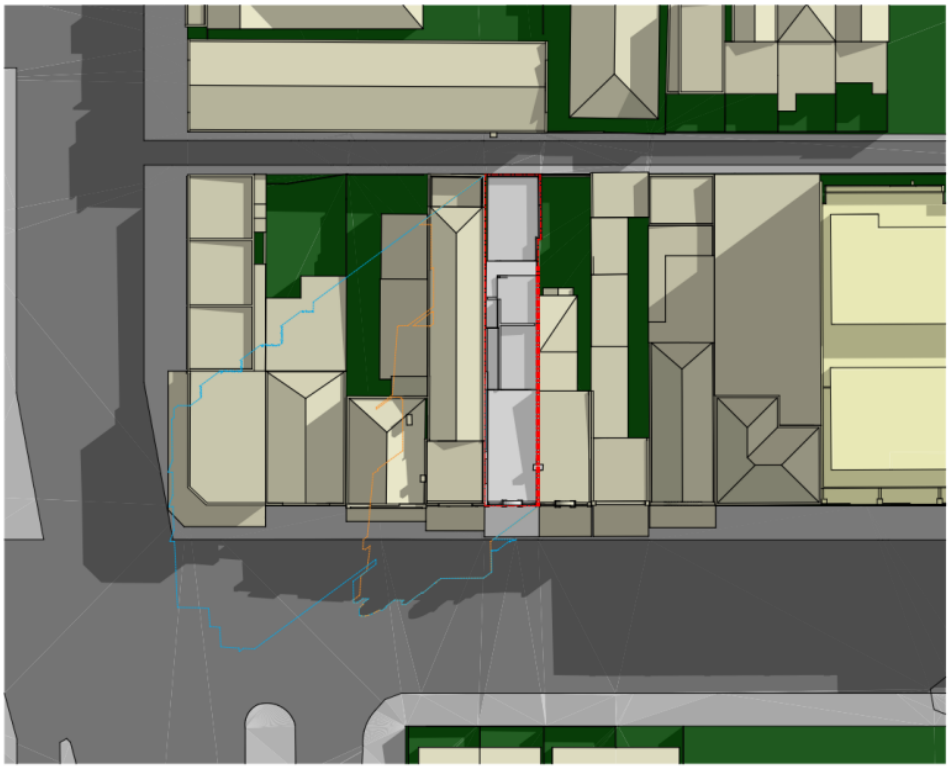
Client
J. ZOIS

Project Name
MIXED USE DEVELOPMENT
413 SWAN STREET RICHMOND

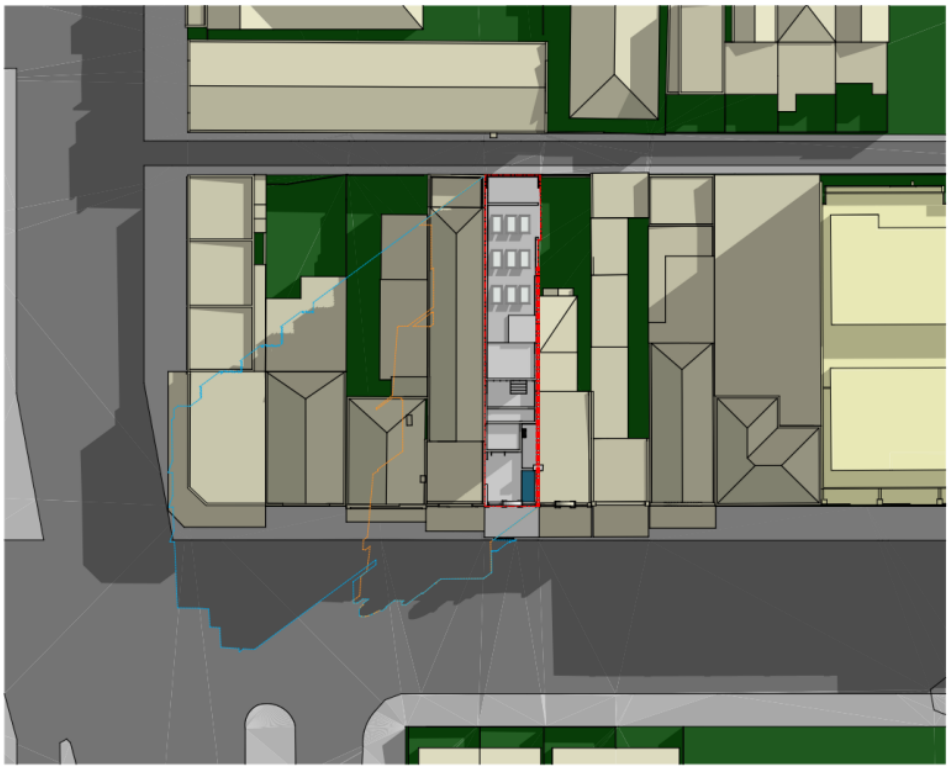
Drawing Title:
GARAGE DOOR DETAIL

Scale: 1:100 @ A3 Date: 11.01.2021
Status: TOWN PLANNING Checked By:
Project No: 17.028
Drawing No.: TP4.02
Rev.: C
Plot Date: 1/11/2021

Attachment 6 - "Sketch" plans dated 11/01/2021



9AM SHADOW DIAGRAM - EXISTING



9AM SHADOW DIAGRAM - PROPOSED

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EXISTING SHADOW ON THE GROUND
PROPOSED SHADOW ON THE GROUND

N

Client
J. ZOIS

Project Name
MIXED USE DEVELOPMENT
413 SWAN STREET RICHMOND

Drawing Title:
9AM SHADOW DIAGRAM (SEPTEMBER EQUINOX)

Scale: 1:400 @ A3 | Date: 11.01.2021
Status: TOWN PLANNING | Checked By:
Project No: 17.028 | Drawing No.: TP5.01 | Rev.: C
Plot Date: 1/11/2021

Attachment 6 - "Sketch" plans dated 11/01/2021



12PM SHADOW DIAGRAM - EXISTING



12PM SHADOW DIAGRAM - PROPOSED

METAXAS

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T: 03_9349 5344 E: mail@metaxasarch.com W: www.metaxasarch.com

EXISTING SHADOW ON THE GROUND
PROPOSED SHADOW ON THE GROUND

N

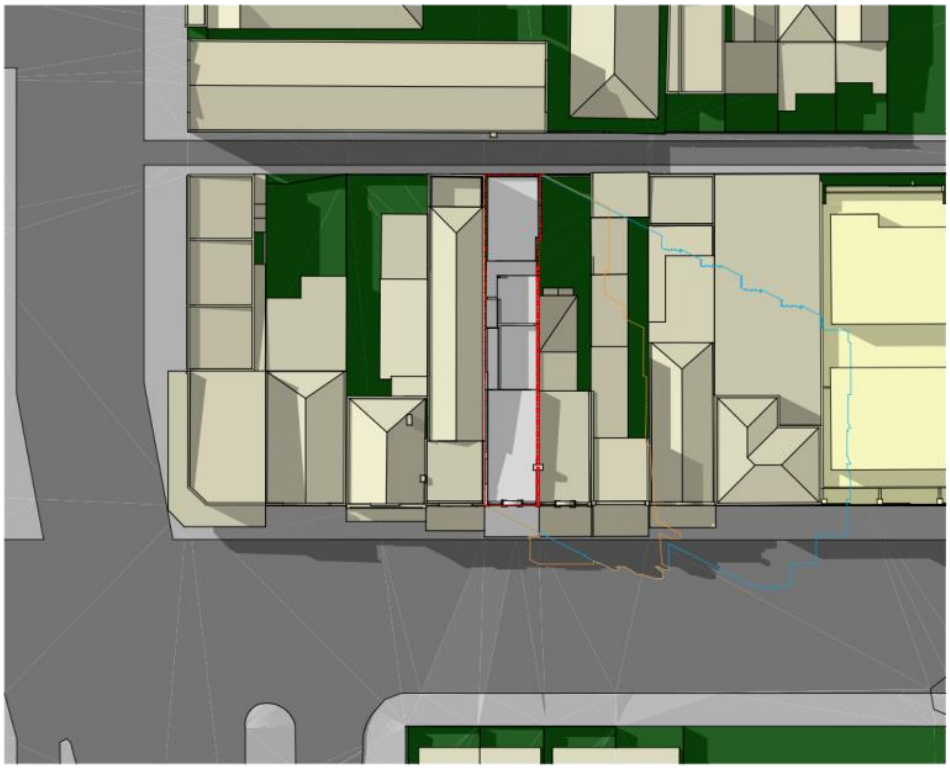
Client
J. ZOIS

Project Name
MIXED USE DEVELOPMENT
413 SWAN STREET RICHMOND

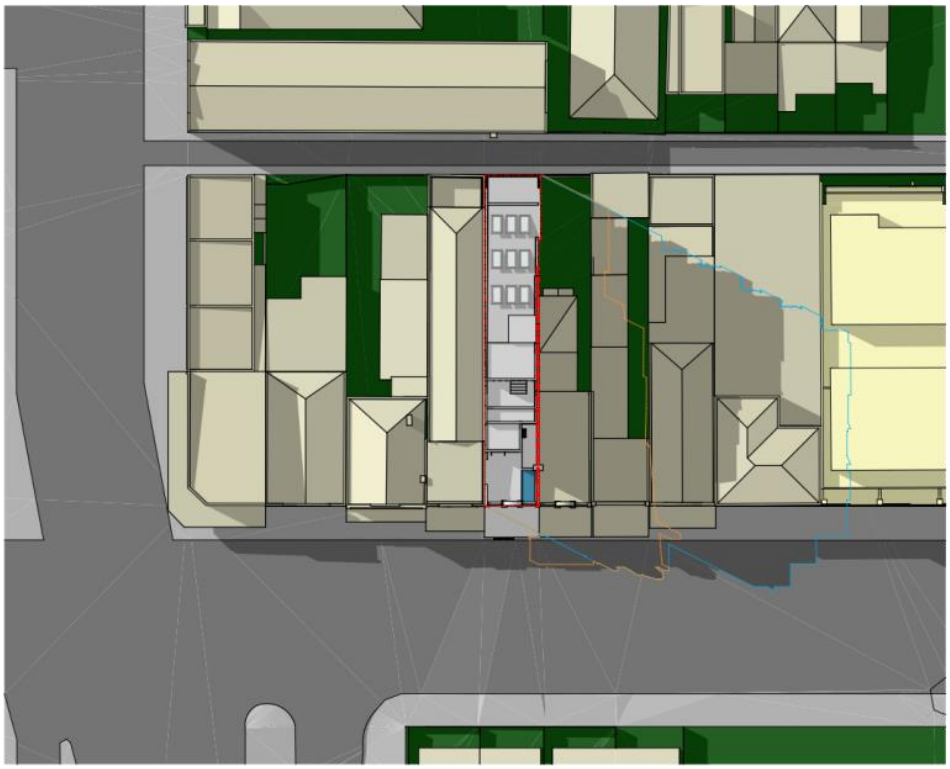
Drawing Title:
12PM SHADOW DIAGRAM (SEPTEMBER EQUINOX)

Scale: 1:400 @ A3 | Date: 11.01.2021
Status: TOWN PLANNING | Checked By:
Project No: 17.028 | Drawing No.: TP5.02 | Rev.: C
Plot Date: 1/11/2021

Attachment 6 - "Sketch" plans dated 11/01/2021



3PM SHADOW DIAGRAM - EXISTING



3PM SHADOW DIAGRAM - PROPOSED

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EXISTING SHADOW ON THE GROUND
PROPOSED SHADOW ON THE GROUND

N

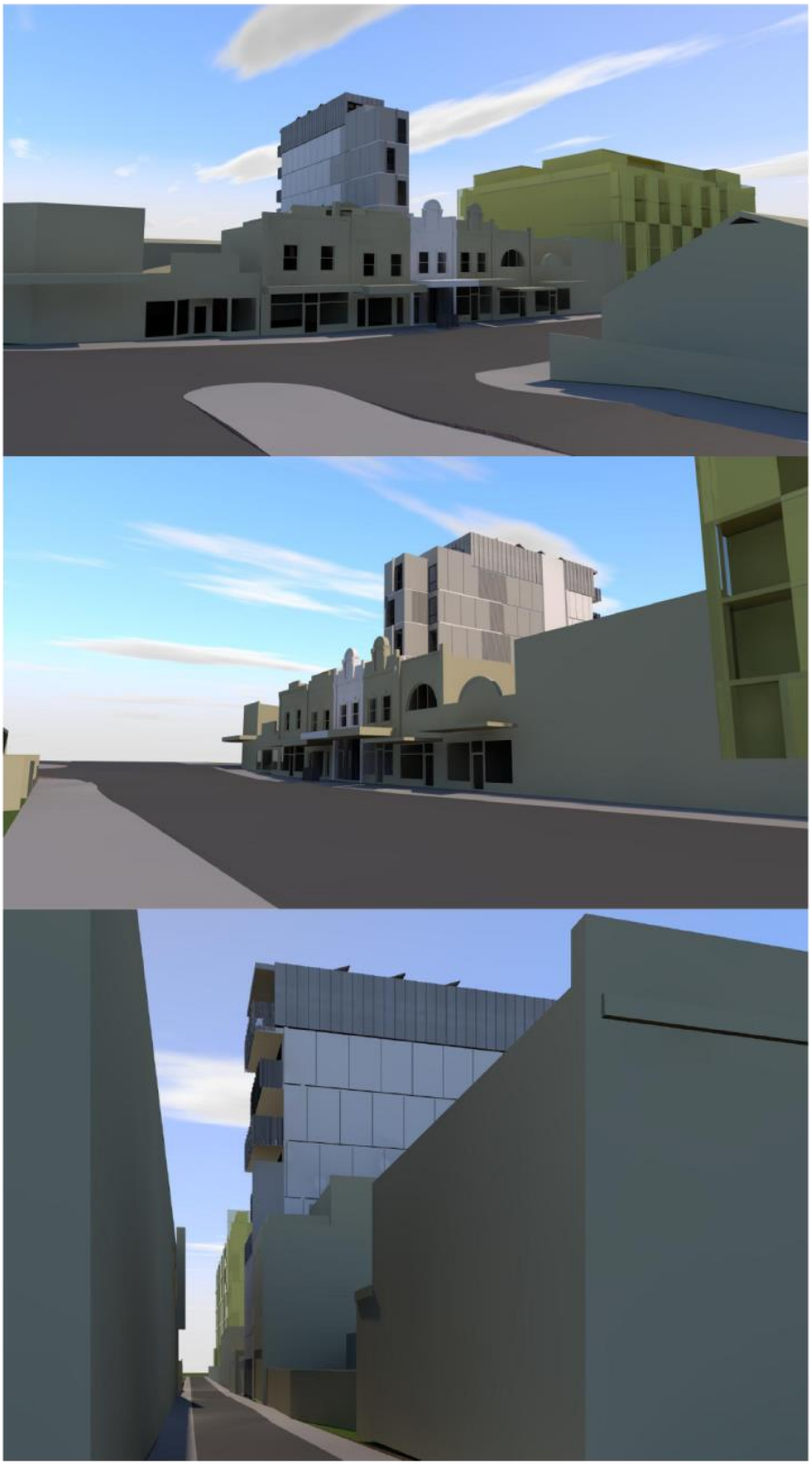
Client
J. ZOIS

Project Name
MIXED USE DEVELOPMENT
413 SWAN STREET RICHMOND

Drawing Title:
3PM SHADOW DIAGRAM (SEPTEMBER EQUINOX)

Scale: 1:400 @ A3 | Date: 11.01.2021
Status: TOWN PLANNING | Checked By:
Project No: 17.028 | Drawing No.: TP5.03 | Rev.: C
Plot Date: 1/11/2021

Attachment 6 - "Sketch" plans dated 11/01/2021



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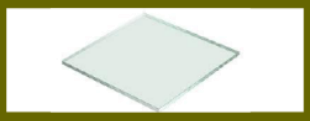
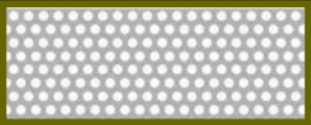
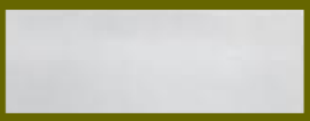
Client
J. ZOIS

Project Name
MIXED USE DEVELOPMENT
413 SWAN STREET RICHMOND

Drawing Title:
VIEWS

Scale: NTS @ A3 Date: 11.01.2021
Status: TOWN PLANNING Checked By:
Project No: 17.028
Drawing No.: TP6.01
Rev.: C
Plot Date: 1/11/2021

Attachment 6 - "Sketch" plans dated 11/01/2021

AL1	POWDER COATED ALUMINIUM FRAME -GREY	
AL2	POWDER COATED ALUMINIUM FRAME -BLACK	
GL1	GLASS-CLEAR	
M1	GALVANIZED EXPANDED METAL MESH	
M2	PERFORATED METAL	
R1	RENDERED WALL -DULUX VIVID WHITE	
R2	RENDERED WALL -DULUX GREY DAZE	
Z1	ZINC	

METAXAS

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N

Client
J. ZOIS

Project Name
MIXED USE DEVELOPMENT
413 SWAN STREET RICHMOND

Drawing Title:
FINISHES SCHEDULE

Scale: NTS @ A3 Date: 11.01.2021
Status: TOWN PLANNING Checked By:
Project No: 17.028
Drawing No.: TP7.01
Rev.: C
Plot Date: 1/12/2021

Attachment 6 - "Sketch" plans dated 11/01/2021

DEVELOPMENT SUMMARY

	UNIT	FLOOR AREA (sqm)	TERRACE AREA	TOTAL	INT. STORAGE (sqm)	EXT. STORAGE (sqm)	1 BED	2 BEDS	3EDS	NO. UNITS
GROUND FLOOR	RETAIL	34								
	passage/garage	82								
LEVEL 01	A01	67	7	74	6	5	1			1
	passage	22								
LEVEL 02 &03	A02	126	11	137	13.5	8			1	1
LEVEL 03 &04	A03	137	16	153	15	8			1	1
LEVEL 05 & 06	A04	149	21	170	12.4	9			1	1
OVERALL TOTAL		617	55	534	46.9	30	1	0	3	4

	NUMBER PROVIDED
STORAGE CAGES	4
BICYCLE PARKING	7 spaces
CAR PARKING	3 car spaces

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N

Client: J. ZOIS

Project Name: MIXED USE DEVELOPMENT
413 SWAN STREET RICHMOND

Drawing Title: DEVELOPMENT SUMMARY

Scale: NTS @ A3 | Date: 11.01.2021
Status: TOWN PLANNING | Checked By:
Project No: 17.028 | Drawing No.: TP7.02 | Rev.: C
Plot Date: 1/11/2021

Attachment 7 - External and Internal Referral Advice Collated

Department of Transport

GPO Box 2392
Melbourne, VIC 3001 Australia
Telephone: +61 3 9651 9999
www.transport.vic.gov.au
DX 201292

26/2/2021

John Theodosakis
Yarra City Council
PO BOX 168
RICHMOND VIC 3121

Dear Mr. Theodosakis,

PLANNING APPLICATION NO.:	**PLN19/0665**
DEPARTMENT REFERENCE NO:	**PPR 33449/20**
PROPERTY ADDRESS:	**413 SWAN STREET, RICHMOND VIC 3121**

Section 52 – No objection subject to conditions being imposed

Thank you for providing notice under Section 52 of the *Planning and Environment Act 1987*.

The Head, Transport for Victoria in consultation with CityLink has considered this application and does not object to the grant of a permit subject to the following conditions be included in the planning permit:

1. *The permit holder must avoid disruption to tram operation along Swan Street during the construction of the development. Any planned disruptions to tram operation during construction and mitigation measures must be communicated to and approved by the Head, Transport for Victoria and Yarra Trams a minimum of thirty five days (35) prior. The permit holder must ensure that all track, tram and overhead infrastructure is not damaged. Any damage to public transport infrastructure must be rectified to the satisfaction of the Head, Transport for Victoria at the full cost of the permit holder.*

Note:

a. *Separate consent may be required from Head, Transport for Victoria under the Road Management Act 2004 for buildings and works undertaken outside the title boundary within a Road Zone Category 1 (Swan Street). Please contact Head, Transport for Victoria prior to commencing any works.*

Please forward a copy of any decision to this office as required under Section 64 of the *Planning and Environment Act 1987*.

Should you have any enquiries regarding this matter, please contact Gillian Menegas on 9313-1148 or Gillian.Menegas@roads.vic.gov.au.

Yours sincerely
Gillian Menegas

Gillian Menegas
SENIOR PLANNER- Statutory Planning Referrals Metro North West Region

Under delegation from the Head, Transport for Victoria
26/02/2021

VICTORIA State Government

Attachment 7 - External and Internal Referral Advice Collated

CITY OF YARRA

MeMO

TO:	John Theodosakis (Statutory Planning)
FROM:	Amruta Pandhe (Urban Design)
DATE:	22 July 2020
SUBJECT:	413 Swan Street, Richmond
APPLICATION NO:	PLN19/0655
DESCRIPTION:	Part demolition to allow for the construction of a 7 storey building for the purpose of dwelling with a ground level shop

COMMENTS SOUGHT

Urban Design comments have been sought on built form and streetscape matters.

These set of comments are provided on the plans prepared by Metaxas dated 30 March 2020.

COMMENTS SUMMARY

The proposal is not supported in its current form. In summary, the following changes are recommended to make the proposal more acceptable from an urban design perspective. The rationale behind these changes is explained in more detail overleaf.

- The overall built form and architecture of the proposal are not acceptable.
- There are concerns regarding Swan Street facade as it does not contribute positively to the streetscape character and does not reflect the use of development.
- The material palette does not respond to the context and needs to be reconsidered.
- The internal layout presents concerns regarding its functionality and amenity.

DEVELOPMENT PROPOSAL

The development proposes construction of a seven storey development incorporating shop on ground floor and apartments in the levels above. The proposal provides main pedestrian and bicycle entries from Swan Street and vehicular entry from rear laneway.

URBAN DESIGN FEEDBACK

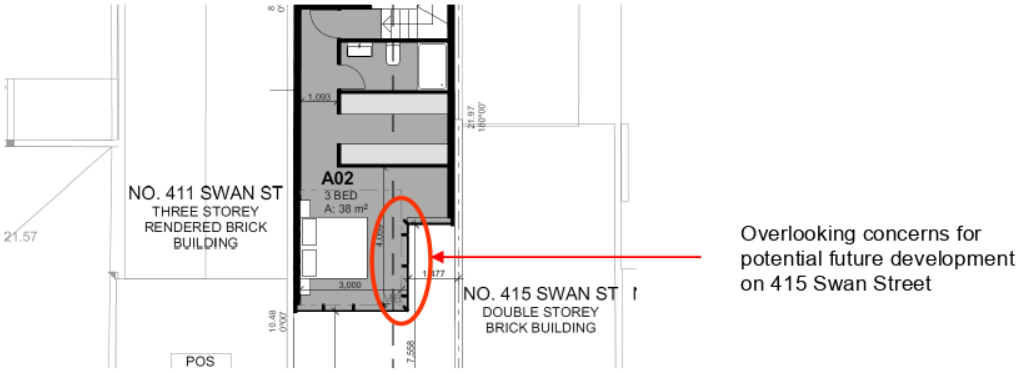
- **Overall Built Form**

The site is located on Swan Street in an intact heritage streetscape section. Even though the site sits within an activity centre where growth is envisaged the proposal seems like an overdevelopment. The site width is only 5m and the development presents a skinny tall form which will be visually dominant from the surrounding streets. The overall architecture of the form does not respond to the streetscape character, particularly the fine grain heritage character of Swan Street. Overall the built form and poor architecture of the building is not acceptable from an urban design perspective.

Further the appearance of the building does not reflect its use. The proposal is for an apartment building but it looks like an office building from Swan Street which is not supported. On the contrary the northern facade

along laneway is very busy with use of multiple materials. The design of the upper levels for the Swan Street frontage needs more articulation in form. The design will be benefit if the form reflects the use of the building. Given the scale of the development it is important that the upper levels provides an interesting form by balancing light and shadow through use of recessed windows, balconies, integrating shading, etc.

The large expanses of blank wall along east and west façade will make the development appear more dominant from street views till the adjacent sites are visible. It is understood that these are provided to ensure equitable development opportunities of adjacent sites. The design will benefit by providing some level of articulation or design or texture so the development does not detract from the fine grain character of the streetscape when viewed from oblique views. The use of glass along the east elevation raises overlooking concerns for potential future development on 415 Swan Street.



Third Floor Plan

The site is within a Design and Development Overlay (DDO 17) which provides guidelines for heights and setbacks. Please refer to Strategic Planning advice for detail assessment against compliance with the DDO.

- **Materials and Finishes**

Clause 22.10 seeks that developments use massing or articulation or changes of surface treatment or a combination of these, to relate taller buildings to the scale of their surrounds, and to diminish visual bulk. It seeks new development to use sympathetic materials and finishes to ensure new development positively responds to the context.

The proposed development does not achieve any of the above and hence the material palette is not acceptable. Swan Street façade is dominated with glazing which does not respond appropriately to streetscape character and precludes from providing sufficient visual interest in the façade. Hence, it is recommended to relook into the design of southern elevation so it provides an engaging façade with right balance of glazing and non-glazing materials.

The use of metal mesh and perforated metal along the lane presents a poor look. Please confirm if the material for top level is comprised of zinc or rendered wall. East Elevation shows zinc (Z1), West elevation shows grey rendered wall (R2) and South Elevation shows white rendered wall (R1).

- **Other**

There are concerns with the internal layout of the proposal where majority of the internal spaces are occupied by corridors and stairs. The configuration of the stairs and the lift creates lot of unusable areas around them for all levels. There are number of bedrooms that present potential internal amenity issues. There are also concerns regarding the amenity of the terraces along the laneway. Hence, overall there needs to be careful consideration given to the amenity of the apartments.

In general the apartment layout will not cater to the needs of people with limited mobility.

Please confirm if all the kitchen, bedroom and bathroom fixtures and furniture's are shown to the right scale.

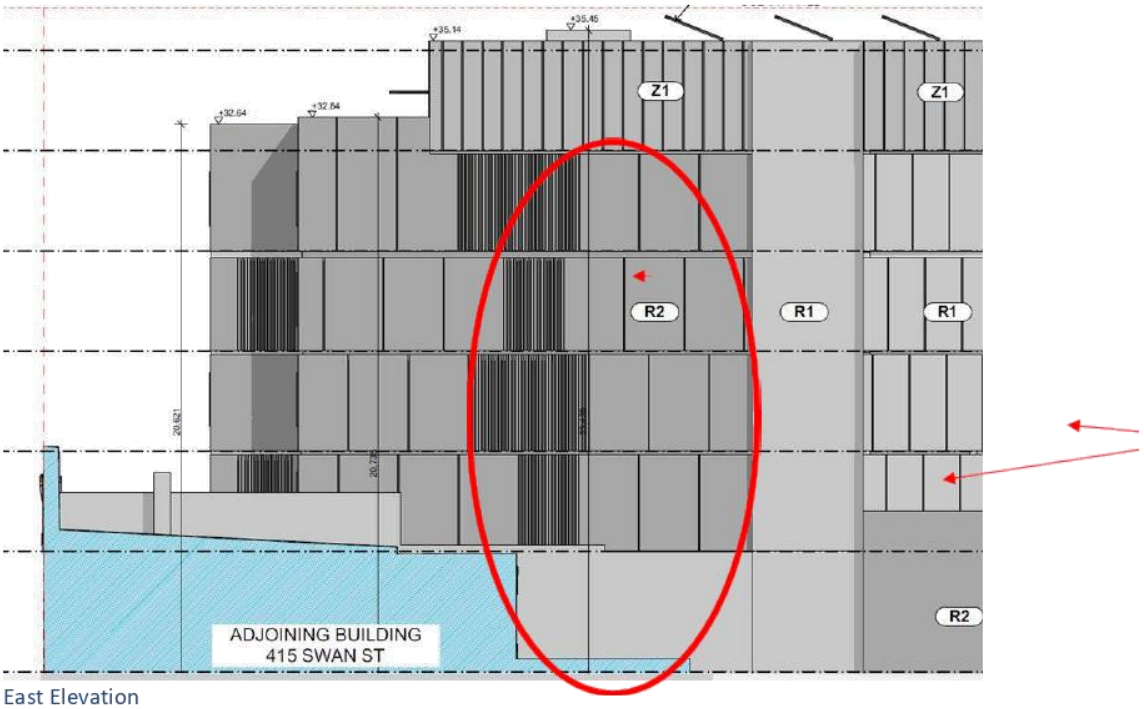
Attachment 7 - External and Internal Referral Advice Collated

From: Pandhe, Amruta <Amruta.Pandhe@yarracity.vic.gov.au>
Sent: Wednesday, 21 October 2020 4:16 PM
To: Theodosakis, John <John.Theodosakis@yarracity.vic.gov.au>
Subject: RE: 413 Swan Street, Richmond

Hi John

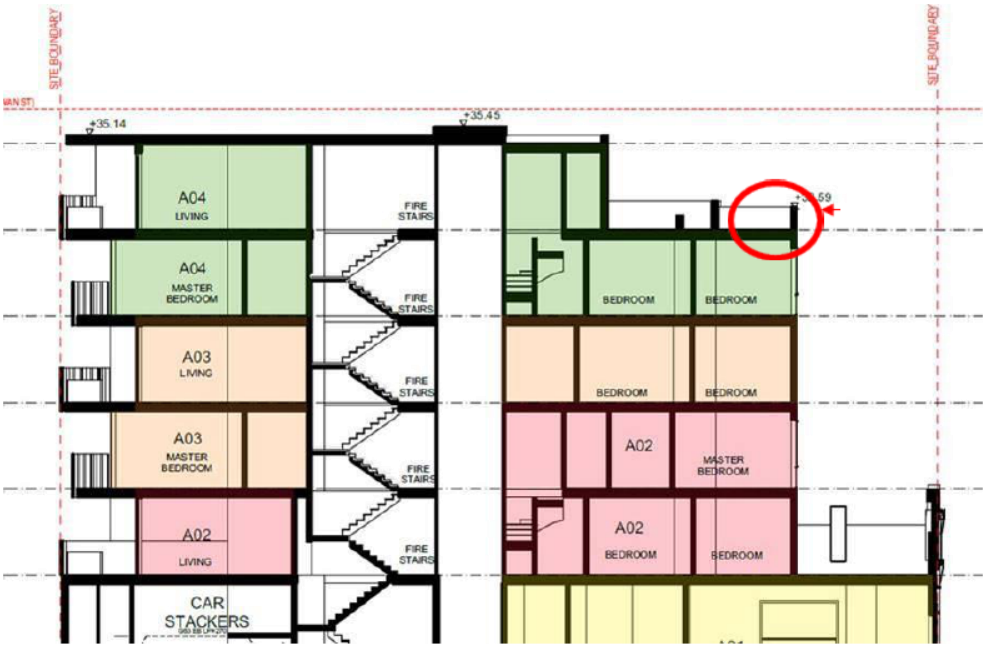
This design is looking better than the previous one.

- Removal of glass along eastern interface is supported
- The use of render material along Swan Street is supported. However, Swan Street frontage still needs some work to provide more articulation by having some projected or indented elements.
- Prefer the render colours are not contrasting. It is hard to understand from the drawings the exact colours proposed. If Tristan Grey is darkish shade of grey then I would suggest using a lighter shade of grey than white. Basically just want to avoid creating too much contrast with white and darkish grey. Similarly don't want too much contrast between Zinc and the two rendered finishes as well. A limited palette of high-quality materials is usually more successful than too many colour variations and contrasting materials.
- All elevations show banding but there is no detail provided. What is the material / colour?
- They haven't provided details of garage door. Don't feel like we need M2 (perforated metal) on top of the garage door. Laneway frontage is already busy with lots of materials.



East Elevation

Attachment 7 - External and Internal Referral Advice Collated



Section A

Amruta Pandhe
Urban Designer
City Strategy
Work days - Wednesday, Thursday and Friday

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

Attachment 7 - External and Internal Referral Advice Collated

City of Yarra

Heritage Advice

Application No.: PLN19 0655

Address of Property: 413 Swan Street, Richmond

Planner: John Theodosakis

I have not undertaken a site inspection but I am very familiar with this block of shops and those in Burnley Street.

Yarra Planning Scheme References: Clauses 43.01, 21.05, 22.02 and DDO17.

Heritage Overlay No. HO474 **Precinct:** Burnley Street Precinct, Richmond.

External paint controls apply to Nos. 413 – 415 Swan Street, Richmond.

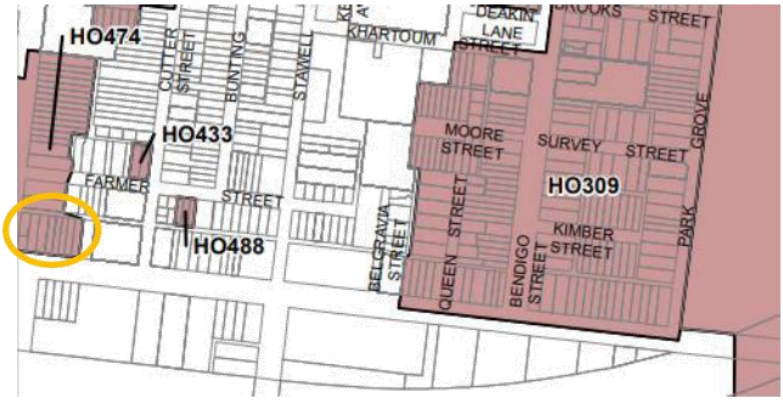


Figure 1 Heritage Overlay map.

Level of significance

No. 413 Swan Street, Richmond, a double-storey shop and residence constructed 1892, is listed as being Individually significant. (*City of Yarra Review of Heritage Overlay Areas 2007*. Appendix 8, Revised March 2020).

No. 415 Swan Street, Richmond, a double-storey shop and residence constructed 1892, is listed also as being Individually significant. Both Nos. 413 and 415 Swan Street, Richmond form an identical pair of shops.

No. 411 Swan Street, Richmond, a double-storey shop and residence constructed 1990 – 2000, is listed also as being Individually significant.

The citation for the Burnley Street Precinct is contained *in Heritage Gap Study Review of Central Richmond Stage 2 Final Report 12 November 2014* prepared by Context Pty Ltd. (pp. 83 – 92). The Statement of Significance for the Burnley Street Precinct reads, *viz.*:

Statement of significance

What is significant?

The Burnley Street Precinct, comprising 345-389 & 370-404 Burnley Street and 395-419 Swan Street, Richmond is significant. The following buildings and features contribute to the significance of the precinct:

- The buildings constructed from c.1880 to c.1940, as shown on the precinct map.
- The overall consistency of building form (buildings with roofs concealed by parapets, with residential quarters above if two storey and behind if single storey), materials and detailing (front walls of stucco with decorative parapets, some original timber or metal-framed shopfronts with timber or tiled stallboards and recessed entries), and siting (no front and side setbacks). [Emphasis added.]
- The landmark qualities of the former Bank of Australasia.
- The nineteenth century subdivision pattern comprising regular allotments served by rear bluestone laneways.

The following places are Individually Significant and have their own statement of significance:

- Former Bank of Australasia, 377 Burnley Street,
- Former shop and residence, 380 Burnley Street,
- Shops and residences, 400-402 Burnley Street, and
- Shops and residences, 413-15 Burnley Street.

Non-original alterations and additions to the Contributory buildings shown on the precinct map, and the buildings at 381 & 382 Burnley Street, and 411 Swan Street are Not Contributory.

How is it significant?

The Burnley Street Precinct is of local historic and architectural significance to the City of Yarra.

Why is it significant?

Historically, the precinct is a representative example of a shopping centre serving local needs that developed in response to the significant population growth of Richmond in the late nineteenth and early twentieth centuries. The terrace row at nos. 345-67 Burnley Street provides evidence of the first significant phase of residential development that created the need for the centre in the late nineteenth century. (Criterion A)

The location, close to a railway station, and around a major intersection and the mix of single and double storey commercial premises, some with original shopfronts, the corner hotel and former bank are all characteristic of these local centres. The mix of residential and commercial premises is also typical with places such as nos. 373 and 375 Burnley

Street that combine a Victorian house with an Edwardian shopfront demonstrating the evolution of the precinct from residential to commercial. (Criterion D)

The precinct contains late Victorian, Federation, and Inter-war shops and one hotel with consistent and characteristic parapeted form, siting and detailing, including some original shopfronts, which contrast with the Victorian residential terrace row. The former Bank of Australasia is notable as a landmark within the precinct. (Criterion E)



Figure 2 *Burnley Street Precinct map contained* in Heritage Gap Study Review of Central Richmond Stage 2 Final Report 12 November 2014 *prepared by Context Pty Ltd. (p. 92)*

The development site is shown as being Individually significant.

Proposal

It is proposed to demolish most of the existing building and to construct a 7 level building and to replace the existing shopfront which is not significant.

Drawing Numbers

A set of architectural drawings prepared Metaxas Architects Pty Ltd, mostly Rev. C, as per Council's website.

Heritage Impact Statement prepared by Bryce Raworth, dated February, 2019.

Assessment of Proposed Works

Demolition

It is proposed to demolish all of the existing Individually significant building other than for part of the south end of the west wall, the upper level façade (South elevation) and the east wall, which includes a chimney. The site forms part of a row of conjoined shops and in this case the walls proposed to be demolished do not materially add to the significance of the individual place. In addition I note that the HIS states *viz.*:

> The site's statement of significance notes that the building has "...been extended to the rear" and that "these later elements are not of heritage significance". (p. 15)

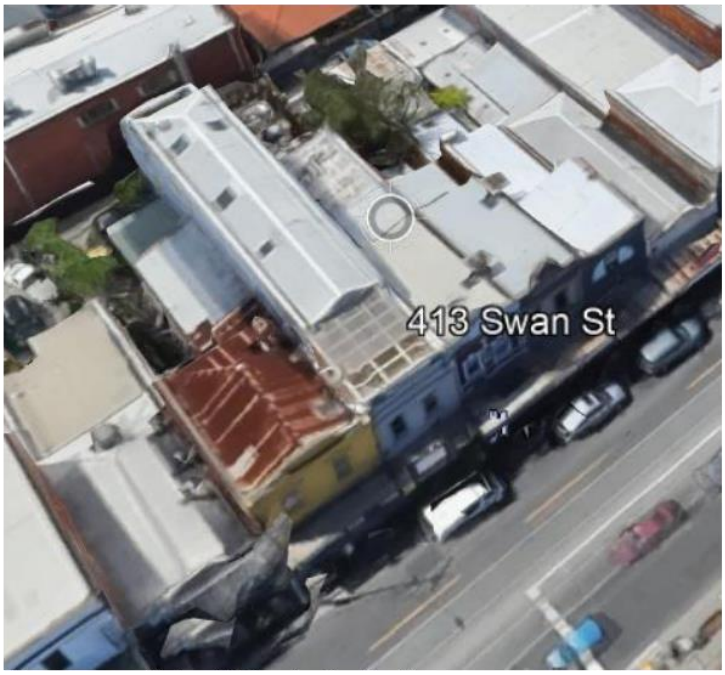


Figure 3 Detailed aerial view showing the chimney.

There is no Statement of Significance for the individual place contained in the *Heritage Gap Study Review of Central Richmond Stage 2 Final Report 12 November 2014* or the *Yarra Heritage Database* that I can find, however, extensions to the rear are likely and most likely are not of any heritage significance.

The HIS (p. 15) states that the chimney is proposed to be demolished but demolition is not indicated on TP1.11, Rev. C (Demolition Plan. Roof) and on TP2.03, Rev. C (Second Floor Plan) the chimney is shown. In any event it appears that it is shared with No. 415 Swan Street, Richmond – both shops form an identical pair. Chimneys are important parts of the heritage streetscape silhouette and normally demolition of them would not be appropriate. In this case the view of the upper level of the subject building is dominated by the parapet and pediment and the chimney is not visible in any reasonable view, however it is connected to the abutting property and the consequences of its demolition on No. 415 Swan Street, Richmond and retention of the chimney is required and appears feasible

Leaving aside the chimney, it is considered that demolition as proposed will not negatively affect the significance of the place.

Proposed works

Built form (height/setbacks)

Height

The height is slightly in excess of 22.24 metres. There is a note on TP 3.01, Rev. C (North & south elevation) viz.: "BUILDING HEIGHT LIMIT 24M (AMENDMENT C191- SWAN ST)".

Setbacks

The setback to the new façade at the Second floor is proposed to be 5 metres and with a setback of 7.588 metres on the east side. This arrangement continues up to the Fifth floor.

At the Sixth floor the setback to the elevation is 11.569 metres and 7.760 metres to the planter balustrade.

Façade design and Colours/materials

The principal materials listed in the Finishes Legend include a painted (Grey) rendered finish (R1 and R2). However I note on TP3.02 Rev. C (East & West elevation) notes indicating "Corrugated pattern in precast wall". This needs clarification.

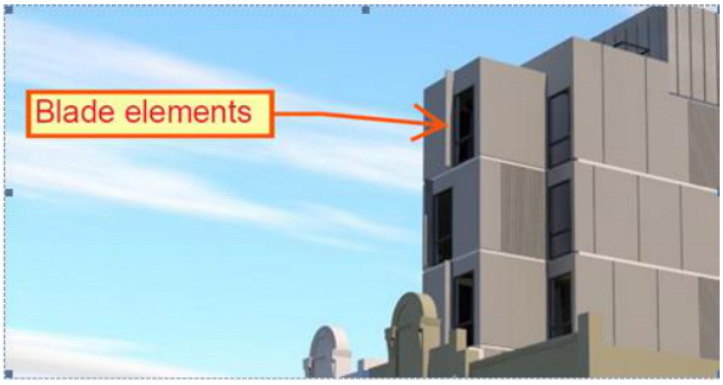


Figure 4 A montage of the east and south elevations.

As illustrated, what is proposed will not be an appropriate addition to the Swan Street streetscape of the Burnley Street Precinct. The built form as proposed will be intrusive and dominant and the colours and materials will exacerbate this.

Conservation Works

I have not seen anything which refers to conservation works. It is expected that the façade would require some work. A detailed conservation survey is to be undertaken by a suitably qualified heritage consultant and a detailed report is to be prepared which includes a detailed set of annotated drawings, showing specific works and areas, and submitted for approval. This is to include, but is not limited to, the results of laboratory analysis of renders and mortars (mixture, colour etc.), method of any paint removal and results of test areas, details of timber repairs, method of any stabilisation of masonry, external paint colours and the like.

Policy Context

The site is covered by HO 474 and DDO 17-4 and is subject to Cl. 21.05.

21.05 Built Form

The relevant Objective and Strategies at Clause 21.05-1 (Heritage) are:

> Objective 14 To protect and enhance Yarra's heritage places.
>
> Strategy 14.1 Conserve, protect and enhance identified sites and areas of heritage significance including pre-settlement ecological heritage.
>
> Strategy 14.3 Protect the heritage skyline of heritage precincts.
>
> Strategy 14.5 Protect buildings, streetscapes and precincts of heritage significance from the visual intrusion of built form both within places and from adjoining areas. [Emphasis added.]

22.02 Development Guidelines for Sites Subject to the Heritage Overlay

The applicable and relevant heritage requirements for new built form are set out below.

> **22.02-5.7 New Development, Alterations or Additions**
>
> **22.02-5.7.1 General**
>
> Encourage the design of new development and alterations and additions to a heritage place or a contributory element to a heritage place to:
>
> - Respect the pattern, rhythm, orientation to the street, spatial characteristics, fenestration, roof form, materials and heritage character of the surrounding historic streetscape.
> - Be articulated and massed to correspond with the prevailing building form of the heritage place or contributory elements to the heritage place.
> - Be visually recessive and not dominate the heritage place.
> - Be distinguishable from the original historic fabric.
> - Not remove, cover, damage or change original historic fabric.
> - Not obscure views of principle façades.
> - Consider the architectural integrity and context of the heritage place or contributory element.
>
> ...
>
> Minimise the visibility of new additions by:

Locating ground level additions and any higher elements towards the rear of the site.

Encouraging upper level additions to heritage places to be sited within the 'envelope' created by projected sight lines (for Contributory buildings refer to Figure 3 for Individually significant buildings.

Encouraging additions to individually significant places to, as far as possible, be concealed by existing heritage fabric when viewed from the front street and to read as secondary elements when viewed from any other adjoining street.

Industrial, Commercial and Retail Heritage Place or Contributory Elements

Encourage new upper level additions and works to:

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

Clearly Cl 22.02, the Heritage policy, requires new development and additions to be respectful of the heritage context and that they are visually recessive and will not dominate the heritage place, in this case the Burnley Street Precinct, the immediate part of Swan Street and the subject site. With an appropriate consideration of "the architectural integrity and context of the heritage place" a proposal which responds appropriately to the Heritage policy should be achieved.

DDO 17-4

I note that the DDO expires after 15 October 2021.

Schedule 17 To Clause 43.02 Design and Development Overlay, applies to the Swan Street Activity Centre. Insofar as heritage is concerned, included in the General design objectives is *viz.*:

- 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 heritage design requirements are *viz.*:

Heritage design requirements

The following design requirements apply on land within a heritage overlay or immediately adjoining a heritage overlay.

Design Element	Design Requirement
Building facades and street frontages	**Infill Buildings and Development Adjoining a Heritage Building** Façade treatments and the articulation of infill buildings on land affected by a heritage overlay and of new buildings on land immediately adjoining a heritage building must: ▪ ensure the façade treatments and the articulation of new development are simple and do not compete with the more elaborate detailing of the adjoining heritage building(s) ▪ respect the vertical proportions of the nineteenth and early twentieth century facades of the heritage streetscape and/or adjoining heritage building(s) ▪ avoid large expanses of glazing with a horizontal emphasis except to ground floor shopfronts ▪ maintain the existing canopy/verandah height of the heritage streetscape and/or adjoining heritage building. **Contributory or Individually Significant Buildings** Adaptation of contributory or individually significant buildings must: ▪ avoid highly reflective glazing in historic openings ▪ encourage the retention of solid built form behind retained facades and avoid balconies behind existing openings ▪ maintain the inter-floor height of the existing building and avoid new floor plates and walls cutting through historic openings.
Upper Levels (above street wall height)	**Upper level development on land within a heritage overlay and on land immediately adjoining a heritage building must:** ▪ be visually recessive and not visually dominate the heritage building and the heritage streetscape ▪ retain the primacy of the three-dimensional form of the heritage building as viewed from the public realm to avoid 'facadism' ▪ utilise visually lightweight materials and finishes that are recessive in texture and colour and provide a juxtaposition with the heavier masonry of the heritage facades ▪ incorporate simple architectural detailing that does not detract from significant elements of the heritage building and the heritage streetscape ▪ be articulated to reflect the fine grained character of the streetscape.

The site is located in Precinct 4, Burnley Station. (DDO17-4). Insofar as heritage is concerned the Precinct Design requirements are *viz*.:

- Development must respect the scale, rhythm, and architectural detail of the streetscape and the heritage buildings in the Burnley Street Heritage Precinct.
- Development along Swan Street must achieve a prominent street wall and provide an appropriate transition in the street wall height to the Burnley Street and Bendigo Street heritage precincts.

Insofar as upper level setbacks are concerned in respect of Interface C the requirements applicable to the subject site are set out in Table 4 *viz*.:

Upper level setback	10m minimum from Swan Street setback for land affected by HO 286 (365 Swan Street). Minimum 5m for other individually significant heritage buildings.	Minimum 5m elsewhere. Any part of a building above the street wall should be designed to ensure that it occupies no more than one third of the vertical angle defined by the whole building in the view from a sight line of 1.7 metres (on the opposite side of the street).

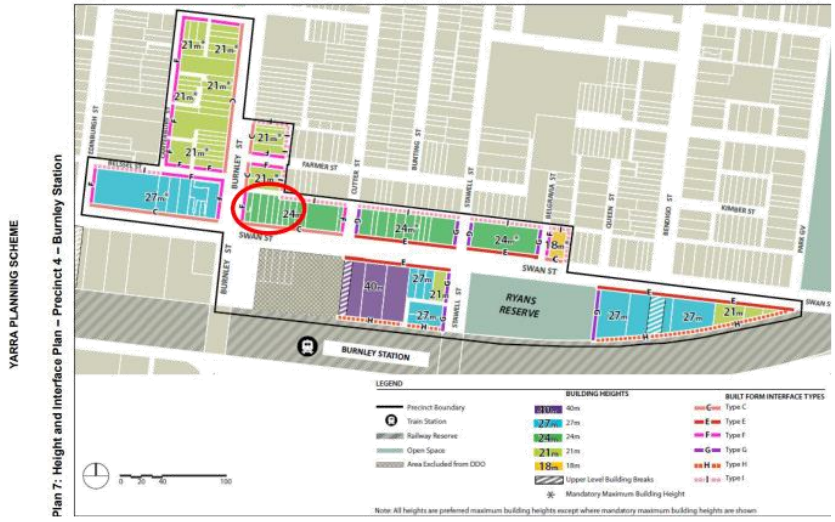


Figure 5 Plan 7 in DDO 17 – 4. The extent of the Heritage Overlay, insofar as Swan Street is concerned is indicated.

A height limit of 24 metres is set out for the subject site and with an upper level setback of a minimum of 5 metres.

In summary the Heritage design requirements seek to ensure that new development adjoining a heritage building is respectful of the heritage buildings and that its façade treatment does not compete with them and is also respectful of the vertical proportions of the heritage facades. Importantly the upper level development "must be visually recessive and not visually dominate the heritage building and the heritage streetscape [and must] retain the primacy of the three dimensional form of the heritage building" and also sets out some specific treatments.

The next level of detail is at the Precinct level where specifically it states *viz.*: "Development must respect the scale, rhythm, and architectural detail of the streetscape and the heritage buildings in the Burnley Street Heritage Precinct".

In terms of intent there is a degree of correspondence between Cl. 22.02 and DDO 17 insofar as heritage is concerned. Both Overlays require that new development is respectful of the heritage place(s), is visually recessive and that it will not dominate the heritage place(s).

While the proposal literally accords with the height and setback applicable to the subject site as specified in DDO17-4, in my opinion it does not accord with the aims and objectives with regard to being respectful and being visually recessive and subservient (lack of dominance). The specified height and setbacks are counter to achieving the stated intent.

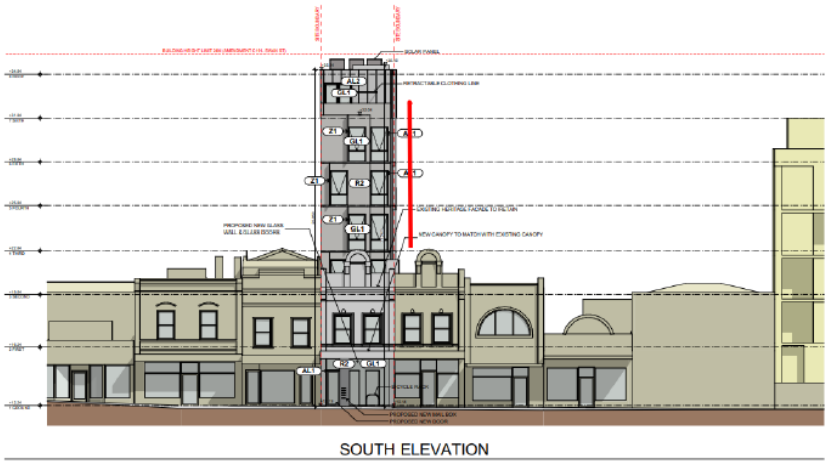


Figure 6 *The portion of the building which will be visible from directly across Swan Street is shown. Possibly more at the top will be visible.*

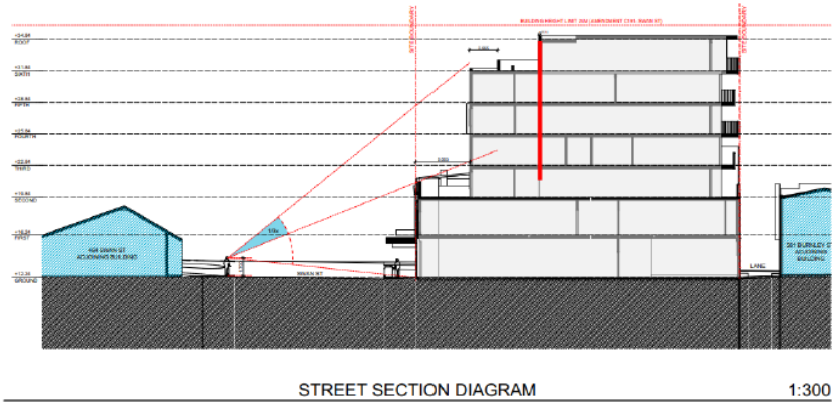


Figure 7 *TP4.01, Rev. C. This shows the portion of the building which will be visible from directly across Swan Street. However, this is not the only view – views east and west along Swan Street are also important views and everything above the Second floor will be variously visible depending upon the exact viewpoint.*

In my opinion, it is self-evident that the proposed built form is not respectful of the heritage context in any way.

Recommendation / Comments:

Not approved.

The policy context in which to assess this application is Clauses 21.05, 22.02, 43.01 and DDO17. It appears that DDO17-4 has been focussed upon to the detriment of any appropriate consideration of "the architectural integrity and context of the heritage place". If this had been done the heritage constraints regarding the site would have become evident and then a proposal which responds appropriately to the Heritage policy should have been achieved

The requirements of Cl 21.05-1 have not been satisfied. The heritage skyline of the Burnley Street Precinct will not be protected and nor will the heritage buildings, streetscape and precinct of heritage significance be protected from the visual intrusion of built form from within the heritage place i.e. the Burnley Street Precinct.

Insofar as Cl 22.02 and DDO 17-4 are concerned, their intent has not been complied with. The new development will not be respectful of the heritage place(s), and will not be visually recessive and will dominate the heritage place(s). It will set an unwelcome precedent in a heritage precinct which has not been adversely affected by new development.

Clarify if the chimney is proposed to be demolished or retained.

Clarify whether a painted (Grey) rendered finish (R1 and R2) or a "Corrugated pattern in precast wall" is proposed. Neither are acceptable.

Signed:



Robyn Riddett
Director – Anthemion Consultancies
Date: 23 February, 2021.

Attachment 7 - External and Internal Referral Advice Collated

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



Assessment Summary:

Responsible Planner:	John Theodosakis
ESD Advisor:	Gavin Ashley
Date:	30.07.2020
Subject Site:	PLN19/0655 413 Swan Street, Richmond VIC 3121
Site Area:	Approx. 149 m²
Project Description:	Construction of a seven-storey building with ground floor retail and car parking (car stacker), and 6 levels of residential development (four apartments).
Pre-application meeting(s):	Unknown.
Documents:	• Sustainable Design Assessment [28.06.20], Eco Results • Architectural Plans [30.03.20], Metaxas Architects • STORM Assessment Report [11.12.20], Flux Civil Construction • Waste Management Plan [26.06.20], Leigh Designs

The standard of the ESD does not meet Council's Environmental Sustainable Design (ESD) standards. Should a permit be issued, the following ESD commitments (1) and deficiencies (2) should be conditioned as part of a planning permit to ensure Council's ESD standards are fully met.

Furthermore, it is recommended that all ESD commitments (1), deficiencies (2) and the outstanding information (3) are addressed in an updated SMP report and are clearly shown on Condition 1 drawings. ESD improvement opportunities (4) have been summarised as a recommendation to the applicant.

(1) Applicant ESD Commitments:
- The development claims a BESS score of 55% representing 'best practice'.
- 5-star electric heating and cooling systems, and electric instantaneous HWS.
- Water efficient fixtures and appliances throughout.
- Low VOC paints/adhesives to be used throughout the development.
- North-facing glazing shaded by overhung balconies, with minimal glazing exposure on east façade.
- Provision of 3 car parking spaces (in car-stacker), with bicycle parking provided for residents and visitors.
- Energy efficient lighting 20% improvement on NCC lighting power densities.
- The BESS Report indicates a 60% reduction in GHG emissions for the apartments.
- A 3kW rooftop solar PV system is proposed, with potential to generate 27% of apartment energy needs.
- Gas-free, all-electric development.

(2) Application ESD Deficiencies:
- While the ESD Report claims a minimum average NatHERS rating of 7-stars across all dwellings, the FirstRate5 assessment and BESS report indicate NatHERS ratings of 5.6, 6.9, 6.4, and 5.8. Clarify and update ESD Report accordingly – keeping in mind that while the minimum required rating for an apartment is 5.5, this is far from 'best practice' and not in line with the City of Yarra's preference for 10% improvement upon minimum requirements.
- The proposal includes NO vegetation or benefits from an Urban Ecology point of view – consider incorporating ground floor or rooftop vegetation to mitigate this deficiency.
- Poor location and configuration of car-stacker and storage on level 1 eliminates opportunity for north-facing window to provide daylight amenity and natural ventilation, consider redesign.

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



- The terrace/light well for apartment 1 is only 6 m^2 (TP2.02) – less than the 8 m^2 minimum outlined in BADS, extend further north into bedroom cavity, which will also increase daylight amenity – suggest conversion to studio or office space should be investigated.
- The operational Waste Management Plan indicates the absence of composting due to 'minimal onsite demand' – despite food waste generally making up 50% of landfill waste

(3) Outstanding Information:

- Two separate STORM reports have been submitted, one with a score of 116% and a catchment area of 131 m^2 and 2kL tank, and another with a score of 103% with a catchment area of 101 m^2 and 3kL tank (which is indicated on TP2.02). Clarify and update ESD Report, STORM Assessment Report and Plans to reflect amendments.
- The BESS report claims rainwater connection to all dwellings (while the ESD Report indicates rainwater reuse for ground floor and level 1 only). Re-issue upon clarification and ensure the score is in-line with the ESD Report and STORM score.
- The ESD Report is poorly worded around bicycle parking, reading '4 bike parking spaces per dwelling for residents', however only 5x wall racks are evident on ground floor (TP2.01). Re-word ESD Report or update plans accordingly to provide more clarity.
- Clarify meaning of waste commitment to 'reuse 30% of existing building materials from demolition'. A target to reuse or recycle 80% of demolition and construction waste is generally expected within the City of Yarra.
- Clarify STORM report and update ESD and STORM Assessment Report/s and Plans to reflect amendments.
- Clarify operability of south-facing windows on levels 2-5 to provide adequate ventilation and breeze paths.
- Clarify meaning of waste commitment to 'reuse 30% of existing building materials from demolition'. A target to reuse or recycle 80% of demolition and construction waste is generally expected within the City of Yarra.

(4) ESD Improvement Opportunities

- Consider reconfiguring car-stacker and storage on level 1, and apartment 1 terrace to increase solar amenity.
- Consider greater capacity onsite energy storage systems.
- Consider a green roof or wall to improve the ecological value of this site.
- Consider a small pallet of materials and construction techniques that can assist in disassembly.
- Consider provision of a Building Users Guide to guide visitors about energy, water and waste
- Consider other mechanisms to manage peak demand.
- Consider Head contractor to be ISO14001 accredited.

Further Recommendations:

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

Attachment 7 - External and Internal Referral Advice Collated

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



Applicant Response Guidelines

Project Information:

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

Environmental Categories:

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

Objectives:

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

Issues:

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

Assessment Method Description:

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

Benchmarks Description:

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

How does the proposal comply with the benchmarks?

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

ESD Matters on Architectural Drawings:

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

Attachment 7 - External and Internal Referral Advice Collated

CITY OF YARRA

MEMO

To: John Theodosakis

From: Artemis Bacani

Date: 11 August 2020

Subject: Application No: PLN19/0655
Description: Mixed Use Development
Site Address: 413 Swan Street, Richmond

I refer to the above Planning Application received on 13 July 2020 in relation to the proposed development at 413 Swan Street, Richmond. Council's Civil Engineering unit provides the following information:

Drawings and Documents Reviewed

	Drawing No. or Document	Revision	Dated
Ratio Consultants	*Traffic Impact* report	F01	21 August 2019
Metaxas Architects	TP1.06 *Existing Building: Ground Floor Plan* TP2.01 *Ground Floor Plan* TP4.01 *Sections*	A A A	30 March 2020 30 March 2020 30 March 2020

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

Proposed Use	Quantity/ Size	Statutory Parking Rate*	No. of Spaces Required	No. of Spaces Allocated
One-bedroom dwelling	1	1 space to each dwelling	1	3
Three-bedroom dwelling	3	2 spaces to each dwelling	6	
Retail (Shop)	34 m²	3.5 spaces per 100 m² of leasable floor area	1	0
		Total	**8 Spaces**	**3 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.

A reduction of five spaces is sought for this development.

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

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

- *Parking Demand for the One- and Three-Bedroom Dwellings*.
  In previous traffic reports we have reviewed, car ownership rates for residential dwellings in Richmond was sourced from the 2016 Census conducted by the Australian Bureau of Statistics. For flat-type dwellings, the average car ownership for one- and three-bedroom dwellings is 0.75 and 1.14 cars per dwelling respectively. The census data suggests that there is a market demand for dwellings without any on-site parking, especially if located close to public transport nodes. The site has its frontage on an activity centre and has very good links to public transport.

- *Parking Demand for Shop (Retail) Use*.
  Typically, retail uses would generate a staff parking demand of 1.0 space per 100 square metres of floor area. All of the parking for the retail component would be accommodated off-site.

- *Availability of Public Transport in the Locality of the Land*.
  The following public transport services can be accessed to and from the site by foot:

  - Swan Street trams – 15 metre walk
  - Burnley railway station – 90 metre walk
  - Bridge Road trams – 780 metre walk
  - Church Street trams - 830 metre walk
  - East Richmond railway station – 860 metre walk

- *Multi-Purpose Trips within the Area*.
  Visitors to the site might combine their visit by engaging in other activities or business whilst in the area.

- *Convenience of Pedestrian and Cyclist Access*.
  The site is easily accessible by pedestrians and bicycles.

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

- *Availability of Car Parking*.
  Ratio Consultants had undertaken an on-street parking occupancy survey of the surrounding area on Friday 19 July 2019 between 10.00am and 8.00pm, and Saturday 20 July 2019 between 10.00am and 4.00pm. The survey area encompassed sections of Swan Street, Madden Grove, Farmer Street, Burnley Street, Cutter Street, and Stawell Street. The times and extent of the survey are considered appropriate. An inventory ranging 255 publicly available parking spaces was identified. The results of the survey recorded that the peak parking occupancy had occurred at 1.00pm on the Friday with 212 spaces occupied or 84 % of capacity. On the Saturday, the peak parking occupancy was observed at 11.00am with 186 spaces occupied or 73 % capacity. The survey results indicate there is capacity in the surrounding streets to accommodate the shortage of car parking for the development. The short-stay restrictions that operate in the surrounding streets provide regular turnover of parking throughout the day enabling visitors and customers to park near the site.

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

Adequacy of Car Parking
From a traffic engineering perspective, the waiver of car spaces associated with this development is considered appropriate in the context of the development and the surrounding area.

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

DEVELOPMENT LAYOUT DESIGN
Layout Design Assessment

Item	Assessment
Access Arrangements	
Development Entrance – Via Laneway	The width of the garage door to the car parking area is not dimensioned on the drawings.
Headroom Clearance – Garage Door	The headroom clearance at the garage door is not dimensioned on the drawings.
Vehicle Turning Movements – Via Laneway	The swept path diagrams for the B85 design vehicle template satisfactorily demonstrates entry and exit movements to and from the site.
Mechanical Parking	
Car Stacker Device	The car parking for this development would be accommodated using the Klaus Multibase G63 - 370. This device is available with a platform width of 2.4 metres or greater and a platform length of 5.4 metres to accommodate a B85 design vehicle.
Floor to Ceiling Height	The floor to ceiling height above the car stacker device is not dimensioned on the drawings.
Pit Depth	The pit depth of the car stacker device is not dimensioned on the drawings.
Vehicle Clearance Height	The Klaus Multibase G63 - 370 model does not provide the minimum 25 percent of spaces with a clearance height of at least 1.80 metres as required *Design standard 4 – Mechanical parking*. As there are only 3 spaces for this development, the Civil Engineering unit has no objection to the utilisation of the nominated car stacker device.
Vehicle Turning Movements – Car Stacker Platform	The swept path diagrams for a B85 design vehicle satisfactorily demonstrates entry and exit movements to and from the stacker platform.
Other	
Proposed Vehicle Access – Via Laneway	To demonstrate the provision of the 40 mm lip from the edge of the laneway to the finished floor level of the front edge of the slab at ground level, the applicant must prepare a cross sectional drawing showing the reduced level of the north and south edge of the laneway, the centreline of the laneway, the edges and invert of the bluestone channel on both sides of the laneway, and the finished floor level of the slab.

Design Items to be Addressed

Item	Details
Development Entrance – Via Laneway	The width of the garage door is to be dimensioned on the drawings.
Headroom Clearance – Garage Door	The headroom height at the garage door is to be dimensioned on the drawings.
Floor to Ceiling Height	The floor to ceiling height above the car stacker device is to be dimensioned on the drawings.
Pit Depth	The depth of the stacker pit is to be dimensioned on the drawings.
Proposed Vehicle Access – Via Laneway	To demonstrate the provision of the 40 mm lip from the edge of the laneway to the finished floor level of the front edge of the slab at ground level, the applicant must prepare a 1 in 20 scale cross sectional drawing showing the reduced level of the north and south edge of the laneway, the centreline of the laneway, the edges and invert of the bluestone channel on both sides of the laneway, and the finished floor level of the slab. These levels are to be shown on a cross sectional drawing, with dimensions, together with the B99 design vehicle ground clearance template demonstrating access into and out of the development. Providing the ground clearance check early in the design phase can also determine whether further modification works are required, such as lowering the finished floor level inside the property or making any adjustments to Council's footpaths or road infrastructure.
Bicycle Considerations	The bicycle requirements for this development are to be referred to Council's Strategic Transport unit for assessment.

ENGINEERING CONDITIONS
Civil Works

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

- The kerb and channel along the property's Swan Street road frontage must be reconstructed to Council's satisfaction and at the Permit Holder's cost.
- The footpath along the property's Swan Street road frontage must be reconstructed to Council's satisfaction and at the Permit Holder's cost. The footpath must have a cross-fall of 1 in 40 or unless otherwise specified by Council.

Road Asset Protection

- Any damaged roads, footpaths and other road related infrastructure adjacent to the development site as a result of the construction works, including trenching and excavation for utility service connections, must be reconstructed to Council's satisfaction and at the developer's expense.

Construction Management Plan

- A Construction Management Plan must be prepared and submitted to Council. The Plan must be approved by Council prior to the commencement of works. A detailed dilapidation report should detail and document the existing and post construction conditions of surrounding road infrastructure and adjoining private properties.

Impact of Assets on Proposed Development

- Any services poles, structures or pits that interfere with the proposal must be adjusted, removed or relocated at the owner's expense after seeking approval from the relevant authority.
- Areas must be provided inside the property line and adjacent to the footpath to accommodate pits and meters. No private pits, boundary traps, valves or meters on Council property will be accepted.

Discharge of Water from Development

- Only roof runoff, surface water and clean groundwater seepage from above the water table can be discharged into Council drains.
- Council will not permit clean groundwater from below the groundwater table to be discharged into Council's drainage system. Basements that extend into the groundwater table must be waterproofed/tanked.

ADDITIONAL ENGINEERING ADVICE FOR THE APPLICANT

Item	Details
Legal Point of Discharge	The applicant must apply for a Legal Point of Discharge under Regulation 133 – Stormwater Drainage of the *Building Regulations* 2018 from Yarra Building Services unit. Any storm water drainage within the property must be provided and be connected to the nearest Council pit of adequate depth and capacity (legal point of discharge), or to Council's satisfaction under Section 200 of the *Local Government Act* 1989 and Regulation 133.
Clearances to Electrical Assets	Overhead power lines run along the north side **of Swan Street**, close to the property boundary. The developer needs to ensure that the building has adequate clearances from overhead power cables, transformers, substations or any other electrical assets where applicable. Energy Safe Victoria has published an information brochure, *Building design near powerlines*, which can be obtained from their website: http://www.esv.vic.gov.au/About-ESV/Reports-and-publications/Brochures-stickers-and-DVDs
Tree Protection	The applicant is to liaise with Council's Open Space unit regarding the protection of the street trees along the property's Swan Street road frontage.

Attachment 7 - External and Internal Referral Advice Collated

From: Bacani, Artemis <Artemis.Bacani@yarracity.vic.gov.au>
Sent: Monday, 1 March 2021 11:36 AM
To: Theodosakis, John <John.Theodosakis@yarracity.vic.gov.au>
Subject: RE: Further advice sought in relation to warning lantern

Hi John

Thanks for your email.

The warning lantern cannot be permitted under the *Building Regulation 2018 – Reg 99*.
Reg 99 stipulates that an architectural feature of a building on a narrow street must not project beyond the street alignment.

In this instance, the Engineering Referral unit is unable to approve the proposed warning lantern in its proposed location.

Thanks
Artemis

From: Theodosakis, John <John.Theodosakis@yarracity.vic.gov.au>
Sent: Monday, 1 March 2021 11:20 AM
To: Bacani, Artemis <Artemis.Bacani@yarracity.vic.gov.au>
Subject: Further advice sought in relation to warning lantern

Hi Artemis,

Hope this email finds you well.

Can I please get your advice about a warning lantern shown on their ground floor plan. I just need to know the clearance height required above the laneway so that I can include that as a condition as it extend over their title boundary.

Thanks heaps,

John

John Theodosakis
Principal Statutory Planner

STATUTORY PLANNING
City of Yarra PO BOX 168 Richmond VIC 3121
T: (03) 9205 5307 **F**: (03) 8417 6666
E: John.Theodosakis@yarracity.vic.gov.au **W**: www.yarracity.vic.gov.au

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Attachment 7 - External and Internal Referral Advice Collated

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

Attachment 7 - External and Internal Referral Advice Collated

From: Athanasi, Atha
Sent: Thursday, 16 July 2020 12:21 PM
To: Theodosakis, John <John.Theodosakis@yarracity.vic.gov.au>
Subject: RE: Referrals - PLN19/0655 - 413 Swan Street, Richmond

Hi John,

The waste management plan for 413 Swan Street, Richmond authored by Leigh Design and dated 26/6/19 is not satisfactory from a City Works Branch's perspective.
Issues to be rectified include, but may not be limited to the following:

1. The size of the bin storage area must be provided in M^2, it must be large enough to form an effective waste system and incorporate Councils future 4 bin Kerbside waste service.
2. More information is required regarding Hard waste and E waste storage area. Ideally this would be incorporated into the bin storage area.
3. Private and Council bins must be clearly separated otherwise all bins must be collected privately.

Regards,

Atha Athanasi
Contract Management Officer

City of Yarra – City Works Depot
168 Roseneath St CLIFTON HILL VIC 3068
T (03) 9205 5547 F (03) 8417 6666
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Yarra City Council acknowledges the Wurundjeri Woi Wurrung as the Traditional Owners of this country, pays tribute to all Aboriginal and Torres Strait Islander people in Yarra, and gives respect to the Elders past and present.

Attachment 7 - External and Internal Referral Advice Collated

From: Wearne, Julian <Julian.Wearne@yarracity.vic.gov.au>
Sent: Friday, 26 February 2021 11:17 AM
To: Theodosakis, John <John.Theodosakis@yarracity.vic.gov.au>
Subject: RE: 413 Swan Street

Hi John

Thanks for the quick chat. As discussed the hoop on the footpath appears to be located in a good position and I would support it. The applicant just needs to confirm the clearance between the centre of the hoop and the building line is at least 2m (this will ensure 1.5m is clear for DDA compliance when a bike is parked). It looks well beyond that, but I can't see the footpath dimensioned anywhere.

With regards to the internal spaces, I note there are no horizontal, at grade-spaces so it technically doesn't comply with AS2890.3 standards, but given the small number of apartments being considered it's an acceptable outcome. For larger developments applicants should be providing at least 20% as horizontal spaces.

Kind regards,

Julian Wearne
Senior Transport Planner
Strategic Transport

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Attachment 8 - Wind Impact Assessment advice from MEL Consultants

22 CLEELAND ROAD
SOUTH OAKLEIGH VIC 3167
AUSTRALIA

M E L
CONSULTANTS

(ACN 004 230 013)

Ref: 25-21-DE-REV-00

2 March 2021

City of Yarra
PO Box 168
Richmond VIC 3121

Attn: John Theodosakis

Dear John,

413 Swan Street, Richmond
Review of Vipac Wind Impact Assessment
Vipac Document Number: 30N-19-0250-TRP-6770241-0 dated 4 December 2019

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

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

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

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desktop wind impact assessment. A clear description of the 413 Swan Street, Richmond development has been provided along with reference drawings are listed in the Appendix of the report. The main building entrances are located in the on Swan Street with vehicle access from the unnamed lane.

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

- The desktop assessment has identified the heights of the surrounding existing buildings. It is agreed that the proposed development would have exposure to the majority of wind directions with shielding for the east from the 6 storey building.

- The Vipac desktop assessment of the wind conditions along Swan Street would be they satisfy the walking criterion and the standing criterion in front of the building entrance. Vipac have recommended that the street canopy be retained and this has been noted in the town planning drawings. MEL Consultants would agree the wind conditions in these areas would satisfy these criteria. However, the Vipac has not assessed the wind conditions in the unnamed laneway on the north side of the development. The wind conditions in this laneway would be impacted due to the building massing being set on the north side of the site.

- Vipac have assessed the wind conditions on the private balconies to have wind conditions satisfying the walking criterion. MEL Consultants would agree with the assessment of the wind conditions on the terraces could satisfy the walking criterion.

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

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consistent with the approach MEL Consultants would take to prepare a similar desktop environmental wind assessment. MEL Consultants would mostly agree with the Vipac assessment of the expected wind conditions in the surrounding streetscapes but would request further assessment of the unnamed laneway to the north of the site. MEL Consultants agree with the Vipac assessment of the private balcony wind conditions would satisfy the walking criterion.

Yours sincerely,

M. Eaddy

M. Eaddy
MEL Consultants Pty Ltd

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6.2 PLN20/0214 - 6 - 10 Peel Street, Collingwood

Executive Summary

Purpose

1. This report provides an assessment of the proposal at 6 – 10 Peel Street, Collingwood, for the partial demolition of all buildings for the use and development of the site for a seven storey office building, with a rooftop terrace above and one level of basement, (permit required for office use, operating 8am to 8pm, Monday to Friday) and a full reduction in the car parking requirement.

Key Planning Considerations

2. Key planning considerations include:

   (a) clause 15.01 – Urban Environment;
   (b) clause 21.05 – Built Form;
   (c) clause 22.02 – Development Guidelines for Sites Subject to the Heritage Overlay;
   (d) clause 22.05 – Interface Uses Policy;
   (e) clause 32.04 – Mixed Use Zone; and
   (f) clause 52.06 – Car Parking.

Key Issues

3. The key issues for Council in considering the proposal relate to:

   (a) Policy and strategic support;
   (b) Use of the land as office;
   (c) Built form, Heritage and Urban Design;
   (d) On-site amenity including Environmentally Sustainable Design;
   (e) Off-site amenity;
   (f) Car parking, bicycle facilities and strategic transport; and
   (g) Objector concerns.

Submissions Received

4. Forty-eight (48) objections were received to the application, these can be summarised as:

   (a) Built form and massing:
      (i) Height and mass of the development is inconsistent with the existing neighbourhood character;
      (ii) Development not in keeping with historic low-scale precinct; and
      (iii) Proposed development inconsistent with the proposed Design and Development Overlay, Schedule 30.

   (b) Use and Off-Site Amenity Impacts:
      (i) Amenity impacts to neighbouring residential properties (overlooking, visual bulk, overshadowing, loss of privacy and daylight, noise and loss of views);
      (ii) Overshadowing and visual bulk to the Peel Street park; and
      (iii) ESD performance of the proposed building.

   (c) Traffic and Car Parking
      (i) Not enough car parks provided on-site, the on-street car parking is already at capacity and cannot cater to overflow from development;
      (ii) Increased traffic due to lack of car parking provided;
      (iii) Insufficient provision for loading/deliveries; and
      (iv) Lack of horizontal bicycle parking.

   (d) Other:

(i) No longer a need for office space due to COVID19;
(ii) Decrease in property values;
(iii) Impacts to mental and physical health; and
(iv) Construction noise.

5. Two letters of support were received to the application.

Conclusion

6. Based on the following report, the proposal is considered to comply with the relevant planning policy and should therefore be supported subject to the following key recommendations:

(a) Levels 03 – 07 be setback 1 metre from the northern boundary, with the setback area at Level 03 to be non-trafficable.
(b) Levels 03 – 07 be setback 2.55 metres from the western boundary, with the setback area at Level 03 to be non-trafficable.
(c) The northern elevation of the meeting room/theatrette modified to incorporate obscure, patterned glazing to provide visual interest in lieu of GA:01.
(d) The Level 03 terrace on the northern side of the built form to be non-trafficable where the parapet of the retained heritage building does not extend above the finished floor level by 1.7 metres in height.
(e) The Level 04 west-facing windows north of the lift core to be obscure glazed to a height of 1.7 metres.

CONTACT OFFICER: **Michelle King**
TITLE: **Principal Planner**
TEL: **9205 5333**

6.2 PLN20/0214 - 6 - 10 Peel Street, Collingwood

Reference	D21/14443
Author	Michelle King - Principal Planner
Authoriser	Senior Coordinator Statutory Planning

Ward:	Langridge
Proposal:	Partial demolition of all buildings for the use and development of the site for a seven storey office building, with a rooftop terrace above and one level of basement, (permit required for office use, operating 8am to 8pm, Monday to Friday) and a full reduction in the car parking requirement
Existing use:	No. 6 Peel Street: Dwelling No. 8 – 10 Peel Street: Vacant commercial premises
Applicant:	Urbis Pty Ltd
Zoning / Overlays:	Mixed Use Zone Heritage Overlay – Schedule 318 Environmental Audit Overlay Development Contributions Overlay – Schedule 1
Date of Application:	9 April 2020
Application Number:	PLN20/0214

Planning History

No. 6 Peel Street, Collingwood

1. Planning Permit PL01/1287 was issued on 14 February 2002, allowing partial demolition of the existing dwelling for alterations including replacement of windows, roller doors, fencing and repairs and repainting of the façade.

No. 8 – 10 Peel Street, Collingwood

2. Planning Permit 1681 was granted on 22 November 1983, permitting the use and development of the site as a social club on the upper two floors of the premises, the first floor being utilised as a pool room, TV lounge, coffee lounge, and the second floor as committee rooms and meeting room.

3. Planning Permit 97/448 was granted on 16 September 1997, permitting the construction of alterations and additions to an existing building. The works permitted the construction of a three-storey infill building in the area of open car park on the western side of the 1930's building. The ground floor is used as undercover car parking, the first floor is a "cyber lounge" and the second floor is a meeting room. This building has been constructed.

4. Planning Permit PL06/0580 was granted on 26 October 2006, permitting the partial demolition and buildings and works to construct a roof top deck and ancillary office area, and associated waiver of car parking requirements, above the rear ground floor roof of No. 8 Peel Street. This permit was not acted upon and has since expired.

Background

Lodgement of S57A plans (26 October 2020)

5. In response to concerns raised by Council's planning officers, internal referrals and objections, amended plans were submitted under Section 57A of the *Planning and Environment Act 1987* (the Act) on 26 October 2020. The key changes are as follows:

(a) Deletion of Level 7 and inclusion of a roof-top terrace;
(b) Decreased setbacks from all boundaries at Level 6;
(c) Increased setback from Peel Street;
(d) Modifications to the western boundary wall; and
(e) Changes to materiality, including provision of obscure glazing to selected windows.

6. A request for further information in respect of these plans was made on 5 November 2020, with amended plans responding to the requested information submitted on 12 November 2020.

7. These plans were readvertised pursuant to Section 57B of the Act in November and December 2020.

The Proposal

8. The proposal is for partial demolition of all buildings for the use and development of the site for a seven storey office building, with a rooftop terrace above and one level of basement, (permit required for office use, operating 8am to 8pm, Monday to Friday) and a full reduction in the car parking requirement. Key features of the proposal are as follows:

Use (permit required)

9. A total 94qsqm of office space is accommodated within the ground and first floors of the existing building at No. 6 Peel Street. This office floor space is accessed directly from Peel Street with the two levels connected by internal stairs. No access from this building to the larger office building at No. 8-10 Peel Street is provided.

10. A total of 2,200 sqm of open-plan office space in the larger office building is proposed. A permit is required for the office use. The office is proposed to operate between the hours of 8am and 8pm, Monday to Friday. Access to the building is proposed from Peel Street, with the lift core and stair well to all levels provided to the north of the retained heritage form at No. 6 Peel Street. The existing stairwells within No. 10 Peel Street will be retained, providing direct access also from Peel Street and Oxford Place, providing access between the ground level and level two.

11. An above podium terrace is proposed along the northern, eastern and southern setback area at level three (131sqm) with a roof terrace also proposed (168sqm). Bicycle parking for employees and end-of-trip facilities are provided in the basement level, with access from Oxford Place to a stairwell with ramp for ease of access.

12. Within the north-western corner of the proposed building, at the ground and first levels, a meeting/theatrette is proposed. This facility is to be ancillary to the office use, utilised by tenants of the building for in house meetings, presentations and the like. Underneath the tiered seating, a waste room is proposed with direct access provided to Oxford Place to the west.

Demolition and Restoration

13. Demolition will include the rear wing of No. 6 Peel Street; the west and rear elevations of No. 8 Peel Street; and the roofs of No. 8 and 10 Peel Street. Demolition of the existing crossover to Peel Street.

14. The demolition of external and internal walls is shown on the floor plans in blue (shown below), however, to accord with the legend on the plans a condition will require this to be shown in red.



Figure: Demolition floor plans

15. Conservation and repair works are also proposed to the retained facades/walls of the three buildings, as annotated on the plans and further identified in the heritage Impact Statement prepared by Bryce Raworth (dated June 2020) and the 'list of conservation and refurbishment works proposed to existing facades' document prepared by the applicant.

16. These documents are attached to the report and provide an in depth analysis of the conservation and restoration works proposed. The key conservation and repair works are outlined, as follows:

No. 6 Peel Street

(a) Missing and/or damaged brickwork is to be rebuilt/replaced using bricks matching the existing materiality and wall bond.
(b) Concrete / Render refurbishments to be undertaken.
(c) South Elevation:
    (i) Existing parapet render to be cleaned. Any damaged render to be repaired to match existing.
    (ii) New paint finish to match existing (cream).
    (iii) First floor terrace roof and guttering to be made good to match existing, as determined by heritage consultant.
    (iv) Investigate cast iron elements for evidence of corrosion. Wire brush corroded material back to bare metal, spot prime with zinc rich primer and repaint with two coats to match existing colour.
    (v) Investigate parapet to determine if original elements have been removed (e.g. finials to balustrade). Reinstate missing elements to appropriate period detail.

(vi) Reclad verandah roof with corrugated galvanised steel.
(vii) Repair/reinstate tuckpointing to the main façade behind the verandah and balcony.
(viii) Repaint verandah, door/window joinery and front fence to appropriate period colour scheme.

No. 8 Peel Street

(d) South Elevation:
  (i) Existing metal windows to be refurbished and glass replaced with high performance glazing.
  (ii) Existing painted concrete façade to be painted with CE.03 finish.
  (iii) Existing faux aluminium steel framed look windows, to be removed with new black aluminium framed double glazed windows inserted (Refer to proposed Elevations).

No. 10 Peel Street

(e) Remove redundant conduits, pipework A/C units etc, and make good.
(f) Existing steel frame windows to be refurbished (south, east and north elevations).
(g) Missing and/or damaged brickwork is to be rebuilt/replaced using bricks matching the existing materiality and wall bond.
(h) Concrete/render refurbishments to be undertaken.
(i) Removal of existing paint and calcimine from all internal and external brickwork and render where required for repairs.
(j) On the northern elevation, the existing door and timber window will be replaced with black steel framed glass to match the existing windows.
(k) On the eastern elevation the existing fire booster is to be removed and made good.

Construction

Basement

17. Within the north-western corner of the site a 14.92 metre x 8.7 metre basement is proposed to house the end-of-trip facilities. Proposed are 27 employee bicycles, 36 lockers and changing facilities including five showers.

Ground Floor – Level 02

18. The existing northern on-boundary wall is extended to the west of the retained form by 9.7 metres.

19. Behind the retained heritage form of No. 6 Peel Street, the building is built along the western boundary for a length of 14.165 metres.

Level 03 – Level 06

20. Level 03 is setback 4 metres from Peel Street and 3 metres from Little Oxford Street. The building is built to the northern boundary for a length of 9.75 metres before splaying back to a setback of 3 metres. The building is built to the western boundary for a length of 14.165 metres, before adopting a 5.28 metre setback. Architectural projections encroach into these setbacks. A terrace is located within the setback area to the north, east and south. Planter boxes (including 2 x 1sqm raingardens) are located along the eastern edge of the parapet and adopt a width of 1 metre. A further 2 metre long and 1 metre wide 1sqm raingarden is located along the south-eastern boundary.

21. Levels 04 – 06 adopt the building setbacks as described above, in relation to level 03.

Level 07

22. A roof terrace is proposed on this level, with a plant room located within the north-western corner. Access is provided from a stairwell and the central lift. The roof terrace/associated buildings will be setback 6 metres from Peel Street, 4.5 metres from Little Oxford Street, between 2.2 metres and 5.6 metres from Oxford Place to the north and a minimum 2.345 metre and 7.5 metre maximum from the western boundary. Solar panels are located on the roof form within the setback areas.

Elevations

23. The existing heritage facades will be retained fronting Peel Street, Little Oxford Street and Oxford Place. The new on-boundary walls to the west of the heritage façade along Oxford Place and north of No. 6 Peel Street are proposed to be seven-storeys with an overall height of 24.75 metres.

24. Above the predominant height as referenced above, the roof terrace is proposed, adopting an overall height of 28.55 metres to the top of the lift core.

Materials and finishes

25. The primary material palette for the proposed built form consists of a Terracotta Façade System in Green (TL:01), Clear Glass (GA:01), Black Window Frames (PA:01), Black Vertical Screen (SC:01), Cement Finish (CE:02), Exposed Concrete (CO:01), Obscured Glazing (GA:02) and Glass Bricks (GB:01). In respect of the original heritage facades, Heritage Aged Red Brickwork (BK.01), Natural Sand Cement Render (CE:01) and Grey Cement Finish (CE:03) are proposed.



Figure: Renders of proposed development
Source: Applicant Documentation (Site Context Report)

Existing Conditions

Subject Site

26. The subject site is located at the north-western intersection of Peel Street and Little Oxford Street. The site is approximately 40 metres east of Smith Street and approximately 200 metres west of Wellington Street. The site consists of three allotments that currently form two addresses, as follows:

(a)	Lot 1 TP 238534V	6 Peel Street, Collingwood; and
(b)	Lot 1 TP 243292P & Lot 1 TP329944T	8 – 10 Peel Street, Collingwood.

27. The site is rectangular in shape with a frontage to Peel Street of 20.67 metres and a frontage to Little Oxford Street of 26.86 metres, resulting in a total area of approximately 560 square metres. Rear access is provided to the property via Oxford Place abutting the site to the rear and partially to the west.



Figure: Aerial photograph of No. 6 – 10 Peel Street, Collingwood
Source: Nearmap, image capture date: 22 January 2021

No. 6 Peel Street, Collingwood

28. The site at No. 6 Peel Street comprises a single-fronted, double-storey, Victorian-era terrace dwelling comprising a brick finish, front verandah and balcony with wrought iron lacework and balcony balustrade, an intricate front parapet with central pediment, a metal hipped roof beyond the front parapet and single storey additions to the rear. The dwelling is set back a minimum 1.1m from Peel Street, with the verandah built to the street. The dwelling is constructed to the western-boundary for a length of 20.9 metres.

29. The dwelling features 1.2m-high, wrought-iron picket fence along the Peel Street frontage. The SPOS and on-site car parking is located at the rear (north) of the dwelling, with double roller door access off Oxford Place.



Figure: No. 6 Peel Street, Collingwood
Source: Officer image, taken 18/02/20

No. 8 - 10 Peel Street, Collingwood

30. The site is occupied by two buildings, the easternmost of which (No. 10 Peel Street) has 100% site coverage and is a three-storey building. This building was constructed in the 1930's as a warehouse building and has pedestrian access points from Peel Street as well as Oxford Place to the rear. The westernmost building (No. 8 Peel Street) has 100% site coverage and comprises a three-storey building as it presents to Peel Street, generally consistent with the appearance and scale of the building at No. 10 Peel Street.
The facade of No. 8 Peel Street is painted grey and was constructed as an infill development pursuant to planning permit 97/448. The ground floor presents as a roller door for vehicular access to Peel Street.



Figure: No. 8-10 Peel Street, Collingwood
Source: Officer images, taken 18/02/20

Title Documents

31. The titles submitted with the application do not show any covenants, restrictions or easements.

Surrounding Land

32. The site is approximately 40 metres east of Smith Street, a Major Activity Centre (MAC), containing a wide range of retail, entertainment, dining and service offerings. Yarra Planning Scheme Amendment C269 seeks to include the Collingwood Mixed Use precinct, including the subject site, within the Smith Street MAC. The site is located west of the Collingwood Gipps Street precinct, a major employment precinct. A tram route is accessible from Smith Street providing access to the CBD and Bundoora.

33. The built form types in the area are mixed. Evident in the area are buildings industrial in nature reflective of the area's historic uses; intermixed with remnant workers cottages, modern residential developments and warehouse residential conversions. This area has experienced substantial growth encouraged by the Mixed Use Zone of the land. One and two storey buildings are being replaced with 6 to 13 storey buildings.

34. The subject site is located within a Mixed Use Zone (MUZ) and the existing development in the wider area is mixed, as described above, consisting of residential, commercial and industrial uses resulting in diverse built form. The surrounding area and zoning is shown below.

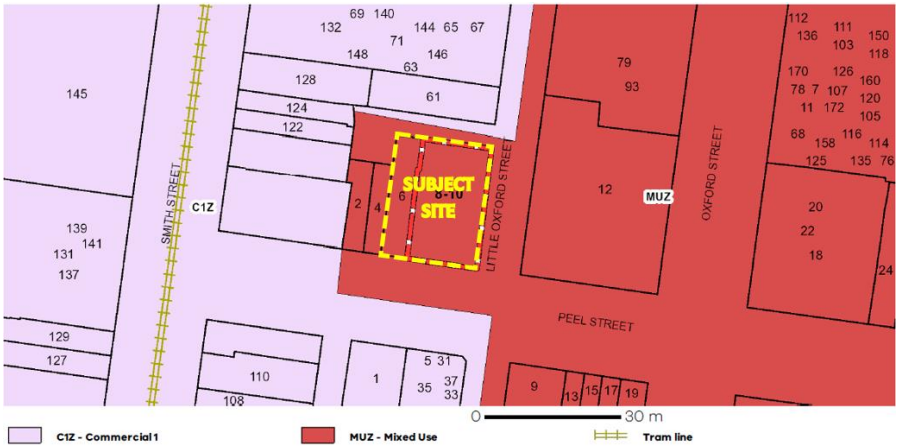


Figure: The subject site and surrounding land to the east shown as MUZ, with C1Z to the north, west and south
Source: DELWP



Figure: Aerial photograph of the subject site and surrounding built form
Source: Nearmap image capture date: 22 January 2021

35. The site's immediate interfaces are as follows:

North

36. To the north is Oxford Place, a laneway that is approximately 4.7 metres wide where interfacing with the site along the northern boundary. To the west of the site, Oxford Place extends to a width of approximately 11.7 metres providing a turning area. Oxford Place provides rear vehicular access to properties facing Peel Street (south), Smith Street (west) and Little Oxford Street (east). Oxford Place is flanked with rear fences, roller doors and three storey buildings. The properties to the north of Oxford Place are located within the Commercial 1 Zone.

37. To the north of Oxford Place, at No. 61 Little Oxford Street, is a three-storey apartment building fronting Little Oxford Street, developed in accordance with Planning Permit 000882 (issued 10 October 2000). This development is 'not contributory' to the Collingwood Slope Precinct (Heritage Overlay – Schedule 318). At the ground level along the southern interface of No. 61 Little Oxford Street, the development presents as vehicular entrances (three double garage doors) and blank walls. At the upper two levels, this development features south-facing balconies and windows which overlook Oxford Place, as shown below.



Figure: 3D Aerial images of No. 61 Little Oxford Street
Source: Google Maps image capture date: 2021



Figure: Photographs of the southern elevation of No. 61 Little Oxford Street
Source: Officer images, taken 18/02/20

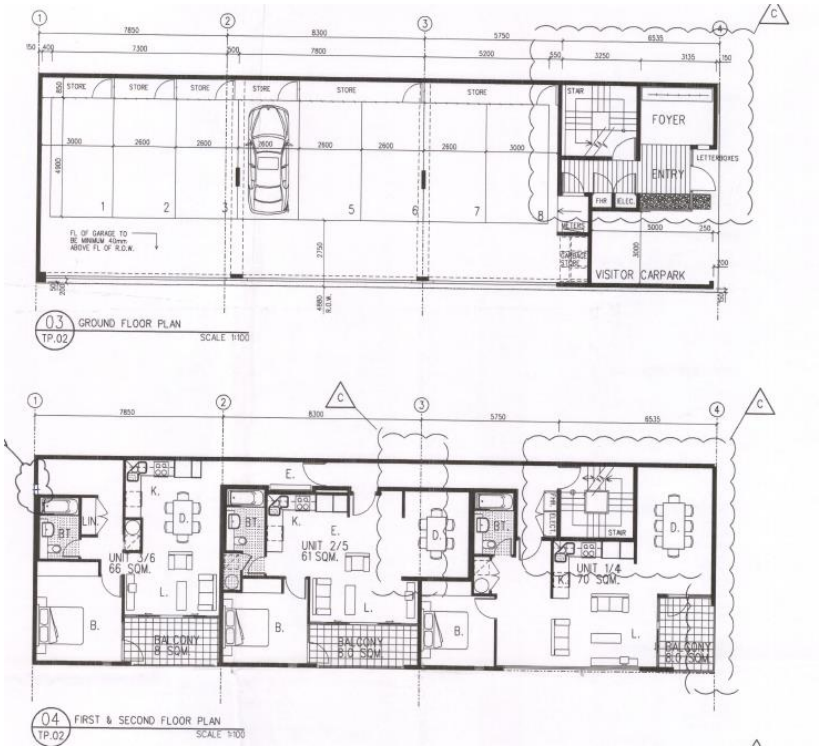


Figure: Ground, First & Second Floor Plan of No. 61 Little Oxford Street
Source: Extract from endorsed plans of Planning Permit 000882

38. To the north of No. 61 Little Oxford Street, at No. 132 – 152 Smith Street, is a seven-storey mixed-use building containing approximately 232 dwellings with commercial uses on the ground and first floor (notably including 'Coles' supermarket, fronting Smith Street).

39. This development is setback approximately 13.5 metres from the subject site, with the interface at all levels shown below:



Figure: Ground floor to Level 6 of development at No. 132-152 Smith Street where interfacing with the subject site
Source: Excerpt from endorsed plans of PL03/1407 (subject site highlighted in red)

East

40. To the east of the site is Peel Street Reserve, a Council owned public open space area that provides a grassed area with seating towards Oxford Street and Peel Street. Located within the south-western corner of the reserve is a double-storey building identified as being 'individually significant' to the Collingwood Slope Precinct (Heritage Overlay – Schedule 318), shown below.



Figure: Photograph of the double-storey building within Peel Street Reserve
Source: Officer images, taken 18/02/20

41. To the east of Peel Street Reserve, at No. 20-22 Peel Street, is a six-storey building constructed pursuant to Planning Permit PLN12/1127 containing approximately 50 apartments on the upper levels and commercial uses on the ground floor. The western elevation of the building (where facing the subject site) is shown below.



Figure: Western elevation of No. 20-22 Peel Street, Collingwood
Source: Excerpt from endorsed plans of PLN12/1127 & Officer image (taken 18/02/20)

South

42. Peel Street is a local street containing two-way traffic between Smith Street and Wellington Street. This stretch of Peel Street comprises mixed-use development including double-storey shop/residential buildings, single and double-storey dwellings, one and three storey commercial buildings, and a three storey apartment building found on the southern side of the street, opposite the site. The pattern of development is shown below.



Figure: Photomontage of the southern side of Peel Street, where opposite the subject site
Source: Officer images, taken 18/02/20

West

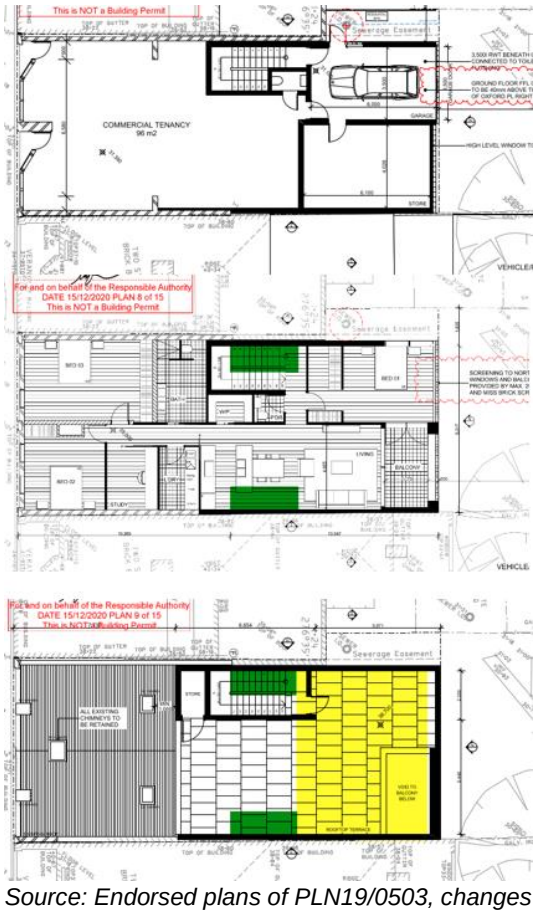
43. The site to the west, No. 2 – 4 Peel Street comprises a pair of matching Victoria-era buildings. The site is a reverse 'L' shape configuration whereby the rear section of the lot staggers out further to the west. The lot has 8.72m frontage to Peel Street, a depth of 20.12 and a site area of 179sqm. The internal layout is configured as one commercial tenancy at ground floor and one dwelling at first floor. The dwelling is presently accessed via a stairwell from the western front entrance.

44. The building is built to the common boundary with the site for approximately 10 metres, before adopting an approximate 1.6 metre setback for a length of 3.5 metres. The rear setback area is used as three open car spaces (not specifically allocated to either the dwelling or shop uses), accessed via Oxford Place to the north.

45. Planning Permit PLN19/0503 was issued for the site on 20 March 2020, approving partial demolition of the buildings and construction of a ground and first floor extension (with roof terrace) and a reduction in the car parking requirement.

46. An amendment to this permit was approved on 18 December 2020, approving a reduction in the extent of demolition, the size of proposed rooftop terrace and the overall height of proposed development, including the retention of a first floor balcony and introduction of a lightwell along the eastern boundary.

47. Amended plans pursuant to Condition 1 of the amended permit are required and have not been submitted to date. The Condition 1 requirements include no substantial built form modifications. As such, the existing endorsed plans for the development showing the originally approved proposal are provided below with the location of the introduced lightcourt along the eastern boundary (green) and revised rooftop terrace location (yellow) indicated:



Source: Endorsed plans of PLN19/0503, changes approved by amendment indicated as per above

48. It is noted the above internal layout has been modified and the first floor north-eastern terrace deleted. A Building Permit has been issued for the site based on the original endorsed plans of Planning Permit PLN19/0503 (approving the larger terrace). To accord with the amended planning permit, once amended plans are endorsed the building permit would be required to be amended also. It is understood that construction works have commenced.

49. To the west of this property, No. 114 Smith Street is located at the north-eastern corner of the Peel Street/Smith Street intersection and comprises the established Grace Darling Hotel. The Grace Darling Hotel is used as a tavern including service of food and drinks, the service of alcohol and includes live music entertainment. The building is double-storey in scale, stepping down to a single-storey toward the east, comprises bluestone and rendered finishes with a series of vertical double hung windows along the Smith Street and Peel Street frontages, a simple parapet and a metal and shingle tile hipped roof beyond the front and side parapets. The building comprises an entry at the south-eastern splayed frontage (Smith Street frontage) and along the Peel Street frontage.

Broader area

50. The Collingwood area is currently going through a period of transition from lower scale buildings to higher density development. In addition to the approvals identified above, there have been several approvals within the Collingwood Mixed Use precinct.

51. Recently constructed developments within proximity to the site are as follows:
    (a) No. 20-22 Peel Street (6 storeys);
    (b) No. 7 & 9-15 Little Oxford Street (9 storeys);
    (c) No. 41 Peel Street (6 storeys);
    (d) No. 107 Cambridge Street (6 storeys)'
    (e) No. 195 Wellington Street (10 storeys);
    (f) No. 109 Wellington Street (9 storeys);
    (g) No. 72 - 94 Cambridge Street (10 storeys);
    (h) No. 73 - 77 Wellington Street (10 storeys);
    (i) No. 15 – 21 Derby Street and No. 27 – 29 Oxford Street (8 storeys); and
    (j) No. 61 – 71 Wellington Street and No. 37 – 39 Langridge Street (13 storeys).

52. Other recently approved larger scale developments in the vicinity that have commenced construction or recently received planning permits include:
    (a) PLN18/0497 – 42-44 Oxford Street, 61-63 Cambridge Street and 16-20 Langridge Street (11 storeys);
    (b) PLN15/1083 – No. 72 - 94 Cambridge Street (10 storeys); and
    (c) PLN17/1059 – No. 33 Peel Street (8 storeys).

53. The above constructed, under construction, and recently approved planning applications show that Collingwood is an area which is undergoing transition with larger scale developments.

Planning Scheme Provisions

Zoning

Clause 32.04 – Mixed Use Zone (MUZ)

54. The purposes of this zone are:

    (a) *To implement the Municipal Planning Strategy and the Planning Policy Framework.*
    (b) *To provide for a range of residential, commercial, industrial and other uses which complement the mixed-use function of the locality.*
    (c) *To provide for housing at higher densities.*

(d) *To encourage development that responds to the existing or preferred neighbourhood character of the area.*
(e) *To facilitate the use, development and redevelopment of land in accordance with the objectives specified in a schedule to this zone.*

55. The use of the site for an office requires a planning permit under clause 32.04-2 because the total leasable floor area exceeds 250sqm.

56. Pursuant to clause 32.04-8 a permit is required to construct a building or construct or carry out works for a use in section 2 of clause 32.04-2.

Overlays

Clause 43.01 – Heritage Overlay (HO318 – Collingwood Slope Precinct)

57. Under clause 43.01-1 of the Scheme, a planning permit is required to demolish or remove a building, construct a building or construct or carry out works.

City of Yarra Review of Heritage Areas 2007 Appendix 8 (as updated from time to time)

58. The buildings that comprise the subject site are located within Schedule 318 of the Heritage Overlay and have the following heritage designations as identified within the incorporated document:

(a) No. 6 Peel Street – 'individually significant' to this precinct;
(b) No. 8 Peel Street – 'contributory' to this precinct; and
(c) No. 10 Peel Street – 'contributory' to this precinct.

Clause 45.03 – Environmental Audit Overlay (EAO)

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

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

60. The use of the site for office is not a sensitive use and the requirements of this overlay are not relevant to the application.

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

61. The Development Contributions Plan applies to the proposed additional office floor area, requiring the developer to pay a cash contribution towards essential city infrastructure like roads and footpaths.

62. 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.

63. Schedule 1 of the Development Contributions Plan Overlay (DCPO1) applies to the proposal. The subject site is located within Charge Area 6 (Collingwood) and the development infrastructure levy is applicable to the additional office floor space.

64. A condition is to be included outlining the requirements for the payment of the development infrastructure levy, in accordance with the relevant requirements.

65. A planning permit is not required for works under the overlay.

Particular Provisions

Clause 52.06 – Car parking

66. Clause 52.06-1 identifies that a new use must not commence or the floor area of an existing use must not be increased until the required car spaces have been provided on the land. Pursuant to Clause 52.06-3 a permit is required to reduce the number of car parking spaces required under this clause.

67. Pursuant to Clause 52.06-5, Column B of Table 1 applies if any part of the land is identified as being within the Principal Public Transport Network Area as shown on the *Principal Public Transport Network Area Maps* (State Government of Victoria, August 2018). The subject site is shown as being within the Principal Public Transport Network Area and therefore Column B applies.

68. Before a requirement for car parking is reduced, the applicant must satisfy the Responsible Authority that the provision of car parking is justified having regard the decision guidelines at clause 52.06-6 of the Scheme. The provision of car parking is as follows:

Proposed Use	Size	Statutory Parking Rate	No. of Spaces Required	No. of Spaces Allocated
Office	2,294sqm	3 spaces to each 100m^2 of net floor area	68	0
		Total	68	0

69. As no on-site car parking spaces are to be provided as part of this proposal, a planning permit for the full reduction of 68 car parking spaces is required.

Clause 52.34 – Bicycle Facilities

70. Pursuant to clause 52.34, a new use must not commence until the required bicycle facilities and associated signage has been provided on the land. The purpose of the policy is to encourage cycling as a mode of transport and to provide secure, accessible and convenient bicycle parking spaces

71. Under the provisions of Clause 52.34-3 of the Scheme, the development's bicycle parking requirements are as follows:

Proposed Use	Quantity/ Size	Statutory Parking Rate	No. of Spaces Required	No. of Spaces Allocated

Office (other than specified in the table)	2,294 sqm	1 employee space to each 300 sqm of net floor area if the net floor area exceeds 1000 sqm	8 employee spaces	27 employee spaces
		1 visitor space to each 1000 sqm of net floor area if the net floor area exceeds 1000 sqm	3 visitor spaces	7 visitor spaces
Bicycle Parking Spaces Total			**10 employee spaces**	**27 employee spaces**
			3 visitor spaces	**3 visitor spaces**
Showers / Change rooms	1 to the first 5 employee spaces and 1 to each additional 10 employee spaces		**2 showers / change rooms**	**5 showers / change rooms**

72. The development proposes a total of 19 additional employee spaces on-site. Three on-site bicycle spaces are provided for visitors, meeting the Scheme requirements, whilst an additional 4 visitor spaces above the statutory requirement is proposed on-street. Clause 52.34-4 provides design standard for bicycle spaces and signage.

73. There is no planning permit required pursuant to the requirements of clause 52.34-3.

Clause 53.18 – Stormwater Management in Urban Development

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

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

General Provisions

Clause 65 – Decision Guidelines

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

Planning Policy Framework (PPF)

76. Relevant clauses are as follows:

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

77. The objective is:
(a) *To ensure a sufficient supply of land is available for residential, commercial, retail, industrial, recreational, institutional and other community uses.*
Clause 11.03 (Planning for Places)
Clause 11.03-1S (Activity Centres)

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

Clause 13.05 (Noise)
Clause 13.05-1S (Noise abatement)

79. The relevant objective of this clause is:
    (a) *To assist the control of noise effects on sensitive land uses.*

80. Noise abatement issues are measured against relevant State Environmental Protection Policy (SEPP) and other Environmental Protection Authority (EPA) regulations.

Clause 13.07 (Amenity and Safety)
Clause 13.07-1S (Land use compatibility)

81. The objective of this clause is:
    (a) *To safeguard community amenity while facilitating appropriate commercial, industrial or other uses with potential off-site effects.*

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

82. The relevant objective of this clause is:
    (a) *To create urban environments that are safe, healthy, functional and enjoyable and that contribute to a sense of place and cultural identity.*
Clause 15.01-1R (Urban design - Metropolitan Melbourne)

83. The objective is:
    (a) *To create distinctive and liveable city with quality design and amenity.*

Clause 15.01-2S (Building design)

84. The relevant objective of this clause is:
    (a) *To achieve building design outcomes that contribute positively to the local context and enhance the public realm.*

85. Relevant strategies of this clause are:
    (a) *Require a comprehensive site analysis as the starting point of the design process.*
    (b) *Ensure the site analysis provides the basis for the consideration of height, scale and massing of new development.*
    (c) *Ensure development responds and contributes to the strategic and cultural context of its location.*
    (d) *Minimise the detrimental impact of development on neighbouring properties, the public realm and the natural environment.*
    (e) *Ensure the form, scale, and appearance of development enhances the function and amenity of the public realm.*
    (f) *Ensure buildings and their interface with the public realm support personal safety, perceptions of safety and property security.*
    (g) *Ensure development is designed to protect and enhance valued landmarks, views and vistas.*
    (h) *Ensure development provides safe access and egress for pedestrians, cyclists and vehicles.*
    (i) *Ensure development provides landscaping that responds to its site context, enhances the built form and creates safe and attractive spaces.*

86. This clause also states that planning must consider as relevant:
    (a) *Urban Design Guidelines for Victoria (Department of Environment, Land, Water and Planning, 2017).*

Clause 15.01-4S (Healthy neighbourhoods)

87. The objective is:
    (a) *To create urban environments that are safe, functional and provide good quality environments with a sense of place and cultural identity.*

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

88. 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)

89. The relevant objective of this clause is:
    (a) *To recognise, support and protect neighbourhood character, cultural identity, and sense of place.*

Clause 15.02 (Sustainable Development)
Clause 15.02-1S (Energy Efficiency)

90. The objective of this clause is:
    (a) *To encourage land use and development that is energy and resource efficient, supports a cooler environment and minimises greenhouse gas emissions.*

Clause 15.03 (Heritage)
Clause 15.03-1S (Heritage conservation)

91. The objective of this clause is:
    (a) *To ensure the conservation of places of heritage significance.*

92. Strategies include:
    (a) *Identify, assess and document places of natural and cultural heritage significance as a basis for their inclusion in the planning scheme.*
    (b) *Provide for the protection of natural heritage sites and man-made resources.*
    (c) *Provide for the conservation and enhancement of those places that are of aesthetic, archaeological, architectural, cultural, scientific or social significance.*
    (d) *Encourage appropriate development that respects places with identified heritage values.*
    (e) *Retain those elements that contribute to the importance of the heritage place.*
    (f) *Encourage the conservation and restoration of contributory elements of a heritage place.*
    (g) *Ensure an appropriate setting and context for heritage places is maintained or enhanced.*
    (h) *Support adaptive reuse of heritage buildings where their use has become redundant.*

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

93. The objective of this clause is:
    (a) *To strengthen and diversify the economy.*

94. The relevant strategies of this clause are:
    (a) *Protect and strengthen existing and planned employment areas and plan for new employment areas.*

(b) *Facilitate growth in a range of employment sectors, including health, education, retail, tourism, knowledge industries and professional and technical services based on the emerging and existing strengths of each region.*
(c) *Improve access to jobs closer to where people live.*

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

95. The relevant objective of this clause is:
(a) *To encourage development that meets the communities' needs for retail, entertainment, office and other commercial services.*

96. The relevant strategies of this clause is:
(a) *Plan for an adequate supply of commercial land in appropriate locations.*
(b) *Ensure commercial facilities are aggregated and provide net community benefit in relation to their viability, accessibility and efficient use of infrastructure.*
(c) *Locate commercial facilities in existing or planned activity centres.*

Clause 18.01 (Integrated Transport)
Clause 18.01-1S (Land use and transport planning)

97. The objective of this clause is:
(a) *To create a safe and sustainable transport system by integrating land use and transport.*

98. Relevant strategies to achieve this objective include:
(a) *Develop transport networks to support employment corridors that allow circumferential and radial movements.*
(b) *Plan urban development to make jobs and community services more accessible by (as relevant):*
(i) Ensuring access is provided to developments in accordance with forecast demand, taking advantage of all available modes of transport and to minimise adverse impacts on existing transport networks and the amenity of surrounding areas.
(ii) Coordinating improvements to public transport, walking and cycling networks with the ongoing development and redevelopment of urban areas.
(iii) Requiring integrated transport plans to be prepared for all new major residential, commercial and industrial developments.
(c) *Integrate public transport services and infrastructure into new development.*

Clause 18.02 (Movement Networks)
Clause 18.02-1S (Sustainable personal transport)

99. The relevant objectives of this clause is:
(a) *To promote the use of sustainable personal transport.*

100. Relevant strategies of this policy are:
(a) *Encourage the use of walking and cycling by creating environments that are safe and attractive.*
(b) *Develop high quality pedestrian environments that are accessible to footpath-bound vehicles such as wheelchairs, prams and scooters.*
(c) *Ensure cycling routes and infrastructure are constructed early in new developments.*
(d) *Provide direct and connected pedestrian and bicycle infrastructure to and between key destinations including activity centres, public transport interchanges, employment areas, urban renewal precincts and major attractions.*
(e) *Ensure cycling infrastructure (on-road bicycle lanes and off-road bicycle paths) is planned to provide the most direct route practical and to separate cyclists from other road users, particularly motor vehicles.*

(f) *Require the provision of adequate bicycle parking and related facilities to meet demand at education, recreation, transport, shopping and community facilities and other major attractions when issuing planning approvals.*
(g) *Provide improved facilities, particularly storage, for cyclists at public transport interchanges, rail stations and major attractions.*
(h) *Ensure provision of bicycle end-of-trip facilities in commercial buildings*

Clause 18.02-1R (Sustainable personal transport- Metropolitan Melbourne)

101. Strategies of this policy are:
(a) *Improve local travel options for walking and cycling to support 20 minute neighbourhoods.*
(b) *Develop local cycling networks and new cycling facilities that support the development of 20-minute neighbourhoods and that link to and complement the metropolitan-wide network of bicycle routes - the Principal Bicycle Network*

Clause 18.02-2S (Public Transport)

102. The objective of this clause is:
(a) *To facilitate greater use of public transport and promote increased development close to high-quality public transport routes.*

Clause 18.02-2R (Principal Public Transport Network)

103. A relevant strategy of this clause is to:
(a) *Maximise the use of existing infrastructure and increase the diversity and density of development along the Principal Public Transport Network, particularly at interchanges, activity centres and where principal public transport routes intersect.*

Clause 18.02-4S (Car Parking)

104. The objective of this clause is:
(a) *To ensure an adequate supply of car parking that is appropriately designed and located.*

105. A relevant strategy is:
(a) *Protect the amenity of residential precincts from the effects of road congestion created by on-street parking.*

Local Planning Policy Framework (LPPF)

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

Municipal Strategic Statement (MSS)

107. Relevant clauses are as follows:

Clause 21.04-2 (Activity Centres)

108. The relevant objectives of this clause are:

(a) *To maintain the long term viability of activity centres.*

109. Relevant strategies to achieve this objective include:

(a) *Strategy 5.2 - Support land use change and development that contributes to the adaptation, redevelopment and economic growth of existing activity centres.*
(b) *Strategy 5.3 - Discourage uses at street level in activity centres which create dead frontages during the day.*

Clause 21.04-3 (Industry, office and commercial)

110. The objective of this clause is:

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

Clause 21.05-1 Heritage

111. This clause acknowledges that new development can still proceed whilst paralleling the objective to retain the nineteenth century character of the City. Conservation areas seek to conserve the City's heritage places whilst managing an appropriate level of change.

112. Relevant objectives include:

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

(i) Strategy 14.1 Conserve, protect and enhance identified sites and areas of heritage significance including pre-settlement ecological heritage.
(ii) Strategy 14.2 Support the restoration of heritage places.
(iii) Strategy 14.3 Protect the heritage skyline of heritage precincts.
(iv) Strategy 14.4 Protect the subdivision pattern within heritage places.
(v) Strategy 14.6 Protect buildings, streetscapes and precincts of heritage significance from the visual intrusion of built form both within places and from adjoining areas.
(vi) Strategy 14.8 Apply the Development Guidelines for Heritage Places policy at clause 22.02
(vii) Strategy 14.9 Apply the landmarks and Tall Structures Policy at clause 22.03

Clause 21.05-2 (Urban design)

113. The relevant objectives of this clause are:

(a) *Objective 16 - To reinforce the existing urban framework of Yarra;*

(b) *Objective 17 - To retain Yarra's identity as a low-rise urban form with pockets of higher development:*

(i) Strategy 17.2 Development on strategic redevelopment sites or within activity centres should generally be no more than 5-6 storeys unless it can be demonstrated that the proposal can achieve specific benefits such as:
1. Significant upper level setbacks
2. Architectural design excellence
3. Best practice environmental sustainability objectives in design and construction
4. High quality restoration and adaptive re-use of heritage buildings
5. Positive contribution to the enhancement of the public domain
6. Provision of affordable housing.

(c) *Objective 18 - To retain, enhance and extend Yarra's fine grain street pattern;*
(d) *Objective 19 To create an inner city environment with landscaped beauty;*
(e) *Objective 20 - To ensure that new development contributes positively to Yarra's urban fabric;*
(f) *Objective 21 - To enhance the built form character of Yarra's activity centres;*

(i) Strategy 21.1 Require development within Yarra's activity centres to respect and not dominate existing built form; and

(ii) Strategy 21.3 Support new development that contributes to the consolidation and viability of existing activity centres.

Clause 21.05-4 (Public environment)

114. The relevant objective and strategies of this clause are:

(a) *Objective 28 - To a provide a public environment that encourages community interaction and activity:*

(i) Strategy 28.1 - Encourage universal access to all new public spaces and buildings
(ii) Strategy 28.2 - Ensure that buildings have a human scale at street level.
(iii) Strategy 28.3 - Require buildings and public spaces to provide a safe and attractive public environment.
(iv) Strategy 28.5 - Require new development to make a clear distinction between public and private spaces.
(v) Strategy 28.8 - Encourage public art in new development.

Clause 21.06 (Transport)

115. This policy recognises that Yarra needs to reduce car dependence by promoting walking, cycling and public transport use as viable and preferable alternatives.

116. Parking availability is important for many people, however in Yarra unrestricted car use and parking is neither practical nor achievable. Car parking will be managed to optimise its use and to encourage sustainable transport options.

117. Relevant objectives and strategies of this clause are as follows:

(a) *Objective 30 – To provide safe and convenient pedestrian and bicycle environments.*
(i) Strategy 30.2 – Minimise vehicle crossovers on street frontages.
(ii) Strategy 30.3 – Use rear laneway access to reduce vehicle crossovers.

(b) *Objective 31 – To facilitate public transport usage.*

(c) *Objective 32 – To reduce the reliance on the private motor car.*

(d) *Objective 33 To reduce the impact of traffic.*
(i) *Strategy 33.1 Ensure access arrangements maintain the safety and efficiency of the arterial and local road network.*

Clause 21.07-1 (Ecologically sustainable development)

118. The relevant objectives and strategies of this clause are:

(a) *Objective 34 – To promote ecologically sustainable development.*

(i) Strategy 34.1 – Encourage new development to incorporate environmentally sustainable design measures in the areas of energy and water efficiency, greenhouse gas emissions, passive solar design, natural ventilation, stormwater reduction and management, solar access, orientation and layout of development, building materials and waste minimisation.

Clause 21.08 (Neighbourhoods)
Clause 21.08-5 (Collingwood)

119. The following relevant commentary is offered at this clause:

(a) Much of Collingwood is industrial in character with the residential precincts surrounded by or interspersed with industrial buildings.

(b) South of Johnston Street is a large area of public housing generally comprising large blocks of apartments set in grounds.

(c) To the south of Johnston Street development is Victorian overlaid with subsequent periods of development. This part of Collingwood is varied in built form and character, ranging from large Victorian factory buildings to small pockets of low rise residential development. The most outstanding feature of the precinct is the Foy and Gibson complex of retail and warehouse of buildings which belong to the suburb's commercial past. The buildings have large dominating built forms with rhythmic facade design. They are imposing and visually cohesive.

(d) The Smith Street major activity centre serves multiple roles for local residents whilst attracting visitors from a larger catchment. It is a classic main road strip generally consisting of buildings of two to four storeys interspersed with the occasional building of up to 6 storeys. The subdivision pattern is consistent, and the pattern of the streetscape is generally fine grain. Unlike many other Victorian shopping strips the street is also characterised by the variance in profile and design of buildings. It has a high proportion of individually significant heritage buildings, supported by contributory buildings from the Victorian-era and Edwardian-eras.

120. As identified at Clause 21.08-5, the following relevant built form strategies in clause 21.05 include the following:

(a) In the precinct bounded by Johnston Street, Wellington Street, Victoria Parade and Smith Street (including both sides of Smith Street depicted as the 'Smith Street Major Activity Centre' in the Built Form Character Map).
- *(i) Maintaining the varied profile of the skyline and the built form character of Smith Street.*
- *(ii) Ensuring that no new development presents as a dominating built form along Smith Street.*
- *(iii) Retaining the prominence of the key 'icon' (landmark) buildings in the Smith Street streetscape such as Pattersons, Safeway, Post Office.*
- *(iv) Maintaining the Foy and Gibson complex of buildings as a large dominating visually cohesive group of buildings.*
- *(v) Retaining the uniformity of the streetscapes associated with the Foy and Gibson buildings.*
- *(vi) Ensuring new development respects the scale of adjoining existing clusters of low rise residential development.*

Relevant Local Policies

Clause 22.02 (Development Guidelines for Sites Subject to the Heritage Overlay)

121. This policy applies to all new development included in a heritage overlay. The relevant objectives of this clause includes to conserve Yarra's natural and cultural heritage, to conserve the historic fabric and maintain the integrity of places of cultural heritage significance, to retain significant view lines to, and vistas of, heritage places and to preserve the scale and pattern of streetscapes in heritage places.

Clause 22.03 (Landmarks and Tall Structures)

122. This policy applies to all development. Whilst the site is not within proximity to an identified sign or landmark within the policy, the following is relevant: *Ensure the profile and silhouette of new tall structures adds to the interest of Yarra's urban form and skyline.*

Clause 22.05 (Interfaces Uses Policy)

123. This policy applies to all development and use applications and aims to reduce conflict between commercial, industrial and residential activities. The policy acknowledges that the mix of land uses and development that typifies inner city areas can result in conflict at the interface between uses.

124. It is policy that:

    (a) *New non-residential use and development within Business and Mixed Use and Industrial Zones are designed to minimise noise and visual amenity impacts upon nearby, existing residential properties.*

125. Decision guidelines at clause 22.05-6 include:

    (a) *Before deciding on an application for non-residential development, Council will consider as appropriate:*

        (i) The extent to which the proposed buildings or uses may cause overlooking, overshadowing, noise, fumes and air emissions, light spillage, waste management and other operational disturbances that may cause unreasonable detriment to the residential amenity of nearby residential properties.
        (ii) Whether the buildings or uses are designed or incorporate appropriate measures to minimise the impact of unreasonable overlooking, overshadowing, noise, fumes and air emissions, light spillage, waste management and other operational disturbances on nearby residential properties.

Clause 22.07 (Development Abutting Laneways)

126. This policy applies to applications for development that are accessed from a laneway or has laneway abuttal. The objectives of this policy include 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 and to ensure that development along a laneway is provided with safe pedestrian and vehicular access.

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

127. Clause 22.16-3 requires the use of measures to *"improve the quality and reduce the flow of water discharge to waterways"*, manage the flow of litter from the site in stormwater and encourage green roofs, walls and facades in buildings where practicable.

Clause 22.17 (Environmentally Sustainable Design)

128. The overarching objective is that development should achieve best practice in environmentally sustainable development from the design stage through to construction and operation. The considerations are energy performance, water resources, indoor environment quality, storm water management, transport, waste management and urban ecology.

Other Relevant Documents

Plan Melbourne

129. The plan outlines the vision for Melbourne's growth to the year 2050. It seeks to define what kind of city Melbourne will be and identifies the infrastructure, services and major projects which need to be put in place to underpin the city's growth. It is a blueprint for Melbourne's future prosperity, liveability and sustainability.

130. It is policy to create mixed-use neighbourhoods at varying densities to offer more choice in housing and create opportunities for local businesses and new jobs whilst also delivering better access to local services and facilities.

131. In respect of commercial use, the plan identifies the following:

    (a) *Between now and 2031 it is estimated that approximately 11.9 million square metres of commercial floorspace will be required across metropolitan Melbourne to meet projected demand.*

        Of this total, 57 per cent would be required for office uses.

Melbourne Industrial and Commercial Land Use Plan (MICLUP)

132. The Melbourne Industrial and Commercial Land Use Plan builds on the relevant policies and actions of Plan Melbourne 2017-2050. It provides an overview of current and future needs for industrial and commercial land across metropolitan Melbourne and puts in place a planning framework to support state and local government to more effectively plan for future employment and industry needs, and better inform future strategic directions.

133. Map 5 within the document shows the commercial land within the inner metro region and identifies the site as being adjacent to an existing regionally significant commercial area, directly to the north, south and west.



Figure: Excerpt from Map 5 of the MICLUP showing the subject site as a red circle.

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

Spatial Economic and Employment Strategy

135. The Spatial Economic and Employment Strategy (SEES) was adopted by Council in September 2018 and includes 6 directions which will inform future policy for the Scheme.

136. The strategic direction contained within the SEES supersedes that contained within the Yarra Business and Industrial Land Strategy (BILS), adopted by Council in June 2012.

137. In regards to the strategic context of the site, the SEES provides the following:

    (a) *The key shaper of Yarra's retail precincts has been the tram network. This will continue to be the strongest influence from a transport perspective on retail development. In particular, the five major retail strips Brunswick Street, Smith Street, Victoria Street, Bridge Road and Swan Street have benefited from this infrastructure. Compared to Hoddle and Johnston Streets, Yarra's main streets with tram lines heritage and quality of place attracts dynamic businesses esp in hospitality and entertainment. These streets have a more fine-grained urban structure, less intrusive traffic and better performing retail precincts.*

138. The strategy includes the following precinct specific directions for the Brunswick Street, Fitzroy and Smith Street, Fitzroy/Collingwood precinct:

    (a) *Brunswick Street and Smith Street offer a consolidated core of retail and hospitality for the suburbs of Fitzroy and Collingwood and a wider catchment beyond. The C1 zoning throughout this area allows a range of employment and housing in mixed use developments. The development of the Community Arts Precinct (on Johnston Street) is an emerging trend, supported by state. Council values its arts and culture sector.*

139. In respect of the capacity of the differing precincts to accommodate future growth, with regard to future demand, the following comments are made in respect of the Smith Street Major Activity Centre:

    (a) *Smith Street has undergone rapid gentrification in recent years. It has a well-regarded hospitality offer, and is increasingly considered a destination for people seeking a high quality, diverse food and drink experience. It also accommodates the area's largest supermarket, with a second full line supermarket also opening in recent times, creating two focal points for local retail activity. The northern end of the street lacks the fine-grained characteristics of the southern end, with a significant concentration of homeware stores and factory outlets. The precinct still has capacity to develop, particularly at the precinct's northern end. With strong demand for residential development across the precinct, there is some risk that residential developments could reduce the precinct's employment floor space capacity.*

Yarra Planning Scheme Amendment C269 – Rewrite of Local Policies

140. Amendment C269 proposes to introduce new and revised local planning policies into the Yarra Planning Scheme. The amendment was on public exhibition between 20 August 2020 and 4 December 2020.

141. The revised local planning policy seeks to include the Collingwood Mixed Use precinct within the Smith Street, Collingwood / Fitzroy Major Activity Centre. The following relevant strategies for the revised Major Activity Centre are provided below:

    (a) *Encourage development that responds to the different built form conditions in Collingwood South precinct, with taller built form towards Wellington St and south of Peel Street and retain the visual dominance and integrity of the existing industrial warehouse buildings north of Peel Street.*

    (b) *Encourage employment through mixed use and commercial development, including in the mixed use zoned land behind Smith Street.*

Amendment C270 – Fitzroy and Collingwood Stage 1 Interim

142. On the 17 December 2019, Council requested the Minister for Planning to consider the approval of proposed interim built form controls through the implementation of several Design and Development Overlays (DDOs) for activity centres in Fitzroy and parts of Collingwood.

143. The subject site is included within the proposed Design and Development Overlay, proposed to be covered by Schedule 30 (DDO30).

144. The proposed DDO30 includes a number of discretionary and mandatory built form guidelines in regards to the street wall, upper level front and side setbacks, overall building height, rear interface, overshadowing and daylight access, common boundary and building separation, building layout, façade design, access and parking and loading areas to achieve the following objectives:

    (a) *To ensure development responds to the heritage character and varied streetscape of Smith Street by supporting:*
        (i) a new lower- to mid-rise character (ranging from 4 to 6 storeys) behind a consistent street wall north of Stanley and St David Streets and south of Gertrude Street; and
        (ii) a new mid-rise character (ranging from 3 to 8 storeys) behind a varied heritage street wall between Stanley and St David Streets and Gertrude and Langridge Street.

    (b) *To retain view lines to the former department stores and the prominence and integrity of corner heritage buildings, particularly at the Johnston Street intersection.*

    (c) *To ensure development maintains the prominence of the existing heritage street wall and fine-gain heritage character through recessive upper levels and a façade composition and articulation that complements the Smith Street character.*

    (d) *To encourage development designs that promote pedestrian activity and passive surveillance, contributes to a high quality public realm, and avoid overshadowing of opposite footpaths on Smith Street, side streets and public spaces.*

    (e) *To ensure development responds to sensitive interfaces by ensuring the overall scale and form of new development provides a suitable transition to low scale residential areas and protects these properties from an unreasonable loss of amenity through visual bulk, overlooking and overshadowing.*

145. The proposed DDO30 would introduce a mandatory height limit of 20.8 metres, with the heritage streetwall to be retained along Peel and Little Oxford Streets, as shown below:

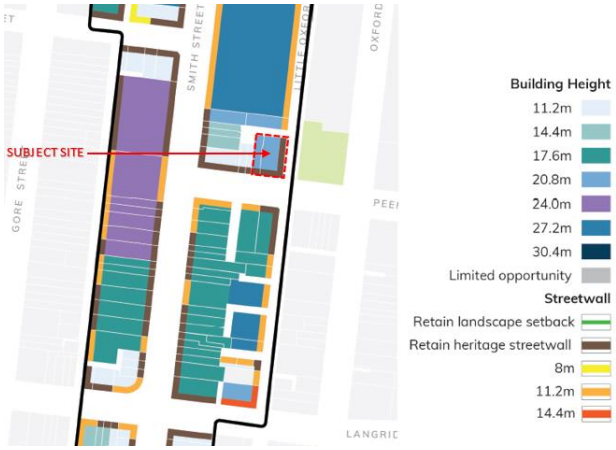


Figure: Extract from Map 2 of the proposed DDO30 controls, with the subject site highlighted

146. Amendment C270 is supported by (most relevantly) the Smith Street Built Form Framework prepared by Hansen and the Brunswick-Smith Street Heritage Built Form Review prepared by GJM Heritage.

147. To date, a decision has not yet been made by the Minister for Planning in respect of the Amendment. If approved, the proposed interim DDOs would be temporary only and be included in the Yarra Planning Scheme for approximately 2 years.

148. It is noted that is control has little weight in the consideration of this application.

Advertising

149. The application was advertised under the provisions of Section 52 of the *Planning and Environment Act (1987)* by 2,390 letters sent to surrounding owners and occupiers and by three signs displayed on site. Council received 48 objections and 2 letters of support, the grounds of which are summarised as follows:

    (a) Built form and massing:
        (i) Height and mass of the development is inconsistent with the existing neighbourhood character;
        (ii) Development not in keeping with historic low-scale precinct; and
        (iii) Proposed development inconsistent with the proposed Design and Development Overlay, Schedule 30.

    (b) Use and Off-Site Amenity Impacts:
        (i) Amenity impacts to neighbouring residential properties (overlooking, visual bulk, overshadowing, loss of privacy and daylight, noise and loss of views);
        (ii) Overshadowing and visual bulk to the Peel Street park; and
        (iii) ESD performance of the proposed building.

    (c) Traffic and Car Parking
        (i) Not enough car parks provided on-site, the on-street car parking is already at capacity and cannot cater to overflow from development;
        (ii) Increased traffic due to lack of car parking provided;
        (iii) Insufficient provision for loading/deliveries; and
        (iv) Lack of horizontal bicycle parking.

    (d) Other:
        (i) No longer a need for office space due to COVID19;
        (ii) Decrease in property values;
        (iii) Impacts to mental and physical health; and
        (iv) Construction noise.

150. The application was advertised under the provisions of Section 57B of the Act in November and December 2020 following the lodgement of the Section 57A amendment. Submissions were received from existing objectors and three additional objectors, however, no new issues were raised.

151. No consultation meeting was held as a result of the state of emergency declared in Victoria and the current health advice related to the COVID-19 pandemic.

Referrals

External Referrals

152. The application was not required to be referred to external authorities.

Internal Referrals

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

    (a) Environmentally Sustainable Design (ESD) Advisor;

(b) Strategic Transport Unit.

(c) Urban Design Unit;

(d) City Works Unit;

(e) Streetscapes and Natural Values Unit;

(f) Engineering Services Unit;

External Consultants

(g) Acoustic Consultant (SLR Consultants);

(h) Wind Consultant (MEL Consultants); and

(i) Heritage Consultant (Anita Brady).

154. The Section 57A plans were re-referred to (a) – (d) as referenced above, with the original documentation only referred to those identified at (e) – (i). Referral comments have been included as attachments to this report.

OFFICER ASSESSMENT

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

(a) Policy and strategic support;
(b) Use of the land as office;
(c) Built form, Heritage and Urban Design;
(d) On-site amenity including Environmentally Sustainable Design;
(e) Off-site amenity;
(f) Car parking, bicycle facilities and strategic transport;
(g) Objector concerns.

Policy and Strategic Support

156. The proposal satisfies the various land use and development objectives within the Planning Policy Framework (PPF), providing an acceptable level of compliance with the relevant policies within the Scheme, and is considered to provide a positive strategic opportunity for development within a well-resourced inner-urban environment.

157. The Mixed Use Zone (MUZ) objectives readily encourage commercial uses and higher built form, subject to individual site constraints. State and local policies encourage the concentration of development in and around activity centres and intensifying development on sites well connected to public transport.

158. At a State level, the metropolitan planning strategy *Plan Melbourne* seeks to create 20-minute neighbourhoods, where people can access most of their everyday needs (including employment) within a 20-minute walk, cycle or via public transport. These neighbourhoods must be safe, accessible and well connected for pedestrians and cyclists.

159. The site fulfils this criteria, with tram routes along Smith Street, bus routes along Hoddle Street and Johnston Street and Collingwood Station approximately 830 metres to the east. Yarra's Copenhagen style bicycle lanes are also located along Wellington Street, providing a better-connected journey for cyclists, encouraging the use of alternative modes of transport to and from the site, rather than encouraging the reliance on motor vehicles. This is encouraged by clauses 18.02 – *Movement Networks*; 21.06-3 – *The Road System and Parking*; and 21.03 – *Vision* of the Scheme.he application proposes the construction of a seven-storey office building, with roof terrace above, on land which is currently underutilised in an area that can accommodate greater built form. The site has attributes of a key development site, including the overall size of the amalgamated site, the underutilised development capacity, the robust existing heritage form, proximity to public transport corridors, activity centres and services within the surrounding area.

161. The site is located in an area suitable for redevelopment, with a proposed built form that generally includes elements of a diverse pattern of urban form in the neighbourhood, creates a new built form character and would result in no unreasonable off-site amenity impacts, subject to conditions, as outlined later in this report.

162. Having regard to the above, the proposed further development of the site for a greater provision of floor area for office is considered to have strategic planning support, however regard must be had to the appropriate scale of the proposal, based on the individual context and constraints of the land. This aspect of the development will be discussed below.

Use of the land as office

163. The use of the land as office requires planning permission pursuant to the requirements of the MUZ. Clause 22.05 (*Interface Uses Policy*) requires new non-residential use and development within the MUZ to be designed to minimise noise and visual amenity impacts upon nearby, existing residential properties.

164. The use of the site as an office building is supported by the PPF and the objectives of the zone, as outlined previously, and promotes urban consolidation within proximity to an activity centre that is well serviced by existing infrastructure and services.

165. The applicant has provided indicative staff numbers for the office as part of the application material, advising that approximately 250 staff members would occupy the office. However, the use of the land would be bound by building regulations which anticipate 1 worker per 10sqm of office area. This would equate to approximately 229 staff members and is considered acceptable for a proposal of this size and scale. This will not form a condition as it is likely the total area available would be reduced once internal fit-outs are undertaken, as well as the built form changes recommended via condition (discussed below). In addition, off-site amenity impacts are largely caused by hours of operation, noise and car parking (albeit no car parking is proposed within this application), all of which will be considered within this report.

166. In relation to the proposed hours of operation, guidance is drawn from clause 22.01 (*Discretionary Uses in a Residential 1 Zone*) which stipulates that permit required uses in a Residential 1 Zone (e.g. Neighbourhood and General Residential Zones) should have hours of operation limited to 8am to 8pm. Considering these hours are supported by the Scheme in purely residential areas and with regard to the location of this application within a MUZ, where commercial uses are encouraged, the proposed hours of operation between 8am and 8pm, Monday to Friday, are considered reasonable. A condition will therefore be included to restrict the office use to these hours and days.

167. The development includes a number of terraces that provide additional amenity for the proposed office tenancies. As these terraces are linked directly to the office use, a condition will be included to ensure that these terraces are not used outside of the office hours permitted by any permit issued (e.g. only utilised between 8am and 8pm, Monday to Friday).

168. The proposal includes a meeting space/theatrette within the north-western corner of the building at the ground and first floors. As outlined within the Acoustic Report, this space is ancillary to the office use and will be utilised by future office tenants. As the meeting space/theatrette is ancillary to the predominate office use, the use of these spaces would be required to operate in accordance with the hours of operation of the office – between the hours of 8am and 8pm, Monday to Friday only. This ensures that residential amenity, particularly during the sensitive night-time period (10pm to 7am), is protected.

169. The proposed office use is largely considered to generate minimal off-site amenity impacts, given the limited hours of operation and surrounding context and is unlikely to cause unreasonable noise, odour, visual or other impacts to adjacent land. However, this will be discussed later in the report under ‘Off-Site Amenity Impacts’.

170. A condition will also be included to limit delivery hours to Council's standard delivery times to ensure deliveries are undertaken at appropriate times.

Built form, Heritage and Urban Design

171. In considering the design and built form of the proposed development, the most relevant aspects of the Scheme are provided at Clause 15 (*Built Environment and Heritage*), Clause 21.05 (*Built Form*) and Clause 22.02 (*Development Guidelines for Sites subject to the Heritage Overlay)*.

172. All of the provisions and guidelines support development that responds to the existing or preferred neighbourhood character. Particular regard must be given to the acceptability of the design in terms of height and massing, street setbacks and relationship to nearby buildings.

Context

173. Built form in the surrounding area consists of a mixture of architectural styles and materials. Taller buildings are emerging within proximity to the land. The majority of these buildings are robust in design and constructed hard-edged to the street. The Collingwood area is undergoing significant change with regards to building heights and forms, with a clearly emerging character of dense development.

174. As already outlined in this report, there is no dispute that strategically the subject site is appropriately located for a higher-density development, being within proximity to a MAC and proposed to be located within one, the overall size of the amalgamated site, the underutilised development capacity, the robust existing heritage form, the sites location providing excellent access to cycling networks and near various forms of public transport. Based on these attributes, it is a reasonable expectation that this site will experience intensification in the future.

175. Design and Development Overlay, Schedule 30, is proposed to be applied to the land through Amendment C270 (Fitzroy and Collingwood Stage 1 Interim). A recent VCAT decision *18 Smith Street Pty Ltd v Yarra CC* [2020] VCAT 1319 discussed the status of Amendment C270 and whether it had any statutory weight, finding the following:

> *[25] Council, in December 2019, requested the Minister for Planning to apply the interim controls. No decision has been made by the Minister. No party relied on Amendment C270. Given the lack of progress on approval of the amendment and the absence of public exhibition, we find no weight can be placed on the provisions proposed.*
>
> Emphasis added.

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

177. Nevertheless, the Built Form Framework has been referenced throughout this assessment as a reflection of Council's strategic position for the site, where appropriate.

Heritage (demolition and new works)

178. Prior to ascertaining if the proposed building is acceptable, one must consider if the demolition and works to the existing building satisfy Council's policy.

179. The existing building at No. 6 Peel Street is graded as being 'individually significant' within the Collingwood Slope heritage precinct (HO318). The existing buildings at No. 8-10 Peel Street are graded as being 'contributory' within HO318, however, it is acknowledge that the building at No. 8 Peel Street has limited heritage significance given its construction approximately in 1997/1998.

180. Council's external Heritage Consultant has confirmed that the demolition proposed for these buildings is acceptable, noting that most of the visible external fabric of the three buildings will be retained where interfacing with the public realm along Peel Street and Little Oxford Street. In particular, the roof form of No. 10 Peel Street is currently not visible from the surrounding public realm and is not a key characteristic of the retained heritage form.

181. In particular, whilst the demolition of the rear wing to the 'individually significant' graded building at No. 6 Peel Street is proposed, Council's external Heritage consultant identified that the loss of the rear parts of this building is *compensated by the extent of retention of the front part of the building, including the main original roof form with the centrally located chimney/pots, and the proposed conservation works.*

182. Council's external Heritage advisor reviewed the proposed conservation works, providing the following:

    (a) *Also as noted, conservation and repair works are proposed to all retained facades/walls of the three buildings, as annotated on the plans and further identified in the Raworth HIS report. These are supported and generally not commented on here.*

183. A condition will require a conservation management plan, generally in accordance with the 'Heritage Impact Statement' and the '6-10 Peel Street, Collingwood - List of conservation and refurbishment works proposed to the existing facades' two page document provided by the applicant, to be submitted to ensure all these aspects are captured and adequately addressed within the demolition and construction phase of the development.

184. Further conditions will also require:

    (a) the provision of an archival record to ensure a detailed and annotated photographic record of the existing building at No. 6 Peel Street, being 'individually significant', in its context be documented and provided.

    (b) The provision of a structural report to demonstrate the means by which the retained portions of the buildings will be supported during demolition and construction works to ensure their retention.

185. In regards to the proposed new works the relevant objectives of clause 22.02-4 are '*to preserve the scale and pattern of streetscapes in heritage place*' and '*to ensure that additions and new works to a heritage place respect the significant of the place*.'

186. Clause 15.03-1 includes strategies to encourage appropriate development that respects places with identified heritage values, creates a worthy legacy for future generations, and ensures an *appropriate* setting and context for heritage places is maintained and enhanced. Clause 43.01 includes the purpose to ensure that development does not adversely affect the significance of heritage places.

187. The proposed DDO30 provides the following relevant decision guidelines in relation to heritage:

    (a) *whether heritage buildings retain their three-dimensional form as viewed from the public realm, including the opposite side of the street; and*

(b) *whether upper level development above the heritage street wall is visually recessive and does not dominate or visually overwhelm the heritage buildings.*

188. In terms of the immediately surrounding heritage context, the following is noted:

(a) The Foy & Gibson buildings and complex have three separate entries in the Victorian Heritage Register being HO127, HO128 and HO129. These buildings are located at No. 79 – 93 Oxford Street, No. 95-101 Oxford Street and part No. 107 Cambridge Street, part No. 68-158 Oxford Street and No. 103-131 Oxford Street and No. 250-254 Oxford Street.

(β) The Grace Darling Hotel, to the west on the corner of Peel Street and Smith Streets, is a predominately the two storey building constructed of bluestone and rendered brickwork with feature sandstone window surrounds. This building is also an entry in the Victorian Heritage Register being HO135.

(c) No. 2-4 Peel Street to the west, a distinctive pair of two-storey Victorian commercial buildings (shops and residences), graded as 'individually significant' to HO318.

(d) No. 12-10 Peel Street to the east, a free-standing two-storey 1870s building which was historically associated with the Congregational Church, graded as 'individually significant' to HO318.

(e) On the southern side of Peel Street, both No. 5–7 Peel Street and No. 9-11 Peel Street are double-storey buildings graded as 'individually significant' to HO318.

(f) The wider area is a mix of non-contributory buildings and contributory buildings.



Figure: Map demonstrating the heritage grading's of the subject site and surrounding properties
Source: City of Yarra GIS

189. Council's Heritage Consultant reviewed the heritage sensitivities within the surrounding area and identified that the built form and massing results in the bulk of the development being positioned within the north-western corner of the site.
This will ensure that the taller form will be in proximity to the modern 'Smith and Co' development (No. 132-152 Smith Street) and located an acceptable distance from the Foy & Gibson buildings to the north and the lower scare heritage buildings within the Smith Street precinct.

190. The southern Peel Street interface was considered to be the most sensitive heritage interface. In regards to the proposed built form and massing of the development, Council's Heritage Consultant reviewed the originally submitted plans, making the following recommendations:

    (a) *Reconsider the proposed landscaping to the terrace area to the top of 10 Peel Street, through setting back the proposed raingarden further away from the east parapet edge and/or ensuring that the plantings are of low scale and ultimately of little or no visibility from the surrounding streets.*
    (b) *For 6 Peel Street, reduce the height of the proposed development to the immediate rear of this building through removing two levels from the new building in this location, and/or through setting back the upper levels further away from the rear of 6 Peel Street.*
    (c) *For 8-10 Peel Street, increase the south setback (to Peel Street) for up to level 5 by between 1m and 2m (up to 5m overall on the south side) and remove a level from the top of the development over 8-10 Peel Street.*
    (d) *For the VHR listed Grace Darling Hotel, a reduction in the height of the proposed development as recommended here will assist in limiting the visual impact of the new development in backdrop views to the hotel, and making the new development less prominent.*

191. It is considered that the amended plans submitted pursuant to Section 57A, the decision plans, address all of the above items that were identified as issues by Council's external Heritage Consultant, as follows:

    (a) The proposed planting around the edge of the heritage parapet is now shown to be kept below the heritage façade line. This can form a condition of permit within a landscape plan and will be discussed further below under 'landscape architecture'. With regard to the height of the parapet relative to the finished floor level of the terrace, as shown below, this is considered to be an achievable outcome.



Figure: Extract from Section BB showing the relationship between the planters and parapet at Level 03

    (b) The amended plans incorporate the reduction of one level and also a further setback of approximately 0.8 metres, thus addressing the concerns of Council's Heritage Advisor through a combination of design interventions. The interface with No. 6 Peel Street is therefore considered acceptable as shown in the decision plans. A conditional 2.55 metre setback from the western boundary from Level 03 and above, discussed further later in the report, will also assist in further removing building bulk behind this individually significant building.
    (c) Above No. 8-10 Peel Street, a level has been deleted and the setback from Peel Street has been increased by 1 metre, in accordance with the recommendations and therefore is considered acceptable.

(d) In regards to the final recommendation, the items discussed under (b) above would adequately assist in limiting the visual impact of the new development in backdrop views to the hotel to an acceptable level. The material change made to the western boundary wall within the Section 57A plans also limit the extent of visual bulk, as the extensive use of grey concrete has been removed with the green glazed terracotta façade system now instated, ensuring the design language of this elevation integrates with the overall building, limiting visual impact.

192. In respect of the materials proposed, Council's Heritage Advisor made the following comments:

(a) *Regarding the proposed materials and architectural expression of the visible new levels, these are generally acceptable. The arrangement of glazing, the vertically delineated bays, and the 'unified architectural expression' as referred to in the Raworth HIS report, distinguish between the old and the new on the development site, and generally without detriment to the retained heritage building components. The heritage precinct also has new and substantial buildings of varying expression and materials, which again allows for some diversity in the approach to this site.*

193. It is considered that the proposed materials utilised for the new form above the heritage form will create a distinction between the solid masonry street wall and the upper levels maintaining the clarity of the street wall in the street streetscape. The retained heritage elements will remain as the primary view from the public realm.

Height and massing of the development

Height

194. The proposal is an overall seven storeys in height which equates to 24.75 metres (excluding plant). The lift core, a service room and terrace balustrading sit above this height, an additional 3.95 metres, 2.3 metres and 1 metre respectively.

195. Whilst it is acknowledged that the building will be taller than adjoining developments, there are recent approvals for higher developments in this area, with some having already been constructed or under construction. There is no doubt significant change will occur here, however it is not to say that any increase is therefore acceptable.

196. Most notably, within the immediate streetscape, it is acknowledged that the existing building at No. 20-22 Peel Street adopts a predominate height of 20.18 metres flush to Oxford Street which returns along Peel Street for approximately 12 metres. This building is existing, and it can be clearly seen that visual bulk associated with the height and robust form of the building is managed by the separation Peel Street Reserve and the wide road reserve of Peel Street provides. The subject site also benefits from an abuttal to the Peel Street Reserve and the wide road reserve of Peel Street.

197. The approved building at No. 33 Peel Street would adopt an overall height, flush to the Peel Street and Cambridge Street corner of 25.98 metres, with predominant and overall heights along Peel Street of 24.5 metres and 26.9 metres respectively, again flush to Peel Street. This site is approximately 230sqm in area, substantially smaller than the subject site which incorporates an area of approximately 560sqm.

198. While the area has been subject to substantial redevelopment, it continues to present a hard edge character to the street with rectilinear forms and robust materials. There is no doubt that the subject sites current use as a double storey dwelling and three-storey commercial buildings is an underutilisation of land in an inner city location.

199. It is acknowledged that the two examples referenced above 'sit lower' within the streetscape due to the sloping topography of the Collingwood Slope Precinct. Notwithstanding, the design of the development has had regard to the sloping topography that results in the subject site 'sitting higher' than surrounding land to the east. The site is of reasonable size due to the amalgamation of allotments, retaining the robust heritage base and adopting significant upper level street setbacks to ensure the new built form is recessive to the surrounding public realm.

200. Considering the street's proximity to the Smith Street MAC, the Gipps Street employment precinct, convenient access to public transport combined with the existing robust heritage base, it would be a reasonable expectation that this site and others within the surrounding area would experience further intensification in use and development.

201. It is acknowledged that the proposed DDO30 proposes a mandatory height of 20.8 metres (excluding service equipment/lift structures, balustrading and the like). With regard to the proposed DDO30, the current policies that apply to the site and surrounding context, Council's Urban Design Unit was supportive of the proposed height, making the following comment:

    (a) *The overall height has been reduced to seven (7) storeys, from 28.7m to 24.75m. In addition, the Peel Street setback has been increased to 4m at Levels 3-5. Level 6 setbacks have been decreased to Peel Street and Little Oxford to meet Levels 3-5. Compositionally, the massing amendments transform the proposal from a 3+3+2 (heritage base, middle, upper) to a 3+4 composition (heritage, upper). An appropriate proportional relationship and urban design outcome for the heritage base and Peel Street streetscape.*

202. Furthermore, the proposed development would still meet the following, relevant, objective of the proposed DDO30:

    (a) *a new mid-rise character (ranging from 3 to 8 storeys) behind a varied heritage street wall between Stanley and St David Streets and Gertrude and Langridge Street.*

203. The proposed overall height of the development is consistent with the emerging character of development. The height above the overall predominant height, associated with the lift core, services room and terrace balustrading is well setback from the site boundaries to ensure that it would be subservient to the substantive built form. Conditions discussed below under 'upper levels' and 'equitable development' will also assist in providing greater separation between the lower levels and upper levels to the northern and western interfaces.

204. Whilst it is acknowledged that the height of the building will be taller than the existing adjoining developments and the existing up to three-storey form on-site, it is clear this proposal is in-line with the emerging character of the area and consistent with local and state policy.

205. The issue of development which is higher than surrounding built form was further discussed in the Red Dot Tribunal decision, *Pace Developments v Port Phillip CC* (includes Summary) (Red Dot) [2012] VCAT 1277:

    [58] We accept that the building will be taller and will be seen, but the notion of respectful development does not mean that new buildings must replicate that which exists nor does it imply that they will not result in change. As we have noted, change must be contemplated in an area where growth is encouraged by the MSS and chance to improve, or perhaps in this case repair, the urban environment.

206. Continuing the discussion regarding visibility of taller built form, the following comments were made by the Tribunal in *Rowcliffe Pty Ltd v Stonnington CC* [2004] VCAT 46 (29 January 2004):

[54] If mere visibility becomes the test across metropolitan Melbourne, then it will be virtually impossible to construct buildings above the prevailing scale. This, in turn, would render it impossible to achieve the clearly stated urban consolidation objectives expressed in the Planning Scheme, objectives which Clause 11 requires us "to give effect to". The Tribunal rejects the notion that, because some of the buildings would be visible above the existing built form, they are therefore unacceptable. Rather, the test is whether the proposal is complementary to the surrounding area, and of a scale that can be assimilated without unreasonably disturbing the surrounding built environment.

207. With regard to policy direction under the Scheme, clause 21.05 – *Urban Design* contains Objective 17: *to retain* Yarra's *identity as a low-rise urban form with pockets of higher development.*

(a) Strategy 17.2 reads as follows:

Development on strategic redevelopment sites or within activity centres should generally be no more than 5-6 storeys unless it can be demonstrated that the proposal can achieve specific benefits such as:

(i) Significant upper level setbacks
(ii) Architectural design excellence
(iii) Best practice environmental sustainability objectives in design and construction
(iv) High quality restoration and adaptive re-use of heritage buildings
(v) Positive contribution to the enhancement of the public domain
(vi) Provision of affordable housing

208. Whilst the site is not designated as a strategic redevelopment site and is not strictly located within an activity centre the criteria identified above provides a benchmark against which the assessment of a permit application for a development of height above 5 – 6 storeys can be assessed against.

209. In regards to (ii), (iii) and (v), these items are all considered to have been met and will be discussed later in the report. As discussed above under 'heritage,' item (iv) has been met, with the proposed redevelopment also ensuring that the heritage buildings are conserved, maintained and conserved. Item (vi) is not relevant, given that this is a commercial proposal.

210. It is clear that the proposed height in this location is acceptable, however the transition of the building mass and whether the development provides appropriate upper level setbacks is key to its acceptability within this specific context. The upper level setbacks will be discussed further below.

Massing

Podium

211. The existing heritage forms are retained to Peel Street and Little Oxford Street and are therefore acceptable. It is acknowledged that the retention of the heritage street wall would meet the mandatory requirements of the proposed DDO30.

212. The heritage podium of No. 10 Peel Street is maintained along Oxford Place, with the form to the west of the heritage fabric proposed to extend on-boundary to a height of seven storeys.

213. The appropriateness of the seven storey wall abutting Oxford Place will be discussed further under 'equitable development' where it is acknowledged that a three-storey form is considered appropriate for this interface with the upper levels to be setback above. Conditionally, the interface to Oxford Place would be acceptable.

Upper levels

214. When viewed from various locations along Peel Street, Little Oxford Street and the surrounds, the contrast between the retained heritage podium and green glazed terracotta façade system of the upper levels would distinguish the two parts of the building. This will create an obvious distinction between the solid masonry street wall and the upper levels maintaining the clarity of the street wall in the street streetscape.

215. In respect of upper level setbacks, the Urban Design Unit identified that the street setbacks were acceptable and assisted in providing '*an appropriate proportional relationship and urban design outcome for the heritage base and Peel Street streetscape'.*

216. Whilst the upper level setback to Little Oxford Street are less than that envisioned by the proposed DDO30 (recommended 6 metres to side streets), the proposed 3 metre side street setback is considered satisfactory with particular regard to the robust heritage form that constitutes the base. Furthermore, the proposal would clearly meet the following, relevant, requirements upper levels of development should meet:

    (a) *be set back from the street wall below to ensure that upper level additions as seen from the public realm do not detract from the character of the streetscape when viewed directly or obliquely along the street; and*
    (b) *contain upper level setbacks above the street wall within a maximum of two steps (including the setback above the street wall below as one step) to avoid repetitive steps in the built form.*

217. Council's Heritage Advisor found that the Little Oxford Street upper level setbacks were generally acceptable, subject to increased setbacks from Peel Street to protect the more sensitive interface which has been achieved within the Section 57A plans as previously discussed.

218. The setbacks provided to Peel Street are considered acceptable, providing a 4 metre setback above 8-10 Peel Street and a 12.85 metre setback above the more sensitive heritage fabric associated with No. 6 Peel Street. This aligns with the recommendations made by both Council's Urban Design Unit and Heritage Consultant on the original application plans, which proposed a 3 metre and 12 metre setback.

219. The western return wall associated by the 12.85 metre setback is treated with the green glazed terracotta façade system, ensuring that the building has been designed 'in the round'. No setback is proposed for the remainder of the western boundary wall, within the 'northern half' of the allotment.

220. It is considered that this on-boundary wall is unresponsive in its location against the western boundary, most pointedly the interface of Level 03 and above with the proposed roof-top terrace under construction on No. 2 – 4 Peel Street. The proposed interface would result in excessive visual bulk and as such it is recommended that the on-boundary wall be setback to 2.55 metres to align with the western edge of the lift core, as demonstrated below, from Level 03 and above. The setback area created is to be non-trafficable.

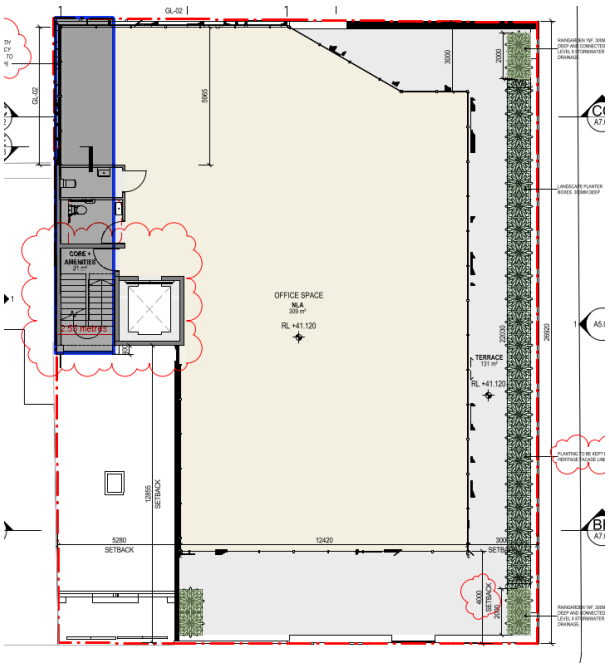


Figure: Level 03 Floor Plan with recommended setback area shown with blue outline (to be continued above)

221. As a result of the above condition, not only would the issue of visual bulk to the adjoining dwelling be addressed, but the development when viewed from the western and northern approaches would appear subservient to retained heritage fabric, including the Grace Darling Hotel. Lastly, whilst this modification would require the reorienting of the stairwell and bathroom facilities it is considered that the floor plan would be able to accommodate these changes.

222. In conclusion, abrupt height transitions are an emerging character in the Collingwood area and hence the policy encouragement at Clause 22.10-3.3 to scale down to lower built form cannot be applied without discernment, as this would substantially impede development potential without regard to broader considerations in an area that is undergoing substantial transition from lower built form to much higher built form.

223. Subject to conditions, the upper levels of the development would be setback appropriately to ensure the upper form is expressed 'in the round' and that the prominent heritage forms remain as prominent features within the streetscape.

Architectural Quality

224. The development is considered of high architectural quality and in that regard responds to the design objectives clause 15.01-2. The contemporary design is appropriate and responds well to this part of Collingwood where it is strategically located in proximity to a constantly evolving MAC.

225. Council's Urban Design Unit was complementary of the proposed design elements, making the following comments on the original proposal:

(a) *The materiality and composition of the new form is clearly distinguishable from the heritage fabric, adopting a respectful contemporary design. The new form comprises largely of a terracotta façade system (green glazed finish), employing strong vertical elements and fenestration.*

(b) *It is recommended that a detailed Façade Strategy, including material sample board be provided. With the purpose of ensuring the legibility of the façade pattern, articulation, and depth and detailing the application of façade panels (TL:01 Terracotta Façade System in glazed green). The articulated finish to the exposed concrete (CE:02) western party wall (Elevation A5.03) with No.4 Peel Street is to be clarified.*

226. As clarified within the updated comments on the Section 57A plans, the concern raised with the western boundary wall has been alleviated. As shown below the exposed concrete finish has now been modified to ensure that the building is designed 'in the round,' with TL:01 (terracotta façade system in green) now applied to the western elevation.

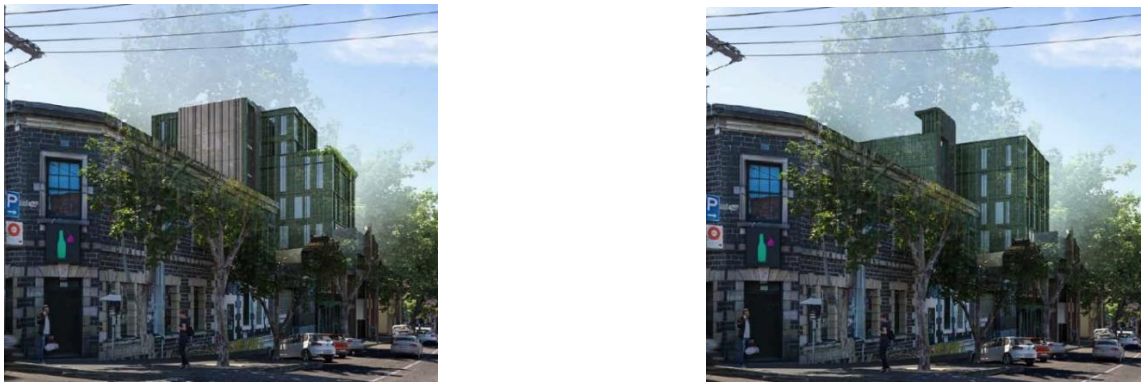


Figure: Originally submitted (left) and Section 57A (right) render of the western elevation

227. With regard to the assessment made under built form and massing, the conditional setback from the western boundary requires further consideration of the south-facing lift core. As shown below, the current design of the lift core, whilst proposed to be CE:02 (dark tinted concrete), integrates well with the building due to the linear design of the stair well on its western side.



Figure: Southern elevation, with built form to be setback from the west, outlined in red

228. With the setback of the stair core, as recommended and shown above in red, the southern elevation of the lift core would be more prominent and appear 'unbalanced' with the overall building. This would result in a built form element that does not achieve an acceptable level of integration with the overall new building form. A condition should therefore require the southern elevation of the lift core to be clad in 'TL:01', or an architectural treatment that integrates with the overall building.

229. In line with the recommendation of Council's Urban Design Unit, it is considered that a façade strategy and materials and finishes schedule is required to be submitted via condition to demonstrate:

(a) elevations at a scale of 1:20 illustrating typical podium details, entries and doors, and utilities and typical tower facade details (in particular the detailing of 'TL:01');
(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.

230. This will ensure that the materials to be utilised for the development are reviewed prior to construction to ensure they are of a high architectural quality in accordance with the plans submitted to date.

Equitable Development

231. To ensure the 'fair, orderly, economic and sustainable development of land' in accordance with the objective of the Act, matters of equitable development should be considered.

232. The sites to the east and south will not be impacted by the proposal from an equitable development consideration as they are separated by the width of Little Oxford Street and Peel Street which provide a reasonable buffer. The sites to the north and south require consideration of equitable development due to the narrow nature of Oxford Place and direct abuttal, respectively.

233. It is an accepted planning principle that the upper levels of developments are to provide a 4.5 metre setback from the common boundary, or the centreline of a laneway/street where applicable, to ensure opportunities for equitable development are preserved. Where sites are constrained, blank walls can also be utilised to ensure future adjoining development is not prejudiced.

234. This is expressed within *3000 Corporation Pty Ltd v Boroondara CC* [2019] VCAT 993 where Members Bennett and Nervegna provided the following comment at paragraph 94, as follows:

(a) *The ability to achieve or maintain equitable development rights on adjoining sites, and a more efficient use of land, varies depending on specific circumstances. For example, on wider and larger sites it is often submitted that a development set back at least 4.5 metres from site boundaries allows adjoining sites to be developed with similar setbacks, thereby providing an equitable sharing of development potential. On narrower sites, the ability to maintain development potential on adjoining sites is often achieved by constructing blank walls to boundaries so that there is no necessity for future development on adjoining sites to be set back to protect the amenity of dwellings within an already constructed building.*

Emphasis added.

235. Where interfacing to the west, the development is considered to provide an acceptable equitable development scenario for the following reasons:

(a) The southern 'half' of the development is setback 5.28 metres from the western boundary, far exceeding the requirement for a 4.5 metre setback;
(b) The northern 'half' where interfacing with No. 2-6 Peel Street is to be a blank wall, with no windows, and will conditionally be setback to 2.55 metres. With consideration to the blank wall along this interface, an equitable development outcome is provided; and
(c) The northern 'half' where interfacing with Oxford Place is setback in excess of 9 metres from the rear of the properties facing Smith Street and an equitable development outcome is provided.

236. Where interfacing to the north, the development is constructed to the boundary for seven storeys to the west of the retained heritage form. Above the heritage form, the development adopts a setback of 0 metre – 3 metres.

237. A three-storey on-boundary form along Oxford Place is considered acceptable, and typical of development expectations in the area. There is concern, however, with the upper levels of the development above the street-wall height.

238. It is considered the interface of the upper levels to the north does not provide an equitable development scenario. The current three-storey form on No. 61 Little Oxford Street may be redeveloped in the future, given the zoning of the land (Commercial 1 Zone), proximity to the Smith Street MAC and abuttal to a higher density development to the north and also proximity to the subject site which strategically can accommodate taller built form.

239. With consideration to the width of Oxford Place, at 4.74 metres in width, a 4.5 metre setback from the centreline of the laneway would equate to a minimum 2.13 metre building setback from the northern boundary. The DDO30, whilst not approved and as previously identified carries limited statutory weight, provides further guidance as follows:

    (a) *Where development shares a common boundary within the overlay and/or adjoins a Commercial 1 Zone and/or Mixed Use Zone outside of the overlay, upper level development should:*
        (i) be set back a minimum of 4.5m from the common side boundary, where a habitable window or balcony is proposed and/or exists; and
        (ii) be set back a minimum of 3.0m from the common side boundary where a commercial or non-habitable window is proposed and/or exists.
    (b) *Where the common boundary is a laneway, the setback is measured from the centre of the laneway.*

240. As the levels above the street-wall would not be on the same level as the existing balconies and windows of No. 61 Little Oxford Street and present as commercial windows, it is considered that a setback lesser than the 4.5 metres can be applied and it is recommended that Levels 03 – 07 be setback 1 metre from the northern boundary (3.37 metres from the centreline of Oxford Place). The setback area created is to be non-trafficable.

241. This would provide an appreciable building break between the lower and upper forms of the building and also address building separation requirements with regards to the commercial nature of the proposed office building and equitable development opportunities to the north.

Landmarks, Views and Vistas

242. It is policy at clause 15.01-2S of the Scheme that important landmarks, views and vistas be protected or enhanced. The impact on long range views and vistas are only relevant where they form part of an identified character of an area (within planning policy) and typically apply to landscapes or natural features.

243. The proposed development does not compete with any identified landmarks given its location and is considered to be an acceptable response to the local policy direction under clause 22.03-4 of the Scheme.

Light, Shade and Public Realm

244. This principle requires the design of interfaces between buildings and public spaces to enhance the visual and social experience of the user. In this respect, the proposal represents an improvement in streetscape, public space quality and perceived safety.

245. Furthermore, a decision guideline of the proposed DDO30 requires consideration of the following:

    (a) *Whether the design of the streetscape interface makes a positive contribution to an active, pedestrian-oriented street environment and/or public realm.*

246. Council's Urban Design Unit was supportive of the ground floor interface to the surrounding streets, providing the following:

(a) *The proposal will increase activation of the Peel Street, Little Oxford Street and Oxford Place. Through the utilisation of existing entrances and new entrances and passive surveillance opportunities to the rear laneway, Oxford Place.*

(b) *It is necessary to sensitively integrate all necessary externally accessible service cabinets into the façade (currently there are no service cabinets detailed in Plan or Elevation).*

247. The site presently contributes little to the street, being a vacant building with limited meaningful entrances at the ground floor level. The vehicle crossover and roller door dominates the frontage to No. 8 Peel Street. The proposal provides an active frontage, removing the existing roller door to provide for a generous glazed entrance point.

248. In terms of integration with the street, the floor plans and elevations indicate that an architectural feature will project into Peel Street at the ground floor level as shown below:

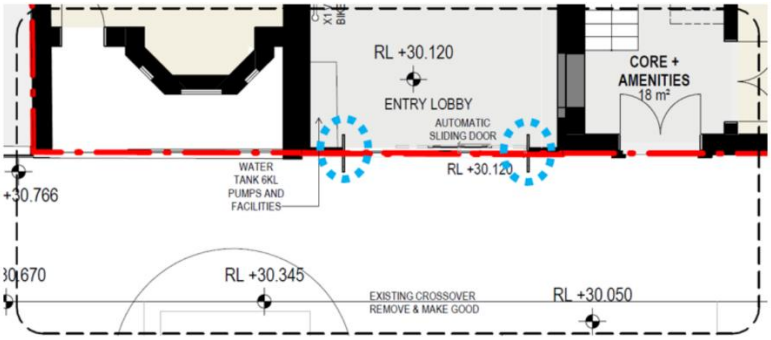


Figure: Ground floor plan with projections highlighted in blue

249. This is not supported as it may restrict pedestrian access within the public realm and will be required to be deleted.

250. There are no services shown within the building footprint (e.g. substation, metres, etc.). The proposal seeks to remove the existing fire booster cupboard along Little Oxford Street and reinstate the heritage building. This is considered acceptable, however, if services were required to be introduced in the future a formal amendment would be required to be made with the location assessed at this time.

251. Council's Urban Design Unit requested the following to form conditions:

(a) *A detailed Streetscape Plan must be provided including (but not limited to) the following items:*
   (i) On-street parking bays;
   (ii) Reinstated surface materials;
   (iii) Existing and proposed street fixtures;
   (iv) Street trees;
   (v) Dimensions of openings and offsets; and
   (vi) Levels and drainage.

(b) *All pavements surrounding the site (Peel Street and Little Oxford) are to be reinstated as asphalt footpaths with bluestone kerb and channel. All proposed streetscape materials should be per Technical Notes: City of Yarra Public Domain Manual and Yarra Standard Drawings. Rectification of paving surrounds (currently assumed bonded aggregate) around existing Plane trees on Peel Street, should be coordinated with Council Natural Values and Streetscapes Team.*

252. Council's Engineering Unit also recommended that the footpath along the property's Peel Street and Little Oxford Street frontages be reconstructed. Oxford Place was also requested to be profiled and re-sheeted, with the central bluestone open channel reset. They also recommended the following:

    (a) *With the removal of the redundant vehicle crossing and the reconstruction of the Peel Street footpath, the applicant must ensure the finished floor levels inside the entry lobby neatly match and transition the new design levels of the reconstructed footpath.*

253. Given the scale of the proposed works and limited public realm benefits proposed, this is considered reasonable to form conditions. A condition will require a detailed streetscape plan to be provided.

254. A decision guideline of the proposed DDO30 requires consideration of how buildings and works will impact solar access to footpaths and public open spaces. Shadow diagrams submitted identify that a 6.49sqm portion of the kerb outstand on the opposing side of Peel Street will be shadowed at 10AM, after this the shadowing would clear. At 2PM, the opposing footpath of Little Oxford Street is already shadowed by the existing building.

255. Whilst the first floor of the existing building within the Peel Street reserve will be shadowed at this time, it is considered reasonable due to the limited period of additional shadowing. No additional overshadowing of the Peel Street reserve between the hours of 10AM and 2PM will occur. Council's Urban Design Unit raised no issue with the level of overshadowing to the public realm, providing the following comments:

    (a) *Given the height of the existing street wall, sense of openness adjacent to the Peel Street Park and demonstration of limited shadow impacts, the upper level setback toward Little Oxford Street of 3m is acceptable from an urban design perspective.*

256. Lastly, Objective 5.1.4 of the UDGV requires new buildings within activity centres to minimise adverse wind effects. Furthermore, a decision guideline of the proposed DDO30 is whether the development mitigates negative wind effects.

257. The application was accompanied by a desktop wind assessment prepared by Windtech Consultants Pty Ltd, based on the initial application. The wind assessment made the following recommendations:

    (a) Retention of the existing perimeter walls around the Level 03 terrace, with a minimum combined planter box/planting height of 1.5 metres.
    (b) Recommendation for a 1.5 metre high balustrade along all aspects of the Level 06 terrace with planting proposed along the north-eastern corner and southern elevation.

258. With regard to (a) identified above, the parapet of the retained heritage building extends a minimum 1.88 metres above the finished floor level of the terrace and would therefore comply. With regard to (b), the modified roof terrace at Level 06 proposing balustrading to 1 metre in height and would not comply with the recommendation. It is also not considered appropriate to include vegetation as a wind mitigation measure and therefore it is recommended the report be updated to remove reference to vegetation.

259. The wind report submitted with the initial application has been peer reviewed externally. The wind consultant raised no concerns with the proposed methodology or findings of the report prepared by the applicant, but identified several items that were required to be addressed within an updated report, as follows:

    (a) An explicit reference to the expected criteria for the ground level streetscapes.
    (b) An assessment of whether wind conditions would satisfy the standing criterion is required for the Peel Street building entrance.

(c) Standing criterion is to be achieved for the Level 03 and Level 06 terraces.

260. Furthermore, due to the height reduction within the S57A plans and the modifications to the built form, as recommended, it will form conditions that the wind report also be updated to assess the final proposal. A condition would also require amended plans to comply with the requirements of the Wind Impact Assessment.

261. Subject to conditions it is considered that wind is adequately assessed and will ensure the development would not generate safety concerns for the pedestrian wind environment. Notably, the assessment submitted indicates that wind conditions to Peel Street Park would be expected to benefit from the shielding provided by the development from the prevailing westerly winds.

Site Coverage

262. Whilst not strictly applicable, it is acknowledged that the level of site coverage proposed is well above the maximum of 80 percent as directed by clause 22.10-3.6 that applies to new development not within a Heritage Overlay. However, as the existing level of site coverage in the surrounding (and immediate) area is similar and within zoning that encourages higher density development (MUZ), it is acceptable. Commercial and mixed-use buildings in this precinct traditionally have high levels of site coverage with this characteristic being evident throughout Collingwood.

Landscape architecture

263. Landscaping is not a typical feature of higher density development in this Collingwood precinct, however, the proposal does include landscaping around the Level 3 terrace, as shown below:

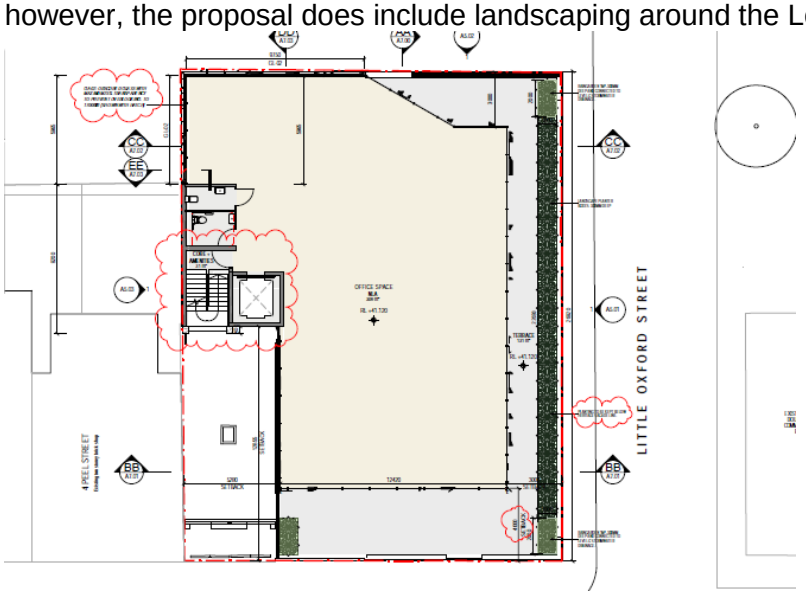


Figure: Proposed Plan 03, showing landscaping around perimeter of terrace

264. A condition will require a detailed landscape plan to be provided with the following details:

(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.

265. A condition will also require details of the maintenance of the vegetation, to ensure the planting is kept below the heritage façade line, in accordance with plan notation and to satisfy the concern of Council's Heritage Consultant, who made the following comment:

(a) *Setting the raingarden further back or away from the parapet edge would assist, and/or ensuring the plantings are of low scale and of little or no visibility from the surrounding streets.*

266. Lastly, in line with the initial comments received from Council's Urban Design Unit, the following will also be required to be included:

(a) *Details of any raised planters and rain gardens including height, width, soil depths and materiality.*

267. In regards to street trees, there are two street trees located within the Peel Street road reserve in front of the subject site, these trees are advanced Plane trees.

268. To ensure their protection during construction, Council's Streetscapes and Natural Values Unit requires a bond for the amenity value of the trees and a tree management plan to be provided. This is considered a typical requirement and will form conditions to ensure that the trees are adequately protected during construction.

On-site amenity including Environmentally Sustainable Design

Daylight and Ventilation

289. The proposed development is considered to provide a good level of amenity and indoor environmental quality. Specifically, this is achieved through good access to daylight for the office space being located on a corner with a northern abuttal to a laneway. The development provides large expanses of glazing at all levels (where not restricted due to retained heritage fabric) and the provision of a terrace at Level 03 and on the rooftop.

290. The daylight investigation provided within the Sustainable Management Plan (SMP) demonstrated that the project achieved a 2% daylight factor for 50% of the leasable office floor area, exceeding the BESS standards that require a daylight factor of 2% for at least 30% of floor area. Council's ESD Advisor raised no issue with the daylight modelling provided and this aspect is considered to be satisfactory.

291. The SMP submitted with the application indicates that a mechanical ventilation system will be utilised. Council's ESD Advisor raised no concern with the proposed ventilation, however, requested clarification on the provision of outdoor air to office spaces on all levels. Clarification on this aspect is considered appropriate and can form a condition.

Circulation Spaces

269. The main pedestrian entrance to the smaller tenancy at No. 6 Peel Street is easily identifiable from the street as the existing entrance door to the dwelling building will be retained. Access to the larger tenancy at No. 8-10 Peel Street will be provided from the central building (No. 8 Peel Street) and will be easily identifiable from the street. The automatic sliding door provides access to a generous lobby space with clear view lines to the main lift lobby. The circulation spaces afford a good level of amenity to future building occupants.

Facilities

270. Bathrooms are provided at each level for the office tenants. Whilst kitchen facilities are not currently shown on the floor plans, it is considered that this will be designed in the detail design stage once the building becomes tenanted and is acceptable.

271. Bicycle parking and end-of-trip facilities are also incorporated into the design, within the basement level. External terraces are provided at varying levels. These features will further enhance the amenity of the development.

Environmentally Sustainable Design (ESD)

289. Policy at clauses 15.01-2S, 21.07, 22.16 and 22.17 of the Scheme encourage ecologically sustainable development, with regard to water and energy efficiency, building construction and ongoing management. Council's ESD Advisor confirmed that the proposal was close to meeting Council's Best Practice ESD standards.

290. Further, the redevelopment of the site located in an existing built-up area makes efficient use of the existing heritage buildings, infrastructure and services, and the proximity of the subject site to numerous public transport modes and provision of no on-site car parking reduces reliance on private vehicles.

291. Council's ESD Advisor identified that whilst there were no obvious deficiencies with the proposal, there was outstanding information that needed to be provided to substantiate the claims made. These items were outlined within their referral comments and are provided below:

    (a) Clarify provision of outdoor air to office spaces on all levels, and mark plans (including elevations).
    (b) Provide details in Section J Analysis and aim for (min) 10% improvement on 2019 NCC requirements.
    (c) Clarify depth between articulated façade and recessed glass (to determine shading benefit) and consider additional external shading for upper levels (4 and above).
    (d) Provide Landscape Plan articulating details of planting schedule and maintenance.
    (e) Provide a statement as to how building design mitigates urban heat and consider a lighter pallet of materials (particularly the roof, SRI>50) to reduce heat gain.

292. The above outstanding information can be required to be provided via condition.

Off-site amenity

293. The relevant policy framework for amenity considerations is contained within clause 22.05 (Interface uses policy). As the site surrounds description identifies, there are dwellings located on the opposing side of Oxford Place and immediately adjoining the site to the west.

294. It is important to identify that the zoning of these two residential properties differs, the site on the opposing side of Oxford Place is located within a Commercial 1 Zone whilst the adjoining site to the west is located within the MUZ.

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

Noise

272. Policy at Clause 22.05 of the Scheme seeks to ensure new commercial development is adequately managed having regard to its proximity to residential uses.

273. The proposal is unlikely to result in unacceptable noise emissions to the nearby residential properties given the majority of the building would be used for offices (subject to consideration of hours and sleep disturbance criteria). Due to the nature of the office use there will be minimal noise generated by pedestrian activity, with this activity limited to weekdays between 8am and 8pm and located along the Peel Street frontage in proximity of Smith Street.

274. The applicant submitted an acoustic report to address noise impacts from the proposal on surrounding residential properties. Potential noise impacts were identified as music associated with the theatrette, industrial waste collection, mechanical plant (including roof mounted equipment and voice noise from external terraces. Council's Acoustic consultant reviewed the acoustic report, suggesting the following be included as conditions:

    (a) *SEPP N-2 limits are identified and applied to music and amplified voice from the theatrette.*
    (b) *An assessment and acoustic specifications be provided for the theatrette façade wall and external door so as to achieve the SEPP N-2 limits.*
    (c) *Management strategies are developed for minimising noise impacts from users of the theatrette to occupants of the overlooking apartments. These may include:*
        (i) Use of the door to Oxford Place for emergencies only, particularly while the theatrette is in use.
        (ii) Limitations to the times that the space can be used, particularly if appropriate noise targets cannot be can met for all periods of the day and night.

275. A condition will be included requiring the report to be updated prior to construction to ensure that all of the information requested above be provided and satisfied prior to the development occurring. Given the use of the meeting space/theatrette will be restricted to 8am to 8pm, Monday to Friday, it is considered the above can be satisfactorily achieved.

276. A further condition will require the acoustic assessment to be updated to assess the most recent plans, including noise impacts from the rooftop terrace, to ensure the built form modifications made within the Section 57A plans have no adverse impacts on the surrounding properties.

277. Lastly, it is noted that the Acoustic Report submitted identifies that design of noise from mechanical plant to ensure compliance with SEPP N-1 can be conducted during the detailed design phase of the project. A post-construction acoustic report will also be required to ensure that the mechanical plant has adequately been addressed.

Visual bulk

278. In regards to visual bulk impacts, the most sensitive interface are the dwellings to the north, across Oxford Place, that orient their secluded private open space areas and habitable room windows to the ROW as well as the residential dwelling to the west which proposes a rooftop terrace to the northern third of their allotment.

279. Traditionally buildings with commercial uses tend not to include side and rear setbacks and this is evident in both the remnant commercial buildings in the area and the new development occurring. Minimal side and rear setbacks would be an expected feature of the redeveloped buildings where located within zoning that encourages higher density forms.

280. In respect of the dwellings to the north along Oxford Place it is considered that due to the narrow width of the ROW, views to the proposal in its entirety from within the dwellings and their balcony areas would be limited and only possible from a greater distance, reducing any potential visual bulk impacts. The enclosed nature of the balconies would further assist in restricting the view lines to the new built form.

281. In regards to visual bulk to the west, it is considered that within this built form context, views from windows and open space areas to built form is not an unreasonable expectation. Views from the approved east-facing Level 01 windows of No. 2-4 Peel Street would be to its own boundary wall, with this wall mitigating views upwards.

282. In respect of views from the approved Level 02 roof terrace of this dwelling, as previously discussed a condition will be included requiring level 03 of the development and above to be setback 2.55 metres from the western boundary. This will ensure an appreciable setback from the west is provided to alleviate visual bulk concerns, furthermore this terrace would have a northern unobstructed outlook due to the layout of Oxford Place.

283. The conditional setback requirement combined with the modification to the materials on the western boundary wall as made within the Section 57A amendment (from exposed concrete to the green glazed terracotta façade system) will ensure views will be to a visually interesting elevation that has cohesion with the overall built form that are considered acceptable within the surrounding context.

Overlooking

284. In relation to overlooking, it is an accepted principle that overlooking only occurs between habitable rooms (i.e. bedrooms and living rooms) and private open spaces within a 9 metre radius and 45 degree arc. Regardless, clause 22.05 does require non-residential development to be designed to minimise the potential for unreasonable overlooking.

285. With the location of residential uses, overlooking to the north and west is to be considered as these are the only residential properties within 9 metres of the site.

Northern Interface

286. Obscured glass with a maximum 25% transparency has been applied to the office windows to the west of the retained heritage form from the ground level to Level 03, with the exception of the meeting space/theatrette. Given the proximity of the meeting space/theatrette to existing habitable room windows and balconies of No. 61 Little Oxford Street, albeit at Level 01, it is considered that this interface would result in unreasonable overlooking and therefore the following condition is recommended:

    (a) *The northern elevation of the meeting room/theatrette modified to incorporate obscure, patterned glazing to provide visual interest in lieu of GA:01.*

287. This will ensure that obscure glazing with a pattern to ensure visual interest is provided. It is not considered that obscure patterned glazing would compete with the retained heritage form on this elevation given the limited viewlines to this section of the development and clear association with the new built form.

288. Whilst the windows within the northern elevation of the heritage façade are not proposed to incorporate obscure glazing, it is considered that this is an existing condition that will be maintained and further intervention is not required.

289. The Level 03 terrace will largely be screened to a minimum height of 1.7 metres by the parapet of the existing building, however, there is a 2.6 metre length that would have unobstructed views. A condition should be included requiring this area to be non-trafficable, to ensure views from this space are mitigated as there may be direct views from the terrace into the Level 02 windows of No. 61 Little Oxford Street. With regard to the previously discussed condition requiring a 1 metre setback from Oxford Place at this level, the conditioned non-trafficable area along this interface is shown below.

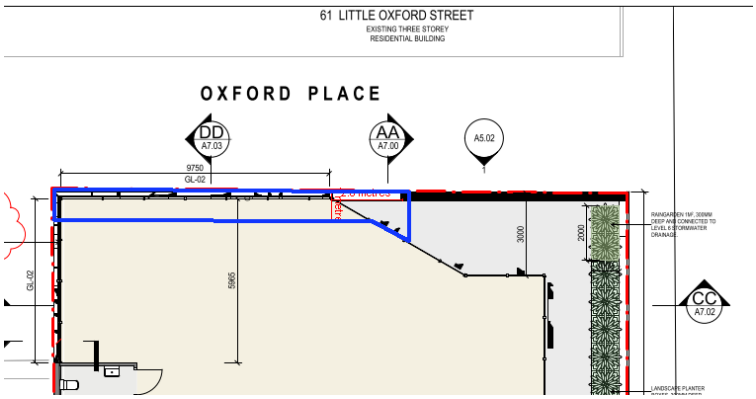


Figure: Proposed Plan 03, showing the area to be non-trafficable via condition outlined in blue

290. Screening has not been provided to the upper levels, at Level 04 and above, and it is considered that view lines will generally be distorted from these heights and project primarily over the roof of the dwellings, not into the open space areas.

291. Further north, the development at No. 132-152 Smith Street is in excess of 9 metres from the subject site and therefore overlooking would be managed to an acceptable level.

Western Interface

292. To the west, the southern half will be setback 5.28 metres from the boundary. Views within the 9 metre radius and 45 degree arc would largely fall on the roof form of No. 2-4 Peel Street. It is considered downward views into the lightcourt of this dwelling and to the roof terrace at the rear would be on oblique angles and adequately distorted and are therefore acceptable.

293. Where directly adjoining the proposed terrace associated with the adjoining dwelling the development presents as a blank wall resulting in no direct views.

294. To the north of the blank wall, the west facing elevation proposes to include obscure glazing to 1.7 metres in height at Level 03 only. The entire northern façade of the proposed building at No. 2-4 Peel Street is to be hit and miss brick with a maximum 25% transparency (to an overall height of 9.4 metres) and therefore the clear glazing utilised at Level 01 and Level 02 is considered acceptable.

295. Given the roof terrace of this adjoining dwelling is to be unenclosed, unlike the balconies at No. 61 Little Oxford Street, it is considered that the Level 04 west-facing windows of this portion of the development should be obscure glazed to a height of 1.7 metres. Views from the levels above would be distorted from these heights and mitigate overlooking to an acceptable level.

Overshadowing

296. Standard B21 of Clause 55 seeks to ensure buildings do not significantly overshadow existing secluded private open space between 9am and 3pm on 22 September. Within this six hour time period, the Standard requires a minimum of five hours of sunlight. It is important to note that Clause 55 is not strictly applicable in this instance due to the proposed uses and zoning of the land however, it is used as a reference.

297. The proposed building would not cause increased overshadowing to the existing secluded private open space areas on the northern side of Oxford Place, due to the orientation of the site. There are no dwellings to the east and south that would be impacted.

298. In respect of overshadowing to the roof terrace currently under construction at No. 2 – 4 Peel Street, the overshadowing diagrams indicate that shadows cast by the development would fall over the terrace between the hours of 9AM and 11PM.

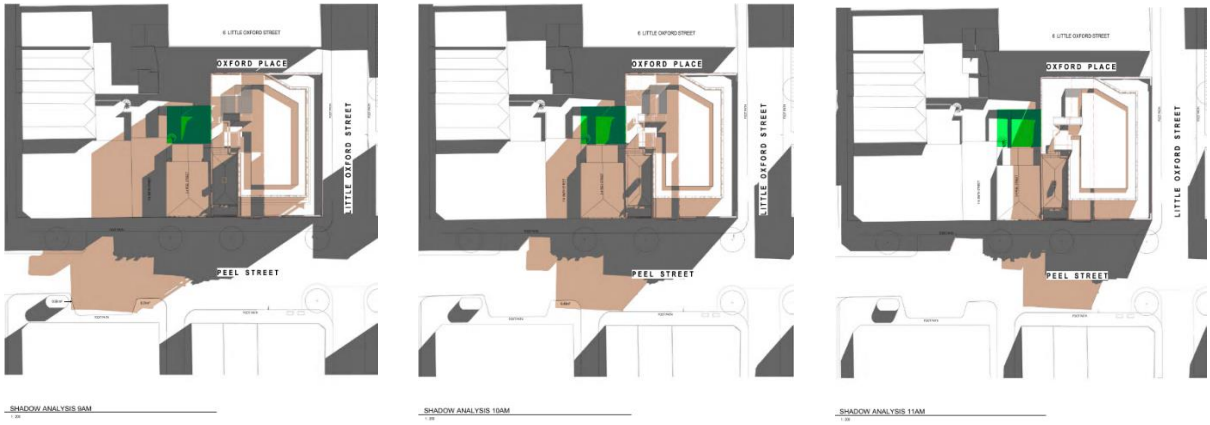


Figure: Shadow diagrams at 9AM, 10AM and 11AM showing the adjoining proposed terrace in green

299. From 12PM the shadows would be clear of the proposed roof terrace at No. 2 – 4 Peel Street. The development will inevitably result in changes to overshadowing that will extend into both the public realm and into private properties. This is because the existing development on the review site, being three storeys, has a modest impact with respect to overshadowing.

300. Any redevelopment of the subject site will likely increase the extent of overshadowing, be it five, six or seven storeys. This change in the extent of overshadowing that will occur as a result of the development is acceptable in the context of the review site's planning policy and physical context, where higher density development is encouraged.

301. Notwithstanding the above, the proposed building setbacks as required via condition, will further improve shadowing impacts to this adjoining property in the morning hours.

Daylight to existing windows

302. In respect of daylight to existing windows, there are south-facing windows associated with No. 61 Little Oxford Street facing the subject site. The separation distance provided by Oxford Place, of 4.74 metres, would provide for adequate daylight to these existing windows.

303. To the west, as described under site surrounds, the most recent amendment approved for the dwelling at No. 2-4 Peel Street would result in a light court along the common boundary of the site at the first floor.

304. This light court is enclosed along the western boundary and provides a width and depth on-site of 1.099 metres x 3.193 metres. The dining room has east-facing windows interfacing with the light court, whilst the bedroom has north-facing windows interfacing with the light court. The dining room also benefits from the provision of skylights proposed above.

305. It is considered the proposed width and depth of this lightcourt will ensure adequate daylight to these windows will be provided and will further be enhanced through the conditional setback from the western boundary, as previously discussed.

Fumes and air emissions, light spillage

306. The majority of the office space is enclosed and the use conducted indoors (with the exception of the outdoor terraces). The proposed use is not considered to result in unreasonable air emissions, with light spill from the upper level offices limited due to the nature of the use that is proposed to operate between 8am and 8pm on weekdays only. As stated earlier a condition will ensure the terraces to the offices are not used outside of these hours. There would be no fumes associated with the office use.

Car parking, bicycle facilities and strategic transport

307. Under clause 52.06 of the Scheme, the applicant is seeking a parking reduction of 68 car parking spaces, with no on-site car parking spaces proposed. To support a full reduction in the statutory rate, a car parking demand assessment was undertaken by Ratio Consultants, with parking availability in the neighbourhood also reviewed. These results are captured in the assessment below.

Parking Availability

308. The applicant's traffic engineers, Ratio Consultants, conducted an occupancy survey of the surrounding streets on Thursday 21 November 2019, Friday 22 November 2019 and Saturday 23 November 2019 between 8:00am and 12:00pm. The survey area encompassed sections of Webb Street, Smith Street, Peel Street, Little Oxford Street, Oxford Street and Cambridge Street. Council's Senior Traffic Engineer confirmed that the times and extent of the survey are acceptable.

309. The parking survey found an inventory of 260 publicly available parking spaces. The parking survey determined that the peak parking occupancy was observed on Friday with no fewer than 19 spaces vacant, an on-street parking occupancy of 93%. Council's Senior Traffic Engineer advised that the results suggested that short stay parking spaces could be found close to the site, but the supply of on-street long stay parking spaces is scarce.

310. Council's Traffic Engineers confirmed that the availability of short-stay parking would provide regular turnover throughout the day, thereby allowing customers and clients to park near the site or access the site via alternative transport modes. The limited availability of long-term on-street parking would discourage employees from driving to work and encourage them to travel by alternative forms of transport. The Engineering Unit advised that the operation of the new office wold not have an adverse impact on existing car parking conditions within the surrounding area.

Parking Demand

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

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

313. A VCAT decision *Grocon (Northumberland St) Developer Pty Ltd v Yarra CC* [2017] VCAT 753 regarding an office development at No. 2 – 16 Northumberland Street, Collingwood, discusses this specific precinct with regard to supporting a significant reduction in car parking (386 car parking spaces) with the following assessment made:

> *[54] We have concluded that the reduced car parking provision is justified in the circumstances of this application. In doing so, we have had regard to the location within an inner city environment that is earmarked as an employment precinct, with convenient access to a range of alternative transport modes and a constrained supply of on-street parking. We consider that the reduced parking provision will not compromise the viability of the development or precinct, nor will it result in an unacceptable demand for on-street parking, given the saturated conditions that are presently experienced.*

[55] We agree that employees who are not allocated a car space will utilise alternative transport modes rather than attempt to seek out long term parking in the surrounding street network. This may well include walking to the site for persons who reside in the nearby residential and mixed-use areas. To constrain development of the land for a purpose that is in accordance with the zone purpose on the basis of car parking provision would not be consistent with the policy framework when read as a whole. This includes policies aimed at fostering economic development, employment and environmental sustainability. We reach this conclusion mindful of the site's strategic and physical context and its accessibility by a range of transport modes. In a different context without the level of policy support and more remote from alternative transport modes, there may be less justification for a reduction of the magnitude proposed here.

314. Further to the above decision, in the VCAT Red Dot Decision *Ronge v Moreland CC [2017]* VCAT 550 the Tribunal made the following key statements:

> *Our roads are already congested and will be unimaginably so if a 'business-as-usual' approach is accepted through until 2050. The stark reality is that the way people move around Melbourne will have to radically change, particularly in suburbs so well served by different modes of public transport and where cycling and walking are practical alternatives to car based travel.*
>
> *A car parking demand assessment is called for by Clause 52.06-6 when there is an intention to provide less car parking than that required by Clause 52.06-5.*
>
> *However, discussion around existing patterns of car parking is considered to be of marginal value given the strong policy imperatives about relying less on motor vehicles and more on public transport, walking and cycling. Census data from 2011 or 2016 is simply a snapshot in time, a base point, but such data should not be given much weight in determining what number of car spaces should be provided in future, for dwellings with different bedroom numbers.*
>
> *Policy tells us the future must be different.*
>
> *Oversupplying parking, whether or not to comply with Clause 52.06, has the real potential to undermine the encouragement being given to reduce car based travel in favour of public transport, walking and cycling.*
>
> *One of the significant benefits of providing less car parking is a lower volume of vehicle movements and hence a reduced increase in traffic movements on the road network.*
>
> *Based upon the findings within this recent decision, it would be inappropriate to merely adopt current car parking trends for the proposed development. Consideration needs to be given to the context and opportunities to encourage sustainable transport alternatives.*

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

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

    (a) PLN17/0867 – 187-195 Langridge Street, Collingwood - 470 m2
    (b) PLN15/0630 – 113-115 Bridge Road, Richmond - 844 m2
    (c) PLN18/0072 – 100-102 Islington Street, Collingwood - 207 m2
    (d) PLN18/0697 – 37-39 Stewart Street, Richmond - 1,330 m2
    (e) PLN18/0902 – 48-50 Gipps Street, Collingwood - 1871 m2

317. No provision for on-site car parking would encourage a modal shift from private vehicle use to more sustainable travel. Council's Engineering Unit are supportive of the application on the basis that it is in line with the objectives of Council's *Strategic Transport Statement* noting that the site is ideally located with regard to sustainable transport alternatives and the reduced provision of on-site parking would discourage private motor vehicle use.

318. Specifically, in relation to the particular benefits of the site location, the reduction being sought by the proposal is further supported by the following:

    (a) The site has excellent access to the public transport network, bicycle facilities and a wide range of retail, dining and commercial services within the Smith Street MAC and Gertrude and Johnston Street NACs, which in turn will reduce the dependence on private vehicle by future employees;

    (b) The proposal includes secure bicycle parking spaces in excess of rates specified within the Scheme. Future employees and visitors would be able to take advantage of the Copenhagen bike lanes along Wellington Street;

    (c) Office land uses are particularly conducive to alternative transport modes given that trips typically occur within peak hour when public transport services are most frequent. The regularity and familiarity of the journey is also a factor that encourages alternative travel modes. Employees are also more likely to cycle to avoid peak hour traffic delays;

.

    (d) There is limited on-street parking in the area, with restrictive parking controls acting as a disincentive for employees to travel to work by car. Employee or visitor parking permits will not be issued for the development and building tenants would be entering leases aware of the on-site parking availability. Therefore, businesses with a high reliance on car parking are unlikely to take up a lease at the site;

    (e) Visitors would likely be aware of the car parking constraints in the area or otherwise be made aware by the occupants of the building, thus also encouraging use of alternative modes such as public transport, cycling or taxis/rideshare; and

    (f) The proposed retained heritage forms significantly reduce the ability for the development to provide car parking.

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

320. Several engineering conditions in regards to civil works, road asset protection, and construction management, impacts of assets on the proposed development and modification to car parking signage have been recommended. These conditions are considered standard and will be included as conditions.

Loading and unloading

321. With regards to the proposed use of the site for office, it is not considered that an on-site loading bay is required. It is anticipated that loading associated with the office would be infrequent and undertaken by smaller trucks/vans that can utilise the nearest public on-street Loading Zone (on the east side of Oxford Street, south of Peel Street) or public parking within the area.

322. A condition can require deliveries and waste collections to be undertaken in accordance with the times prescribed by Council's Local Law.

Waste Management

323. Following a review of the Waste Management Plan (WMP) (authored by Leigh Design and dated 4 August 2020), Council's City Works Unit advised that the document was satisfactory.

324. The proposal provides for a 17sqm waste storage room on the ground floor, within the north-western corner of the development. The waste room will accommodate 3 x 660 litre bins for garbage, 3 x 660 litre bins for recycling and 1 x 120 litre bin for organics. A 2sqm area for hard rubbish is also accommodated within the waste storage room.

325. All waste collection will be private and is intended to be undertaken from Oxford Place to the north. A roller door provides access from the waste bin to the western interface with Oxford Place. The waste vehicle will prop within Oxford Place whilst the collection staff will transfer bins to the truck and back. The food recycling bin is to be collected at call, whereas the balance of the commercial waste will be collected once per week.

326. In addition to the above, it is acknowledged that due to changes in waste service systems recently announced by the State Government the site must consider how the 4 waste streams (food/green waste, glass, comingled recycle and landfill waste) will be managed and ensure adequate space for extra bins, for glass that is currently not included, that will be required. This can be incorporated as a condition.

327. Furthermore, a condition will be included to ensure that the provisions, recommendation and requirements of the endorsed WMP be implemented and complied with.

Bicycle parking and facilities

328. The proposal provides a total of 30 bicycle parking spaces on-site (27 employee & 3 visitor), with generous end-of-trip facilities and the provision of 36 lockers. These features are considered necessary given the full reduction in on-site car parking spaces being sought.

329. The proposal provides a total of 27 bicycle parking spaces on-site for employees, with end-of-trip facilities provided at the basement level. The number of bicycle spaces for employees exceeds the statutory rate outlined in Clause 52.34 and the rate outlined within Category 6 of the Built Environment Sustainability Scorecard (BESS) (requiring 8 employee spaces and 24 employee spaces respectively). Furthermore, the proposal would meet AS23890.3 which requires 20% of employee spaces to be horizontal at-grade (37% are horizontal at-grade). The proposed provision of employee bicycle parking is satisfactory.

330. In respect of visitor parking, the proposal provides 3 spaces on-site with four space off-site, along the Peel Street frontage. The statutory rate outlined in Clause 52.34 requires 3 visitor spaces and the rate outlined in Category 6 of the BESS recommends five spaces. The proposal comfortably exceeds both requirements when considering both on-site and off-site parking.

331. The design and layout of the visitor spaces are considered acceptable, with all three provided as horizontal at-grade spaces, in a location easily accessible to visitors of the site. The Strategic Transport comments confirmed that these spaces meet the standards set out in AS890.3.

332. Council's Strategic Transport Unit recommended the visitor bicycle parking at the Peel St footpath to be installed as per Council's Urban Design bike hoop standard and be offset from the kerb by 0.6m and maintain a minimum 1.5m clear path of travel from the adjacent building line. This can be facilitated via condition.

Green Travel Plan

333. An amended Green Travel Plan (GTP) was provided with the Section 57A documentation. This document was referred to Council's Strategic Transport Officer, who advised the GTP included all of the information required and can be endorsed.

The conditions suggested throughout the report are inconsequential to the information contained within the GTP, and therefore it is not required to be updated.

334. A condition will therefore require the provisions, recommendations and requirements of the GTP to be implemented and complied with to the satisfaction of the Responsible Authority.

Objector Concerns

335. Many of the objector issues have been discussed within the body of the report as shown below. Outstanding issues raised are addressed as follows.

Built form and massing

(a) *Height and mass of the development is inconsistent with the existing neighbourhood character*

The above considerations are discussed within paragraphs 194 to 223.

(b) *Development not in keeping with historic low-scale precinct*

The above considerations are discussed within paragraphs 178 to 193.

(c) *Proposed development inconsistent with the proposed Design and Development Overlay, Schedule 30*

The above considerations are discussed within paragraphs 175 to 176.

Use and Off-Site Amenity Impacts

(d) *Amenity impacts to neighbouring residential properties (overlooking, visual bulk, overshadowing, loss of privacy and daylight, noise and loss of views)*

The above considerations are discussed within paragraphs 293 to 306.

(e) *Overshadowing and visual bulk to the Peel Street park*

The above considerations are discussed within paragraphs 254 to 255.

(f) *ESD performance of the proposed building*

The above considerations are discussed within paragraphs 289 to 292.

Traffic and Car Parking

(g) *Not enough car parks provided on-site, the on-street car parking is already at capacity and cannot cater to overflow from development*

The above considerations are discussed within paragraphs 308 to 320.

(h) *Increased traffic due to lack of car parking provided*

The above considerations are discussed within paragraphs 308 to 310.

(i) *Insufficient provision for loading/deliveries*

The above considerations are discussed within paragraphs 321 to 322.

(j) *Lack of horizontal bicycle parking*

The above considerations are discussed within paragraphs 328 to 332.

Other

(k) *No longer a need for office space due to COVID19*

The application submitted proposes office space and therefore must be assessed as such. The office building is typical of office development occurring in the area.

(l) *Decrease in property values*

Fluctuations in property prices are not a relevant consideration in assessing an application under the provisions of the *Planning & Environment Act* 1987 or the Yarra Planning Scheme.

(m) *Impacts to mental and physical health*

The impacts of development on mental and physical health of surrounding residents is not a relevant consideration in assessing an application under the provisions of the *Planning & Environment Act* 1987 or the Yarra Planning Scheme.

(n) *Construction noise*

Whilst this will be handled at the Building Permit stage, a Construction Management Plan will be required via condition to ensure the construction is managed in accordance with Council policies and procedures.

Conclusion

336. The proposed use and development is considered to demonstrate a high level of compliance with policy objectives contained within the Planning Policy Framework and Municipal Strategic Statement. Notably, the proposal achieves the State Government's urban consolidation objectives.

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

RECOMMENDATION

1. Before the use and/or development commences, amended plans to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plans will be endorsed and will then form part of this permit. The plans must be drawn to scale with dimensions, and three copies must be provided. The plans must be generally in accordance with the decision plans, prepared by Warren and Mahoney, Sheets: A2.00, A3.00, A3.01, A3.08, A5.02, A5.03, A8.00 (All Revision 'E' dated 9/11/2020), A3.07, A4.01, A7.01 (All Revision 'D' dated 9/11/2020), A2.01 (Revision 'C' dated 25/05/2020), A7.02 (All Revision 'C' dated 9/11/2020), A3.09, A7.00 (All Revision 'C' dated 21/10/2020), A3.02, A3.03, A3.04, A3.05, A3.06 (All Revision 'D' dated 21/10/2020), A5.00, A5.01 (All Revision 'E' dated 21/10/2020), A3.10, A4.00 (All Revision A dated 20/05/2020), A7.03 (Revision 'A' dated 21/10/2020) and A4.03, A4.04 (All Revision B dated 15/06/2020) but modified to show:

   Layout
   (a) All proposed demolition as shown in blue on A2.00 and A2.01 to be shown in red.
   (b) All new works on the ground floor to be contained within the title boundaries of the site.

Built Form and Materials

(c) Levels 03 – 07 be setback 1 metre from the northern boundary, with the setback area at Level 03 to be non-trafficable.

(d) Levels 03 – 07 be setback 2.55 metres from the western boundary, with the setback area at Level 03 to be non-trafficable.
(e) The southern elevation of the lift core to be clad in TL:01, or an architectural treatment that integrates with the overall building.
(f) The northern elevation of the meeting room/theatrette modified to incorporate obscure, patterned glazing to provide visual interest in lieu of GA:01.
(g) The Level 03 terrace on the northern side of the built form to be non-trafficable where the parapet of the retained heritage building does not extend above the finished floor level by 1.7 metres in height.
(h) The Level 04 west-facing windows north of the lift core to be obscure glazed to a height of 1.7 metres.

Car Parking and Services

(i) The two bike hoops on the Peel Street footpath must be offset from the kerb by 0.6m and must maintain a minimum 1.5m clear path of travel from the adjacent building line, in accordance with Council's Street Furniture Details 01: Bicycle Hoops.

Reports and Plans

(j) Any changes required by the amended Conservation Management Plan at Condition 5;
(k) Any changes required by the amended Sustainable Management Plan at Condition 10;
(l) Any changes required by the amended Acoustic Report at Condition 12;
(m) Any changes required by the amended Wind Impact Assessment at Condition 16;
(n) Any changes required by the amended Waste Management Plan at Condition 18; and
(o) Any changes required by the Landscape Plan at Condition 21.

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

3. In conjunction with the submission of development plans under Condition 1, a Façade Strategy and Materials and Finishes Plan to the satisfaction of the Responsible Authority must be submitted to and be approved by the Responsible Authority. When approved, the Façade Strategy and Materials and Finishes Plan will be endorsed and will then form part of this permit. This must detail:

(a) elevations at a scale of 1:20 illustrating typical podium details, entries and doors, and utilities and typical tower facade details (in particular the detailing of 'TL:01');
(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.

4. As part of the ongoing consultant team, Warren and Mahoney 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.

Conservation Management Plan

5. In conjunction with the submission of development plans under Condition 1, a Conservation Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Conservation Management Plan will be endorsed and will form part of this permit. The Conservation Management Plan is to be generally in accordance with the Heritage Impact Statement prepared by Bryce Raworth, dated June 2020 and the '6-10 Peel Street, Collingwood - List of conservation and refurbishment works proposed to the existing facades' two page document and must include, but not be limited to, the following:

    (a) Fully dimensioned and accurately measured plans at a scale of no less than 1:50 prepared by a suitably qualified heritage practitioner/ architect, detailing:
        (i) The existing façades, roof and return walls, including sections demonstrating the thickness of architectural elements;
        (ii) The proposed restoration and conservation works to the existing façade, roof and return walls, with notations clearly outlining any changes from existing conditions or use of new materials; and
        (iv) Any specific requirements.
    (b) A written description of the demolition and construction methods to be used.

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

Archival Record

7. Before demolition commences, a detailed and annotated photographic record of the existing building at No. 6 Peel Street in its context must be submitted to and approved by the Responsible Authority as a record of the building. The photographs must:

    (a) include the interior and each external elevation of the building;
    (b) be submitted in black and white format; and
    (c) be taken by a suitably qualified heritage photographer.

Structural Report

8. Before the demolition commences, a structural report to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the structural report will be endorsed and will form part of this permit. The structural report must be prepared by a suitably qualified structural engineer, or equivalent, and demonstrate the means by which the retained portions of the buildings will be supported during demolition and construction works to ensure their retention.

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

Sustainable Management Plan

10. Before the use and/or 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 WRAP Engineering Pty Ltd dated 12 October 2020, but modified to include or show:

(a) Clarify provision of outdoor air to office spaces on all levels, and mark plans (including elevations).
(b) Provide details in Section J Analysis and aim for a minimum 10% improvement on 2019 NCC requirements.
(c) Clarify depth between articulated façade and recessed glass.
(d) Provide Landscape Plan articulating details of planting schedule and maintenance.
(e) Provide a statement as to how building design mitigates urban heat.

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

Acoustic Report

12. Before the use and/or development commences, an amended Acoustic Report to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Acoustic Report will be endorsed and will form part of this permit. The amended Acoustic Report must be generally in accordance with the Acoustic Report prepared by Marshall Day Acoustics and dated 12 May 2020, but modified to include or show:

    (a) Assess the proposal as referenced and amended pursuant to Condition 1.
    (b) SEPP N-2 limits identified and applied to music and amplified voice from the meeting space/theatrette.
    (c) An assessment and acoustic specifications for the meeting space/theatrette façade wall and external door so as to achieve the SEPP N-2 limits.
    (d) Management strategies for minimising noise impacts from users of the meeting space/theatrette to occupants of the overlooking apartments. Including:
        (i) Use of the door to Oxford Place for emergencies only; and
        (ii) Limitations to the times that the space can be used.

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

14. Following completion of the development, and prior to the occupation of the building, an Acoustic Report to the satisfaction of the responsible authority must be submitted to, and be approved by, the responsible authority. The Acoustic Report must be prepared by a suitably qualified acoustic engineer and must demonstrate compliance of the mechanical plant with both State Environment Protection Policy (Noise from Commerce, Industry and Trade) No. N-1 and sleep disturbance targets at existing dwellings. When approved, the Acoustic Report will be endorsed and will then form part of this permit.

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

Wind Impact Assessment

16. Before the use and/or development commences, an amended Wind Impact Assessment to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Wind Impact Assessment will be endorsed and will form part of this permit. The amended Wind Impact Assessment must be generally in accordance with the assessment prepared by Windtech Consultants Pty Ltd dated May 21, 2020, but modified to include or show:

    (a) Assess the proposal as referenced and amended pursuant to Condition 1.
    (b) An explicit reference to the expected criteria satisfied for the ground level streetscapes.

(c) Standing criterion to be achieved for:
  (i) The ground floor building entrances; and
  (ii) The Level 03 and Level 06 terraces.
(d) Vegetation is not to be used as a wind mitigation measure.

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

Waste Management Plan

18. Before the use and/or development commences, an amended Waste Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Waste Management Plan will be endorsed and will form part of this permit. The amended Waste Management Plan must be generally in accordance with the Waste Management Plan prepared by Leigh Design and dated 4 August 2020, but modified to include or show:

    (a) A separate waste stream and bin/s for glass.

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

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

Landscape Plan

21. In conjunction with the submission of development plans under Condition 1, a Landscape Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Landscape Plan will be endorsed and will form part of this permit. The Landscape Plan must:

    (a) show the type, location, quantity, height at maturity and botanical names of all proposed plants;
    (b) indicate the location of all areas to be covered by lawn or other surface materials;
    (c) Details of any raised planters and rain gardens including height, width, soil depths and materiality;
    (d) provide a specification of works to be undertaken prior to planting; and
    (e) details of the maintenance of the vegetation, to ensure the planting is kept below the heritage façade line.

    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, 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.

Street Trees

23. Before the use and development commences, a Tree Management Plan to the satisfaction of the Responsible Authority must be prepared by a suitably qualified Arborist and must be submitted to and approved by the Responsible Authority. When approved the Tree Management Plan will be endorsed and will form part of this permit. The Tree Management Plan must make recommendations for the protection of the two street trees located on the Peel Street frontage, including:

    (a) pre-construction;
    (b) during construction; and
    (c) post construction
    (d) the provision of any barriers;
    (e) any pruning necessary; and
    (f) watering and maintenance regimes,

    to the satisfaction of the Responsible Authority.

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

25. Before the use and development commences, the permit holder must provide a security bond of $50,000 for the retained street trees to the Responsible Authority. The security bond:

    (a) must be provided in a manner, and on terms, to the satisfaction of the Responsible Authority;
    (b) may be held by the Responsible Authority until the works are completed to the satisfaction of the Responsible Authority; and
    (c) in accordance with the requirements of this permit; or
    (d) otherwise to the satisfaction of the Responsible Authority.

Green Travel Plan

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

Use

27. Except with the prior written consent of the Responsible Authority, the office use authorised by this permit may only operate between the following hours:

    (a) Monday to Friday: 8:00am – 8:00pm.

28. Except with the prior written consent of the Responsible Authority, the use of the office terraces are restricted to the hours referenced within Condition 27.

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

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

    to the satisfaction of the Responsible Authority.

30. 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.

Lighting

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

    to the satisfaction of the Responsible Authority.

General

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

33. Before the building is occupied, any wall located on a boundary facing public property must be treated with a graffiti proof finish to the satisfaction of the Responsible Authority.

34. Before the development is occupied, or by such later date as approved in writing by the Responsible Authority, all screening and other measures to prevent overlooking as shown on the endorsed plans must be installed to the satisfaction of the Responsible Authority. Once installed the screening and other measures must be maintained to the satisfaction of the Responsible Authority.

35. 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.

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

37. 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.

38. The development must comply at all times with the State Environment Protection Policy – Control of Noise from Commerce, Industry and Trade (SEPP N-1).

39. The development must comply at all times with the State Environment Protection Policy – Control of Music Noise from Public Premises (SEPP N-2).

Infrastructure Works (Streetscape Plan)

40. Before the development commences, detailed design drawings to the satisfaction of the Responsible Authority of Oxford Place, to be reconstructed as part of this proposal, and all infrastructure works in Peel Street and Little Oxford Street, must be submitted to and approved by the Responsible Authority. The detailed design drawings must be prepared by an independent and suitably qualified engineering professional to the satisfaction of the Responsible Authority and in consultation with the Responsible Authority.

    The detailed design drawings must also detail the following

(a) pavement widths,
(b) on-street parking bays,
(c) reinstated surface treatment,
(d) existing and proposed street fixtures,
(e) street trees,
(f) road infrastructure items,
(g) landscaping (where applicable),
(h) Dimensions of openings and offsets,
(i) complete levels and grading resolution around the perimeter of the subject site,
(j) drainage including the installation of any additional drainage pits and associated connecting drainage, and
(k) the finished floor levels inside the entry lobby to neatly match and transition to the new design levels of the reconstructed footpath.

to the satisfaction of the Responsible Authority.

41. Before the building is occupied, all works to the public realm required by condition 40 must be fully constructed and completed by the owner:

(a) at the full cost of the owner; and
(b) in accordance with the detailed design drawings approved under condition 40.

to the satisfaction of the Responsible Authority.

Road Infrastructure

42. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the kerb and channel and footpath along the frontages to Peel Street and Little Oxford Street must be reconstructed:

(a) With a cross-fall of 1 in 33 unless otherwise specified by Council;
(b) at the permit holder's cost; and
(c) to the satisfaction of the Responsible Authority.

43. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the asphalt flanks (pavement surface) of Oxford Place, from the western boundary of the site to Little Oxford Street must be profile and re-sheeted and the central bluestone channel is to be reset:

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

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

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

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

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

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

47. Prior to the completion of the development, subject to the relevant authority's consent, the relocation of any service poles, street line markings, car parking sensors, service structures or service pits necessary to facilitate the development must be undertaken:

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

48. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the removal of any kerbside parking sensors and any reinstatement of parking sensors will require the Permit Holder to pay Council the cost of each parking sensor taken out from the kerb/footpath/roadway. Any costs associated with the reinstatement of road infrastructure due to the removal of the parking sensors must also be borne by the Permit Holder.

49. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, two bicycle hoops (four spaces) must be installed on Peel Street:

    (a) at the permit holder's cost;
    (b) in accordance with Street Furniture Details 01: Bicycle Hoops; and
    (c) in a location and manner,

    to the satisfaction of the Responsible Authority.

Development Infrastructure Levy

50. Prior to the issue of a building permit, commencement of the development, or issue of a Statement of Compliance (whichever occurs first) the Development Infrastructure Levy must be paid to Yarra City Council in accordance with the approved Development Contributions Plan, or the Owner must enter into an agreement with Yarra City Council to pay the amount of the levy within a time specified in the agreement.

Construction Management Plan

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

    (a) a pre-conditions survey (dilapidation report) of the land and all adjacent Council roads frontages and nearby road infrastructure;
    (b) works necessary to protect road and other infrastructure;
    (c) remediation of any damage to road and other infrastructure;
    (d) containment of dust, dirt and mud within the land and method and frequency of clean up procedures to prevent the accumulation of dust, dirt and mud outside the land;
    (e) facilities for vehicle washing, which must be located on the land;
    (f) the location of loading zones, site sheds, materials, cranes and crane/hoisting zones, gantries and any other construction related items or equipment to be located in any street;
    (g) site security;
    (h) management of any environmental hazards including, but not limited to,:
        (i) contaminated soil;
        (ii) materials and waste;
        (iii) dust;
        (iv) stormwater contamination from run-off and wash-waters;
        (v) sediment from the land on roads;

(vi) washing of concrete trucks and other vehicles and machinery; and
(vii) spillage from refuelling cranes and other vehicles and machinery;

(i) the construction program;
(j) preferred arrangements for trucks delivering to the land, including delivery and unloading points and expected duration and frequency;
(k) parking facilities for construction workers;
(l) measures to ensure that all work on the land will be carried out in accordance with the Construction Management Plan;
(m) an outline of requests to occupy public footpaths or roads, or anticipated disruptions to local services;
(n) an emergency contact that is available for 24 hours per day for residents and the Responsible Authority in the event of relevant queries or problems experienced;
(o) the provision of a traffic management plan to comply with provisions of AS 1742.3-2002 Manual of uniform traffic control devices - Part 3: Traffic control devices for works on roads;
(p) a Noise and Vibration Management Plan showing methods to minimise noise and vibration impacts on nearby properties and to demonstrate compliance with Noise Control Guideline 12 for Construction (Publication 1254) as issued by the Environment Protection Authority in October 2008. The Noise and Vibration Management Plan must be prepared to the satisfaction of the Responsible Authority. In preparing the Noise and Vibration Management Plan, consideration must be given to:
(i) using lower noise work practice and equipment;
(ii) the suitability of the land for the use of an electric crane;
(iii) silencing all mechanical plant by the best practical means using current technology;
(iv) fitting pneumatic tools with an effective silencer;
(v) other relevant considerations.
(q) any site-specific requirements.

52. During the construction:

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

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

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

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

Time Expiry

55. This permit will expire if:

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

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

Notes:

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

A building permit may be required before development is commenced. Please contact Council's Building Services on 9205 5555 to confirm.

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

All future businesses and residents (whether as owners, lessees/tenants, occupiers) within the development approved under this permit, will not be permitted to obtain business, resident 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.

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

Any services poles, structures or pits that interfere with the proposal must be adjusted, removed or relocated at the owner's expense after seeking approval from the relevant authority.

No parking restriction signs or line-marked on-street parking bays are to be removed, adjusted, changed or relocated without approval or authorisation from Council's Parking Management unit and Construction Management branch. Any on-street parking reinstated (signs and line markings) as a result of development works must be approved by Council's Parking Management unit.

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

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

Environmental Audit Overlay

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

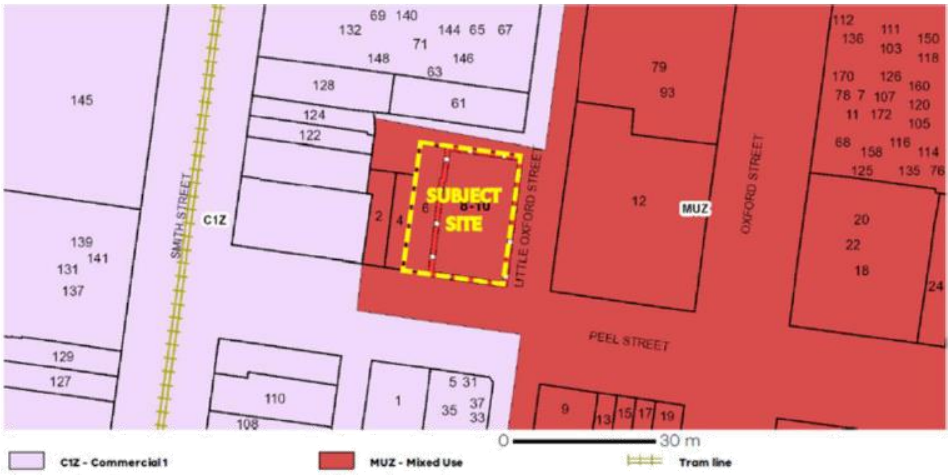
Attachments

1. PLN20/0214 - 6 - 10 Peel Street Collingwood - ATTACHMENT 1
2. PLN20/0214 - 6 - 10 Peel Street Collingwood - Plans Part 1
3. PLN20/0214 - 6 - 10 Peel Street Collingwood - Plans Part 2
4. PLN20/0214 - 6 - 10 Peel Street Collingwood - Heritage Expert Report
5. PLN20/0214 - 6 - 10 Peel Street Collingwood - ESD Referral
6. PLN20/0214 - 6 - 10 Peel Street Collingwood - Strategic Transport Referral
7. PLN20/0214 - 6 - 10 Peel Street Collingwood - Urban Design Referral
8. PLN20/0214 - 6 - 10 Peel Street Collingwood - City Works Referral
9. PLN20/0214 - 6 - 10 Peel Street Collingwood - Streetscapes & Natural Values Referral
10. PLN20/0214 - 6 - 10 Peel Street Collingwood - Engineering Referral
11. PLN20/0214 - 6 - 10 Peel Street Collingwood - Acoustic Referral
12. PLN20/0214 - 6 - 10 Peel Street Collingwood - Wind Referral
13. PLN20/0214 - 6 - 10 Peel Street Collingwood - Heritage Referral

Attachment 1 - PLN20/0214 - 6 - 10 Peel Street Collingwood - ATTACHMENT 1

ATTACHMENT 1

SUBJECT LAND: 6 – 10 Peel Street, Collingwood





North

Attachment 2 - PLN20/0214 - 6 - 10 Peel Street Collingwood - Plans Part 1



DRAWING LIST

	SHEET NAME	Current Revision
A0.000	COVER SHEET	F
A0.01	EXISTING SITE & DEMOLITION PLAN	B
A0.02	PROPOSED SITE PLAN	B
A1.00	EXISTING PLAN 00	C
A1.01	EXISTING PLAN 01	C
A1.02	EXISTING PLAN 02	C
A1.03	EXISTING PLAN ROOF	C
A2.00	DEMOLITION FLOOR PLANS	E
A2.01	DEMOLITION FLOOR PLANS	C
A3.00	PROPOSED PLAN 00	E
A3.01	PROPOSED PLAN 01	E
A3.02	PROPOSED PLAN 02	D
A3.03	PROPOSED PLAN 03	D
A3.04	PROPOSED PLAN 04	D
A3.05	PROPOSED PLAN 05	D
A3.06	PROPOSED PLAN 06	D
A3.07	PROPOSED PLAN 07	D
A3.08	PROPOSED PLAN ROOF	E
A3.09	PROPOSED PLAN BASEMENT 01	C
A3.10	PROPOSED PEEL STREET FOOTPATH ACCESS	A
A4.00	EXISTING ELEVATIONS	C
A4.01	EXISTING ELEVATIONS	D
A4.03	HERITAGE CONSERVATION ELEVATIONS	B
A4.04	HERITAGE CONSERVATION ELEVATIONS	B
A5.00	EXTERNAL ELEVATION SOUTH	E
A5.01	EXTERNAL ELEVATIONS - EAST	E
A5.02	EXTERNAL ELEVATIONS - NORTH	E
A5.03	EXTERNAL ELEVATION WEST	E
A6.00	EXISTING SECTION AA	B
A6.01	EXISTING SECTION BB-CC	B
A7.00	PROPOSED SECTION AA	C
A7.01	PROPOSED SECTION BB	D
A7.02	PROPOSED SECTION CC	C
A7.03	OVERLOOKING SECTIONS	A
A8.00	EXTERNAL FINISHES SHEDULE	E
A9.00	SHADOW ANALYSIS 9AM	B
A9.01	SHADOW ANALYSIS 10AM	C
A9.02	SHADOW ANALYSIS 11AM	C
A9.03	SHADOW ANALYSIS 12PM	C
A9.04	SHADOW ANALYSIS 1PM	C
A9.05	SHADOW ANALYSIS 2PM	C
A9.06	SHADOW ANALYSIS 2PM -SECTION	B

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WARREN AND MAHONEY

Revisions
—
B 03.04.2020 Revision 2
C 20.05.2020 Revision 3
D 15.06.2020 COUNCIL RFI RESPONSE
E 24.10.2020 RFI RESPONSE
F 09.11.2020 RFI RESPONSE

Notes
—

Consultants
—
Project Manager
Structural Engineer
Mechanical Engineer
Fire Engineer
Electrical Engineer

Client
—
Emerald Cup PYL

Project Title
—
PEEL STREET STUDIOS
6-10 PEEL STREET
COLLINGWOOD
VIC 3066

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Drawing Title
—
COVER SHEET

Drawing Status
—

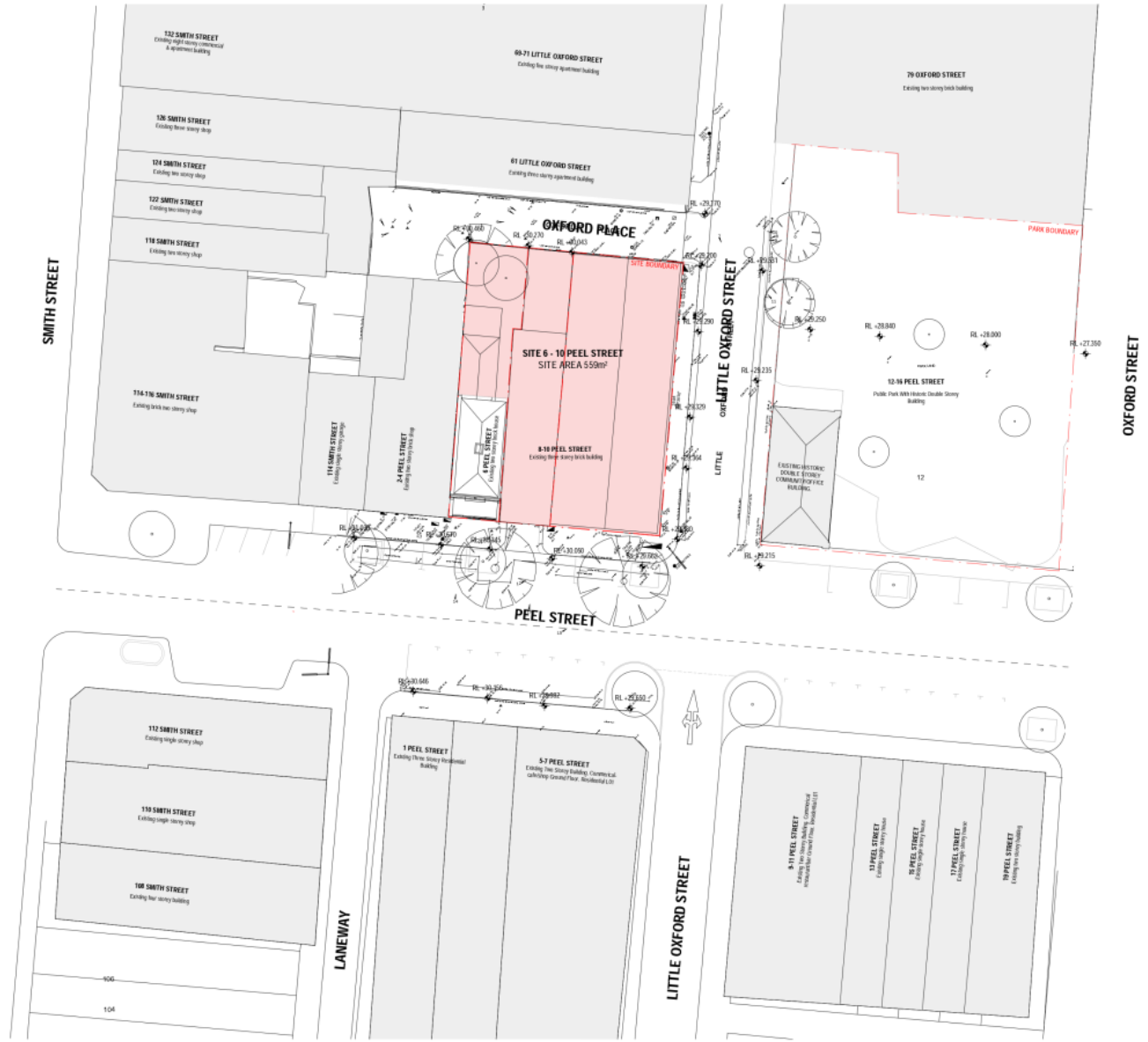
Drawing Details
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Scale	@ A1
Date	09.11.2020
Job No	9147
Drawn	Author
Checked	Checker

Drawing No
—
A0.000

Revision
F

Attachment 2 - PLN20/0214 - 6 - 10 Peel Street Collingwood - Plans Part 1



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Revisions

A 07.02.2020 Revision 1
B 03.04.2020 Revision 2

Notes

Consultants

Project Manager

Structural Engineer

Mechanical Engineer

Fire Engineer

Electrical Engineer

Client

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Project Title

PEEL STREET STUDIOS
6-10 PEEL STREET
COLLINGWOOD
VIC 3066

Drawing Title

EXISTING SITE & DEMOLITION PLAN

Drawing Status

Drawing Details

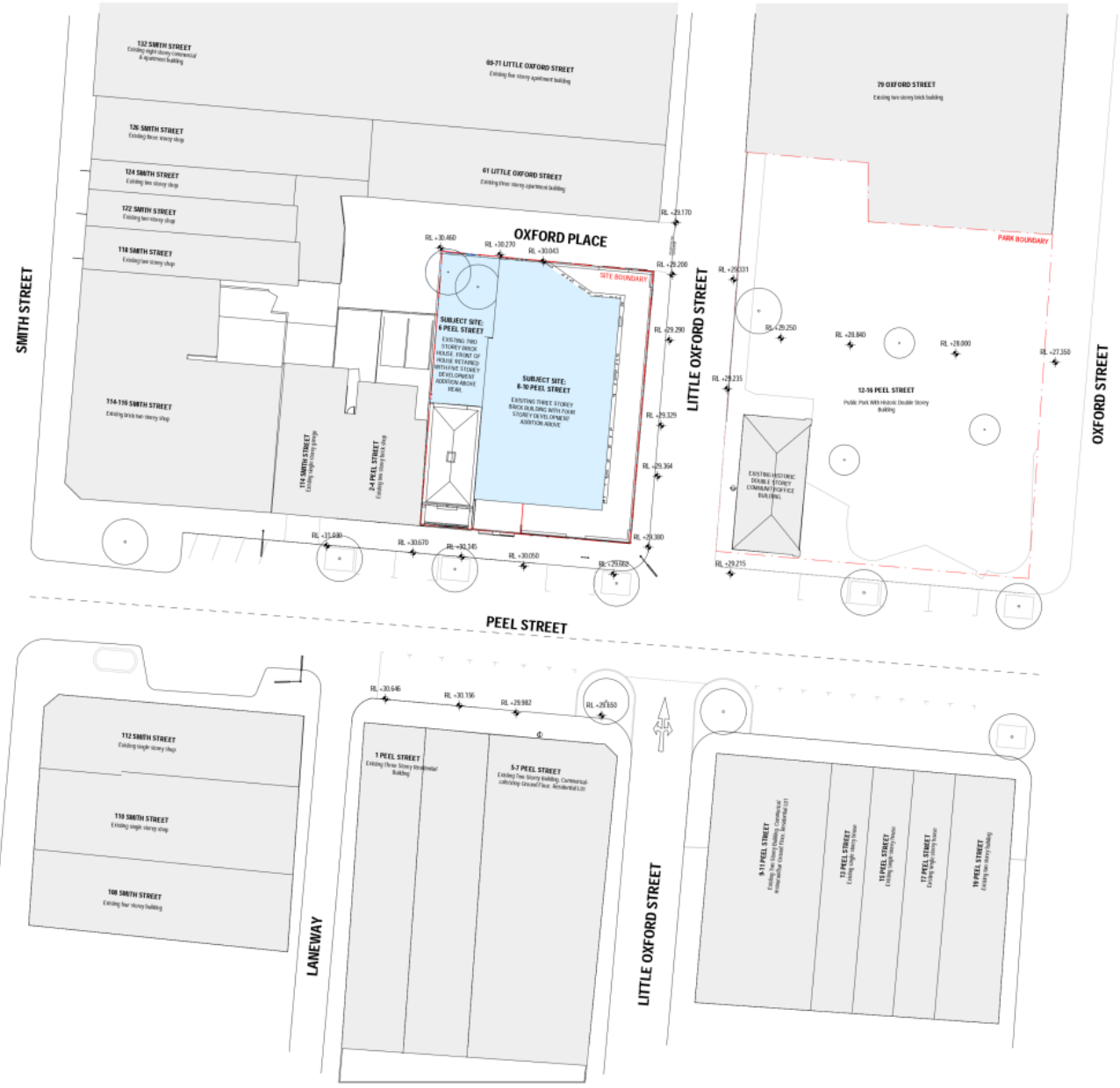
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Date	03.04.2020
Job No	9147
Drawn	Author
Checked	Checkar

Drawing No A0.01

Revision B

WARREN AND MAHONEY

Attachment 2 - PLN20/0214 - 6 - 10 Peel Street Collingwood - Plans Part 1



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Revisions

A 07.02.2020 Revision 1
B 03.04.2020 Revision 2

Notes

Consultants

Project Manager

Structural Engineer

Mechanical Engineer

Fire Engineer

Electrical Engineer

Client

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Project Title

PEEL STREET STUDIOS
6-10 PEEL STREET
COLLINGWOOD
VIC 3066

Drawing Title

PROPOSED SITE PLAN

Drawing Status

Drawing Details

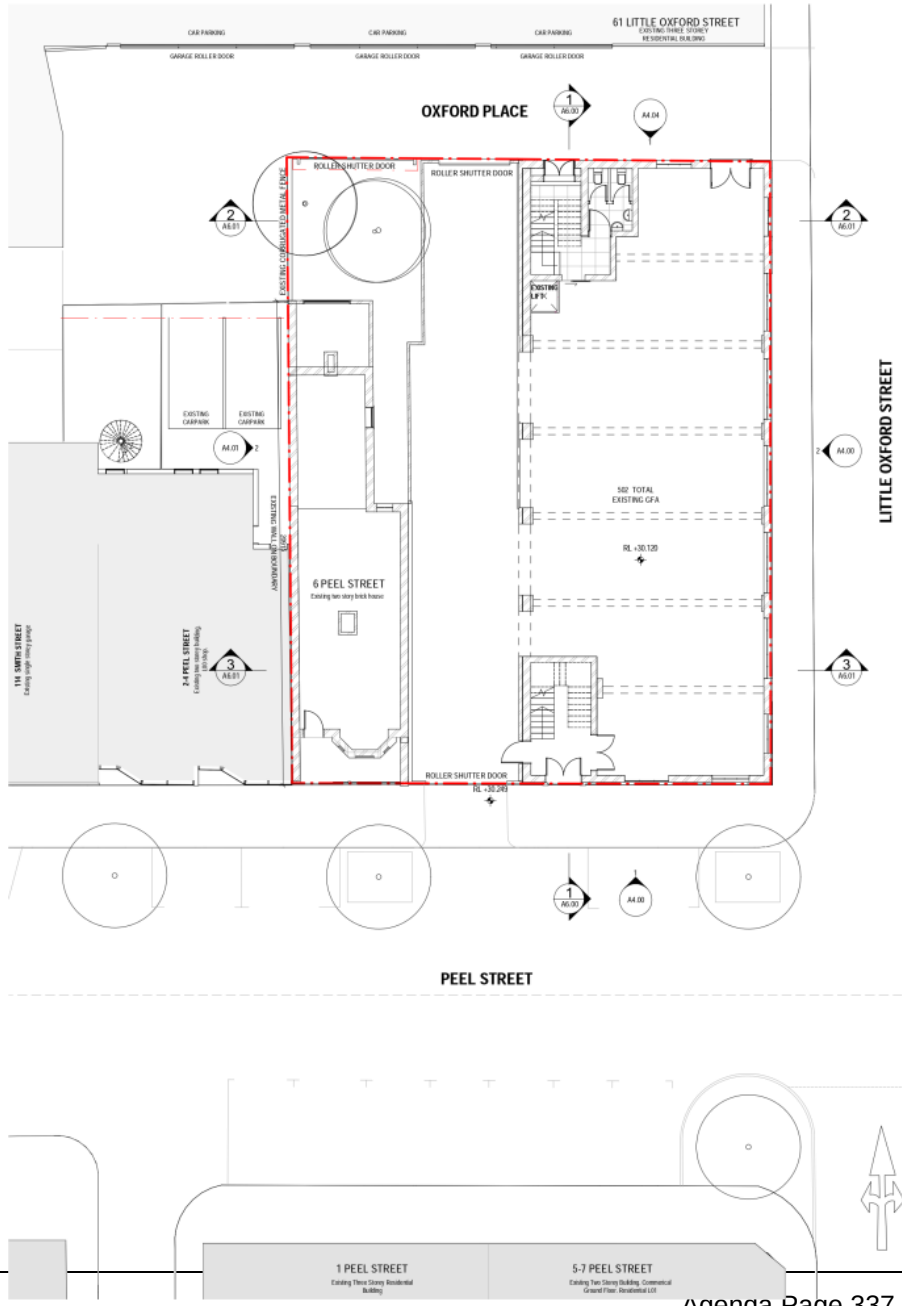
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Date	03.04.2020
Job No	9147
Drawn	Author
Checked	Checkar

Drawing No A0.02

Revision B

WARREN AND MAHONEY

Attachment 2 - PLN20/0214 - 6 - 10 Peel Street Collingwood - Plans Part 1



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Revisions

A 07.02.2020 Revision 1
B 03.04.2020 Revision 2
C 20.05.2020 Revision 3

Notes

Consultants

Project Manager

Structural Engineer

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Electrical Engineer

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Project Title

PEEL STREET STUDIOS
6-10 PEEL STREET
COLLINGWOOD
VIC 3066

Drawing Title

EXISTING PLAN 00

Drawing Status

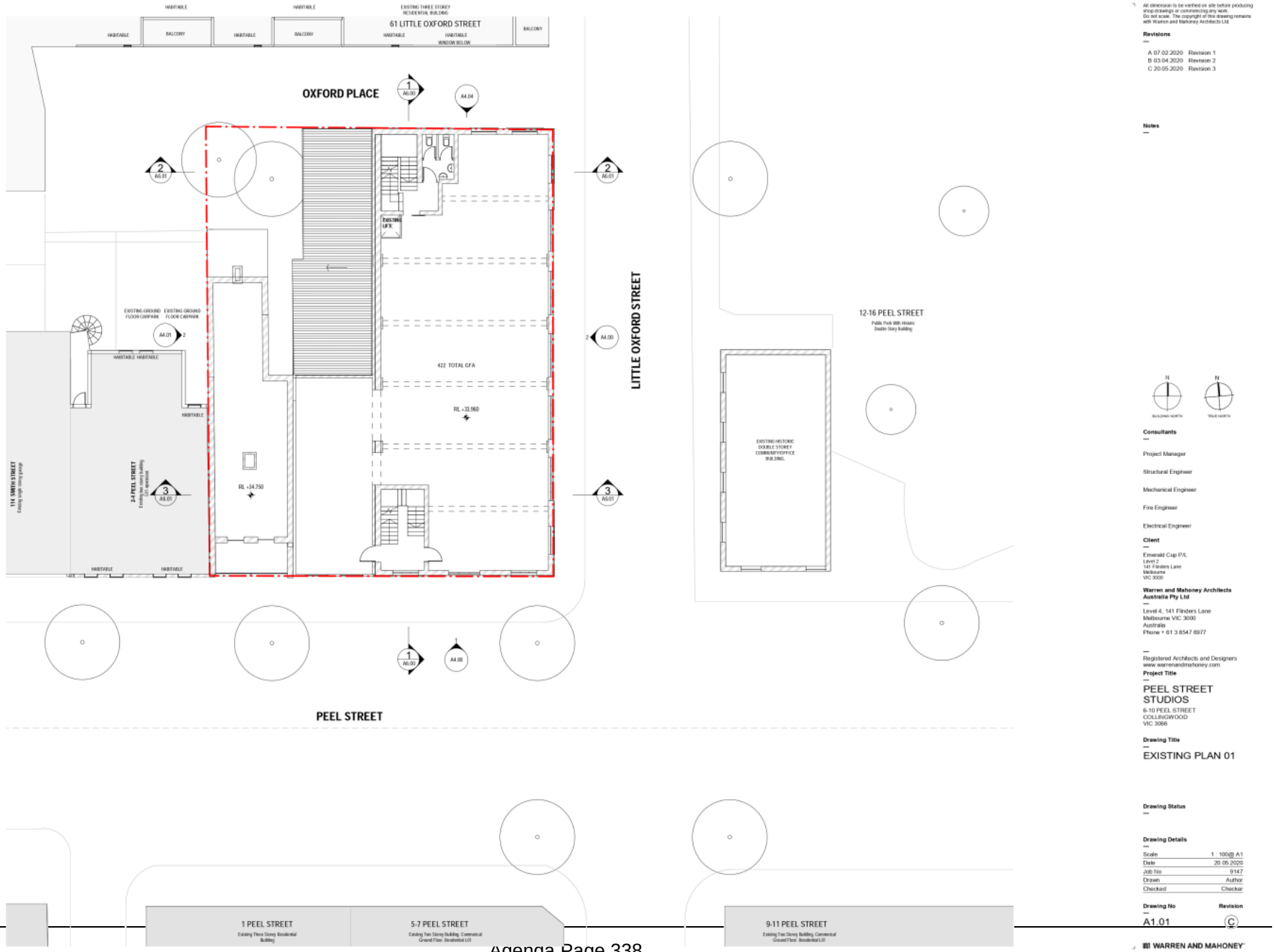
Drawing Details

Scale	1 : 100@ A1
Date	20.05.2020
Job No	9147
Drawn	Author
Checked	Checker

Drawing No A1.00 **Revision** C

WARREN AND MAHONEY

Attachment 2 - PLN20/0214 - 6 - 10 Peel Street Collingwood - Plans Part 1



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Revisions

A 07.02.2020 Revision 1
B 03.04.2020 Revision 2
C 20.05.2020 Revision 3

Notes

Consultants

Project Manager

Structural Engineer

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Fire Engineer

Electrical Engineer

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Project Title

PEEL STREET STUDIOS
6-10 PEEL STREET
COLLINGWOOD
VIC 3066

Drawing Title

EXISTING PLAN 01

Drawing Status

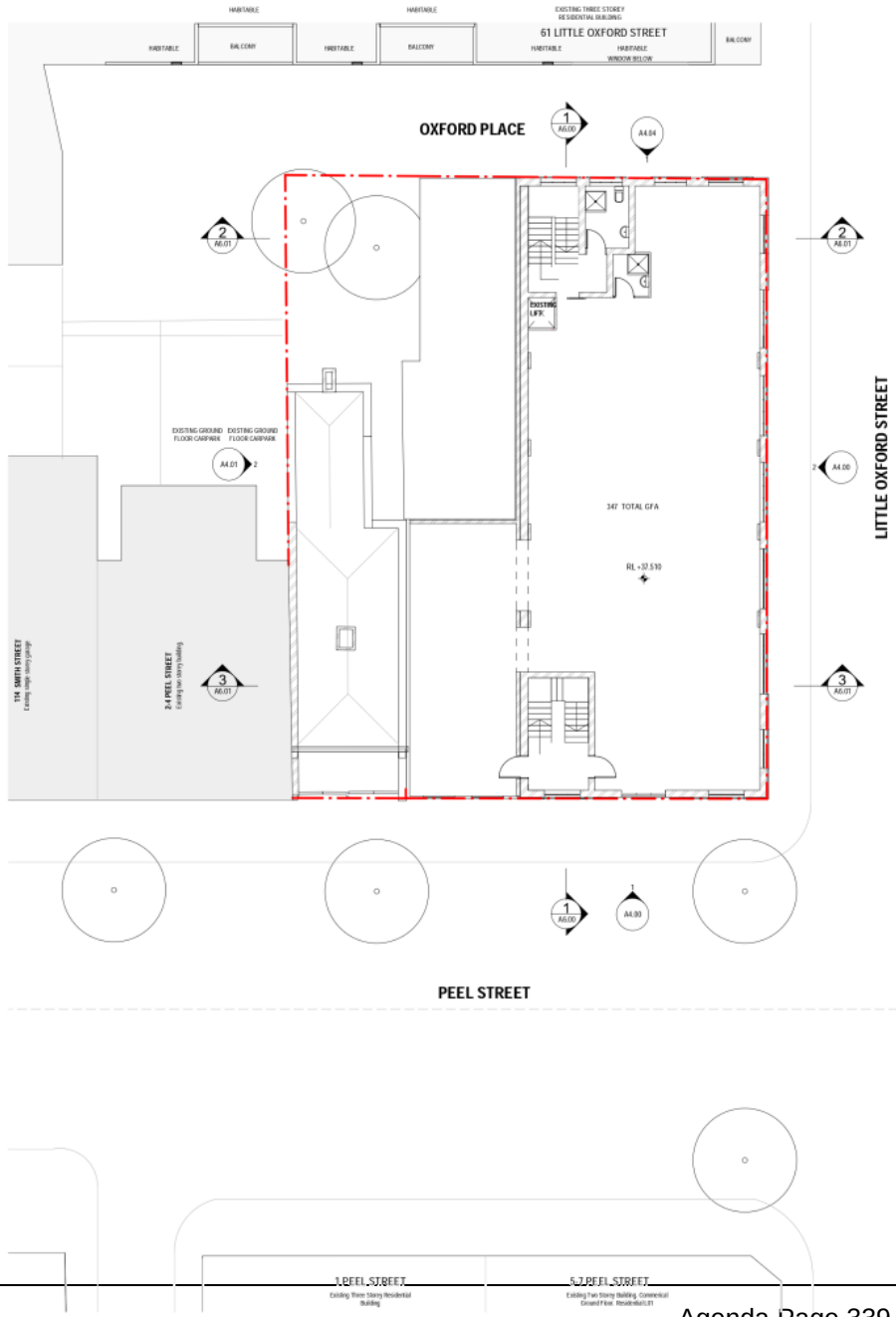
Drawing Details

Scale	1 : 100@ A1
Date	20.05.2020
Job No	9147
Drawn	Author
Checked	Checker

Drawing No A1.01 **Revision** C

WARREN AND MAHONEY

Attachment 2 - PLN20/0214 - 6 - 10 Peel Street Collingwood - Plans Part 1



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Revisions

A	07.02.2020	Revision 1
B	03.04.2020	Revision 2
C	20.05.2020	Revision 3

Notes

Consultants

Project Manager

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Project Title

PEEL STREET STUDIOS
6-10 PEEL STREET
COLLINGWOOD
VIC 3066

Drawing Title

EXISTING PLAN 02

Drawing Status

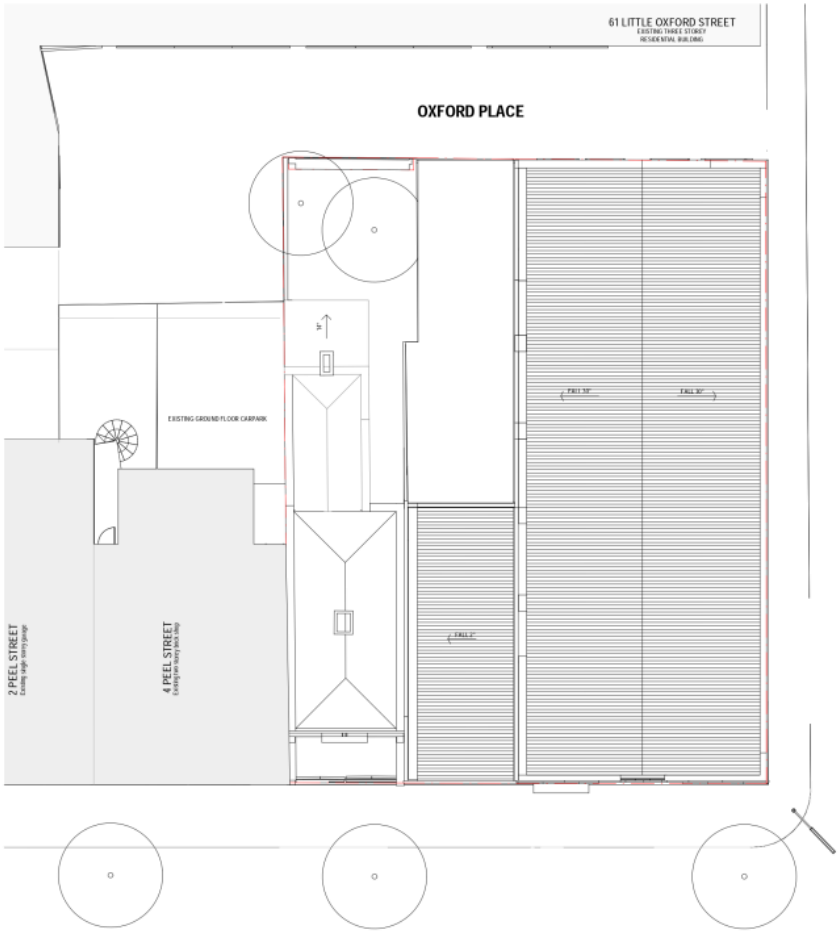
Drawing Details

Scale	1 : 100@ A1
Date	20.05.2020
Job No	9147
Drawn	Author
Checked	Checker

Drawing No A1.02 **Revision** C

WARREN AND MAHONEY

Attachment 2 - PLN20/0214 - 6 - 10 Peel Street Collingwood - Plans Part 1



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Revisions

A	07.02.2020	Revision 1
B	03.04.2020	Revision 2
C	20.05.2020	Revision 3

Notes

Consultants

Project Manager

Structural Engineer

Mechanical Engineer

Fire Engineer

Electrical Engineer

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Project Title

PEEL STREET STUDIOS
6-10 PEEL STREET
COLLINGWOOD
VIC 3066

Drawing Title

EXISTING PLAN ROOF

Drawing Status

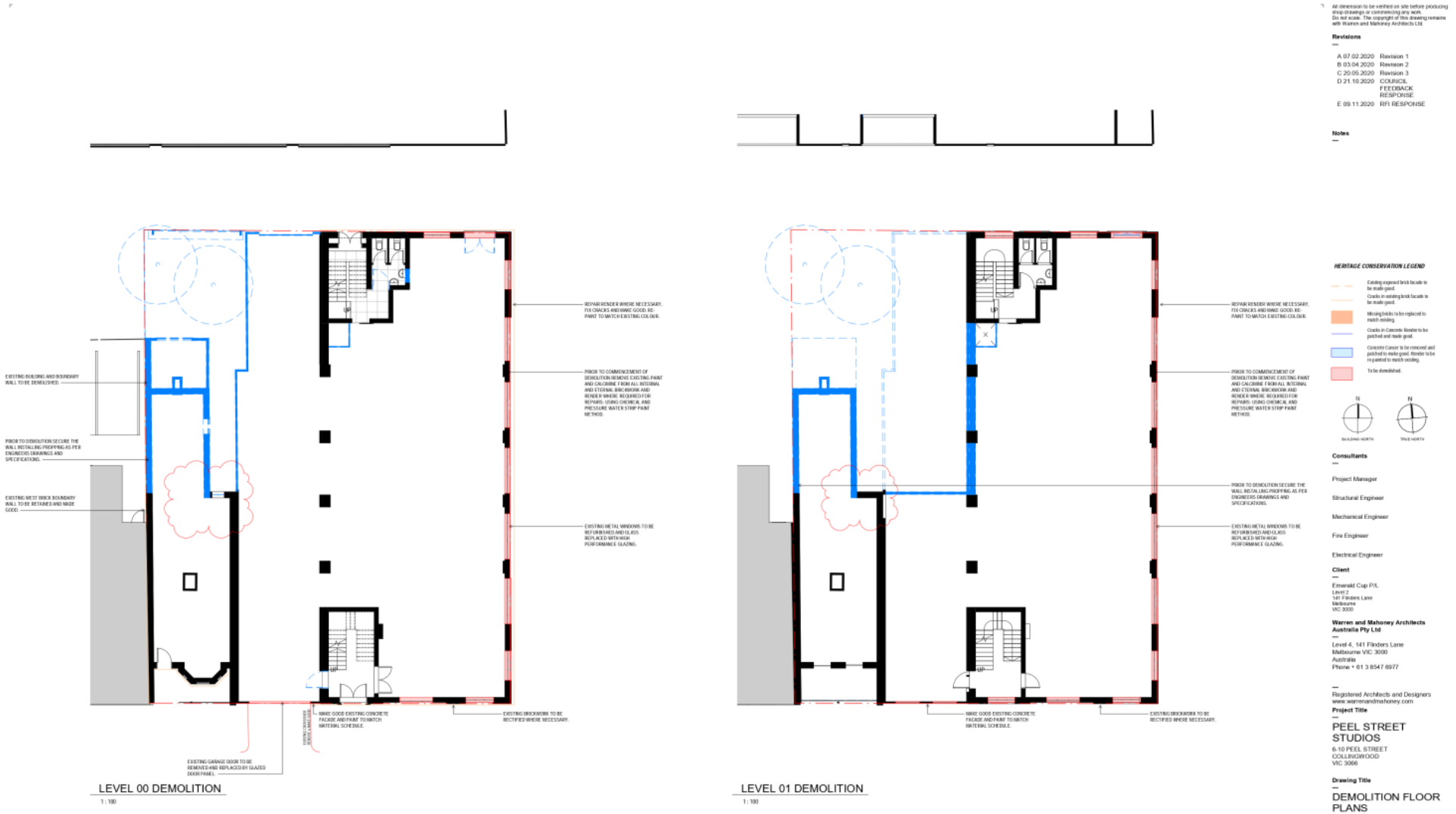
Drawing Details

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Date	20.05.2020
Job No	9147
Drawn	Author
Checked	Checkar

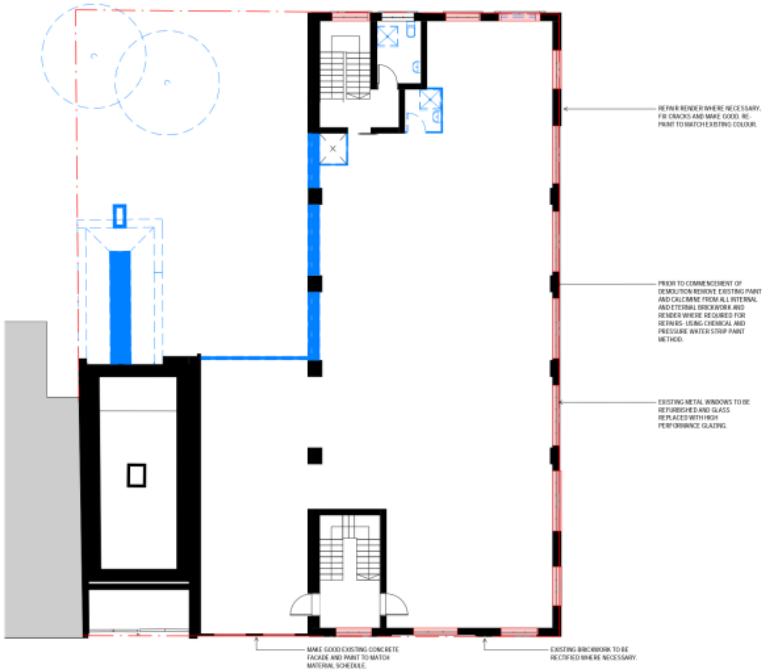
Drawing No A1.03 **Revision** C

WARREN AND MAHONEY

Attachment 2 - PLN20/0214 - 6 - 10 Peel Street Collingwood - Plans Part 1

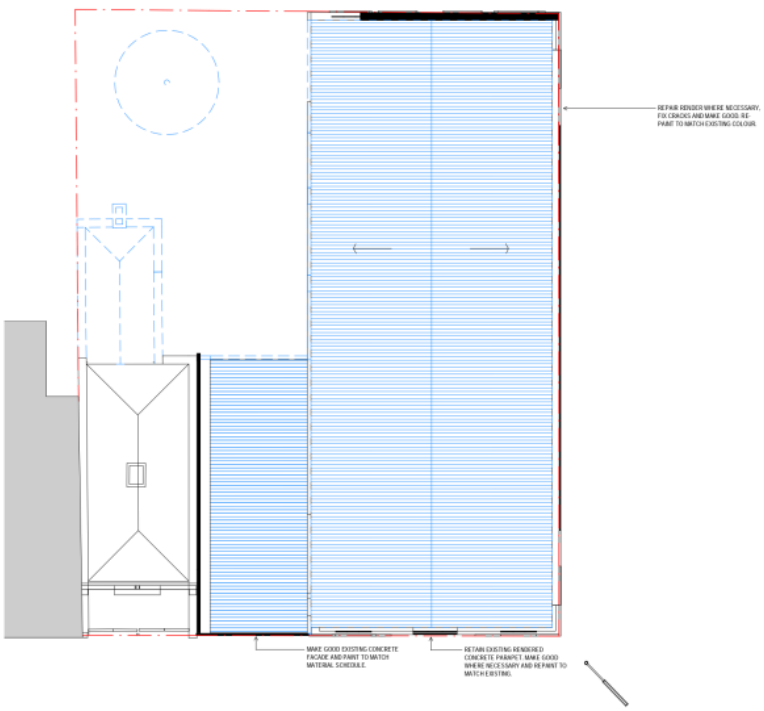


Attachment 2 - PLN20/0214 - 6 - 10 Peel Street Collingwood - Plans Part 1



LEVEL 02 DEMOLITION

1 : 100



LEVEL 03 DEMOLITION

1 : 100

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Revisions

A 07.02.2020 Revision 1
B 03.04.2020 Revision 2
C 20.05.2020 Revision 3

Notes

HERITAGE CONSERVATION LEGEND

Existing exposed brick facade to be made good.
Cracks in existing brick facade to be made good.
Missing bricks to be replaced to match existing.
Cracks in Concrete Render to be patched and made good.
Concrete Cancer to be removed and patched to make good. Render to be re-painted to match existing.
To be demolished.

Consultants

Project Manager

Structural Engineer

Mechanical Engineer

Fire Engineer

Electrical Engineer

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Project Title

PEEL STREET STUDIOS
6-10 PEEL STREET
COLLINGWOOD
VIC 3066

Drawing Title

DEMOLITION FLOOR PLANS

Drawing Status

Drawing Details

Scale	As indicated@ A1
Date	20.05.2020
Job No	9147
Drawn	Author
Checked	Checkar

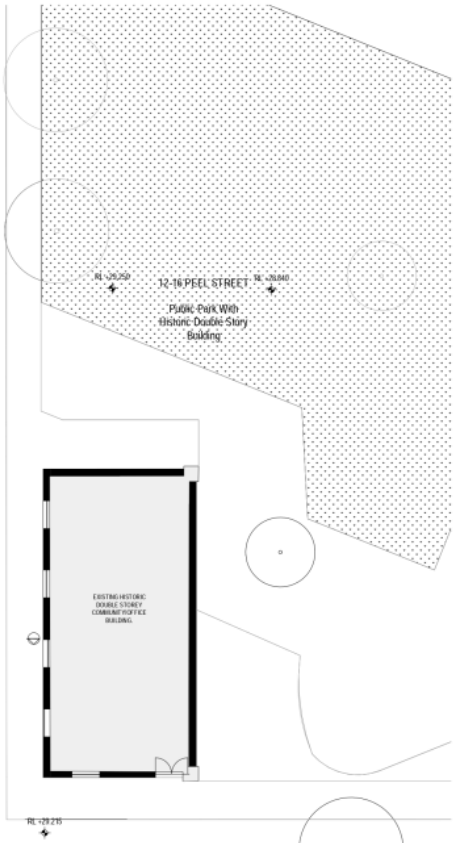
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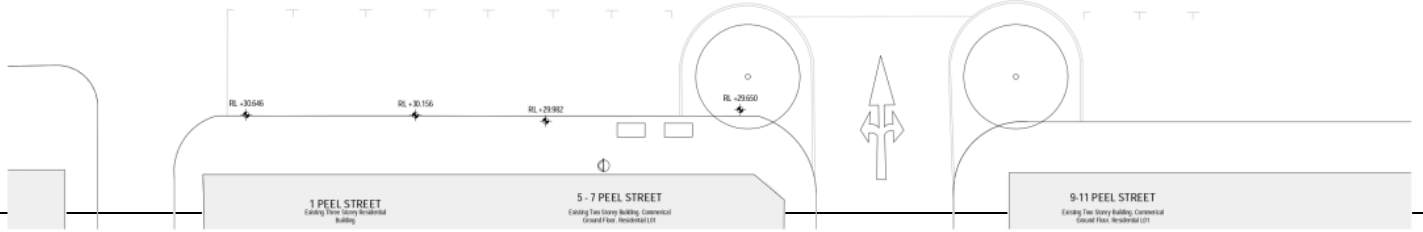
Revision C

WARREN AND MAHONEY

Attachment 2 - PLN20/0214 - 6 - 10 Peel Street Collingwood - Plans Part 1







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Revisions

A	07.02.2020	Revision 1
B	03.04.2020	Revision 2
C	20.05.2020	Revision 3
D	21.10.2020	COUNCIL FEEDBACK RESPONSE
E	09.11.2020	RFI RESPONSE

Notes

NLA SCHEDULE

FLOOR LEVEL	AREA
L-00	49m² + 237m²
L-01	45m² + 338m²
L-02	404m²
L-03	309m²
L-04	309m²
L-05	309m²
L-06	294m²
L-07	TERRACE 229.4m²

PLEASE REFER TO SMP FOR REMAINING DETAILS CONCERNING RAINWATERTANK, BIKE PARKS, SOLAR PANELS ETC.

Consultants

Project Manager

Structural Engineer

Mechanical Engineer

Fire Engineer

Electrical Engineer

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Project Title

PEEL STREET STUDIOS
6-10 PEEL STREET
COLLINGWOOD
VIC 3066

Drawing Title

PROPOSED PLAN 00

Drawing Status

Drawing Details

Scale	1 : 100@ A1
Date	09.11.2020
Job No	9147
Drawn	Author
Checked	Checker

Drawing No A3.00 **Revision** E

WARREN AND MAHONEY

Attachment 2 - PLN20/0214 - 6 - 10 Peel Street Collingwood - Plans Part 1



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Revisions

A	07.02.2020	Revision 1
B	03.04.2020	Revision 2
C	20.05.2020	Revision 3
D	21.10.2020	COUNCIL FEEDBACK RESPONSE
E	09.11.2020	RFI RESPONSE

Notes

NLA SCHEDULE

FLOOR LEVEL	AREA
L-00	49m² + 237m²
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L-02	404m²
L-03	309m²
L-04	309m²
L-05	309m²
L-06	294m²
L-07	TERRACE 229.4m²

Consultants

Project Manager

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Fire Engineer

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Project Title

PEEL STREET STUDIOS
6-10 PEEL STREET
COLLINGWOOD
VIC 3066

Drawing Title

PROPOSED PLAN 01

Drawing Status

Drawing Details

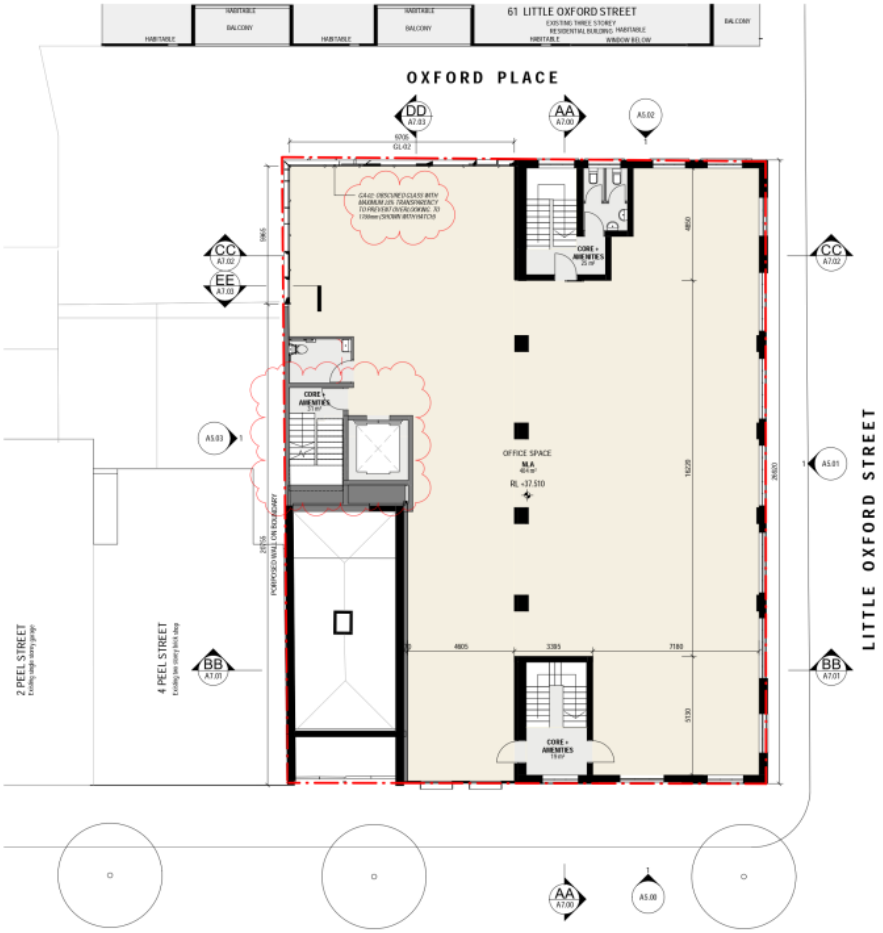
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Date	09.11.2020
Job No	9147
Drawn	Author
Checked	Checker

Drawing No A3.01

Revision E

WARREN AND MAHONEY

Attachment 2 - PLN20/0214 - 6 - 10 Peel Street Collingwood - Plans Part 1



NLA SCHEDULE

FLOOR LEVEL	AREA
L-00	49m² + 237m²
L-01	45m² + 338m²
L-02	404m²
L-03	309m²
L-04	309m²
L-05	309m²
L-06	294m²
L-07	TERRACE 229m²

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Revisions

A	07.02.2020	Revision 1
B	03.04.2020	Revision 2
C	20.05.2020	Revision 3
D	21.10.2020	COUNCIL FEEDBACK RESPONSE

Notes

Consultants

Project Manager

Structural Engineer

Mechanical Engineer

Fire Engineer

Electrical Engineer

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Project Title

PEEL STREET STUDIOS
6-10 PEEL STREET
COLLINGWOOD
VIC 3066

Drawing Title

PROPOSED PLAN 02

Drawing Status

Drawing Details

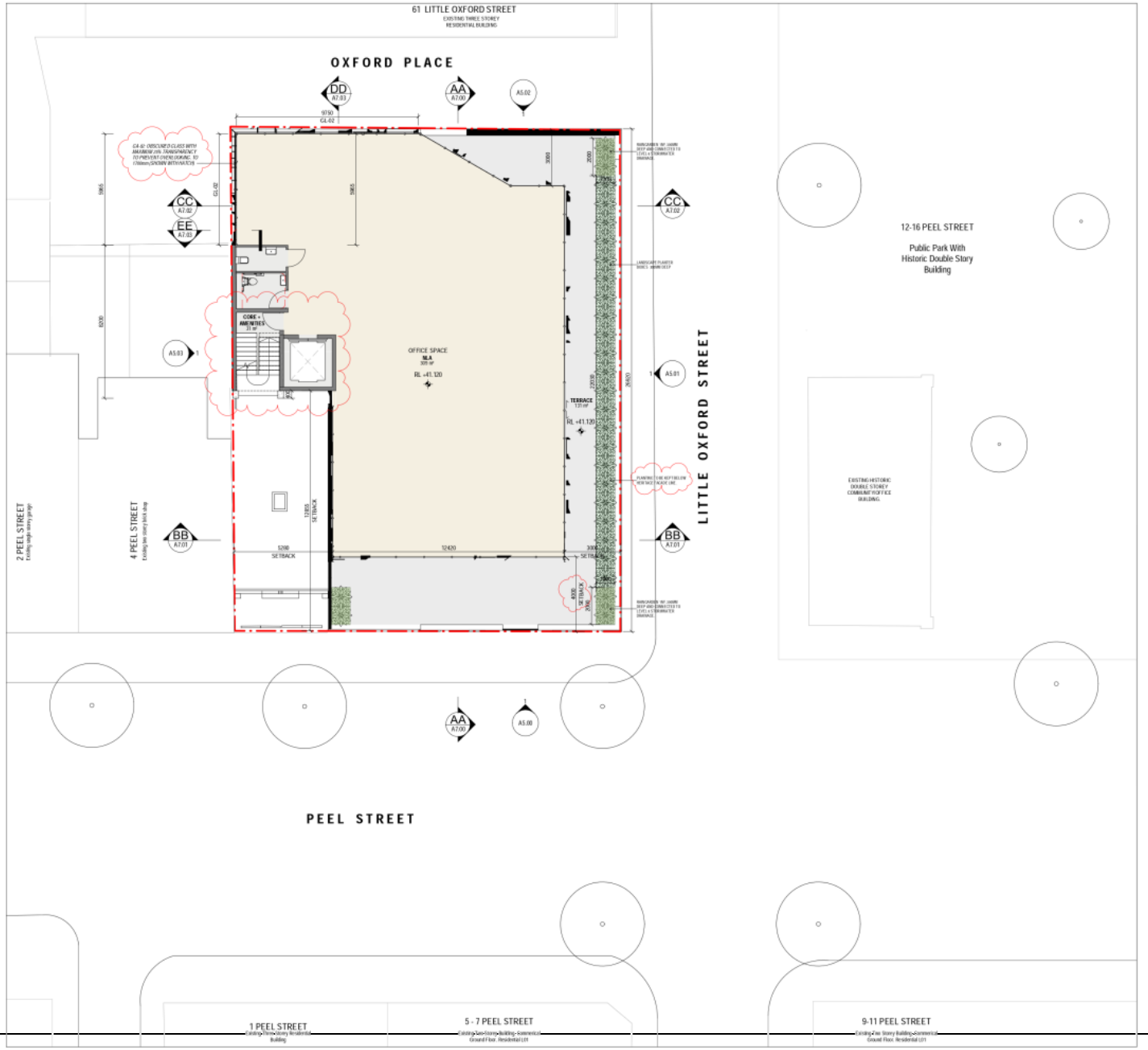
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Date	21.10.2020
Job No	9147
Drawn	Author
Checked	Checker

Drawing No A3.02

Revision D

WARREN AND MAHONEY

Attachment 2 - PLN20/0214 - 6 - 10 Peel Street Collingwood - Plans Part 1



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Revisions

A	07.02.2020	Revision 1
B	03.04.2020	Revision 2
C	20.05.2020	Revision 3
D	21.10.2020	COUNCIL FEEDBACK RESPONSE

Notes

NLA SCHEDULE

FLOOR LEVEL	AREA
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L-04	309m²
L-05	309m²
L-06	294m²
L-07	TERRACE 229.4m²

Consultants

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www.warrenandmahoney.com

Project Title

PEEL STREET STUDIOS
6-10 PEEL STREET
COLLINGWOOD
VIC 3066

Drawing Title

PROPOSED PLAN 03

Drawing Status

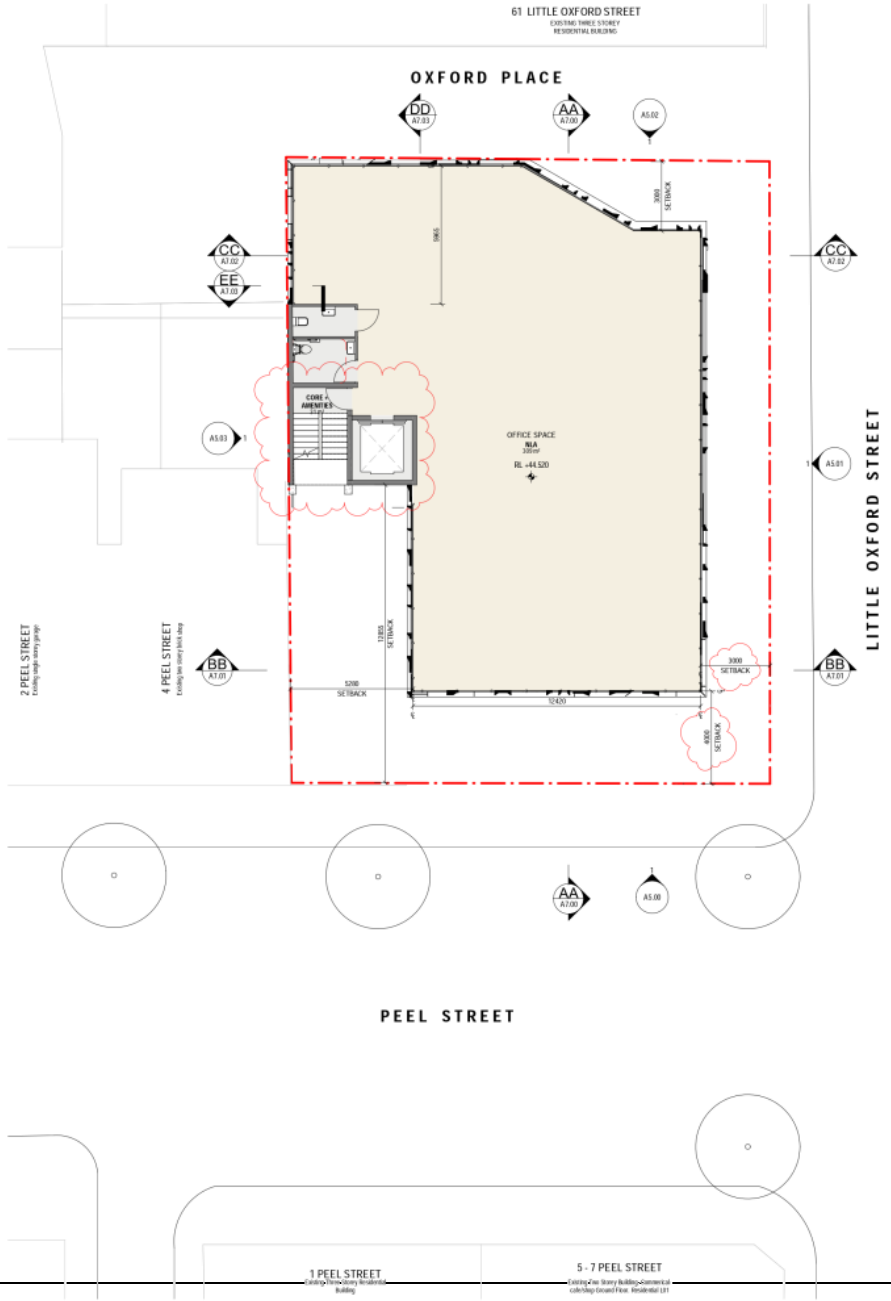
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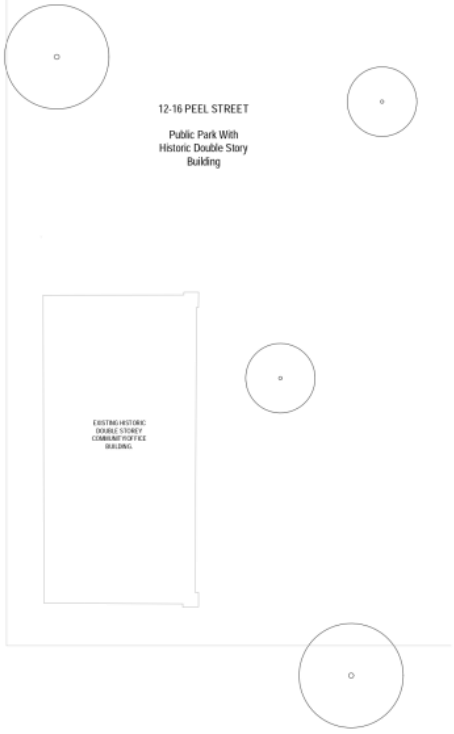
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Date	21.10.2020
Job No	9147
Drawn	Author
Checked	Checker

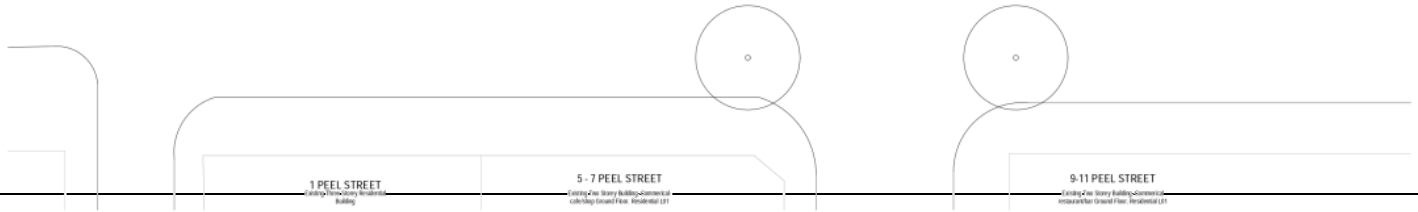
Drawing No A3.03 **Revision** D

WARREN AND MAHONEY

Attachment 2 - PLN20/0214 - 6 - 10 Peel Street Collingwood - Plans Part 1







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Revisions

A	07.02.2020	Revision 1
B	03.04.2020	Revision 2
C	20.05.2020	Revision 3
D	21.10.2020	COUNCIL FEEDBACK RESPONSE

Notes

NLA SCHEDULE

FLOOR LEVEL	AREA
L-00	49m² + 237m²
L-01	45m² + 338m²
L-02	404m²
L-03	309m²
L-04	309m²
L-05	309m²
L-06	294m²
L-07	TERRACE 229.4m²

Consultants

Project Manager

Structural Engineer

Mechanical Engineer

Fire Engineer

Electrical Engineer

Client

Emerald Cup P/L
Level 2
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Melbourne
VIC 3000

Warren and Mahoney Architects Australia Pty Ltd

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Australia
Phone + 61 3 8547 6977

Registered Architects and Designers
www.warrenandmahoney.com

Project Title

PEEL STREET STUDIOS
6-10 PEEL STREET
COLLINGWOOD
VIC 3066

Drawing Title

PROPOSED PLAN 04

Drawing Status

Drawing Details

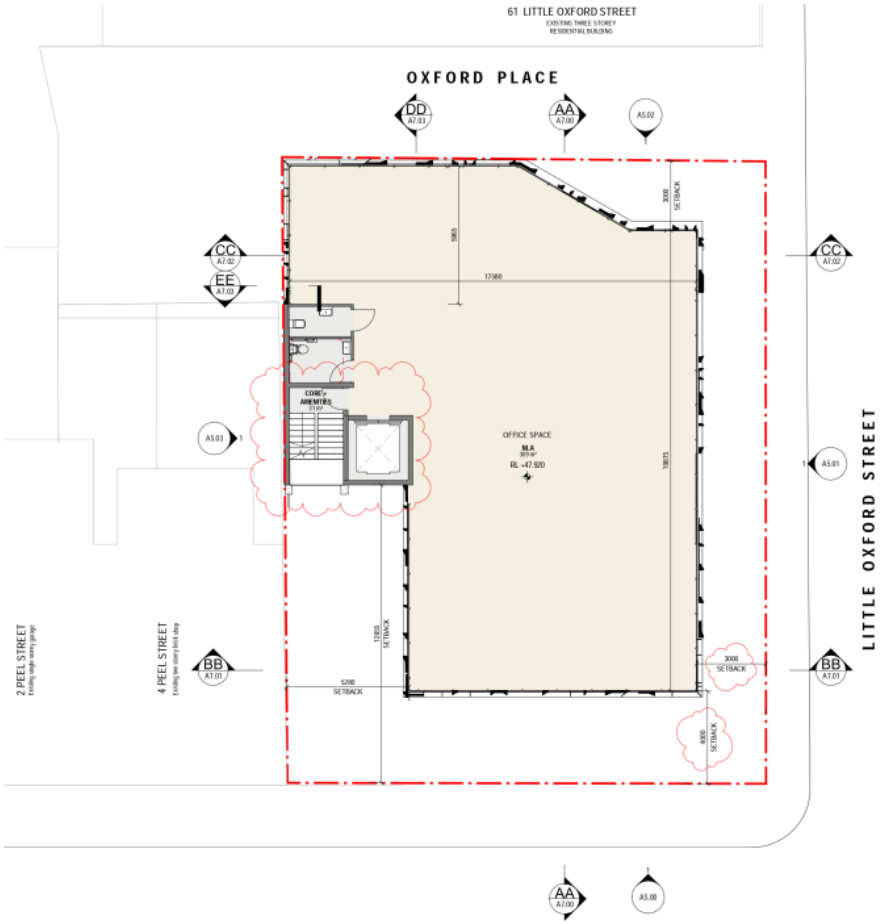
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Date	21.10.2020
Job No	9147
Drawn	Author
Checked	Checker

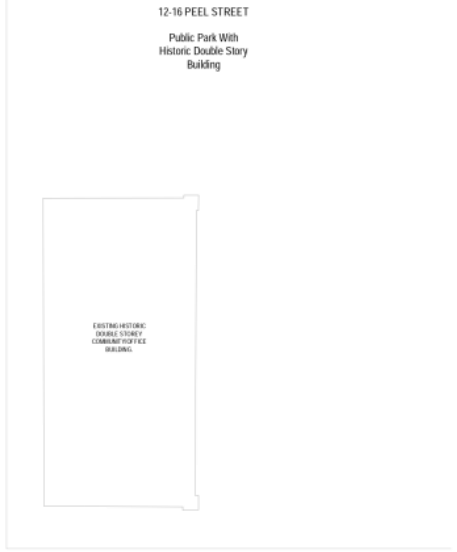
Drawing No A3.04

Revision D

WARREN AND MAHONEY

Attachment 2 - PLN20/0214 - 6 - 10 Peel Street Collingwood - Plans Part 1





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Revisions

A	07.02.2020	Revision 1
B	03.04.2020	Revision 2
C	20.05.2020	Revision 3
D	21.10.2020	COUNCIL FEEDBACK RESPONSE

Notes

NLA SCHEDULE

FLOOR LEVEL	AREA
L-00	49m² +237m²
L-01	45m²+338m²
L-02	404m²
L-03	309m²
L-04	309m²
L-05	309m²
L-06	294m²
L-07	TERRACE 229.4m²

Consultants

Project Manager

Structural Engineer

Mechanical Engineer

Fire Engineer

Electrical Engineer

Client

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Registered Architects and Designers
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Project Title

PEEL STREET STUDIOS
6-10 PEEL STREET
COLLINGWOOD
VIC 3066

Drawing Title

PROPOSED PLAN 05

Drawing Status

Drawing Details

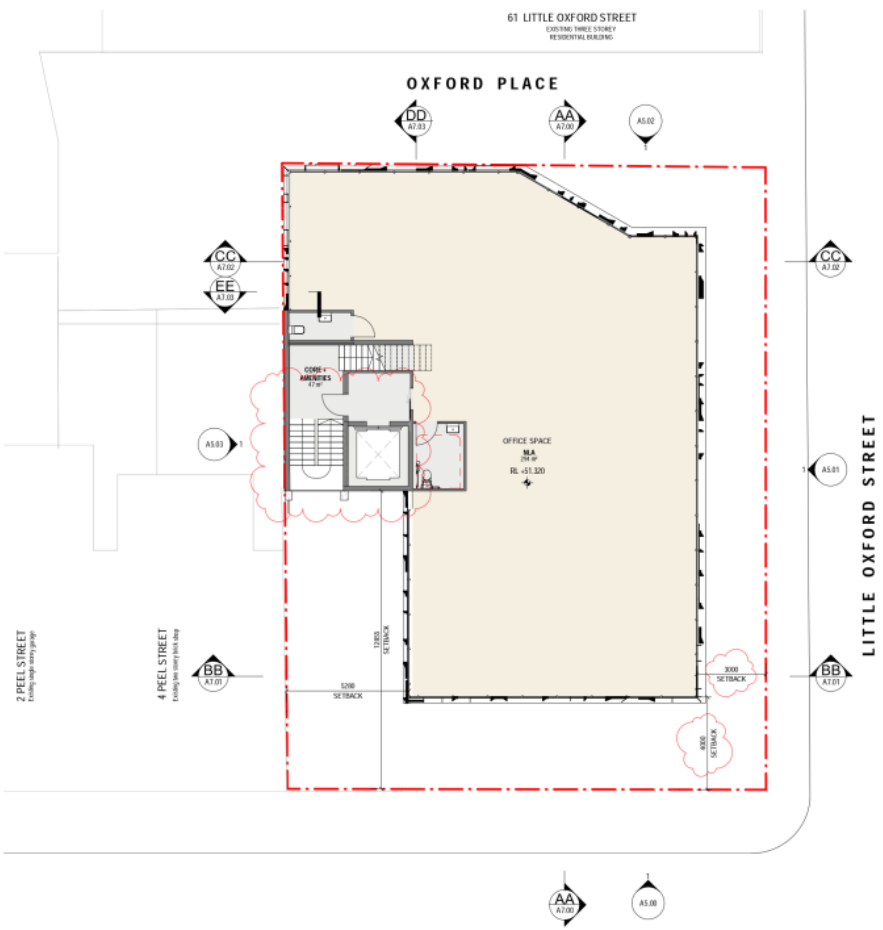
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Date	21.10.2020
Job No	9147
Drawn	Author
Checked	Checker

Drawing No A3.05

Revision D

WARREN AND MAHONEY

Attachment 2 - PLN20/0214 - 6 - 10 Peel Street Collingwood - Plans Part 1







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Revisions

A	07.02.2020	Revision 1
B	03.04.2020	Revision 2
C	20.05.2020	Revision 3
D	21.10.2020	COUNCIL FEEDBACK RESPONSE

Notes

NLA SCHEDULE

FLOOR LEVEL	AREA
L-00	49m² + 237m²
L-01	45m² + 338m²
L-02	404m²
L-03	309m²
L-04	309m²
L-05	309m²
L-06	294m²
L-07	TERRACE 229.4m²

Consultants

Project Manager

Structural Engineer

Mechanical Engineer

Fire Engineer

Electrical Engineer

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Project Title

PEEL STREET STUDIOS
6-10 PEEL STREET
COLLINGWOOD
VIC 3066

Drawing Title

PROPOSED PLAN 06

Drawing Status

Drawing Details

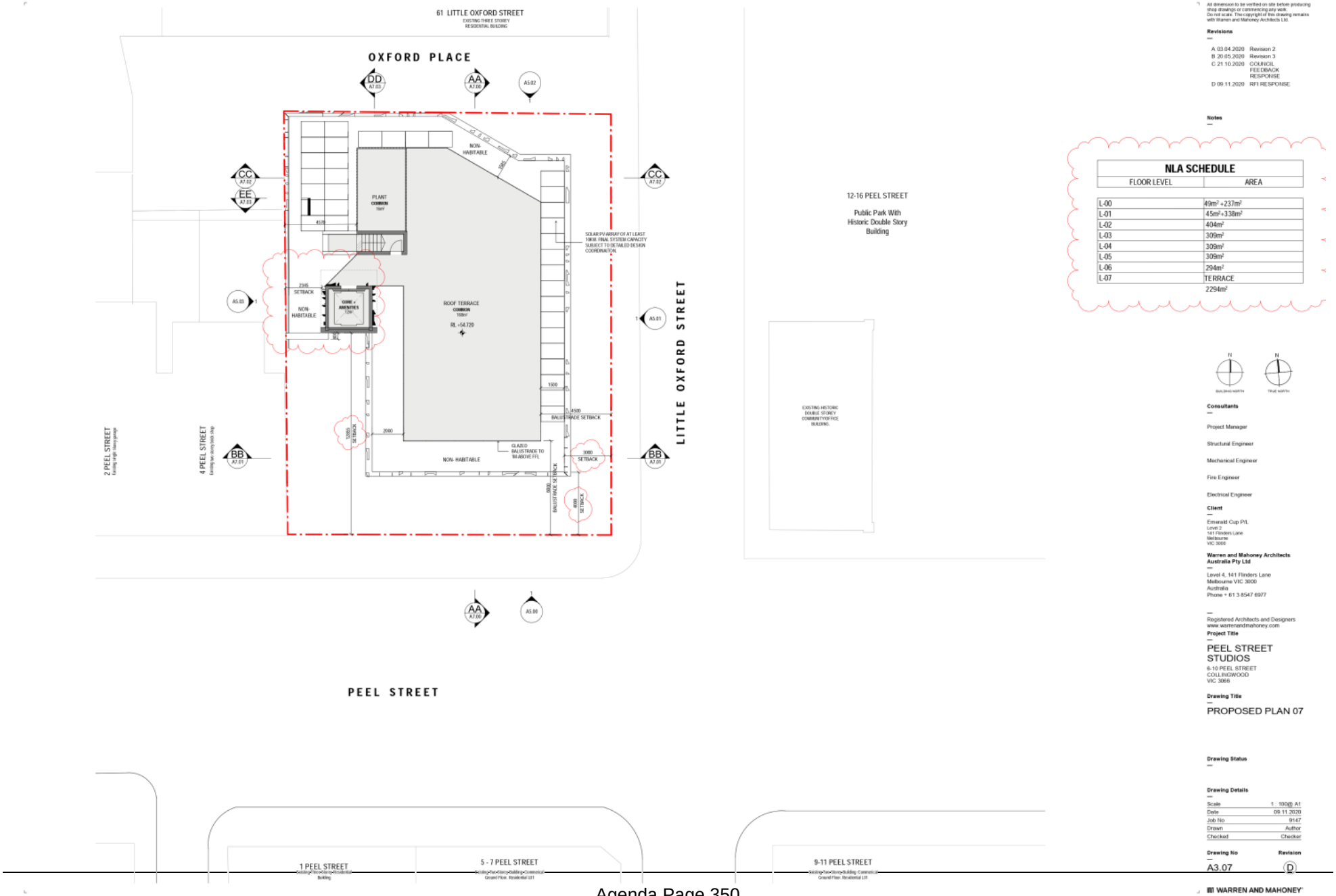
Scale	1 : 100@ A1
Date	21.10.2020
Job No	9147
Drawn	Author
Checked	Checker

Drawing No A3.06

Revision D

WARREN AND MAHONEY

Attachment 2 - PLN20/0214 - 6 - 10 Peel Street Collingwood - Plans Part 1



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Revisions

A	03.04.2020	Revision 2
B	20.05.2020	Revision 3
C	21.10.2020	COUNCIL FEEDBACK RESPONSE
D	09.11.2020	RFI RESPONSE

Notes

NLA SCHEDULE

FLOOR LEVEL	AREA
L-00	49m² +237m²
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L-02	404m²
L-03	309m²
L-04	309m²
L-05	309m²
L-06	294m²
L-07	TERRACE 229.4m²

Consultants

Project Manager

Structural Engineer

Mechanical Engineer

Fire Engineer

Electrical Engineer

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Project Title

PEEL STREET STUDIOS
6-10 PEEL STREET
COLLINGWOOD
VIC 3066

Drawing Title

PROPOSED PLAN 07

Drawing Status

Drawing Details

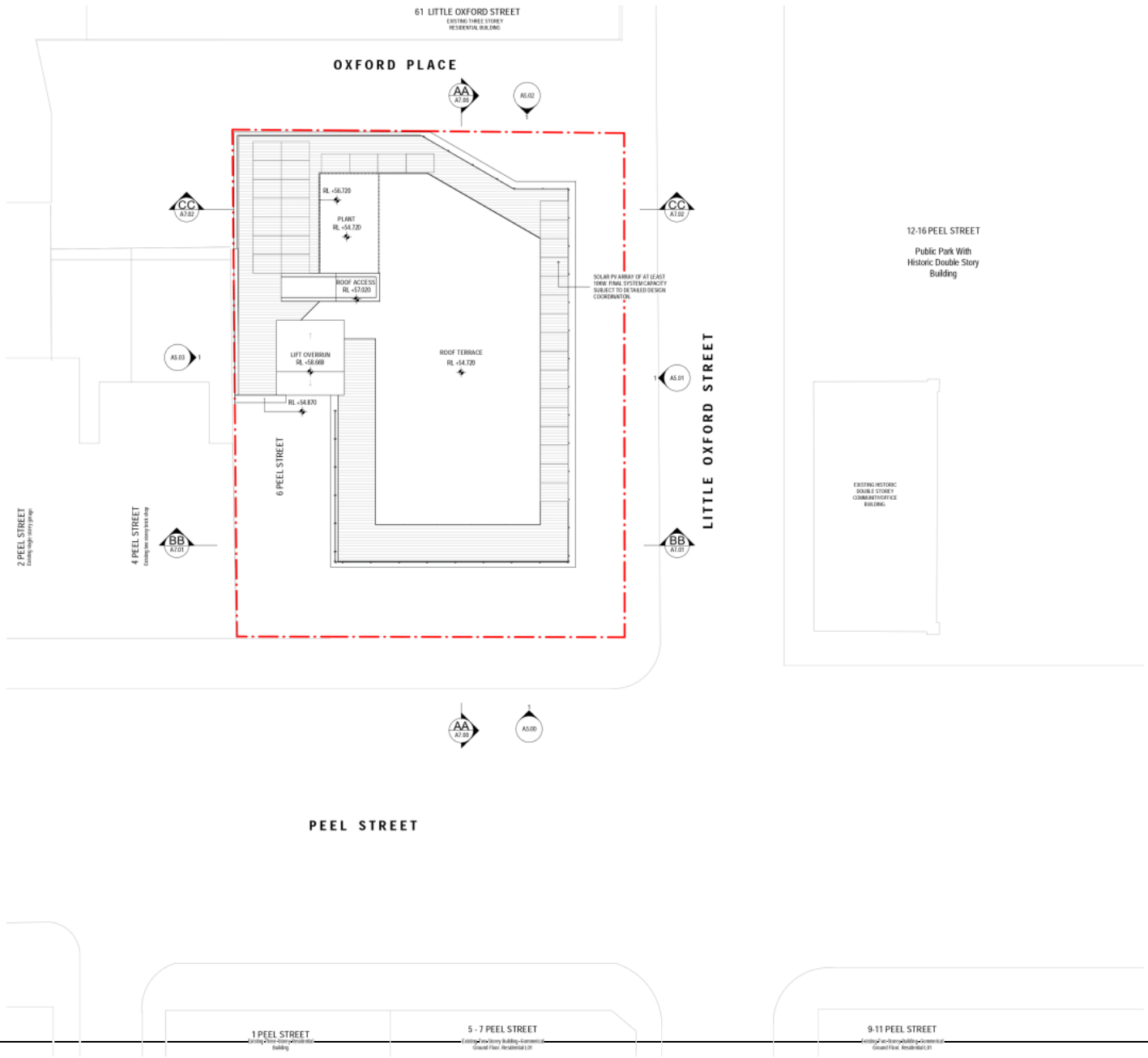
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Date	09.11.2020
Job No	9147
Drawn	Author
Checked	Checker

Drawing No A3.07

Revision D

WARREN AND MAHONEY

Attachment 2 - PLN20/0214 - 6 - 10 Peel Street Collingwood - Plans Part 1



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Revisions

A	07.02.2020	Revision 1
B	03.04.2020	Revision 2
C	20.05.2020	Revision 3
D	21.10.2020	COUNCIL FEEDBACK RESPONSE
E	09.11.2020	RFI RESPONSE

Notes

BUILDING NORTH TRUE NORTH

Consultants

Project Manager

Structural Engineer

Mechanical Engineer

Fire Engineer

Electrical Engineer

Client

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Registered Architects and Designers
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Project Title

PEEL STREET STUDIOS
6-10 PEEL STREET
COLLINGWOOD
VIC 3066

Drawing Title

PROPOSED PLAN ROOF

Drawing Status

Drawing Details

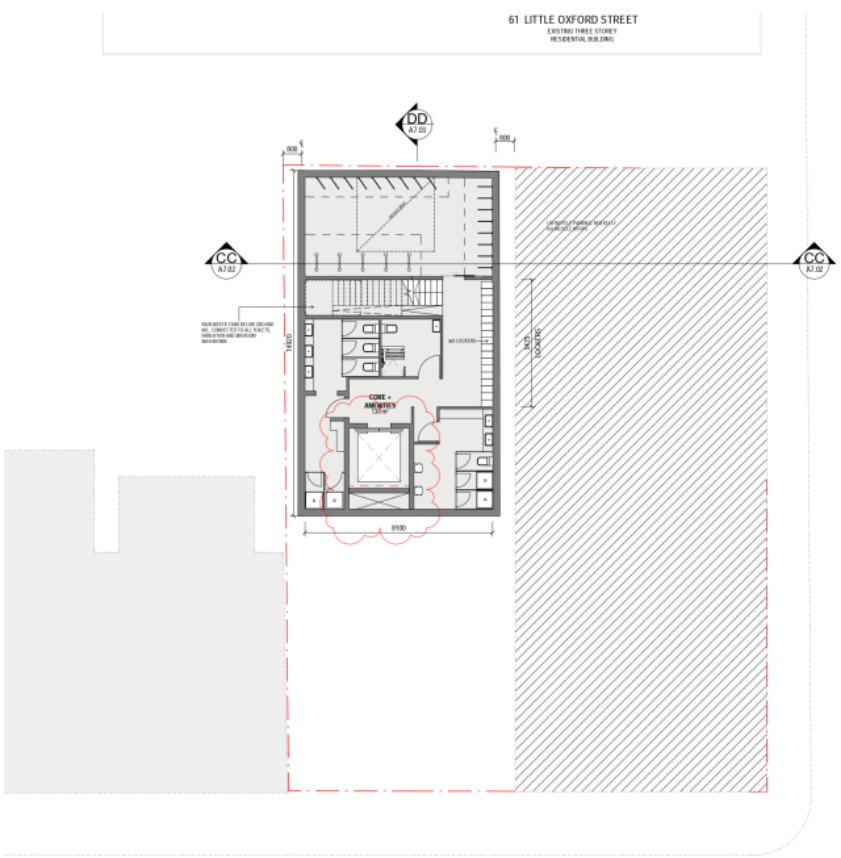
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Date	09.11.2020
Job No	9147
Drawn	Author
Checked	Checker

Drawing No A3.08

Revision E

WARREN AND MAHONEY

Attachment 2 - PLN20/0214 - 6 - 10 Peel Street Collingwood - Plans Part 1



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Revisions

A	03.04.2020	Revision 2
B	20.05.2020	Revision 3
C	21.10.2020	COUNCIL FEEDBACK RESPONSE

Notes

NLA SCHEDULE

FLOOR LEVEL	AREA
L-00	49m² +237m²
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L-02	404m²
L-03	309m²
L-04	309m²
L-05	309m²
L-06	294m²
L-07	TERRACE 2294m²

Consultants

Project Manager

Structural Engineer

Mechanical Engineer

Fire Engineer

Electrical Engineer

Client

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Registered Architects and Designers
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Project Title

PEEL STREET STUDIOS
6-10 PEEL STREET
COLLINGWOOD
VIC 3066

Drawing Title

PROPOSED PLAN BASEMENT 01

Drawing Status

Drawing Details

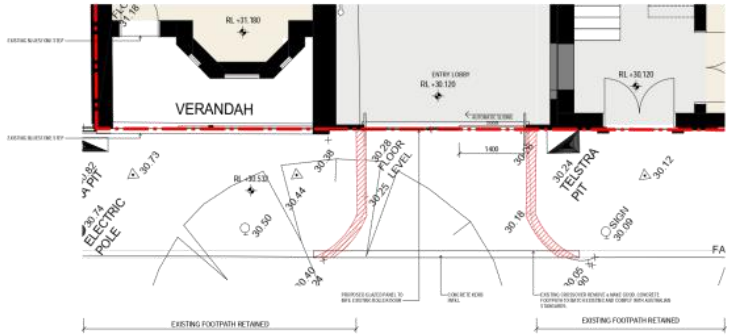
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Date	21.10.2020
Job No	9147
Drawn	Author
Checked	Checker

Drawing No A3.09

Revision C

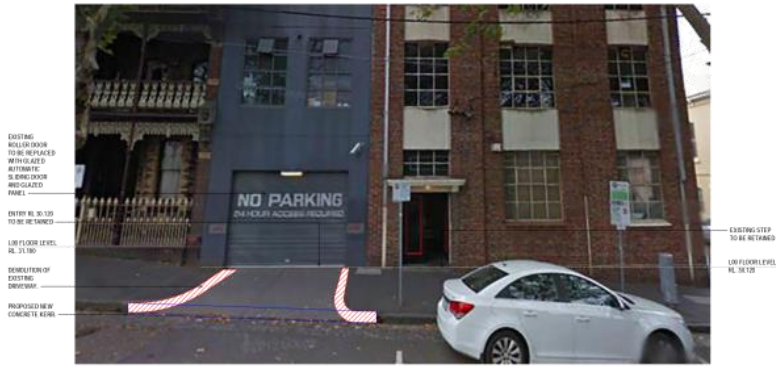
WARREN AND MAHONEY

Attachment 2 - PLN20/0214 - 6 - 10 Peel Street Collingwood - Plans Part 1



FOOTPATH ENTRY DETAIL

1 : 50



PEEL STREET ACCESS DIAGRAM

NTS

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Revisions

A 20.05.2020 Revision 3

Notes

N BUILDING NORTH

N TRUE NORTH

Consultants

Project Manager

Structural Engineer

Mechanical Engineer

Fire Engineer

Electrical Engineer

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Project Title

PEEL STREET STUDIOS
6-10 PEEL STREET
COLLINGWOOD
VIC 3066

Drawing Title

PROPOSED PEEL STREET FOOTPATH ACCESS

Drawing Status

Drawing Details

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Date	20.05.2020
Job No	9147
Drawn	Author
Checked	Checker

Drawing No A3.10

Revision A

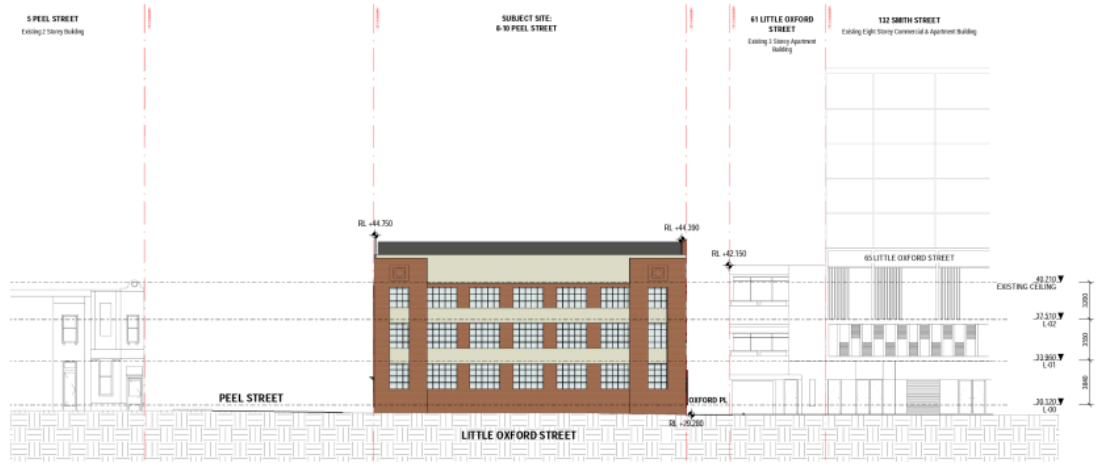
WARREN AND MAHONEY

Attachment 2 - PLN20/0214 - 6 - 10 Peel Street Collingwood - Plans Part 1



EXISTING ELEVATION - SOUTH

1 : 200



EXISTING ELEVATION - EAST

1 : 200

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Revisions

A 07.02.2020 Revision 1
B 03.04.2020 Revision 2
C 20.05.2020 Revision 3

Notes

EXISTING MATERIALS



HERITAGE CONSERVATION LEGEND

Existing exposed brick facade to be made good.
Cracks in existing brick facade to be made good.
Missing bricks to be replaced to match existing.
Cracks in Concrete Render to be patched and made good.
Concrete Cancer to be removed and patched to make good. Render to be re-painted to match existing.
To be demolished.

Consultants

Project Manager

Structural Engineer

Mechanical Engineer

Fire Engineer

Electrical Engineer

Client

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Australia
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Registered Architects and Designers
www.warrenandmahoney.com

Project Title

PEEL STREET STUDIOS
6-10 PEEL STREET
COLLINGWOOD
VIC 3066

Drawing Title

EXISTING ELEVATIONS

Drawing Status

Drawing Details

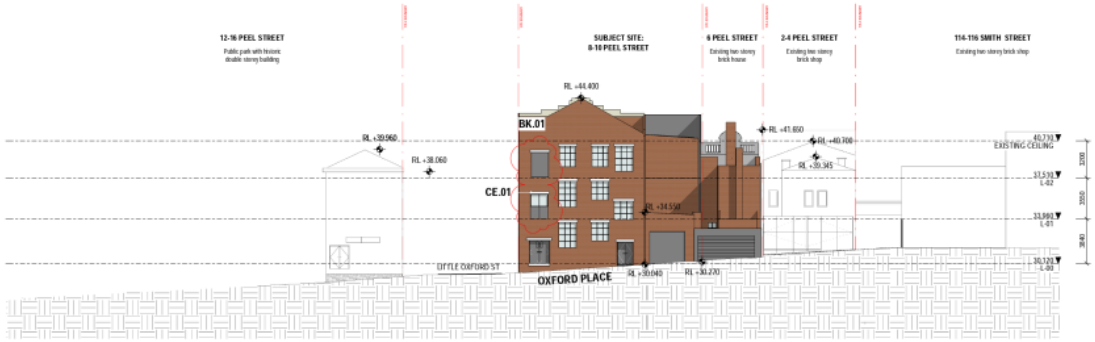
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Date	20.05.2020
Job No	9147
Drawn	Author
Checked	Checker

Drawing No A4.00

Revision C

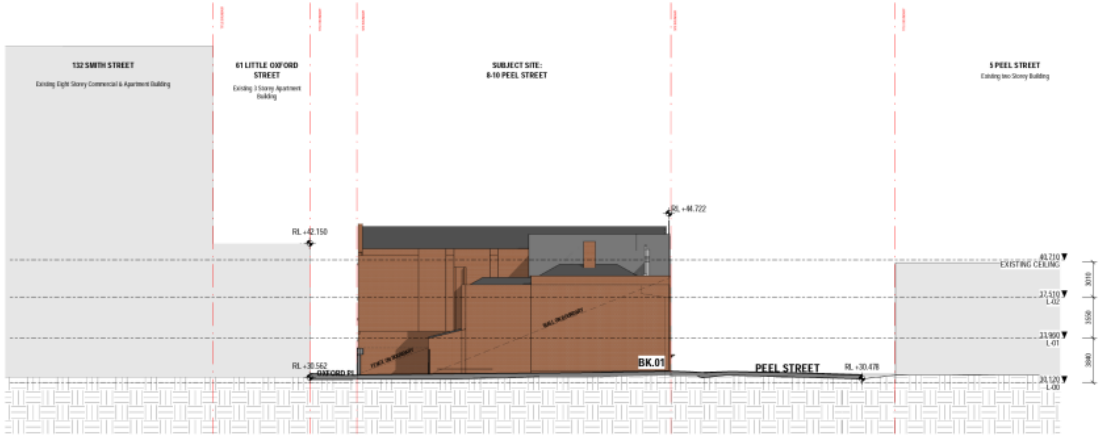
WARREN AND MAHONEY

Attachment 2 - PLN20/0214 - 6 - 10 Peel Street Collingwood - Plans Part 1



EXISTING ELEVATION - NORTH

1 : 200



EXISTING ELEVATION - WEST

1 : 200

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Revisions

A 07.02.2020 Revision 1
B 03.04.2020 Revision 2
C 20.05.2020 Revision 3
D 09.11.2020 RFI RESPONSE

Notes

EXISTING MATERIALS



HERITAGE CONSERVATION LEGEND

Existing exposed brick facade to be made good.
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Consultants

Project Manager

Structural Engineer

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Project Title

PEEL STREET STUDIOS
6-10 PEEL STREET
COLLINGWOOD
VIC 3066

Drawing Title

EXISTING ELEVATIONS

Drawing Status

Drawing Details

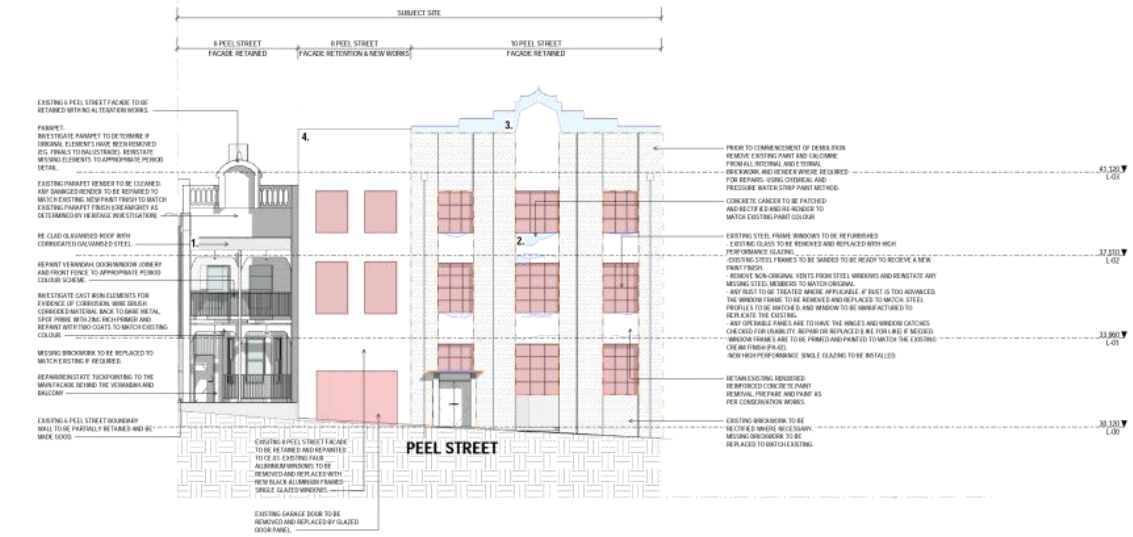
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Date	09.11.2020
Job No	9147
Drawn	Author
Checked	Checker

Drawing No A4.01

Revision D

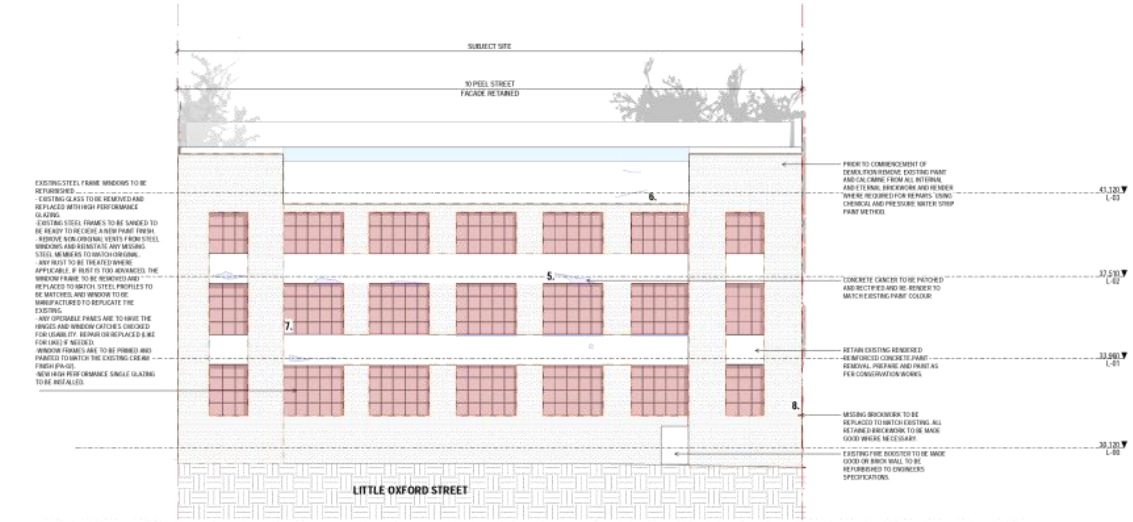
WARREN AND MAHONEY

Attachment 2 - PLN20/0214 - 6 - 10 Peel Street Collingwood - Plans Part 1



SOUTH ELEVATION - PROPOSED CONSERVATION

1 : 100



EAST ELEVATION - PROPOSED CONSERVATION

1 : 100

EXISTING IMAGES



EXISTING IMAGES



NOTES:

ALL CONSERVATION NOTES TO BE READ IN CONJUNTION WITH HERITGE CONSULTANT ADVICE OUTLINED IN THE HERITAGE IMPACT STATEMENT.

- DETAILED ENGINEERING ADVICE IS TO BE SOUGHT AND ACTED UPON TO ENSURE THAT THE FACADE IS ADEQUATELY SUPPORTED AND RESTRAINED THROUGHOUT THE ENTIRE CONSTRUCTION PROCESS.
- FRAMING OR OTHER TEMPORARY SUPPORT STRUCTURES SHALL HAVE REGARD FOR THE LOCATION OF DECORATIVE ELEMENTS AND SHALL SEEK TO MINIMISE DAMAGE TO THE [illegible]
- ANY DAMAGE TO THE HERITAGE FABRIC RESULTING FROM THE CONSTRUCTION WORKS (INCLUDING WHERE TEMPORARY FIXINGS HAVE BEEN REMOVED) IS TO BE MADE GOOD.

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Revisions

A	20.05.2020	Revision 3
B	15.06.2020	COUNCIL RFI RESPONSE

Notes

EXISTING MATERIALS



HERITAGE CONSERVATION LEGEND

- Existing exposed brick facade to be made good.
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Consultants

Project Manager

Structural Engineer

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Fire Engineer

Electrical Engineer

Client

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Registered Architects and Designers
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Project Title

PEEL STREET STUDIOS
6-10 PEEL STREET
COLLINGWOOD
VIC 3066

Drawing Title

HERITAGE CONSERVATION ELEVATIONS

Drawing Status

Drawing Details

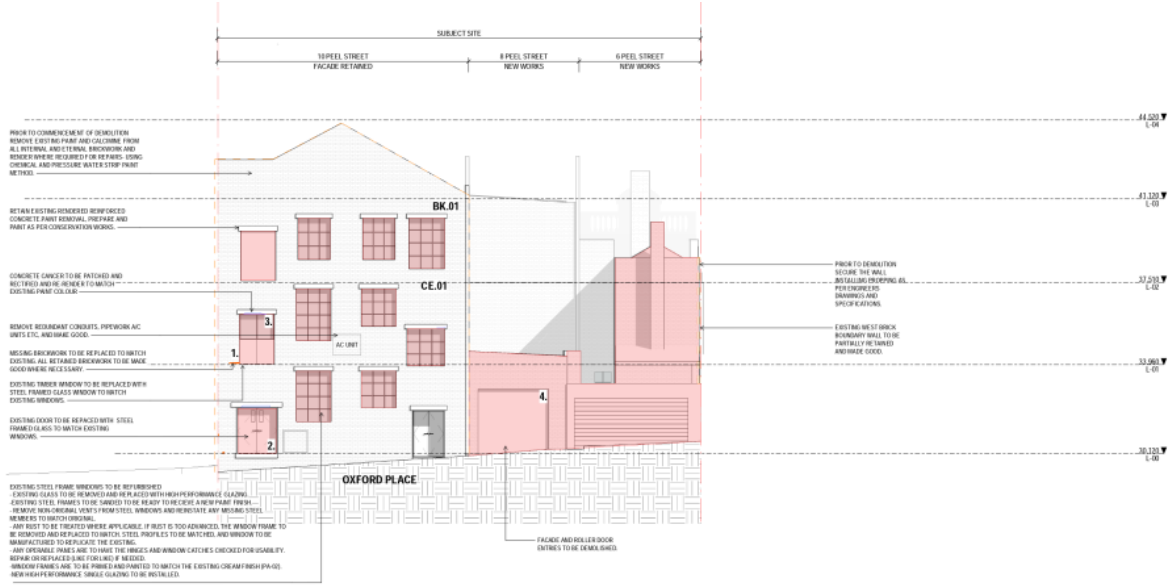
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Date	15.06.2020
Job No	9147
Drawn	Author
Checked	Checker

Drawing No A4.03

Revision B

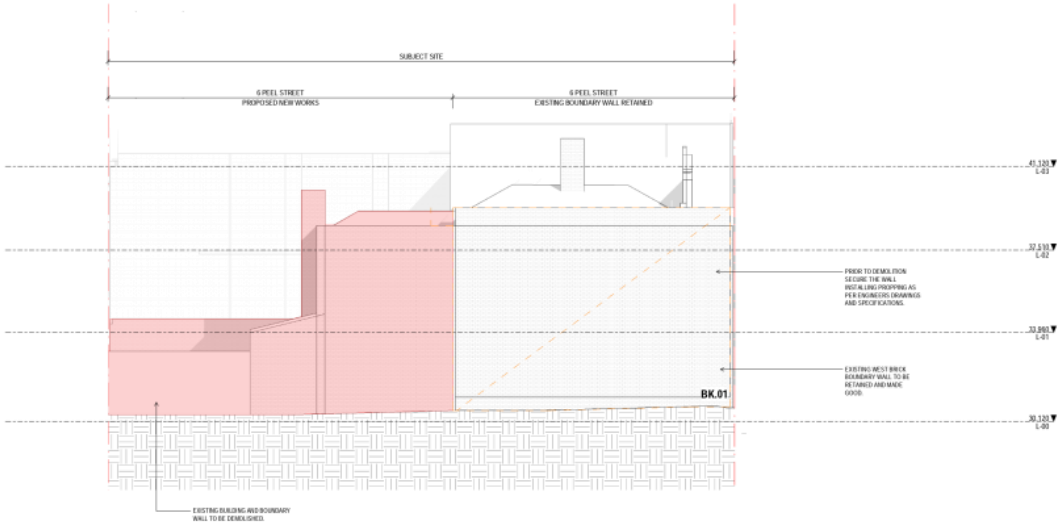
WARREN AND MAHONEY

Attachment 2 - PLN20/0214 - 6 - 10 Peel Street Collingwood - Plans Part 1



NORTH ELEVATION - PROPOSED CONSERVATION

1 : 100



WEST ELEVATION - PROPOSED CONSERVATION

1 : 100

EXISTING IMAGES





HERITAGE CONSERVATION LEGEND

NOTES:

ALL CONSERVATION NOTES TO BE READ IN CONJUNTION WITH HERITAGE CONSULTANT ADVICE OUTLINED IN THE HERITAGE IMPACT STATEMENT.

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Revisions

A	20.05.2020	Revision 3
B	15.06.2020	COUNCIL RFI RESPONSE

Notes

Consultants

Project Manager

Structural Engineer

Mechanical Engineer

Fire Engineer

Electrical Engineer

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Registered Architects and Designers
www.warrenandmahoney.com

Project Title

PEEL STREET STUDIOS
6-10 PEEL STREET
COLLINGWOOD
VIC 3066

Drawing Title

HERITAGE CONSERVATION ELEVATIONS

Drawing Status

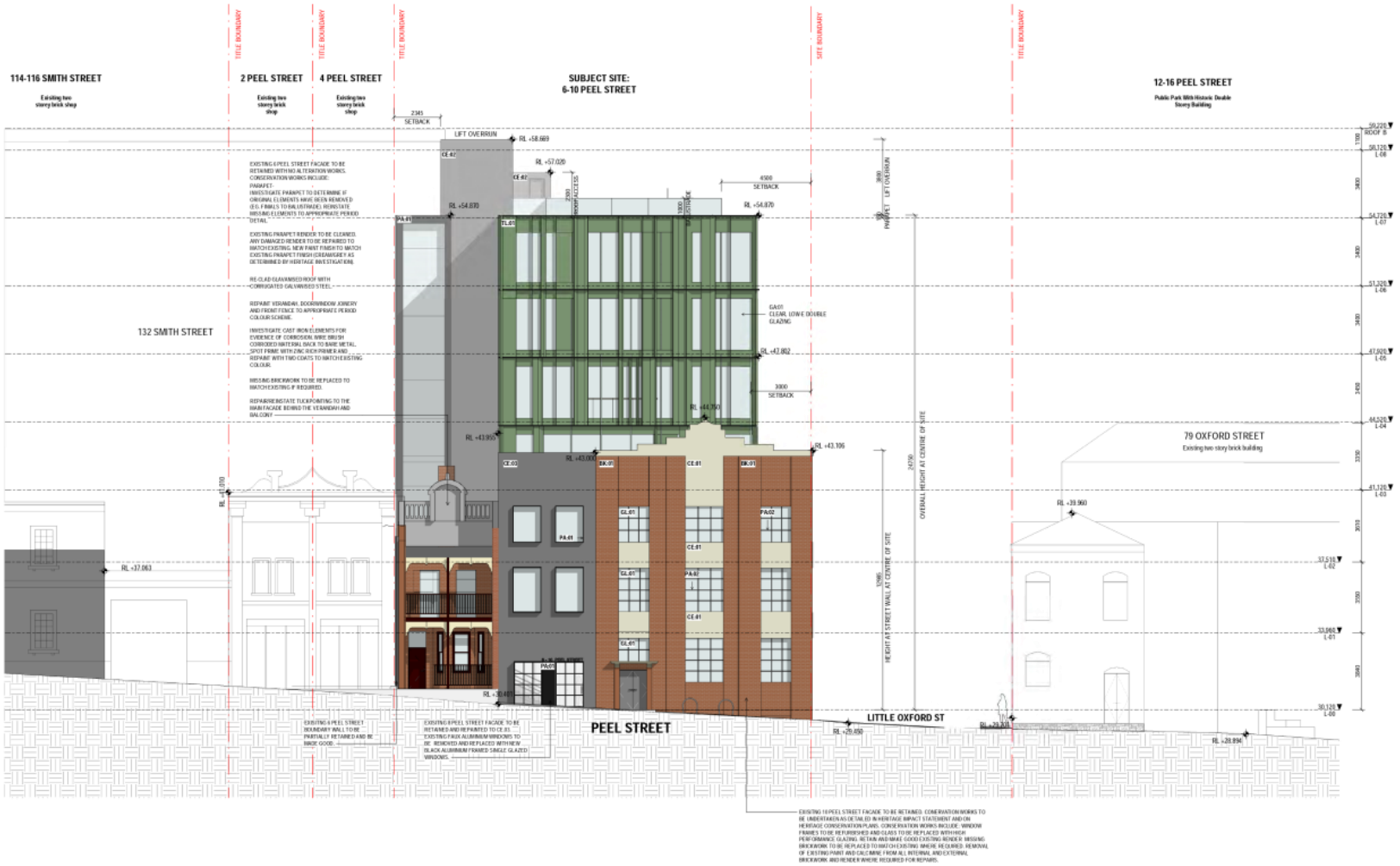
Drawing Details

Scale	As indicated@ A1
Date	15.06.2020
Job No	9147
Drawn	Author
Checked	Checkar

Drawing No	Revision
A4.04	B

WARREN AND MAHONEY

Attachment 2 - PLN20/0214 - 6 - 10 Peel Street Collingwood - Plans Part 1



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Revisions

A	07.02.2020	Revision 1
B	03.04.2020	Revision 2
C	20.05.2020	Revision 3
D	15.06.2020	COUNCIL RFI RESPONSE
E	21.10.2020	COUNCIL FEEDBACK RESPONSE

Notes

Consultants

Project Manager

Structural Engineer

Mechanical Engineer

Fire Engineer

Electrical Engineer

Client

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Registered Architects and Designers
www.warrenandmahoney.com

Project Title

PEEL STREET STUDIOS
6-10 PEEL STREET
COLLINGWOOD
VIC 3066

Drawing Title

EXTERNAL ELEVATION SOUTH

Drawing Status

Drawing Details

Scale	1 : 100@ A1
Date	21.10.2020
Job No	9147
Drawn	Author
Checked	Checkar

Drawing No A5.00

Revision E

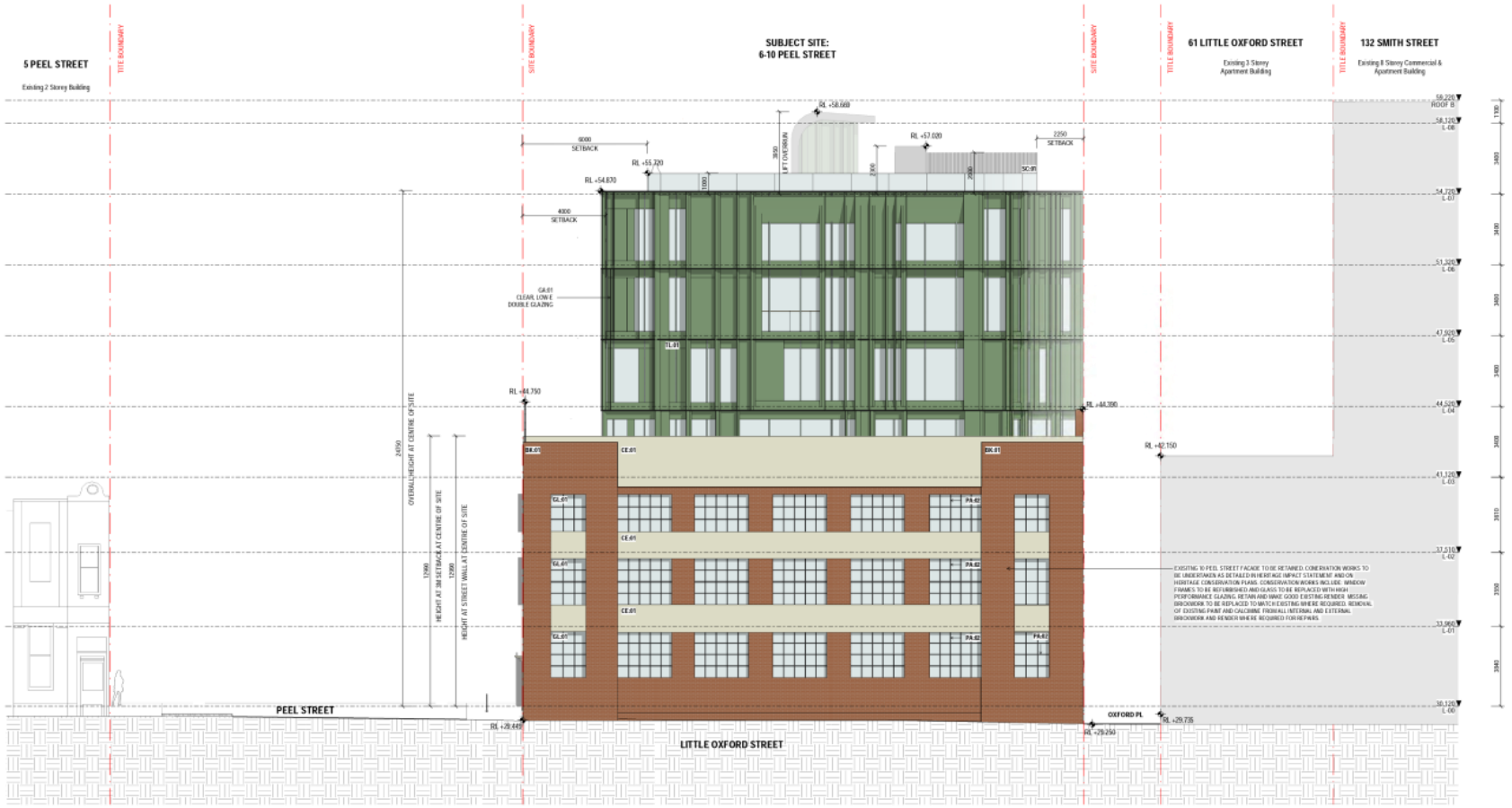
WARREN AND MAHONEY

NOTES:

ALL CONSERVATION NOTES TO BE READ IN CONJUNTION WITH HERITAGE CONSULTANT ADVICE OUTLINED IN THE HERITAGE IMPACT STATEMENT.

- *DETAILED ENGINEERING ADVICE IS TO BE SOUGHT AND ACTED UPON TO ENSURE THAT THE FACADE IS ADEQUATELY SUPPORTED AND RESTRAINED THROUGHOUT THE ENTIRE CONSTRUCTION PROCESS.*
- *FRAMING OR OTHER TEMPORARY SUPPORT STRUCTURE SHALL HAVE REGARD FOR THE [illegible] TO ENSURE THAT THE HERITAGE FACADE.*
- *ANY DAMAGE TO THE HERITAGE FABRIC RESULTING FROM THE CONSTRUCTION WORKS (INCLUDING WHERE TEMPORARY FIXINGS HAVE BEEN REMOVED) IS TO BE MADE GOOD.*

Attachment 2 - PLN20/0214 - 6 - 10 Peel Street Collingwood - Plans Part 1



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Revisions

A	07.02.2020	Revision 1
B	03.04.2020	Revision 2
C	20.05.2020	Revision 3
D	15.06.2020	COUNCIL RFI RESPONSE
E	21.10.2020	COUNCIL FEEDBACK RESPONSE

Notes

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Project Title

PEEL STREET STUDIOS
6-10 PEEL STREET
COLLINGWOOD
VIC 3066

Drawing Title

EXTERNAL ELEVATIONS - EAST

Drawing Status

Drawing Details

Scale	1 : 100@ A1
Date	21.10.2020
Job No	9147
Drawn	Author
Checked	Checkar

Drawing No A5.01

Revision E

WARREN AND MAHONEY

NOTES:

ALL CONSERVATION NOTES TO BE READ IN CONJUNTION WITH HERITAGE CONSULTANT ADVICE OUTLINED IN THE HERITAGE IMPACT STATEMENT.

- *DETAILED ENGINEERING ADVICE IS TO BE SOUGHT AND ACTED UPON TO ENSURE THAT THE FACADE IS ADEQUATELY SUPPORTED AND RESTRAINED THROUGHOUT THE ENTIRE CONSTRUCTION PROCESS.*
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Attachment 2 - PLN20/0214 - 6 - 10 Peel Street Collingwood - Plans Part 1



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Revisions

A	07.02.2020	Revision 1
B	03.04.2020	Revision 2
C	20.05.2020	Revision 3
D	15.06.2020	COUNCIL RFI RESPONSE
E	09.11.2020	RFI RESPONSE

Notes

Consultants

Project Manager

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Project Title

PEEL STREET STUDIOS
6-10 PEEL STREET
COLLINGWOOD
VIC 3066

Drawing Title

EXTERNAL ELEVATIONS - NORTH

Drawing Status

Drawing Details

Scale	1 : 100@ A1
Date	09.11.2020
Job No	9147
Drawn	Author
Checked	Checkar

Drawing No A5.02

Revision E

NOTES:

ALL CONSERVATION NOTES TO BE READ IN CONJUNTION WITH HERITAGE CONSULTANT ADVICE OUTLINED IN THE HERITAGE IMPACT STATEMENT.

- DETAILED ENGINEERING ADVICE IS TO BE SOUGHT AND ACTED UPON TO ENSURE THAT THE FACADE IS ADEQUATELY SUPPORTED AND RESTRAINED THROUGHOUT THE ENTIRE CONSTRUCTION PROCESS.
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WARREN AND MAHONEY

Attachment 2 - PLN20/0214 - 6 - 10 Peel Street Collingwood - Plans Part 1



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Revisions

A	07.02.2020	Revision 1
B	03.04.2020	Revision 2
C	20.05.2020	Revision 3
D	21.10.2020	COUNCIL FEEDBACK RESPONSE
E	09.11.2020	RFI RESPONSE

Notes

Consultants

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Project Title

PEEL STREET STUDIOS
6-10 PEEL STREET
COLLINGWOOD
VIC 3066

Drawing Title

EXTERNAL ELEVATION WEST

Drawing Status

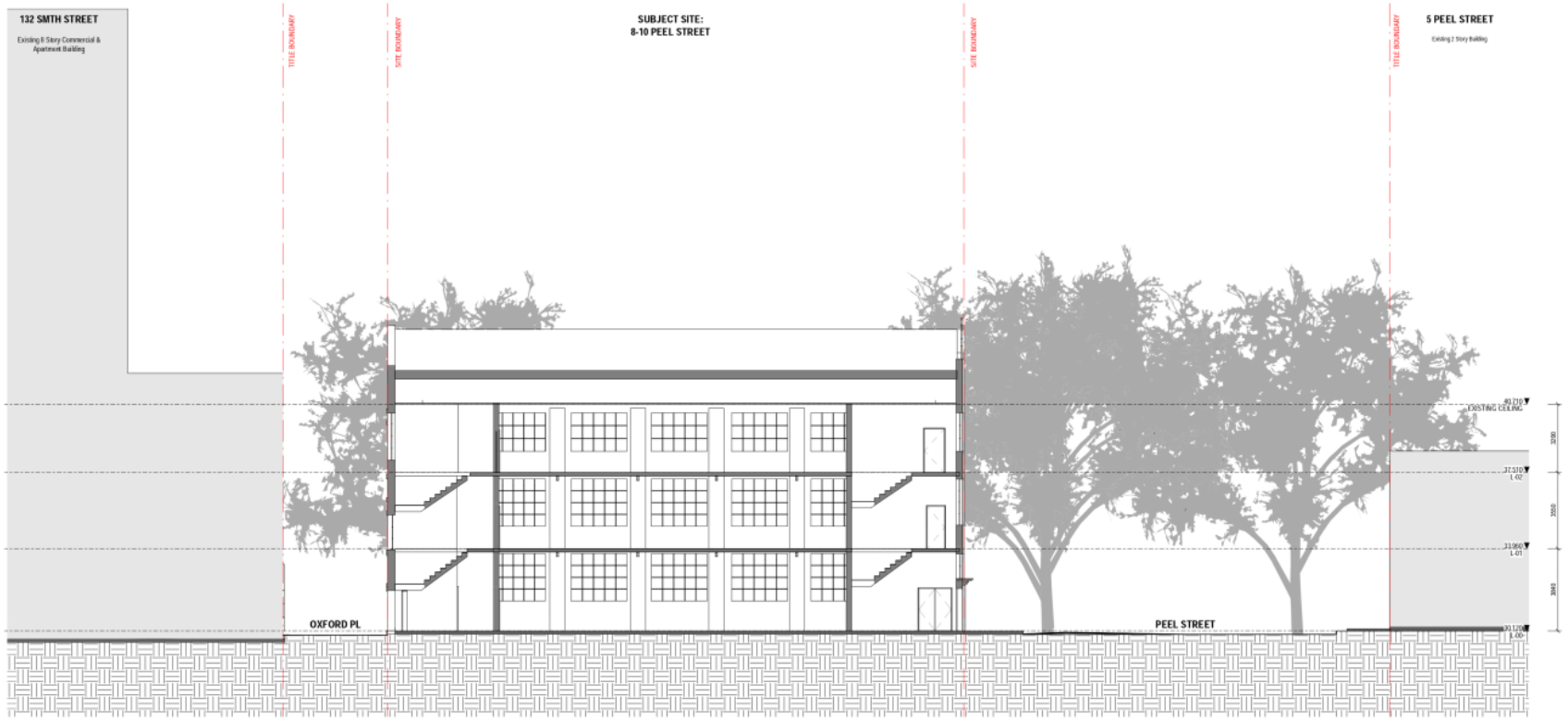
Drawing Details

Scale	1 : 100@ A1
Date	09.11.2020
Job No	9147
Drawn	Author
Checked	Checker

Drawing No A5.03
Revision E

WARREN AND MAHONEY

Attachment 3 - PLN20/0214 - 6 - 10 Peel Street Collingwood - Plans Part 2



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Revisions

A 07.02.2020 Revision 1
B 03.04.2020 Revision 2

Notes

Consultants

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Project Title

PEEL STREET STUDIOS
6-10 PEEL STREET
COLLINGWOOD
VIC 3066

Drawing Title

EXISTING SECTION AA

Drawing Status

Drawing Details

Scale	1 : 100@ A1
Date	03.04.2020
Job No	9147
Drawn	Author
Checked	Checker

Drawing No A6.00

Revision B

WARREN AND MAHONEY

Attachment 3 - PLN20/0214 - 6 - 10 Peel Street Collingwood - Plans Part 2



BB EXISTING
1 : 100



CC EXISTING

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Revisions

A 07.02.2020 Revision 1
B 03.04.2020 Revision 2

Notes

Consultants

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Project Title

PEEL STREET STUDIOS
6-10 PEEL STREET
COLLINGWOOD
VIC 3066

Drawing Title

EXISTING SECTION BB-CC

Drawing Status

Drawing Details

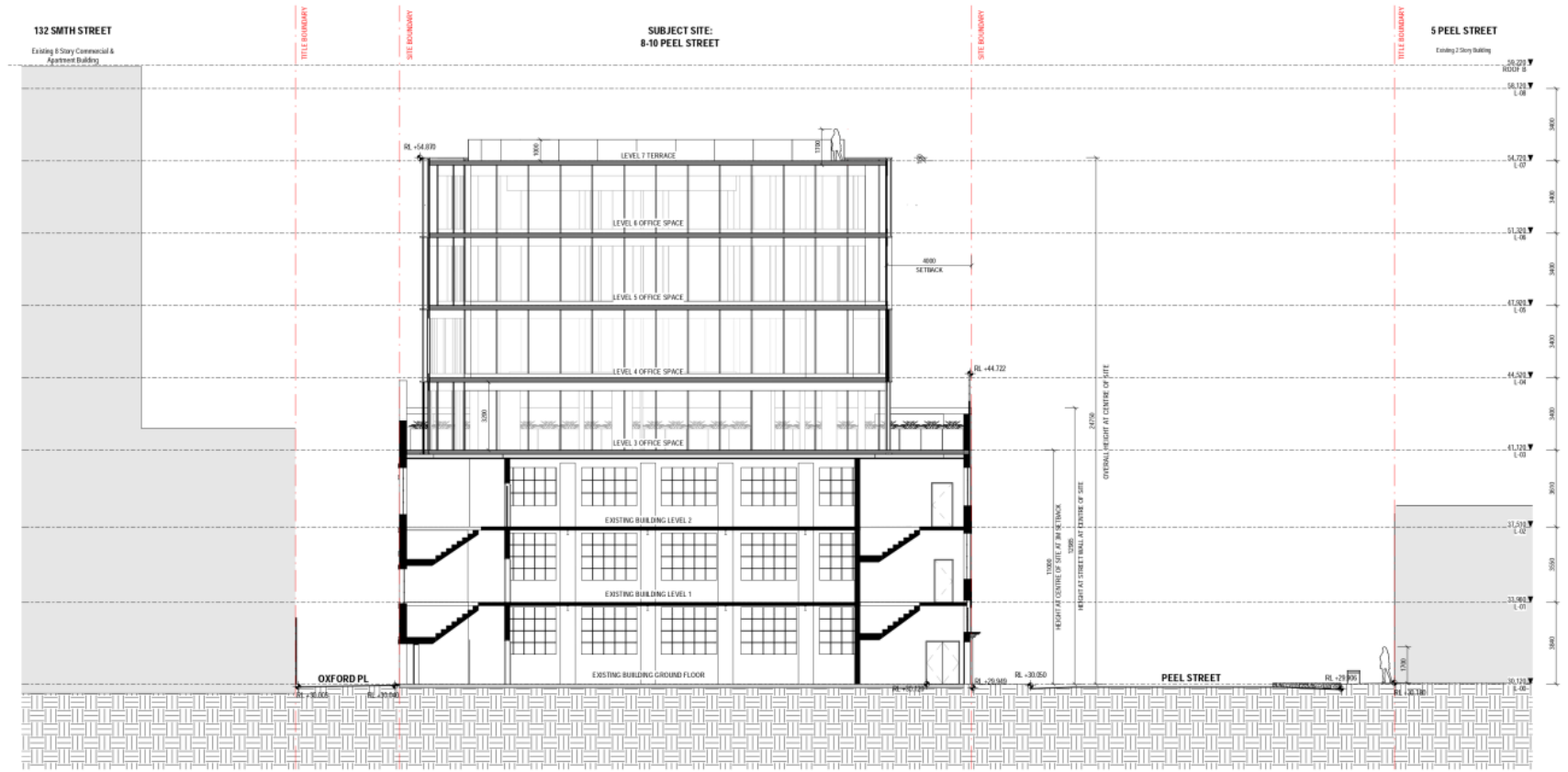
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Date	03.04.2020
Job No	9147
Drawn	Author
Checked	Checkar

Drawing No A6.01

Revision B

WARREN AND MAHONEY

Attachment 3 - PLN20/0214 - 6 - 10 Peel Street Collingwood - Plans Part 2



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Revisions

A	07.02.2020	Revision 1
B	03.04.2020	Revision 2
C	21.10.2020	COUNCIL FEEDBACK RESPONSE

Notes

Consultants

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Project Title

PEEL STREET STUDIOS
6-10 PEEL STREET
COLLINGWOOD
VIC 3066

Drawing Title

PROPOSED SECTION AA

Drawing Status

Drawing Details

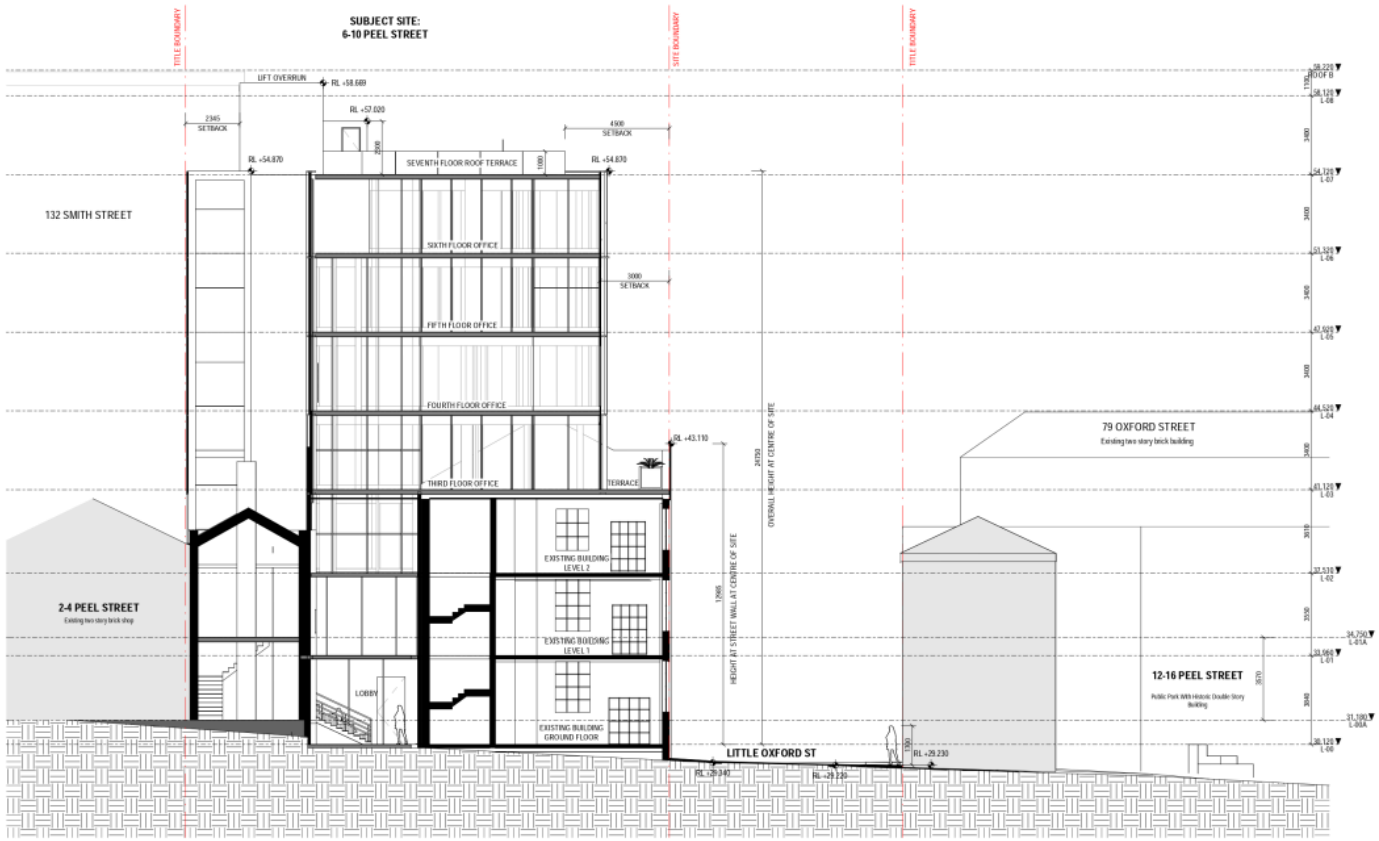
Scale	1 : 100@ A1
Date	21.10.2020
Job No	9147
Drawn	Author
Checked	Checkar

Drawing No A7.00

Revision C

WARREN AND MAHONEY

Attachment 3 - PLN20/0214 - 6 - 10 Peel Street Collingwood - Plans Part 2



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Revisions

A	07.02.2020	Revision 1
B	03.04.2020	Revision 2
C	21.10.2020	COUNCIL FEEDBACK RESPONSE
D	09.11.2020	RFI RESPONSE

Notes

Consultants

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Project Title

PEEL STREET STUDIOS
6-10 PEEL STREET
COLLINGWOOD
VIC 3066

Drawing Title

PROPOSED SECTION BB

Drawing Status

Drawing Details

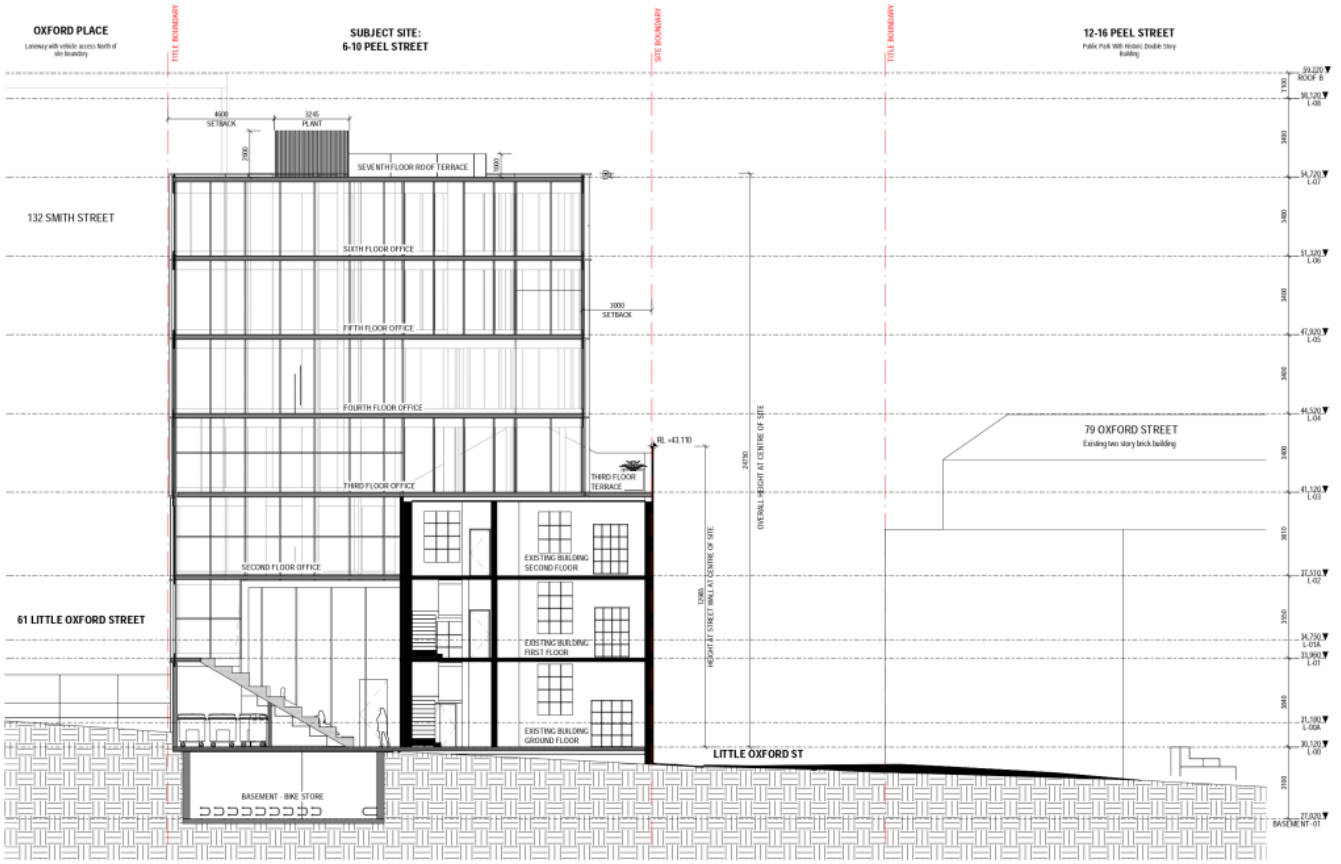
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Date	09.11.2020
Job No	9147
Drawn	Author
Checked	Checker

Drawing No A7.01

Revision D

WARREN AND MAHONEY

Attachment 3 - PLN20/0214 - 6 - 10 Peel Street Collingwood - Plans Part 2



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Revisions

A 07.02.2020 Revision 1
B 03.04.2020 Revision 2
C 09.11.2020 RFI RESPONSE

Notes

Consultants

Project Manager
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Mechanical Engineer
Fire Engineer
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Registered Architects and Designers
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Project Title

PEEL STREET STUDIOS
6-10 PEEL STREET
COLLINGWOOD
VIC 3066

Drawing Title

PROPOSED SECTION CC

Drawing Status

Drawing Details

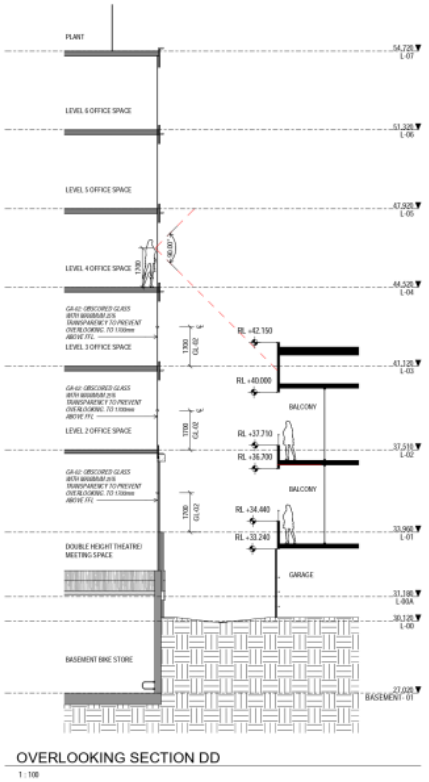
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Date	09.11.2020
Job No	9147
Drawn	Author
Checked	Checker

Drawing No A7.02

Revision C

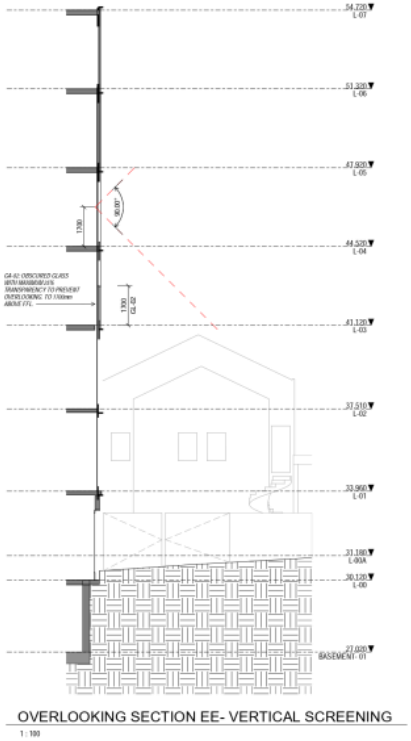
WARREN AND MAHONEY

Attachment 3 - PLN20/0214 - 6 - 10 Peel Street Collingwood - Plans Part 2



OVERLOOKING SECTION DD

1 : 100



OVERLOOKING SECTION EE- VERTICAL SCREENING

1 : 100

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Revisions

A	21.10.2020	COUNCIL FEEDBACK RESPONSE

Notes

Consultants

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Project Title

PEEL STREET STUDIOS

6-10 PEEL STREET
COLLINGWOOD
VIC 3066

Drawing Title

OVERLOOKING SECTIONS

Drawing Status

Drawing Details

Scale	1 : 100@ A1
Date	21.10.2020
Job No	9147
Drawn	Author
Checked	Checkar

Drawing No A7.03

Revision A

WARREN AND MAHONEY

Attachment 3 - PLN20/0214 - 6 - 10 Peel Street Collingwood - Plans Part 2

BRICKWORK (BK.01)



MATERIAL: BRICK

COLOUR: HERITAGE AGED RED

FINISH: NATURAL BRICK

LOCATION: ORIGINAL HERITAGE FACADE. GROUND - LEVEL 2

CEMENT RENDER (CE:01)

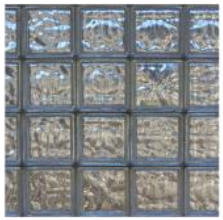
MATERIAL: CEMENT RENDER

COLOUR: NATURAL/SAND

FINISH: CEMENT RENDER - TO MATCH HERITAGE FACADE

LOCATION: ORIGINAL HERITAGE FACADE. GROUND - LEVEL 2

GLASS BRICK (GB:01)



MATERIAL:GLASS BRICK

COLOUR: SEMI- TRANSPARENT

FINISH:

LOCATION: NORTH ELEVATION, GROUND FLOOR

TERRACOTTA FACADE SYSTEM (TL:01)



MATERIAL: TERRACOTTA FACADE SYSTEM
COLOUR: GREEN

FINISH: GLAZED

LOCATION: GROUND LEVEL - LEVEL 7

GLASS (GA:01)



MATERIAL: GLASS

COLOUR: CLEAR

FINISH: LOW-E DOUBLE GLAZING

LOCATION: EXTERIOR GLAZING GROUND LEVEL - LEVEL 7

WINDOW FRAMES (PA:01)



MATERIAL: METAL WINDOW FRAMES + PORTAL
COLOUR: MONUMENT (CHARCOAL)

FINISH: POWDERCOAT

LOCATION: GROUND - LEVEL 7

WINDOW FRAMES (PA:02)

MATERIAL: PAINTED METAL

COLOUR: CREAM TO MATCH EXISTING 10 PEEL STREET HERITAGE WINDOW FRAMES.

FINISH: POWDERCOAT

LOCATION: 10 PEEL STREET EXISTING WINDOW FRAMES.

CEMENT FINISH (CE:02)



MATERIAL:DARK TINTED CONCRETE

COLOUR: DARK TINT

FINISH: TINTED PRECAST FINISH

LOCATION: NORTH, WEST FACADE, ROOF TERRACE

CEMENT FINISH (CE:03)



MATERIAL: PAINTED CONCRETE

COLOUR: SILKWORT GREY DULUX
FINISH: TO MATCH EXISTING

LOCATION: NORTH FACADE OF 8 PEEL STREET GROUND LEVEL - LEVEL 2

EXPOSED CONCRETE (CO:01)



MATERIAL: EXPOSED CONCRETE

COLOUR: NATURAL FINISH

FINISH: -

LOCATION: L00-L02 AS SHOWN ON WEST ELEVATION.

VERTICAL SCREEN (SC:01)



MATERIAL: VERTICAL METAL SCREEN MAX. 25% TRANSPARENCY
COLOUR: MONUMENT (CHARCOAL) TO MATCH PA-01
FINISH: POWDERCOAT

LOCATION: LEVEL 7 PLANT SCREEN

OBSCURED GLAZING (GA:02)



MATERIAL: REEDED GLASS

COLOUR: OBSCURED WITH MAX 25% TRANSPARENCY
FINISH: FROSTED

LOCATION: AS SHOWN ON ELEVATIONS

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Revisions

A	03.04.2020	Revision 2
B	20.05.2020	Revision 3
C	15.06.2020	COUNCIL RFI RESPONSE
D	21.10.2020	COUNCIL FEEDBACK RESPONSE
E	09.11.2020	RFI RESPONSE

Notes

Consultants

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Project Title

PEEL STREET STUDIOS
6-10 PEEL STREET
COLLINGWOOD
VIC 3066

Drawing Title

EXTERNAL FINISHES SHEDULE

Drawing Status

Drawing Details

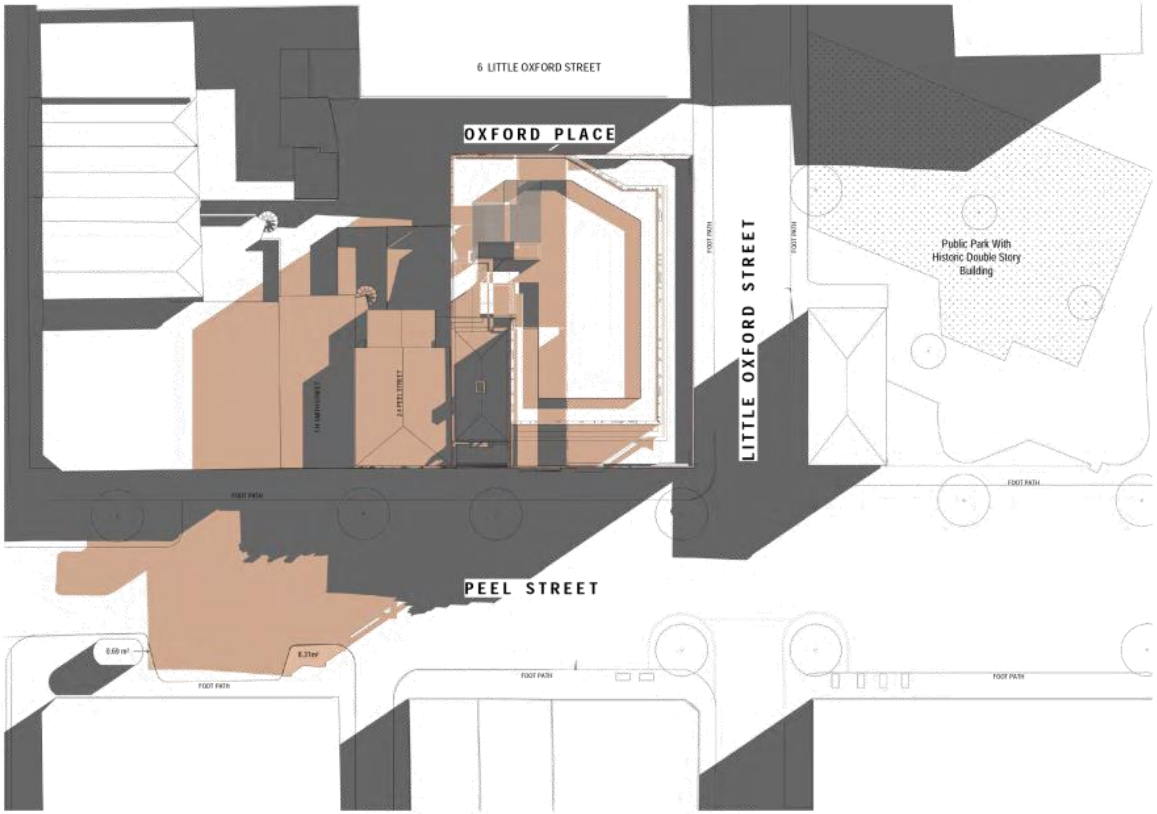
Scale	@ A1
Date	09.11.2020
Job No	9147
Drawn	Author
Checked	Checker

Drawing No A8.00

Revision E

WARREN AND MAHONEY

Attachment 3 - PLN20/0214 - 6 - 10 Peel Street Collingwood - Plans Part 2



SHADOW ANALYSIS 9AM
1 : 200

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Revisions

A	20.05.2020	Revision 3
B	21.10.2020	COUNCIL FEEDBACK RESPONSE

Notes

EXISTING SHADOW
PROPOSED TP SHADOW

Consultants

Project Manager
Structural Engineer
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Fire Engineer
Electrical Engineer

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Project Title

PEEL STREET STUDIOS
6-10 PEEL STREET
COLLINGWOOD
VIC 3066

Drawing Title

SHADOW ANALYSIS 9AM

Drawing Status

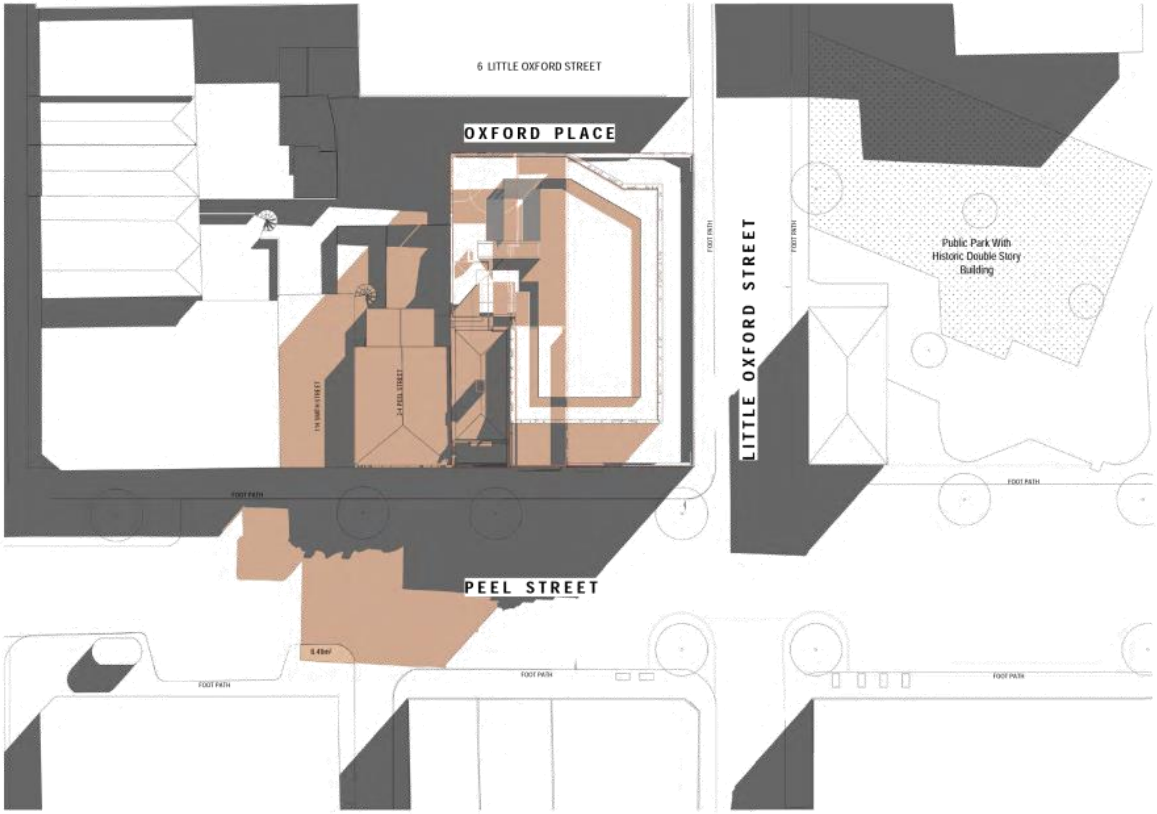
Drawing Details

Scale	As indicated@ A1
Date	21.10.2020
Job No	9147
Drawn	Author
Checked	Checker

Drawing No A9.00 **Revision** B

WARREN AND MAHONEY

Attachment 3 - PLN20/0214 - 6 - 10 Peel Street Collingwood - Plans Part 2



SHADOW ANALYSIS 10AM

1 : 200

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Revisions

A	07.02.2020	Revision 1
B	03.04.2020	Revision 2
C	21.10.2020	COUNCIL FEEDBACK RESPONSE

Notes

EXISTING SHADOW

PROPOSED TP SHADOW

Consultants

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Project Title

PEEL STREET STUDIOS

6-10 PEEL STREET
COLLINGWOOD
VIC 3066

Drawing Title

SHADOW ANALYSIS 10AM

Drawing Status

Drawing Details

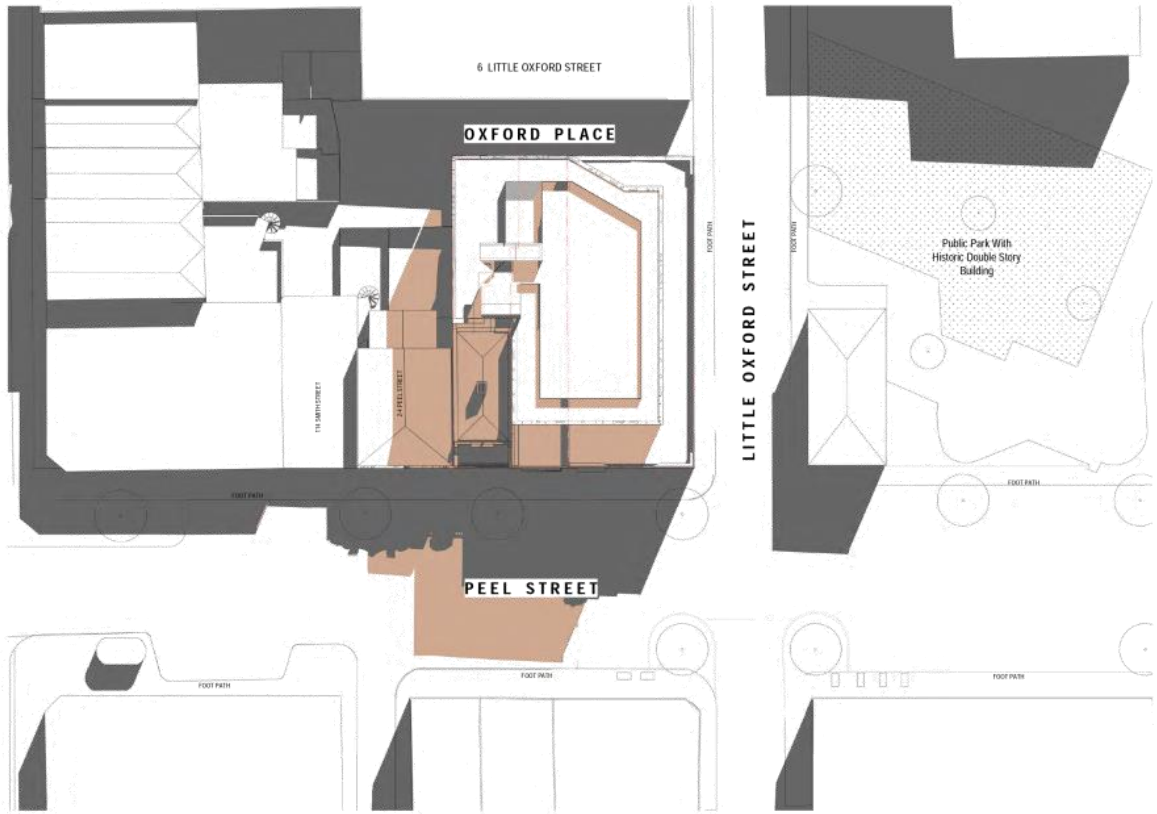
Scale	As indicated@ A1
Date	21.10.2020
Job No	9147
Drawn	Author
Checked	Checker

Drawing No A9.01

Revision C

WARREN AND MAHONEY

Attachment 3 - PLN20/0214 - 6 - 10 Peel Street Collingwood - Plans Part 2



SHADOW ANALYSIS 11AM

1 : 200

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Revisions

A	07.02.2020	Revision 1
B	03.04.2020	Revision 2
C	21.10.2020	COUNCIL FEEDBACK RESPONSE

Notes

EXISTING SHADOW

PROPOSED TP SHADOW

BUILDING NORTH

TRUE NORTH

Consultants

Project Manager

Structural Engineer

Mechanical Engineer

Fire Engineer

Electrical Engineer

Client

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Project Title

PEEL STREET STUDIOS

6-10 PEEL STREET
COLLINGWOOD
VIC 3066

Drawing Title

SHADOW ANALYSIS 11AM

Drawing Status

Drawing Details

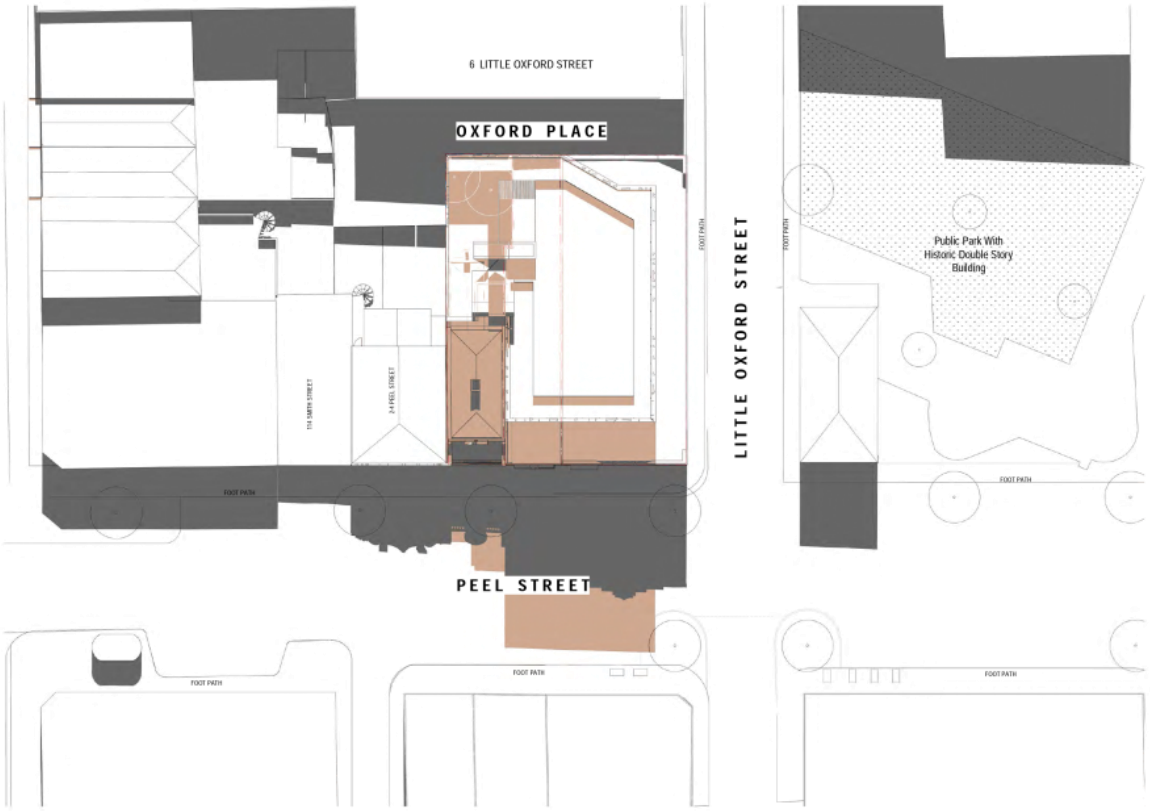
Scale	As indicated@ A1
Date	21.10.2020
Job No	9147
Drawn	Author
Checked	Checker

Drawing No A9.02

Revision C

WARREN AND MAHONEY

Attachment 3 - PLN20/0214 - 6 - 10 Peel Street Collingwood - Plans Part 2



SHADOW ANALYSIS 12PM
1 : 200

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Revisions

A	07.02.2020	Revision 1
B	03.04.2020	Revision 2
C	21.10.2020	COUNCIL FEEDBACK RESPONSE

Notes

EXISTING SHADOW

PROPOSED TP SHADOW

N BUILDING NORTH

N TRUE NORTH

Consultants

Project Manager

Structural Engineer

Mechanical Engineer

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Project Title

PEEL STREET STUDIOS
6-10 PEEL STREET
COLLINGWOOD
VIC 3066

Drawing Title

SHADOW ANALYSIS 12PM

Drawing Status

Drawing Details

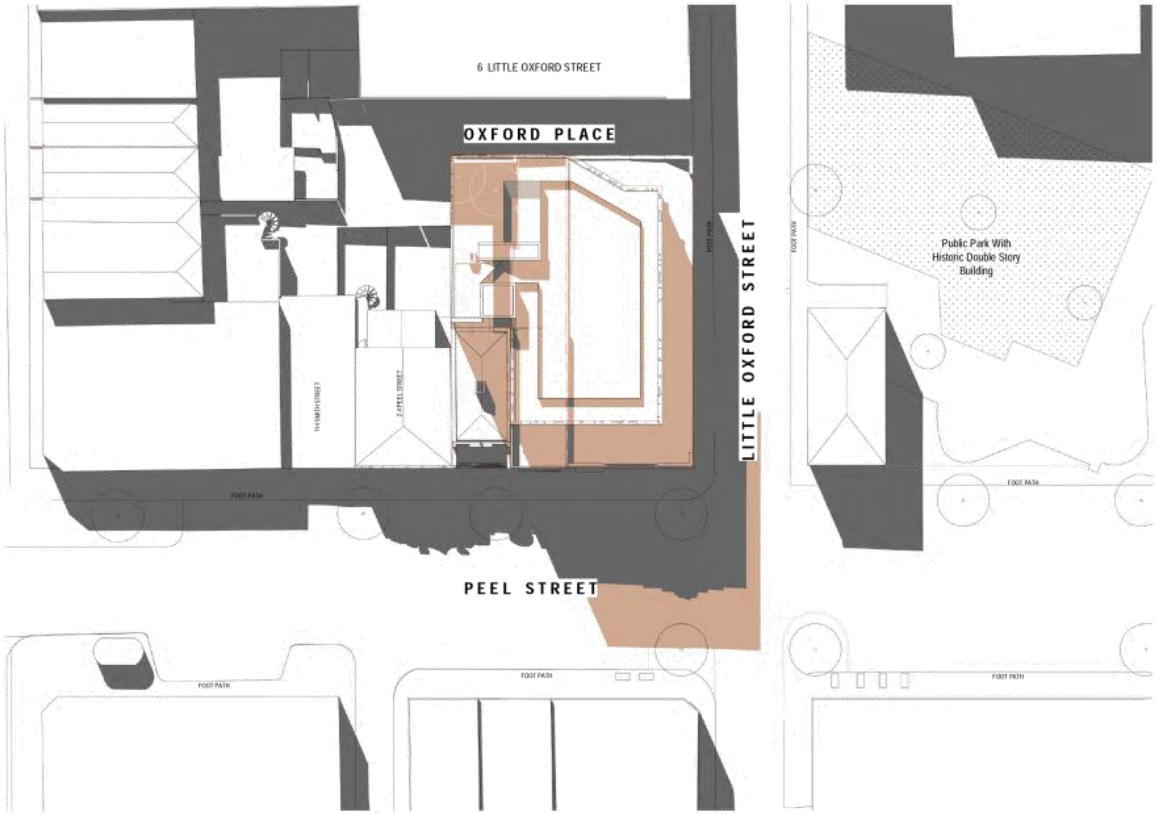
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Date	21.10.2020
Job No	9147
Drawn	Author
Checked	Checkar

Drawing No A9.03

Revision C

WARREN AND MAHONEY

Attachment 3 - PLN20/0214 - 6 - 10 Peel Street Collingwood - Plans Part 2



SHADOW ANALYSIS 1PM

1 : 200

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Revisions

A	07.02.2020	Revision 1
B	03.04.2020	Revision 2
C	21.10.2020	COUNCIL FEEDBACK RESPONSE

Notes

EXISTING SHADOW

PROPOSED TP SHADOW

Consultants

Project Manager

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Mechanical Engineer

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Project Title

PEEL STREET STUDIOS

6-10 PEEL STREET
COLLINGWOOD
VIC 3066

Drawing Title

SHADOW ANALYSIS 1PM

Drawing Status

Drawing Details

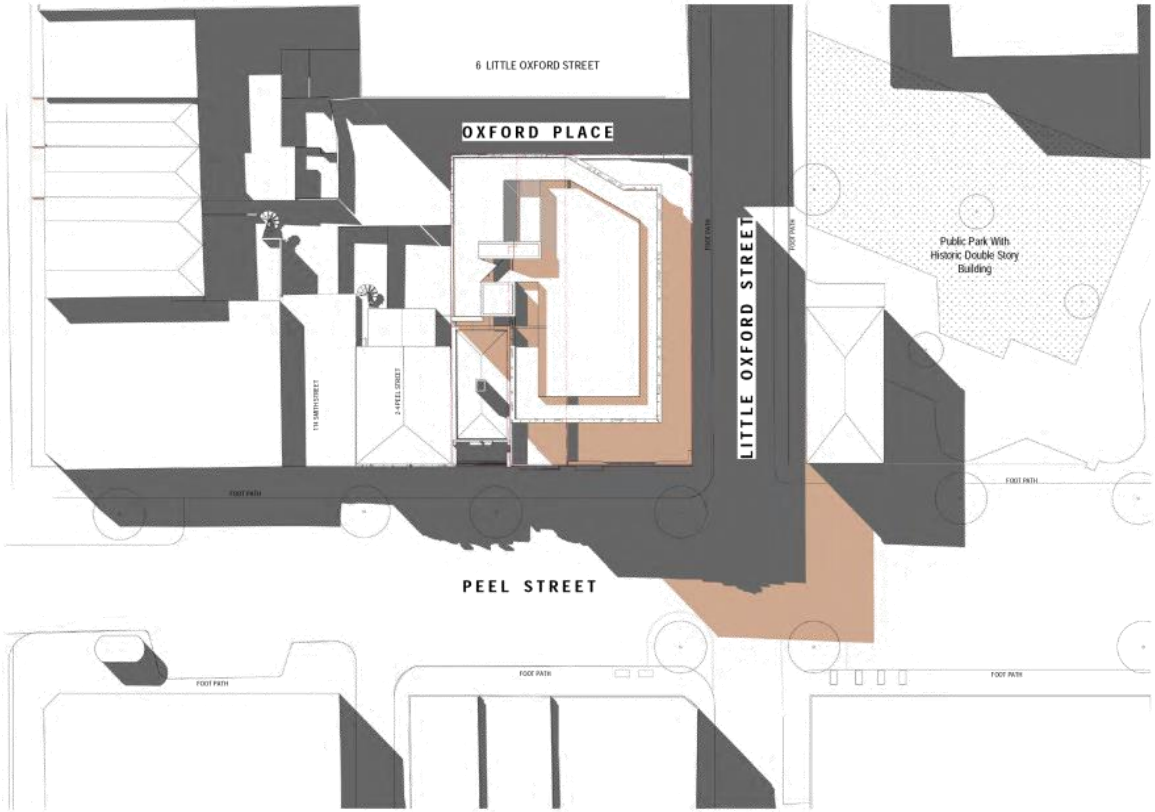
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Date	21.10.2020
Job No	9147
Drawn	Author
Checked	Checker

Drawing No A9.04

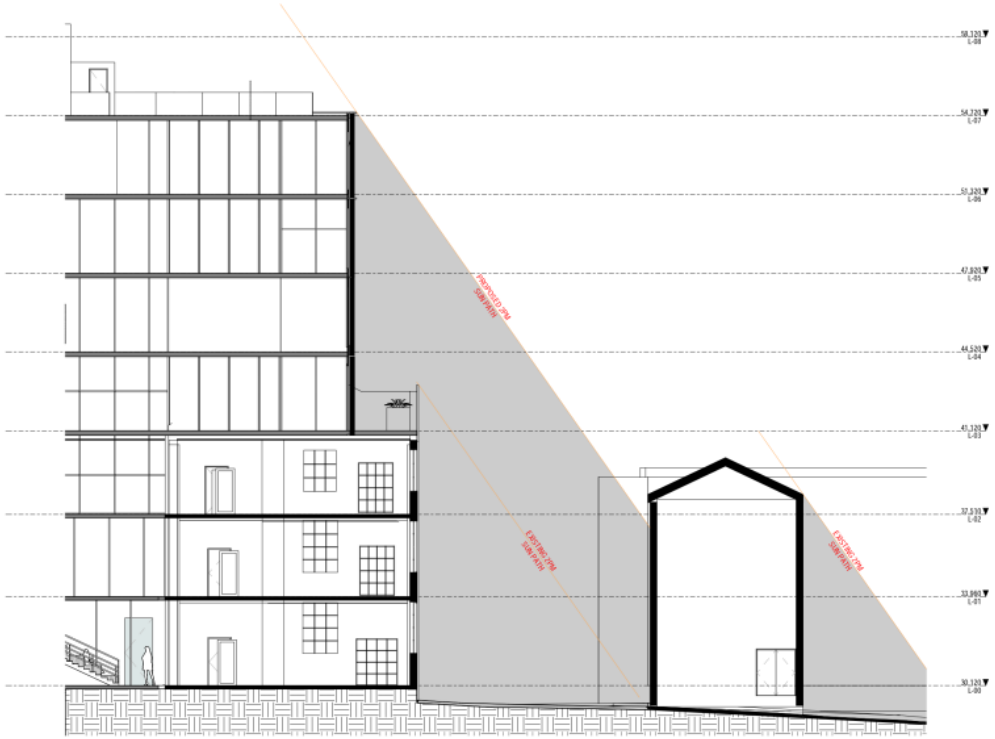
Revision C

WARREN AND MAHONEY

Attachment 3 - PLN20/0214 - 6 - 10 Peel Street Collingwood - Plans Part 2


6 LITTLE OXFORD STREET
OXFORD PLACE
LITTLE OXFORD STREET
Public Park With Historic Double Story Building
PEEL STREET
FOOT PATH
FOOT PATH
FOOT PATH

Attachment 3 - PLN20/0214 - 6 - 10 Peel Street Collingwood - Plans Part 2



Sun Path Section- 2pm
1 : 100

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Revisions

A	20.05.2020	Revision 3
B	21.10.2020	COUNCIL FEEDBACK RESPONSE

Notes

Consultants

Project Manager

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Project Title

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COLLINGWOOD
VIC 3066

Drawing Title

SHADOW ANALYSIS 2PM -SECTION

Drawing Status

Drawing Details

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Date	21.10.2020
Job No	9147
Drawn	Author
Checked	Checkar

Drawing No A9.06

Revision B

WARREN AND MAHONEY

6-10 Peel Street, Collingwood – List of conservation and refurbishment works proposed to existing facades

This document provides an indicative list of the conservation and refurbishment works proposed to the facades of the existing buildings to be retained on site as demonstrated on the Architectural Drawings (Rev D) prepared by Warren and Mahoney Architects, dated 10 June 2020.

6 Peel Street

- Brick refurbishment – where nominated in conservation drawings missing and damaged brickwork is to be rebuilt/ replaced using bricks matching the existing materiality and existing wall bond. Brick not to be tuck pointed.
- Concrete / Render Refurbishment (parapets & façade.)
  - Where noted on conservation plans concrete cancer/ render damage is to be repaired to engineers & heritage consultant specification.
  - Damaged render to be removed to substrate, cleaned out and re-rendered to match existing finish.
  - Contractor to hack back the substrate to provide sufficient key to build up each render coat to finish coat.
  - All render works to be undertaken using three coat cement based render in a mix of 1 part cement:1 part hydrated lime: 6 parts IC Special sand – or as determined by heritage consultant.
- South Elevation
  - Existing parapet render to be cleaned. Any damaged render to be repaired to match existing.
  - New paint finish to match existing (cream).
  - First floor terrace roof and guttering to be made good to match existing, as determined by heritage consultant.
  - Investigate cast iron elements for evidence of corrosion. Wire brush corroded material back to bare metal, spot prime with zinc rich primer and repaint with two coats to match existing colour.
  - Investigate parapet to determine if original elements have been removed (eg finials to balustrade). Reinstate missing elements to appropriate period detail.
  - Reclad verandah roof with corrugated galvanised steel.
  - Repair/reinstate tuckpointing to the main façade behind the verandah and balcony.
  - Repaint verandah, door/window joinery and front fence to appropriate period colour scheme.
- West Elevation
  - Existing west brick boundary wall to be retained and made good.

10 Peel Street

- Remove redundant conduits, pipework A/C units etc, and make good.
- Existing steel frame windows to be refurbished (south, east and north elevations)
  - Existing glass to be removed and replaced with high performance glazing.
  - Existing Steel frames to be sanded to ready receive a new paint finish.
  - Remove non-original vents from steel framed windows and reinstate any missing steel members to match original.
  - Any rust to be treated where applicable. If rust is too advanced, the window frame to be removed and replaced to match. Steel profiles to be matched, and window to be manufactured to replicate the existing.

6-10 Peel St – proposed conservation works

  - Any operable panes are to have the hinges and window catches checked for usability. Repair or replaced (like for like) if needed.
  - Window frames are to be primed and painted to match the existing cream finish (PA.02).
  - New hinge performance single glazing to be installed.
- Brick Refurbishment – where nominated in conservation drawings missing and damaged brickwork is to be rebuilt/ replaced using bricks matching the existing materiality and existing wall bond. Brick not to be tuck pointed.
- Concrete / Render Refurbishment (parapets & façade.)
  - Where noted on conservation plans concrete cancer/ render damage is to be repaired to engineers & heritage consultant specification.
  - Damaged render to be removed to substrate, cleaned out and re-rendered to match existing finish.
  - Contractor to hack back the substrate to provide sufficient key to build up each render coat to finish coat.
  - All render works to be undertaken using three coat cement based render in a mix of 1 part cement:1 part hydrated lime: 6 parts IC Special sand – or as determined by heritage consultant.
- Removal of existing paint and calcimine from all internal and external brickwork and render where required for repairs
- North Elevation
  - Existing door to be replaced with black steel framed glass to match existing windows
  - Existing timber window to be replaced with steel framed glass window to match existing windows
- East Elevation
  - Existing fire booster to be made good or brick wall to be refurbished to engineers specifications.

In addition to the works noted above, as stated within the Heritage Impact Statement prepared by Bryce Rayworth, the following conservation works are also proposed for 6 and 10 Peel Street:

- Detailed engineering advice is to be sought and acted upon to ensure that the facade is adequately supported and restrained throughout the entire construction process.
- Framing or other temporary support structures shall have regard for the location of decorative elements and shall seek to minimise damage to the heritage façade.
- Any damage to the heritage fabric resulting from the construction works (including where temporary fixings have been removed) is to be made good.

8 Peel Street

- South Elevation
  - Existing metal windows to be refurbished and glass replaced with high performance glazing.
  - Existing painted concrete façade to be painted with CE.03 finish.
  - Existing faux aluminium steel framed look windows, to be removed
    - New Black Aluminium Framed Double Glazed Windows (Refer to proposed Elevations).

Attachment 4 - PLN20/0214 - 6 - 10 Peel Street Collingwood - Heritage Expert Report

Bryce Raworth
CONSERVATION | HERITAGE

Heritage Impact Statement

6 – 10 Peel Street, Collingwood.

Application for permit – Proposed Alterations and Additions
June 2020

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Bryce Raworth
CONSERVATION | HERITAGE

Project Address:
6-10 Peel Street
Collingwood, VIC

Contents

1.0 Introduction 2
2.0 Sources of Information 2
3.0 Brief History & Description 3
4.0 Significance 12
5.0 Heritage Overlay 15
6.0 Development Proposal 18
7.0 Discussion 19

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CONSERVATION | HERITAGE

Project Address:
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1.0 Introduction

This assessment of heritage impacts was prepared at the request of Emerald Cup Pty Ltd, the owners of the subject site at 6-10 Peel Street, Collingwood. It relates to a proposal for an eight-storey building on the corner of Peel and Little Oxford Streets, including an additional six storeys above the double storey terrace at 6 Peel Street and a five storey development to the existing three storey buildings at 8-10 Peel Street.

This report reviews the significance of the three allotments at 6-10 Peel Street, and comments on whether the proposed scheme is appropriate in character and detail, and whether it is acceptable in terms of the potential impact on the heritage significance of the site and broader precinct, and compliance with local and State Planning Policy Frameworks.

2.0 Sources of Information

The analysis below draws upon an inspection of the subject site and its environs along with a review of the relevant documents and resources including the following:

- *Local Heritage Policy (Clause 22.02), and the Heritage Overlay (Clause 43.01) of the Yarra Planning Scheme.*
- *City of Yarra Review of Heritage Overlay Areas by Graeme Butler and Associates 2007, Appendix 8 (Revised May 2018)*
- *Victorian Heritage Database (https://vhd.heritagecouncil.vic.gov.au)*
- *Architectural drawings by Warren & Mahony Architects Australia Pty Ltd (07.02.2020)*

This report has been prepared by Bryce Raworth Pty Ltd, and is to be read in conjunction with the drawings and other documentation submitted with respect to this application.

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3.0 Brief History & Description

History

The following history is excerpted from the Statement of Significance contained within *'Yarra - City of Yarra Review of Heritage Overlay Areas'* by Graeme Butler & Associates 2007:

> *Development of the Collingwood Slope (44) began in 1839 when S A Donaldson acquired the major portion of the area, consisting of lot 52 and part lots 53 and 68, and George Otter acquired the northern portion, consisting of part of lot 73.*
>
> *The pattern of streets, determined by the government's pre-auction survey, yielded large allotments in a gridiron pattern ideal for speculation and intense subdivision.*
>
> *Subdivision of these allotments commenced in 1848 (lot 73) and 1849 (lots 52 and 53), and by 1853 the whole of the area, bounded by Smith, Johnson and Wellington Streets and Victoria Parade, was built upon. The area was originally known as East Collingwood. It fell outside of the Melbourne Building Act 1849 and was rapidly developed in a relatively unplanned manner by speculators, as a place of small shops and cottages, many of timber.*
>
> *By the early 1860s, Wellington Street rivalled Smith Street as a commercial precinct and many of the boot and brewing premises established on the Collingwood Slope had spread to the Flat and beyond. While the area contained predominately working class housing and manufactories of varying types, the southern area near Victoria Parade included some grander houses including Portia and Floraston, as well as a number of churches, schools and Dr Singleton's Dispensary in Wellington Street.*
>
> *In 1883, Foy and Gibson established what was to become a retail and manufacturing empire in the area, when they opened a shop in Smith Street. From then until the 1920s, the entire block bounded by Smith, Wellington, Peel and Stanley Streets (originally occupied by houses, small factories and hotels) underwent a transformation into an industrial landscape which remains externally substantially intact. This major expansionary phase brought woollen mills, clothing manufacture, hosiery, bedding, metal goods and cabinet manufacture to the Heritage Overlay Area at a scale unprecedented in Melbourne at the time; this is reflected in the substantial warehouses which remain today. The Foy and Gibson complex is on the Victorian Heritage Register and hence is not in the Heritage Overlay Area but forms a major part of the history and context of the Heritage Overlay Area.*
>
> *By the early 1890s the first phase of development in the area as a whole was almost complete but has since been eroded by mostly post-Second War development.*
>
> *The MMBW plan of 1898 shows street trees in approximately the locations of the existing plane trees in Peel St as part of the urban fabric extant by the turn of the century. No trees were shown in Stanley St.*

Number 10 Peel Street was designed by architect R.B. Hamilton.

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Bryce Raworth
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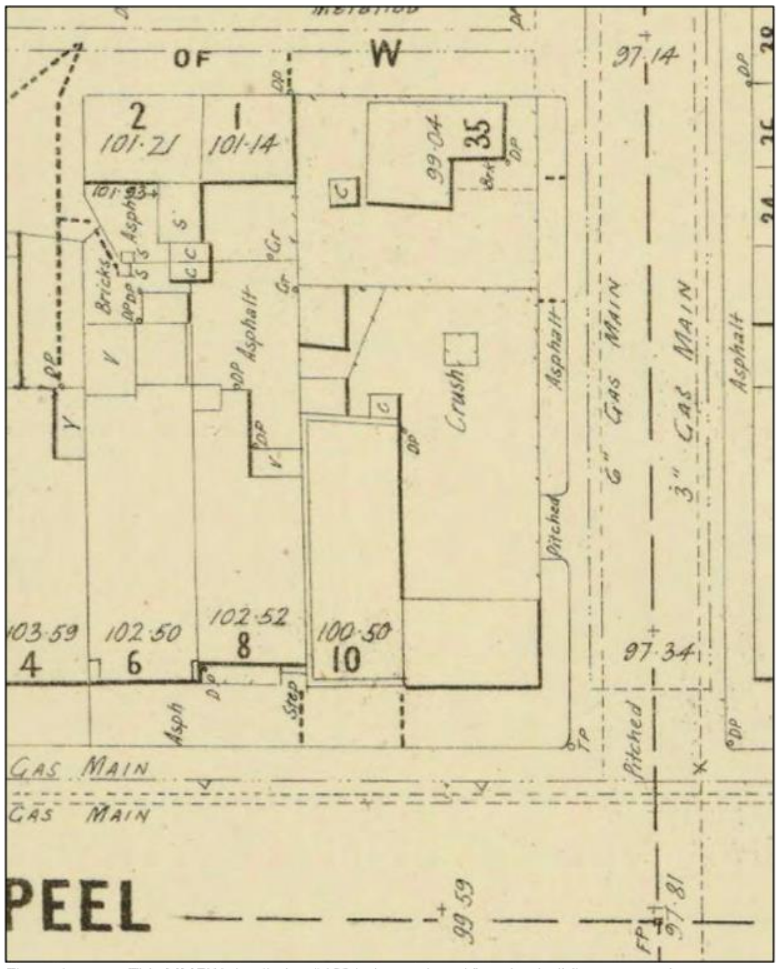


Figure 1 *This MMBW detail plan #1201 shows three Victorian buildings occupying the subject site at 6-10 Peel Street in 1899.*

Description

The subject site comprising 6-10 Peel Street, Collingwood is located north-west of the intersection of Peel Street and Little Oxford Street. It includes three allotments supporting an interwar 3 storey factory on the corner at 10 Peel Street, a relatively recent building of modern tilt-slab construction at 8 Peel Street, and a double-storey Victorian terrace at 6 Peel Street. Combined, this site is a large rectangular portion of land with a primary street frontage presenting to Peel Street, an eastern elevation on Little Oxford Street, and a bluestone laneway called Oxford Place extending along the northern boundary (rear) of the site.

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The *City of Yarra Review of Heritage Overlay Areas* by Graeme Butler and Associates 2007, makes the following comments regarding integrity of the three constituents of the subject site:

10 Peel Street is classified 'good' in the as new render has been applied to the original surface treatment.

8 Peel Street is classified 'fair' as it has been rendered (although this is likely erroneous as the building appears to be a relatively recent tilt-slab infill).

6 Peel Street is classified 'good', although the upper level verandah posts appear to have been replaced.

The immediate built form context of the site is characterised by commercial buildings on Peel Street and by medium scale residential apartment buildings on Little Oxford Street. Peel Street Park is situated on the east side of Little Oxford Street, which includes a single storey heritage building. Two double storey heritage hotels are located on each of the other corners of the Peel Street and Little Oxford Street intersection.

The three allotments from 6-10 Peel Street are captured by the 'Collingwood Slope Precinct'. Component streets include Cambridge Street, Oxford Street, Peel Street and Wellington Street, many of which include former industrial buildings that have been repurposed for residential apartments. The main development period for the heritage stock found within this precinct is Victorian, with some contribution from the Edwardian and Inter-war eras. The precinct also features original bluestone kerbs and guttering, bluestone paving, and mature Plane, Melaleuca and Lillypilly street trees.



Figure 2 *The subject site comprising 8 Peel Street (grey blue building on the left) and 10 Peel Street (corner building), Collingwood is located north west of the intersection with Little Oxford Street.*

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Figure 3 *(left) Recent tilt-slab construction at 8 Peel Street, Collingwood. (right) Victorian Terrace at 6 Peel Street, Collingwood.*



Figure 4 *North side of Peel Street looking west at an intact heritage streetscape.*



Figure 5 *(right to left) The individually significant Victorian terrace at number 6 followed by an individually significant duplex at 2-4 Peel Street.*



Figure 6 *Looking north up the west side of Little Oxford Street.*



Figure 7 *Looking north from 61 Little Oxford Street at recent development north of subject site, on the west side of Oxford Place.*



Figure 8 *Red brick industrial building north the subject site, on the east side of Little Oxford Place.*



Figure 9 *Former Congregational Church Hall adjacent the subject site on the north east corner of Peel and Little Oxford Street. This individually significant building sits in the foreground to the Peel Street Park.*



Figure 10 *Individually Significant Former Star Hotel on the south east corner of the Peel Street and Little Oxford Street intersection.*



Figure 11 *Individually Significant Shop and residence at 5-7 Peel Street on the south west corner of the Peel Street and Little Oxford Street intersection.*



Figure 12 *(right to left) South of Peel Street on the west side of Little Oxford Street is a double storey heritage building at number 35, followed by higher density recent development further south.*



Figure 13 *A recent 6-level development on the north east corner of Peel Street and Oxford Street intersection, on the opposite side of the Peel Street Park from the subject site.*



Figure 14 *A former industrial building at 68 Oxford Street that has recently been repurposed for apartment living. Note the visible upper level addition set back behind the parapet.*

4.0 Significance

Number 6 Peel Street is listed as 'individually significant', while both 8 and 10 Peel Street have been allocated a 'contributory' grading within the broader *Collingwood Slope Precinct*, identified as HO318 in the Schedule to the Heritage Overlay of the *Yarra Planning Scheme*. Neither external paint controls, internal alteration controls or tree controls apply.

The Statement of Significance for the property, as included in the *City of Yarra Review of Heritage Overlay Areas* by Graeme Butler and Associates 2007, is reproduced as follows:

> ***What is significant?***
>
> *[…]*
>
> *Main development era*
>
> *The main development period evident in the heritage overlay is that of the Victorian era. There is also a contribution from some well preserved Edwardian-era and inter-war factory buildings and individually significant places of all eras.*
>
> *Contributory elements*
>
> - *The Collingwood Slope Heritage Overlay Area includes contributory residential buildings as typically (but not exclusively) attached Victorian-era mainly two-storey houses having:*
> - *Pitched gabled or hipped roofs, with facade parapets;*
> - *Row house form;*
> - *Face brick (red, bichrome and polychrome), or stucco walls;*
> - *Corrugated iron roof cladding, with some slate roofing;*
> - *Chimneys of either stucco finish or of face brickwork (with moulded caps);*
> - *Post-supported verandah elements facing the street, with cast-iron detailing;*
> - *Less than 40% of the street wall face comprised with openings such as windows and doors;*
> - *Narrow front paved front yards, originally bordered by typically timber or iron picket front fences of around 1m height.*
> - *The Collingwood Slope Heritage Overlay Area also includes contributory residential buildings as typically (but not exclusively):*
> - *Victorian-era shops and residences*
> - *In an attached and mainly two-storey form with the elements described above for residences; and*
> - *With timber-framed show windows, shopfront plinths, recessed shopfront entries, and zero boundary setbacks;*
> - *Well preserved buildings including mainly two storey industrial buildings from pre Second War era, with zero side and front boundary setbacks.*
> - *Mature street tree plantings (plane trees) in Peel Street; and*
> - *Public infrastructure, expressive of the Victorian-era such as bluestone pitched road paving, crossings, stone kerbs, and channels, and asphalt paved footpaths.*
> - *Also a significant landmark within the heritage overlay (but not part of it because of its listing on the Victorian Heritage Register) is the Foy and Gibson complex with:*
> - *Face red brick walls, in a parapeted form*
> - *Cemented dressings to parapets*
> - *One, two and up to five floor levels*

- *Timber famed windows and large entry doorways, originally with boarded ledged and braced doors;*
- *Less than 40% of the street wall face comprised with openings such as windows and doors, symmetrically arranged on the street facade.*

How is it significant?

HO318 Collingwood Slope Heritage Overlay Area is socially, aesthetically and historically significant to the City of Yarra (National Estate Register [NER] Criteria E1, A4)

Why is it significant?

The Collingwood Slope Heritage Overlay Area is significant:

- *As a remnant area of substantially 19th mixed commercial, residential and industrial development that once typified the area and is distinguished by its high integrity with many surviving original shopfronts;*
- *For the contribution provided by well preserved Edwardian-era and inter-war factory buildings;*
- *For the area's historic context created by the massive and substantially intact former Foy and Gibson factory/ warehouse complex, a red brick and rendered complex dating predominantly from the late nineteenth and early twentieth century. The complex is characterised by a strong sense of mass and a consistency of materials (predominantly red brick with rendered dressings). The former Foy and Gibson complex is of particular significance: this retail and manufacturing empire, established in 1883, was an early example of a new type of retail venture which was based on the earliest department stores in Europe and the United States. The complex was also considered to be technologically advanced for its large scale use of steam and electric power;*
- *As a destination for many Melbournians who were employed here (particularly, the former Foy and Gibson complex), and to members of the community who travelled both from within the local area, and from further afield, to shop there and at the Foy and Gibson stores;*
- *For the early street layouts, together with most original bluestone kerbs and guttering survive. These elements provide an appropriate setting for this collection of buildings and the mature Platanussp. street trees further enhance the period expression of the Heritage Overlay Area; and*
- *For key buildings of individual historical and architectural significance.*

Heritage gradings for the site and buildings in the immediate vicinity are found in the *City of Yarra Review of Heritage Overlay Areas* by Graeme Butler and Associates 2007, Appendix 8 (Revised May 2018) and reproduced as follows:

5-7 Peel Street – Shop & Residence – Individually Significant
9-11 Former Star Hotel – Individually Significant
2 Peel Street - Shop & residence – Individually Significant – 1880-1890
4 Peel Street Shop & residence – Individually Significant – 1880-1890
6 Peel Street - Individually Significant – 1880-1890
8 Peel Street – Factory/warehouse – contributory – 1930-1940
10 Peel Street – Factory/warehouse – contributory – 1930-1940
12-16 Peel street – Congregational Church hall and caretaker's residence - Individually Significant

As noted above, a physical inspection of the structure at 8 Peel Street indicates that this building is no longer the contributory 1930-1940 building noted in the grading schedule, but is rather a relatively recent tilt-slab infill that might be considered polite in character but non-contributory to the heritage significance of the precinct.



Figure 15 Heritage Overlay Map extracted from Yarra Planning Scheme showing the subject site at the southern end of the Collingwood Slope Precinct, HO318.

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5.0 Heritage Overlay

As the subject site is located within Heritage Overlay HO318 *Collingwood Slope Precinct*, any development proposal is subject to the State provisions at Clause 43.01 of the *Yarra Planning Scheme*, the purpose of which is as follows:

> *To implement the Municipal Planning Strategy and the Planning Policy Framework.*
> *To conserve and enhance heritage places of natural or cultural significance.*
> *To conserve and enhance those elements which contribute to the significance of heritage places.*
> *To ensure that development does not adversely affect the significance of heritage places.*
> *To conserve specified heritage places by allowing a use that would otherwise be prohibited if this will demonstrably assist with the conservation of the significance of the heritage place.*

Before deciding on an application, in addition to the decision guidelines in Clause 65, the responsible authority will also consider, as appropriate:

- *The Municipal Planning Strategy and the Planning Policy Framework.*
- *The significance of the heritage place and whether the proposal will adversely affect the natural or cultural significance of the place.*
- *Any applicable statement of significance (whether or not specified in the schedule to this overlay), heritage study and any applicable conservation policy.*
- *Any applicable heritage design guideline specified in the schedule to this overlay.*
- *Whether the location, bulk, form or appearance of the proposed building will adversely affect the significance of the heritage place.*
- *Whether the location, bulk, form and appearance of the proposed building is in keeping with the character and appearance of adjacent buildings and the heritage place.*
- *Whether the demolition, removal or external alteration will adversely affect the significance of the heritage place.*
- *Whether the proposed works will adversely affect the significance, character or appearance of the heritage place.*
- *Whether the proposed subdivision will adversely affect the significance of the heritage place.*
- *Whether the proposed subdivision may result in development which will adversely affect the significance, character or appearance of the heritage place […]*

Any development proposal is also to be assessed against the City of Yarra's local heritage policy as set out under Clause 22.02. Yarra's heritage policy relating to demolition and new development within heritage places is as follows:

> ***22.02-5.1 Demolition***
> *[…]*
> ***Removal of Part of a Heritage Place or Contributory Elements***
> *Encourage the removal of inappropriate alterations, additions and works that detract from the cultural significance of the place.*
> *Generally discourage the demolition of part of an individually significant or contributory building or removal of contributory elements unless:*
> - *That part of the heritage place has been changed beyond recognition of its original or subsequent contributory character(s).*
> - *For a contributory building:*
>   - *that part is not visible from the street frontage (other than a laneway), abutting park or public open space, and the main building form including roof form is maintained; or*
>   - *the removal of the part would not adversely affect the contribution of the building to the heritage place.*

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22.02-5.7 New Development, Alterations or Additions
General

Encourage the design of new development and alterations and additions to a heritage place or a contributory element to a heritage place to:

- *Respect the pattern, rhythm, orientation to the street, spatial characteristics, fenestration, roof form, materials and heritage character of the surrounding historic streetscape.*
- *Be articulated and massed to correspond with the prevailing building form of the heritage place or contributory elements to the heritage place.*
- *Be visually recessive and not dominate the heritage place.*
- *Be distinguishable from the original historic fabric.*
- *Not remove, cover, damage or change original historic fabric. Not obscure views of principle façades.*
- *Consider the architectural integrity and context of the heritage place or contributory element.*
- *Encourage setbacks from the principal street frontage to be similar to those of adjoining contributory buildings; where there are differing adjoining setbacks, the greater setback will apply.*
- *Encourage similar façade heights to the adjoining contributory elements in the street. Where there are differing façade heights, the design should adopt the lesser height.*
- *Minimise the visibility of new additions by:*
- *Locating ground level additions and any higher elements towards the rear of the site.*
- *Encouraging ground level additions to contributory buildings to be sited within the 'envelope' created by projected sight lines (see Figure 1)*
- *Encouraging upper level additions to heritage places to be sited within the 'envelope' created by projected sight lines (for Contributory buildings refer to Figure 2 and for Individually significant buildings refer to Figure 3).*
- *Encouraging additions to individually significant places to, as far as possible, be concealed by existing heritage fabric when viewed from the front street and to read as secondary elements when viewed from any other adjoining street.*

Discourage elements which detract from the heritage fabric or are not contemporary with the era of the building such as unroofed or open upper level decks or balconies, reflective glass, glass balustrades and pedestrian entrance canopies.
[…]

22.02-5.7.2 Specific Requirements (where there is a conflict or inconsistency between the general and specific requirements, the specific requirements prevail)
[…]

Corner Sites and Sites with Dual Frontages
Encourage new building and additions on a site with frontages to two streets, being either a corner site or a site with dual street frontages, to respect the built form and character of the heritage place and adjoining or adjacent contributory elements to the heritage place.
Encourage new buildings on corner sites to reflect the setbacks of buildings that occupy other corners of the intersection.
[…]

Industrial, Commercial and Retail Heritage Place or Contributory Elements
Encourage new upper level additions and works to:

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

Council is presently considering introduction of a Design and Development Overlay Schedule, DDO30, as follows:

Draft Design and Development Overlay Schedule 30 - Smith Street Shops

1 Objectives

To ensure development responds to the heritage character and varied streetscape of Smith Street by supporting:

- *[..]*
- *A new mid-rise character (ranging from 3 to 8 storeys) behind a varied heritage street wall between Stanley and St David Streets and Gertrude and Langridge Street.*

To retain view lines to the former department stores and the prominence and integrity of corner heritage buildings, particularly at the Johnston Street intersection.

To ensure development maintains the prominence of the existing heritage street wall and fine-gain heritage character through recessive upper levels and a façade composition and articulation that complements the Smith Street character.

To encourage development designs that promote pedestrian activity and passive surveillance, contributes to a high quality public realm, and avoid overshadowing of opposite footpaths on Smith Street, side streets and public spaces.

To ensure development responds to sensitive interfaces by ensuring the overall scale and form of new development provides a suitable transition to low scale residential areas and protects these properties from an unreasonable loss of amenity through visual bulk, overlooking and overshadowing.

2.4 Upper Level Front and Side Set Back Requirements

[...]

'Upper levels above a side street wall should be set back a minimum of 6 metres.
Upper levels should:

- *be set back from the street wall below to ensure that upper level additions as seen from the public realm do not detract from the character of the streetscape when viewed directly or obliquely along the street;*
- *contain upper level setbacks above the street wall within a maximum of two steps (including the setback above the street wall below as one step) to avoid repetitive steps in the built form.*

2.5 Overall Building Height Requirements

- *Development must not exceed the heights shown on Maps 1 and 2, as applicable. Architectural features may exceed the building height.*
- *Service equipment/structures including balustrades, unenclosed pergolas for communal areas, shading devices, plant rooms, lift overruns, stair wells, structures associated with pedestrian access, green roof areas and other such equipment may exceed the height provided that:*
- *the equipment and/or structures do not cause additional overshadowing of secluded private open space to residential land, opposite footpaths, kerb outstands etc.; and*
- *the equipment/structures are no higher than 3.6 metres above the preferred maximum height; and*
- *occupy less than 50 per cent of the roof area.*

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6.0 Development Proposal

The development scheme prepared by Warren & Mahony Architects proposes retention of the visible external fabric to the three buildings comprising 6-10 Peel Street. At 6 Peel Street, the front envelope will be retained in its entirety, the rear wing demolished and eight storeys and a basement constructed to the rear of the terrace building. At 8-10 Peel Street the existing three storeys will be retained behind the facades, and four floors of additions constructed above this heritage podium. The floor plan of all three structures will be internally reconfigured and some walls removed the buildings will be integrated into the one development. The first 3 upper levels adopt a rectilinear format recessed from the heritage building below, and the top two levels will be partially concealed at a further setback, presenting as a pavilion-like structure on top of the development.

The extent of demolition includes the rear wing and a small section of the north-east walls of 6 Peel Street. It is also proposed to demolish the west wall of number 8 – to the rear of the adjoining terrace at number 6 – and part of the east wall between 8 and 10 Peel street, from the same alignment of the rear of the terrace building until the staircase at the back of number 10.

The bulk of the development is to be massed to the north-west part of the site which will rise to a height of approximately 28 metres.

Levels 4 – 6 are set back 3 metres from the south and east boundaries and part of the north boundary. A green coloured glazed terracotta is the proposed treatment for the walls, which will be interspersed with deeply recessed window openings.

The top two levels adopt a further 4670mm setback from the front Peel Street elevation, another 3000mm from the Little Oxford Street elevation and a 1625mm setback from the Oxford Place laneway. This Pavilion-like structure will have a green coloured terracotta finish with black, metal window frames.

The proposed new use of the development is for commercial office space. The basement level to the rear of 6 Peel Street will provide 'core and amenities', including a stairwell and the base of a lift shaft that will be introduced immediately to the rear of the terrace building at 6 Peel Street that extends up the entire 8 storeys. At ground floor there will be further ' core and amenities' provided in the building at 8 Peel Street, a theatre to the rear of 6-8 Peel Street, and office space in the terrace building at 6 Peel Street and office space at 10 Peel Street. The second floor will consist of office space and a theatre to the rear of 6-8 Peel Street. Two existing stairwells are located in the north-west and south-west corners of number 10 Peel Street. A terrace proposed at level 4 extends all the way to the streetwall – directly behind the parapet. The balance of the eight-storey building will be Net Lettable Area (NLA) while the seventh level includes a communal meeting room.

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7.0 Discussion

From a heritage perspective, the proposed works raise three separate issues – firstly, whether the extent of demolition of the existing structure on the site is acceptable, secondly, whether the design of the new works above the heritage building are sympathetic and responsive, and thirdly, whether the proposed conservation works are appropriate. These three issues are discussed separately below.

Demolition

The significance of the buildings at 6 and 10 Peel Street lies in the contribution they make to Peel and Little Oxford Streets and, to a lesser extent, the rear laneway. The presentation of significant heritage fabric from these streetscapes will be retained, with demolition being limited to the roof of number 10, the rear wing of number 6, a small section of the north-east corner of the rear wall at number 6, and some interior elements to both buildings. This extent of demolition at number 10 is acceptable having regard for the fact that there are no internal controls, the roof is concealed by the parapet, and it is contributory rather than individually significant within the precinct HO318. In relation to number 6, the MMBW plan showing this building in 1899 (figure 1) is evidence that the rear wing was not part of the original envelope, and its removal is therefore not considered to be detrimental to the heritage significance of this Victorian terrace. With regard to 8 Peel Street, the proposed scheme exhibits a higher degree of retention of external fabric than is required having regard for policy, as it is not significant - despite being graded 'contributory' by Council.

The extent of retention will allow for a clear understanding of the buildings handsome character and three dimensional volume.

Proposed works

Local heritage policy encourages designs for upper storey additions to be treated in a manner that minimises their visibility and does not detract from the character of the heritage area or overwhelm existing significant or contributory buildings.

The proposed scheme has been designed to maintain the prominence of the heritage buildings with the new works reading as a respectful and secondary element that is complementary to the heritage place. The clearly expressed architectural and material differences between the old and the new buildings separates the new volume from the heritage podium, while the green colouring is an appropriate contemporary interpretation of an historic paint scheme. Finishes used in the new works, including terracotta panels and glazing, are all contemporary and suitably sympathetic yet neutral treatments so as not to compete with the heritage building or its neighbours. The new addition will adopt a simple, unified architectural expression rather than being heavily articulated in a manner which detracts from the detailing of the heritage building.

Heritage policy seeks that upper level additions to industrial buildings are set back and treated in a manner that renders them 'less apparent' or low key:

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Encourage new upper level additions and works to:

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

These aspects of policy are responded to in a positive manner, as described above.

Local heritage policy also seeks to '*Discourage elements which detract from the heritage fabric or are not contemporary with the era of the building such as unroofed or open upper level decks or balconies, reflective glass, glass balustrades and pedestrian entrance canopies.*' The terrace proposed on the third storey of 8-10 Peel Street extends all the way to the streetwall – directly behind the parapet. To the extent this terrace is concealed behind the parapet, it should be considered acceptable. The substantial setback of the upper two levels from the primary south elevation and secondary east elevation, allows the upper two levels to present as a recessed 'pavilion' above. The articulation of the upper six levels – including the left shaft – set back behind the Victorian terrace at 6 Peel Street, breaks up the bulk of the development when viewed from Peel Street.

In terms of what might be considered a development that does not adversely impact the heritage significance of the subject site and broader precinct, and responds to heritage policy expectations, there are two key issues – the height and setbacks of the upper level additions.

While there have been other successful developments of considerable scale in the area to the southeast and east of the subject site (and more broadly throughout the inner northern suburbs) that exist alongside and/or above heritage buildings, this particular section of Peel Street is of a relatively low scale and contains a high proportion of significant and contributory buildings. The proposed additional 5 storeys might at first be perceived as being out of keeping with the scale of neighbouring buildings and Peel Street more generally if viewed solely in terms of heritage policy.

However, Council's proposed introduction of a Design and Development Overlay for the area, DDO30, moderates the expectation of the scale that would normally be acceptable in heritage environments. DDO30 specifically encourages an outcome of a height up to 20.8 metres (preferred maximum) for the subject site at 8-10 Peel Street, with a setback of 6 metres (preferred minimum) from the retained heritage facades.

To the extent that the proposal is of somewhat greater height and lesser setback than is preferred by the DDO, it nonetheless satisfies the expectations of heritage policy in relation to setting back the upper levels and treating them in a neutral, visually lightweight manner, as noted above, and in terms of heritage policy this is the key consideration.

Furthermore, it is noted that the difference between an addition of 5 storeys, with the uppermost levels at a greater setback from each frontage, and an addition of 3-4 storeys only, is modest with regard to heritage considerations and views from the street.

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While the proposed development will constitute some change to the setting of Peel and Little Oxford Streets, Council has designated this area for urban growth and the site will likely sit in a future context of other developments of a similar scale. Indeed the scale that is proposed is comparable to the recent development adjacent to the subject site on the north side of Oxford Place.

Conservation works

The following is an indicative schedule of conservation works proposed to the facades of the heritage buildings at 6 and 10 Peel Street. It would be appropriate for a comprehensive schedule of works and corresponding detailed elevations to be prepared as a condition of permit. As 8 Peel Street is non-contributory, no indicative works have been detailed for this structure. The schedule below is to be read in conjunction with the heritage conservation drawings (A4.03, A4.04, A5.00, A5.01, A5.02, A5.03) prepared by Warren and Mahoney Architects (9/6/2020) and submitted with respect to this permit application.

- *6 Peel Street*
  - *Detailed engineering advice is to be sought and acted upon to ensure that the facade is adequately supported and restrained throughout the entire construction process. Framing or other temporary support structures shall have regard for the location of decorative elements and shall seek to minimise damage to the heritage façade.*
  - *Any damage to the heritage fabric resulting from the construction works (including where temporary fixings have been removed) is to be made good.*
  - *Missing/damaged brickwork to be replaced to match existing (eg north wing wall to verandah).*
  - *Investigate parapet for cracks or drummy/damaged render and make good as required. Render repairs are to be carried out using a mix based on laboratory analysis of original render composition.*
  - *Investigate cast iron elements for evidence of corrosion. Wire brush corroded material back to bare metal, spot prime with zinc rich primer and repaint with two coats to match existing colour.*
  - *Investigate parapet to determine if original elements have been removed (eg finials to balustrade). Reinstate missing elements to appropriate period detail.*
  - *Replace verandah gutters with new ogee profile gutters and reinstate appropriate scotia mouldings below each gutter.*
  - *Reclad verandah roof with corrugated galvanised steel.*
  - *Repair/reinstate tuckpointing to the main façade behind the verandah and balcony.*
  - *Repaint verandah, door/window joinery and front fence to appropriate period colour scheme.*

- *10 Peel Street*
  - *Detailed engineering advice is to be sought and acted upon to ensure that the facades are adequately supported and restrained throughout the entire construction process. Framing or other temporary support structures shall seek to minimise damage to the heritage façade.*
  - *Any damage to retained fabric resulting from the construction works (including where temporary fixings have been removed) is to be made good.*
  - *Remove redundant conduits, pipework A/C units etc, and make good.*
  - *Structural engineer to inspect spalling concrete lintels and advise on repair methods.*

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- *Repair drummy or damaged render using mix based on laboratory analysis of original render composition.*
- *Replace missing or heavily damaged bricks to match original. Pointing repairs to match adjacent brickwork.*
- *Remove graffiti using non-abrasive methods.*
- *Inspect steel framed windows for evidence of corrosion. Subject to the extent of corrosion, repair works might be limited to localised removal of surface corrosion to bare metal, spot priming with zinc rich primer.*
- *Remove non-original vents from steel framed windows and reinstate any missing steel members to match original.*
- *Sand back window frames to remove excessive paint build up as required. Repaint in at least 2 coats to match existing cream finish (PA.02).*
- *Reglaze windows to architect's specification.*
- *Any operable window panes are to have the hinges and window catches checked for usability. Repair or replace (like for like) where necessary.*
- *Removal any loose or flaking paint from rendered surfaces to provide a sound/even surface for repainting. Repaint to architect's specification.*

Conclusion

In conclusion, the extent of demolition proposed, and the development scheme and indicative conservation schedule put forward, represents a considered and balanced outcome having consideration for the significance of the place, for the provisions of Clause 43.01 and the heritage policies provided within Clause 22.02 of the Yarra Planning Scheme, and for the planning objectives countenanced by DDO30 that encourage densification and height in this area.

Attachment 5 - PLN20/0214 - 6 - 10 Peel Street Collingwood - ESD Referral

CITY OF YaRRA

MeMO

TO:	**Michelle King**
cc:	
FROM:	**Gavin Ashley, ESD Advisor**
DATE:	**16.12.2020**
SUBJECT:	**6-10 Peel Street, Collingwood VIC 3066**

Dear Michelle,

I have reviewed the amended SMP (Rev 07 – 15.10.20, Wrap Consulting) and plans (Rev E – 21.10.20, Warren and Mahoney Architects) against previous ESD advice (dated 06.08.20) for the above site, with an assessment below (in **bold**):

Previous ESD advice (dated 06.08.20) raised the following:

(2) Application ESD Deficiencies:

- No obvious deficiencies, however further assessment of outstanding information may highlight further deficiencies.
    - ***See assessment below.***

(3) Outstanding Information:

- Clarify provision of outdoor air to office spaces on all levels, and mark plans (including elevations).
    - **Unsatisfactory** – No additional information has been provided.
- Provide details in Section J Analysis and aim for (min) 10% improvement on 2019 NCC requirements.
    - **Unsatisfactory** – While the SMP and BESS report articulate improvements against a base case of NCC 2016, there is no comittment to a 10% improvement over NCC 2019, and a detailed preliminary section J assessment has not been provided that clarifies the proposals response to NCC 2019.
- Clarify depth between articulated façade and recessed glass (to determine shading benefit) and consider additional external shading for upper levels (4 and above).
    - **Unsatisfactory** – No additional information has been provided.
- Clarify system efficiency (COP & EER) and include within Section J Analysis.
    - **Satisfactory** – The SMP has been amended to identify COP & EER no less that 85% of the most efficienct avaialble (SMP, p. 7).
- Confirm comparison of lighting design with NCC 2019.
    - **Satisfactory** – The SMP has been amended to identify lighting as 10% more efficienct than NCC 2019 requirements (SMP, p. 8).
- The SMP indicates a (min) 5kW system, while the BESS report and plans (A3.08) support a (min) 10kW system. Clarify provision of (min) 10kW system and provide calculations of generation in Section J Analysis.
    - **Satisfactory** – A rooftop solar PV (of min) 10kWp has been committed too, with alignment between SMP (p. 7) and plans (A3.08).
- Confirm metering for all tenancies (floor by floor).
    - **Satisfactory** – All tenancies will be provided with individual authority meters (SMP, p. 8).
- Provide Landscape Plan articulating details of planting schedule and maintenance.
    - **Unsatisfactory** – No Landscape Plan has been provided.

- Clarify raingarden number and size.
    - **Satisfactory** – Raingardens of (total) 2m² (and at least 300mm deep) will be located on the Level 3 terrace to treat stormwater from Level 7 terrace (SMP, p. 22).
- Clarify use of engineered timber and specifications in terms of certification and formaldehyde.
    - **Satisfactory** – Engineered timber will be certified as E0 and not exceed limites outlined on page 16.
- Clarify provision of 5th shower in DDA toilet located in the basement (A3.09) for use by non-binary building users.
    - **Satisfactory** – While not addressed in the amended documentation, assumption that any building user can access the DDA toilet is made.
- Clarify strategy for gathering organics from office levels, and include details in Building Users Guide (BUG) to be developed.
    - **Satisfactory** – the WMP has beend amended to include organic food waste, with a 120-L bin to be collected 'on call' (WMP, p. 4).
- Provide a statement as to how building design mitigates urban heat and consider a lighter pallet of materials (particularly the roof, SRI>50) to reduce heat gain.
    - **Unsatisfactory** – No additional information has been provided.
- Confirm tuning and commissioning strategy in line with manufacturers specifications.
    - **Satisfactory** – all major base-building systems will be individually submetered to assist with tuning (SMP, p. 8).

In terms of the proposed changes to the development, from an ESD perspective the changes present no detriment to the environmental outcomes.

Having reviewed the above documentation there remains a number of items that reqjire further clarification before the proposal is considered satisfactory and in-line with the City of Yarra's ESD policy.

Cheers,
Gavin

Gavin Ashley
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King, Michelle

From: Wright, Chloe
Sent: Monday, 22 February 2021 11:28 AM
To: King, Michelle
Subject: Re: PLN20/0214 - 6-10 Peel Street, Collingwood - Strategic Transport re-referral
Attachments: UD Standard Details -Bike Hoops.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Michelle,

I've reviewed the updated Green Travel Plan and confirm it now covers all of the information required and can be endorsed. The Traffic report has also been updated to address the discrepancy regarding the types of bike racks, as noted in my original referral comments. There does not appear to be any changes to the number or layout of the employee and visitor bicycle spaces.

The four visitor spaces at the Peel Street footpath do not appear to be positioned in accordance with Council's Urban Design bike hoop standard detail (attached). Could you please include a condition requiring the two bike hoops at Peel Street are set out in accordance with the layout / dimensions as per Council's standard detail:

Bike hoops on the Peel Street footpath must be offset from the kerb by 0.6m and must maintain a minimum 1.5m clear path of travel from the adjacent building line.

Please let me know if you have any questions or would like to discuss.

Kind regards,

Chloe Wright
Sustainable Transport Officer
Strategic Transport
I work Monday – Thursday

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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.

Planning Referral

To:	Michelle King
From:	Chloe Wright
Date:	28/07/2020
Subject:	Strategic Transport Comments
Application No:	PLN20/0214
Description:	Partial demolition of all buildings for the use and development of the site for an eight-storey office building with basement (permit required for office use, operating 8am to 8pm, Monday to Friday) and a full reduction in the car parking requirement.
Site Address	6 – 10 Peel Street, Collingwood

I refer to the above Planning Application and the accompanying Traffic report prepared by Ratio Consultants in relation to the proposed development at 6 – 10 Peel Street, Collingwood. Council's Strategic Transport unit provides the following information:

Access and Safety

No access or safety issues have been identified.

Bicycle Parking Provision

Statutory Requirement

Under the provisions of Clause 52.34-3 of the Yarra Planning Scheme, the development's bicycle parking requirements are as follows:

Proposed Use	Quantity/ Size	Statutory Parking Rate	No. of Spaces Required	No. of Spaces Allocated
Office (other than specified in the table)	2,333 sqm	1 employee space to each 300 sqm of net floor area if the net floor area exceeds 1000 sqm	8 employee spaces	27 employee spaces
		1 visitor space to each 1000 sqm of net floor area if the net floor area exceeds 1000 sqm	3 visitor spaces	7 visitor spaces
Bicycle Parking Spaces Total			**10 employee spaces**	**27 employee spaces**
			3 visitor spaces	**7 visitor spaces**
Showers / Change rooms		1 to the first 5 employee spaces and 1 to each additional 10 employee spaces	**2 showers / change rooms**	**5 showers / change rooms**

Adequacy of visitor spaces

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

- Seven visitor spaces are proposed, which exceeds Council's best practice rate[1] of five spaces.
- It is noted that seven visitor spaces are documented on the proposed plans, however the Traffic Report notes 6 visitor spaces.
- The proposed location for the visitor spaces is acceptable as the hoops are in a visible and accessible location for visitors to the site.
- All visitor spaces are provided as horizontal at-grade spaces and appear to meet clearance and access-way requirements of AS2890.3
- Visitor bicycle parking at the Peel St footpath should be installed as per Council's Urban Design bike hoop standard (attached).

Adequacy of employee spaces

Number of spaces

27 employee spaces are proposed, which exceeds Council's best-practice rate[2] recommendation of 24 employee spaces.

Design and location of employee spaces and facilities

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

- All employee spaces are provided within a secure facility at the basement level with access via an entry at the eastern side of the site from Oxford Place or via the lift shaft at the lobby entrance at Peel St.
- The primary access to the bicycle parking and end of trip facilities appears to be via a staircase with a ramp for bicycles to be wheeled up and down. Given there is also an option to use the lift to access the basement, the stairwell ramp is considered acceptable. This is also based on the fact that there are automatic sliding doors at the Oxford Place entrance, the bicycle storage entrance and at the ground floor to reach the lift within the lobby from the Oxford Place entry, which improves access for people taking their bicycle to and from the basement area.
- Employee bicycle spaces are provided as two types of bike racks, including 17 wall racks and 10 as horizontal bicycle hoops. The proposed bicycle racks are acceptable and exceed the AS2890.3 requirement for at least 20% of bicycle storage spaces to be provided as horizontal at ground-level spaces.
- It is noted that the Traffic Report includes three types of bicycle racks in Appendix B, which does not match the types of bicycle hoops noted in Section 6.2 or what is shown on the plans. The 'arc de triomphe' and 'Ned Kelly' racks are acceptable.
- Employee bicycle spaces and access ways appear to be in accordance with the clearance requirements of AS2890.3.
- Five shower / change rooms are provided, which exceeds Council's best practice standards recommends one shower per 10 bicycle spaces.

Green Travel Plan

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

(a) Measurable targets and performance indicators;
(b) Signage and wayfinding information for bicycle facilities and pedestrians pursuant to Australian Standard AS2890.3; and

---

[1] *Category 6 of the BESS offers this advice.*

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

(c) Provisions for the GTP to be updated not less than every five years.

Recommendations

The Green Travel Plan should be updated with the information outlined previously.

Regards

Chloe Wright

Sustainable Transport Officer
Strategic Transport Unit

Attachment 7 - PLN20/0214 - 6 - 10 Peel Street Collingwood - Urban Design Referral

CITY OF YARRA

MeMO

TO:	Michelle King (Statutory Planning)
FROM:	Lucy Stratton (Urban Design)
DATE:	23 December 2020
SUBJECT:	6-10 Peel Street, Collingwood
APPLICATION NO:	PLN20/0214 (S57A)
DESCRIPTION:	Partial demolition of all buildings for the use and development of the site for a seven (7) storey office building with basement and a full reduction in the car parking requirement.

COMMENTS SUMMARY

Overall the proposed amendments to the proposal are in keeping with the urban design recommendations, with minor design refinements remaining. As a result of the massing amendments the lift core is highly visible component of the proposal (Visualisation 10). The design adopts a curved roof form, and is not in keeping with the rectilinear form of the proposal. It is recommended that this be simplified. The glazing treatment to the stair core above No. 6 Peel Street exacerbates the verticality (Visualisation 08), it is suggested that horizontal banding is reintroduced to break up the sheer presentation.

The provision of additional material (Façade Strategy / Material Board, Landscape Plans and Streetscape Plan) as recommended, may be addressed via permit condition. The below table provides a summary of the recommendations previously raised and design response comments.

Urban Design Comments (10 August 2020)	Design Response
Height and Massing - *Reductions to the proposal massing and overall height are recommended to result in a form that is more respectful of its retained heritage fabric and immediate Peel Street streetscape. Recommendation to reduce overall height to seven (7) storeys, through the deletion of Level 7 and increase setback at Levels 3-5 toward Peel Street (in the range of 4-5m).*	Satisfied – The overall height has been reduced to seven (7) storeys, from 28.7m to 24.75m. In addition, the Peel Street setback has been increased to 4m at Levels 3-5. Level 6 setbacks have been decreased to Peel Street and Little Oxford to meet Levels 3-5. Compositionally, the massing amendments transform the proposal from a 3+3+2 (heritage base, middle, upper) to a 3+4 composition (heritage, upper). An appropriate proportional relationship and urban design outcome for the heritage base and Peel Street streetscape.
Architectural Expression and Materiality *It is recommended that a detailed Façade Strategy, including material sample board be provided. With the purpose of ensuring the legibility of the façade pattern, articulation, and depth and detailing the application of façade panels (TL:01 Terracotta Façade System in glazed green).*	To be satisfied via permit condition – No updated material schedule provided. At minimum a sample (photographed) of the terracotta façade system to be provided as part of the drawing package.
The articulated finish to the exposed concrete (CE:02) western party wall (Elevation A5.03) with No.4 Peel Street is to be clarified.	Satisfied - The finish to the western party wall amended from an exposed concrete (CE: 02) finish to a terracotta façade finish (TL: 01) above Level 2.

Landscaping *Landscape Plans and Plant Schedules for Levels 3 & 6 should be provided.*	To be satisfied via permit condition.
Public Realm Interface *Ensure all externally accessible service cabinets are sensitively integrated into the façade.*	Not satisfied - no service cabinets detailed in Plan or Elevation.
Streetscape Plan *A detailed Streetscape Plan is to be provided.*	To be satisfied via permit condition.

These comments are provided on Architectural Plans, RFI Response Revision F (Warren and Mahoney, 9 November 2020), Statement of Changes (Warren and Mahoney, 9 November 2020) and Amendment Application Letter (Urbis, 22 October 2020).

Attachment 7 - PLN20/0214 - 6 - 10 Peel Street Collingwood - Urban Design Referral

CITY OF YARRA

MeMO

TO:	Michelle King (Statutory Planning)
FROM:	Lucy Stratton (Urban Design)
DATE:	10 August 2020
SUBJECT:	6-10 Peel Street, Collingwood
APPLICATION NO:	PLN20/0214
DESCRIPTION:	Partial demolition of all buildings for the use and development of the site for an eight (8) storey office building with basement and a full reduction in the car parking requirement.

COMMENTS SOUGHT

- Height and massing;
- Architectural quality and materiality;
- Interface with public realm; and
- Streetscapes and any capital works.

COMMENTS SUMMARY

The proposal exhibits many attributes that are supportable from an urban design perspective, including the retention of the heritage form, streetscape activation (including the rear laneway) and architectural expression of the contemporary form that ensures a clear visual distinction between the heritage facades and new form. However the proportional relationship and overall visual impact of the new form on the Peel Street streetscape is of concern. A reduction in overall height to seven (7) storeys as well as increased upper level setbacks to Peel Street are recommended to ensure a respectful relationship to the retained heritage buildings and surrounds. Further to this additional information and clarification is required on a number of matters (façade strategy and materiality, landscaping and streetscape works), detailed overleaf.

These comments are provided on Architectural Plans, Revision C (Warren and Mahoney, 19 May 2020) and Urban Context Report (Warren and Mahoney, 19 May 2020). Comments should be read in conjunction with Heritage Advice (Anita Brady, 30 July 2020).

SITE DESCRIPTION

- The subject site is located on the corner of Peel Street and Little Oxford Street, approximately 50m east of Smith Street. The amalgamated site consists of No, 6, No, 8 and No. 10 Peel Street and is rectangular in shape, with a frontage of 20.67m to Peel Street and 26.86m to Little Oxford Street. Equating to an overall site area of approximately 560sqm. Oxford Place (laneway), immediately abuts the site to the north. Providing vehicular access to the site and neighbouring properties to the north and west.
- The site is located within the Mixed Use Zone (MUZ) and is affected by the Heritage Overlay (HO318 Collingwood Slope Precinct) and the Environmental Audit Overlay (EAO). The two storey single terrace building at No. 6 Peel Street is graded individually significant. The narrow three storey building at No. 8 and larger three storey brick interwar manufacturing/warehouse building No. 10 are graded Contributory.
- In December 2019, Council requested the Minister for Planning consider the approval of proposed interim controls (DDOs) for Fitzroy/Collingwood Activity Centres, including Smith Street (DDO30). A decision has not

yet been made. An overall building height (mandatory) of 20.6m (equivalent of 6 storeys) and upper level setbacks (discretionary) of 6m above the retained heritage street wall are proposed for the subject site. Broadly, upper levels should be visually recessive and not overwhelm heritage buildings or detract from the character of the streetscape.

PROPOSAL

- The proposal comprises the part-demolition of the existing buildings and construction of an eight (8) storey building plus basement. Specifically, the proposal comprises the following characteristics:
  - Total 2,333sqm office space, across eight levels;
  - 33 (27 staff & 6 visitor) bicycle spaces and end of trip facilities;
  - Planted terraces at Level 3 and 6;
  - Utilisation of existing pedestrian entrances on Peel Street, new near entrance from Oxford Place; and
  - Removal of vehicular cross over on Peel Street and reinstatement of footpath, kerb and channel.

URBAN DESIGN FEEDBACK

Height and Massing

- The proposal seeks an overall height of eight (8) storeys, approximately 28.7m. Above the building at No. 8 & 10 Peel Street, Levels 3-5 are setback 3m toward Peel Street and Little Oxford Street, behind the existing heritage fabric, increasing to 7.6m and 5.9m above. Above No.6 Peel Street the sheer form is setback 12m.
- Peel Street is defined by its significant slope, with larger lots with broad frontages, interspersed with traditional fine grain lots. Taller developments are transforming Collingwood broadly, including further east along Peel Street, ranging in scale from 4-6 storeys to up to 9 storeys towards Wellington Street.
- While the consolidated corner site sits within the Smith Street Activity Centre and hosts a robust industrial form towards Little Oxford Street (No. 10 Peel Street). The massing response must have regard for the more sensitive western portion of the site (No. 6 Peel Street) and immediate context, given the lower scale significant heritage buildings (including Grace Darling Hotel – VHR HO660). These sites are also more constrained in terms of potential development, due to heritage significant and site depth.
- As viewed from the Smith Street and Peel Street streetscapes from the west (such as shown at Visualisation 8 and 10), the new form overwhelms the existing buildings and streetscape proportionally. Given this, the following refinements and reductions to the proposal massing and overall height are recommended to result in a form that is more respectful of its retained heritage fabric and immediate Peel Street streetscape:
  - Reduction in overall height to seven (7) storeys, through the deletion of Level 7; and
  - Increased setback at Levels 3-5 toward Peel Street (in the range of 4-5m overall).
- Given the height of the existing street wall, sense of openness adjacent to the Peel Street Park and demonstration of limited shadow impacts, the upper level setback toward Little Oxford Street of 3m is acceptable from an urban design perspective.

Architectural Expression and Materiality

- The materiality and composition of the new form is clearly distinguishable from the heritage fabric, adopting a respectful contemporary design. The new form comprises largely of a terracotta façade system (green glazed finish), employing strong vertical elements and fenestration.
- It is recommended that a detailed Façade Strategy, including material sample board be provided. With the purpose of ensuring the legibility of the façade pattern, articulation, and depth and detailing the application of façade panels (TL:01 Terracotta Façade System in glazed green). The articulated finish to the exposed concrete (CE:02) western party wall (Elevation A5.03) with No.4 Peel Street is to be clarified.
- Additionally, Landscape Plans and Plant Schedules for Levels 3 & 6 should be provided, including:
  - Planting Plans and Schedules showing plant locations and quantities;
  - Legend containing key features, materials and surfaces; and
  - Details of any raised planters and rain gardens including height, width, soil depths and materiality.

Public Realm Interface

- The proposal will increase activation of the Peel Street, Little Oxford Street and Oxford Place. Through the utilisation of existing entrances and new entrances and passive surveillance opportunities to the rear laneway, Oxford Place.
- It is necessary to sensitively integrate all necessary externally accessible service cabinets into the façade (currently there are no service cabinets detailed in Plan or Elevation).

Streetscape and Capital Works

- A detailed *Streetscape Plan* must be provided including (but not limited to) the following items:
  - On-street parking bays;
  - Reinstated surface materials;
  - Existing and proposed street fixtures;
  - Street trees;
  - Dimensions of openings and offsets; and
  - Levels and drainage.
- All pavements surrounding the site (Peel Street and Little Oxford) are to be reinstated as asphalt footpaths with bluestone kerb and channel. All proposed streetscape materials should be per *Technical Notes: City of Yarra Public Domain Manual* and *Yarra Standard Drawings*. Rectification of paving surrounds (currently assumed bonded aggregate) around existing Plane trees on Peel Street, should be coordinated with Council Natural Values and Streetscapes Team.
- There are no planned capital works led by the Urban Design team which are in proximity to the site.

Attachment 8 - PLN20/0214 - 6 - 10 Peel Street Collingwood - City Works Referral

King, Michelle

From: Athanasi, Atha
Sent: Tuesday, 8 December 2020 9:55 AM
To: King, Michelle
Subject: RE: PLN20/0214 - 6-10 Peel Street, Collingwood - Waste re-referral

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Michelle,

The waste management plan for 6-10 Peel Street, Collingwood authored by Leigh Design and dated 4/8/20 is satisfactory from a City Works Branch's perspective.

Regards,

Atha Athanasi
Contract Management Officer

Yarra Waste Services - City Works Branch
168 Roseneath St CLIFTON HILL VIC 3068
T (03) 9205 5547 F (03) 8417 6666
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Yarra City Council acknowledges the Wurundjeri Woi Wurrung as the Traditional Owners of this country, pays tribute to all Aboriginal and Torres Strait Islander people in Yarra, and gives respect to the Elders past and present.

Attachment 9 - PLN20/0214 - 6 - 10 Peel Street Collingwood - Streetscapes & Natural Values Referral

King, Michelle

From:	Williames, Glen
Sent:	Friday, 10 July 2020 2:39 PM
To:	King, Michelle
Cc:	Russell, Mark
Subject:	RE: PLN20/0214 - 6-10 Peel Street, Collingwood - Urban Design / Open Space / Streetscapes & NV referral
Follow Up Flag:	Follow up
Flag Status:	Flagged

Hi Michelle,

Council Arborist has recommended a Tree Protection Management Plan be requested for the street trees at this site.

Also a 50k (total) Protection bond will be required to ensure the trees are protected during development.

Glen Williames
Coordinator - Open Space Services
City Works

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Attachment 10 - PLN20/0214 - 6 - 10 Peel Street Collingwood - Engineering Referral

CITY OF YARRA

MEMO

To:	**Michelle King**	
From:	**Mark Pisani**	
Date:	**7 August 2020**	
Subject:	**Application No:**	**PLN20/0214**
	Description:	**Eight-Storey Office Building**
	Site Address:	**6-10 Peel Street, Collingwood**

I refer to the above Planning Application received on 3 July 2020 in relation to the proposed development at 6-10 Peel Street, Collingwood. Council's Civil Engineering unit provides the following information:

Drawings and Documents Reviewed

	Drawing No. or Document	Revision	Dated
Warren and Mahoney	A0.01 Existing Site & Demolition Plan	B	3 April 2020
	A3.00 Proposed Plan 00	C	19 May 2020
	A3.01 Proposed Plan 01	C	19 May 2020
	A3.10 Proposed Peel Street Footpath Access	A	19 May 2020
Ratio Consultants	*Traffic & Transport Engineering Report*	F02	3 April 2020

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

Proposed Use	Quantity/ Size	Statutory Parking Rate*	No. of Spaces Required	No. of Spaces Allocated
Office	2,333 m²	3.0 spaces per 100 m² of net floor area	69	0

* Since the site is located within the Principal Public Transport Network Area, the parking rates in Column B of Clause 52.06-5 now apply.

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

Car Parking Demand Assessment

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

Parking Demand Consideration	Details
Parking Demand for Office Use	Throughout the municipality, a number of office developments have been approved with no on-site car parking provision, as shown below: ▪ PLN17/0867 - 187-195 Langridge Street, Collingwood - 470 m² ▪ PLN15/0630 - 113-115 Bridge Road, Richmond - 844 m² ▪ PLN18/0072 - 100-102 Islington Street, Collingwood - 207 m² ▪ PLN18/0697 –37-39 Stewart Street, Richmond - 1,330 m² The providing no parking for the subject site is considered appropriate since it has very good connections to public transport services and connectivity to the on-road bicycle network. The proposed development aims to minimise private car dependency and promote more sustainable forms of transport.

- *Availability of Public Transport in the Locality of the Land*. The following public transport services can be accessed to and from the site by foot:
    - Smith Street trams – 55 metre walk
    - Victoria Parade trams – 480 metre walk
    - Hoddle Street buses – 860 metre walk
    - Collingwood railway station – 990 metre walk
- *Multi-Purpose Trips within the Area*. Clients and customers to the office might combine their visit to the site by engaging in other activities or business whilst in the area.
- *Convenience of Pedestrian and Cyclist Access*. The site is easily accessible by pedestrians and also has good connectivity to the on-road bicycle network.

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

- *Availability of Car Parking*. Ratio Consultants had undertaken on-street parking occupancy surveys of the surrounding area on Thursday 21 November 2019 at 1:00pm and on Friday 22 November and Saturday 23 November at 1:00pm and 8:00pm (both days). The survey area encompassed sections of Smith Street, Oxford Street, Peel Street, Cambridge Street, Little Oxford Street and Webb Street. The times and extent of the survey are considered appropriate. An inventory of up to 260 publicly available parking spaces was identified in the study area. The peak parking occupancy was observed on the Friday with no fewer than 19 spaces vacant (an on-street parking occupancy of 93%). The results suggest that short-stay parking spaces can be found close to the site. However, the supply of long-stay on-street parking is very scarce.
- *Relevant Local Policy or Incorporated Document*. The proposed development is considered to be in line with the objectives contained in Council's *Strategic Transport Statement*. The site is ideally located with regard to sustainable transport alternatives and the reduced provision of on-site car parking would potentially discourage private motor vehicle ownership and use.
- *Other Relevant Considerations*. The scarcity and very high demand for long-stay on-street parking would be a disincentive for employees to commute to and from the site by private motor vehicle. Employees would be inclined to use more sustainable and practical forms of transport, such taking public transport or riding a bicycle.

Adequacy of Car Parking
From a traffic engineering perspective, the full waiver parking associated with this office is considered appropriate in the context of the development and the surrounding area. Employees would need to either use public transport, ride a bicycle or walk to commute to and from the site. Clients and customers should be able find a short-stay on-street parking space near the development. The operation of the new office should not have an adverse impact on existing parking conditions in the surrounding area.

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

DEVELOPMENT LAYOUT DESIGN
Layout Design Assessment

Item	Assessment
Swept Path Assessment	
Waste Collection Vehicle Turning Movements – Little Oxford Street	The swept path diagrams for a 6.345 metre long waste collection vehicle manoeuvring into Oxford Place via Little Oxford Street and entering back into Little Oxford Street, are considered satisfactory.

INFRASTRUCTURE ITEMS AND CONSTRUCTION ACTIVITIES

Item	Details
Peel Street Frontage	
Footpath Reconstruction	During construction and building works on-site, the occupation of the footpath by plant and heavy equipment will impact on the condition of the footpath. Once all building works and connections for underground utilities have been completed, the footpath must be reconstructed in asphalt.
Removal of Redundant Vehicle Crossing	The redundant vehicle crossing must be demolished and reinstated with paving, kerb and channel to Council's satisfaction.
Ground Floor Finished Floor Level	With the removal of the redundant vehicle crossing and the reconstruction of the Peel Street footpath, the applicant must ensure the finished floor levels inside the entry lobby neatly match and transition the new design levels of the reconstructed footpath.
Peel Street Frontage	
Footpath Reconstruction	Once all building works and connections for underground utilities have been completed, the footpath must be reconstructed in asphalt.
Oxford Place	
Oxford Place Pavement Surface	Since Oxford Place will be used by waste collection vehicles, the asphalt flanks (the road pavement surface) must be profiled and re-sheeted and the central bluestone open channel is to be reset once all building works on the site have been completed.

ENGINEERING CONDITIONS
Civil Works

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

- The footpath along the property's Peel Street and Little Oxford Street frontage must be reconstructed to Council's satisfaction and at the Permit Holder's cost. The footpath must have a cross-fall of 1 in 33 (for asphalt) or unless otherwise specified by Council.
- The redundant vehicle crossing on the north side of Peel Street must be demolished and reinstated with materials in accordance with Council's Infrastructure Road Materials Policy to Council's satisfaction and at the Permit Holder's cost.
- The asphalt flanks (pavement surface) of Oxford Place, from the western boundary of the site to Little Oxford Street must be profile and re-sheeted and the central bluestone channel is to be reset to Council's satisfaction and at the Permit Holder's cost.

Road Asset Protection

- Any damaged roads, footpaths and other road related infrastructure adjacent to the development site as a result of the construction works, including trenching and excavation for utility service connections, must be reconstructed to Council's satisfaction and at the developer's expense.

Construction Management Plan

- A Construction Management Plan must be prepared and submitted to Council. The Plan must be approved by Council prior to the commencement of works. A detailed dilapidation report should detail and document the existing and post construction conditions of surrounding road infrastructure and adjoining private properties.

Impact of Assets on Proposed Development

- Any services poles, structures or pits that interfere with the proposal must be adjusted, removed or relocated at the owner's expense after seeking approval from the relevant authority.
- Areas must be provided inside the property line and adjacent to the footpath to accommodate pits and meters. No private pits, boundary traps, valves or meters on Council property will be accepted.

Discharge of Water from Development

- Only roof runoff, surface water and clean groundwater seepage from above the water table can be discharged into Council drains.
- Council will not permit clean groundwater from below the groundwater table to be discharged into Council's drainage system. Basements that extend into the groundwater table must be waterproofed/tanked.

Removal, Adjustment, Changing or Relocation of Parking Restriction Signs

- No parking restriction signs or line-marked on-street parking bays are to be removed, adjusted, changed or relocated without approval or authorisation from Council's Parking Management unit and Construction Management branch.
- Any on-street parking reinstated as a result of development works must be approved by Council's Parking Management unit.
- The removal of any kerbside parking sensors and any reinstatement of parking sensors will require the Permit Holder to pay Council the cost of each parking sensor taken out from the kerb/footpath/roadway. Any costs associated with the reinstatement of road infrastructure due to the removal of the parking sensors must also be borne by the Permit Holder.

ADDITIONAL ENGINEERING ADVICE FOR THE APPLICANT

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

17 September 2020

640.10090.06560 6-10 Peel St Collingwood 20200917.docx

Yarra City Council
PO Box 168
RICHMOND 3121

Attention: Michelle King

Dear Michelle

6-10 Peel Street, Collingwood
Development Application Acoustic Review
PLN20/0214

SLR Consulting Australia Pty Ltd (SLR) has been retained by the City of Yarra to provide a review of the acoustic assessment report prepared to support the application for a commercial development at 6-10 Peel Street, Collingwood.

Details of the report are as follows.

- Title: 6-10 Peel Street Collingwood, Planning Application Acoustic Report
- Date: 12 May 2020
- Reference: RP 001 20200459
- Prepared for: Emerald Cup Pty Ltd
- Prepared by: Marshall Day Acoustics

The report was prepared to address the following City of Yarra request for information:

> *An acoustic report prepared by a qualified acoustic engineer outlining specific noise attenuation measures to ensure that surrounding dwellings are not adversely impacted upon by noise from the proposed permit required use.*

1 Background Information

(Sections 1.0, and 3.0 of the acoustic report)

The acoustically significant aspects of the proposal are identified as follows:

- Seven storey commercial development
- Basement with amenities including end trip facilities
- Ground level theatrette (90 seats shown on drawings)
- Terraces on 3rd and 6th floors

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- Existing noise sensitive receivers are to the north of the site (separated by Oxford Place) and on the western boundary of the site (two level building with ground floor shop and first floor residential).
- Potential noise impacts from the proposed use are not explicitly identified in the introductory sections of the report but are identified in later sections as:
  - Music associated with the theatrette
  - Industrial waste collection
  - Mechanical plant, including roof mounted equipment
  - Voice noise from the external terraces (3rd floor and roof level)

SLR Comments: *The proposed use, noise impacts, and the location of the nearest noise sensitive receivers are clearly identified.*

We note that the theatrette is on the northern side of the site, and in close proximity to apartments at 61 Little Oxford Street, which have balconies overlooking the theatrette façade and entrance door.

2 SEPP N-1 Noise Limits

(Section 5.0 of the report)

Project specific background noise monitoring was not undertaken due to COVID-19 restrictions in place at the time the report was prepared. Attended noise logging conducted at 94 Cambridge Street Collingwood on the 20 and 28 November 2019 (approximately 150 m east of the subject site) have been used to assist in the determination of noise limits for the site. The identified background noise levels are: 47 dBA (day) 44 dBA (evening) and 34 dBA (night).

MDA note that the provided levels are likely to be conservative for the site, given that 94 Cambridge Street is further from Smith Street than the subject site.

The calculated SEPP N-1 limits, which also take into consideration the SEPP N-1 zoning levels, are: 58 dBA (day) 52 dBA (evening) and 44 dBA (night).

SLR Comments: *The background noise measurements used in the assessment are not well detailed, and the exact measurement location and the specific times that the data was obtained are not provided in the report. However, the measurement data is consistent with background noise logging we have on file for similar areas and we are satisfied with its use in this instance.*

Our calculations of the SEPP N-1 limits, based on the provided background noise measurements, agree with MDA's.

3 Noise from the Subject Development

3.1 Theatrette

(Sections 6.3 and 9.0 of the report)

The theatrette is noted in Section 9.0 to be proposed to be used predominantly for audio-visual presentations, however music is identified as a potential source of nuisance noise. SEPP N-2 is identified as providing the relevant noise criteria for music.

Controls to address noise from the theatrette are proposed to be developed during the detailed design phase of the project and are identified as being likely to include façade treatments and management controls.

SLR Comments: *SLR agrees that music from the use is a potential source of nuisance noise to the apartments overlooking the theatrette façade. However, given the proximity of the receivers, and the fact that the façade is proposed to include a large amount of glazing, and a door directly to the theatre, there is also some potential for amplified speech to cause nuisance. Noise impacts may be exacerbated if the space were used in the evening or night periods.*

Access to the lane via the theatrette external door is also a concern from an acoustic perspective, if this door is to be used by patrons during breaks, or left open while the theatrette is in use. With up to 90 people in the theatrette, voice noise both within the theatre, and from patrons in Oxford Place, could be intrusive.

While there are no specific criteria for amplified voice from indoors, appropriate targets can be found in the EPA Noise Control Guidelines, 2008 (Publication 1254). Section 13 of the Guideline states that amplified speech from public address systems should not exceed the background noise level by more than 5 dB. This target is consistent with SEPP N-2 day/evening limits. For simplicity, we would recommend that SEPP N-2 limits be targeted for both voice and music noise from the theatrette.

Voice noise from patrons in Oxford Place, or from the theatrette with the door open, would best be addressed via management means such as by restricting use of the door to emergencies only, particularly when the theatrette is in use.

In our opinion these issues should be more thoroughly addressed during the planning stage of the project, given the proximity of the sensitive receivers, and the potential acoustic weaknesses in the theatrette façade. We recommend that:

- *SEPP N-2 limits are identified and applied to music and amplified voice from the theatrette and an assessment provided.*
- *Acoustic specifications are provided in the planning acoustic report for the theatrette façade wall and external door.*
- *Management strategies are developed for minimising noise impacts from users of the theatrette to occupants of the overlooking apartments. These may include:*
  - *Use of the door to Oxford Place for emergencies only, particularly while the theatrette is in use.*
  - *Limitations to the times that the space can be used, particularly if appropriate noise targets cannot be met for all periods of the day and night.*

3.2 External Terraces

(Sections 6.2 and 8.0 of the acoustic report)

The terraces on the 3rd and 6th floor are proposed to be accessed during normal office hours, by staff and commercial tenants. Given this, MDA are of the opinion that noise impacts are unlikely and that specific noise controls are not necessary.

SLR Comments: *We agree that impacts to existing dwellings from the proposed terraces are likely to be minimal, due to the limited size and orientation of the terraces, and the proposed office use only. On these grounds a formal assessment of voice noise from these areas is not requested on this project.*

3.3 Project Mechanical Plant

(Section 7.0 of the report)

An indication of mechanical plant and equipment likely to be installed on the subject site is provided in Section 7.0. MDA note that the equipment will need to comply with SEPP N-1 at nearby sensitive receiver locations. They also note that design of noise from mechanical plant to ensure compliance with SEPP N-1 can be conducted during the detailed design phase of the project.

SLR Comments: *Agreed. Mechanical plant noise does not appear to be a high risk issue on this project.*

3.4 Rubbish collection

(Section 6.4 of the report)

Noise from rubbish removal is proposed to be addressed through compliance with the schedules provided in Publication 1254. These provide allowable times for collection, taking into consideration the frequency of collection.

SLR Comments: *Publication 1254 provides appropriate guidance on the issue.*

4 Summary

SLR has undertaken a review of the acoustic report prepared to address noise impacts from the commercial development proposed for 6-10 Peel Street, Collingwood. The report generally addresses noise impacts from the proposal, however we recommend that further consideration is given to noise from the proposed 90 seat theatrette.

The theatrette is considered to present a moderately high risk of nuisance noise due to the proximity of sensitive receivers, and the potential acoustic weaknesses in the theatrette façade. SLR recommends that:

- SEPP N-2 limits are identified and applied to music and amplified voice from the theatrette.
- An assessment and acoustic specifications be provided for the theatrette façade wall and external door so as to achieve the SEPP N-2 limits.
- Management strategies are developed for minimising noise impacts from users of the theatrette to occupants of the overlooking apartments. These may include:
  - Use of the door to Oxford Place for emergencies only, particularly while the theatrette is in use.

- Limitations to the times that the space can be used, particularly if appropriate noise targets cannot be can met for all periods of the day and night.

Regards,



Dianne Williams
Associate – Acoustics

Reviewed / checked by: JA

22 CLEELAND ROAD
SOUTH OAKLEIGH VIC 3167
AUSTRALIA

M E L
CONSULTANTS

(ACN 004 230 013)

Ref: 140-20-DE-REV-00

23 July 2020

City of Yarra
PO Box 168
Richmond VIC 3121

Attn: Michelle King

Dear Michelle,

6-10 Peel Street, Collingwood
Review of Windtech Pedestrian Wind Environment Statement
Windtech Document Number: WF505-01F02(REV1)-WS (21 May 2020)

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

- The Windtech Pedestrian Wind Statement has been prepared based on the experience of the consultancy and no wind tunnel testing by Windtech 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. Windtech has clearly identified the process for the desktop assessment and this is consistent with the approach that MEL Consultants would take to prepare a

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desktop wind impact assessment. A description of the 6-10 Peel Street development has been provided.

- MEL Consultants have no issue with the assessment criteria that Windtech have used for the desktop assessment. They have recommended the $5ms^{-1}$ for a 20% probability criterion (walking) for the surrounding streetscapes and the $4ms^{-1}$ for a 20% probability (standing) for the level 3 and 6 terrace areas. MEL Consultants have no issues with the recommended criteria, although it is common to recommend standing criterion adjacent to building entries.

- Windtech have assessed the wind conditions in the ground level streetscapes surrounding the development site as being similar to the existing wind conditions due to the combination of the building design and shielding from adjacent buildings. MEL Consultants have no issue with this assessment but an explicit reference to the expected criteria satisfied would be advised. Furthermore, the main building entrance will be in the middle of Peel Street frontage and an assessment of whether wind conditions would satisfy the standing criterion is required.

- Windtech have described the wind directions that would impact the Level 03 terrace and assessed the wind conditions as suitable. It is not clear what suitable wind conditions are for the terrace and it would be suggested that the wind conditions be assessed with respect to satisfying the recommended criterion. It is noted that the drawings show the perimeter wall height as described by Windtech.

- Windtech have described the expected wind impacts for the Level 06 terrace and recommended 1.5m high impermeable balustrades for all aspects and these appear to have been included in the submitted drawings. However, Windtech have made no assessment of the expected wind conditions on the Level 06 terrace against the recommended criterion.

In conclusion, the Windtech Pedestrian Wind Environment Statement has been prepared based on the consultant's experience of wind flow around buildings and

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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. Windtech have assessed the wind conditions in the surrounding ground level streetscapes as being similar to the existing wind conditions and MEL Consultants have no issue with this assessment. However, Windtech have not provided an assessment of these conditions against the recommended criteria and whether the wind conditions outside the main entrance on Peel Street would satisfy the standing criterion. Furthermore, Windtech have assessed the Level 03 terrace wind conditions as being suitable but the assessment of the Levels 03 and 06 terrace should assess whether the recommended criterion would be satisfied.

Yours sincerely,

M. Eaddy

M. Eaddy
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MEMORANDUM

TO	Michelle King	FROM	Anita Brady
RE	6-10 Peel Street, Collingwood	DATE	30 July 2020

Introduction & background

This memorandum includes an assessment of the proposed development of the property at 6-10 Peel Street, Collingwood with reference to the relevant Yarra Heritage Overlay considerations. The property comprises three buildings at three addresses, and the proposed works involve partial demolition of the buildings and construction of an eight-storey office building with basement level.

The property is included in the Collingwood Slope Precinct, identified as HO318 in the Yarra Schedule to the Heritage Overlay. Under the Overlay, external building and land development controls apply, but no internal, paint or tree controls. The several buildings on the property are graded individually significant and contributory to the precinct.

The assessment undertaken here goes to the proposed extent of demolition, and the height, presentation, massing and materials of the visible new building levels on the property. It has regard for the subject heritage buildings and heritage precinct context, which is a distinctive precinct in terms of its heritage character and robust built form. There are also nearby places included in the subject precinct, and just outside it, which are on the Victorian Heritage Register (VHR) and identified below; and the property is close to the separate Smith Street Precinct (HO333). All of this adds to the heritage sensitivity of the subject site.

The assessment has referred to the relevant Yarra Heritage Overlay considerations, and more specifically to Clause 22.02 Development Guidelines for Sites Subject to the Heritage Overlay.

Planning permit application documentation has also been referred to, including architectural plans, drawings and visualisations dated April to June 2020, and an urban context report dated May 2020, prepared by Warren and Mahoney Architects; a Town Planning Report prepared by Urbis dated May 2020; and a heritage impacts report (HIS report) prepared by Bryce Raworth dated June 2020. The historical information included in the latter report is relied on here, and where cited is identified as coming from the 'Raworth HIS report'.

Another recent report of relevance is *Collingwood Mixed Use Pocket, Heritage Analysis & Recommendations, GJM Heritage* (2018). This is currently proposed to be a 'Reference Document' under Yarra Amendment C245, and accordingly some weight is given to this report.

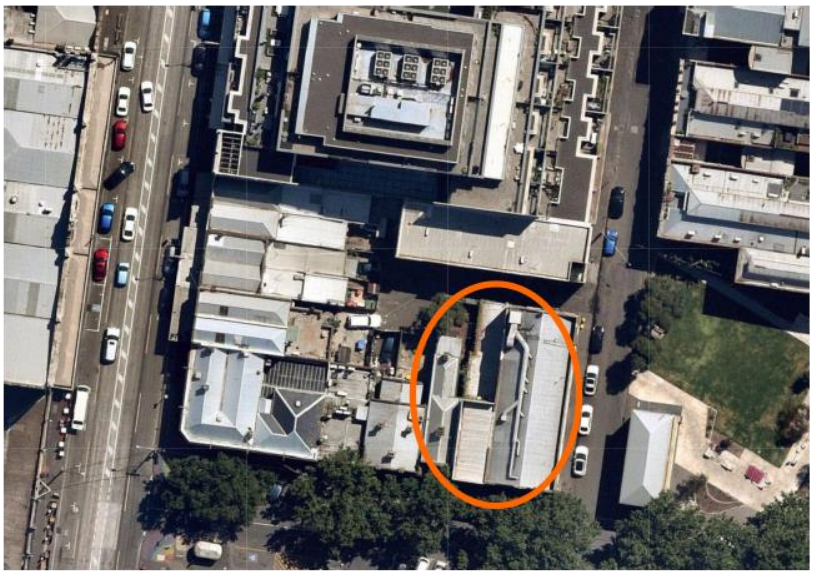


Figure 1 Recent aerial image (subject property indicated); Smith Street is at left, Peel Street is at bottom, and Little Oxford Street is at right
Source: Nearmap February 2020

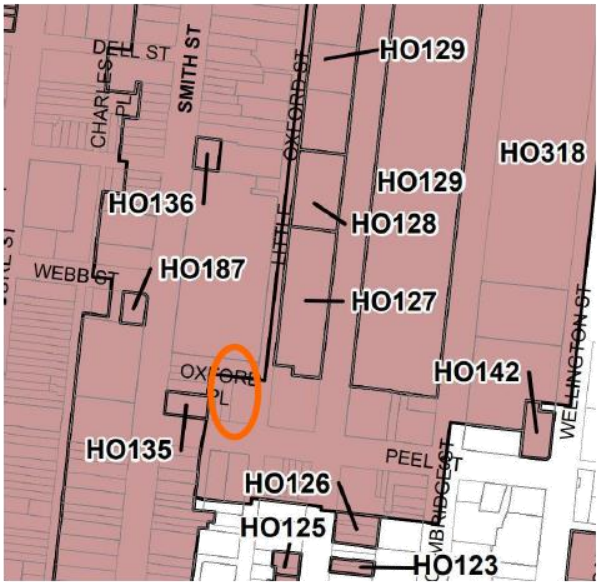


Figure 2 Extract from Yarra Heritage Overlay Map, showing part of the HO318 precinct, with the subject property indicated
Source: Planning Schemes Online

Description

The property comprises three buildings at 6, 8 and 10 Peel Street, Collingwood. It is located on the north side of Peel Street, with Little Oxford Street adjoining the east side of 10 Peel Street, and Oxford Place (a ROW) to the rear or north side of the three buildings.

Photographs of the subject buildings are included at the end of this memorandum.

6 Peel Street

This building is graded individually significant.

The building is a substantially externally intact late nineteenth century two-storey single terrace in bi-chrome brick, with rich detailing including an iron balcony balustrade and friezes, elaborate rendered pedimented parapet, and an iron palisade fence. The building extends to the north with a hipped steel-clad roof and centrally located chimney/pots, neither of which have much visibility to Peel Street. A lower secondary wing extends north again, with a rear kitchen chimney; followed by a single-storey skillion. There is a rear yard, with some mature vegetation, and a vehicle roller door to the back fence. The Raworth HIS report indicates that the secondary wing is not original, although the form and materials (as visible from Oxford Place) indicate it is of some age.

The *Collingwood Conservation Study* (Andrew Ward and Associates, 1989, which is still a policy reference at Clause 22.02) includes a citation for the building which identifies the dwelling as being of 'regional significance'; an intact and richly decorated terrace house with a distinctive parapet; a house 'of some quality' which is important to the Collingwood Slope 'in this respect'; and for its use of bi-chromatic brickwork 'for which the slope is noteworthy'.[1]

8 Peel Street

This building is graded contributory.

The building has the appearance of a former manufactory/warehouse, of three/four storey height, with large multi-paned industrial-style windows, and a vehicle opening at ground floor level. The building has no setback to Peel Street, a comparatively narrow frontage or footprint, and is largely free of detail or distinguishing features save for two diamond panels (lozenges) in relief to the high parapet. Aerial photos indicate that it has a skillion roof form, which is not visible to Peel Street; and extends through to the north to Oxford Place, where a lower building component occupies the rear part of the site. There is a vehicle roller door to the back fence.

While the heritage study documentation generally refers to this building as being of the interwar period, with a date range of 1930-1940, the Raworth HIS report describes the building as being of 'modern tilt-slab construction' with a painted concrete façade to Peel Street. The industrial-style windows are also described as 'faux aluminium steel framed look windows'.

Based on what is visible from Peel Street and Oxford Place to the rear, the Raworth assessment is agreed with. It is also noted that the frontage to 8 Peel Street has some sympathetic detailing to 10 Peel Street, including the window forms and their placement, the lozenge panels to the parapet, and the façade height.

10 Peel Street

This building is graded contributory.

This is the largest of the three buildings on the development site and is a former manufactory/warehouse from the interwar period. It is more architecturally distinguished than the adjoining 8 Peel Street, and of the same three/four storey height to Peel Street. The building also has a long east elevation to Little Oxford Street, and returns on Oxford Place, maintaining the three/four storey height to all elevations. This is a face brick building with rendered bands and detailing, large multi-paned industrial-style windows, and brickwork lozenges and a cement gabled pediment to the Peel Street parapet; the parapets to the corner bays on Little Oxford Street repeat the lozenge detail.

Collingwood Slope Precinct[2]

Early development in the precinct dated from the 1850s and was mostly in the form of small cottages and commercial buildings, often (but not exclusively) of timber construction. Wellington Street in this period rivalled Smith Street as a commercial precinct, and manufacturing in the precinct included boot making and brewing. Hotels were also common.

Foy & Gibson moved into the general precinct area in the early 1880s, with a shop on Smith Street. The firm subsequently grew into a retail and manufacturing empire, and by the 1920s their development – mostly in the form of large robust red brick parapeted manufacturing and warehouse buildings - covered the block bounded by Smith, Wellington, Peel and Stanley streets. The buildings range in height from one to five storeys, and some have been converted to apartments with one and two-storey rooftop additions.

The Foy & Gibson development involved demolition of the earlier buildings, including (according to the Raworth HIS report) two Victorian buildings at 8 and 10 Peel Street, while 6 Peel Street survived this transformative period.

As per the precinct citation, Foy & Gibson changed the precinct area 'into an industrial landscape which remains externally substantially intact'. Further:

> This major expansionary phase brought woollen mills, clothing manufacture, hosiery, bedding, metal goods and cabinet manufacture to the Heritage Overlay Area at a scale unprecedented in Melbourne at the time; this is reflected in the substantial warehouses which remain today.

The Foy & Gibson buildings in the precinct are mostly included in the Victorian Heritage Register (see below).

Non-Foy & Gibson manufacturing operations were also attracted to the precinct area, including the building at 10 Peel Street. On Peel Street in the precinct, to its north and south sides, some of the earlier fine-grained nineteenth century development also remains, including the subject building at 6 Peel Street and several former corner hotels. The plane trees in Peel Street are additionally identified in the precinct citation as part of the 'urban fabric'.

Later industrial and manufacturing development came to the precinct in the post-WWII period, and in more recent times, new developments in the form of multi-storey mostly residential apartment buildings and additions to existing historic buildings, including Foy & Gibson buildings.

VHR places

As noted, there are nearby places included in the precinct, and just outside it, which are on the Victorian Heritage Register. Those in most proximity:

- (in precinct) Foy & Gibson buildings/complex, which have three separate entries in the VHR, and are shown with three Heritage Overlay numbers at Figure 2, being HO127, HO128 and HO129. These buildings are located on Little Oxford Street to the north of the subject property, and on Oxford, Cambridge and Stanley streets.
- (outside precinct) Grace Darling Hotel, to the west on Peel Street to the corner of Smith Street, shown as HO135 at Figure 2.

Adjoining places

Adjoining properties in the heritage precinct include:

- 2-4 Peel Street to the west, a distinctive pair of two-storey Victorian commercial buildings (shops and residences), graded individually significant.
- 12 Peel Street to the east, a free-standing two-storey 1870s building which was historically associated with the Congregational Church, graded individually significant.
- 16 Peel Street to the east and north-east, a modern landscaped public park.

Smith Street Precinct

As noted, the property is also in proximity to the Smith Street Precinct (HO333). The latter is a long linear commercial precinct which extends along both sides (west and east) of Smith Street, capturing the fronts of historic retail and commercial buildings, with the rears of these properties largely forming the precinct boundary. The precinct is to the west of the subject property, and to the north side of Oxford Place, effectively located to two sides of the development site. In both instances it is the rears or sides of places in the HO333 precinct which adjoin. The closest property to the north is 61 Little Oxford Street which is a modern three-storey apartment building.

As with the Collingwood Slope Precinct, the Smith Street Precinct has also seen recent new development in the form of large multi-storey mostly residential apartment buildings and additions to existing historic buildings. Of note in terms of the subject property, is the recent development to the north ('Smith & Co') which occupies a large block between Smith and Little Oxford streets and extends for over 100m from north to south. This development, in addition to retail tenancies at ground level to Smith Street including a supermarket, also includes substantial apartment buildings, of up to eight visible storeys.

Proposal

The proposed development of the subject property includes retention of the front part of 6 Peel Street together with its roof; retention of the façade of 8 Peel Street; and retention of the façade, east and rear elevations of 10 Peel Street.

Demolition will include the rear wing of 6 Peel Street; the west and rear elevations of 8 Peel Street; and the roofs to 8 and 10 Peel Street.

An eight storey (plus basement) addition/development is proposed to the rear of 6 Peel Street, which will visibly rise above the existing building by about five storeys; while a five-storey addition is proposed to the top of 8 and 10 Peel Street, which will visibly rise above the existing buildings by about four storeys, with varied setbacks to the retained heritage building walls. Materials of the visible new levels will include predominantly green glazed terracotta cladding, cement render finishes and glazing.

Conservation and repair works are also proposed to the retained facades/walls of the three buildings, as annotated on the plans and further identified in the Raworth HIS report.

More detail is provided below on the works, under the relevant headings of 'Assessment/comment on proposed works'.

Yarra heritage considerations

For the purposes of this memorandum, not all the generally relevant Clause 22.02 Development Guidelines for Sites Subject to the Heritage Overlay considerations are reproduced. However, policy of most relevance is included below (some of the extracts are summarised/paraphrased).

The following are included under policy 'Objectives':

- To conserve Yarra's natural and cultural heritage.
- To conserve the historic fabric and maintain the integrity of places of cultural heritage significance.
- To preserve the scale and pattern of streetscapes in heritage places.
- To encourage the preservation, maintenance, restoration and where appropriate, reconstruction of heritage places.
- To ensure the adaptation of heritage places is consistent with the principles of good conservation practice.
- To ensure that new works to a heritage place respect the significance of the place.
- To ensure that additions and new works to a heritage place respect the significance of the place.
- To encourage the retention of 'individually significant' and 'contributory' heritage places.

The policy on 'Demolition', including full and partial demolition, generally encourages retention of heritage buildings, and for partial demolition of individually significant buildings:

- Generally discourage the demolition of part of an individually significant or contributory building or removal of contributory elements unless:
- For a contributory building:
    - that part is not visible from the street frontage (other than a laneway), abutting park or public open space, and the main building form including roof form is maintained; or
    - the removal of the part would not adversely affect the contribution of the building to the heritage place.
- For individually significant building or works, it can be demonstrated that the removal of part of the building or works does not negatively affect the significance of the place.

The policy on 'New development', including alterations and additions, is comprehensive, with the 'General' policy including:

- Encourage the design of new development and alterations and additions to a heritage place to:
    - Respect the pattern, rhythm, orientation to the street, spatial characteristics, fenestration, roof form, materials and heritage character of the surrounding historic streetscape.
    - Be articulated and massed to correspond with the prevailing building form of the heritage place or contributory elements to the heritage place.
    - Be visually recessive and not dominate the heritage place.
    - Be distinguishable from the original historic fabric.

- Not remove, cover, damage or change original historic fabric.
- Not obscure views of principle façades.
- Consider the architectural integrity and context of the heritage place or contributory element.

The policy on minimising the visibility of additions is not reproduced here, as it mainly relates to additions to residential places.

The policy on 'New development' also addresses 'Corner sites and sites with dual frontages':

- Encourage new buildings and additions on such sites to respect the built form and character of the heritage place and adjoining or adjacent contributory elements to the heritage place.
- Encourage new buildings on corner sites to reflect the setbacks of buildings that occupy other corners of the intersection.

And it addresses 'Industrial' heritage places:

- Encourage new upper level additions and works to:
  - Respect the scale and form of the existing heritage place or contributory elements to the heritage place by being set back from the lower built form elements. Each higher element should be set further back from lower heritage built forms.
  - Incorporate treatments which make them less apparent.

Further, the policy on 'Corner sites' and 'Industrial' places is a 'Specific requirement' of the 'New development' policy, about which the policy states:

> Where there is a conflict or inconsistency between the general and specific requirements, the specific requirements prevail.

Clause 43.01 Heritage Overlay has also been considered in the following assessment.

Assessment/comment on proposed works

The following sets out what are considered the principal heritage issues relative to this proposal, with more detail on the proposed works included in the discussion and comments.

Demolition

As noted, the rear wing of 6 Peel Street, the west and rear elevations of 8 Peel Street and the roofs to 8 and 10 Peel Street will be demolished; while the front part of 6 Peel Street together with its roof will be retained, together with the façade of 8 Peel Street and the façade, east side and rear elevations of 10 Peel Street.

This effectively means that most of the visible external fabric of the three buildings will be retained, at least insofar as Peel and Little Oxford streets are concerned.

In terms of heritage concerns, while the rear wing to 6 Peel Street will be removed, the overall extent of demolition is acceptable. The rear wing is not original to the building, as identified in the Raworth HIS report, and has no presence or visibility to Peel Street. It is visible to the rear, to Oxford Place, but it is not part of an intact and original Victorian laneway-scape, where the loss of a visible original rear wing in a group of other intact rear parts of Victorian terraces would have a greater impact. Its loss is also compensated by the extent of retention of the front part of the building, including the main original roof form with the centrally located chimney/pots, and

the proposed conservation works. This extent of retention is in the order of 12m from the front property boundary.

The removal of the fabric to 8 and 10 Peel Street is also acceptable.

Treatment of individual buildings

Also as noted, conservation and repair works are proposed to all retained facades/walls of the three buildings, as annotated on the plans and further identified in the Raworth HIS report. These are supported and generally not commented on here.

The extent of retention of 6 Peel Street is, as already acknowledged, generous and supported. The setback to, and visibility of, the new works to the rear of this building are commented on below.

For the elevations to 10 Peel Street, the original glass is proposed to be replaced with modern high-performance glass, with the window forms retained. This is acceptable for a contributory graded building.

For 8 Peel Street, the ground floor roller door to Peel Street will be removed and replaced with a new glazed door panel; the associated crossover will be removed and made good; and the windows to the Peel Street will be removed and replaced with new black framed single glazed windows. These works to the front of this building are also acceptable, given the later date and modern fabric of the building.

Of some concern is the proposed landscaping to the terrace area to the top of 10 Peel Street, shown in the plans as a raingarden planted close/very close to the edge of the east elevation (Little Oxford Street) parapet. While the plantings as shown appear to be of minimal height, and the parapet will likely provide some concealment of the landscaping, a preference in heritage terms is for no visible landscaping to the top of a heritage building, in the location of the original roof. This has the effect of detracting from the historic appearance of the building and diminishing its role in the development. Setting the raingarden further back or away from the parapet edge would assist, and/or ensuring the plantings are of low scale and of little or no visibility from the surrounding streets.

New development/visible new levels

The proposal includes an eight storey (plus basement) addition/development to the rear of 6 Peel Street, visibly rising above the height of the heritage building by about five storeys; and a five-storey addition to the top of 8 and 10 Peel Street, visibly rising above the existing buildings by about four storeys.

The setbacks will vary:

- Setback of 12m to the rear of 6 Peel Street
- Setback of 3m to the Peel Street facades of nos 8 and 10 up to level 5, increasing to 7.6m for the upper levels
- Setback of 3m to the Little Oxford Street façade of 10 Peel Street, increasing to 5.9m for the upper levels
- No or limited setbacks to Oxford Place in the north-west (rear) of the development, opening up (on a cranked plan) to 3m and more in the north-east

The overall effect of the setbacks will result in the higher part of the development being in the north-west of the site.

This will be in proximity to recent development to the north, including the modern 'Smith & Co' development of up to eight visible storeys in the adjoining Smith Street Precinct. On that basis this northern interface is of limited heritage sensitivity.

The placement of the higher part of the development in the north-west of the site also takes it further away from the Little Oxford Street interface, and the significant VHR listed Foy & Gibson buildings to the north. This is also a preferred outcome in heritage terms.

The higher part of the proposed development will be located at some 35m distant from the front or streetscape interface of the heritage buildings on Smith Street (again in the adjoining Smith Street Precinct). This distance and separation are also considered acceptable, especially given the context of other highly visible modern developments on and adjoining Smith Street.

However, the southern or Peel Street interface of the subject site is considerably more sensitive in heritage terms and the new development, as proposed, will be highly visible and prominent. The higher part of the development will be to the rear of the individually significant building at 6 Peel Street, and will result in a strong visual contrast between the two-storey Victorian building and the eight storey new building, even allowing for the 12m setback to Peel Street. A reduction in the height of the new development to the immediate rear of 6 Peel Street is recommended. An improved outcome might be achieved through the removal of two levels from the new building at this interface, and/or through setting back the upper levels further away from the rear of 6 Peel Street.

The south setbacks and visibility of the new building levels to 8 and 10 Peel Street are also important considerations. The currently proposed setback to Peel Street for up to level 5 is very minimal at 3m. Increasing this setback by between 1m and 2m (up to 5m overall on the south side), in combination with the removal of a level from the top of the development over 8-10 Peel Street, would improve the heritage outcome here and lessen the visual impact of the proposed development to the street.

The setbacks to Little Oxford Street and Oxford Place for the new development are generally acceptable, although these too are limited setbacks and their acceptability is in part contingent on greater setbacks as recommended here for the more sensitive Peel Street frontage.

Another sensitivity relates to the VHR listed Grace Darling Hotel to the corner of Smith and Peel streets, which is potentially impacted by the proposed development to its east which will appear in backdrop views. The concern is heightened by the significance of this building, and its relatively low scale. The application documentation includes visualisations which help in assessing this potential impact. While the distance between the hotel and the higher part of the development is acknowledged, visualisation no. 10 shows that the new development will be highly visible and prominent in views of the historic hotel when seen from the west-south-west. At present, despite the presence of some substantial new buildings in this general area, this backdrop view remains largely unaffected and therefore retains some sensitivity. Concealment of the new development in views from the west of the hotel is not necessarily required, but a less prominent new development would lessen the impact. The recommendations above in relation to removing levels from the top of the proposed development would help to achieve this.

Regarding the proposed materials and architectural expression of the visible new levels, these are generally acceptable. The arrangement of glazing, the vertically delineated bays, and the 'unified architectural expression' as referred to in the Raworth HIS report, distinguish between the old and the new on the development site, and generally without detriment to the retained heritage building components. The heritage precinct also has new and substantial buildings of

varying expression and materials, which again allows for some diversity in the approach to this site.

Collingwood Mixed Use Pocket, Heritage Analysis & Recommendations, GJM Heritage (2018).

The subject property, and much of the subject heritage precinct, is in the 'Collingwood Mixed Use Pocket' where a new Design and Development Overlay is under consideration. As noted, the above report is currently proposed to be included as a 'Reference Document' under Yarra Amendment C245. On that basis, some weight is given to it here.

As per the report's 'Introduction'[3], the Collingwood Mixed Use Pocket has a discrete nature and a high level of development pressure that is 'impacting on the heritage values of the precinct'. The report includes advice on the proposed Built Form Framework for the area, to ensure the latter 'takes proper account of the heritage values of the recognised heritage precincts and individual buildings within the study area, and results in planning controls that reflect fully integrated decision-making'. The report also identifies some recommended changes to the heritage controls in the study area, but not involving the subject site.

The report describes the study area as having two distinct historic character areas, being the fine grained, smaller scale residential and commercial development 'along and south of Peel Street'; and the area of 'large scale late-nineteenth and early twentieth century industrial buildings associated with the former Foy & Gibson Complex' north of Peel Street.[4] The subject property, while on the border of north and south, is included in the area identified as being 'north of Peel Street'. For this area the report describes recent development of up to eight-storeys 'which has respected the existing context and maintained the Foy & Gibson Complex as the major character defining element in this sub-precinct'.[5] New infill buildings 'of up to six-storeys…with upper levels set well back from the street edge' are referred to, including the 'four to six-storey development at 20 Peel Street' which provides a 'model for new development that respects the traditional building pattern of the area and successfully transitions between the smaller scale, fine grained residential parts of the mixed use pocket to the more massively scaled former Foy & Gibson Complex'.[6]

More specifically, for former industrial buildings in the Collingwood Mixed Use Pocket, including 8-10 Peel Street, the report identifies 'recommended built form parameters'. Not all are reproduced below, and it is noted that the proposal for 8-10 Peel Street is generally consistent with most of them, although not entirely with the following:[7]

> Encourage visually lightweight one to two-storey rooftop additions on medium-rise (three or more storey) industrial buildings where the additions are set back a minimum of one structural or façade bay from the principal façade/s.
>
> Require that new built form – as visible from the street – does not exceed the same volume of the historic form.

The recommendations included above about a reduction in the height of the new development, and an increased setback to Peel Street, will assist the proposal to be more consistent with these built form parameters.

The report also includes guidelines for the fine-grained buildings in the study area, including 6 Peel Street. Again, not all are reproduced below and the proposal for 6 Peel Street is generally consistent with most of them, although not with the following:[8]

Encourage new additions to be partially concealed when viewed from the opposite side of the street.

Ensure that new development does not visually dominate the existing heritage fabric and encourage new rear development to be partially concealed.

Ensure that any upper level development is subservient to the heritage fabric and is visually recessive in mass, scale and materiality.

Again, the recommendations included above about the height of the new development as proposed to the immediate rear of 6 Peel Street will assist the proposal to be more consistent with the built form parameters.

Summary of recommendations

The following is a summary extracted from the above:

- Reconsider the proposed landscaping to the terrace area to the top of 10 Peel Street, through setting back the proposed raingarden further away from the east parapet edge and/or ensuring that the plantings are of low scale and ultimately of little or no visibility from the surrounding streets.
- For 6 Peel Street, reduce the height of the proposed development to the immediate rear of this building through removing two levels from the new building in this location, and/or through setting back the upper levels further away from the rear of 6 Peel Street.
- For 8-10 Peel Street, increase the south setback (to Peel Street) for up to level 5 by between 1m and 2m (up to 5m overall on the south side) and remove a level from the top of the development over 8-10 Peel Street.
- For the VHR listed Grace Darling Hotel, a reduction in the height of the proposed development as recommended here will assist in limiting the visual impact of the new development in backdrop views to the hotel, and making the new development less prominent.



Figure 3 (from left to right) 6-10 Peel Street



Figure 4 Subject property to corner of Peel and Little Oxford streets



Figure 5 Rear (north side) of 10 Peel Street



Figure 6 Rear (north side) of 8 and 6 Peel Street



Figure 7 North side of subject property with (from left to right) brick west wall of 10 Peel Street, concrete slab north wall of 8 Peel Street (visible behind chimney), and rear brick wing with chimney of 6 Peel Street



Figure 8 Another view of the north side with (from left to right) brick west wall of 10 Peel Street, concrete slab north wall of 8 Peel Street, and rear brick wing with chimney of 6 Peel Street

1 See http://images.heritage.vic.gov.au/attachment/26269.

2 The following is taken from the precinct citation, see https://vhd.heritagecouncil.vic.gov.au/places/73434.

3 Collingwood Mixed Use Pocket, Heritage Analysis & Recommendations, p. 2.

4 Collingwood Mixed Use Pocket, Heritage Analysis & Recommendations, p. 26.

5 Collingwood Mixed Use Pocket, Heritage Analysis & Recommendations, p. 27.

6 Collingwood Mixed Use Pocket, Heritage Analysis & Recommendations, pp. 27-8.

7 Collingwood Mixed Use Pocket, Heritage Analysis & Recommendations, p. 29.

8 Collingwood Mixed Use Pocket, Heritage Analysis & Recommendations, pp. 31-2.

6.3 PLN20/0322 - 350 - 356 Johnston Street & 2 Rich Street Abbotsford - Construction of a multi-storey building containing office, food and drink premises and retail premises (no permit required for uses) and a reduction in the car parking and visitor bicycle space requirements

Executive Summary

Purpose

1. This report provides Council with an assessment of planning application PLN20/0322 which relates to land at No. 350 – 356 Johnston Street and 2 Rich Street, in Abbotsford. The report recommends approval subject to conditions.

Key Planning Considerations

2. Key planning considerations include:
   (a) clause 15.01 – Built Environment – Urban Design Guidelines for Victoria;
   (b) clause 22.10 – Built Form and Design Policy; and
   (c) clause 43.02 – Design and Development Overlay (Schedule 15)
   (d) clause 52.06 – Car Parking

Key Issues

3. The key issues for Council in considering the proposal relate to:
   (a) Built Form, and;
   (b) Off Site Amenity.

Submissions Received

4. Twenty two (22) objections were received to the application, these can be summarised as:
   (a) Concerns regarding the proposed design, including the building height and massing not complying with built form controls of the DDO15;
   (b) Off-site amenity impacts (including overlooking, overshadowing, loss of daylight and visual bulk);
   (c) Impacts to the Victoria Park heritage precinct;
   (d) Visibility of roof level services;
   (e) Wind impacts;
   (f) Impacts to existing street trees;
   (g) Traffic, car parking and loading concerns;
   (h) Noise impacts associated with the food and drink premises, vehicle entry door and car stacker system;
   (i) Concerns regarding construction noise and traffic;
   (j) Concerns about maintenance of the proposed landscaping, and;
   (k) Loss of property values.

Conclusion

5. Based on the following report, the proposal is considered to comply with the relevant planning policy and should therefore be supported subject to the following key conditions:
   (a) A patterned façade treatment to the eastern boundary wall to mitigate visual bulk when viewed from the public realm;
   (b) Screening to the northern facades of Levels 1 and 2 provided with a maximum transparency of 25% to a height of 1.7m above finished floor level (to mitigate overlooking impacts).

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

6.3 PLN20/0322 - 350 - 356 Johnston Street & 2 Rich Street Abbotsford - Construction of a multi-storey building containing office, food and drink premises and retail premises (no permit required for uses) and a reduction in the car parking and visitor bicycle space requirements

Reference	D21/14313
Author	Chris Stathis - Senior Statutory Planner
Authoriser	Senior Coordinator Statutory Planning

Ward:	Langridge Ward
Proposal:	Construction of a multi-storey building containing office, food and drink premises and retail premises (no permit required for uses) and a reduction in the car parking and visitor bicycle space requirements.
Existing use:	Restricted Retail
Applicant:	Brother from Another Mother Pty Ltd
Zoning / Overlays:	Commercial 1 Zone Design and Development Overlay (Schedule 15) Development Contributions Plan Overlay (Schedule 1)
Date of Application:	21 May 2020 (original lodgement) 14 December 2020 (Section 57A amendment)
Application Number:	PLN20/0322

Planning History

1. Planning application '001353' was lodged in 2001 for alterations to the existing building, however detailed records of this application are not available.

Background

2. The following matters are relevant background information:

Lodgement of S57A plans

3. The application was amended pursuant to Section 57A of the *Planning and Environment Act 1987* on 14 December 2020. Key changes included:
   (a) Reduction in the building footprint at levels 3, 4, 5, 6 and 7 with increased northern setbacks at these levels (see figure 1 below).
   (b) Waste Management Plan, Sustainable Management Plan and Landscape Plan updated in response to comments from internal Council units.
4. The amended application was re-advertised pursuant to Section 57B of the *Planning & Environment Act 1987.*



Figure 1: 3D images of the west elevation of the development for the original plans (left) and amended plans (right). (Applicant submission, December 2020)

Planning Scheme Amendment C238

5. On 01 February 2021, the Minister for Planning formally gazetted Planning Scheme Amendment C238, which introduces a Development Contributions Plan Overlay over the entire municipality. This overlay requires developers to pay a contribution towards essential city infrastructure like roads and footpaths, as well as community facilities. The requirements of this provision have immediate effect. A condition and a note have been included in the recommendation to require the development contributions to be met prior to commencement of the development.

The Proposal

6. The proposal is for construction of a multi-storey building containing office, food and drink (cafe) premises and retail premises (no permit required for uses) and a reduction in the car parking and visitor bicycle space requirements. The proposal can be described in more detail as follows:

Use

(a) The application proposes to use the land for:
   (i) office, with a net floor area of 3,382sqm;
   (ii) food and drink premises (café), with a leasable floor area of 279sqm, and;
   (iii) retail premises, with a leasable floor area of 217sqm.

(b) A planning permit is not required for any of the proposed uses.

Development

General

(c) The development proposes an eight-storey building. This comprises a five-storey podium base presenting to Johnston Street, which transitions to a three-storey podium base presenting to Rich and Little Turner Streets. Above these podiums, mid and upper levels are provided with greater setbacks as the development ascends to a building height of eight storeys (28.5m), Including roof level services, the development has an overall height of 31.5m. More specifically, the development seeks:
   (i) a five-storey (18m) street wall to Johnston Street;
   (ii) three-storey (11m) street walls to Rich Street and Little Turner Street;
   (iii) a maximum building height of 28.5m (31.5m including roof level services);
   (iv) upper level setback to Johnston Street of 7.5m;
   (v) mid-level setbacks to Rich Street ranging from 0m to 3m;
   (vi) upper-level setbacks to Rich Street ranging from 3m to 6m;
   (vii) staggered mid-level and upper-level setbacks to Little Turner Street, with these increasing as the development ascends in height.

(d) The development proposes a total of 42 car spaces, 34 employee bicycle spaces and 10 visitor bicycle spaces.

Basement

(e) One basement level will be accessed via a ramp at Little Turner Street, with the following features:
   (i) A total of 42 car spaces including 41 car stacker spaces and one conventional, accessible car space.
   (ii) Two service areas;
   (iii) Waste storage room;
   (iv) 15,000L rainwater tank;
   (v) lift and stairwell, and
   (vi) Holding bay and traffic signal within the vehicle accessway for internal traffic management.

(f) The basement is proposed to be constructed to all site boundaries save for a 3m by 3m splay at the southwest corner of the lot.

Ground Floor

(g) The ground level will be constructed to all title boundaries save for a 3m by 3m splay at the southwest corner of the lot.
(h) The retail tenancy will present to the entire Johnston Street frontage as well the southern section of the Rich Street frontage.
(i) The food and drink premises tenancy will present to northern section of the Rich Street frontage.
(j) The principal pedestrian entrance is located centrally along the Rich Street frontage and has a width of approximately 3.5m;
(k) Directly north of the principal pedestrian entrance is a booster cupboard (approximate width of 3.5m).
(l) The northern end of the Rich Street frontage comprises bench seating (within title boundaries) facing the street and an alfresco area, both associated with the food and drink premises.
(m) The ground floor provides a lift core towards the eastern boundary. At the eastern boundary is an internal employee bicycle storage compound with:
    (i) 27 vertical bicycle spaces;
    (ii) 7 horizontal bicycle spaces (total of 34 employee spaces);
    (iii) Two accessible toilets;
    (iv) 6 shower / change rooms, and;
    (v) A total of 32 lockers.
(n) The easternmost section of the Little Turner Street frontage is dedicated to vehicle access with a ramp width of 3.6m and a crossover width of 7.5m (achieved through the use of a curved wall). The remainder of the Little Turner Street frontage is composed of mesh screening with glazing behind.

Ground Floor Public Realm Works

(o) The application proposes to remove the 21m-wide crossover along Rich Street and replace it with a kerb extension which includes:
    (i) A designated area for footpath trading associated with the proposed food and drink premises (depicted on the landscape plan only);
    (ii) Ten visitor bicycle spaces (five horizontal hoops);
    (iii) Two seating benches;
    (iv) Replanting of the existing garden bed (towards Johnston Street);
    (v) Provision of a new street tree on the Johnston Street footpath.

Levels 1 and 2

(p) Each of these levels feature 742sqm of office floor space and extend fully across the entire subject site. The lift and services core is provided towards the eastern boundary.

Levels 3 and 4

(q) As the development ascends above the rear, three-storey podium, Levels 3 and 4 are provided with a diagonal setback from Rich Street and greater northern setbacks and lesser floor area:
    (i) Level 3 has a northern setback of between 2.9m to 12.9m with an office floor area of 535sqm, and is provided with a north-facing terrace (115sqm);
    (ii) Level 4 has a northern setback of between 7.3m to 12.9m with an office floor area of 514sqm;

Levels 5, 6 and 7

(r) Above Level 4, all levels are provided with a setback of 7.5m from Johnston Street, an increased, diagonal setback from Rich Street, with the aforementioned increases in northern setbacks and reduced office floor area as the development ascends in height:
    (i) Level 5 has a northern setback of between 7.3m to 12.9m with an office floor area of 301sqm and is provided with a south-facing terrace

(ii) Level 6 has a northern setback of between 10.4m to 12.9m with an office floor area of 280sqm;
(iii) Level 7 has a northern setback of 12.9m and an office floor area of 259sqm;

Roof Level

(s) A plant room is provided on the roof, with a setback of 13.35m from Johnston Street, a setback of 7.5m from Rich Street and rear setback of 1.7m.
(t) The lift overrun is incorporated into the plant room whilst the stairwell is located to the north of the plant room (having a rear setback of approximately 14m).
(u) Solar panels are provided across the northern section of the roof area, with a minimum capacity of 10kW.

Materials and finishes

(v) The development proposes a mix of powdercoated metal frame (dark green colour), painted concrete (dark green colour), marble slab (dark green colour, to ground floor facades only), metal mesh screen (dark green colour), glazing (aluminium framing in a black colour) and bluestone pavers to the public realm surfacing on Rich Street.
(w) The form of the proposed building is rectilinear with square format fenestration across the street wall facades of the building and more fine-grained, vertical-rectangular formats at the upper levels;
(x) Eastern boundary walls composed of painted concrete with façade patterning to reference the fenestration formats of the building facades.
(y) The plant and services area is provided with the aforementioned metal mesh screen.

7. A three-dimensional perspective of the development is provided below at Figure 2.



Figure 2: Three dimensional render of the proposed development showing the southern and eastern façades of the building as viewed from Johnston Street (Applicant Submission).

Existing Conditions

Subject Site

8. The subject site includes two properties – No. 350-356 Johnston Street and No. 2 Rich Street. The overall subject site is rectangular in shape and located at the northeast corner of Johnston and Rich Street, in Abbotsford. The site has a frontage to Johnston Street of 20.12m and a depth of 31.7m, with a total site area of 638 square metres.
The site abuts Little Turner Street at the rear of the site, with a rear boundary width of 20.12m.

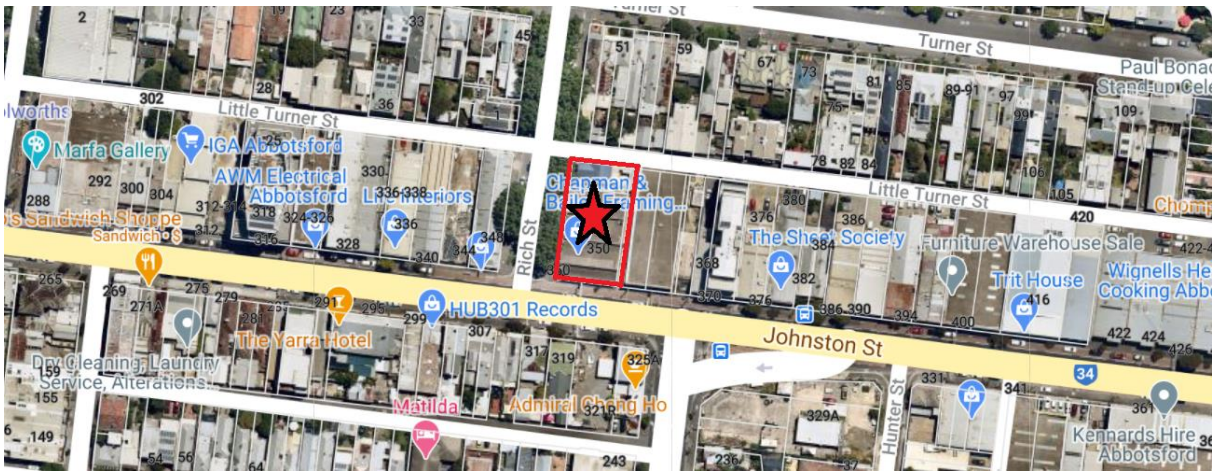


Figure 3: The subject site (red outline) and surrounding land (Nearmap, December 2020)

9. The southern section of the site (i.e. No. 350 – 356 Johnston Street) is developed with a part single-storey and part double-storey brick warehouse building which presents to Johnston Street and Rich Street with street walls roughly 5m in height and punctuated with a recessed pedestrian entrance to Johnston Street and windows to both streets. The building has a warehouse access door on Rich Street as well as an undercroft car parking area which is wide enough to accommodate four vehicles on site. The building has a saw-tooth, pitched roof and full site coverage save for a pedestrian splay located at the southwest corner of the site. The building is currently used as a restricted retail premises for a art framing business.

10. The northern section of the site (i.e. No. 2 Rich Street) is developed with a single-storey, Edwardian-era, timber weatherboard dwelling and presents to Rich Street. The dwelling is set back approximately 3m from Rich Street and has an area of secluded private open space (**SPOS**) towards the rear (east) of the lot. The dwelling presents to Rich Street with high front fencing and a roller door associated with a front carport. The dwelling presents to Little Turner Street with timber paling fencing (approximately 1.6m in height). Across the overall subject site, crossovers take up the majority of the Rich Street footpath, with a total width of 22m.



Figure 4: The subject site as it presents to Rich Street (Google Street View, 2019)



Figure 5: The subject site viewed from the corner of Johnston and Rich Streets.

Surrounding Land

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

12. The surrounding land is defined by the Johnston Street Neighbourhood Activity Centre (NAC), which is largely zoned C1Z and includes a wide range of commercial and community offerings. Public transport is readily available to the site with bus services on Johnston Street and Victoria Park Railway Station 300m west. To the north and south of the Johnston Street NAC are low-rise, residential areas, zoned Neighbourhood Residential (north) and General Residential (south). This zoning context is depicted at figure 6 below.

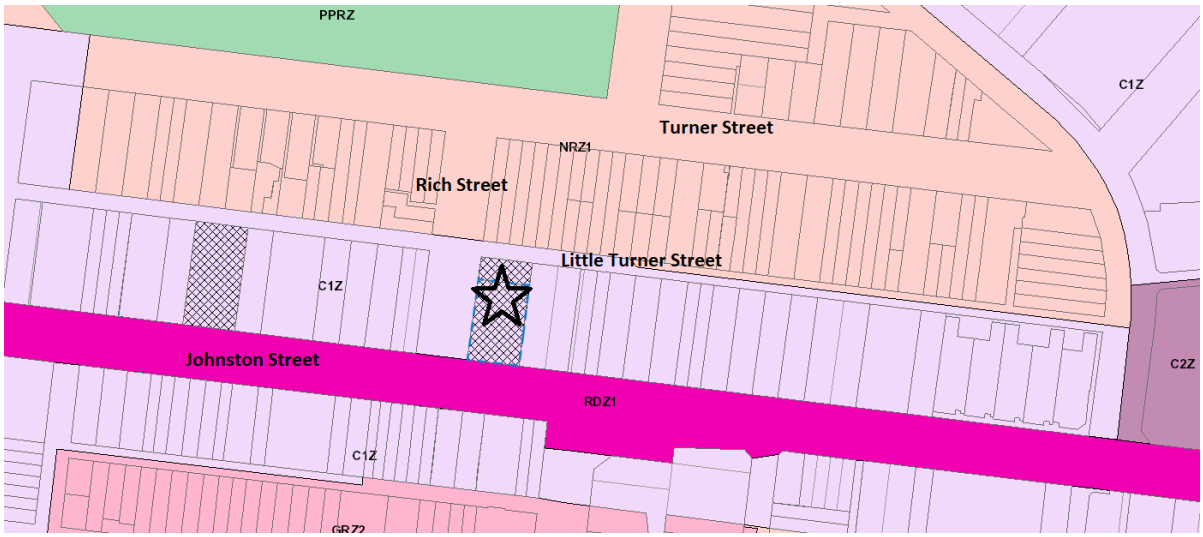


Figure 6: The zoning context of the surrounding land. (Victorian Government, February 2021)

13. To the immediate west of the site, is Rich Street, a two-way street (approximately 10m wide) with on-street car parking and established street trees on both side of the street.

14. Further west, at No. 346 Johnston Street, is single-storey, red brick building used as an office for a signage company. The building is constructed flush to Johnston, Rich and Little Turner Streets. Vehicle access to the site is gained towards the northern section of Rich Street.

15. To the immediate north is Little Turner Street, a 6 metre wide bluestone laneway that connects with Trenerry Crescent to the east and Rich Street to the west. The majority of properties on the northern edge present to Little Turner Street with 'back-of-house' elements such as garages or roller doors. There are also contemporary in-fill townhouse dwellings which front Little Turner Street, the closest of which is No. 60 Little Turner Street which has its pedestrian entrance and garage door at ground floor, with south-facing habitable room windows at first floor facing Little Turner Street.

16. To the north of Little Turner Street is a row of six Victorian-era, single-storey brick dwellings at Nos. 47 – 57 Turner Street. These dwellings have high site coverage and are generally constructed to their side boundaries. The majority of the dwellings (all except No. 51 Turner Street) have garages presenting to Little Turner Street with their respective areas of secluded private open space (SPOS) to the north of each garage. No. 51 Turner Street has a larger area of SPOS that extends to the Little Turner Street boundary, presenting to the street with timber paling fence. All of these dwellings feature south-facing habitable room windows which address the subject site.

17. To the north of the subject site, on the western side of Rich Street are two, Victorian-era, double-storey brick dwellings, both of which feature small front gardens, habitable room windows and first-floor balconies fronting Rich Street. Both dwellings have areas of SPOS towards the rear of their respective lots (i.e. away from the subject site).



Figure 7: Garages of four out of five Turner Street dwellings facing Little Turner St. (Applicant submission, 2020)

18. To the immediate south is Johnston Street, which has a width of approximately 20 metres and carries five lanes of traffic. The Road Zone, Category 1 applies to Johnston Street.

19. On the southern side of Johnston Street, opposite the subject site, at No. 319 Johnston Street is a single-storey Victorian-era timber dwelling with north-facing habitable room windows fronting Johnston Street and a rear area of SPOS at the southern end of the lot. This dwelling is located in the C1Z. To the east of No. 319 Johnston Street (also opposite the subject site), at No. 321 Johnston Street is a vacant parcel of land that had approval for a three-storey townhouses development under Planning Permit PLN14/0193 (it should be noted, however, that this permit has expired).

20. The Victoria Park community hub and recreation facility is also a significant feature of the area and is located 70 metres north of the site.

21. The subject site forms part of a linear commercial precinct zoned C1Z (with some C2Z land towards the Yarra River) in northern Abbotsford, which, pursuant to the Spatial Economic and Employment Strategy (SEES), is referred to as the Johnston Street East Emerging Activity Centre. This area includes Johnston Street between Hoddle Street (west) to the Yarra River (east) as well as Trenerry Crescent and Abbotsford Convent. The area has a range of commercial offerings including office, restricted retail and warehouses with a concentration of retail and hospitality offerings located in the western section near Victoria park Railway Station.

22. The precinct is typified by an older building stock (Victorian through to post-war eras) industrial and commercial buildings of 1-2 storeys as well as an emergent character of mid-rise contemporary office and apartment developments of up to 12 storeys. The older building stock typically has high site coverage with buildings presenting to the public realm with sheer walls and 0m street setbacks. The emerging developments in the area provide contemporary architectural responses, typically with rectilinear forms and materials including concrete, metal cladding and facades with high proportions of glazing. Examples of this emergent character include the following:

Permit No. (Address)	Description	Image
PLN16/1188 (329 Johnston Street)	Eight storey apartment development – permit issued in 2018, works have not yet commenced.	
PLN16/0471 (344 Johnston Street)	Seven-storey apartment development, permit issued in 2017, works have not yet commenced	
PLN11/0770 (370 Johnston Street)	Six-storey mixed-use development, permit issued in 2012, development completed.	
PLN15/0644 (316 - 322 Johnston Street)	Nine-storey apartment development, permit issued in 2016, construction nearing completion.	
PLN16/1155 (312 – 314 Johnston Street)	Seven-storey apartment development, permit issued in 2018, construction commenced.	

Permit No. (Address)	Description	Image
PLN15/0612 (247 – 259 Johnston Street)	12-storey, mixed use development, permit issued in 2017, construction completed.	

Planning Scheme Provisions

Zoning

Commercial 1 Zone

23. Pursuant to Clause 34.01-1 of the Yarra Planning Scheme (the Scheme), a planning permit is not required for the use of the land for office, food and drinks premise or retail.

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

Overlays

25. The subject site is affected by the Design and Development Overlay (Schedule 15). Pursuant to Clause 43.02-2, a planning permit is required to construct a building or construct or carry out works. Schedule 15 provides comprehensive design guidelines and built form controls, with the latter outlined in the following table:

Item	DDO15 Built form Control
Preferred maximum building height	24m
Mandatory maximum building height	31m
Preferred maximum street wall height (Johnston Street)	15m
Mandatory maximum street wall height (Johnston Street)	18m
Preferred rear interface (northern boundary wall height)	11m
Preferred min. mid level setback (Johnston St)	6m
Preferred min. upper level setback (Johnston St)	45 degrees above 18m
Preferred min. upper level setback (Little Turner St)	45 degrees above 11m
Preferred min. upper level setback (Rich St)	3m
Building projections	*Projections such as balconies and building services must not intrude into a setback*

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

Particular Provisions

Clause 52.06 – Car parking

27. 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 use (pursuant to Table 1 at Clause 52.06-5), the proposed car parking provision on site and the resultant car parking reduction. The subject site is located within the 'Principal Public Transport Network' and therefore the reduced requirements of column B of Table 1 apply. Clause 52.06-5 states a car parking reduction that is not a whole number is to be rounded down to the nearest whole number.

Land Use	Units/Area proposed	Rate	No. required	No. proposed	Reduction sought
Office	3382 sqm net floor area	3 car parking spaces per 100sqm of net floor area	101	-	-
Food and Drink Premises / Retail*	496 sqm leasable floor area	3.5 spaces per 100sqm of leasable floor area	17	-	-
		Total	**118**	**42**	**76**

*the sub-category 'Shop' has been used for the purposes of this assessment, which has a higher requirement than other retail sub-categories.

28. 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 76 spaces is sought.

Clause 53.18 – Stormwater Management in Urban Development

29. The purpose of this provision is to *ensure that stormwater in urban development…is managed to mitigate the impacts of stormwater on the environment, property and public safety.* The provision requires that new development achieve industry best practice with regards to stormwater management, mirroring the requirements of local policy at clause 22.16. The provision is relevant to the application as the proposed building has a gross floor area of greater than 50sqm.

Clause 52.34 – Bicycle facilities

30. A new use must not commence or the floor area of an existing use must not be increased until the required bicycle facilities have been provided on the land (i.e. within the title boundaries of the subject site). The table below outlines the bicycle parking requirements for the proposed use. Clause 52.34-5 outlines that if the applicable requirement is not a whole number, then the requirement is to the nearest whole number. If the fraction is one-half, the requirement is the next whole number.

Land Use	Units/Area proposed	Rate	No. required	No. proposed	Surplus / Shortfall
Office	3382 sqm net floor area	*Employee spaces* 1 space to each 300m^2 net floor area (if the net floor area exceeds 1000m^2)	11		
		Visitor spaces 1 visitor space to each 1000sq.m. of net floor area (if the net floor area exceeds 1000m^2)	3		
		Showers / Change Rooms 1 to the first 5 employee spaces and 1 to each additional 10 employee spaces	2		

Land Use	Units/Area proposed	Rate	No. required	No. proposed	Surplus / Shortfall
Food and Drink Premises / Retail	496 sqm leasable floor area	*Employee spaces* 1 space to each 300m^2 leasable floor area	2		
		Shopper spaces 1 space to each 500m^2 leasable floor area	1		
		Showers / Change Rooms Only applicable if 5 or more bicycle spaces required by use	0		
Total		***Employee spaces***	**13**	**34**	**+21**
		Visitor / Shopper spaces	**4**	**0**	**-4**
		Showers / Change Rooms	**2**	**6**	**+4**

31. As detailed in the above table, the proposal provides a surplus of 21 employee spaces and 4 showers / change rooms. As such, a planning permit is not triggered under this provision for employee space or showers change rooms. The application does not provide any visitor spaces within title boundaries, and therefore seeks a visitor space reduction of 4 spaces. It should be noted that ten visitor spaces are proposed outside of title boundaries as part of the proposed kerb extension works along Rich Street.

General Provisions

32. 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 Planning Policy Framework, Local Planning Policy Framework and any local policy, as well as the purpose of the zone, overlay or any other provision.

Planning Policy Framework (PPF)

33. Relevant clauses are as follows:

Clause 11.01-1R (Settlement - Metropolitan Melbourne)

34. 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)

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

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

36. Relevant strategies are:

(a) *Support the development and growth of Metropolitan Activity Centres by ensuring they:*
   (i) *Are able to accommodate significant growth for a broad range of land uses.*
   (ii) *Are supported with appropriate infrastructure.*
   (iii) *Are hubs for public transport services.*
   (iv) *Offer good connectivity for a regional catchment.*
   (v) *Provide high levels of amenity.*

Clause 15.01 (Built Environment and Heritage)

37. This clause outlines the following guidelines;
   (a) *Planning should ensure all land use and development appropriately responds to its surrounding landscape and character, valued built form and cultural context.*
   (b) *Planning must support the establishment and maintenance of communities by delivering functional, accessible, safe and diverse physical and social environments, through the appropriate location of use and development and through high quality buildings and urban design.*
   (c) *Planning should promote development that is environmentally sustainable and should minimise detrimental impacts on the built and natural environment.*
   (d) *Planning should promote excellence in the built environment and create places that:*
      (i) Are enjoyable, engaging and comfortable to be in.
      (ii) Accommodate people of all abilities, ages and cultures.
      (iii) Contribute positively to local character and sense of place.
      (iv) Reflect the particular characteristics and cultural identity of the community.
      (v) Enhance the function, amenity and safety of the public realm.

Clause 15.01-1S (Urban design)

38. The objective is:
   (a) *To create urban environments that are safe, functional and provide good quality environments with a sense of place and cultural identity.*

Clause 15.01-1R (Urban design - Metropolitan Melbourne)

39. The objective is:
   (a) *To create distinctive and liveable city with quality design and amenity.*

Clause 15.01-2S (Building Design)

40. The objective is:
   (a) *To achieve building design outcomes that contribute positively to the local context and enhance the public realm*.

41. The strategies of this clause are:
   (a) *Ensure the site analysis provides the basis for the consideration of height, scale and massing of new development.*
   (b) *Ensure development responds and contributes to the strategic and cultural context of its location.*
   (c) *Minimise the detrimental impact of development on neighbouring properties, the public realm and the natural environment.*
   (d) *Ensure the form, scale, and appearance of development enhances the function and amenity of the public realm.*
   (e) *Ensure buildings and their interface with the public realm support personal safety, perceptions of safety and property security.*
   (f) *Ensure development provides safe access and egress for pedestrians, cyclists and vehicles.*
   (g) *Ensure development provides landscaping that responds to its site context, enhances the built form and creates safe and attractive spaces.*

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

42. 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)

43. The objective is:
    (a) *To recognise, support and protect neighbourhood character, cultural identity, and sense of place*.

44. Strategies are:
    (a) *Ensure development responds to cultural identity and contributes to existing or preferred neighbourhood character.*
    (b) *Ensure development responds to its context and reinforces a sense of place and the valued features and characteristics of the local environment and place by emphasising the:*
        (i) Pattern of local urban structure and subdivision.
        (ii) Underlying natural landscape character and significant vegetation.
        (iii) Heritage values and built form that reflect community identity.

Clause 15.02 (Sustainable Development)
Clause 15.02-1S (Energy and resource efficiency)

45. The objective is:
    (a) *To encourage land use and development that is consistent with the efficient use of energy and the minimisation of greenhouse gas emissions.*

Clause 17 (Economic development)

46. The clause states:
    (a) *Planning is to contribute to the economic wellbeing of the state and foster economic growth by providing land, facilitating decisions and resolving land use conflicts, so that each region may build on its strengths and achieve its economic potential.*

Clause 17.01-1S (Diversified economy)
47. The objective is:
    (a) *To strengthen and diversify the economy*.

48. 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)
49. Strategies include:
    (a) *Facilitate the development of National Employment and Innovation Clusters by ensuring they:*
        (i) Have a high level of amenity to attract businesses and workers;
        (ii) Are supported by good public transport services and integrated walking and cycling paths;
        (iii) Maximise investment opportunities for the location of knowledge intensive firms and jobs.

Clause 17.02-1S (Business)

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

51. Relevant strategies include:
    (a) *Plan for an adequate supply of commercial land in appropriate locations.*
    (b) *Ensure commercial facilities are aggregated and provide net community benefit in relation to their viability, accessibility and efficient use of infrastructure.*
    (c) *Locate commercial facilities in existing or planned activity centres*

Clause 18.02-1S – (Sustainable personal transport)

52. The objective is:
    (a) *To promote the use of sustainable personal transport.*

53. Relevant strategies are:
    (a) *Encourage the use of walking and cycling by creating environments that are safe and attractive.*
    (b) *Develop high quality pedestrian environments that are accessible to footpath-bound vehicles such as wheelchairs, prams and scooters.*
    (c) *Require the provision of adequate bicycle parking and related facilities to meet demand at education, recreation, transport, shopping and community facilities and other major attractions when issuing planning approvals.*
    (d) *Ensure provision of bicycle end-of-trip facilities in commercial buildings*

Clause 18.02-1R (Sustainable personal transport- Metropolitan Melbourne)

54. Strategies of this policy are:
    (a) *Improve local travel options for walking and cycling to support 20 minute neighbourhoods.*
    (b) *Develop local cycling networks and new cycling facilities that support the development of 20-minute neighbourhoods and that link to and complement the metropolitan-wide network of bicycle routes - the Principal Bicycle Network*

Clause 18.02-2S (Public Transport)

55. The objective is:
    (a) *To facilitate greater use of public transport and promote increased development close to high-quality public transport routes.*

Clause 18.02-2R (Principal Public Transport Network)

56. A relevant strategy of this clause is to:
    (a) *Maximise the use of existing infrastructure and increase the diversity and density of development along the Principal Public Transport Network, particularly at interchanges, activity centres and where principal public transport routes intersect.*

Clause 18.02-4S (Car Parking)

57. The objective is:
    (a) *To ensure an adequate supply of car parking that is appropriately designed and located.*

58. A relevant strategy is:

(a) *Protect the amenity of residential precincts from the effects of road congestion created by on-street parking.*

Local Planning Policy Framework (LPPF)

59. Relevant clauses are as follows:

Clause 21.04-3 (Industry, office and commercial)

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

61. The clause also acknowledges that Yarra's *commercial and industrial sectors underpin a sustainable economy and provide employment. Yarra plans to retain and foster a diverse and viable economic base.*

Clause 21.05-2 (Urban design)

62. The relevant objectives and strategies are:
    (a) *Objective 16 To reinforce the existing urban framework of Yarra;*
    (b) *Objective 17 To retain Yarra's identity as a low-rise urban form with pockets of higher development.*
        (i) Strategy 17.2 encourages new development to be no more than five – six storeys unless it can be demonstrated that the development can achieve specific benefits such as:
            - *Significant upper level setbacks*
            - *Architectural design excellence*
            - *Best practice environmental sustainability objectives in design and construction*
            - *High quality restoration and adaptive re-use of heritage buildings*
            - *Positive contribution to the enhancement of the public domain*
            - *Provision of affordable housing.*
    (c) *Objective 18 To retain, enhance and extend Yarra's fine grain street pattern;*
    (d) *Objective 20 To ensure that new development contributes positively to Yarra's urban fabric;*
    (e) *Objective 21 To enhance the built form character of Yarra's activity centres;*
        (i) Strategy 21.1 Require development within Yarra's activity centres to respect and not dominate existing built form; and
    (f) *Objective 22 To encourage the provision of universal access in new development.*

Clause 21.05-4 (Public environment)

63. The relevant objective and strategies are:
    (a) *Objective 28 To provide a public environment that encourages community interaction and activity:*
        (i) Strategy 28.1 Encourage universal access to all new public spaces and buildings
        (ii) Strategy 28.2 Ensure that buildings have a human scale at street level.
        (iii) Strategy 28.3 Require buildings and public spaces to provide a safe and attractive public environment.

Clause 21.05-3 (Built form character)

64. The relevant objective is:
    (a) *Objective 27 To improve the interface of development with the street in non-residential areas.*

Clause 21.06 (Transport)

65. 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)

66. This clause builds upon the Objectives outlined at Clause 18, promoting cycling, walking and public transport as alternatives to private motor vehicle usage.

(a) *Objective 30 To provide safe and convenient bicycle environments:*
(i) Strategy 30.2 Minimise vehicle crossovers on street frontages.

Clause 21.06-2 (Public transport)

(b) *Objective 31 To facilitate public transport usage.*
(i) Strategy 31.1 Require new development that generates high numbers of trips to be easily accessible by public transport.

Clause 21.06-3 (The road system and parking)

(c) *Objective 32 To reduce the reliance on the private motor car.*

Clause 21.07-1 (Environmentally sustainable development)

67. 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 21.08-1 Neighbourhoods (Abbotsford)

68. Clause 21.08-1 describes the Abbotsford area in the following way:
(a) Abbotsford is a highly varied neighbourhood with a substantial number of industrial and commercial buildings of various types and eras. The residential precincts are surrounded by industrial development located in the vicinity of Hoddle Street and the Yarra River.
(b) Victoria Park is a major cultural and recreational asset of Yarra. Surrounding Victoria Park is a residential area which is Victorian in origin. To the south of Johnston Street residential areas consist of Victorian and Edwardian streetscapes with a substantial amount of weatherboard housing. These residential neighbourhoods have a consistent character which must be protected.

69. Within Figure 5 of Clause 21.08-1, the subject site is identified as being within the Johnson Street Neighbourhood Activity Centre. Figure 6 of Clause 21.08-1 shows the site as being partly within a main road area where the objectives include to '*maintain the hard urban edge of development along main roads'* and '*reflect the fine grain of the subdivision pattern in building design where this exists along main roads'*.

70. This clause focuses on the local area implementation of the objectives and strategies set out in the MSS. Currently, the clause only relates to the Johnston Street Activity Centre (east of Smith Street). The clause provides the following vision for the centre:

(a) *Johnston Street will continue to evolve into a vibrant activity centre that serves the day to day needs of the local community whilst supporting employment, business and creative opportunities. The area will accommodate a diverse and growing population, well connected by sustainable forms of transport, with activity focussed around Victoria Park Station.*

71. The clause nominates the subject site as being within Precinct 2 (Johnston Street East), for which the following precinct vision is provided:

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

Relevant Local Policies

72. Relevant clauses are as follows:

Clause 22.05 (Interface Uses Policy)

73. The relevant policy is:
(a) *New non-residential use and development within Business and Mixed Use and Industrial Zones are designed to minimise noise and visual amenity impacts upon nearby, existing residential properties.*

Clause 22.07 (Development abutting laneways)

74. This policy applies to applications for development that is accessed from a laneway or has laneway abuttal, with the relevant objectives as follows;
(a) *To provide an environment which has a feeling of safety for users of the laneway.*
(b) *To ensure that development along a laneway acknowledges the unique character of the laneway.*
(c) *To ensure that where development is accessed off a laneway, all services can be provided to the development. To ensure that development along a laneway is provided with safe pedestrian and vehicular access.*

Clause 22.10 (Built form and design policy)

75. 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.

76. 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)

77. 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)

78. The overarching objective is that development should achieve best practice in environmentally sustainable development from the design stage through to construction and operation. The considerations are energy performance, water resources, indoor environment quality, storm water management, transport, waste management and urban ecology.

Other Relevant Documents

Spatial Economic and Employment Strategy

79. 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.

80. 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.

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

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

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

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

83. 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

84. 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

85. The application was advertised under the provisions of Section 52 of the *Planning and Environment Act (1987)* by 611 letters sent to surrounding owners and occupiers and by three signs displayed on site. Council received a total of 22 objections, the grounds of which are summarised as follows:
    (a) Concerns regarding the proposed design, including the building height and massing not complying with built form controls of the DDO15;
    (b) Off-site amenity impacts (including overlooking, overshadowing, loss of daylight and visual bulk);
    (c) Impacts to the Victoria Park heritage precinct;
    (d) Visibility of roof level services;
    (e) Wind impacts;
    (f) Impacts to existing street trees;
    (g) Traffic, car parking and loading concerns;
    (h) Noise impacts associated with the food and drink premises, vehicle entry door and car stacker system;
    (i) Concerns regarding construction noise and traffic;
    (j) Concerns about maintenance of the proposed landscaping, and;
    (k) Loss of property values.

86. The application was amended pursuant to Section 57A of the *Planning and Environment Act 1987* on 14 December 2020. Key changes included:
    (a) Reduction in the building footprint at Levels 3, 4, 5, 6 and 7 by increased northern setbacks at these levels (see figure 1 below).
    (b) Waste Management Plan, Sustainable Management Plan and Landscape Plan updated in response to comments from internal council units.

87. The amended plans were re-advertised under the provisions of Section 57B of the *Planning and Environment Act 1987* by 97 letters sent to surrounding owners and occupiers (including all original objectors. An additional five objections were received (1 of which were from new objectors that had not objected to the original proposal). The grounds of these objections can be summarised in the same way as the previous paragraph.

88. A planning consultation meeting was not held due to public health risks associated with the coronavirus pandemic.

Referrals

89. The majority of referral comments are based on the amended plans. The only referral comments that are not based on the amended plans are the external wind consultant comments. There was no need to re-refer the amended plans to the external wind consultant as the proposed changes result in a reduction in built form and therefore will have no tangible impact on wind flow (compared to the original plans).

90. It should be noted that the external urban design comments are in two parts; the first being a detailed assessment of the original plans (i.e. superseded plans) which includes a number of recommendations that are still relevant to the amended plans. The second set of comments is a brief assessment of the amended plans. The two sets of comments are intended to be read together.

External Referrals

91. The application was referred to the following consultants:
    (a) External urban design consultant (Kinetica);
    (b) External wind consultant (MEL Consultants).

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

Internal Referrals

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

    (a) Engineering Services Unit;
    (b) ESD Advisor;
    (c) Waste Unit;
    (d) Open Space Unit;
    (e) Strategic Transport Unit;
    (f) Urban Design Unit (public realm only);
    (g) Streetscapes and Natural Values Unit, and;
    (h) Civil Engineering Unit.

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

OFFICER ASSESSMENT

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

    (a) Policy and strategic support;
    (b) Built form;
    (c) On-site amenity;
    (d) Off-site amenity;
    (e) Car parking, vehicle access, traffic, loading and waste;
    (f) Bicycle facilities; and
    (g) Objector concerns.

Policy and Strategic Support

96. The proposed development has strong strategic support at State and local level. 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 uses (office, food & drinks and retail) are all Section 1 uses (no permit required) which indicates strong strategic support.

97. The subject site is also located within the Johnston Street NAC, which provides a wide range of retail, community and hospitality offerings with good public transport links. This ensures that the site is well serviced by local infrastructure and commercial offerings. Planning policy (such as clauses 11.03-1R and 18.01-1S) encourage the concentration of development within activity centres and more intense development on sites well connected to public transport.

98. The site and adjacent land are located in the C1Z and form part of the Johnston Street East Emerging Activity Centre, as identified by the SEES. The proposal complies with the strategic direction outlined for this precinct within the SEES by continuing the industrial/commercial use of the site in a more intensive form, in order to facilitate greater employment opportunities in the area.

99. At a State level, the metropolitan planning strategy *Plan Melbourne* seeks to create 20-minute neighbourhoods, where people can access most of their everyday needs (including employment) within a 20-minute walk, cycle or public transport commute. These neighbourhoods must be safe, accessible and well connected for pedestrians and cyclists.

100. The site fulfils these criteria as it is within the Johnston Street NAC, which, as previously described, provides a wide range of retail, community and hospitality offerings with good public transport services including direct access to bus services on Johnston Street and Victoria Park Railway Station (300m west). The site is also within 250m of the office / industrial precinct that runs between Trenerry Crescent and the Yarra River.

101. This site context thereby encourages the use of alternative modes of transport to and from the site rather than the reliance on motor vehicles. This is encouraged by clauses 18.02 – *Movement Networks*; 21.06-3 – *The Road System and Parking*; and 21.03 – *Vision* of the Scheme. Further, the site is located within proximity to a comprehensive cycling network; with the Main Yarra Trail (300m northeast) and the 'Copenhagen-style' bicycle lanes established along Wellington Street (1km west), both of which are highly utilised commuter routes for cyclists.

102. The zoning of the land preferences uses such as offices. This is further supported by the DDO15, which has a future vision of mid-rise development for the Johnston Street NAC. The proposed development also largely complies with the built form controls contained within the DDO15, giving further evidence of the strategic support for higher densities in this part of the municipality. Local policy at Clause 21.12 provides a strategic vision for the Johnston Street NAC and states that *more prominent, well-designed and contemporary built form character will emerge with well-designed buildings with well-activated ground floor frontages and articulated façades*

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

Built Form

104. This section of the report considers the built form of the proposed development and is guided principally by the DDO15 at Clause 43.02-17. This assessment is also based upon the decision guidelines of the Commercial 1 Zone at clause 34.01-7 and local policy at clauses 21.05 – Urban design; 22.05 – Interface Uses Policy and 22.10 – Built form and design policy.

105. These provisions and policies seek a development that responds to the existing or preferred neighbourhood character and provides a contextual urban design response reflective of the aspirations of the area. Particular regard must be given to the site context, building height, massing, architectural response, the pedestrian experience and the development's interface with sensitive uses. These will be considered in the following paragraphs.

Site Context

106. As outlined earlier within this report, built form in the immediate area is mixed, with an emergence of contemporary, higher-scale development evident in the commercially-zoned strip along Johnston Street. These developments are interspersed throughout a streetscape that is defined by hard-edged commercial buildings, typically provided with 0m street setbacks.

107. To the north on the opposite side of Little Turner Street, land is residential and defined by dwellings of one-two stories situated on narrow allotments. The most proximate dwellings are Nos 47 – 53 Turner Street, which have south-facing areas of SPOS that address the subject site. Clauses 22.05, 22.10, the DDO15 and the decision guidelines of the zone require that new development respond appropriately to sensitive residential interfaces.

108. The proposal has responded through a 11m high northern boundary wall with upper levels set back in a simple, staggered alignment with northern setbacks increasing as the development ascends from Level 3 to 7. This design response acknowledges Little Turner Street as the border between the commercially-zoned land along Johnston Street and the residential context to the north. A more detailed assessment of amenity impacts to the residential interfaces will be provided in a latter section of this report.

109. As outlined previously, there is no dispute that strategically the subject site is well-located for a higher-density development, being located in the C1Z within the Johnston Street NAC, with excellent access to cycling networks, public transport, services and facilities. Based on these attributes, it is a reasonable expectation that this site will experience intensification in use and development.

Heritage

110. The subject site is not affected by a heritage overlay and as such, no consideration is warranted for the proposed demolition of the existing building on site (as this does not trigger a planning permit).

111. North of the subject site (opposite Little Turner Street) is the Victoria Park Heritage Precinct (Schedule 337 to the Heritage Overlay) which comprises single and double-storey buildings of the Victorian and Edwardian eras. The DDO15 encourages heritage buildings along Johnston Street to be preserved and respected through appropriate development, however the DDO15 does not identify any need to respond to heritage buildings outside the Johnston Street NAC. Notwithstanding this, the proposed development will have little impact on the heritage precinct given that the subject site is delineated from the heritage precinct by Little Turner Street. Neither Rich Street nor Little Turner Street have an appreciable heritage streetscape, with the latter defined by back-of-house buildings and contemporary in-fill development. Rather, the contributory elements of the precinct are seen in the Turner Street streetscape. As such, the proposed development will not obscure views of the heritage precinct.

112. Part of the development will be visible (in long range views) from Turner Street, however this will not affect the significance of the heritage precinct as the development will clearly read as a separate, contemporary building away from the precinct.

Building Height

113. The development proposes a solid built-form height ranging from three storeys (podium to Rich and Little Turner Street) to five storeys (podium to Johnston Street) and up to a total building height of 28.5m (31.5m including roof services). The development has been assessed against the building height controls of the DDO15 in the table below.

Item	DDO15	Proposal	Complies?
Preferred maximum building height	24m	28.5m	No
Mandatory maximum building height	31m	28.5m	Yes
Preferred maximum street wall height (Johnston Street)	15m	18m	No
Mandatory maximum street wall height (Johnston Street)	18m	18m	Yes
Preferred rear interface (northern boundary wall height)	11m	11m	Yes

114. As demonstrated above, the development, with a building height of 28.5m, complies with all mandatory height controls set out in the DDO15. The development, however, seeks to exceed the preferred building height (24m) by 4.5m and the preferred Johnston Street wall height (15m) by 3m. The DDO15 states that a permit should not be granted to exceed the preferred maximum building height unless the following criteria are met:

(a) *The building elements permitted by the proposed variation satisfy the design objectives of Clause 1.0 and the provisions of Clause 21.12–1.*

(b) *The proposal will achieve each of the following:*
- *(i) Housing for diverse households types.*
- *(ii) Universal access.*
- *(iii) Communal or private open space provision that exceeds the minimum standards in Clauses 55.07 and 58.*
- *(iv) Excellence for environmental sustainable design measured as a minimum BESS project score of 70 per cent or 5 Star Green Star Standard.*
- *(v) Greater building separation than the minimum requirement in this schedule.*
- *(vi) No additional amenity impacts to residential zoned properties, beyond that which would be generated by a proposal that complies with the preferred maximum building height.*

115. With regard to (a), the proposed height is supported by part 1.0 of the DDO15 as it is mid-rise and at eight storeys, it sits within the nominated range of 5 – 10 storeys. It also provides a strong activation of the public realm and equitable development opportunities for nearby sites, as discussed in a latter section of this report. The proposed height is also supported by the provisions of clause 21.12, which envisages that *a more prominent, well-designed and contemporary built form character will emerge with well-designed buildings with well-activated ground floor frontages and articulated façades…* [with]… *taller built form set back from the main façades.*

116. With regard to (b)(i), (ii) and (iii), these relate to apartment developments and are therefore not applicable. With regards to (b)(iv), the proposal (with a Green Star score of 62.5 points) will exceed the 5 Star Green Star Standard (which is set at a Green Star score of 60 points).

117. With regards to (b)(v), the minimum building separation outlined in the DDO15 is 3m for a commercial window. This is not applicable to the proposed development as there are no windows across the eastern façade (the only façade not facing a street).

118. With regards to (b)(vi), the nearest residentially-zoned dwellings are at Nos. 47 – 53 Turner Street, to the north of the subject site. The proposed building height (28.5m) will not cause any significant additional amenity impacts when compared to the preferred building height (24m). More specifically:

    (a) Given that the subject site is to the south of the nearest dwellings on Turner Street, the proposed building height will not generate any additional equinox overshadowing;

    (b) Daylight to the south-facing windows of the northern dwellings will not be unduly compromised by the proposed building height. In fact, the development exceeds the requirements of Clause 55 (ResCode) as it relates to protecting daylight access. This is explored in more detail in the Off-Site Amenity section of this report.

    (c) The difference in visual bulk impacts between the proposed development and a development of the preferred building height will be negligible. Firstly, the design response has minimised visual bulk impacts by providing an elegant raked form across the northern upper level and has proposed a building height of 28.5m, less than the mandatory maximum of 31m. Secondly, three out of four properties (Nos. 47, 49 and 53 Turner Street) to the north have garages fronting on to Little Turner Street which will limit views of the upper levels from their respective areas of SPOS. Thus, the most sensitive interface is that of No. 51 Turner Street which has its area of SPOS extending to Little Turner Street. As shown in the sightline diagram below at figure 8, the difference in visual bulk impacts from the centre point of this SPOS is minimal (when compared to the visual bulk impacts generated by the preferred building height of 24m) with only negligible components of Level 6 and 7 visible. Finally, the dominant, close-range view of the development from the northern dwellings will be of the three-storey street wall presenting to Little Turner Street.

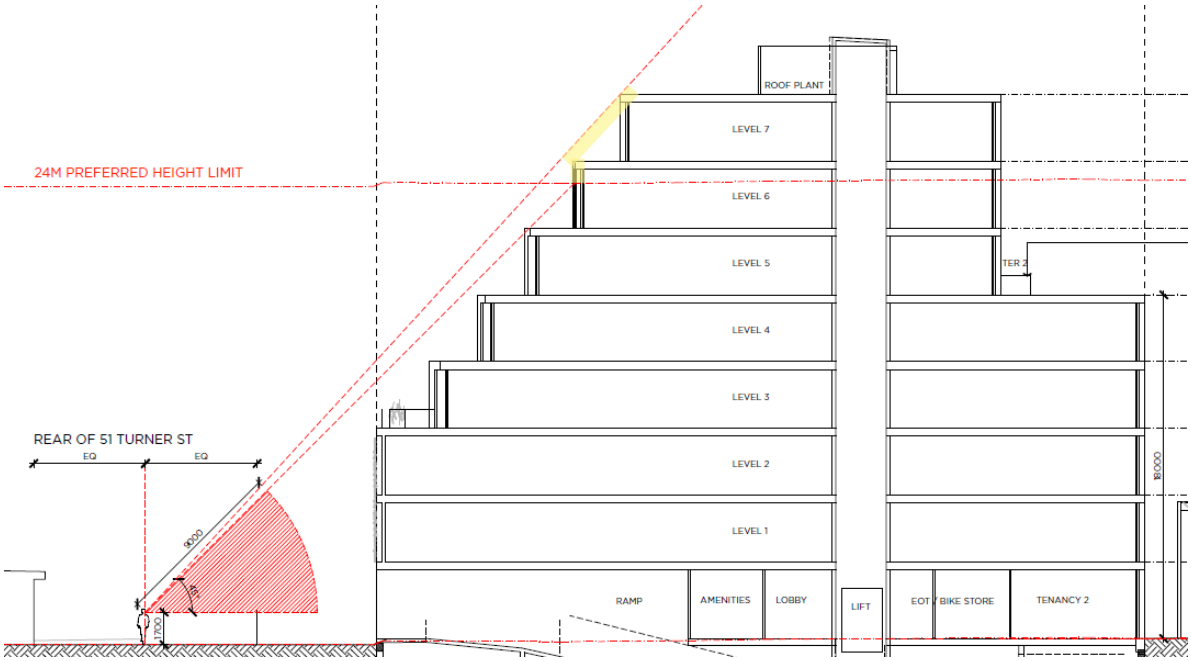


Figure 8: Sightline diagram comparing proposed visual bulk impacts to that of a building with the preferred building height (24m) (applicant submission, February 2021).

119. In light of these considerations, the proposed building height is supported against the above criteria. The development will achieve a very strong ESD performance whilst imposing no unreasonable amenity impacts.

120. The roof level services room and stairwell has a height of 31m, however this is not part of the proposed building height (28.5m) because the following criteria from the DDO15 have been satisfied:

(a) *Less than 50 per cent of the roof area is occupied by the equipment (other than solar panels);*
(b) *The equipment does not cause additional overshadowing;*
(c) *The equipment does not extend higher than 3.6 metres above the maximum building height.*

121. With regard to (a), the services room and stairwell takes up approximately 40% of the roof area. With regard to (b) the services area and stairwell will not generate additional overshadowing they have been generously set back from the southern façade line (approximately 6.3m) and so shadows generated by these structures will not affect the public realm along Johnston Street. With regard to (c), the lift overrun is only 2.5m above the development's maximum building height (28.5m). For these reasons it is considered that the services room and stairwell have been designed to have minimal views from the public realm and do not form part of the proposed building height.

122. The lift overrun is the only part of the building that exceeds the mandatory maximum building height (31m); by approximately 0.5m. In a similar manner to the above, this protrusion is supported by the DDO15 as the following criteria have been satisfied:

(a) *Less than 50 per cent of the roof area is occupied by the equipment (other than solar panels);*
(b) *The equipment does not cause additional overshadowing;*
(c) *The equipment does not extend higher than 3.6 metres above the maximum building height.*

123. With regard to (a), the lift overrun takes up less than 10% of the roof area. With regard to (b) the lift overrun will not generate additional overshadowing as it is only 0.5m higher than the roof and provided with generous setbacks from the building facades. With regard to (c), the lift overrun is only 0.5m above the mandatory maximum building height. For these reasons, the lift overrun's protrusion above the mandatory maximum building height is supported.

124. The external urban design consultant reviewed the proposed building height and raised concerns about the proposed variation to the northern-interface built form controls (discussed in the next section of this report) and raised concerns about associated visual bulk impacts. The external urban design consultant's recommendation to address this issue was to either delete Level 7 and modify the northern setbacks or alternatively delete Level 3 (without any changes to the northern setbacks). This recommendation will not be pursued for the following reasons:

(a) the visual bulk impacts associated with the northern interface have been assessed to be appropriate, which is assessed in the following section of this report.
(b) the building height (28.5m) is less than the mandatory maximum building height (31m) anticipated for precinct 2B of the Johnston Street NAC, which has higher built form expectations than other parts of the NAC;
(c) the building height is commensurate with recent approvals on nearby land, as shown at figure 9 below;
(d) it is a well established urban design principle that corner sites are preferred candidates for robust buildings as these help to announce the intersection of two streets;
(e) the external urban design advice did not raise any issue to the proposed building height from an architectural or public realm perspective.

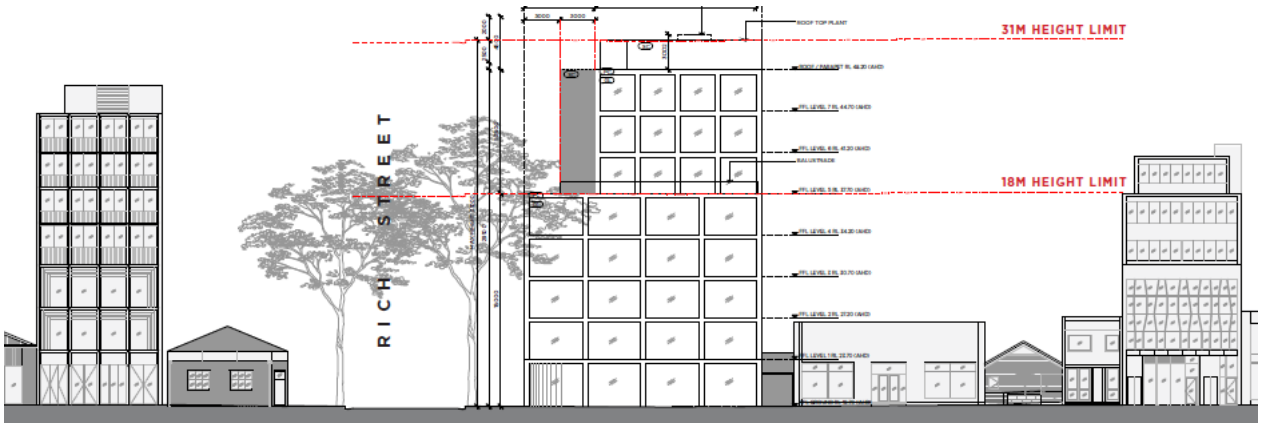


Figure 9: Johnston Street streetscape elevation.

125. In terms of street wall heights, the development provides a five-storey (18m) street wall to Johnston Street. This complies with the mandatory maximum street wall height designated by the DDO15, and therefore has strategic support. The development seeks a variation to the preferred street wall height of 15m, however this is supported given:
    (a) It is a well-established urban design principle that corner sites are preferred locations for robust development, helping to announce the intersection of two streets;
    (b) The proposed street wall height matches the constructed development at No. 370 Johnston Street, 50m east (see figure 8, above);
    (c) Future development to the east is likely to utilise the 18m street wall height in line with No. 370 Johnston Street;
    (d) the 18m mandatory maximum street wall height is applied to the entire precinct 2B of the DDO15 (northern side of Johnston Street between No. 300 Johnston Street and Trenerry Crescent), and as such, robust podium forms are anticipated as part of the future vision for this part of the street;
    (e) the variation to the preferred street wall height will not result in any amenity impacts to residentially-zoned dwellings or any equinox shadowing to the southern footpath of Johnston Street.

126. The street wall height to Rich Street is three-storeys (15m) and therefore complies with the preferred street wall height control. The transition between the Johnston Street podium and Rich Street podium is smooth, with a diagonal, west-facing wall at levels 3 and 4 that recedes away from Rich Street as it moves northwards. This achieves the intention of the corner site controls at 2.8 of the DDO15.

Massing

127. The massing of the proposed development follows the setbacks set out by the DDO15 built form controls with podiums presenting to Johnston Street (five stories) and Rich Street (three storeys). The mid and upper levels step back from the podium with a consistent setback of 7.5m to Johnston Street. The mid levels are provided with setbacks between 0m and 3m from Rich Street. the upper levels have setbacks from Rich Street ranging from 3m to 6m. At the rear interface, an 11m street wall presents to Little Turner Street, above which, the mid and upper levels recess with greater northern setbacks as the development ascends in height. The development has been assessed against the DDO15 massing controls in the following table:

Item	DDO15	Proposal	Complies?
Preferred min. mid level setback (Johnston St)	6m	7.5m	Yes
Preferred min. upper level setback (Johnston St)	45 degrees above 18m	52 degrees above 18m	No
Preferred min. upper level setback (Little Turner St)	45 degrees above 11m	54 degrees above 11m (worst case scenario)	No

Preferred min. upper level setback (Rich St)	3m	Transition between 0m and 6m	No
Building projections	*Projections such as balconies and building services must not intrude into a setback*	No projections proposed into any setbacks (preferred or mandatory)	Yes

128. As shown in the table above, the proposal seeks some variation to the preferred massing controls. Firstly, the mid level setback to Johnston Street (7.5m) is greater than the preferred minimum setback (6m) which demonstrates that the mid-level will not impose upon the Johnston Street public realm. In this case, the mid level and upper levels to Johnston Street are the same, with levels 3 – 7 all provided with the 7.5m street setback. This results in a minor variation to the upper level setback control (52 degrees instead of 45), which is demonstrated at figure 10 below. This variation is minor, and together with the 7.5m street setback, will not impose upon the public realm. This design response also avoids an overly tiered design as encouraged by the DDO15.

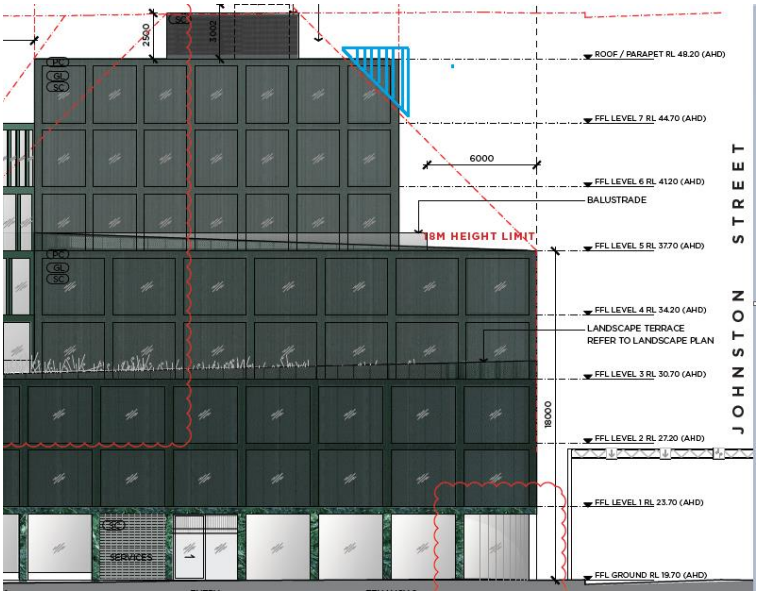


Figure 10: Hatched blue area showing extent of variation to the upper level setback built form control (Johnston St)

129. The DDO15 prescribes that the upper levels have a minimum street setback of 3m from Rich Street. At levels 5, 6 and 7, the development exceeds this requirement with a diagonal western wall that is set back between 3m and 6m, thus ensuring minimal views of the upper levels from Rich Street. At levels 3 and 4, a diagonal western wall with street setbacks ranging from 0m (at the corner of Johnston Street) to 3m is provided. Whilst this seeks a variation to the preferred upper level setback, on balance, it outperforms the preferred controls with levels 5, 6 and 7 being highly recessive. The variation at Levels 4 and 5 allow for a successful transition between the 18m Johnston Street wall and the 11m Rich Street wall as encouraged by the DDO15. For these reasons the massing response to Rich Street is supported.

130. The northern facades above the Little Turner Street podium (Levels 3 – 7) have been designed to minimise visual bulk impacts to the northern dwellings by ‘fanning’ these levels diagonally from the west, with greater northern setbacks as the development ascends in height. This results in most of the western section of these facades performing in-excess of the 45 degree control (as shown by the blue shading at figure 10 below).

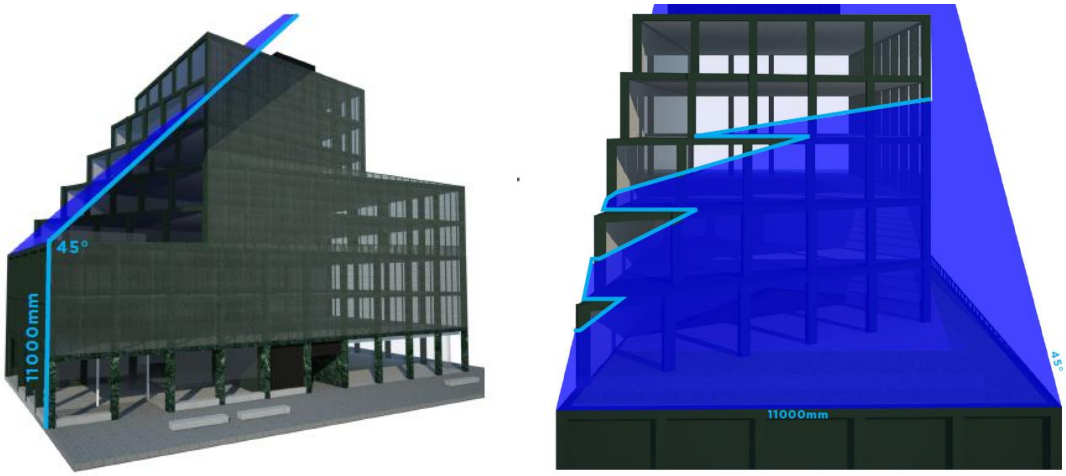


Figure 11: 3D image showing development assessed against the 45 degree preferred rear interface control. The area shaded blue at the right image depicts sections of the development that have setbacks that are greater than the 45 degree preferred control.

131. Some modest variations are sought to the 45 degree control – small eastern sections at Levels 3 – 5 and the rear-most sections of levels 6 and 7. These are supported for the following reasons:

    (a) Three out of four of the northern dwellings at Nos 47 – 53 Turner Street have garages fronting Little Turner Street which will minimise views of the upper levels from their respective areas of SPOS;

    (b) With regard to No. 51 Turner Street (the SPOS of which extends south to Little Turner Street), a sightline diagram has been submitted which shows that the dominant view of the development from the centre point of the SPOS will be the three-storey street wall presenting to Little Turner Street, as prescribed by the DDO15 (refer to figure 8 earlier in this report), and;

    (c) The design response has incorporated an elegant massing arrangement across the northern façade which provides good built form articulation and avoids visual bulk impacts that come from an overly tiered or ‘wedding cake’ typology.

132. The 45 degree built form control for the rear interface is a preferred control and therefore must be assessed on its merits, with regard to site context and the design response. For the reasons listed above, the proposed variations to the control are satisfactory. As previously outlined, the external urban design advice recommended that one level be removed in order to reduce visual bulk impacts to the northern dwellings, however, as shown earlier at figure 8, the visual bulk impacts will be minimal (when compared with a development of the preferred building height).

133. The DDO15 requires that projections such as balconies and building services must not protrude into a nominated setback. The use of the word ‘must’ illustrates that this is a mandatory control as outlined in 2.2 of Schedule 15. The application proposes a north-facing terrace at Level 3 and a south-facing terrace at level 5, both of which have been located so that they do not protrude into any of the relevant setback controls for the subject. As such, these terraces will have minimal views from the public realm and are supported from a massing perspective. Similarly, all roof level services have been located so that they do not protrude into the setback controls, ensuring that there will be minimal views of these elements.

134. The DDO15 prescribes a minimum building separation of 3m be provided for a window of a commercial building. This provision, however, is not relevant to the eastern facade, as it has been designed with no east-facing windows. The DDO15 also has a preferred control for 'appropriate' building separation to be provided above the height of 21m to allow for views to the sky between buildings. The development has not provided a formal building separation above 21m, however has allowed for views to the sky by:

    (a) Provision of a mid-level setback of 7.5m from Johnston Street, which exceeds the preferred minimum mid-level setback (6m). This generous setback has also been applied to the upper levels of the development. As such, the levels above the Johnston Street podium will have a recessive appearance and not unduly interrupt views to the sky from Johnston Street.

    (b) The upper levels at the northern interface have being provided with greater northern setbacks as the development ascends in height. By Level 6 (21m above ground level), generous northern setbacks ranging from 10.4m to 12.9m will ensure continued views to the sky.

    (c) The upper levels of the development have provided setbacks from Rich Street (up to 6m) which significantly exceed the minimum control (3m). This will ensure that the upper levels are recessive from the public realm on Rich Street, ensuring views to the sky from this vantage point.

Public realm and pedestrian response – internal to subject site

135. This principle requires the design of interfaces between buildings and public spaces to enhance the visual and social experience of the use. This outcome has been achieved at ground level, with a high degree of glazing along all three street frontages, allowing views between the ground commercial uses and public realm. The principal pedestrian entry point (for the office use) is generously sized (approximately 3.5m wide) and has been located along Rich Street providing a high level of street activation in accordance with policy objectives of clause 22.10 and the DDO15. Rich Street is the preferred location for this principal entry point as it has a footpath that is wider than that of Johnston Street. Rich Street is also not affected by the heavy traffic levels on Johnston Street, making it a more amenable space for pedestrian movements.

136. The application also proposes a ground floor, curved pedestrian splay at the corner of Johnston and Rich Streets. This is comparable to the existing pedestrian splay and will therefore ensure smooth pedestrian circulation between the two streets.

137. The external urban designer was also supportive of the ground floor scheme, stating that:

> *The proposed Ground Floor program is activated, articulated and generally visually interesting, with services well concealed along the Rich Street frontage. Overall, the ground floor plane will contribute to a new, contemporary urban character within the Johnston Street Activity Centre.*

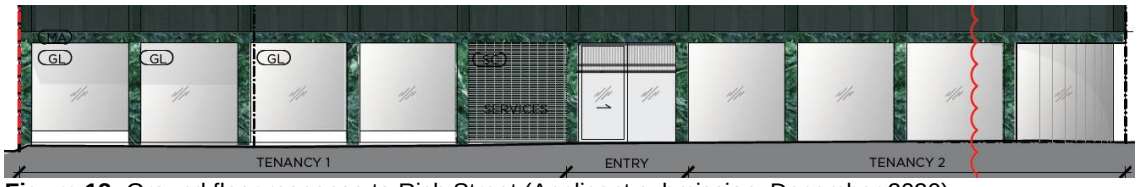


Figure 12: Ground floor response to Rich Street (Applicant submission, December 2020)

138. The external urban design advice, however recommended that a retractable awning is provided along the Rich Street frontage and that bench seating is provided intermittently between the columns along Rich Street. The former will be required by condition as it is an effective mechanism for providing weather protection to the public realm. The latter will not be pursued as this could result in reduced space along the footpath (due to occupants protruding outside title boundaries when seated).

139. A small portion (approximately 3.5m) of the Rich Street frontage has been reserved for a booster cupboard (adjacent to the pedestrian entry point). This is a minor proportion of the Rich Street, with active frontages dominating the ground floor response to both Johnston and Rich Streets. The booster cupboard has also been provided with a metal mesh screen which will ensure that the services behind are not overly visible and will also integrate this element with the metal mesh used across the development. Council's Urban Design Unit did not raise any issue with regard to the booster cupboard.

140. Vehicle access has been provided off Little Turner Street, with a single-width access door towards the eastern end of the northern boundary. This ensures that vehicles do not interrupt the pedestrian experience along Johnston and Rich Streets, allowing for the majority of these to be dedicated to active frontages as previously described. In addition, the existing, 22m-wide vehicle crossover to Rich Street will be removed and replaced with a kerb extension which will improve the pedestrian experience along Rich Street (as will be discussed in the following section of this report).

141. Vehicle access from Little Turner Street is also supported by the DDO15, which discourages access off Johnston Street and calls for access to be made from s*ide streets or laneways where practical*.

    As will be discussed in a later section of this report, Council's Engineering Services Unit confirmed that vehicle access from Little Turner Street is supported from a traffic perspective, noting that Little Turner Street (at approximately 6m wide) is significantly wider than a typical laneway in Yarra.

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

    Public realm and pedestrian response – external to subject site

143. The application proposes to remove the 22m wide crossover along Rich Street and replace it with a kerb extension which includes:
    (a) A designated area for footpath trading associated with the proposed food and drink premises;
    (b) Ten visitor bicycle spaces (five horizontal hoops);
    (c) Two seating benches;
    (d) Replanting of the existing garden bed (towards Johnston Street);
    (e) Provision of a new street tree on the Johnston Street footpath.

144. These are shown at the concept plan at figure 13 below.

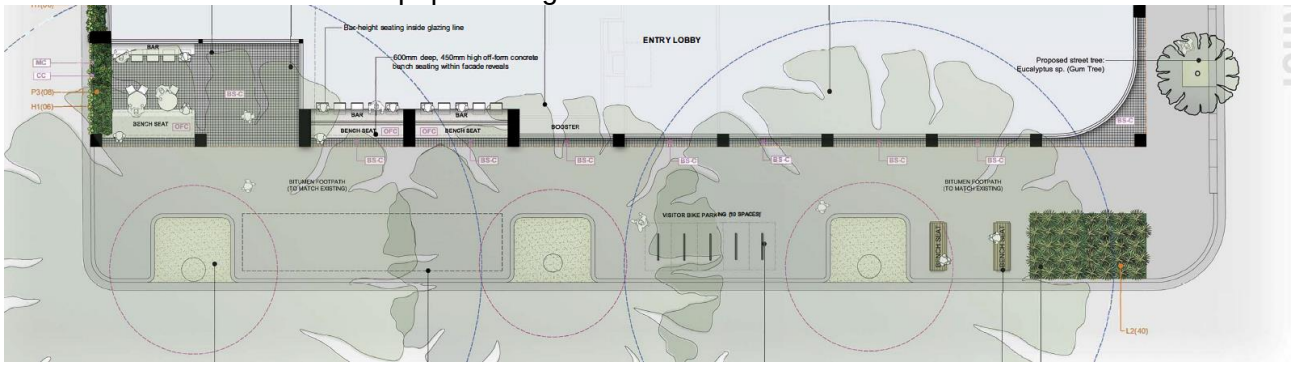


Figure 13: Proposed kerb extension to Rich Street

145. These public realm changes are a substantial improvement for the pedestrian experience along Rich Street and would enable greater circulation for pedestrian movements, activation of the public realm (through the footpath trading and public seating) as well as providing publicly accessible bicycle spaces. Council's Urban Design Unit concurred, stating that:

> *The proposed footpath extension to Rich Street is supported from an Urban Design perspective as it will provide additional public amenity to the area while simultaneously creating outdoor dining space for the proposed and drink premises.*

146. Whilst supportive of the kerb extension, Council's Urban Design Unit made the following recommendations:
    (a) Ensure that the bench seats have back and arm rests in accordance with the Yarra Public Domain Manual.
    (b) Consider relocating the bicycle hoops slightly further south to provide a clear view to the pedestrian entry point.
    (c) All materials to be used within the public realm are to comply with the Yarra Standard Drawings and Road Materials Policy.

147. Items (a) and (c) are standard matters for public infrastructure and can be achieved by conditions associated with a public realm plan. Item (b) does not need to be pursued as this would have no tangible change to the public realm output. Further, most view lines to the pedestrian entry point will be from further afield such as the corner of Johnston Street or further north along Rich Street - the bicycle spaces will not block these view lines. Council's Urban Design Unit also highlighted that the use of public land for footpath trading is subject to a separate approvals process within Council. Therefore, to ensure that the public realm plan does not infer footpath trading approval, a condition will require that the footpath trading notation be removed from the public realm plan.

148. The 'public realm plan' has been submitted as part of the landscape plan for the overall site. As such, a condition will require a stand-alone public realm plan to be provided, separate to the landscape plan. Conditions will require the public realm plan to be updated as per discussed conditions in the previous paragraph. A condition will also require the public realm plan to be updated to account for any changes required by the satisfactory detailed civil and drainage plan (which is discussed in the following paragraph).

149. The proposed kerb extension would require alteration to the profile of public land and therefore has drainage implications. Council's Civil Engineering Unit reviewed the concept drainage plan provided by the applicant and stated that a detailed civil and drainage plan is required to ensure that the proposed kerb extension results in a drainage outcome to the satisfaction of Council. Council's Civil Engineering Unit proposed a condition for a detailed civil and drainage plan to address the following matters:

    (a) *Drainage scheme to ensure no 'ponding' or retention of water in the roadways (i.e. including curb extension);*
    (b) *Integration of curb extension with the intersection of Rich Street and Little Turner Street;*
    (c) *Integration of curb extension with the surrounding road network in accordance with Council engineering standards, including transitioning of the road pavement from the kerb extension back to existing surface levels beyond the Rich street frontage of the development and roadworks to provide road pavement crossfalls as determined by Council;*
    (d) *All proposed works to maintain the health of the existing street trees on Rich Street to the satisfaction of Council's Arborist and to be in accordance with Council's engineering standards and requirements.*

150. The recommended conditions will be incorporated into the condition for a detailed civil and drainage plan for the kerb extension.

151. Council's Civil Engineering Unit raised concerns that the required civil and drainage works could impact on street tree health – this matter is discussed in the street trees section of this report.

Architectural quality

152. Policy at clause 15.01-2S encourages high standards in architecture and urban design, whilst clause 22.10 encourages the design of new development to respect (amongst others) the pattern, spatial characteristics, fenestration, roof form and materials of the surrounding area.

153. As outlined earlier, there is an emergent character of higher built form in the Johnston Street NAC. These developments typically provide robust, rectilinear designs, high proportions of glazing across facades, and roof forms that are either flat or pitched in a contemporary fashion.

154. The development proposes a mix of powdercoated metal frame (dark green colour), painted concrete (dark green colour), marble slab (dark green colour, to ground floor facades only), metal mesh screen (dark green colour) and glazing (aluminium framing in a black colour) provided in expansive, square formats at the lower levels and more vertical-rectangular formats at upper levels.

155. The proposed materiality is generally supported as the simple metal and mesh screening provides a simple aesthetic that aligns with the massing scheme. The contrast between the western façade (glazing behind metal mesh) and the southern façade (glazing with no screens) provides visual interest from the public realm perspective. Furthermore, mesh is not a solid material and, as such, will provide a sense of animation to the façade, particularly in the evening when internal lights are used.

156. The use of marble at the ground floor facades to Johnston and Rich Streets helps to attract pedestrian line of sight back to ground floor. The use of square window formats within the street walls and finer, vertical rectangular formats at upper levels provides subtle delineation between these two components of the development, and helps the upper levels to appear recessive to the street walls. The external urban design advice was supportive of the materials proposed and found that the: *expressed structural grid provides articulation and rhythm to the ground floor interface, referencing the warehouse character of the area and breaking up the scale of the glazing.*

157. The external design advice did however, recommend that a darker colour be applied to the western walls of levels 3 and 4 to help break up the massing presenting to Rich Street. This is not considered necessary, as the built form of these levels has been designed to create articulation without resorting to the use of different materials, noting that these levels are set back further from Rich Street (3m – 6m) than is prescribed by the DDO15 (3m). Furthermore, the architectural response provides a simple, refined aesthetic – by providing a darker colour at the mid-levels, these would appear as more prominent when viewed from the public realm. The subtle changes in fenestration formats also help to visually delineate the podium levels from the mid and upper levels.

158. At the eastern boundary wall, the development proposes painted concrete in a dark grey colour with square and rectangular format patterning to reference the fenestration formats the other building facades. This is an attempt to integrate the eastern façade with the rest of the development. However, an eight-storey boundary wall will be noticeable from the public realm (especially from east of the subject site along Johnston Street) and the treatment proposed does not go far enough to alleviate visual bulk impacts.

A condition will therefore require that an updated patterning scheme be applied to the eastern boundary wall with façade rebates, which will add texture and a sense of visual interest to mitigate visual bulk impacts.

159. In terms of architectural form, the development offers a robust, rectilinear appearance with solid street walls presenting to Johnston Street (five storeys), Rich Street and Little Turner Street (both three storeys). Levels 3 and 4 transition smoothly between Johnston Street and Rich Street through the application of a diagonal western wall that recedes away from Rich Street in a northerly direction. This methodology is then replicated at levels 5, 6 and 7 in a southerly direction. The overall effect is one that provides the prescribed street wall heights in an elegant fashion without resorting to an overly tiered, or 'wedding-cake' typology, as shown at figure 13 below. Similarly, the northern facades of levels 3 – 7 fan out from the west to provide a simple cascading of these levels that integrates with the diagonal forms across the development.

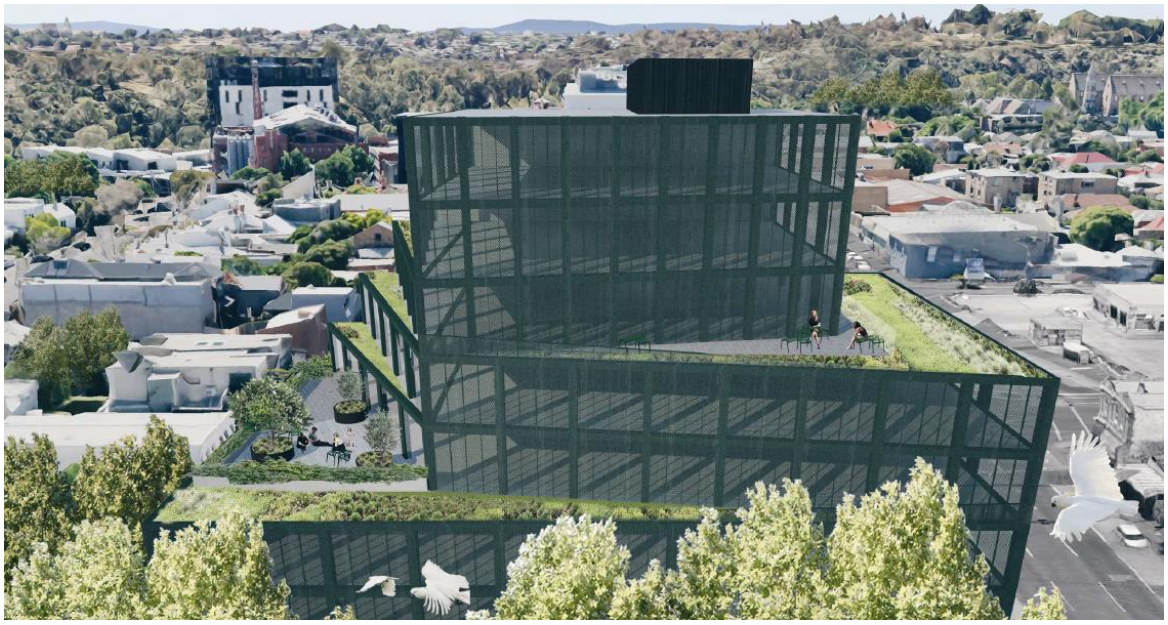


Figure 14: 3D image of the west elevation.

160. The architectural form was also supported by the external urban design advice which commented that it will add *a unique contribution to Johnston Street, providing multi-dimensional visual interest and …* [form]… *part of a coherent overall building composition.* For these reasons, the proposed architectural form is supported.

Landscaping

161. The development provides substantial landscaping across the development including:
    (a) Planters along the northern wall at ground floor (presenting to Little Turner Street) with climbing plants on wire;
    (b) Planting provided to the existing garden bed on the corner of Rich and Johnston Streets;
    (c) Planters along the northern, eastern and western edges of the Level 3 terrace;
    (d) Three tree plantings at the Level 3 terrace;
    (e) Green roofing to the non-trafficable areas of the podium roof areas (at Levels 3 and 6).

162. These landscape offerings are considered to add amenity to the public realm, particularly for the Johnston Street NAC which does not have a strong landscape character. The climbers proposed to the ground floor northern wall will add visual interest to Little Turner Street, whilst the terrace planter boxes will soften the appearance of the northern façade and assist in mitigating visual bulk impacts to nearby dwellings. The green-roofing proposed at Levels 3 and 6 are a positive ESD outcome that responds to urban heat island effect.

163. Council's Open Space Unit reviewed the landscape plans and confirmed that they were satisfactory, raising no issues. In light of these considerations, the proposed landscaping is supported.

Street Trees

164. The three-storey street wall proposed to Rich Street requires some pruning of the easternmost branches of the mature street trees on Rich Street. A Tree Impact Assessment was submitted as part of the application and was reviewed by Council's Streetscapes and Natural Values Unit who commented that the proposed pruning of the street trees is satisfactory, however it will need to be undertaken by Council's approved Tree Maintenance contractors and paid for by the permit holder. A condition will ensure that this is stipulated on the permit (should a permit issue).

165. Council's Streetscapes and Natural Values Unit also recommended that a protection bond be taken by Council for the four street trees along the subject site's frontages. This is based on the amenity value of the trees as follows:

(a) Tree 1 (northern tree on Rich Street): $29,625
(b) Tree 2 (central tree on Rich Street): $16,825
(c) Tree 3 (southern tree on Rich Street): $30,490
(d) Tree 4 (tree on Johnston Street): $484

166. A condition will require that a total protection bond of $77,424 is made to Council prior to commencement of works.

167. With regard to the proposed kerb extension works, the extent of detail shown on the landscape plan is insufficient to properly assess tree impacts. The kerb extension will also need to be modified to satisfy Council's Civil Engineering requirements. As such, a condition has been included under the condition requirement for a detailed civil and drainage plan to ensure that the works will not affect the health of stability of the three street trees along Rich Street. These trees have substantial canopy cover and provide a high level of amenity to the public realm and therefore their protection will need to be carefully considered in the development of the civil and drainage plans. Comments from the Streetscapes and Natural Values Unit have been included in the conditions for the civil and drainage plan requirement.

168. Furthermore, Council's Streetscapes and Natural Values Unit recommended that the Tree Management Plan be updated to do provide a detailed tree impact assessment for the proposed kerb extension works, including construction methodology and assessment against AS4970 (protection of trees on development sites). This will be required by way of an amended Tree Management Plan.

169. Council's Streetscapes and Natural Values Unit also recommended that:

(a) The proposed street tree on Johnston Street should be deleted as it would conflict with existing infrastructure (fire hydrant and overhead gantry);
(b) In lieu of the above new tree, two new small street trees should be planted on the opposite side of Rich Street;
(c) Aerial bundles cable should be considered to replace the existing open wire low voltage power cables within Rich Street.

170. With regard to (a), a condition will require its deletion from the public realm plan. With regards to (b), this is onerous, particularly as the suggested location does not abut the subject site. With regards to (c), this would be an unreasonable requirement to place upon the permit holder and therefore will not be pursued.

Site coverage

171. The application proposes the entirety of the site to be covered in built form. Whilst the development does not achieve the encouraged maximum site coverage of 80% in accordance with Clause 22.10, this is acceptable given the proposed site coverage is similar to that existing on site, and to commercial buildings in proximity to the land, with hard edge development a characteristic of the Johnston Street NAC. The proposed site coverage is also consistent with the objectives of the DDO15 which calls for street walls with 0m street setbacks. Further, the provision of a ground floor, pedestrian splay at the southwest corner and the alfresco area of the food and drink premises in the northwest corner of the ground floor will help to 'open up' the built form when viewed from the public realm.

Light and shade

172. The overshadowing controls of the DDO15 state that development must not overshadow the southern footpath of Johnston Street between the hours of 10am and 2pm on the September equinox.

173. The submitted shadow diagrams show that the development will not overshadow the southern footpath of Johnston Street between the equinox hours of 10am and 3pm, and therefore confirms compliance with the overshadowing controls of the DDO15 (refer to figures 15 and 16 below). For these reasons, the development will not unduly affect solar access amenity to the public realm.



Figure 15: Proposed equinox shadows between 10am and 12pm (Applicant submission, December 2020)

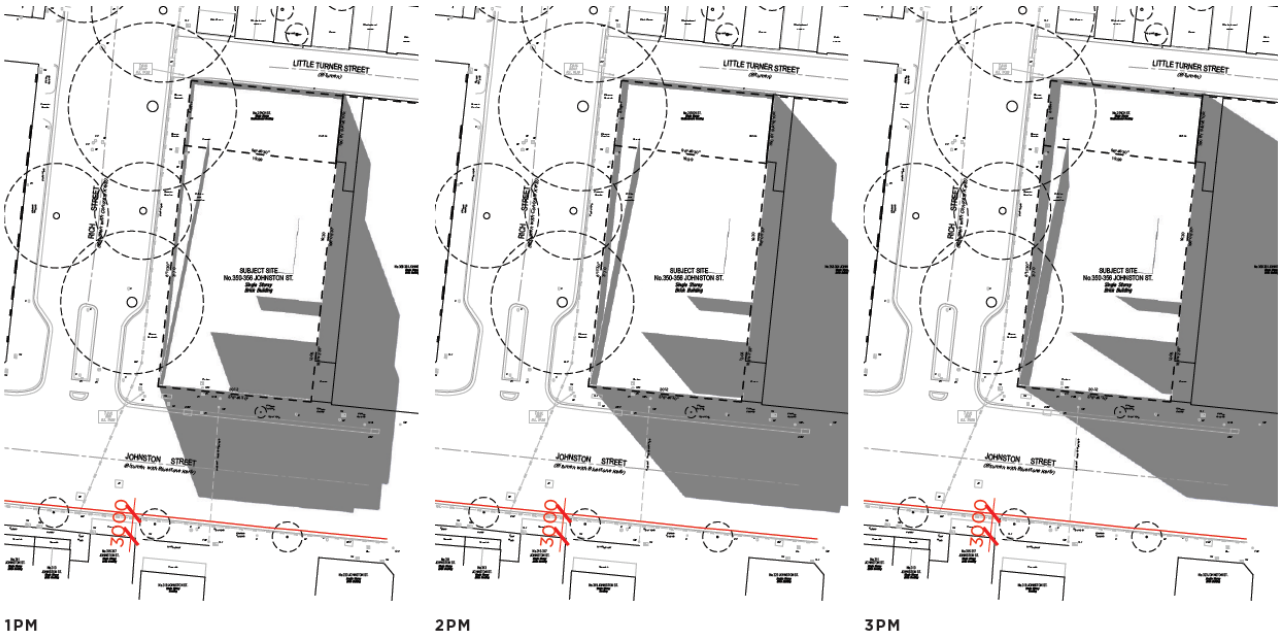


Figure 16: Proposed equinox shadows between 1pm and 3pm (Applicant submission, December 2020)

On-site Amenity

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

    (a) provision of a suite of ESD features which include a rainwater tank, an extensive solar array at roof level, and excellent daylight access with all levels provided with daylight from the northern, western and southern aspects,
    (b) mesh screening provided across the entire western façade which provides a shading device that will reduce cooling loads in summer months whilst being designed to effectively integrate with the overall development;
    (c) levels 3 and 5 provided with terraces with landscaped planters and seating for employee amenity;
    (d) bicycle parking for both employees and visitors as well as end of trip facilities for employees.

175. With regards to the wider ESD features proposed for the development; a 10kW solar array will be provided at the roof, rainwater will be captured for irrigation use and toilet flushing with a 10,000L rainwater tank, energy efficient lighting and water efficient fixtures / taps will be installed and sustainable products will be used throughout the design. These features (amongst others) achieve a Green Star score of 62.5 points which exceeds the five-star benchmark (set at a score of 60 points of 57%). The proposed ESD response thus represents an exceedance of the industry 'excellency' standard.

176. To further increase the development's energy efficiency (and to ensure that the development will actually achieve the stated Green Star score), Council's ESD Advisor recommended a number of modifications and additions to the design as well as the Sustainability Management Plan (SMP), based upon the originally-submitted plans and SMP. As part of the Section 57A amendment, updated plans and SMP were submitted in response to the ESD Advisor's comments. Council's ESD Advisor reviewed these and found that most items had been addressed satisfactorily. The outstanding items are as follows:

    (a) Provide operability to a selection of windows.
    (b) permit condition required to state: *Prior to commencing construction, provide a Section.J Assessment to support claims of meeting and/or exceeding NCC 2019 energy efficiency requirements, including thermal performance, GHG emissions, hot water, HVAC and peak demand reduction.*

(c) Permit condition required to state: *Prior to commencing construction, clarify rooftop PV system size, generation and associatedreduction in GHG (within Section J Assessment or memo-style response).*
(d) A Green Travel Plan should be required by condition to outline strategy for reducing reliance on private vehicles;
(e) Further clarification on how the nominated innovations credits will be achieved and implemented.

177. These recommendations can be captured by way of condition. Item (a) requires that window operability be shown on the development plans, and as such a condition under condition 1 will require this. Items (b), c and (e) can be addressed by way of conditions for an amended SMP. Item (d) can be achieved through a stand-alone condition for a Green Travel Plan, which is a reasonable requirement for a development of this scale and is a requirement of local ESD policy at clause 22.17.

Off-site Amenity

178. Clause 15.01-2S of the Scheme and the general design objectives of the DDO15 aim to provide building design that minimises the detrimental impacts on neighbouring properties, the public realm and the natural environment, with potential impacts relating to overshadowing of SPOS, loss of daylight to windows, visual bulk and overlooking of sensitive areas. The relevant policy framework for amenity considerations is contained within clauses 22.05 and 22.10 as well as the decision guidelines of the Commercial 1 Zone at Clause 34.01-7 and the DDO15 at Clause 43.02-15.

179. As previously identified, the subject site has commercial interfaces to the west (opposite Rich Street) and immediately east. To the south is a dwelling and a vacant site, both located in the C1Z on the opposite side of Johnston Street. To the north is residentially-zoned land, the closest dwellings to the subject site being Nos. 47 - 53 Turner Street.

Daylight to windows

180. The closest habitable room windows (for a dwelling in a residential zone) addressing the subject site are the south-facing windows of No. 47 Turner Street, which have a minimum setback of approximately 15 metres from the proposal's northern boundary wall (which has a height of 11m). Whilst not strictly applicable, this would comply with Standard A12 (Daylight to habitable room windows) of ResCode as the setback (15m) from the northern boundary wall is greater than half (5.5m) of the height of the northern boundary wall (11m).

181. The northern façade of the upper-most level (Level 7) also complies with the Standard. The wall is set back approximately 28m from the south-faxing window of No. 47 Turner Street, which is greater than half (14.25m) of height of the wall (28.5m). Whilst not applicable for office developments in the C1Z, it gives evidence to the minimal daylight impact on nearby dwellings proposed by the development.

182. The commercial property on the western side of Rich Street (No. 348 Johnston Street) will experience some loss of sunlight for its east facing windows in the morning hours. This is satisfactory as Rich Street will continue to provide a wide buffer between the two sites to ensure continued daylight access.

Overshadowing

183. The decision guidelines of the Commercial 1 Zone and local policy at Clause 22.10 call for new development to consider overshadowing impacts to nearby land in residential zones (including shadowing to existing solar energy facilities). Although not strictly applicable in this instance, and in the absence of any other test, Standard B21 of Clause 55 notes:

(a) *Where sunlight to the secluded private open space of an existing dwelling is reduced, at least 75 per cent, or 40 square metres with minimum dimension of 3 metres, whichever is the lesser area, of the secluded private open space should receive a minimum of five hours of sunlight between 9 am and 3 pm on 22 September;* and

(b) *If existing sunlight to the secluded private open space of an existing dwelling is less than the requirements of this standard, the amount of sunlight should not be further reduced.*

184. Given there are no dwellings to the east and west of the subject site, there will be no shadow impacts to dwellings for these aspects. The dwellings to the north of the subject site will not experience any equinox shadow impacts given the orientation to the subject site. There will also be no equinox shadow impact to the dwelling opposite the subject site at No. 319 Johnston Street, as shown by the shadow diagrams.

185. With respect to solar energy facilities, the nearest to the subject site is located to the southwest at No. 313 Johnston Street. As demonstrated by the shadow diagrams, there will be no equinox shadowing to this facility.

186. In of the above considerations, the proposal satisfies the decision guidelines of the Commercial 1 Zone and local policy at Clause 22.10 with regard to shadowing.

Overlooking

187. The decision guidelines of the Commercial 1 Zone and local policy at Clause 22.10 call for new development to consider overlooking impacts to nearby land in residential zones. Clause 22.10 offers the following guidelines for mitigation of overlooking:

> *New residential development that contains a habitable room window, balcony, terrace, deck or patio with a direct view into a habitable room window of an existing dwelling or a dwelling's secluded private open space located within a horizontal distance of 9 metres (measured at ground level) of the window, balcony, terrace, deck or patio, should be either:*
>
> *Offset a minimum of 1.5 metres from the edge of one window to the edge of the other.*
> *Have sill heights of at least 1.7 metres above floor level.*
> *Have fixed obscure glazing in any part of the window below 1.7 metres above floor level.*
> *Have permanently fixed external screens to at least 1.7 metres above floor level and be no more than 25% transparent.*

188. The above policy is not strictly applicable to the proposed development as it is not a residential development. However it can be used as a guide for the purpose of assessing overlooking impacts.

189. The closest areas of SPOS to the subject site are those associated with Nos. 47 - 57 Rich Street. Due to the garages facing Little Turner Street, the areas of SPOS for Nos. 47, 49, 53, 55 and 57 are all located outside of the 9m, 45 degree arc from the subject site (these areas of SPOS are separated from the subject site by distances of approximately 12.5m, 10m, 12m, 12.5m and 12m respectively). The only area of SPOS within 9m of the subject site is that of No. 51 Turner Street. There are no sensitive interfaces within 9m of the subject site to the east, west or south. Given this site context, the northern interface is the critical area for assessment of overlooking.

190. The northern façade has been generally designed to limit overlooking impacts to No. 51 Turner Street. Specifically:

(a) The northern façade at ground floor will not result in any overlooking impacts given that the existing southern boundary fencing of No. 51 Turner Street (approximate height of 2m paling fence plus 1m of permeable lattice) will obscure views from this level.

(b) The northern façade at levels 1 and 2 is provided with metal mesh screening, which will assist in obscuring downward views. Given the proximity of the SPOS of No. 51 Turner Street (approximately 6m), a condition will require that this screening is fixed and has a maximum transparency of 25% to a minimum height of 1.7m above finished floor level, to ensure an appropriate outcome with respect to clause 22.10 and the decision guidelines of the Commercial 1 Zone.

(c) The north-facing terrace at level 3 has been set back from the northern boundary by 1m, and is provided with a landscaped planter along its northern edge (width of approximately 1m). Together, these elements will ensure that downward views are obscured by the podium at level 2. A condition however, will require sectional diagrams to demonstrate this. A condition will also require a dimension for the height (above terrace finished floor level) and depth (i.e. dimension between northern balustrade and southern edge) of the northern planter box to be shown on the plans.

(d) The north-facing windows at Levels 3-7 are not provided with any screening, however this is supported as downward views will be generally obscured by the podium at Level 2 and the vertical distance from these levels will also limit overlooking opportunities. More specifically, the diagonal distance between these levels and the SPOS of No. 51 Turner Street ranges from approximately 14m (level 3) to 32m (level 7), which further demonstrates the minimal overlooking that will result from these levels.

191. The proposed development, with conditions, will mitigate overlooking impacts in accordance with the decision guidelines of the Commercial 1 Zone and local policy at Clause 22.10.

Visual Bulk

192. Visual bulk impacts have been discussed at length in the *Building Height* and *Massing* sections of this report.

Noise Impacts

193. Clause 13.05-1S states that community amenity should not be reduced by noise emissions. Similarly, local policy at clause 22.05 calls for commercial development to consider noise attenuation in its design response. The application proposes three different uses – retail and food & drink premises at ground floor, with the remainder of the building used for office. All three uses are section 1 uses under the C1Z and therefore do not require a planning permit (and as such, conditions cannot be placed on a permit to restrict the operational capacity of these uses).

194. With regard to the proposed development, the design response has ensured minimal noise impacts by locating the car stacker system within the basement (thereby containing mechanical noise underground). Similarly, the roof level services will not cause noise issues because they will be located significantly higher than the nearby dwellings.

195. The proposed vehicle entry door is unlikely to generate any problematic noise issues given that the nearest habitable room is located 15m away (at No. 47 Turner Street). In any case, a condition will require the development to comply at all times with the EPA noise regulations that apply to commercial developments (SEPP N-1).

Wind Impacts

196. Wind impacts relate to the public realm, with a focus on potential impacts to pedestrians using the public realm. Given that the proposed development (eight storeys) would be substantially taller than nearby buildings, a close assessment of wind impacts is warranted.

197. A desktop wind assessment was undertaken by a qualified wind consultant (Vipac Engineers and Scientists) which found that wind conditions proposed by the development would be satisfactory. The assessment found that:
    (a) The development would generate wind conditions at the ground floor footpath that comply with the 'walking comfort' criterion;
    (b) The development would generate wind conditions at the ground floor pedestrian entry at Rich Street that comply with the 'standing comfort' criterion;
    (c) The communal terraces would have wind conditions that comply with the 'walking comfort' criterion.

198. An independent wind consultant (Mel Consultants) was engaged by Council to peer review the applicant's wind assessment. The peer review found that the assessment was largely satisfactory with their recommendations for a revised assessment limited to the following matters:
    (a) Further assessment undertaken for the ground floor seating area associated with the food and drinks premises (northwest corner of site);
    (b) Further details of the wind assessment at the level 3 communal terrace seating area.

199. Conditions will require an amended wind impact assessment to show the changes recommended by the independent wind consultant. This will ensure safe and amenable wind conditions for occupants of the proposed development as well as the broader public realm.

Equitable Development

200. To ensure the 'fair, orderly, economic and sustainable development of land' in accordance with the objective of the *Planning and Environment Act* (1987), matters of equitable development must be considered. The DDO15 prescribes that upper levels are to be provided with a building separation of at least 3m where windows are proposed in a commercial development.

201. In this instance, the site is separated from land to the south by Johnston Street and to the west by Rich Street. Both of these roadways are sufficiently wide (20m and 10m respectively) to ensure reasonable equitable development opportunities for land to the south and west (regardless of the built form proposal).

202. Land to the north is located within the Neighbourhood Residential Zone, which has a mandatory maximum building height of two storeys and are separated from the subject site by the 6m-wide Little Turner Street. In light of this context, the proposed development will not unreasonably affect equitable development opportunities to the northern properties. Furthermore, the north-facing windows at Levels 1 and 2 will be screened with a maximum transparency of 25% (as required by condition), which means that future development of the northern dwellings will not need to consider overlooking into these levels of the development.

203. The site to the east (No. 358 - 364 Johnston Street), is located within the Commercial 1 Zone with the same built form controls as that of the subject site. The proposed development has responded to the eastern interface with a concrete boundary wall across all levels which is a non-sensitive interface to No. 358 – 364 Johnston Street. This will ensure their equitable development opportunities. There are also no east-facing windows proposed as part of the development. Furthermore, the outlook for these terraces are principally north (Level 3) and south (Level 5). For these reasons, the development has appropriately been designed for protecting equitable development opportunities to the east.

Car Parking, Vehicle Access, Traffic, Loading and Waste

Provision of car parking

204. The proposed development would provide a total of 42 on-site car parking spaces in the basement; 41 car stacker spaces and one conventional, accessible car space. Pursuant to Table 1 of Clause 52.06-5, this triggers a car parking reduction of 76 spaces.

205. The proposed car parking provision (and associated car parking reduction) are supported for the following reasons:

(a) On-street car parking in the surrounding area consists largely of 1 hour, 2 hour, 4 hour and permit-restricted spaces. Johnston Street also has clearway restrictions during peak traffic times. The lack of long-stay car parking in the surrounding area will significantly reduce employee car parking demand associated with the proposed development. In the event of visitors arriving to the site by vehicle, the high turnover rate of the 1 and 2 hour car spaces will enable visitors to park near the site. Further, the permit-restricted spaces in the area will continue to protect car parking availability for existing, permit-holding residents.

(b) The site has excellent access to public transport, including bus services on Johnston Street (direct access) as well as Victoria Park Railway Station (300m) west, both of which are within walking distance.

(c) The provision of bicycle infrastructure in the surrounding area, including the Main Yarra Trail (500m east) and Wellington Street in Collingwood (1km west) both being highly utilised commuter routes for cyclists. The area also has shared lane markings for bicycles including on Johnston Street, Nicholson Street and Trenerry Crescent. Further, the proposal provides in-excess of the bicycle space requirements prescribed by the Scheme. These measures (as well as the proposed end of trip facilities) will encourage employees to arrive via bicycle. The provision of external bicycle spaces along Rich Street will similarly encourage visitors to ride to the development;

(d) Local planning policy at clauses 18.02, 21.03, 21.06-3 and 21.07 encourage reduced rates of car parking provision for development sites within proximity to public transport routes and activity centres.

(e) Traffic is a key issue affecting the road network. By providing a lower rate of on-site car spaces, it will ensure that the development does not generate any problematic increase in traffic levels for the surrounding road network.

(f) The existing land use (541sqm of restricted retail) with four-on-site care spaces would trigger a reduction of 13 car spaces under existing conditions. The existing car parking reduction is considered to be transferrable to the proposed development, as outlined by Council's Engineering Services Unit;

(g) A Green Travel Plan is recommended by condition (as required by clause 22.17 and recommended by Council's Strategic Transport Unit). This will ensure that the permit holder will implement management practices to further encourage use of public transport and cycling as means of transport for employees and visitors.

(h) Council's Engineering Services Unit reviewed the proposed car parking provision and raised no issue to the proposed reduction, stating that it is appropriate for the site which *is ideally located with regard to sustainable transport alternatives.* Further, Council's Engineering Services Unit highlighted that the proposed car parking provision (at a rate of 1.09 car spaces per 100sqm of floor area) is greater than that of other office developments recently approved by Council in Cremorne and Collingwood which ranged from 0.72 - 0.96 spaces per 100sqm floor area.

Vehicle Access

206. The application seeks to provide access to the basement car parking area via a single width access door and ramp located in the northeast corner of the site (accessed off Little Turner Street). Whilst the access door is single width, the vehicle access point splays westwards to allow a width of 7.5m at the junction of Little Turner Street, which will facilitate vehicle access into the site.

207. Visibility for vehicle ingress and egress has been provided in the form of a convex mirror located at the western side of the entrance of the basement car park. The basement plan shows a car stacker system with a central accessway (minimum width 6.7m). To ensure safe vehicle movements internally, two traffic signals are provided one located within the basement (in front of a holding bay) and the other at the ground floor access point.

208. Council's Engineering Services Unit were largely supportive of the proposed access arrangements, with minor changes and additional details required as follows:

    (a) *The applicant must provide a ground clearance check of the development entrance and ramp (for the first 7.0 metres inside the property) using the B99 design vehicle. In Little Turner Street, spot levels of the south spoon drain and road pavement (including the north edge of the Little Turner Street pavement) are to be obtained from site and be incorporated and depicted in the cross sectional drawing of the ramp. The spoon drain as shown on drawings PA_72 and PA_72B has been depicted incorrectly and is to be corrected/amended on the drawings.*
    (b) *Comment on the drainage aspects and design of the kerb extension works is to be provided by Council's Civil Engineering (Infrastructure) team.*

209. With regard to (a), this can be addressed by way of condition. With regard to (b), the comments from Council's Civil Engineering Unit have been discussed earlier within this report.

210. A number of additional recommendations were made by Council's Engineering Services Unit; these relate to various infrastructure requirements immediately surrounding the site that should be undertaken to Council's satisfaction and at the Permit Holder's cost, as follows:

    (a) The kerb extension (including any drainage infrastructure) along the property's Rich Street road frontage must be constructed to Council's satisfaction and at the Permit Holder's cost.

    (b) The footpath immediately outside the property's Johnston Street and Rich Street frontages must be reconstructed to Council's satisfaction and at the Permit Holder's cost. The footpath must have a (maximum) cross-fall of 1 in 33 (for asphalt) or unless otherwise specified by Council.

    (c) Any damaged roads, footpaths and other road related infrastructure adjacent to the development site as a result of the construction works, including trenching and excavation for utility service connections, must be reconstructed to Council's satisfaction and at the developer's expense.

    (d) 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.

    (e) 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.

    (f) 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.

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

(h) 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.

(i) 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.

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

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

211. The majority of these additional recommendations can be appropriately captured under general infrastructure, drainage and construction management conditions and/or notes that are usually placed on a permit of this type. However, with regards to items (a) and (b), these refer to the public realm upgrades proposed as part of the application which has been addressed under the recommended condition for a detailed civil and drainage design plan, as discussed under the Built Form section of this report.

Traffic

212. Council's Engineering Services Unit found that the proposed development would likely result in 21 individual trips in the morning peak and 21 in the evening peak (adopting a traffic generation of 0.5 trips per space per peak hour). Council's Engineering Services found that these were not unduly high and would not pose adverse impacts on the surrounding road network.

213. Furthermore, the application has located vehicle access from Little Turner Street. This is the preferred location with respect to pedestrian and traffic safety because there is no footpath at this street, and it has a predominantly 'back-of-house' laneway character with numerous garages and roller doors presenting to the street. The use of Little Turner Street also means that the footpath along Rich Street will no longer be affected by vehicle movements, consistent with access policy in the DDO15.

Loading and unloading

214. The Scheme does not provide any requirements for loading bays, rather Council must consider loading and unloading as relevant to the application. A loading bay has not been specifically designated on the plans, however the basement has sufficient space for a small waste vehicle to manoeuvre and undertake waste collection. Whilst the basement area could be used as a loading bay outside of peak hours, it is not considered necessary to provide a designated loading bay internal to the site. This is because the majority of the development is associated with office and, as such, goods will not be sold on site as part of Levels 1 to Level 7, ensuring a low demand for loading.

215. The proposed retail uses at ground floor are anticipated to generate a similar loading requirement to that of the existing Restricted Retail use and will therefore not unduly affect the surrounding road network as outlined by Council's Engineering Services Unit.

Waste

216. The submitted Waste Management Plan (WMP) shows that waste will be collected internally at the basement level via a private collection service. This will ensure that the surrounding street network remains unaffected by stationary waste vehicles during collection and that noise impacts to nearby dwellings is minimised. Swept path diagrams have been provided to demonstrate that a small waste collection vehicle can make the required movements to undertake collection in the basement. Council's Engineering Services Unit confirmed that the swept path diagrams for the waste vehicle are satisfactory. Swept path diagrams are not required for entry into the site from Little Turner Street as the street is relatively wide (6m) for the purposes of vehicle movements.

217. The WMP also shows that regular collections of waste will be in three streams – organics, garbage and recycle, each being collected twice a week. This extent of collection is considered appropriate for the area particularly given that collection will occur internally at the basement level (and therefore contain waste collection noise underground).

218. The WMP has been assessed by Council's City Works Unit, who confirmed that it is satisfactory. A condition will be required to require that the WMP be endorsed as part of the permit documentation, should a permit issue.

Bicycle Facilities

219. With regards to visitor spaces, the development will provide 10 publicly accessible spaces (5 horizontal hoops) along the Rich Street kerb extension. As these are located outside of title boundaries, they technically do not satisfy the visitor bicycle spaces requirements of Clause 52.34 (which in this case requires 4 visitor spaces to be provided within title boundaries). However, the proposed visitor spaces will be convenient and highly visible for visitors and the number proposed is considered to be sufficient for the development. Council's Strategic Transport Unit also confirmed that the proposed visitor spaces are satisfactory.

220. With regards to employee bicycle spaces, the development proposes a total of 34 spaces (27 vertical spaces and 7 horizontal spaces) within a secure compound at ground floor. This exceeds the statutory requirements outlined in Clause 52.34 (13 spaces), however Council's Strategic Transport Unit highlighted that it falls short of Council's best practice rate (36 spaces) pursuant to the Built Environment Sustainability Scorecard (BESS) and therefore recommended that at least 36 spaces are provided. A condition will require this.

    Council's Strategic Transport Unit reviewed the access arrangements for the employee spaces and found them to be satisfactory, in accordance with the requirements of Australian Standard AS2890.3.

221. The development also proposes good end-of trip facilities for employees, with six showers / change rooms as well as a total of 32 lockers. Council's Strategic Transport Unit confirmed that the shower facilities exceed both the statutory requirements (2 showers / change rooms) and Council's best practice rates (4 showers / change rooms). This will encourage employees to commute by bicycle.

222. Council's Strategic Transport Unit also recommended that a Green Travel Plan be included as part of any approval. A condition will require this.

Objector Concerns

223. Objector concerns are discussed as follows:
    (a) *Concerns regarding the proposed design, including the building height and massing not complying with built form controls of the DDO15;*

        This is discussed at paragraphs 113 – 160.

(b) *Off-site amenity impacts (including overlooking, overshadowing, loss of daylight and visual bulk);*

This is discussed at paragraphs 178 – 203.

(c) *Impacts to the Victoria Park heritage precinct;*

This is discussed at paragraphs 110 – 112.

(d) *Visibility of roof level services;*

This is discussed at paragraphs 120 – 123.

(e) *Wind impacts;*

This is discussed at paragraphs 196 – 199.

(f) *Impacts to existing street trees;*

This is discussed at paragraphs 164 – 170.

(g) *Traffic, car parking and loading concerns;*

This is discussed at paragraphs 204 – 215.

(h) *Noise impacts associated with the food and drinks premises, vehicle entry door and car stacker system;*

This is discussed at paragraphs 193 – 195.

(i) *Concerns regarding construction noise and traffic;*

Amenity impacts during the construction stage are not planning matters, however to ensure that construction is in accordance with Council's requirements, and to minimise amenity impacts to nearby properties, a Construction Management Plan has been recommended by way of condition.

(j) *Concerns about maintenance of the proposed landscaping, and;*

This is discussed at paragraphs 161 – 163.

(k) *Loss of property values.*

This is not a planning matter.

Conclusion

224. The proposed development is considered to demonstrate a high level of compliance with policy objectives contained within the Planning Policy Framework and Municipal Strategic Statement. Notably, the proposal achieves the State Government's urban consolidation objectives.

225. The proposal, subject to the conditions recommended, is a satisfactory planning outcome that demonstrates clear compliance with the relevant Council policies.

RECOMMENDATION

That having considered all objections and relevant planning policies, the Committee resolves to issue a Notice of Decision to Grant Planning Permit PLN20/0322 for the construction of a multi-storey building for office, retail and food and drinks premises (no permit required for uses) and a reduction in the car parking and visitor bicycle space requirements at 350 – 356 Johnston Street & 2 Rich Street, Abbotsford, subject to the following conditions:

1. Before the development commences, amended plans to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plans will be endorsed and will then form part of this permit. The plans must be drawn to scale with dimensions and three copies must be provided. The plans must be generally in accordance with the architectural plans prepared by Matt Goodman Architecture Office dated 10 December 2020 but modified to show:
   (a) façade patterning (including façade rebates) provided to the eastern boundary wall to minimise visual bulk when viewed from the public realm;
   (b) increased extent of window operability across the development;
   (c) plan and elevation notations to confirm that the screening at the northern facades of Levels 1 and 2 are fixed with a maximum visual transparency of 25% to a height of 1.7m above finished floor level;
   (d) dimension the height and depth of the northern planter box at the Level 3 terrace;
   (e) sectional diagrams to demonstrate mitigation of downward views into the secluded private open space of No. 51 Turner Street from the northern facades of levels 3 – 7;
   (f) retractable awnings provided to the Rich Street façade at ground floor;
   (g) cross section drawing (ground clearance check) of the vehicle entrance (for the first 7m inside the property) using the B99 design vehicle. The ground clearance check must provide (or show) the following:
      (i) spot levels of the southern spoon drain and road pavement (including the northern edge of the Little Turner Street pavement) to be depicted correctly;
      (ii) no vehicle scraping or 'bottoming out' of a B99 vehicle as it accesses the subject site via Little Turner Street.
   (h) A minimum of 36 employee bicycle spaces located within the ground floor bicycle compound;
   (i) any requirement of the endorsed Sustainable Management Plan (condition 5) (where relevant to show on plans);
   (j) any requirement of the endorsed Tree Management Plan (condition 13) (where relevant to show on plans)
   (k) any requirement of the endorsed Wind Report (condition 15) (where relevant to show on plans);
   (l) any requirement of the endorsed Public Realm Plan (condition 17) (where relevant to show on plans).
   (m) any requirement of the endorsed Detailed Civil and Drainage Design Plan (condition 21) (where relevant to show on plans).

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

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.

4. As part of the ongoing consultant team, Matt Goodman Architecture Office or an architectural firm to the satisfaction of the Responsible Authority must be engaged to:
   (a) oversee the design and construction of the development; and
   (b) ensure the design quality and appearance of the development is realised as shown in the endorsed plans or otherwise to the satisfaction of the Responsible Authority.

Sustainable Management Plan

5. 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 Wrap Consulting Engineering, dated 11 December 2020, but modified to include or show:
   (a) Operability to a selection of windows.
   (b) Provision of a Section J Assessment to support claims of meeting and/or exceeding NCC 2019 energy efficiency requirements, including thermal performance, GHG emissions, hot water, HVAC and peak demand reduction.
   (c) clarify rooftop PV system size, generation and associatedreduction in GHG (within Section J Assessment or memo-style response).
   (d) Further clarification on how the nominated innovations credits will be achieved and implemented.

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

Waste Management Plan

7. The provisions, recommendations and requirements of the endorsed Waste Management Plan generally in accordance with the Waste Management Plan prepared by Waste Tech Services Pty Ltd and dated 11 December 2020, must be implemented and complied with to the satisfaction of the Responsible Authority.

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

Landscape Plan (internal to subject site)

9. Before the development commences, an amended Landscape Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Landscape Plan will be endorsed and will form part of this permit. The amended Landscape Plan must be generally in accordance with the Landscape Plan prepared by Jack Merlo and dated 11 December 2020, but modified to include (or show):

   (a) Deletion of the landscaping proposed outside of title boundaries of the subject site.

   to the satisfaction of the Responsible Authority.

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

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

all to the satisfaction of the Responsible Authority.

Street Trees

11. Before the development commences, the permit holder must provide an Asset Protection Bond of $77,424 (ex GST), being $29,625 for the northern tree on Rich Street, $16,825 for the central tree on Rich Street, $30,490 for the southern tree on Rich Street and $484 for the Johnston Street tree, unless otherwise advised by the Responsible Authority. The security bond:
    (a) must be provided to the Responsible Authority in the form of a bank cheque or guarantee;
    (b) may be held by the Responsible Authority until the works are completed to the satisfaction of the Responsible Authority; and
    (c) must be in accordance with the requirements of this permit.

12. Any pruning required to be undertaken for the four street trees along the subject site's Rich Street and Johnston Street frontages must be completed by an approved tree maintenance contractor (to the satisfaction of the Responsible Authority) with all associated costs to be borne by the permit holder.

Tree Management Plan

13. Before the development commences, an amended Tree Management Plan to the satisfaction of the Responsible Authority and by a suitably qualified Arborist must be submitted to and approved by the Responsible Authority. When approved the amended Tree Management Plan will be endorsed and will form part of the permit. The amended Tree Management Plan must be generally in accordance with the Tree Management Plan prepared by Simon Howe, dated July 2020, but modified to include (or show):

    (a) Commitment that any pruning to the street trees will be undertaken by an approved tree maintenance contractor with all costs borne by the permit holder;
    (b) A detailed description of all proposed works (including construction methodology) associated with the kerb extension works as shown on the endorsed Detailed Civil and Drainage Plan (condition 21);
    (c) A tree impact assessment of the proposed works described as part of condition 14(b) above, including an assessment against AS4970.

    all to the satisfaction of the Responsible Authority.

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

Wind

15. Before the development commences, an amended Wind Assessment Report to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Wind Assessment Report will be endorsed and will form part of this permit. The amended Wind Assessment Report must be generally in accordance with the Wind Impact Statement prepared by Vipac and dated 22 July 2020, but modified to include (or show):

    (a) Further assessment undertaken for the ground floor seating area associated with the food and drinks premises (northwest corner of site);
    (b) Further details of the wind assessment at the level 3 communal terrace seating area.

to the satisfaction of the Responsible Authority.

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.

Public Realm Plan

17. Before the development commences, or by such later date as approved in writing by the Responsible Authority, a Public Realm Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. The Public Realm Plan must be generally in accordance with the curb extension details shown on Drawing No. TP01 of the landscape plan prepared by Jack Merlo, dated 11 December 2020, but modified to include the following:
    (a) High level details and dimensions of the proposed bench seats, with provision of back and arm rests;
    (b) Materials schedule of all proposed materials, including surface materials and street furniture materials (with all materials to comply with the Yarra Standard Drawings and Road Materials Policy).
    (c) Deletion of the proposed street tree from Johnston Street footpath;
    (d) Deletion of the notation referring to footpath trading;
    (e) Any detail required to be shown from the endorsed Detailed Civil and Drainage Plan (condition 21),

    All to the satisfaction of the Responsible Authority.

18. Before the building is occupied, all works associated with the Public Realm Plan as shown on the endorsed plans and Public Realm Plan (referred to in Condition 17) must be fully constructed and completed by the permit holder, with all costs borne by the permit holder, to the satisfaction of the Responsible Authority.

Road Infrastructure

19. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, any redundant vehicular crossing must be demolished and re-instated as standard footpath and kerb and channel:
    (a) at no cost to the Responsible Authority (inclusive of the cost of modifying any parking signs or road markings for parking bays (where required); 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 roads, footpaths and other road related infrastructure adjacent to the development site damaged as a result of the construction works (including trenching and excavation for utility service connections) must be reinstated (including by the re-sheeting of the entire Johnston and Rich Street footpath for the width of the property frontage if required by the Responsible Authority):
    (a) at no cost to the Responsible Authority; and
    (b) to the satisfaction of the Responsible Authority.

Detailed Civil and Drainage Design Plan

21. Before the development commences, a Detailed Civil and Drainage Design Plan prepared to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. Once the plan is approved, it will be endorsed and will then form part of the permit. The plan must include. The Detailed Civil and Drainage Design Plan must provide:
    (a) provisions for all civil and drainage works that are required to the abutting road frontages, as part of the development.
    (b) Surface material finishes shown and specified;

(c) Drainage scheme to ensure no 'ponding' or retention of water in the roadways (i.e. including curb extension);
(d) Integration of curb extension with the intersection of Rich Street and Little Turner Street and surrounding road network, including transitioning of the road pavement from the kerb extension back to existing surface levels beyond the Rich street frontage of the development;
(e) roadworks to provide road pavement crossfalls as determined by Council;
(f) All proposed works to maintain the health and stability of the existing street trees on Rich Street in accordance with the Tree Management Plan (condition 13) and to the satisfaction of Council's Arborist
(g) design in accordance with Council's engineering standards and requirements.

22. Before the development is completed or at a later date as agreed in writing by the Responsible Authority, all associated works shown on the endorsed Detailed Civil and Drainage Plan must be fully constructed and completed by the permit holder, all to the satisfaction of the Responsible Authority.

Car Parking

23. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the area set aside on the endorsed plans for the car parking spaces, access lanes, driveways and associated works must be:
(a) constructed and available for use in accordance with the endorsed plans;
(b) formed to such levels and drained so that they can be used in accordance with the endorsed plans;
(c) treated with an all-weather seal or some other durable surface; and
(d) line-marked or provided with some adequate means of showing the car parking spaces, all to the satisfaction of the Responsible Authority.

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

Green Travel Plan

25. Before the development is occupied, a Green Travel Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Green Travel plan will be endorsed and will form part of this permit. The Green Travel Plan must include, but not be limited to the following:
(a) a description of the location in the context of alternative modes of transport;
(b) employee welcome packs (e.g. provision of Myki/transport ticketing);
(c) the provision of real time passenger information displays for nearby stops within each lobby;
(d) sustainable transport goals linked to measurable targets, performance indicators and monitoring timeframes;
(e) a designated 'manager' or 'champion' responsible for coordination and implementation;
(f) details of bicycle parking and bicycle routes;
(g) details of GTP funding and management responsibilities;
(h) the types of lockers proposed within the change-room facilities, with at least 50% of lockers providing hanging storage space;
(i) security arrangements to access the employee bicycle storage spaces; and
(j) signage and wayfinding information for bicycle facilities and pedestrians pursuant to Australian Standard AS2890.3;
(k) Reference to a minimum 40A single phase electrical sub circuit should be installed to the basement levels for 'EV readiness'; and
(l) provisions for the Green Travel Plan to be updated not less than every 5 years.

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

Lighting

27. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, external lighting capable of illuminating access to the pedestrian and vehicular entrances must be provided on the subject site. Lighting must be:
    (a) located;
    (b) directed;
    (c) shielded; and
    (d) of limited intensity,
    all to the satisfaction of the Responsible Authority.

General

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

29. The amenity of the area must not be detrimentally affected by the construction, including through:
    (a) the transport of materials, goods or commodities to or from land;
    (b) the appearance of any buildings, works or materials;
    (c) the emission of noise, artificial light, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil; or
    (d) the presence of vermin.

30. The use, operation of the car stacker and development must comply at all times with the State Environment Protection Policy – Control of Noise from Commerce, Industry and Trade (SEPP N-1).

31. 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.

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

33. All pipes, fixtures, fittings and vents servicing any building on the land must be concealed in service ducts or otherwise hidden from view to the satisfaction of the Responsible Authority.

Development Contributions

34. Prior to the issue of a building permit, commencement of the development, or issue of a Statement of Compliance (whichever occurs first) the Development Infrastructure Levy must be paid to Yarra City Council in accordance with the approved Development Contributions Plan, or the Owner must enter into an agreement with Yarra City Council to pay the amount of the levy within a time specified in the agreement.

Construction Management

35. Before the development commences, a Construction Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plan will be endorsed and will form part of this permit. The plan must provide for:
    (a) a pre-conditions survey (dilapidation report) of the land and all adjacent Council roads frontages and nearby road infrastructure;
    (b) works necessary to protect road and other infrastructure;
    (c) remediation of any damage to road and other infrastructure;
    (d) containment of dust, dirt and mud within the land and method and frequency of clean up procedures to prevent the accumulation of dust, dirt and mud outside the land;

(e) facilities for vehicle washing, which must be located on the land;
(f) the location of loading zones, site sheds, materials, cranes and crane/hoisting zones, gantries and any other construction related items or equipment to be located in any street;
(g) site security;
(h) management of any environmental hazards including, but not limited to,:
    (i) contaminated soil;
    (ii) materials and waste;
    (iii) dust;
    (iv) stormwater contamination from run-off and wash-waters;
    (v) sediment from the land on roads;
    (vi) washing of concrete trucks and other vehicles and machinery; and
    (vii) spillage from refuelling cranes and other vehicles and machinery;
(i) the construction program;
(j) preferred arrangements for trucks delivering to the land, including delivery and unloading points and expected duration and frequency;
(k) parking facilities for construction workers;
(l) measures to ensure that all work on the land will be carried out in accordance with the Construction Management Plan;
(m) an outline of requests to occupy public footpaths or roads, or anticipated disruptions to local services;
(n) an emergency contact that is available for 24 hours per day for residents and the Responsible Authority in the event of relevant queries or problems experienced;
(o) the provision of a traffic management plan to comply with provisions of AS 1742.3-2002 Manual of uniform traffic control devices - Part 3: Traffic control devices for works on roads;
(p) a Noise and Vibration Management Plan showing methods to minimise noise and vibration impacts on nearby properties and to demonstrate compliance with Noise Control Guideline 12 for Construction (Publication 1254) as issued by the Environment Protection Authority in October 2008. The Noise and Vibration Management Plan must be prepared to the satisfaction of the Responsible Authority.
    In preparing the Noise and Vibration Management Plan, consideration must be given to:
    (i) using lower noise work practice and equipment;
    (ii) the suitability of the land for the use of an electric crane;
    (iii) silencing all mechanical plant by the best practical means using current technology;
    (iv) fitting pneumatic tools with an effective silencer;
    (v) other relevant considerations; and
    (vi) any site-specific requirements.

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

36. Except with the prior written consent of the Responsible Authority, demolition or construction works must not be carried out:
(a) Monday–Friday (excluding public holidays) before 7 am or after 6 pm;
(b) Saturdays and public holidays (other than ANZAC Day, Christmas Day and Good Friday) before 9am or after 3pm; or
(c) Sundays, ANZAC Day, Christmas Day and Good Friday at any time.

Time expiry

37. This permit will expire if:
    (a) the development is not commenced within two years of the date of this permit; or
    (b) the development is not completed within four years of the date of this permit; or
    The Responsible Authority may extend the periods referred to if a request is made in writing before the permit expires or within six months afterwards for commencement or within twelve months afterwards for completion.

NOTES

A building permit maybe required before development is commenced. Please contact Council's Building Services on 9205 5555 to confirm.

Prior to the issue of a building permit for the development allowed by this permit, the Community Infrastructure Levy must be paid to Yarra City Council in accordance with the approved Development Contributions Plan.

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

Provision must be made for drainage of the site to a legal point of discharge. Please contact Council's Building Services on 9205 5555 for further information.

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

Contaminated ground water seepage into basements from above the water table must be discharged to the sewer system through a trade waste agreement with the relevant authority or in accordance with EPA guidelines.

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

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

Any services poles, structures or pits that interfere with the proposal must be adjusted, removed or relocated at the Permit Holder's expense after seeking approval from the relevant authority.

The Permit Holder/developer is responsible for the management and protection of their building from groundwater.

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

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

The removal of any kerbside parking sensors and any reinstatement of parking sensors will require the Permit Holder to pay Council the cost of each parking sensor taken out from the kerb/footpath.

Attachments

1. PLN20/0322 - PDC Attachment - Decision Plans
2. PLN20/0322 - PDC Attachment - Landscape Plan
3. PLN20/0322 - PDC Attachment - Traffic Assessment Report
4. PLN20/0322 - PDC Attachment - Waste Management Plan
5. PLN20/0322 - PDC Attachment - Sustainability Management Plan
6. PLN20/0322 - PDC Attachment - Internal Urban Design Comments
7. PLN20/0322 - PDC Attachment - Strategic Transport Comments
8. PLN20/0322 - PDC Attachment - ESD Comments
9. PLN20/0322 - PDC Attachment - Engineering Comments
10. PLN20/0322 - PDC Attachment - Open Space, Waste and Civil Engineering Comments
11. PLN20/0322 - PDC Attachment - External Urban Design Comments on Amended Plans
12. PLN20/0322 - PDC Attachment - External Urban Design Comments (Original Plans)
13. PLN20/0322 - PDC Attachment - Streetscape and Natural Values Unit Comments
14. PLN20/0322 - PDC Attachment - Wind Peer Review Comments

Attachment 1 - PLN20/0322 - PDC Attachment - Decision Plans

MG
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PROJECT
350-356 JOHNSTON ST

TITLE
TOWN PLANNING APPLICATION DRAWING SET TP2

DATE
10 DECEMBER 2020

JOB NO.
A052/ JOHNSTON ST /1907

MATT GOODMAN ARCHITECTURE OFFICE

Attachment 1 - PLN20/0322 - PDC Attachment - Decision Plans

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1 / SITE ANALYSIS

PROJECT
350-356 JOHNSTON ST

TITLE
TOWN PLANNING APPLICATION DRAWING SET TP1

DATE
10 DECEMBER 2020

JOB NO.
A052/ JOHNSTON ST /1907

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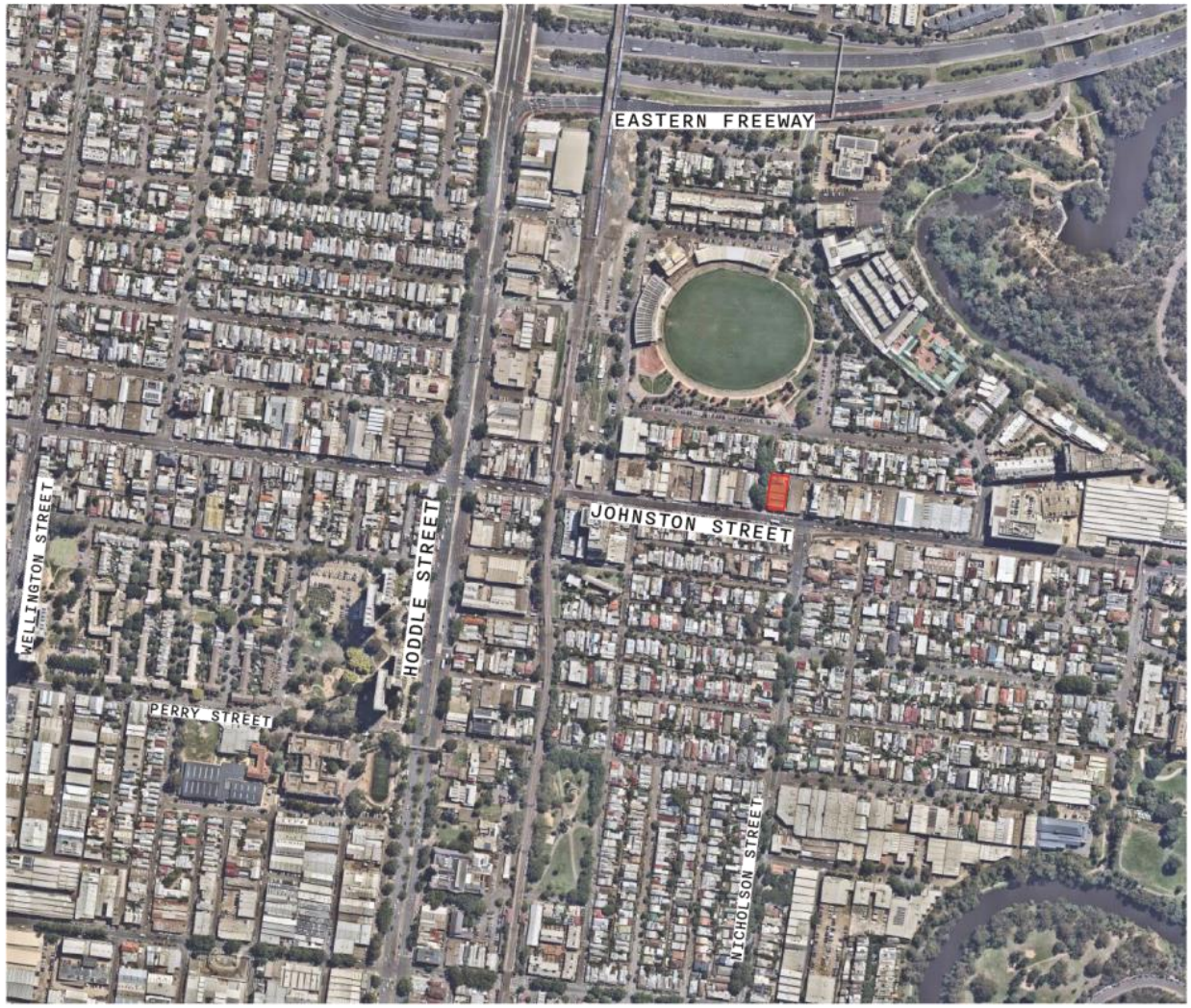
Attachment 1 - PLN20/0322 - PDC Attachment - Decision Plans

URBAN CONTEXT

1.1 SUBJECT SITE

The Subject site, 350-356 Johnston St & 2 Rich St, Abbotsford, is set within the heart of the Precinct 2 of the Johnston St Local Area Plan.

The site fronts Johnston St, Abbotsford key Activity Centre and Commercial corridor.
Surrounding development differs greatly, with a mix of single and double storey heritage dwellings, to 7+ storey Commercial Buildings.



LEGEND

SUBJECT SITE

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PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
URBAN CONTEXT
ABBOTSFORD

SCALE
NTS

DATE
10 DECEMBER 2020

JOB NO.
A052/ JOHNSTON ST /1907

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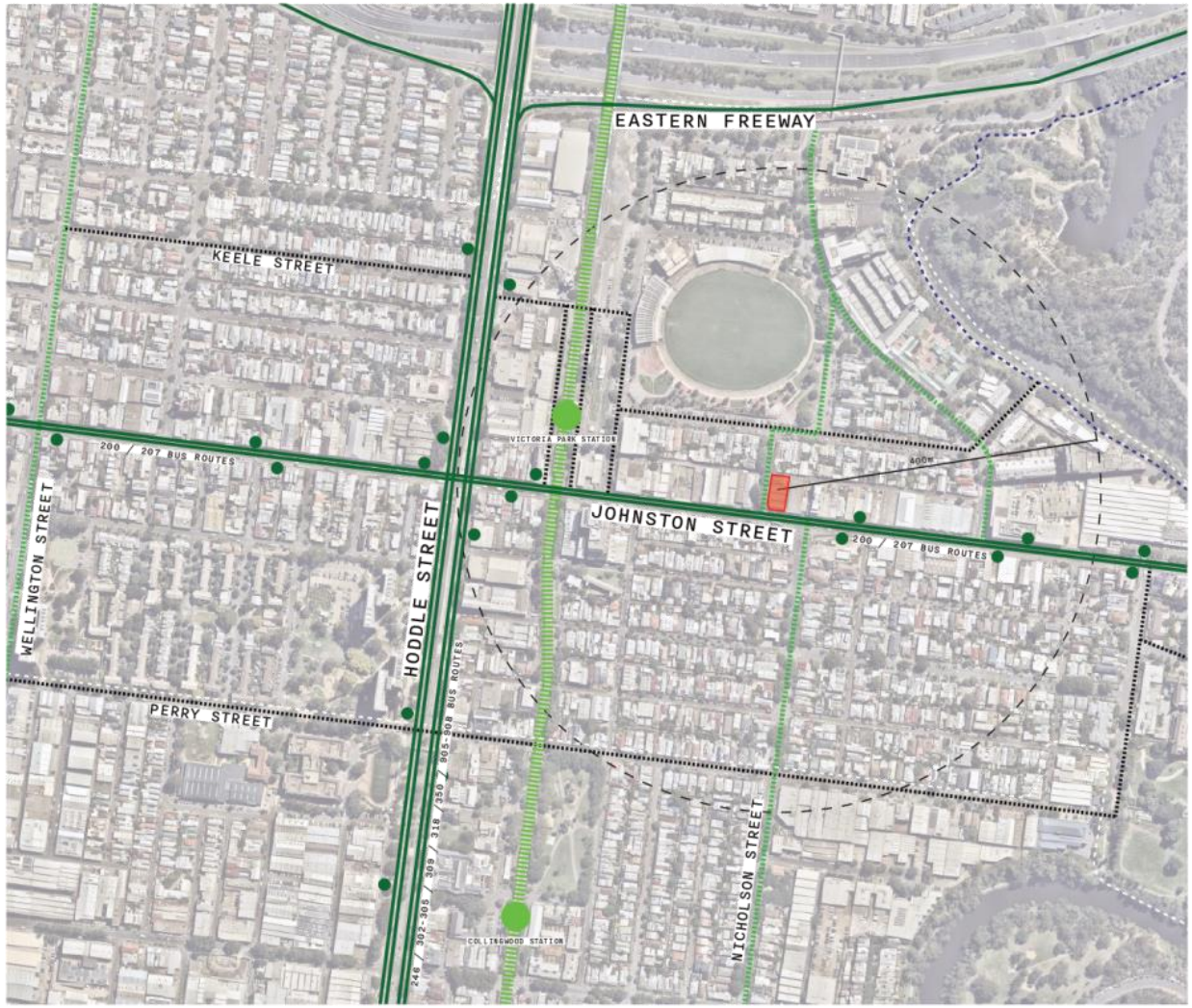
URBAN CONTEXT

1.2 TRANSPORT

Abbotsford is accessed via several transport links.

Bus routes run in an East West direction along Johnston St, and North South along Hoodle St.
The Subject site is located 190m from Victoria Park Train Station and a short walk from Collingwood Train Station.

The Subject site is in close proximity to a number of Bicycle tracks, including the Capital City Trail and a number of pedestrian links, connecting Abbotsford to the Melbourne CBD



LEGEND

- SITE
- TRAIN LINE
- TRAIN STATION
- ARTERIAL ROADS
- BUS STOP
- MAJOR BICYCLE PATH
- MAJOR PEDESTRIAN LINKS
- CAPITAL CITY TRAIL

MG
AO

PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
URBAN CONTEXT
TRANSPORT

SCALE
NTS

DATE
10 DECEMBER 2020

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URBAN CONTEXT

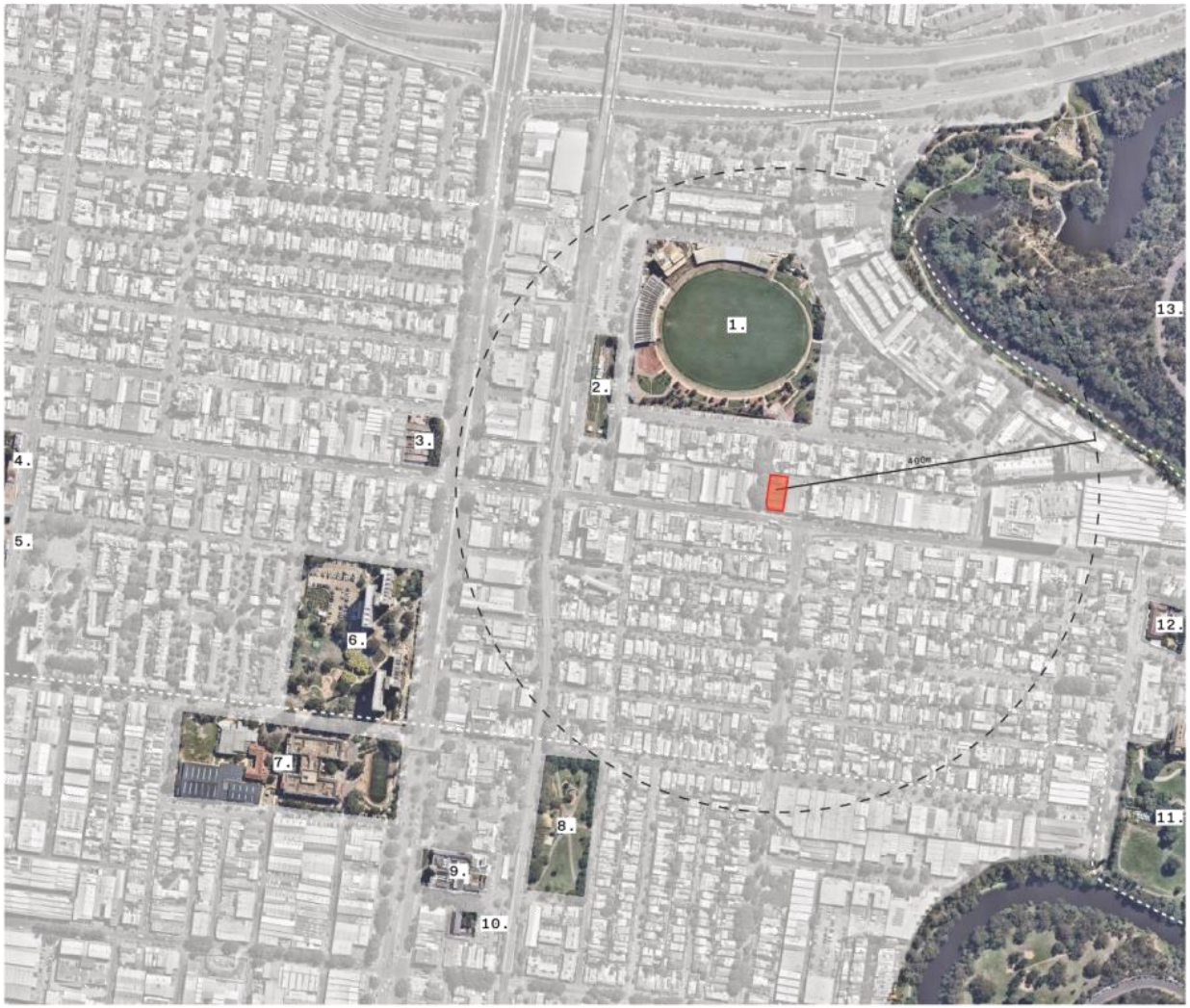
1.3 OUTDOOR AMENITY

Abbotsford is accessed via several transport links.

Bus routes run in an East West direction along Johnston St, and North South along Hoodle St.
The Subject site is located 190m from Victoria Park Train Station and a short walk from Collingwood Train Station.

The Subject site is in close proximity to a number of Bicycle tracks, including the Capital City Trail and a number of pedestrian links, connecting Abbotsford to the Melbourne CBD

1. Victoria park club & club rooms
2. Fareshare kitchen garden
3. North yarra community health centre
4. Collingwood arts precinct
5. St joseph's primary school
6. Collingwood neighbourhood house
7. Collingwood college
8. Gahan reserve
9. Collingwood town hall
10. Collingwood library
11. Abbotsford convent
12. University of melbourne early Learning centre
13. Dights fall reserve



LEGEND

SUBJECT SITE

MG
AO

PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
URBAN CONTEXT
OUTDOOR AMENITY

SCALE
NTS

DATE
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URBAN CONTEXT

1.4 SURROUNDING DEVELOPMENTS

Abbotsford is accessed via several transport links.

1. 370 JOHNSTON ST
2. 312-314/316-322 JOHNSTON ST
3. 344 JOHNSTON ST
4. 329 JOHNSTON ST
5. 1E MARINE PDE
6. 218 HOODLE ST
7. 247 JOHNSTON ST
8. 288 JOHNSTON ST



LEGEND

- SUBJECT SITE
- 6 STOREYS
- 7 STORYES
- 11 STOREYS
- 10 STOREYS
- 13 STOREYS

MG
AO

PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
SURROUNDING DEVELOPMENTS

SCALE
NTS

DATE
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A052/ JOHNSTON ST /1907

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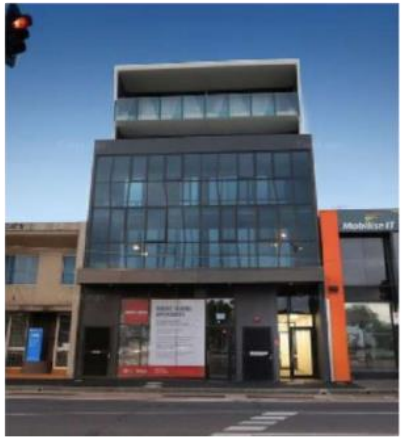
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370 JOHNSTON ST
6 STOREY
BUILT



316-322 JOHNSTON ST
7 STOREY
APPROVED



344 JOHNSTON ST
7 STOREY
APPROVED



329 JOHNSTON ST
7 STOREY
APPROVED



1E MARINE PDE
7 STOREY
APPROVED (VCAT)



218 HOODLE ST
10 STOREY
APPROVED



288-296 JOHNSTON ST
316-322 JOHNSTON ST
11 STOREY APPROVED
12 STOREY ADVERTISED



247 JOHNSTON ST
13 STOREY
APPROVED

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PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
URBAN CONTEXT AND DEVELOPMENTS

SCALE
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SITE ANALYSIS

1.6 SUBJECT SITE

The Subject Site is located within Precinct 2 of the Johnston St Local Area Plan.

The JSLAP anticipates a new contemporary urban character emerging in the eastern part of Johnston Street. With a preference for new well designed buildings.

The Subject Site book ends a streetblock, turning the corner to face Rich St. This locates the Subject Site at the junction of a Residential area fronting Turner St designated for Minimal Change and Johnston St, an area set for Moderate change of a Contemporary Character.

This unique condition enables the proposed development to form a key transition between these two interfaces.



LEGEND

SUBJECT SITE

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PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
SITE ANALYSIS
SUBJECT SITE

SCALE
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SITE ANALYSIS

1.7 PLANNING ZONES



LEGEND

- C1Z - COMMERCIAL 1
- C2Z - COMMERCIAL 2
- GRZ - GENERAL RESIDENTIAL
- NRZ - NEIGHBOURHOOD RESIDENTIAL
- PPRZ - PUBLIC PARK & RECREATION
- PUZ4 - PUBLIC USE - TRANSPORT
- RDZ1 - ROAD - CATEGORY 1

MG
AO

PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
SITE ANALYSIS
PLANNING ZONES

SCALE
NTS

DATE
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SITE ANALYSIS

1.8 PLANNING OVERLAYS



LEGEND

- DDO15 - DESIGN AND DEVELOPMENT OVERLAY - SCHEDULE 15
- HERITAGE OVERLAY

MG
AO

PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
SITE ANALYSIS
PLANNING OVERLAYS

SCALE
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DATE
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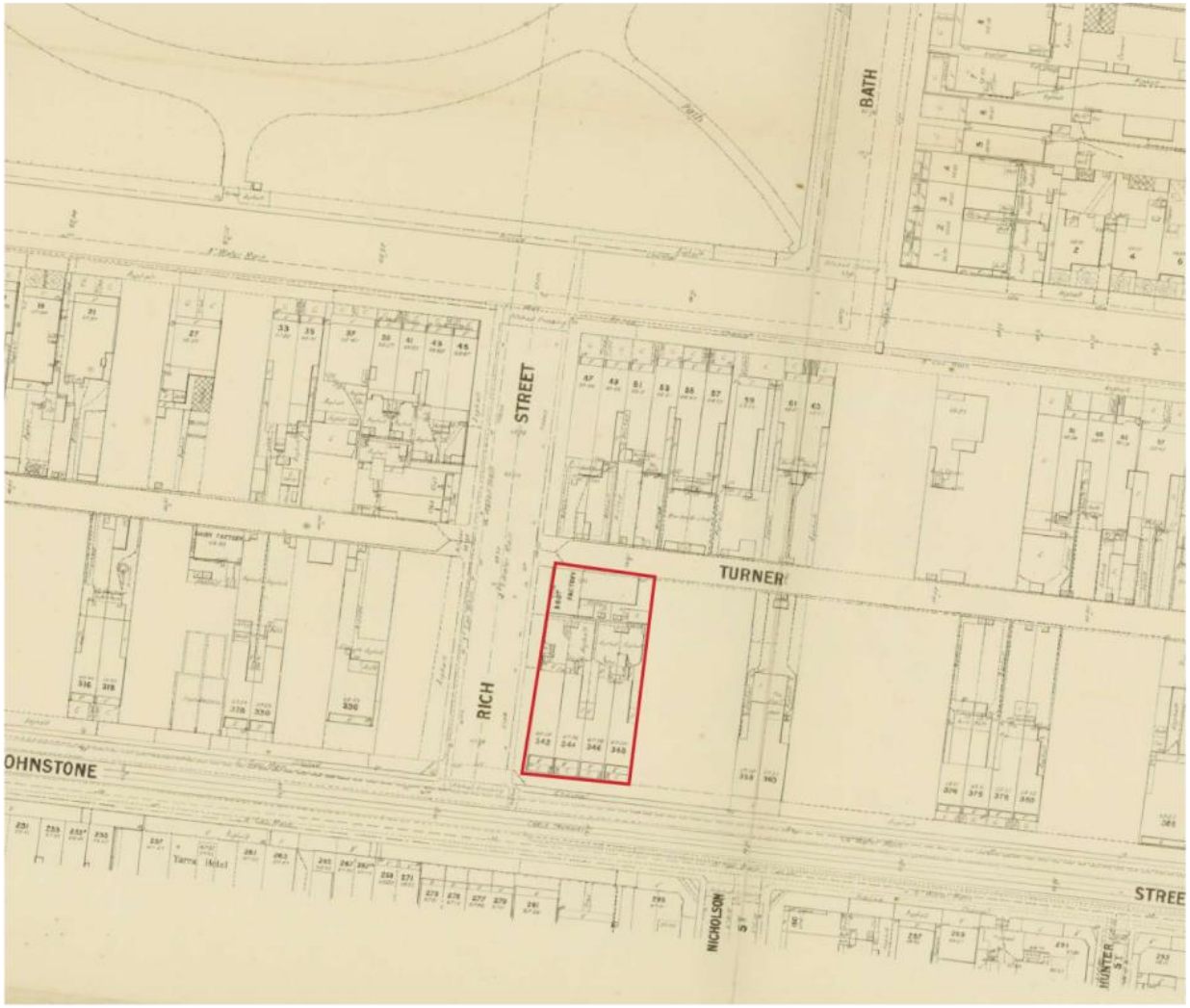
SITE ANALYSIS

1.9 HERITAGE CONTEXT
MMBW PLAN - 1901

The Subject Site is located in the Commercial 2 zone, set for moderate change, located alongside a Neighbourhood residential zone with a Heritage Overlay.

The surrounding Nieghbourhood residential zone congtainins numerous single and double storey Victorian Terrace houses. There are a number of continuous rows of single storey Terraces, broken up by Double storey Terrace houses.

The MMBW Map from 1901 shows many of the surrounding dwellings have been contributing to the character of the area for 100+ years.



LEGEND

SUBJECT SITE

MG
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PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
SITE ANALYSIS
HERITAGE CONTEXT

SCALE
NTS

DATE
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Attachment 1 - PLN20/0322 - PDC Attachment - Decision Plans

SITE ANALYSIS

1.10 PHOTO LOCATIONS



LEGEND

SUBJECT SITE

1. ARROW SIGNIFIES CAMERA DIRECTION
NUMBER RELATES TO IMAGE

MG
AO

PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
SITE ANALYSIS
PHOTO LOCATIONS

SCALE
NTS

DATE
10 DECEMBER 2020

JOB NO.
A052/ JOHNSTON ST /1907

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Attachment 1 - PLN20/0322 - PDC Attachment - Decision Plans



1. Johnston Street facing North East toward Rich St & Subject site.



2. Nicholson Street facing North toward Johnston Street. Subject site is out of view.



3. Corner of Nicholson Street & Johnston Street facing North toward existing facade.



4. Johnston Street facing North West toward Rich Street. Existing facade.



5. Johnston Street facing West toward The City.

MG
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PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
SITE ANALYSIS
SITE PHOTOS
JOHNSTON STREET

SCALE
NTS

DATE
10 DECEMBER 2020

JOB NO.
A052/ JOHNSTON ST /1907

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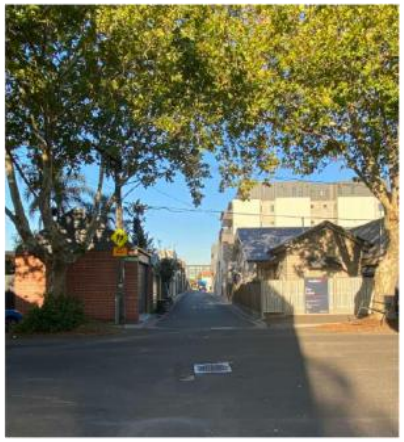
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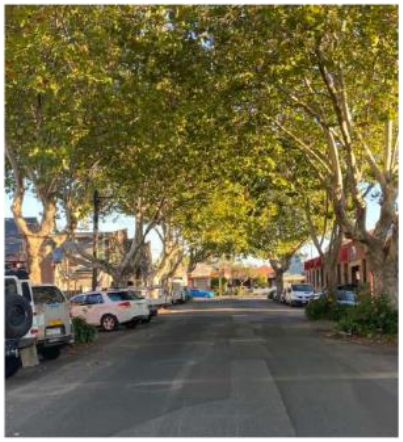
6. Corner Rich Street & Johnston Street facing East



7. Rich Street facing North, Subject Site to the right, Victoria Park beyond.



8. Rich Street East down Lt Turner St, Subject Site to the right.



9. Rich Street facing South, Subject Site in the distance to the left, Johnston Street beyond.



10. Rich Street facing South East toward Subject Site. 2 Rich St to the left and 350-356 Johnston Street to the right.

MG
AO

PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
SITE ANALYSIS
SITE PHOTOS
RICH STREET

SCALE
NTS

DATE
10 DECEMBER 2020

JOB NO.
A052/ JOHNSTON ST /1907

DRAWN
MG

DRAWING NO.
PA_012

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11. Rich Street facing East down Lt Turner Street



12. Lt Turner Street facing West toward Rich St



14. Lt Turner Street facing East toward 370 Johnston Street development.

47 TURNER STREET | 49 TURNER STREET | 51 TURNER STREET | 53 TURNER STREET | 55 TURNER STREET



14. Lt Turner Street facing North toward rear façades of adjacent properties.

MG
AO

PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
SITE ANALYSIS
SITE PHOTOS
LT TURNER STREET

SCALE
NTS

DATE
10 DECEMBER 2020

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1.11 SITE SURVEY (REFER FOLLOWING PAGE FOR SCALE DRAWING)

MG AO

PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
SITE ANALYSIS
SITE SURVEY BY CHARTER KECK CRAMER

SCALE
NTS

DATE
10 DECEMBER 2020

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MG
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2 / URBAN RESPONSE

PROJECT
350-356 JOHNSTON ST

TITLE
TOWN PLANNING APPLICATION DRAWING SET TP1

DATE
10 DECEMBER 2020

JOB NO.
A052/ JOHNSTON ST /1907

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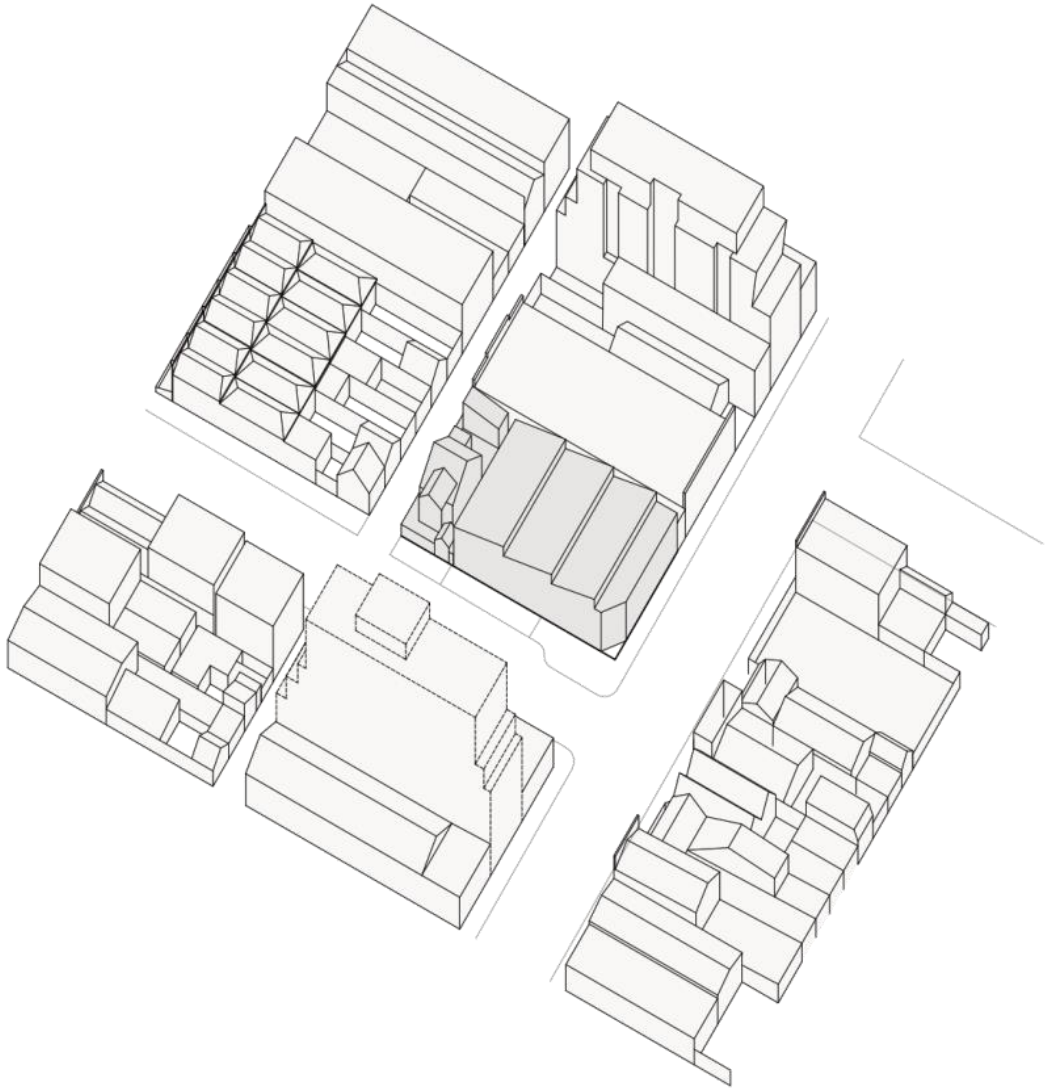
DESIGN RESPONSE DIAGRAM

MG
AO

2.1 EXISTING SITE

The Subject site, 350-356 Johnston St & 2 Rich St, Abbotsford, is set within the heart of the Precinct 2 of the Johnston St Local Area Plan.

The site fronts Johnston St, Abbotsford key Activity Centre and Commercial corridor.
Surrounding development differs greatly, with a mix of single and double storey heritage dwellings, to 7+ storey Commercial Buildings.



LEGEND

SUBJECT SITE

PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
DESIGN RESPONSE DIAGRAM 1 EXISTING SITE

SCALE
NTS

DATE
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A052/ JOHNSTON ST /1907

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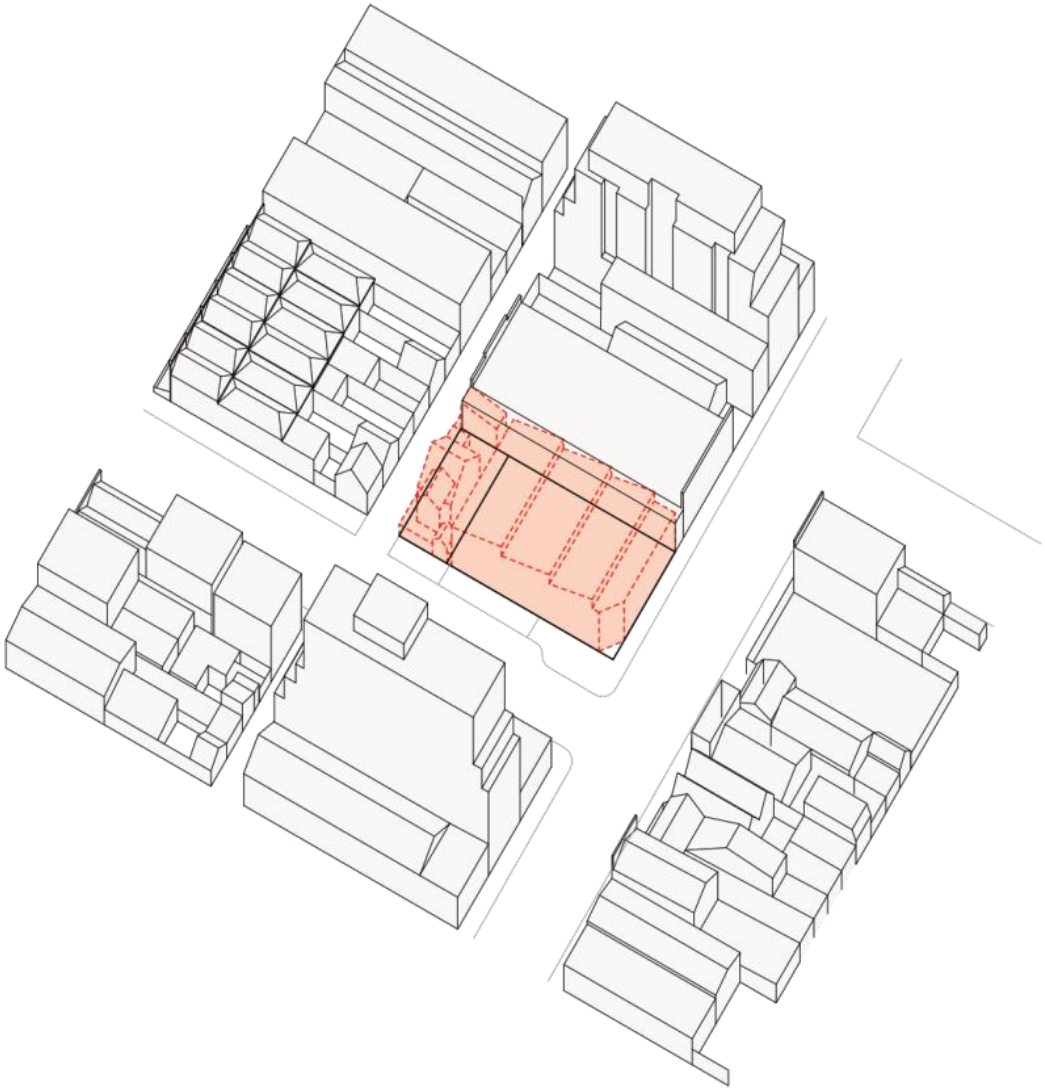
DESIGN RESPONSE DIAGRAM

MG
AO

2.2 DEMOLITION

The Subject site, contains two existing structures, a single storey dwelling and a double storey warehouse.
Both structures are to be demolished.

NOTE: THIS SITE IS NOT AFFECTED BY A HERITAGE OVERLAY



LEGEND

DEMOLITION

PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
DESIGN RESPONSE DIAGRAM 2 DEMOLITION

SCALE
NTS

DATE
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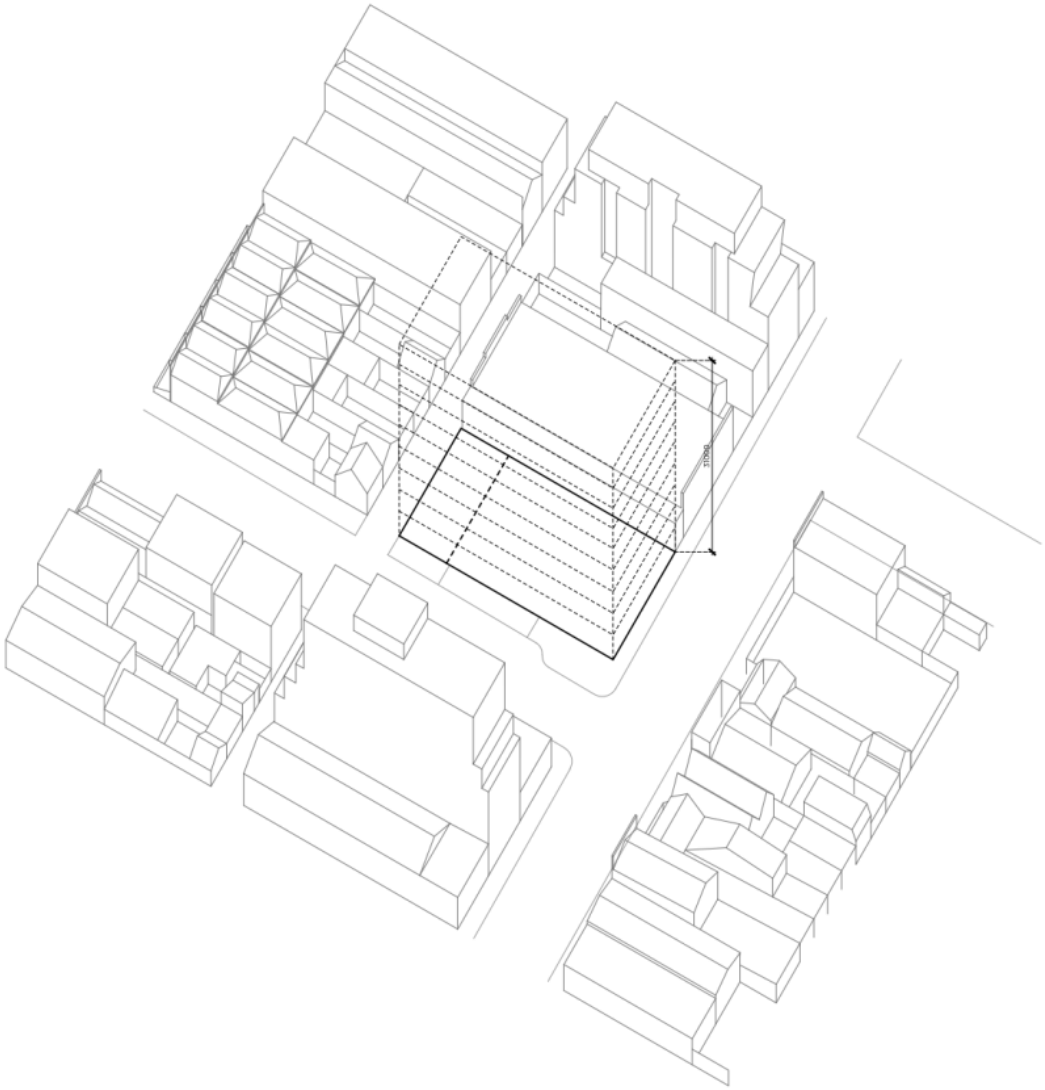
MG
AO

2.3 BUILDING HEIGHT

DESIGN GUIDELINES

Preferred building height: 24m
Maximum building height: 31m
Building height excludes lift overrun and plant preferred building height can be exceeded when the following is achieved:

-Consistency with design objectives of DD015 excellence for Environmental Sustainable Design measured as a minimum bess project score of 70% or 5 star green standard;
-Minimal additional amenity impacts to residentially zoned properties, beyond that which would be generated by a proposal that complies with the preferred building height;



PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
DESIGN RESPONSE DIAGRAM 3 MAX BUILDING HEIGHT

SCALE
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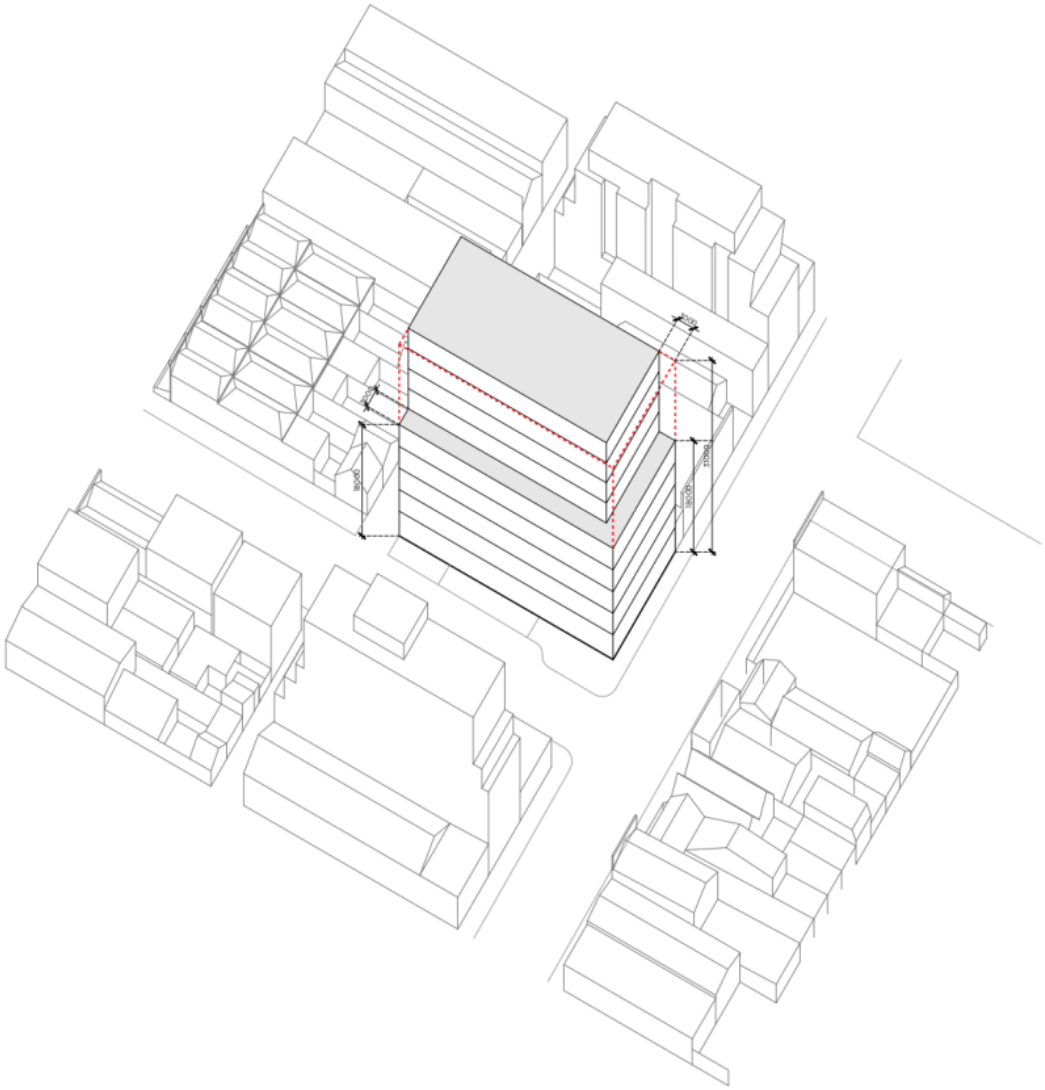
DESIGN RESPONSE DIAGRAM

MG
AO

2.4 STREET WALL HEIGHT

DESIGN GUIDELINES
Preferred street wall height: 15m
Maximum street wall height: 18m

DESIGN RESPONSE
The proposed design setback adheres to the maximum 18m street wall height to Rich St and Johnston St facades



LEGEND
PREVIOUS BUILDING ENVELOP

PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
DESIGN RESPONSE DIAGRAM 4 STREET WALL HEIGHT

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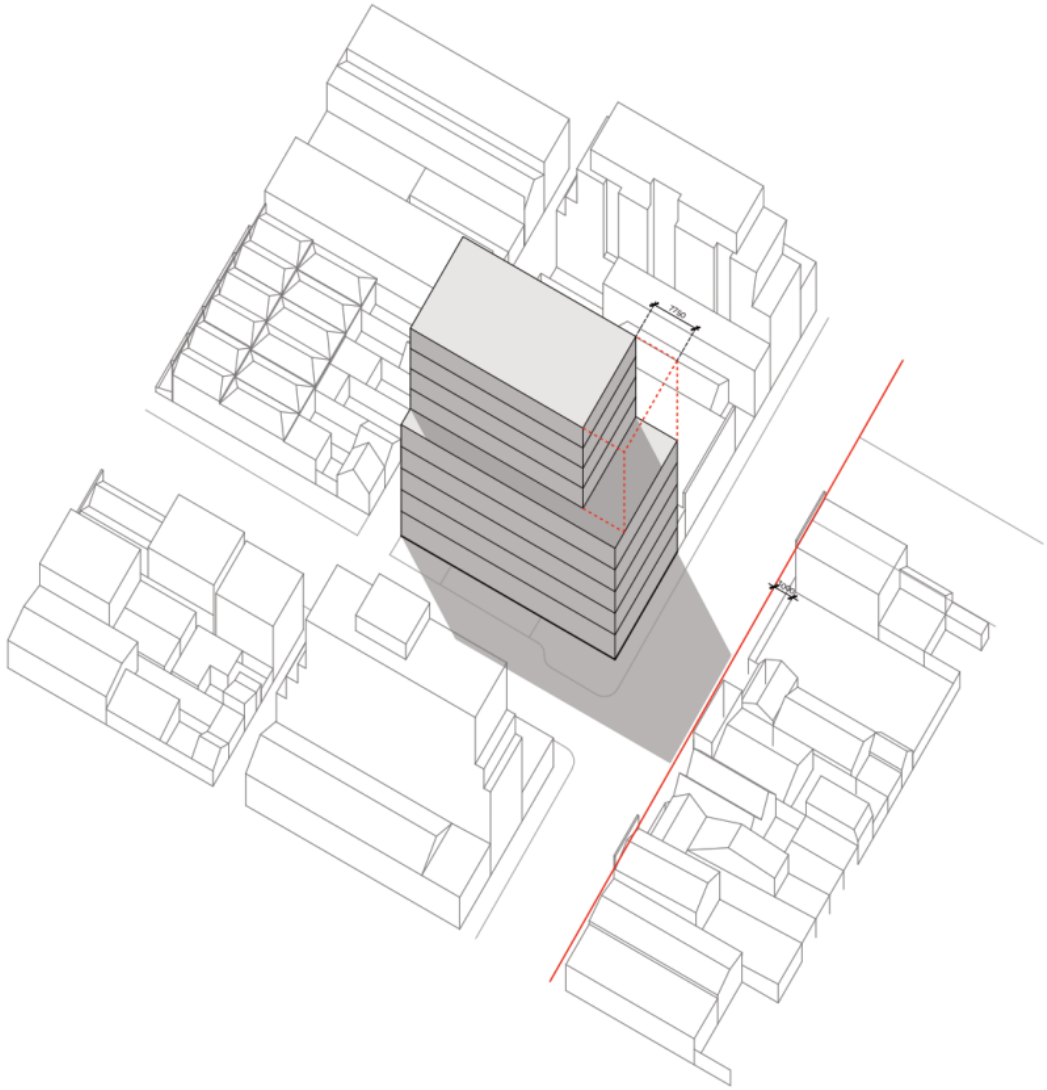
DESIGN RESPONSE DIAGRAM

MG
AO

2.5 OVERSHADOWING OF FOOTPATH

DESIGN GUIDELINES
New development must not overshadow the southern footpath of Johnston St, measured as 3m from the boundary of Johnston St, between 10am and pm at September 22

DESIGN RESPONSE
The upper levels have been setback 7550mm in order to avoid overshadowing of the Southern footpath of Johnston St



LEGEND
PREVIOUS BUILDING ENVELOP

PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
DESIGN RESPONSE DIAGRAM 5 JOHNSTON ST SHADOWS

SCALE
NTS

DATE
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JOB NO.
A052/ JOHNSTON ST /1907

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DESIGN RESPONSE DIAGRAM

MG
AO

2.6 REAR INTERFACE

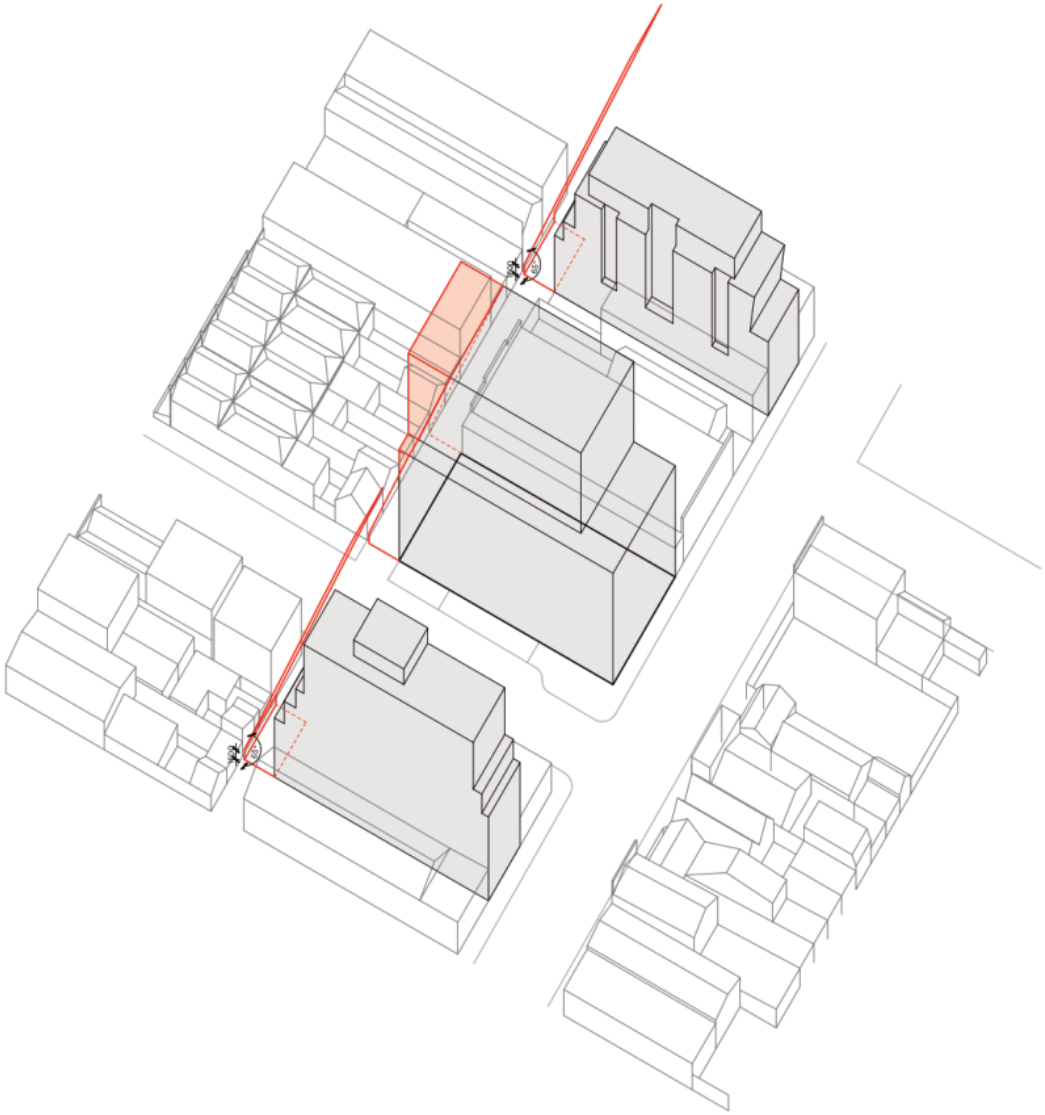
DESIGN GUIDELINES
Preferred minimum rear interface height: 11m

Preferred setback upper level setback: 45° plane taken from top of rear interface wall

DESIGN RESPONSE
The proposed design adheres to the preferred 11m wall height to the rear interface.

The upper level setbacks do not adhere the design guidelines, with the proposed upper levels being setback at a 54° plane taken from top of rear interface wall.

JUSTIFICATION
The upper level stebacks are inline with neighbouring developments, 344 & 370 Johnston Street.
(Please refer to drawing PA_064)



LEGEND
CURRENT FOR EXCEEDS SETBACK REQUIREMENTS

PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
DESIGN RESPONSE DIAGRAM 6 LT TUNER ST SETBACK

SCALE
NTS

DATE
10 DECEMBER 2020

JOB NO.
A052/ JOHNSTON ST /1907

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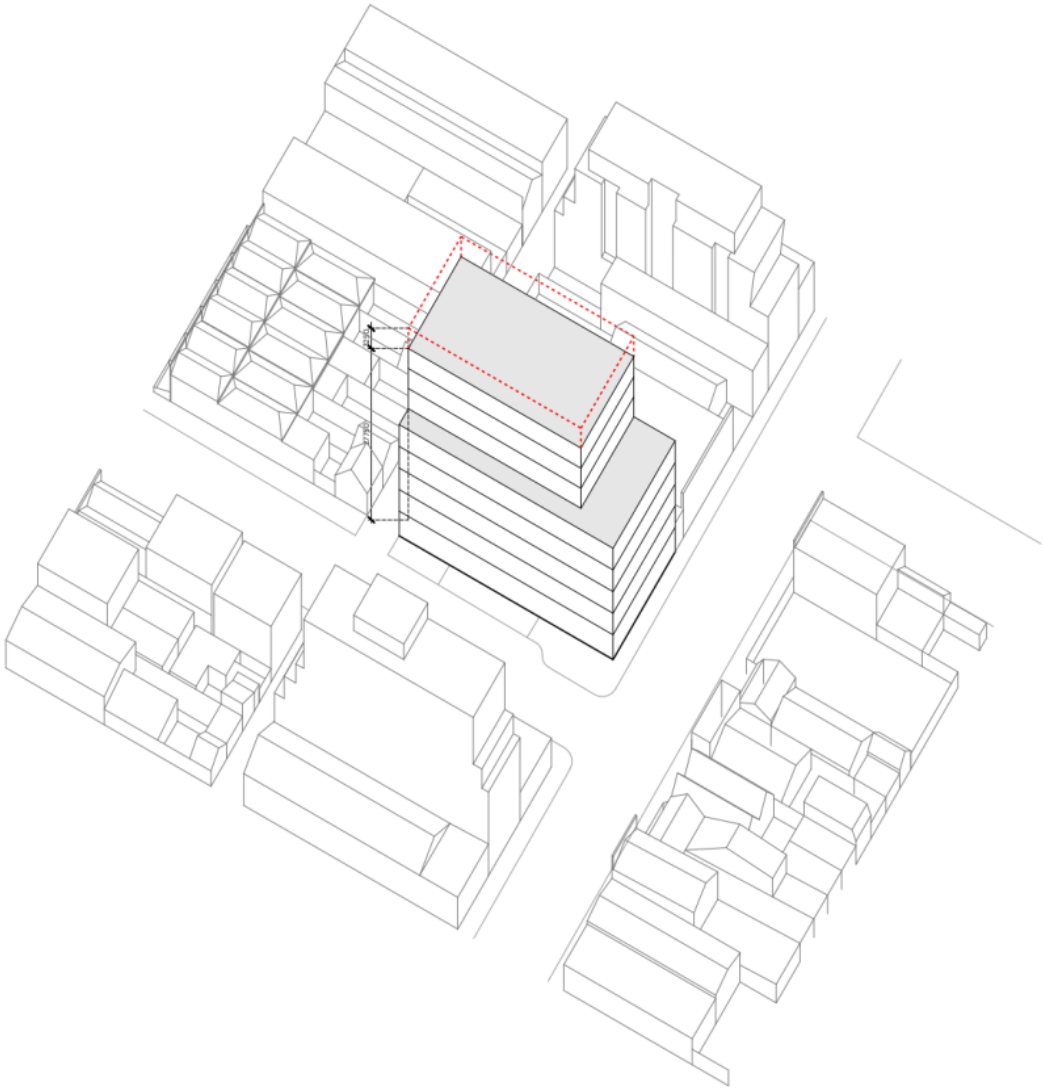
DESIGN RESPONSE DIAGRAM

MG
AO

2.7 REDUCED BUILDING HEIGHT

DESIGN GUIDELINES
Preferred building height: 24m
Maximum building height: 31m

DESIGN RESPONSE
The first step taken in order to address the Design guidelines building height requirements was to delete the 9th Storey, reducing the overall height from 31m to nom.28m



LEGEND
PREVIOUS BUILDING ENVELOP

PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
DESIGN RESPONSE DIAGRAM 6 REDUCED HEIGHT

SCALE
NTS

DATE
10 DECEMBER 2020

JOB NO.
A052/ JOHNSTON ST /1907

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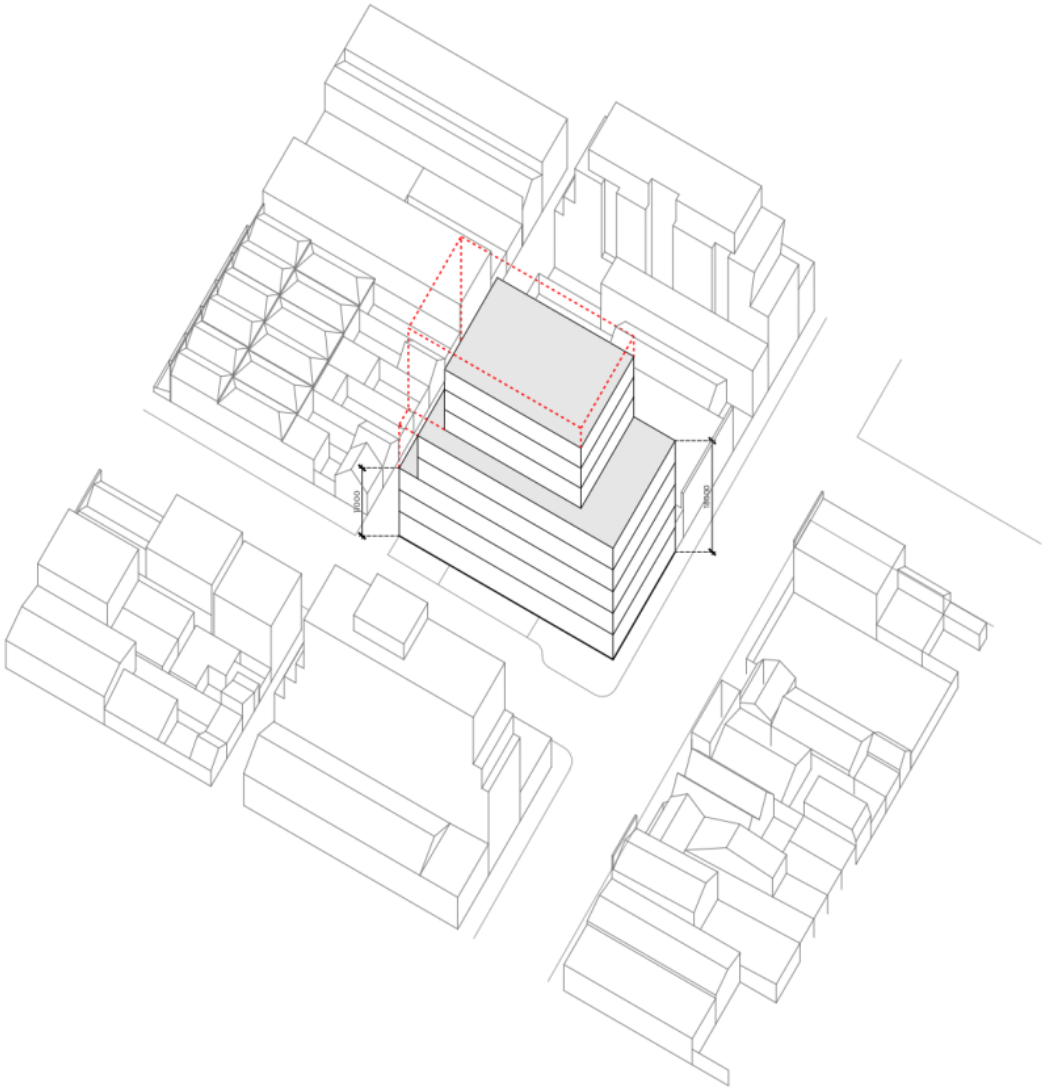
DESIGN RESPONSE DIAGRAM

MG
AO

2.8 REAR SETBACK

DESIGN GUIDELINES
Preferred setback upper level setback: 45° plane taken from top of rear interface wall

DESIGN RESPONSE
The second step taken in order to address the Design guidelines rear set back requirements was to terrace the rear interface facade



LEGEND
PREVIOUS BUILDING ENVELOP

PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
DESIGN RESPONSE DIAGRAM 7 REAR SETBACK

SCALE
NTS

DATE
10 DECEMBER 2020

JOB NO.
A052/ JOHNSTON ST /1907

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DESIGN RESPONSE DIAGRAM

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2.9 PROPOSED REAR SETBACK

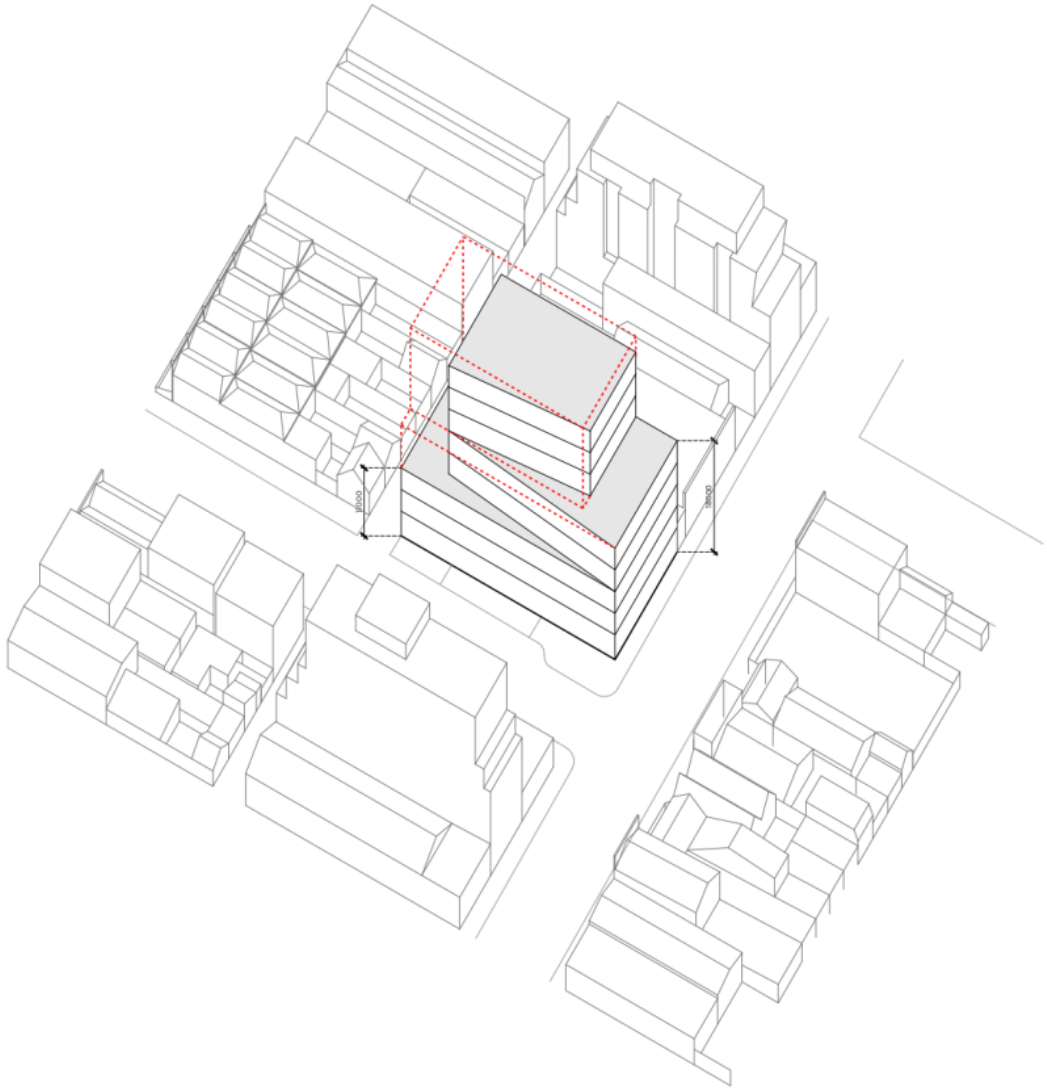
DESIGN GUIDELINES
Preferred setback upper level setback: 45° plane taken from top of rear interface wall - Avoiding wedding cake deisgn

DESIGN RESPONSE
In order to avoid creating a Wedding Cake effect, the proposed building envelope sets the upper levels back 7m+ from the title boundary.

The Johnston St street wall height is retained at 18m, ensuring the Johnston St facade retains a commercial character.

The Rich street facade is used to transition from the large scale commercial street wall to the small scale Lt Turner St wall.

The upper levels are further setback from the Rich St title boundary, breaking down the sheer wall whilst reinforcing the scale shift between the Commercial and Residential zones



LEGEND
PREVIOUS BUILDING ENVELOP

PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
DESIGN RESPONSE DIAGRAM 8 PROPOSED SETBACK

SCALE
NTS

DATE
10 DECEMBER 2020

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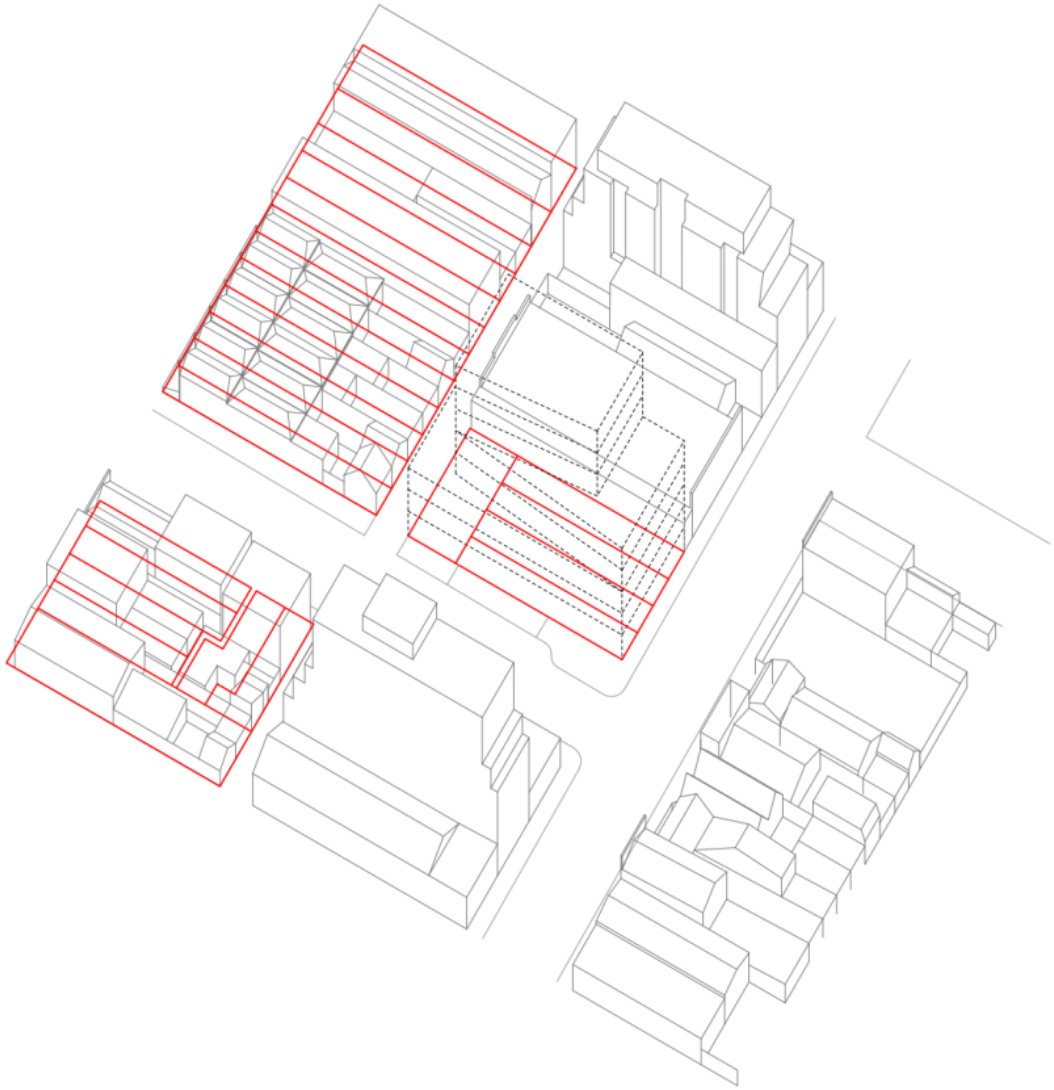
DESIGN RESPONSE DIAGRAM

MG
AO

2.10 HERITAGE REFERENCE

The original site, prior to the construction of the existing warehouse, once contained four terrace houses facing Johnston Street.

The plot sizes were at a similar scale and rhythm as the neighbouring heritage dwellings, houses which have contributed to the character of the area for more the 100 years.



LEGEND

PREVIOUS BUILDING ENVELOP

PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
DESIGN RESPONSE DIAGRAM 9 HERITAGE REFERENCE

SCALE
NTS

DATE
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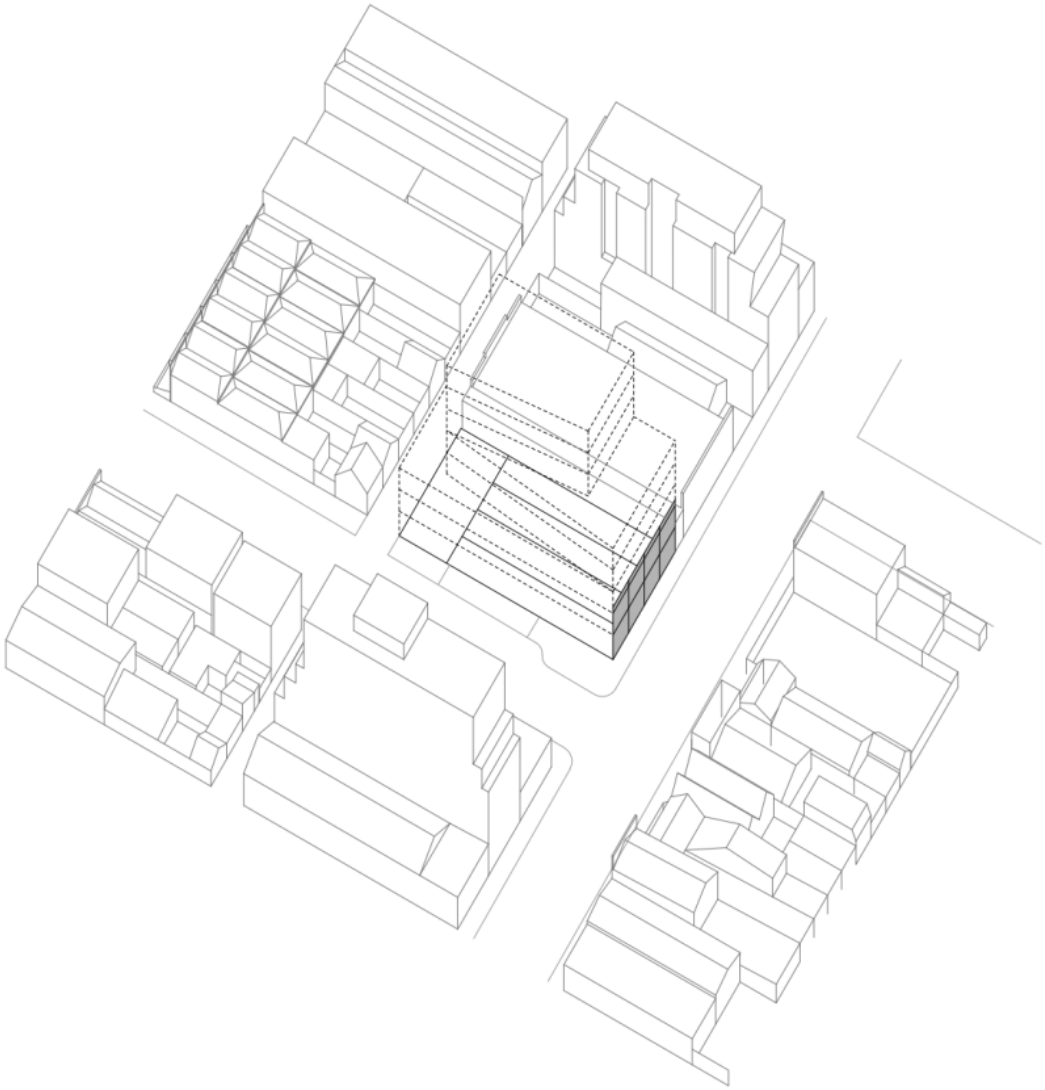
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DESIGN RESPONSE DIAGRAM

MG
AO

2.11 HERITAGE REFERENCE

The former structures provide the basis for the proposed design.



LEGEND

PREVIOUS TERRACE HOUSE FAÇADES

PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
DESIGN RESPONSE DIAGRAM 10 HERITAGE REFERENCE

SCALE
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DATE
10 DECEMBER 2020

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A052/ JOHNSTON ST /1907

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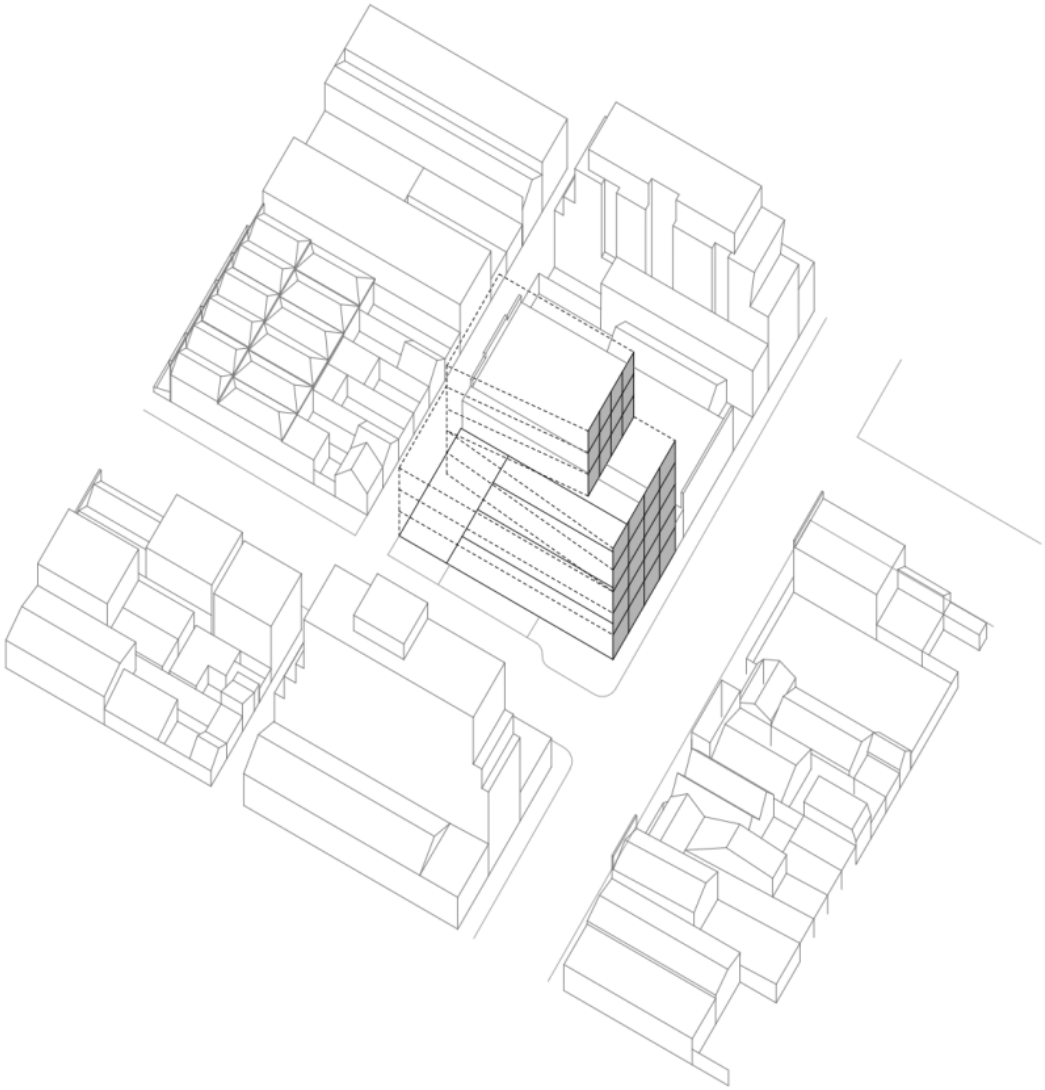
Attachment 1 - PLN20/0322 - PDC Attachment - Decision Plans

DESIGN RESPONSE DIAGRAM

MG
AO

2.12 HERITAGE OVERLAID

The rhythm of the former Terrace houses is overlaid over the Johnston Street facade. Reinstating the rhythm which was lost when the former terraces house were demolished.



LEGEND

PREVIOUS TERRACE HOUSE FAÇADES

PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
DESIGN RESPONSE DIAGRAM 11 HERITAGE OVERLAID

SCALE
NTS

DATE
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JOB NO.
A052/ JOHNSTON ST /1907

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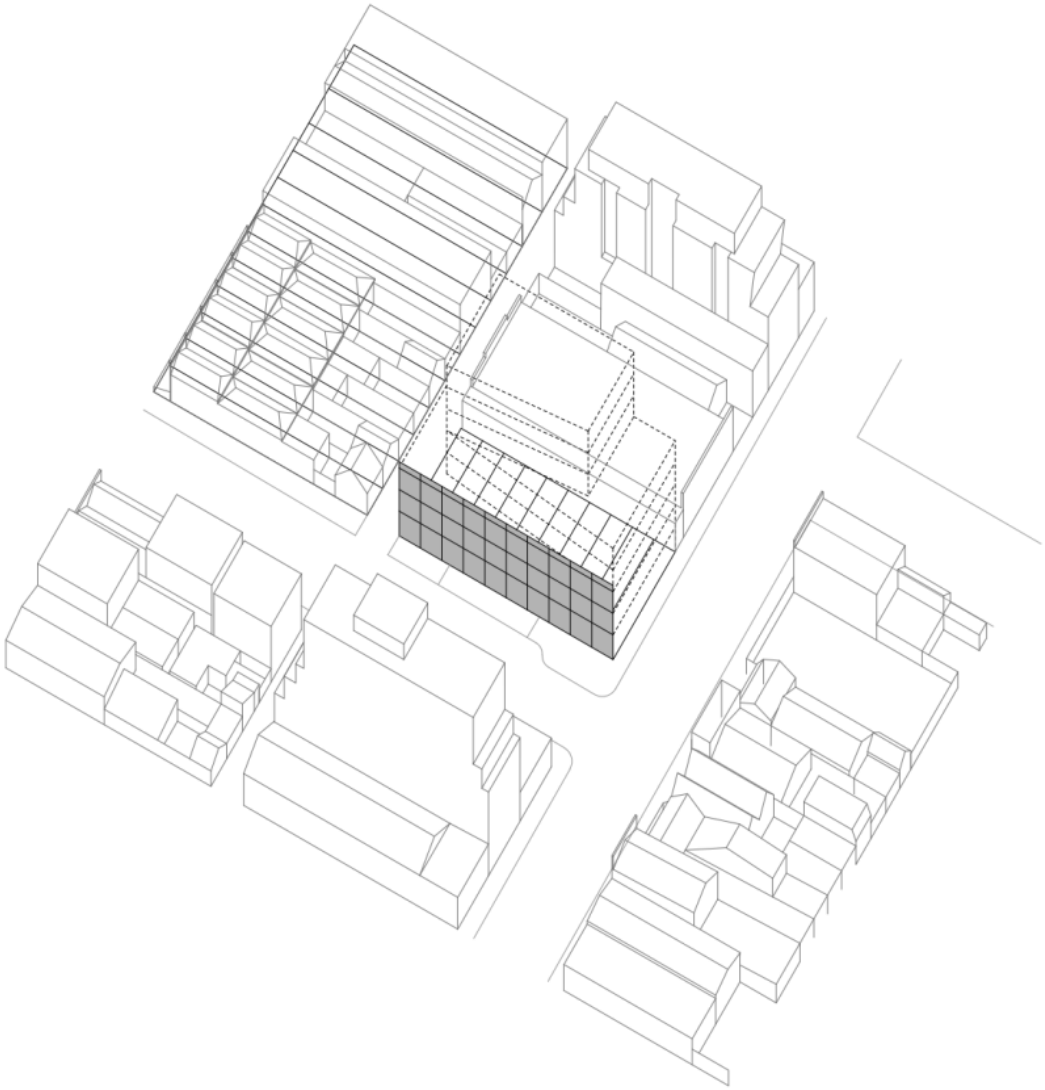
DESIGN RESPONSE DIAGRAM

MG
AO

2.13 HERITAGE REFERENCE

The Rich St facade draws reference from rhythm of the neighbouring terrace houses.

The proposed three storey street wall creates a transition from the mid rise commercial facade, and the neighbouring single and double storey terraces houses.



LEGEND

PREVIOUS TERRACE HOUSE FAÇADES

PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
DESIGN RESPONSE DIAGRAM 12 LANDSCAPING

SCALE
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DATE
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MATT GOODMAN
ARCHITECTURE OFFICE

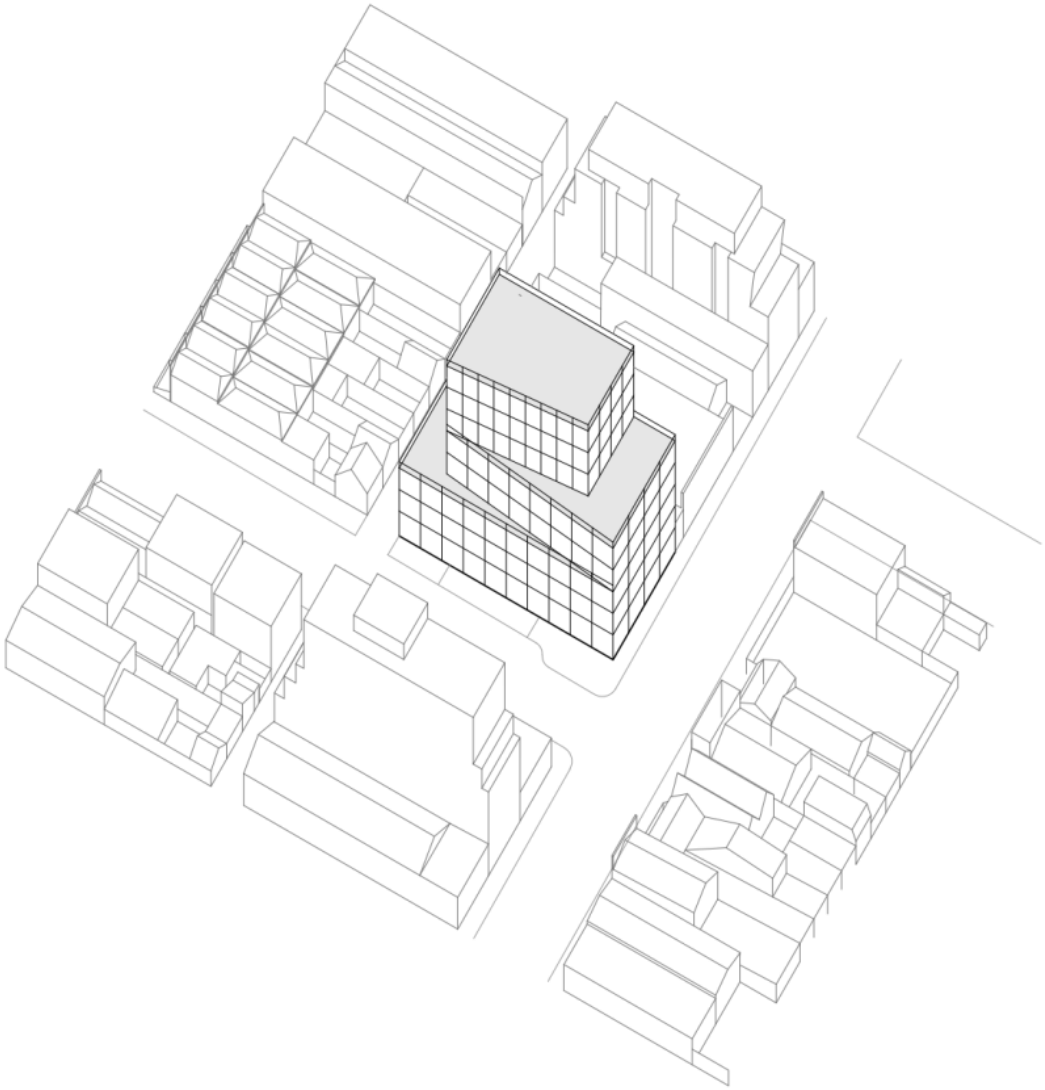
Attachment 1 - PLN20/0322 - PDC Attachment - Decision Plans

DESIGN RESPONSE DIAGRAM

MG
AO

2.14 HERITAGE REFERENCE

The structural logic of the lower levels draws reference from the surrounding terrace houses. This logic is then drawn through the upper levels creating a coherent facade.



PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
DESIGN RESPONSE DIAGRAM 12 HERITAGE REFERENCE

SCALE
NTS

DATE
10 DECEMBER 2020

JOB NO.
A052/ JOHNSTON ST /1907

DRAWN
MG

DRAWING NO.
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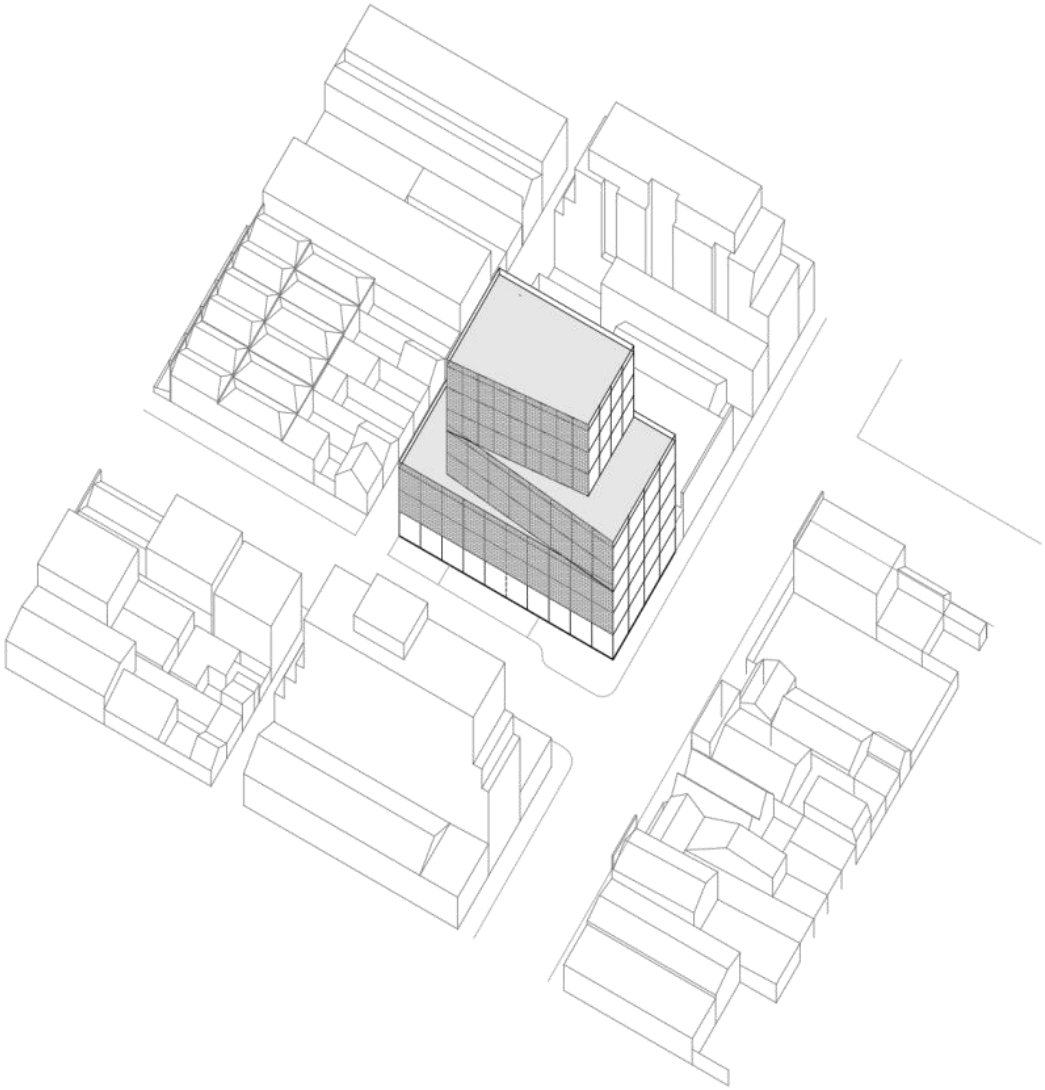
DESIGN RESPONSE DIAGRAM

MG
AO

2.15 SCREEN

The Rich St facade faces West.
An external shade screen is proposed for the western elevation, providing relief from the harsh western sun.

The use of the external screen draws reference from the cast iron fenestration found on the terrace house balcony. A simple device which is both functional and ornamental.



PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
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TITLE
DESIGN RESPONSE DIAGRAM 12 LANDSCAPING

SCALE
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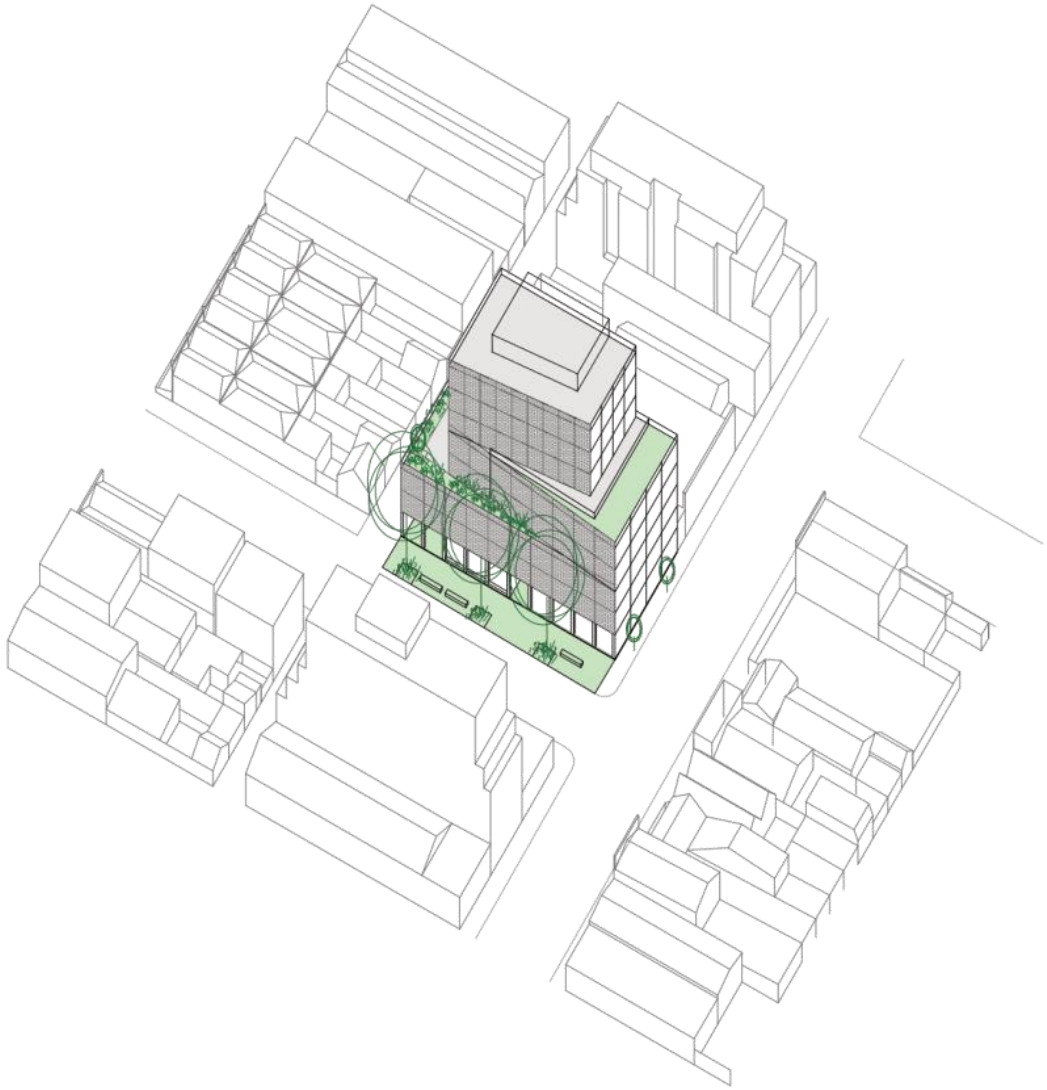
DESIGN RESPONSE DIAGRAM

MG
AO

2.16 LANDSCAPING

The Rich St facade is currently comprised of a number of crossovers, providing vehicle access into the warehouse.
The Landscape design propose to reinstate the footpath, creating an activated street frontage, accommodating external trading for the proposed commercial tenancies.

The landscaping is drawn further into the design, through a number of landscaped terraces.



LEGEND

LANDSCAPED AREAS

PROJECT
JOHNSTON ST

LOCATION
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TITLE
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3 / DESIGN CONCEPT

PROJECT
350-356 JOHNSTON ST

TITLE
TOWN PLANNING APPLICATION DRAWING SET TP1

DATE
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JOB NO.
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Attachment 1 - PLN20/0322 - PDC Attachment - Decision Plans

3.1 HERITAGE REFERENCES







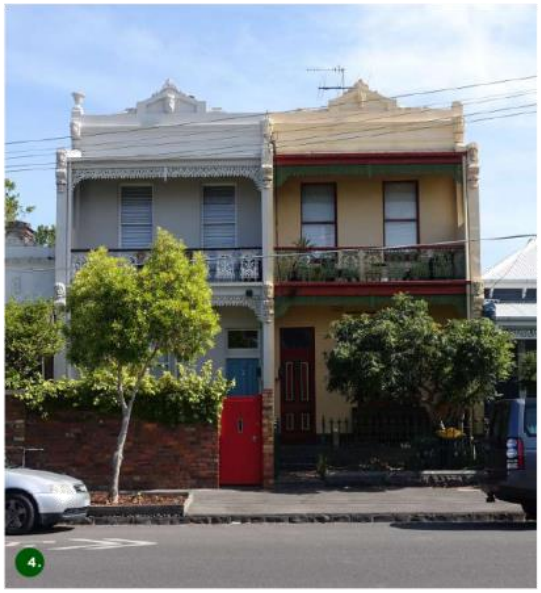




IMAGE LEGEND

1. CONTINUOUS ROW OF SINGLE STOREY TERRACE HOUSES - TURNER ST, ABBOTSFORD
2. CONTINUOUS ROW OF DOUBLE STOREY TERRACE HOUSES CONVERTED INTO COMMERCIAL / RETAIL AT GROUND LEVEL - WELLINGTON ST, CLIFTON HILL
3. SCALE SHIFT BETWEEN SINGLE STOREY TERRACE HOUSES AND LARGER DOUBLE STOREY TERRACE HOUSE - BATH ST, ABBOTSFORD
4. A PAIR OF DOUBLE STOREY TERRACE HOUSES, GRAND PROPORTIONS AT GROUND LEVEL, SMALL PROPORTIONS TO UPPER LEVEL - TURNER ST, ABBOTSFORD
5. A PAIR OF DOUBLE STOREY TERRACE HOUSES, CAST IRON FENESTRATION, ACTS AS ORNAMENT AND SHADING / PRIVACY SCREEN - RICH ST, ABBOTSFORD

MG
AO

PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
HERITAGE REFERENCE IMAGES

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JOB NO.
A052/ JOHNSTON ST /1907

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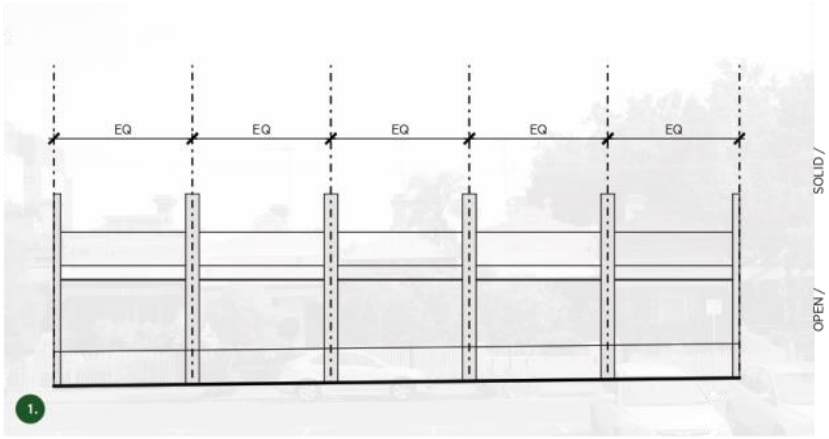
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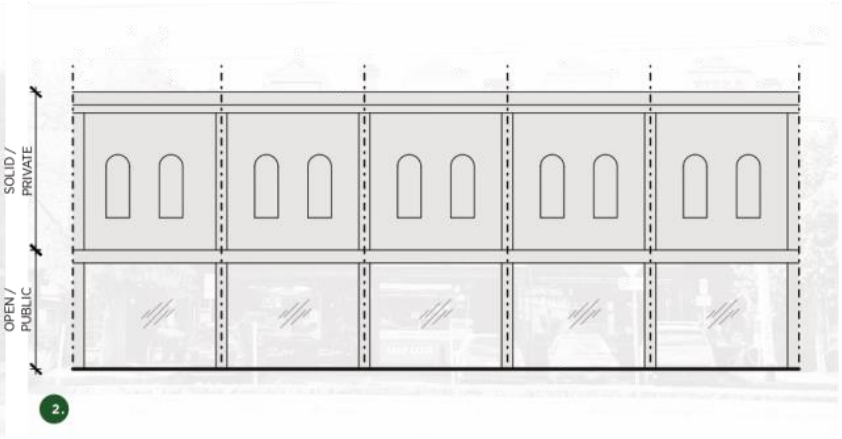
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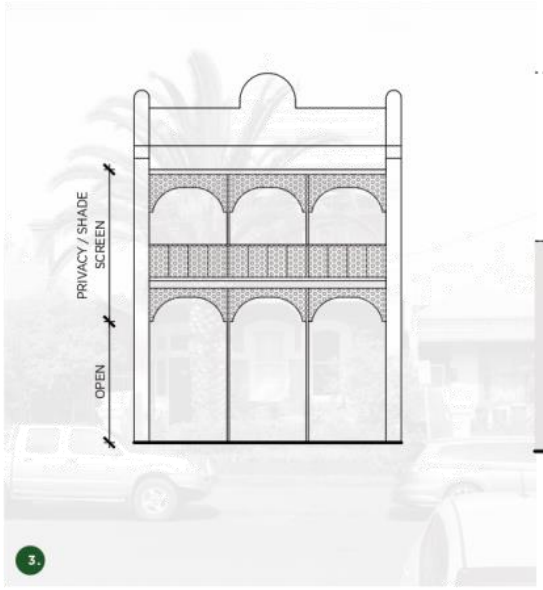
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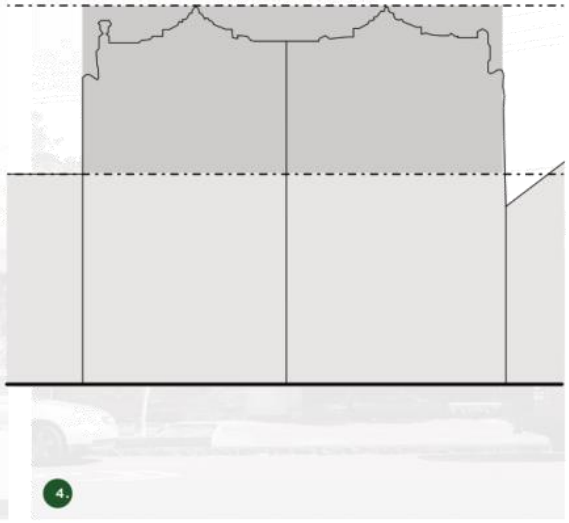
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3.2 HERITAGE ANALYSIS









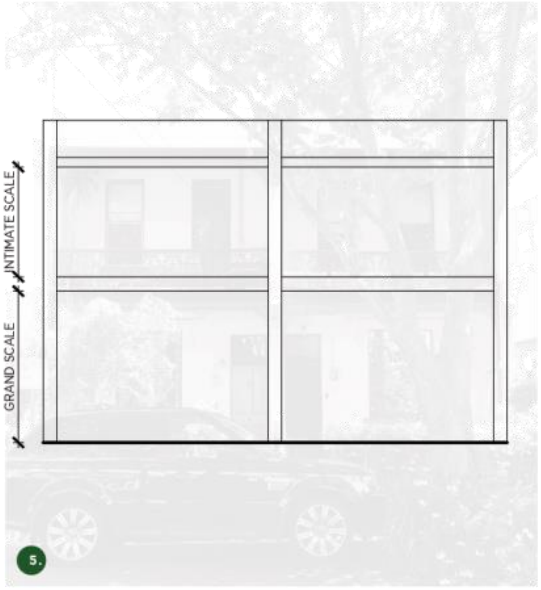


IMAGE LEGEND

1. RHYTHM OF THE ROW OF VICTORIAN TERRACE HOUSES, CREATED BY STRUCTURAL PARTY WALL
2. THE PUBLIC STREET LEVEL IS ACTIVATED BY GLAZED OPENINGS TO THE RETAIL SPACE - THE UPPER LEVEL IS CLOSED AND PRIVATE IN CONTRAST.
3. CAST IRON SCREENS TO THE UPPER LEVEL ENHANCES SENSE OF PRIVACY TO THE INTERNAL SPACE
4. SHIFTS IN SCALE FREQUENTLY OCCUR IN THE NEARBY AREA. JUMPING FROM SINGLE STORY COTTAGES TO GRAND DOUBLE STOREY TERRACE HOUSES
5. A SUBTLE SHIFT IN CEILING HEIGHTS PROVIDES THE GROUND FLOOR WITH A SENSE OF GRANDEUR, AND A MORE INTIMATE SCALE / PROPORTION TO THE UPPER LEVEL.

MG
AO

PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

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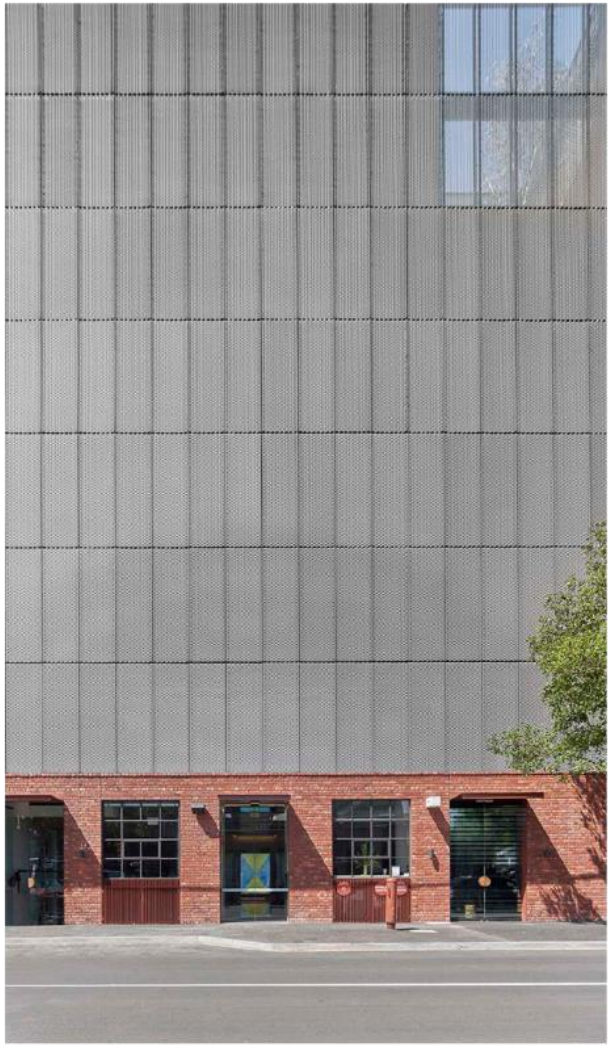
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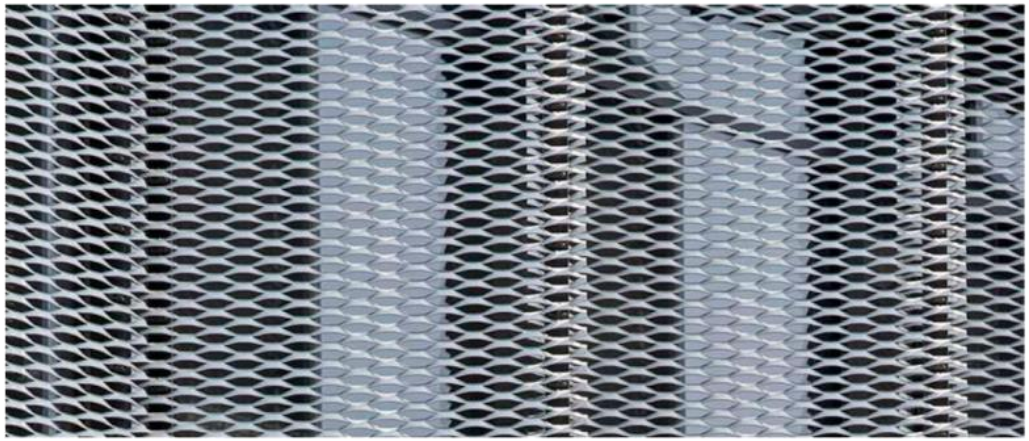
Attachment 1 - PLN20/0322 - PDC Attachment - Decision Plans

3.3 DESIGN PRECEDENTS - SCREEN FACADE









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PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
FACADE REFERENCE

SCALE
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PROJECT REFERENCE

FIELDWORK
COBILD HQ
CREMORNE, 2019

PROJECT QUALITIES

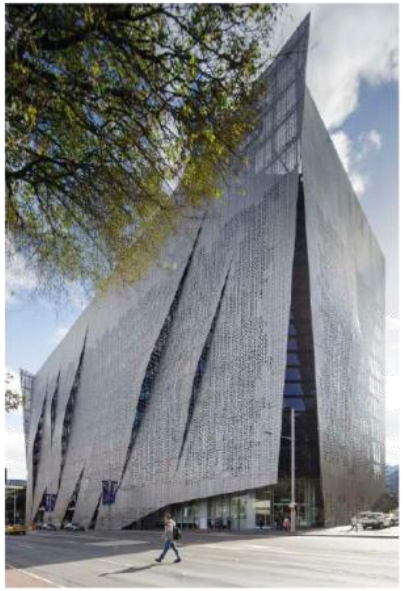
-EXPANDED MESH SCREEN
-COMMANDS THE CORNER SITE WHILE CREATING FOCUS ON THE STREET LEVEL FACADE
-OPERABLE FACADE

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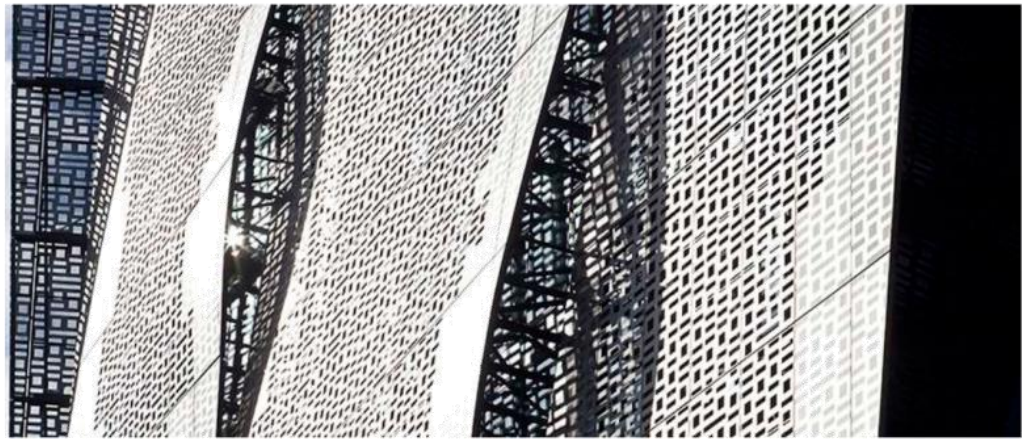
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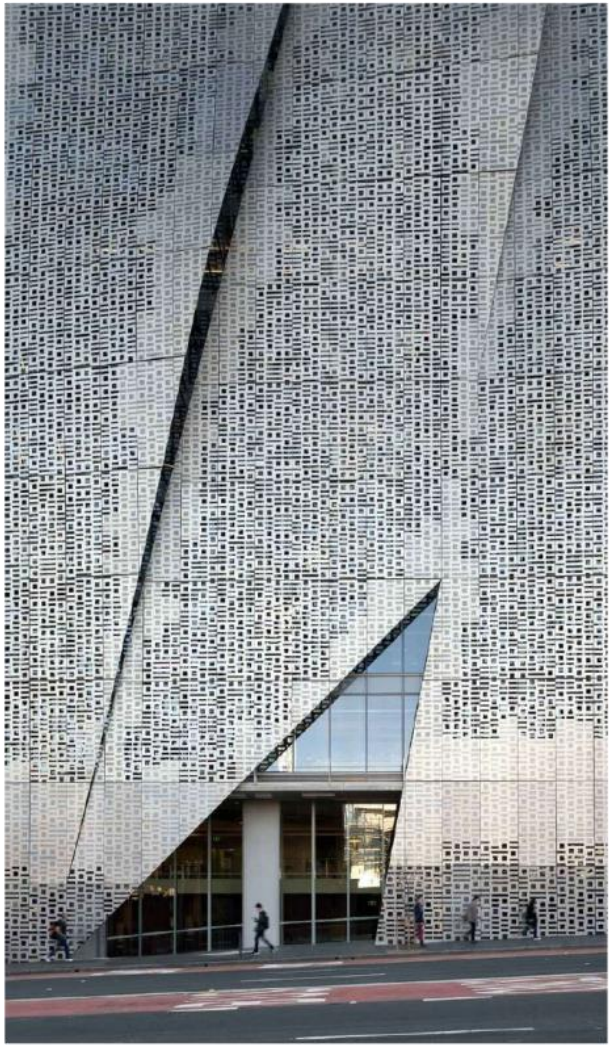
Attachment 1 - PLN20/0322 - PDC Attachment - Decision Plans

3.4 DESIGN PRECEDENTS - SCREEN









PROJECT REFERENCE

DENTON CORKER MARSHALL
UTS
SYDNEY, 2015

PROJECT QUALITIES

-PERFORATED MESH SCREEN
-COMMANDS THE CORNER SITE
-CONSIDERED AT 'GATEWAY' BUILDING INTO THE SYDNEY CBD

MG
AO

PROJECT
JOHNSTON ST

LOCATION
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ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
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SCALE
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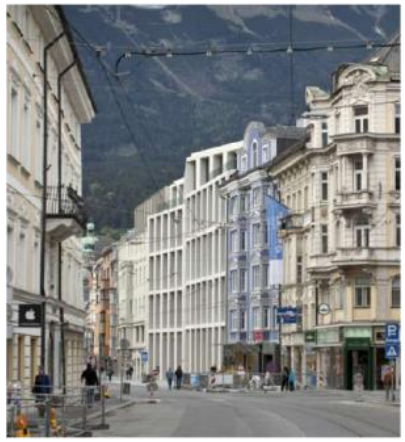
Attachment 1 - PLN20/0322 - PDC Attachment - Decision Plans

3.5 DESIGN PRECEDENTS - SCALE TRANSITION / GRID









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PROJECT
JOHNSTON ST

LOCATION
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ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
FACADE REFERENCE

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PROJECT REFERENCE

DAVID CHIPPERFIELD ARCHITECTS
KAUFHAUS TYROL
INNSBRUCK, 2010

PROJECT QUALITIES

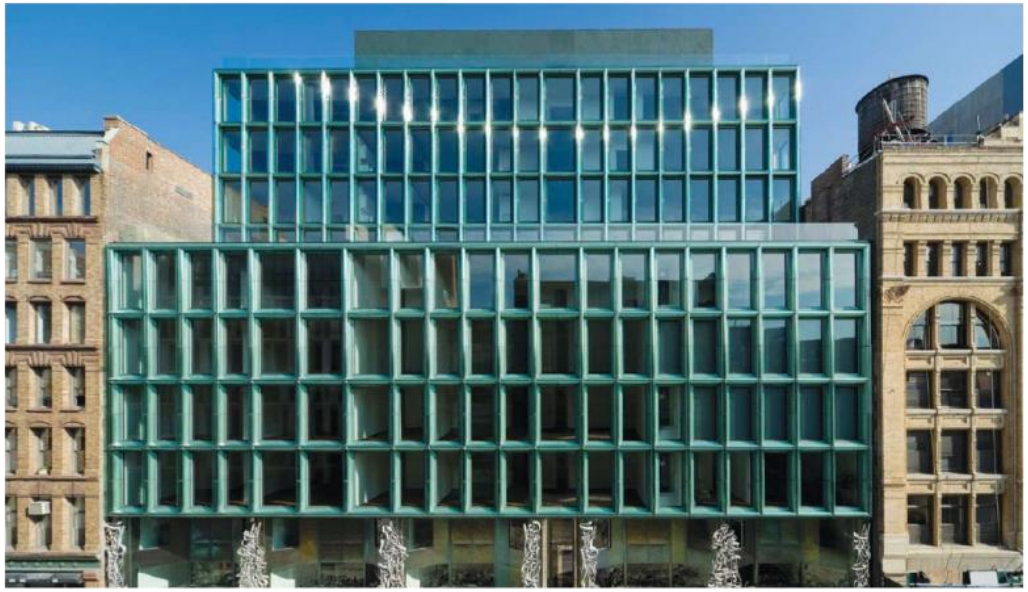
-FORM MEDIATES SCALE BETWEEN NEIGHBOURING BUILDINGS
-RHYTHM OF FACADE REFERENCES NEIGHBOURING BUILDINGS
-MODERN / ABSTRACTED FORM, STILL SITS COMPFORTABLY IN CONTEXT

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Attachment 1 - PLN20/0322 - PDC Attachment - Decision Plans

3.6 DESIGN PRECEDENTS - STRUCTURAL GRID









PROJECT REFERENCE

HERZOG DE MEURON
40 BOND
NEW YORK, 2007

PROJECT QUALITIES

-STREET WALL HEIGHT MATCHES NEIGHBOURS
-SETBACKS USED TO ENABLE ADDITIONAL BUILDING HEIGHT
-FACADE CREATES SUBTLE CONNECTION WITH LOAD BEARING FACADES
-USE OF LANDSCAPE/PLANTING TO INCREASE SENSE OF SET BACK

MG
AO

PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
FACADE REFERENCE

SCALE
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PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
3D PERSPECTIVE
JOHNSTON ST
LOOKING WEST

SCALE
NTS

DATE
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JOB NO.
A052/ JOHNSTON ST /1907

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3.7 3D PERSPECTIVE

Attachment 1 - PLN20/0322 - PDC Attachment - Decision Plans

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PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
3D PERSPECTIVE
JOHNSTON ST
LOOKING EAST

SCALE
NTS

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3.8 3D PERSPECTIVE

Attachment 1 - PLN20/0322 - PDC Attachment - Decision Plans

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PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
3D PERSPECTIVE
BIRDSEYE VIEW
ABOVE RICH ST

SCALE
NTS

DATE
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A052/ JOHNSTON ST /1907

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3.9 3D PERSPECTIVE

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PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
3D PERSPECTIVE
TURNER ST
LOOKING SOUTH

SCALE
NTS

DATE
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A052/ JOHNSTON ST /1907

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3.10 3D PERSPECTIVE

Attachment 1 - PLN20/0322 - PDC Attachment - Decision Plans

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PROJECT
JOHNSTON ST

LOCATION
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AUSTRALIA, 3067

CLIENT
COBILD

TITLE
3D PERSPECTIVE
RICH ST
LOOKING SOUTH

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3.11 3D PERSPECTIVE

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PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
3D PERSPECTIVE
RICH ST AND
LITTLE TURNER ST

SCALE
NTS

DATE
10 DECEMBER 2020

JOB NO.
A052/ JOHNSTON ST /1907

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3.12 3D PERSPECTIVE

Attachment 1 - PLN20/0322 - PDC Attachment - Decision Plans

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PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
3D PERSPECTIVE
RICH ST FACADE

SCALE
NTS

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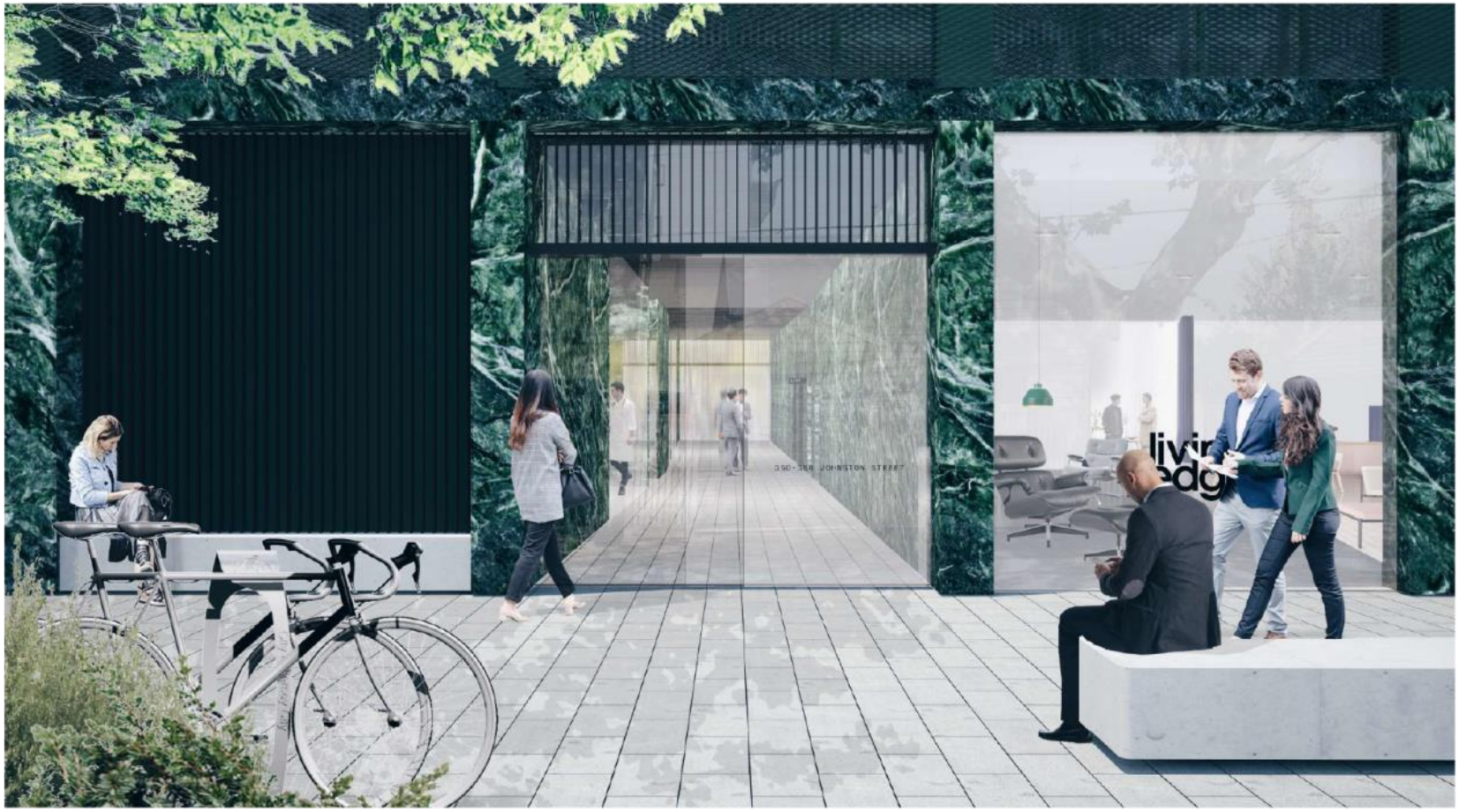
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3.13 3D PERSPECTIVE

Attachment 1 - PLN20/0322 - PDC Attachment - Decision Plans

MG
AO



PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
3D PERSPECTIVE
RICH STREET ENTRY

SCALE
NTS

DATE
10 DECEMBER 2020

JOB NO.
A052/ JOHNSTON ST /1907

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MG

DRAWING NO.
PA_044

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3.14 3D PERSPECTIVE

Attachment 1 - PLN20/0322 - PDC Attachment - Decision Plans

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PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
3D PERSPECTIVE
OFFICE INTERIOR
LEVEL 3 TERRACE

SCALE
NTS

DATE
10 DECEMBER 2020

JOB NO.
A052/ JOHNSTON ST /1907

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3.15 3D PERSPECTIVE

Attachment 1 - PLN20/0322 - PDC Attachment - Decision Plans

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PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
3D PERSPECTIVE
LEVEL 5 TERRACE

SCALE
NTS

DATE
10 DECEMBER 2020

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A052/ JOHNSTON ST /1907

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3.16 3D PERSPECTIVE

Attachment 1 - PLN20/0322 - PDC Attachment - Decision Plans

MG
AO

4 / DOCUMENTATION

PROJECT
350-356 JOHNSTON ST

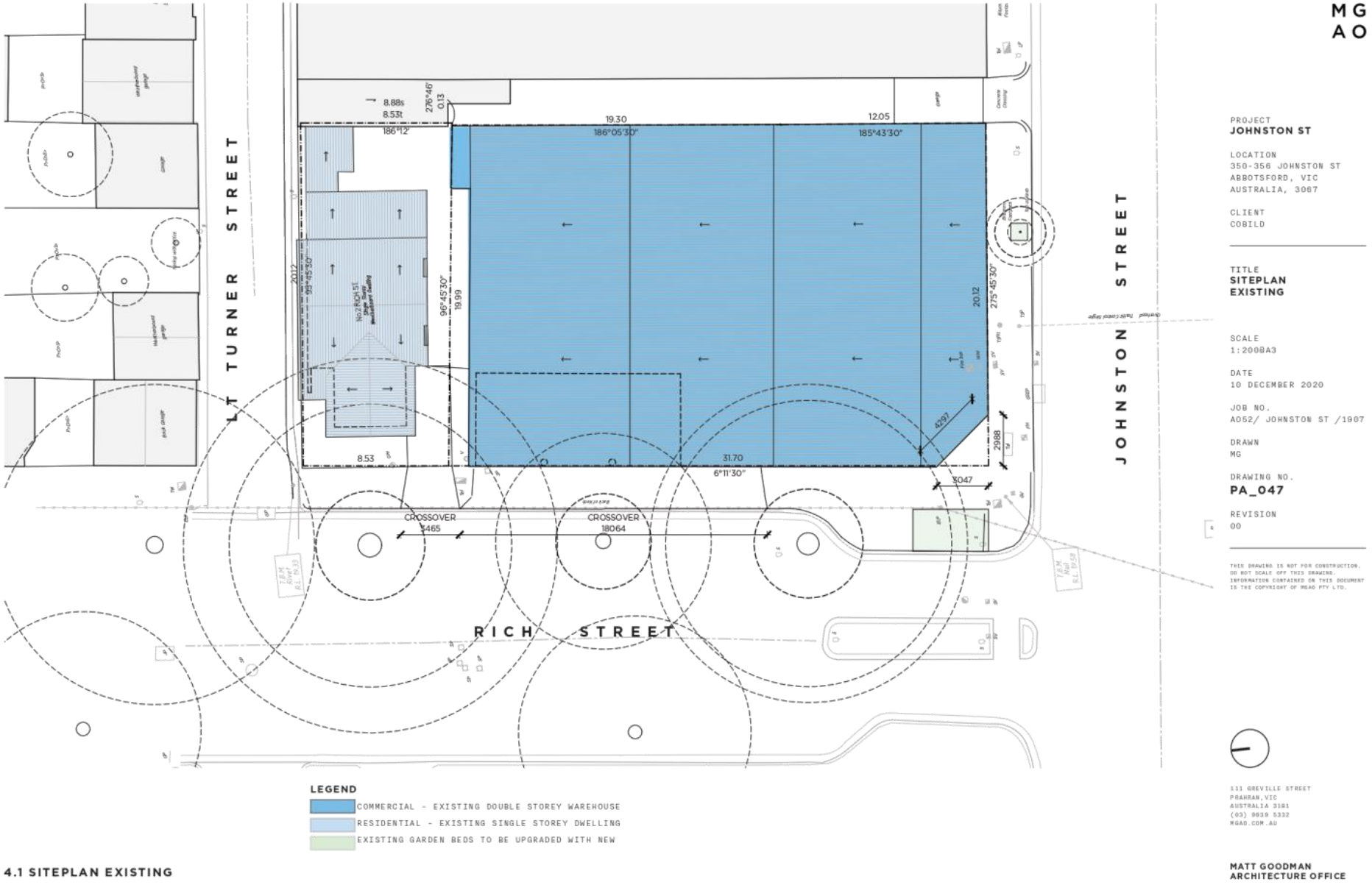
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DATE
10 DECEMBER 2020

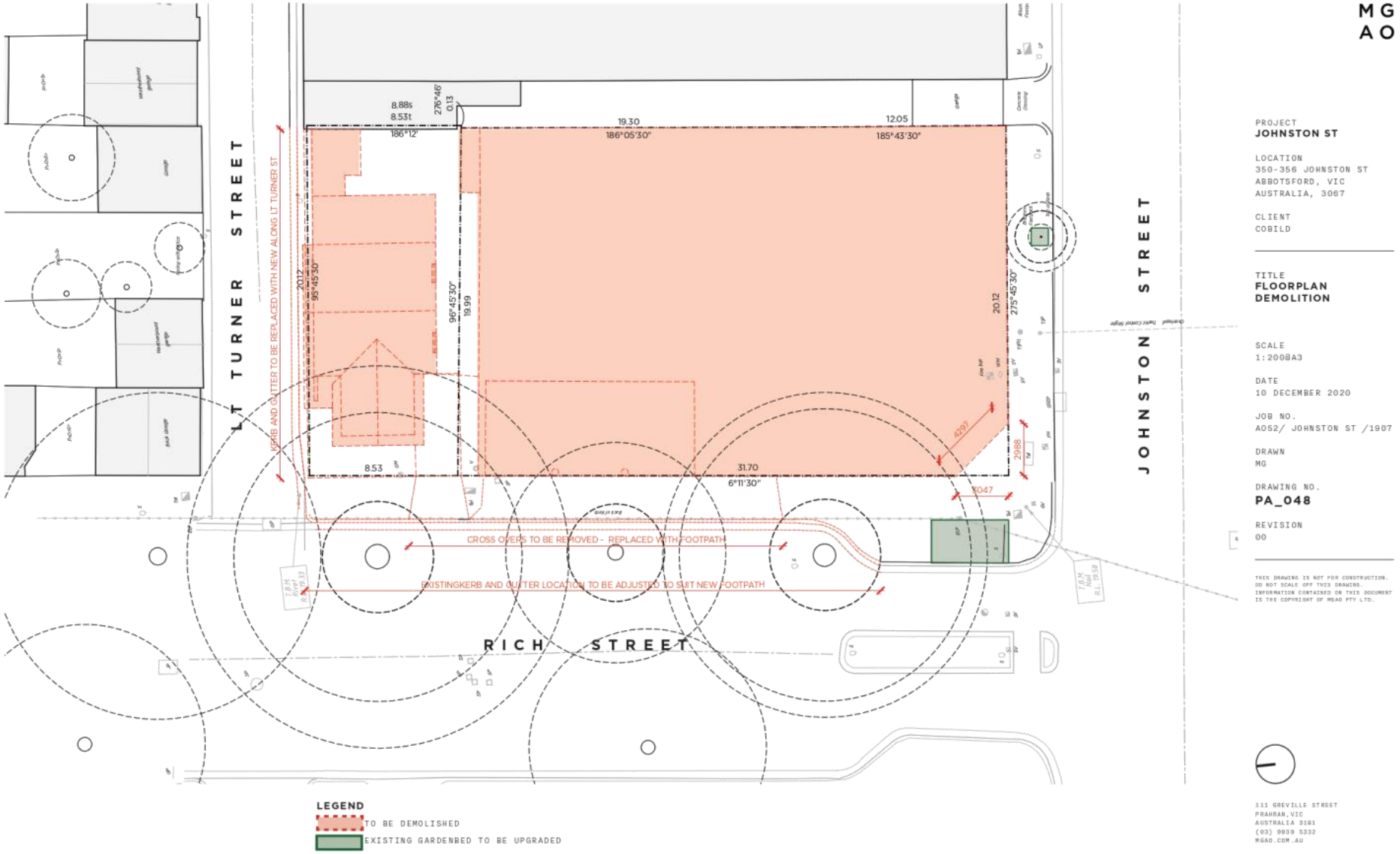
JOB NO.
A052/ JOHNSTON ST /1907

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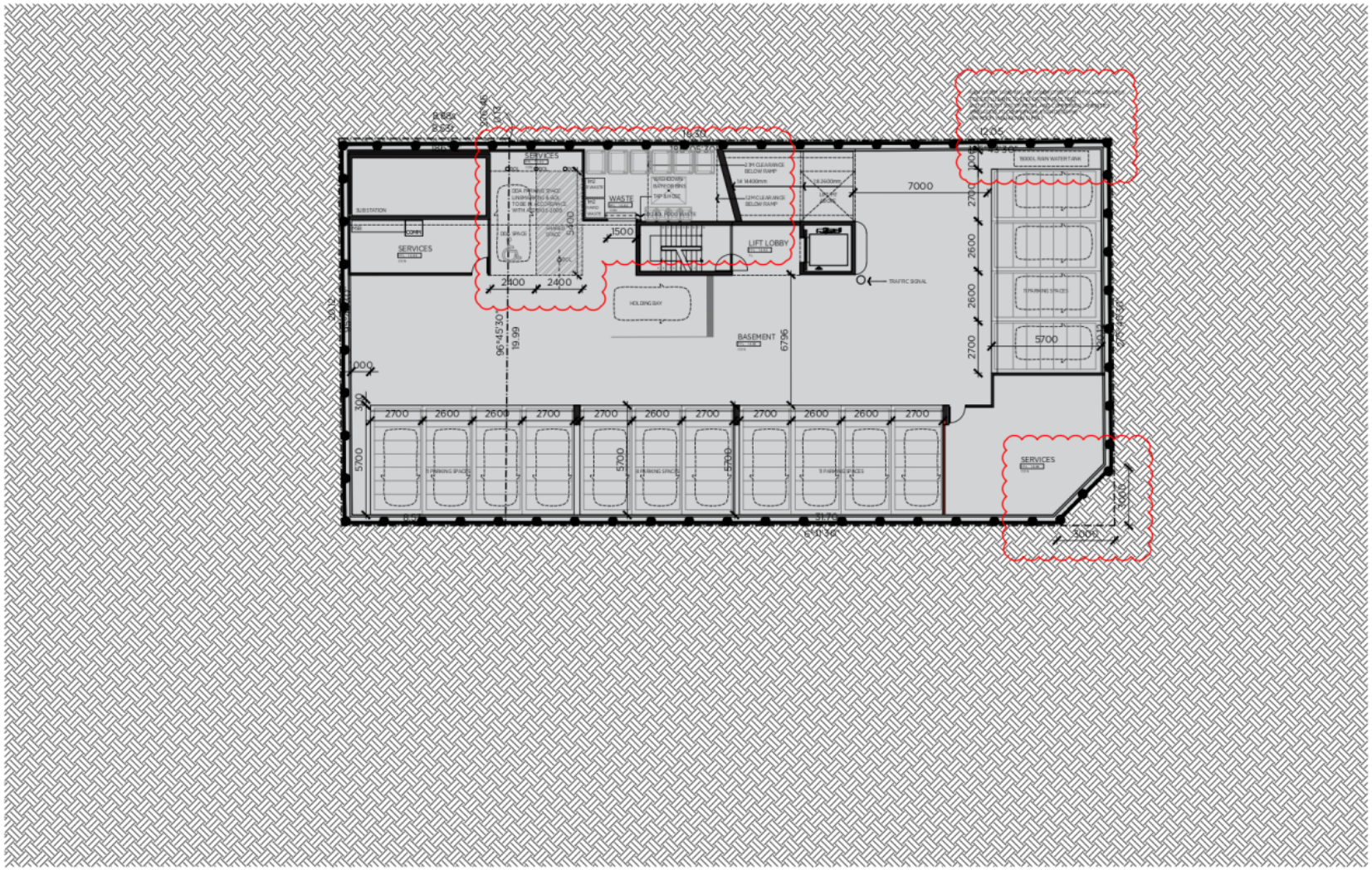


Attachment 1 - PLN20/0322 - PDC Attachment - Decision Plans



4.2 GROUND FLOORPLAN - DEMOLITION

Attachment 1 - PLN20/0322 - PDC Attachment - Decision Plans



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PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
FLOORPLAN
BASEMENT 1

SCALE
1:200@A3

DATE
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JOB NO.
A052/ JOHNSTON ST /1907

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AREA SCHEDULE

GFA AREA: 806M2

LEGEND

SERVICES/STORE

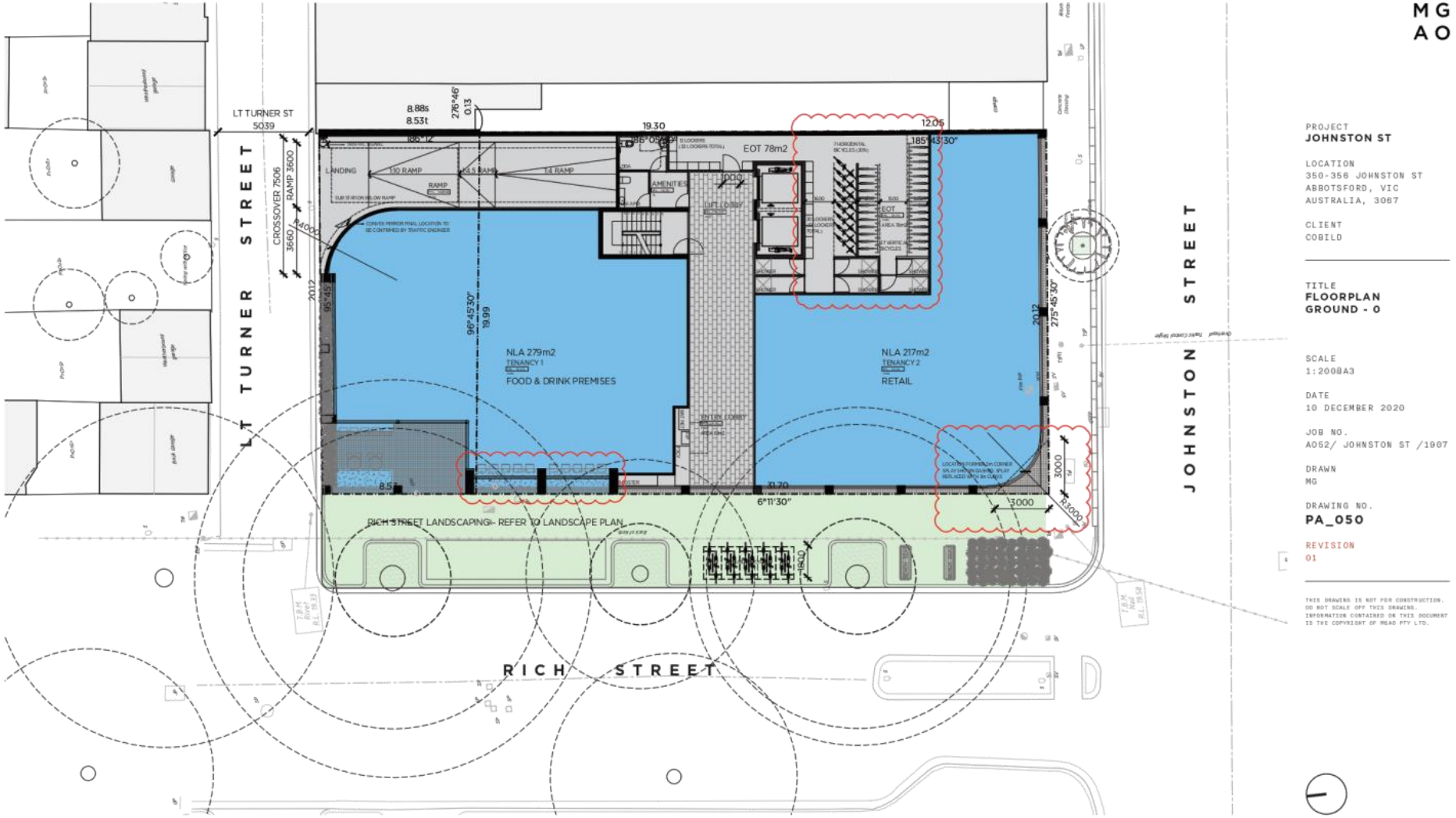
41 PARKING SPACES
1 DDA PARKING SPACE

4.3 BASEMENT FLOORPLAN

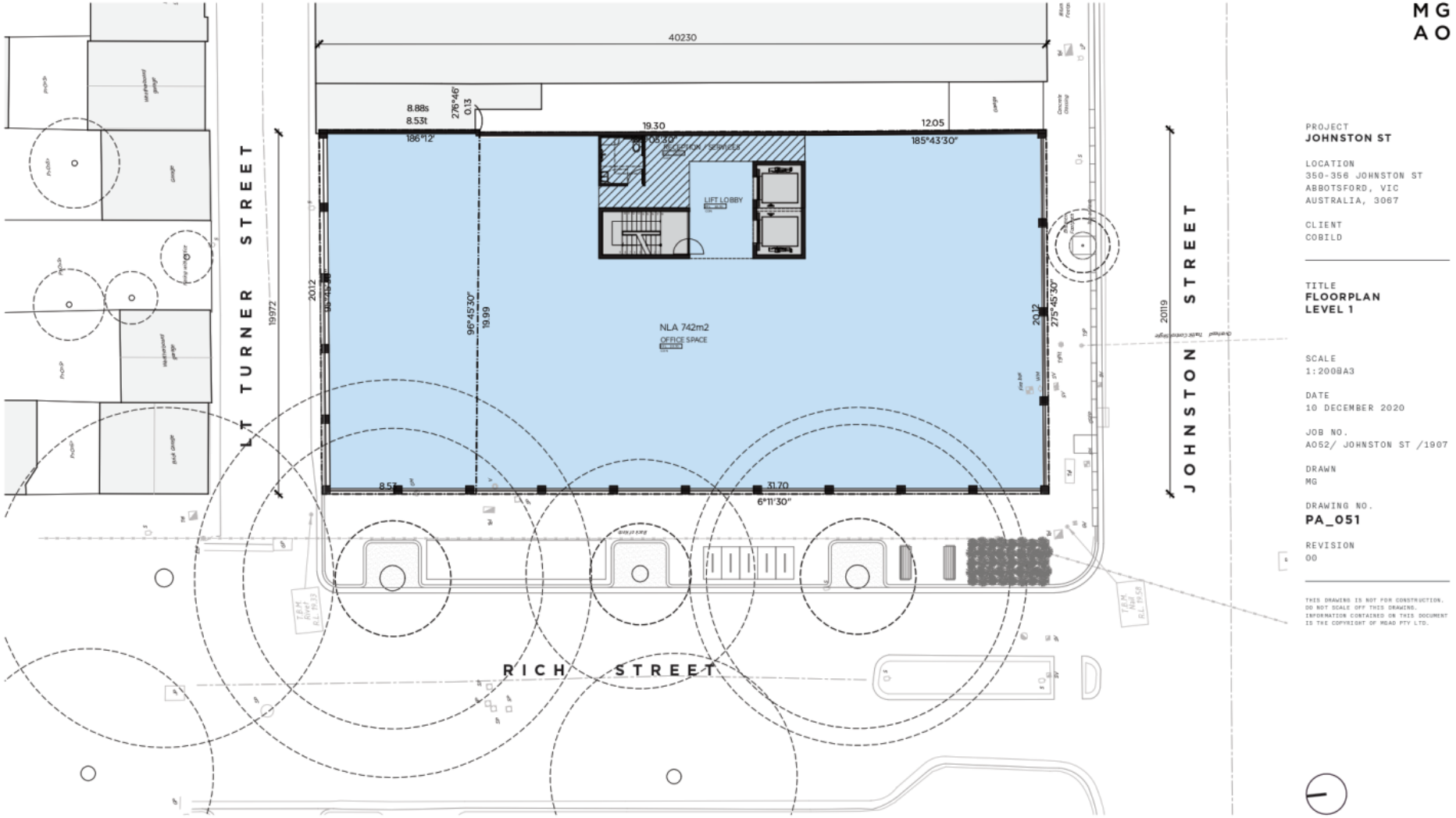
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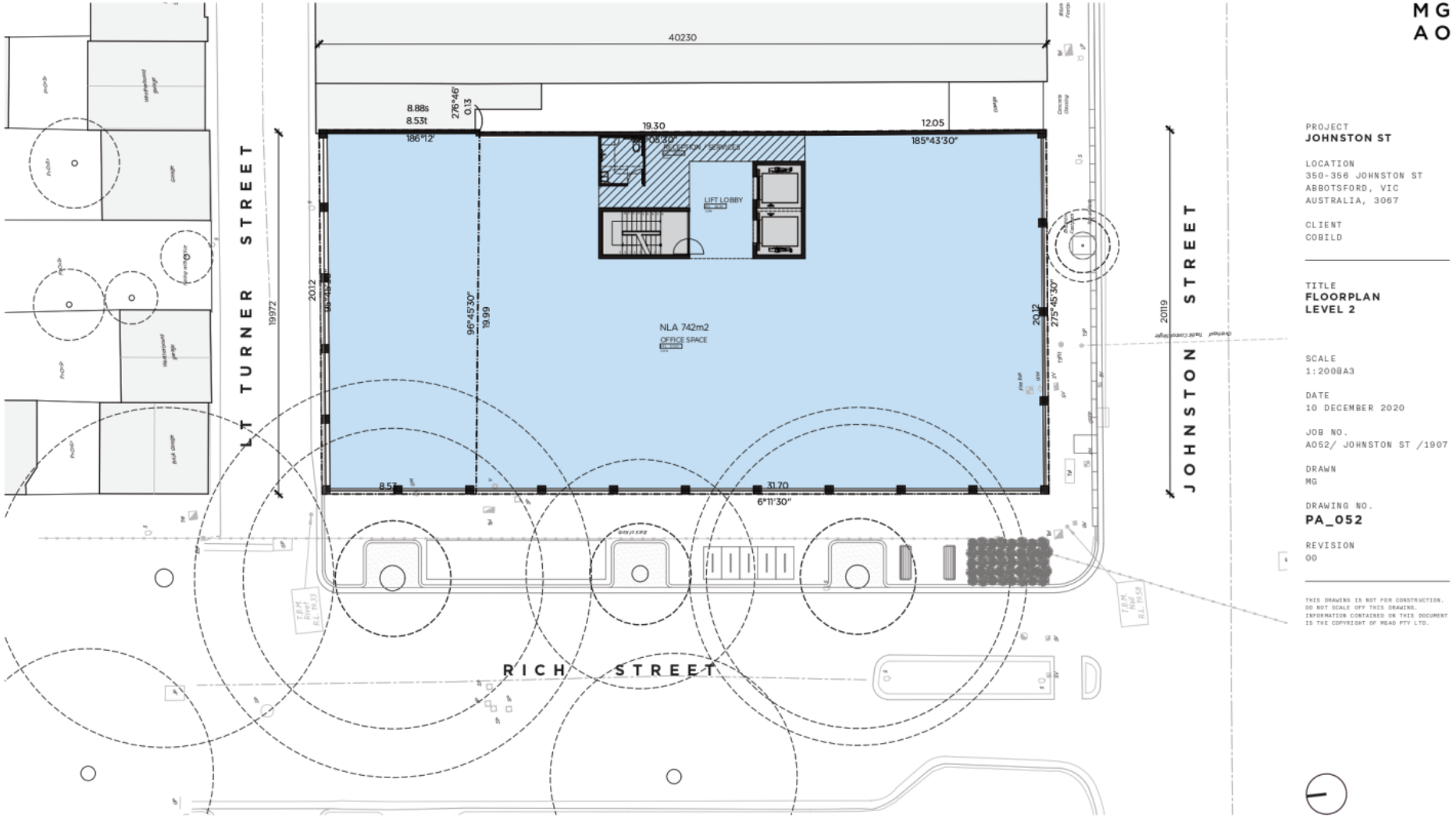
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Attachment 1 - PLN20/0322 - PDC Attachment - Decision Plans



Attachment 1 - PLN20/0322 - PDC Attachment - Decision Plans



AREA SCHEDULE

GFA AREA: 806M2
NLA AREA: 742M2
SERVICES: 29M2

LEGEND

SERVICES/STORE
TENANCY (OFFICE)

NOTE: NO OPERABLE WINDOWS

4.6 LEVEL 2 FLOORPLAN

MG
AO

PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
FLOORPLAN
LEVEL 2

SCALE
1:200@A3

DATE
10 DECEMBER 2020

JOB NO.
A052/ JOHNSTON ST /1907

DRAWN
MG

DRAWING NO.
PA_052

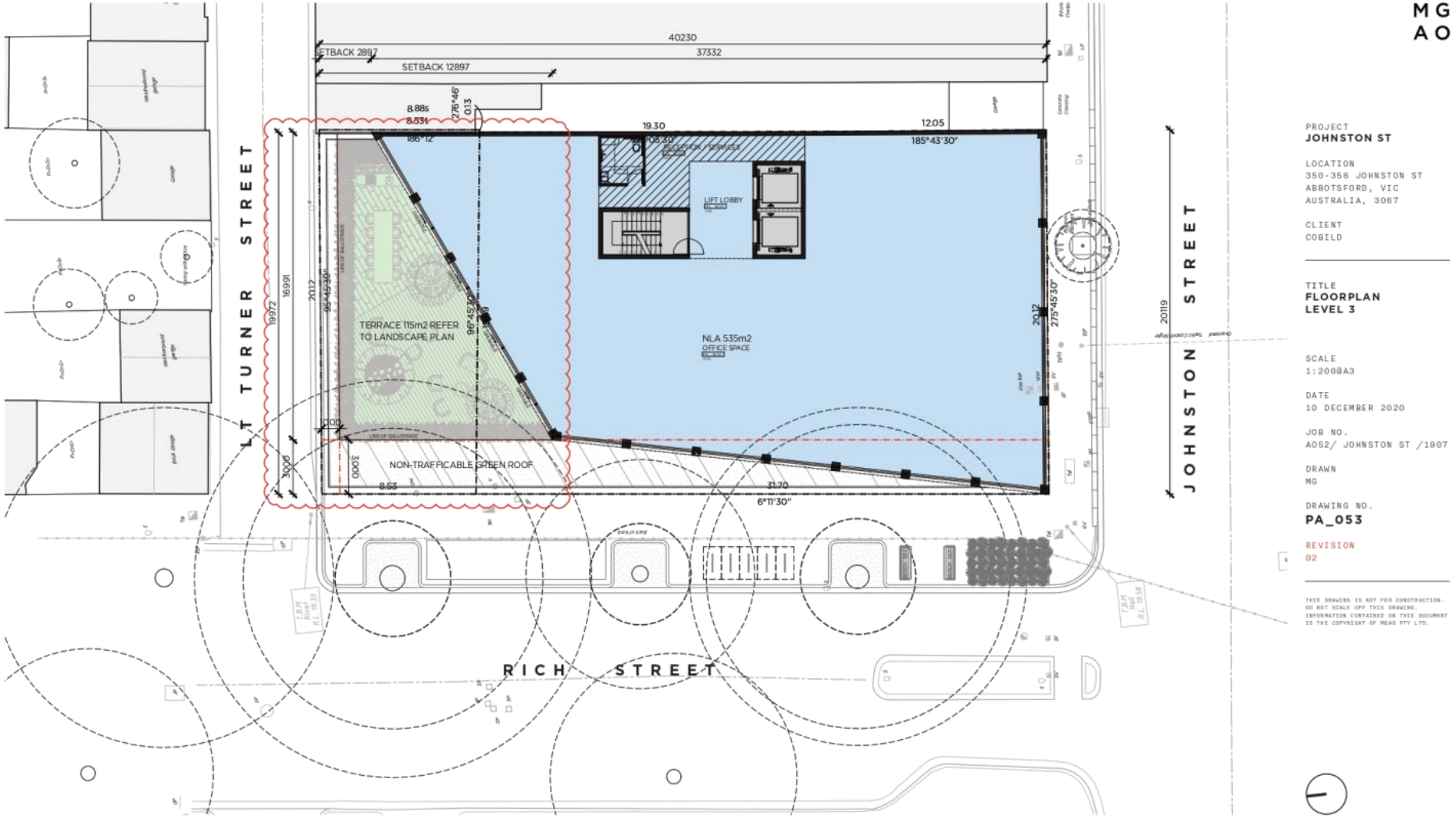
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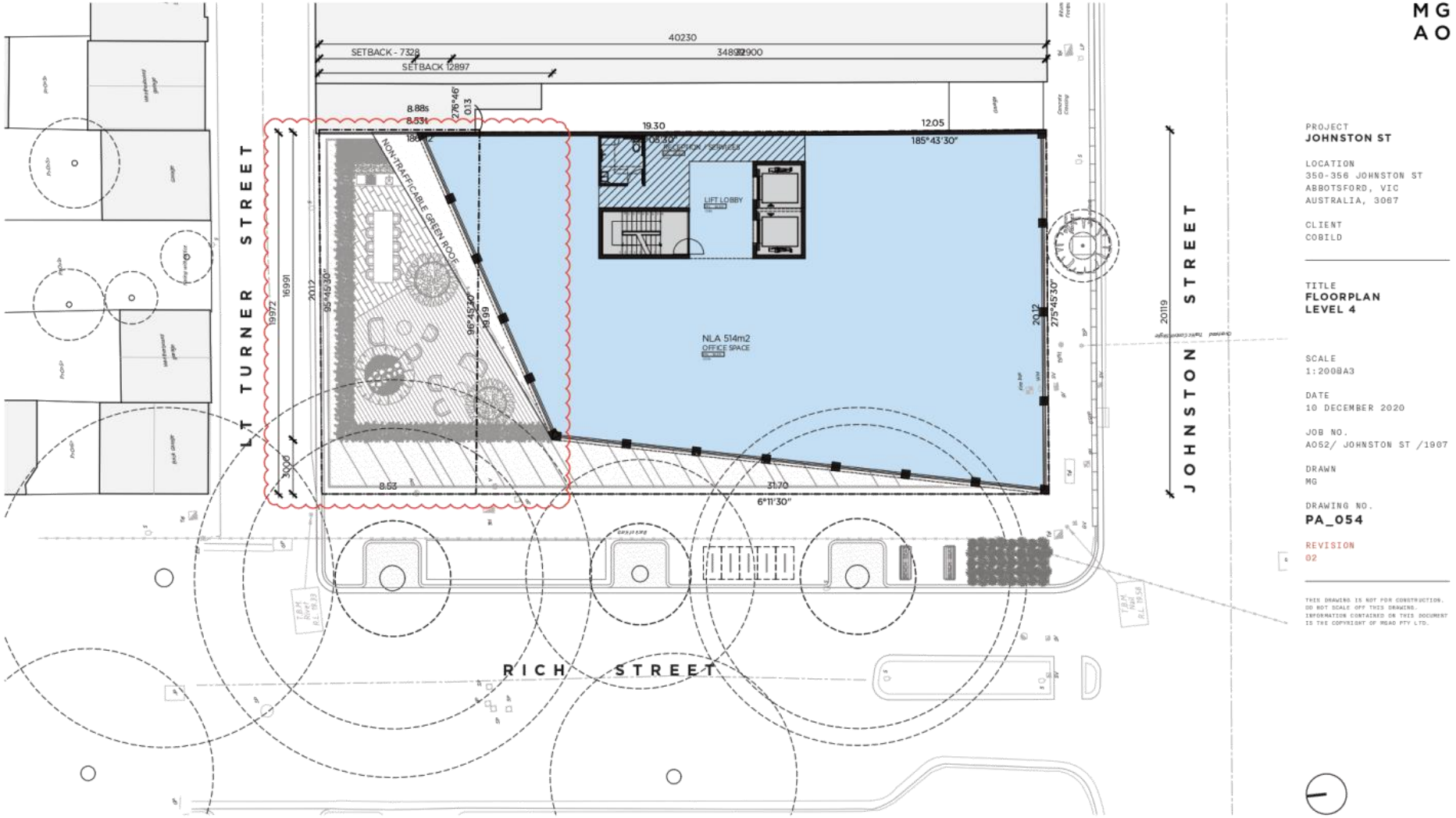
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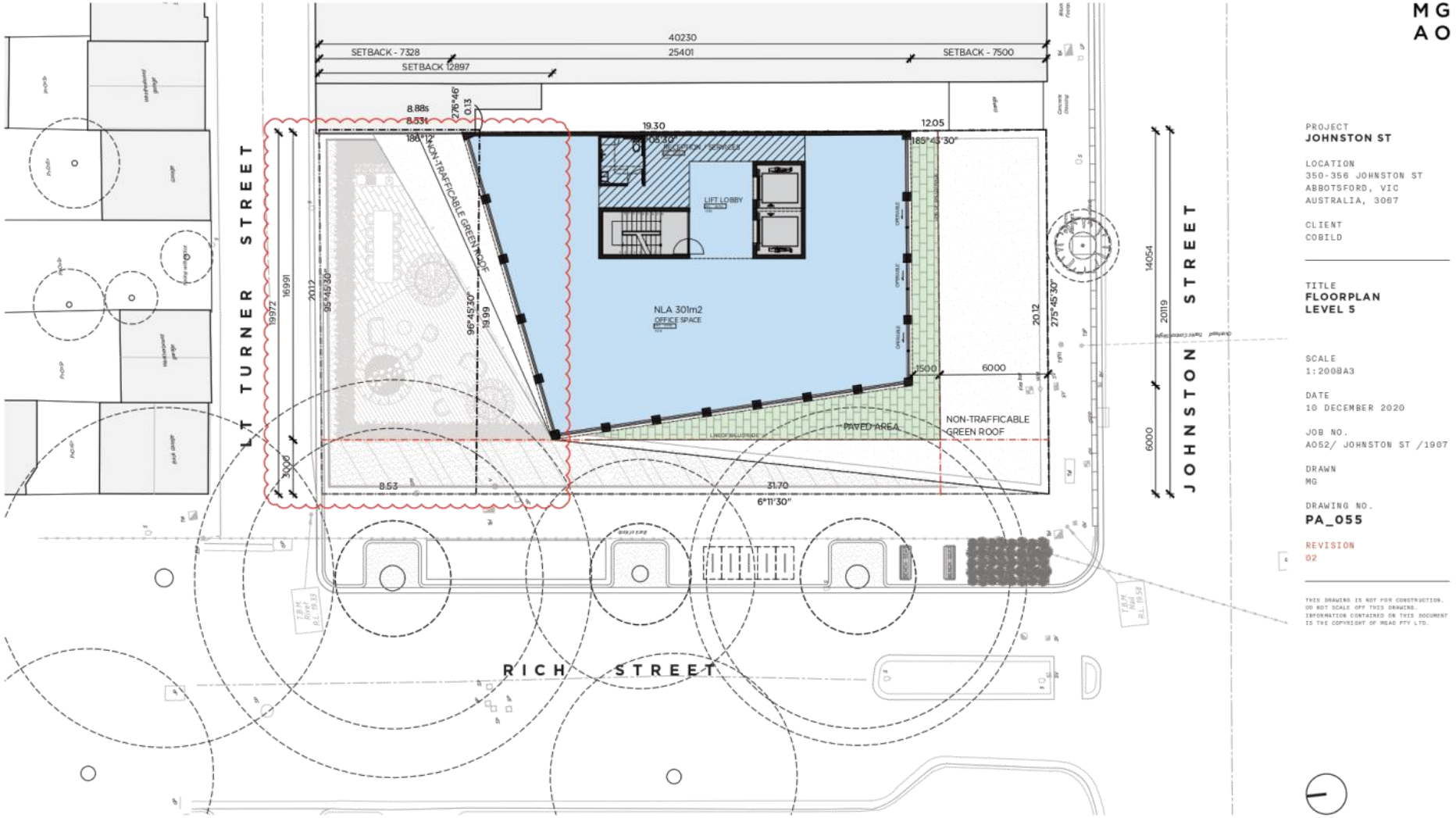
Attachment 1 - PLN20/0322 - PDC Attachment - Decision Plans



Attachment 1 - PLN20/0322 - PDC Attachment - Decision Plans



Attachment 1 - PLN20/0322 - PDC Attachment - Decision Plans



AREA SCHEDULE

GFA AREA:	351M2
NLA AREA:	301M2
TER. AREA:	55M2
SERVICES:	29M2

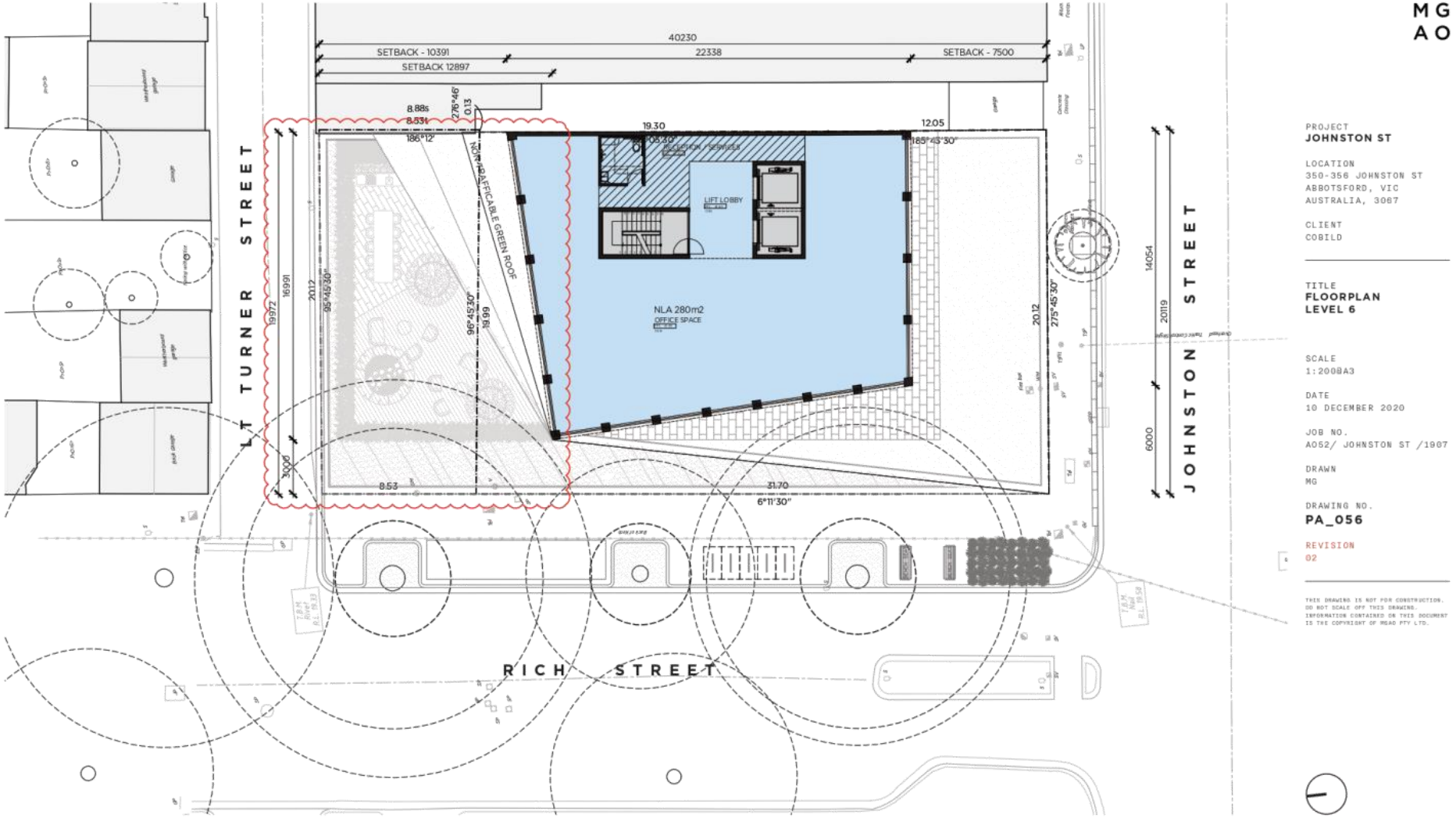
4.9 LEVEL 5 FLOORPLAN

LEGEND

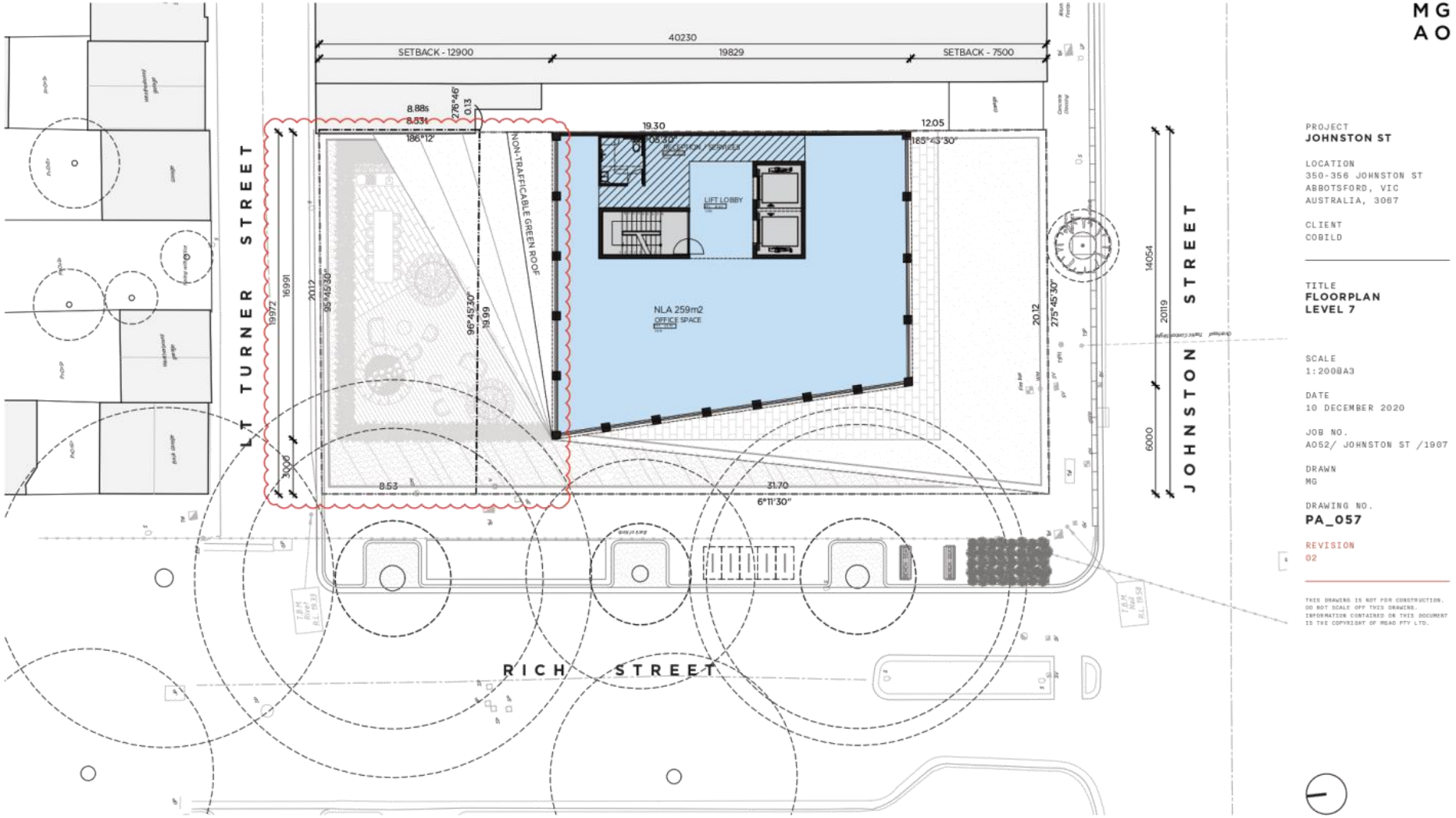
- SERVICES/STORE
- TENANCY (OFFICE)
- TERRACE - REFER LANDSCAPE DRAWINGS

NOTE: NO OPERABLE WINDOWS. LOCATION OF OPERABLE DOORS TO TERRACE NOTED ON PLAN

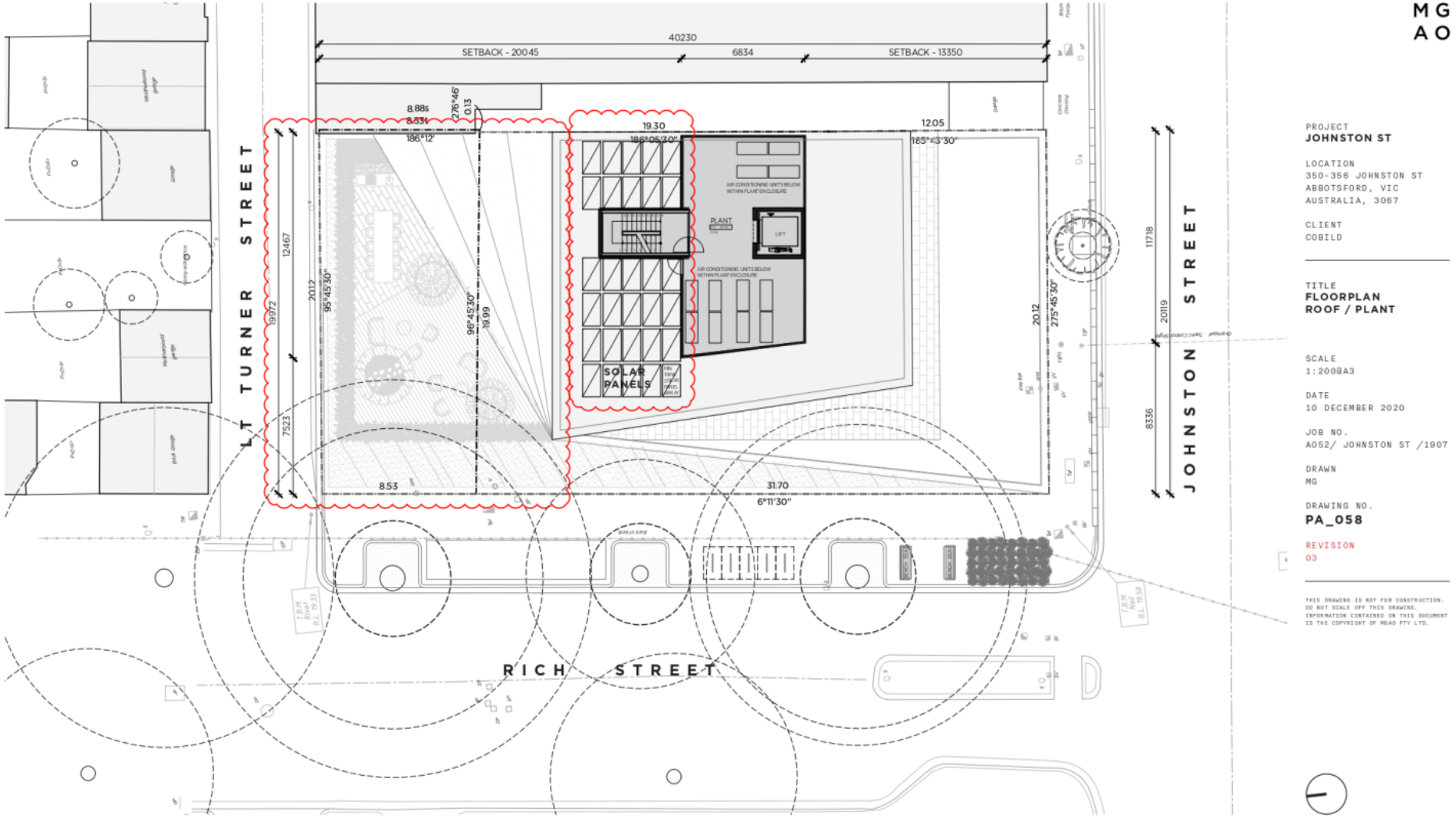
Attachment 1 - PLN20/0322 - PDC Attachment - Decision Plans



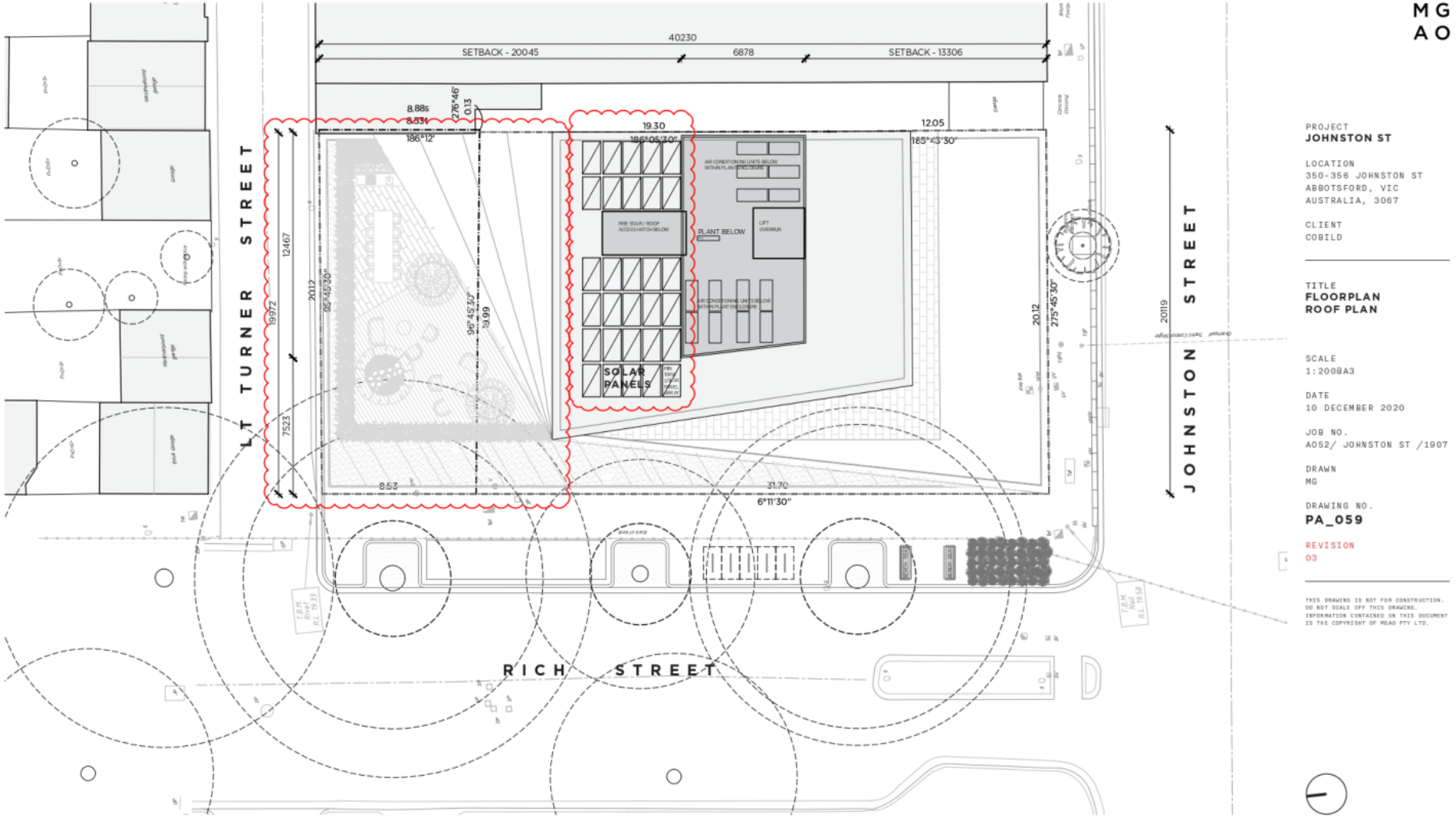
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Attachment 1 - PLN20/0322 - PDC Attachment - Decision Plans



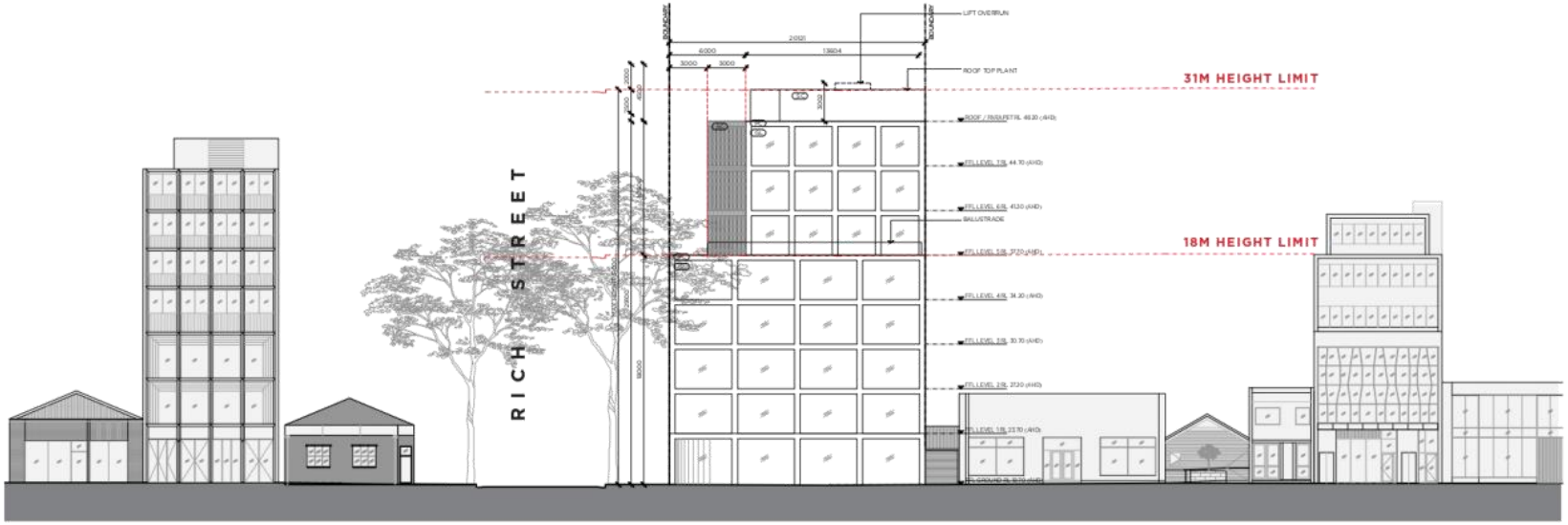
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Attachment 1 - PLN20/0322 - PDC Attachment - Decision Plans



EXISTING



PROPOSED

4.14 STREETSCAPE

MG
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PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
EXISTING & PROPOSED JOHNSTON ST STREETSCAPE

SCALE
1:350@A3

DATE
10 DECEMBER 2020

JOB NO.
A052/ JOHNSTON ST /1907

DRAWN
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DRAWING NO.
PA_060

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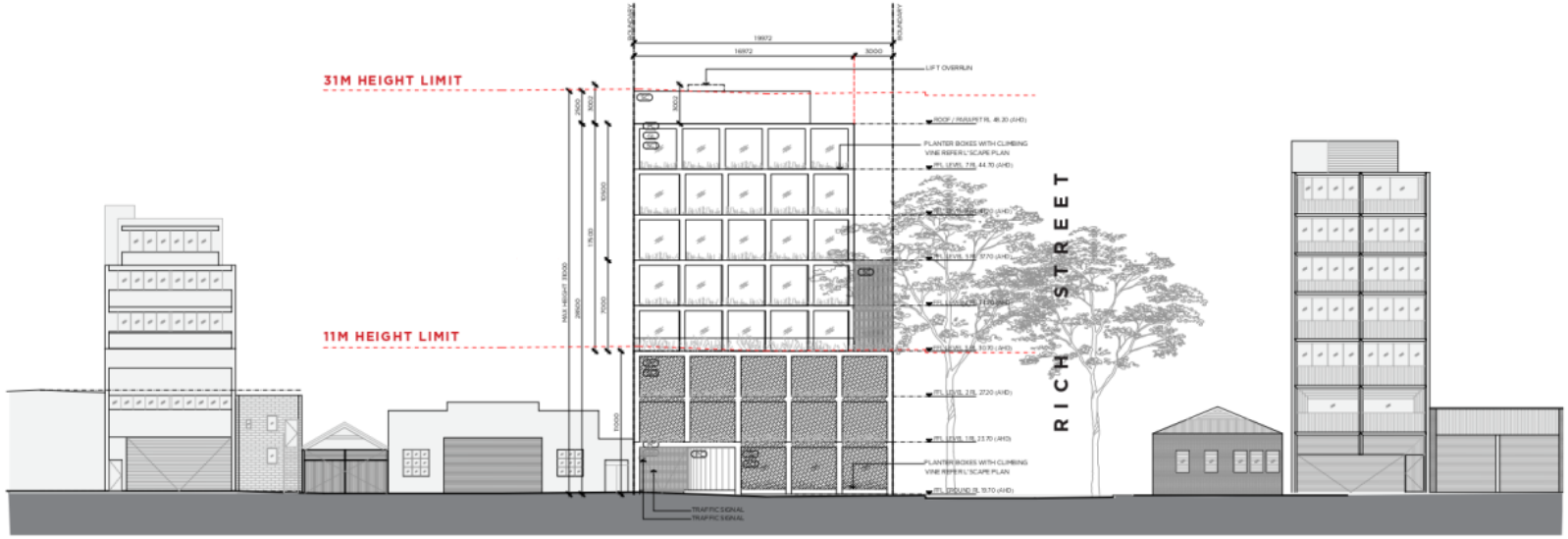
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MATT GOODMAN
ARCHITECTURE OFFICE

Attachment 1 - PLN20/0322 - PDC Attachment - Decision Plans



EXISTING



PROPOSED

4.15 STREETSCAPE

MG
AO

PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
EXISTING & PROPOSED LT TURNER ST STREETSCAPE

SCALE
1:350@A3

DATE
10 DECEMBER 2020

JOB NO.
A052/ JOHNSTON ST /1907

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MG

DRAWING NO.
PA_061

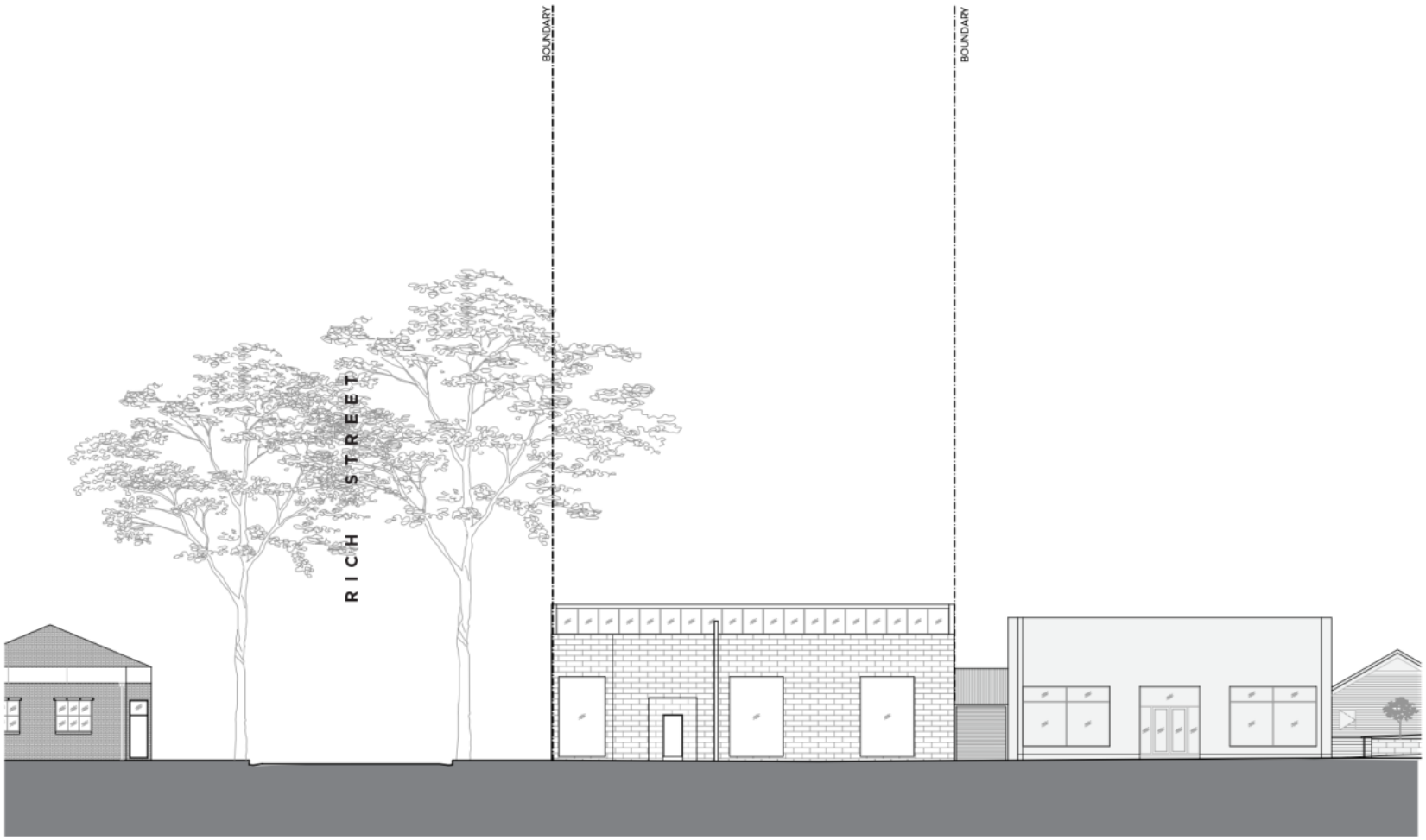
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Attachment 1 - PLN20/0322 - PDC Attachment - Decision Plans



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PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
EXISTING
SOUTH ELEVATION
JOHNSTON ST FACADE

SCALE
1:200@A3

DATE
10 DECEMBER 2020

JOB NO.
A052/ JOHNSTON ST /1907

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MG

DRAWING NO.
PA_062

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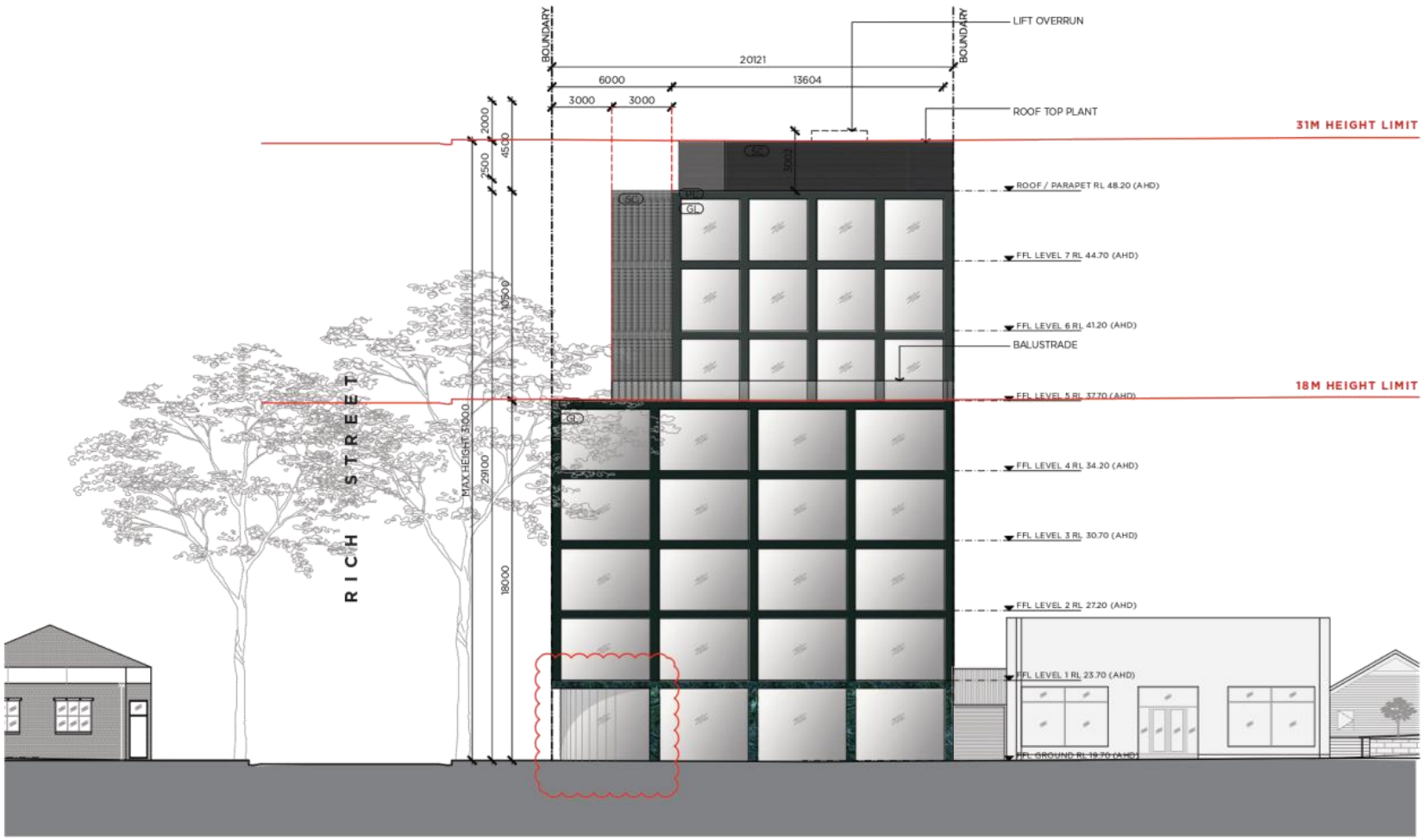
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4.16 ELEVATION

Attachment 1 - PLN20/0322 - PDC Attachment - Decision Plans



4.17 ELEVATION

MG
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PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
EXISTING
SOUTH ELEVATION
JOHNSTON ST FACADE

SCALE
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DATE
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JOB NO.
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PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
EXISTING
WEST ELEVATION
RICH ST FACADE

SCALE
1:200@A3

DATE
10 DECEMBER 2020

JOB NO.
A052/ JOHNSTON ST /1907

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MG

DRAWING NO.
PA_064

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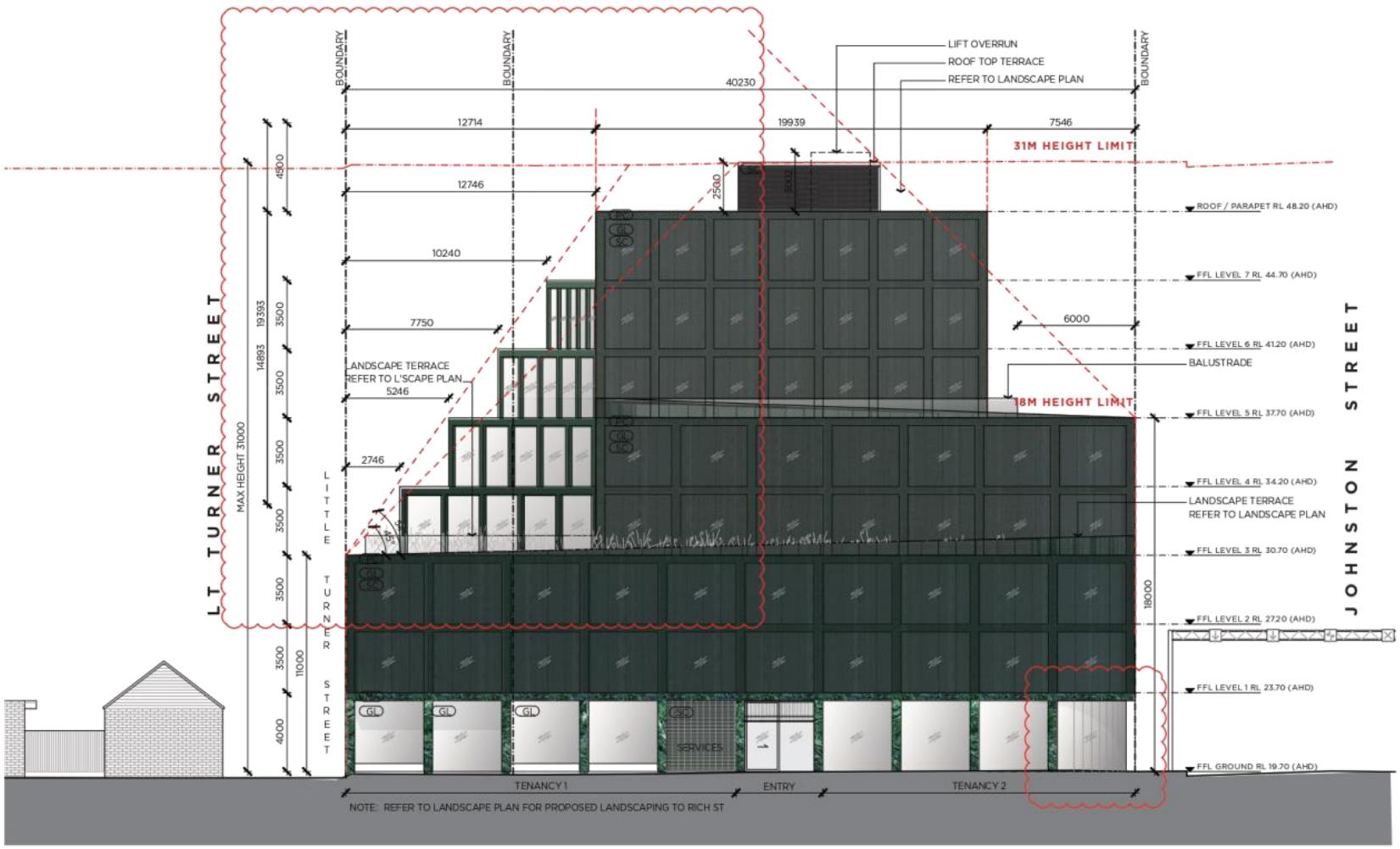
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4.18 ELEVATION

Attachment 1 - PLN20/0322 - PDC Attachment - Decision Plans



4.19 ELEVATION

MG
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PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
PROPOSED
WEST ELEVATION
RICH ST FACADE

SCALE
1:200@A3

DATE
10 DECEMBER 2020

JOB NO.
A052/ JOHNSTON ST /1907

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Attachment 1 - PLN20/0322 - PDC Attachment - Decision Plans



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PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
EXISTING
NORTH ELEVATION
LT TURNER ST FACADE

SCALE
1:200@A3

DATE
10 DECEMBER 2020

JOB NO.
A052/ JOHNSTON ST /1907

DRAWN
MG

DRAWING NO.
PA_066

REVISION
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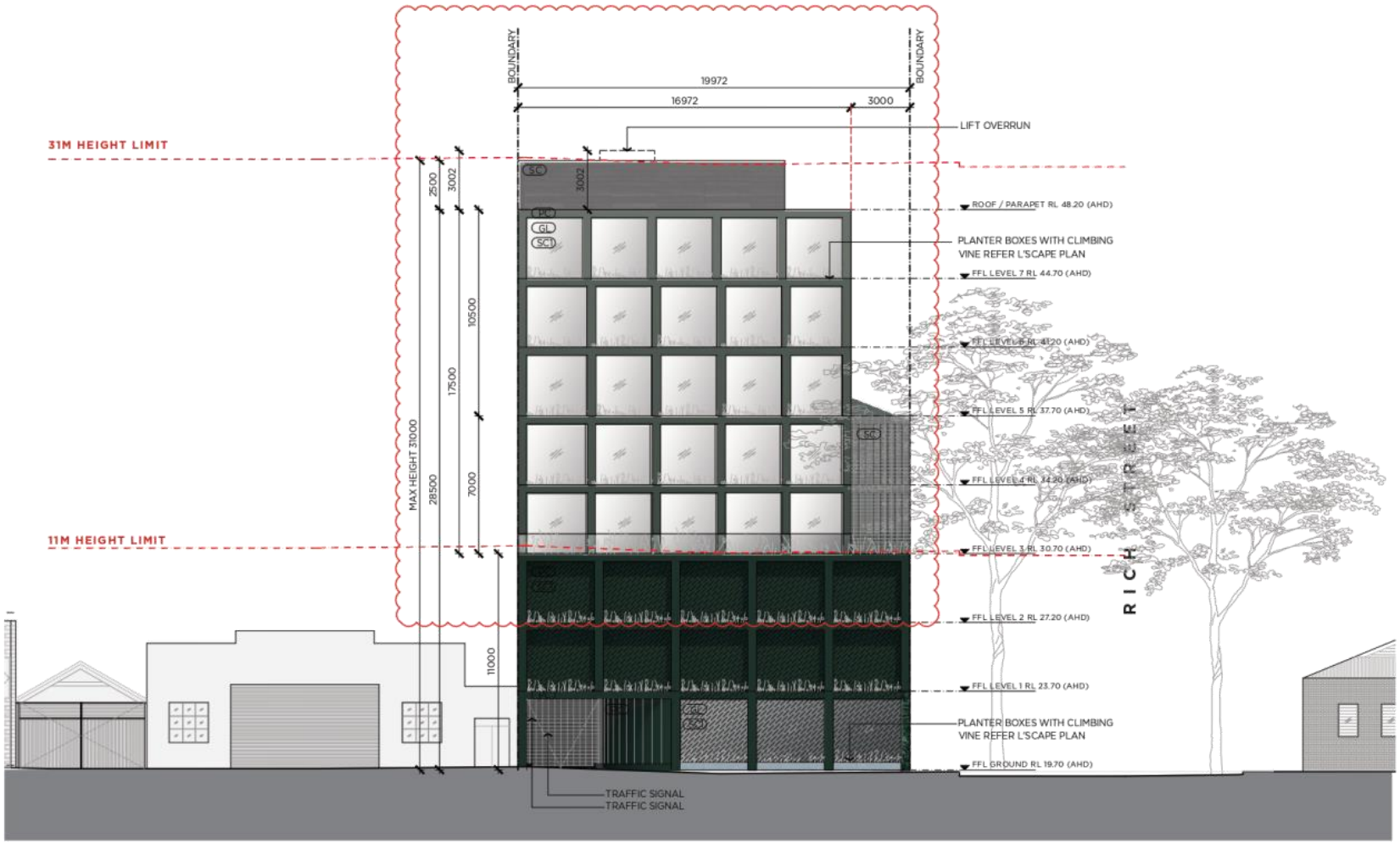
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4.20 ELEVATION

Attachment 1 - PLN20/0322 - PDC Attachment - Decision Plans



4.21 ELEVATION

MG
AO

PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
PROPOSED NORTH ELEVATION LT TURNER ST FACADE

SCALE
1:200@A3

DATE
10 DECEMBER 2020

JOB NO.
A052/ JOHNSTON ST /1907

DRAWN
MG

DRAWING NO.
PA_067

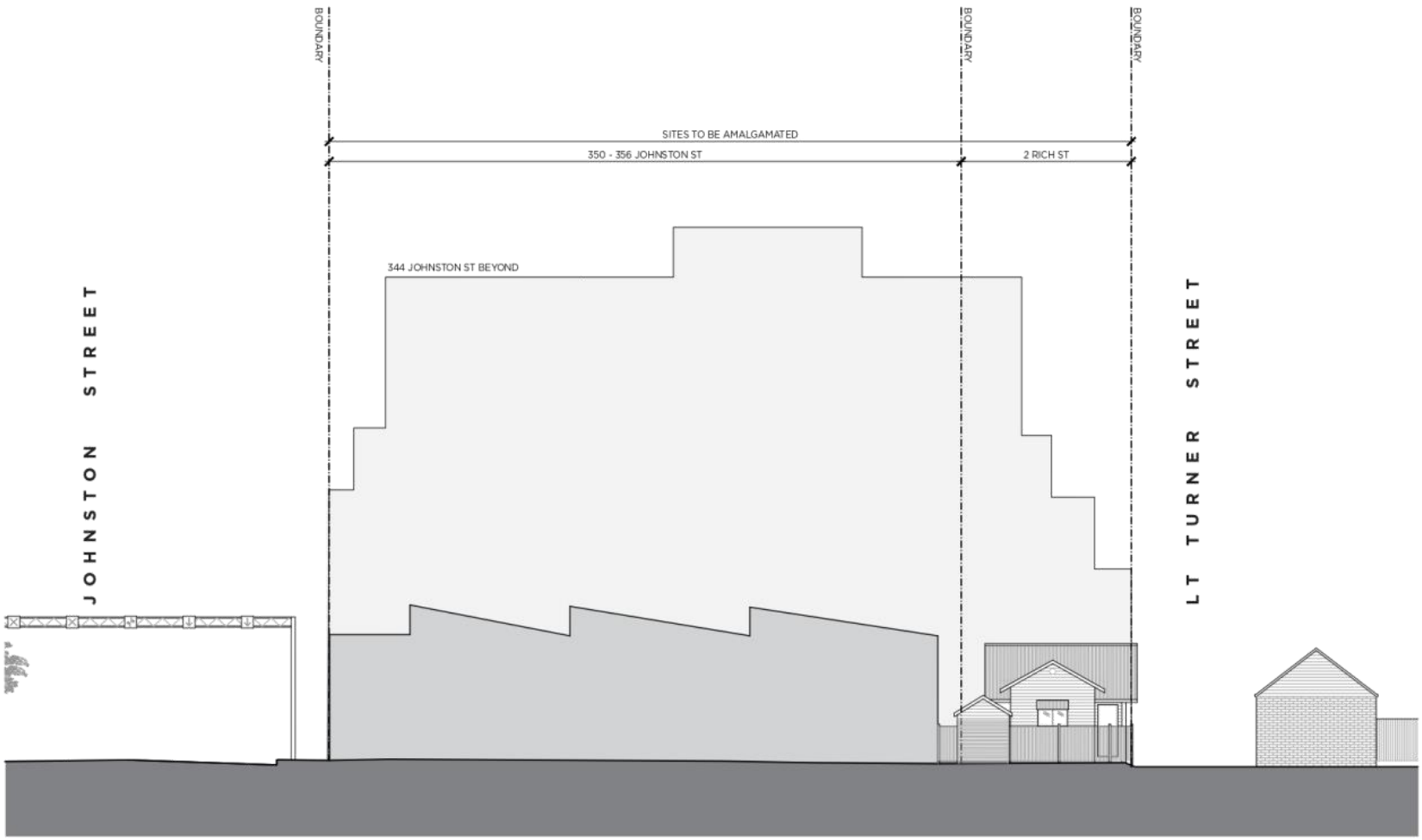
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PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
EXISTING
EAST ELEVATION
PARTY WALL

SCALE
1:200@A3

DATE
10 DECEMBER 2020

JOB NO.
A052/ JOHNSTON ST /1907

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DRAWING NO.
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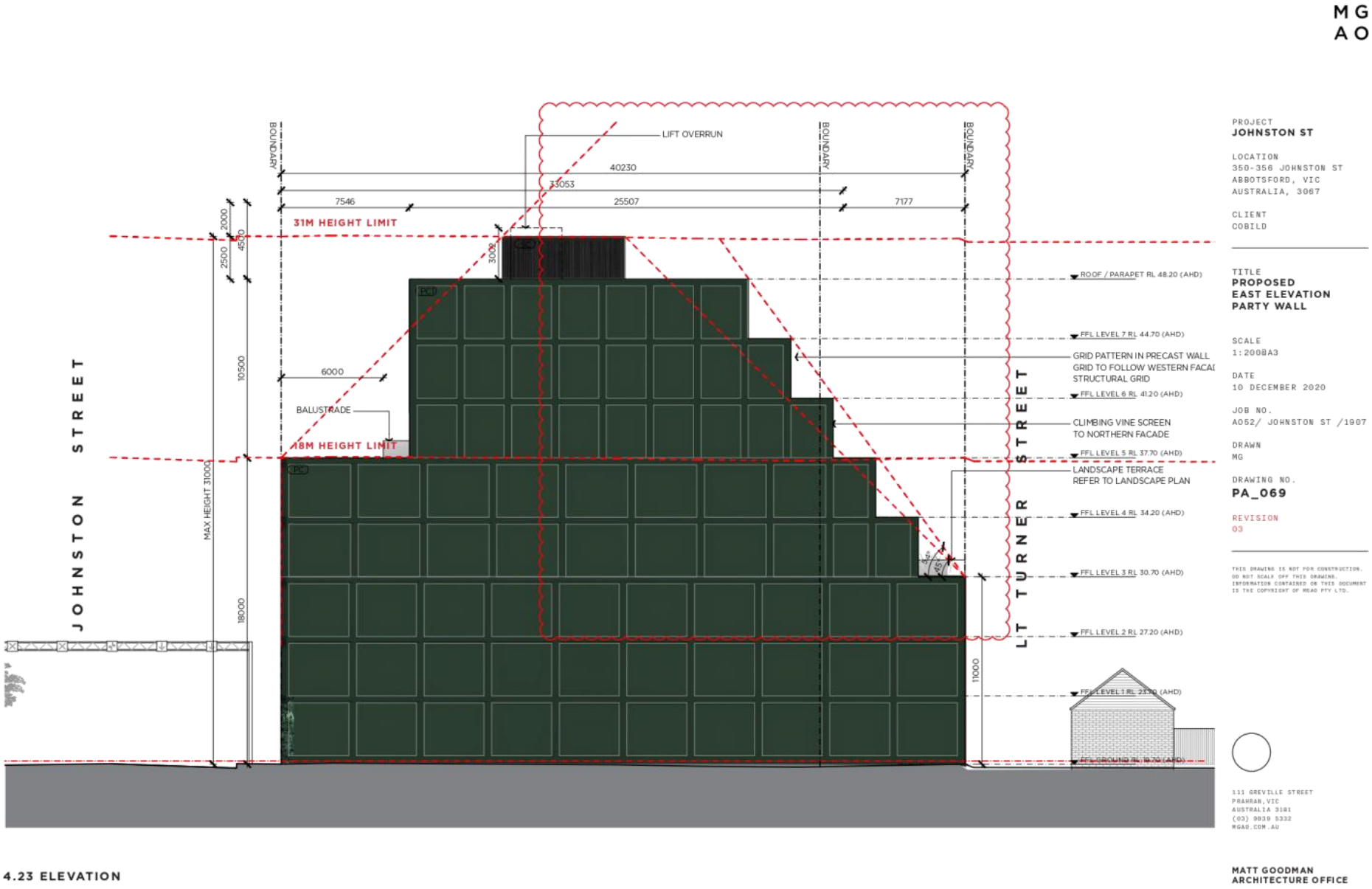
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4.22 ELEVATION

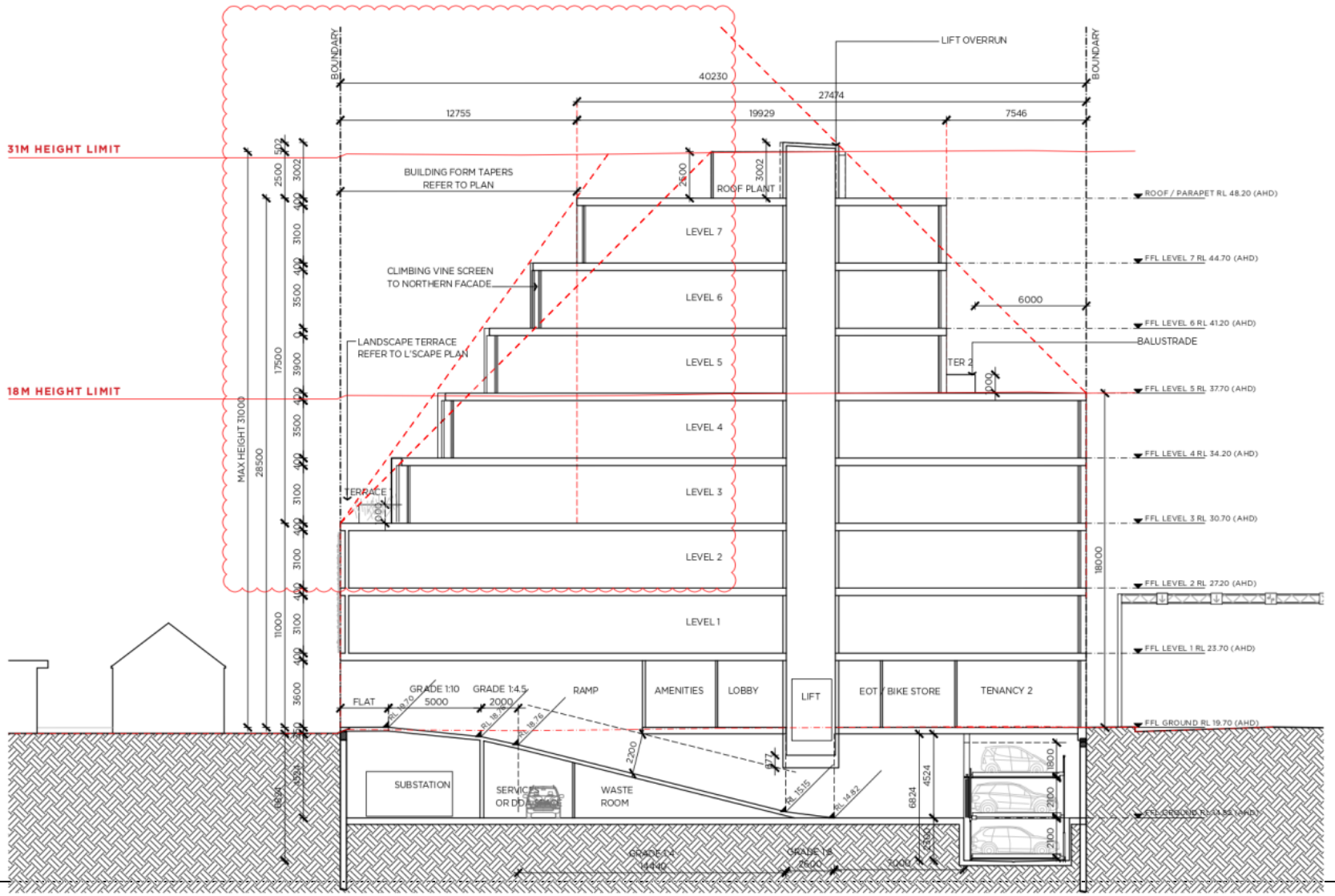
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Attachment 1 - PLN20/0322 - PDC Attachment - Decision Plans

4.24 SECTION



MG
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PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
SECTION A

SCALE
1:200@A3

DATE
10 DECEMBER 2020

JOB NO.
A052/ JOHNSTON ST /1907

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MG

DRAWING NO.
PA_070

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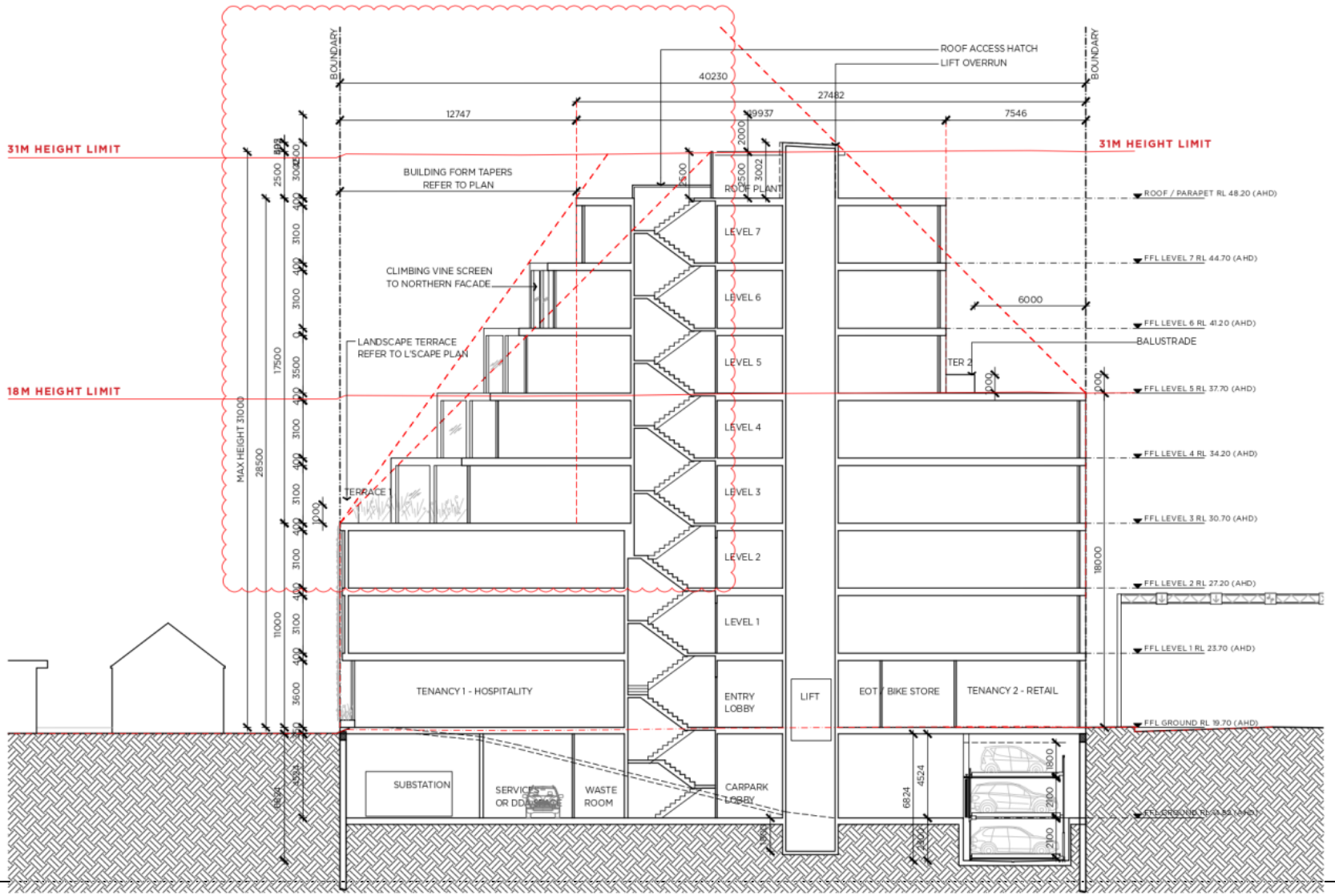
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4.25 SECTION



MG
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PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
SECTION B

SCALE
1:200@A3

DATE
10 DECEMBER 2020

JOB NO.
A052/ JOHNSTON ST /1907

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MG

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PA_071

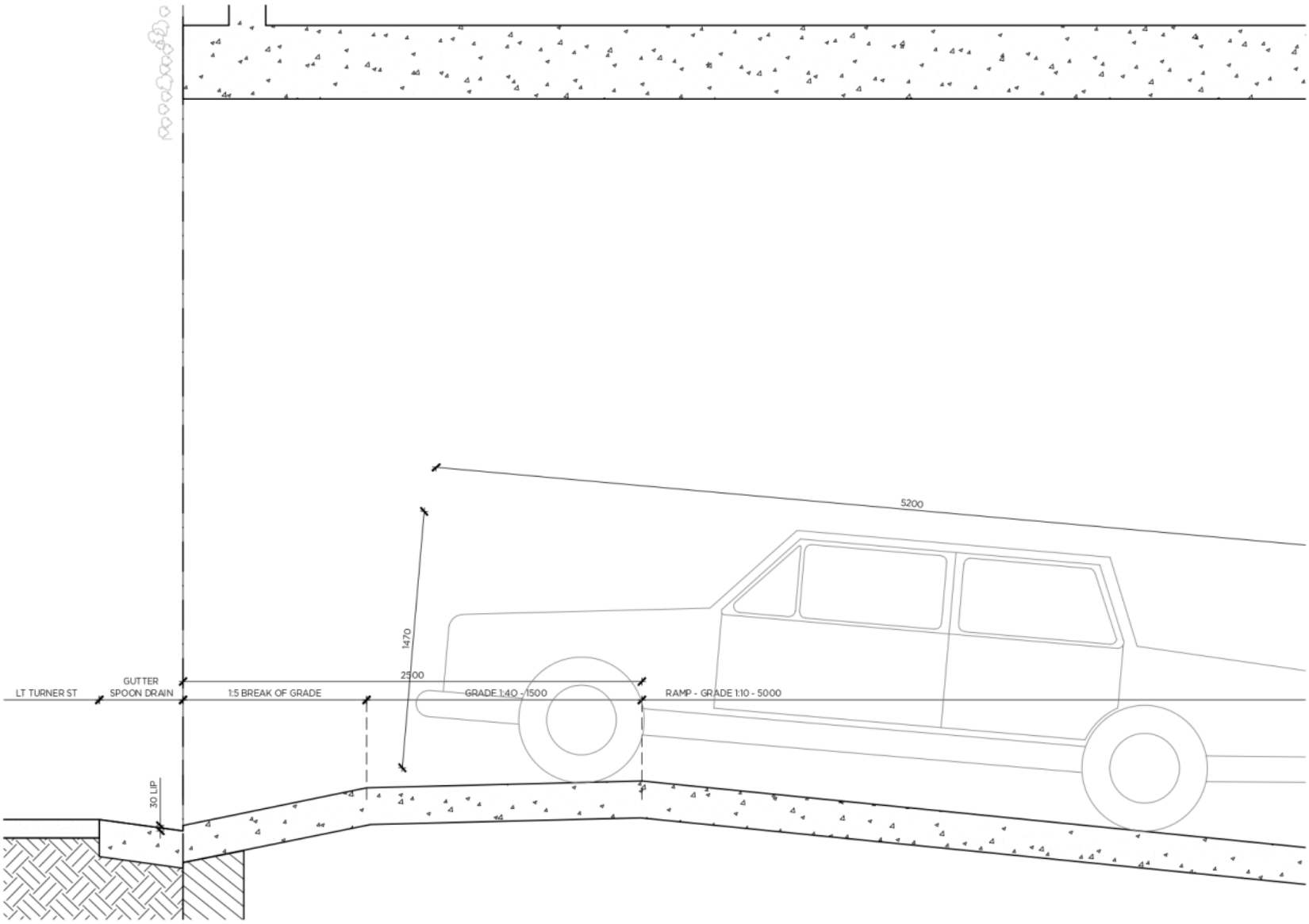
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4.26A SECTION DETAIL - BASEMENT RAMP CROSS OVER

MG
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PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
SECTION DETAIL
BASEMENT RAMP

SCALE
1:20@A3

DATE
10 DECEMBER 2020

JOB NO.
A052/ JOHNSTON ST /1907

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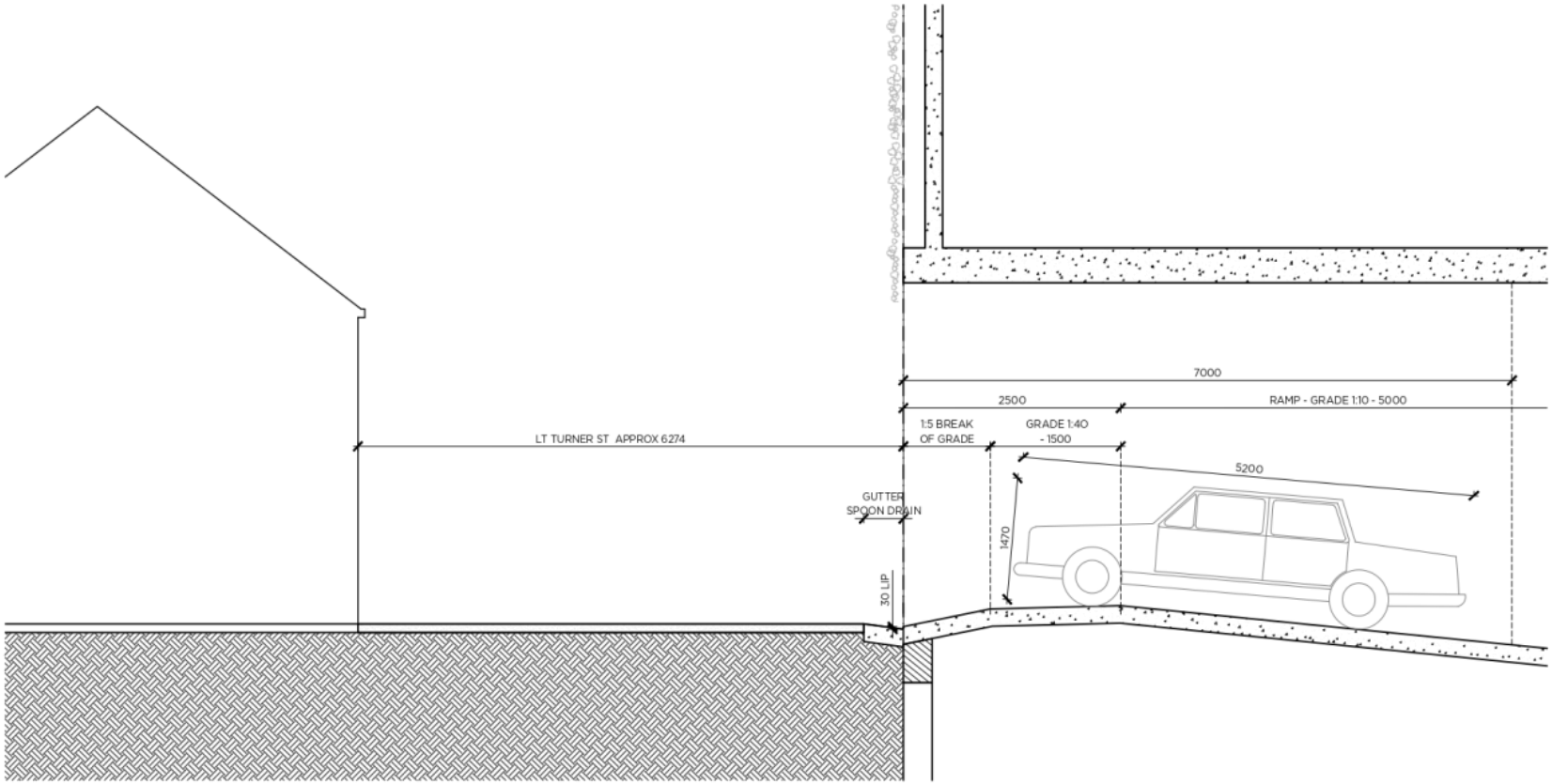
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PROJECT
JOHNSTON ST

LOCATION
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ABBOTSFORD, VIC
AUSTRALIA, 3067

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TITLE
SECTION
BASEMENT RAMP

SCALE
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DATE
10 DECEMBER 2020

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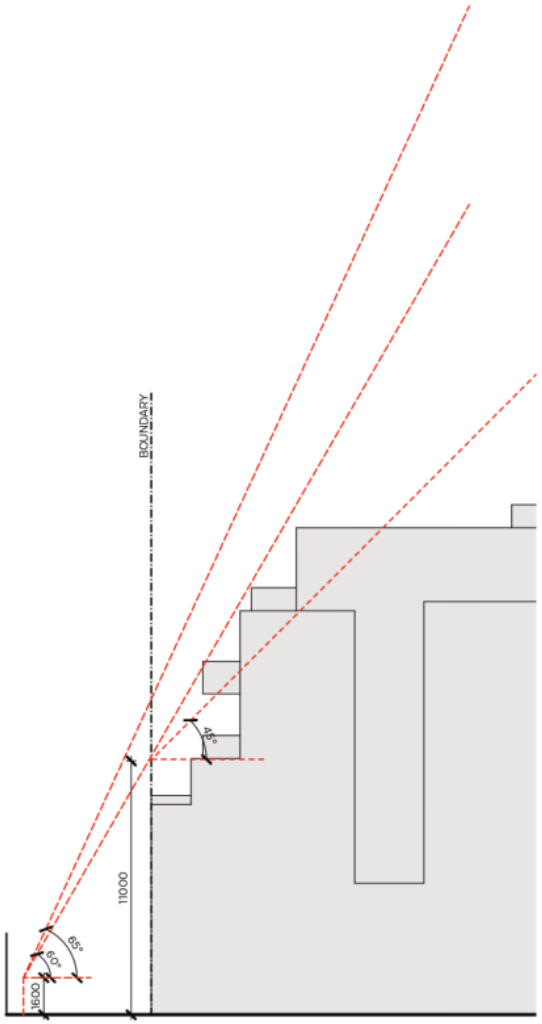
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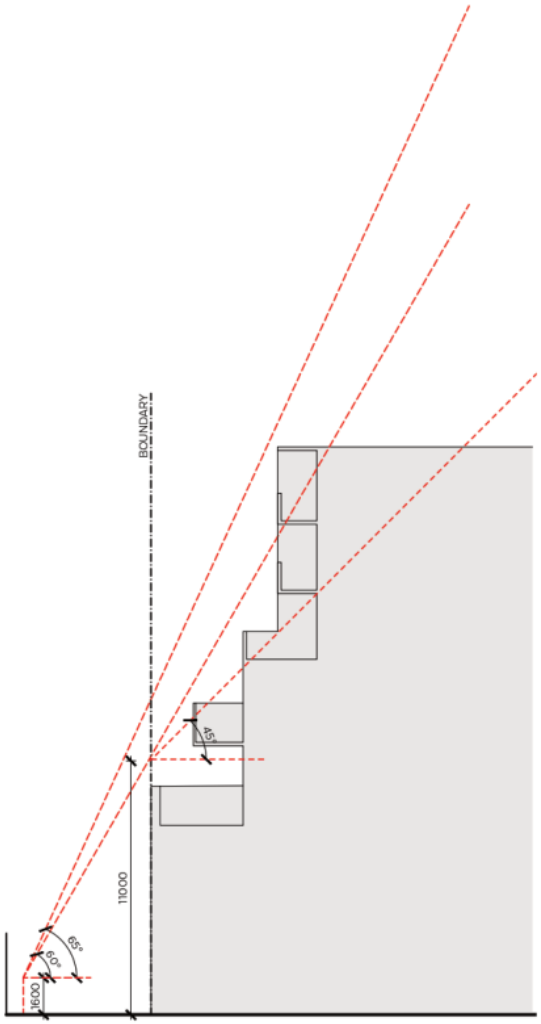
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4.26B SECTION - BASEMENT RAMP CROSS OVER & LT TURNER ST

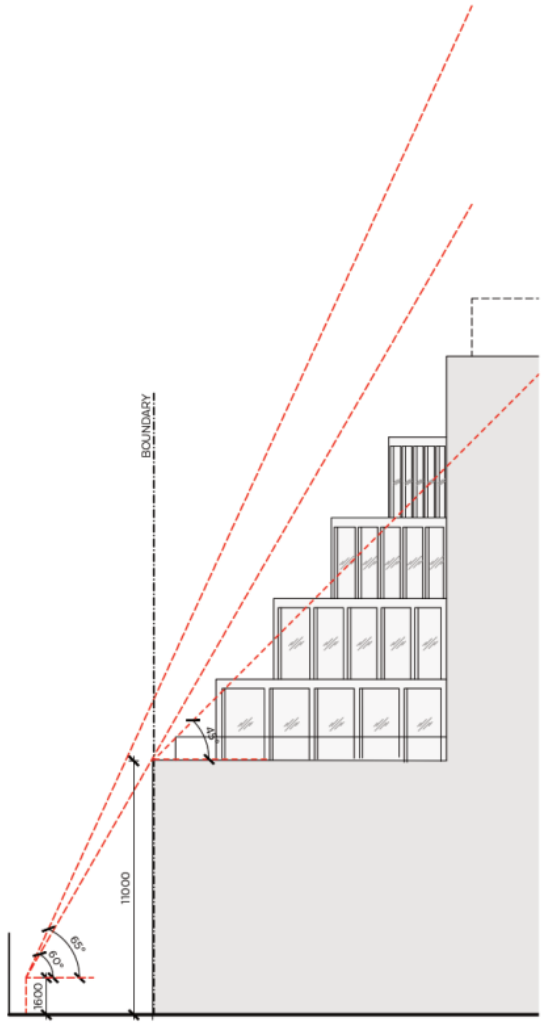
Attachment 1 - PLN20/0322 - PDC Attachment - Decision Plans



370 JOHNSTON ST - BUILT



344 JOHNSTON ST - APPROVED



350-356 JOHNSTON ST - PROPOSED

4.27 SETBACK STUDY - SURROUNDING DEVELOPMENT

MG
AO

PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
LT TURNER STREET SETBACK STUDY

SCALE
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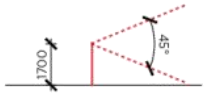
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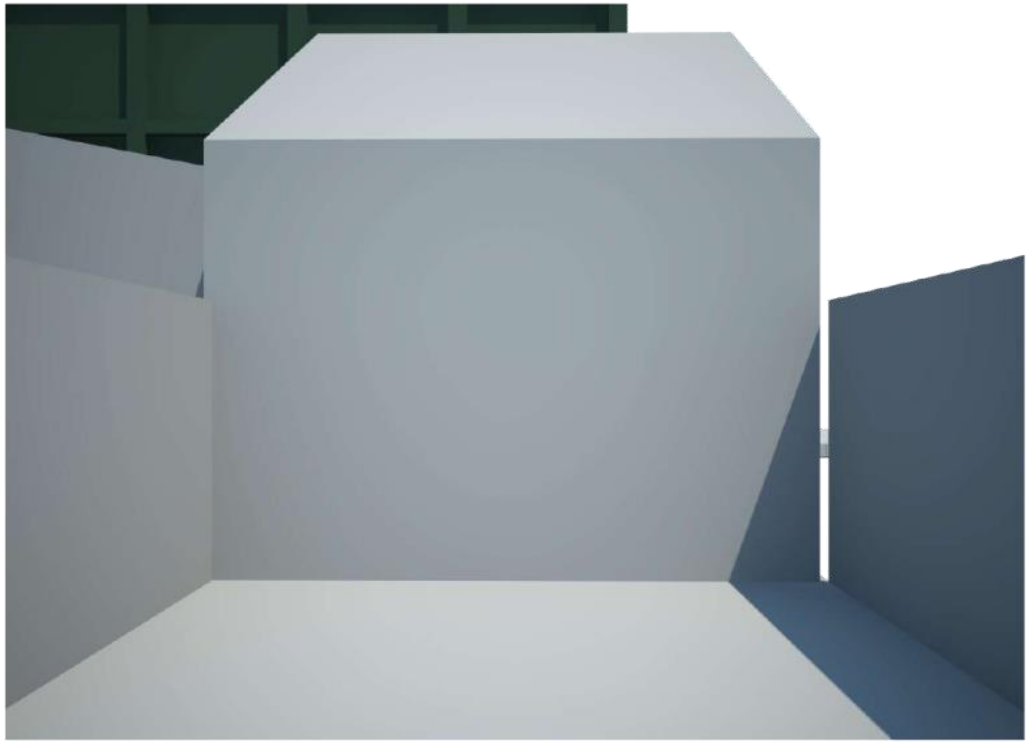
EXCERPT SITE SURVEY





VIEWCONE AT POINT NOTED ABOVE

VIEW LOCATION



VIEW FROM REAR OF 47 TURNER ST



PHOTO - REAR OF 47 TURNER ST

PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
VISUAL IMPACT STUDY
47 TURNER ST

SCALE
NTS

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10 DECEMBER 2020

JOB NO.
A052/ JOHNSTON ST /1907

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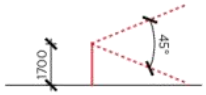
4.28 VISUAL IMPACT STUDY - 47 TURNER ST

Attachment 1 - PLN20/0322 - PDC Attachment - Decision Plans

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AO

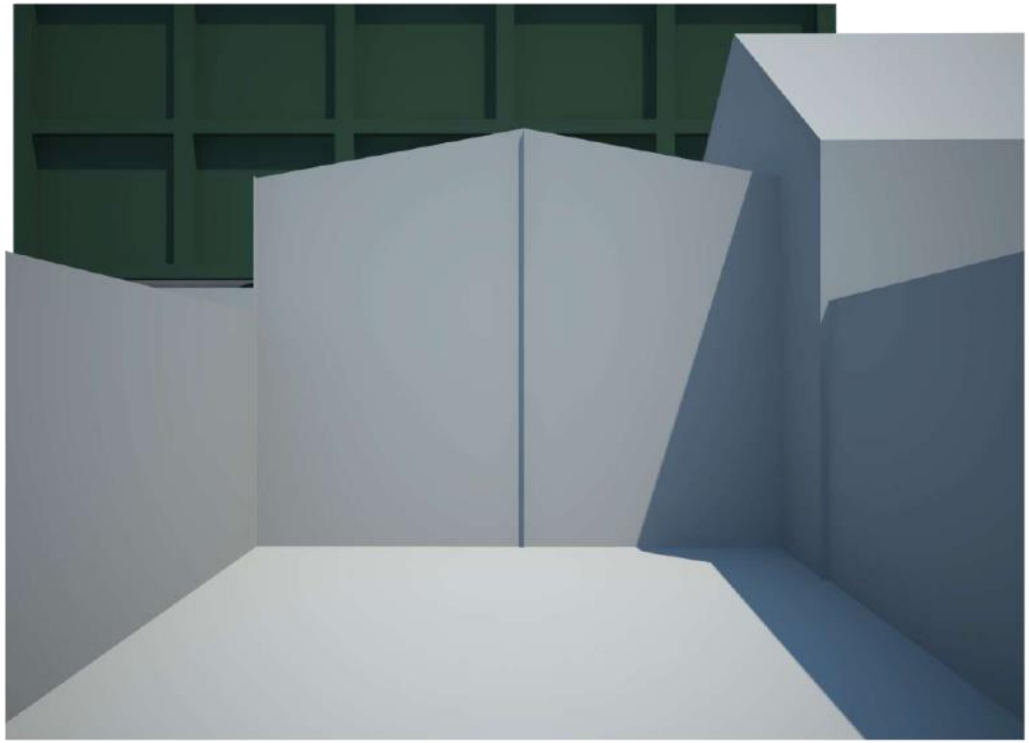
EXCERPT SITE SURVEY





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VIEW LOCATION



VIEW FROM REAR OF 49 TURNER ST



PHOTO - REAR OF 49 TURNER ST

PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
VISUAL IMPACT STUDY
49 TURNER ST

SCALE
NTS

DATE
10 DECEMBER 2020

JOB NO.
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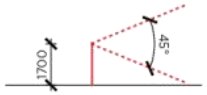
4.29 VISUAL IMPACT STUDY - 49 TURNER ST

Attachment 1 - PLN20/0322 - PDC Attachment - Decision Plans

MG
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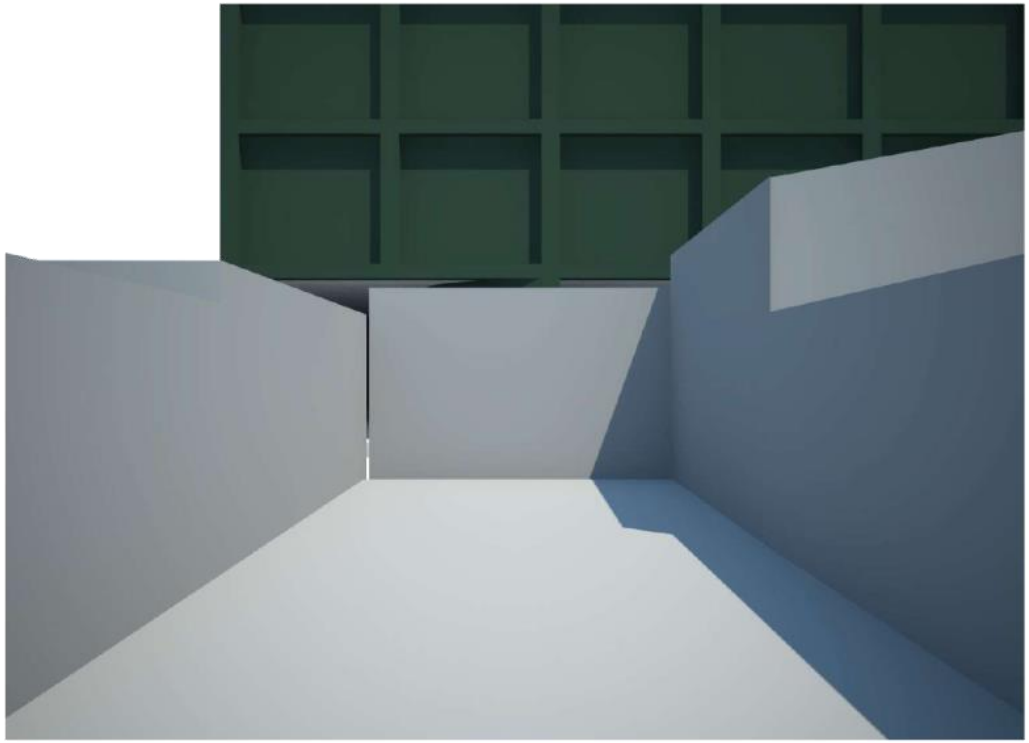
EXCERPT SITE SURVEY





VIEWCONE AT POINT NOTED ABOVE

VIEW LOCATION



VIEW FROM REAR OF 51 TURNER ST



PHOTO - REAR OF 51 TURNER ST

PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
VISUAL IMPACT STUDY
51 TURNER ST

SCALE
NTS

DATE
10 DECEMBER 2020

JOB NO.
A052/ JOHNSTON ST /1907

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MG

DRAWING NO.
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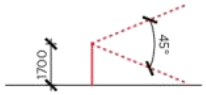
4.30 VISUAL IMPACT STUDY - 51 TURNER ST

Attachment 1 - PLN20/0322 - PDC Attachment - Decision Plans

MG
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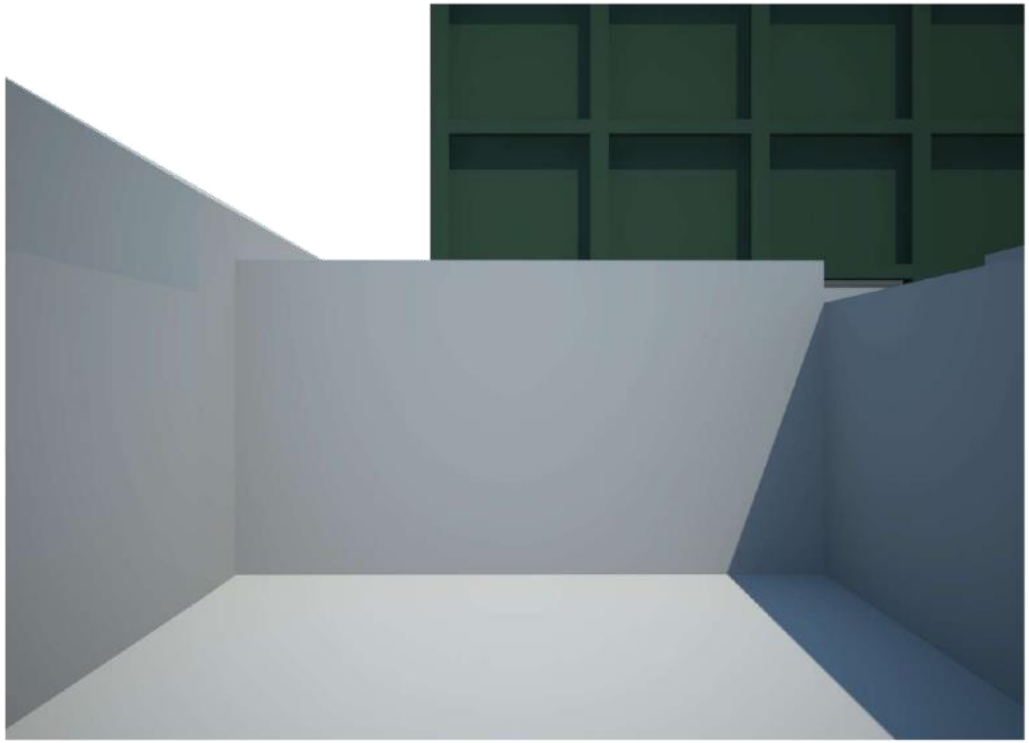
EXCERPT SITE SURVEY





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VIEW LOCATION



VIEW FROM REAR OF 53 TURNER ST



PHOTO - REAR OF 53 TURNER ST

PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
VISUAL IMPACT STUDY
53 TURNER ST

SCALE
NTS

DATE
10 DECEMBER 2020

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MG

DRAWING NO.
PA_077

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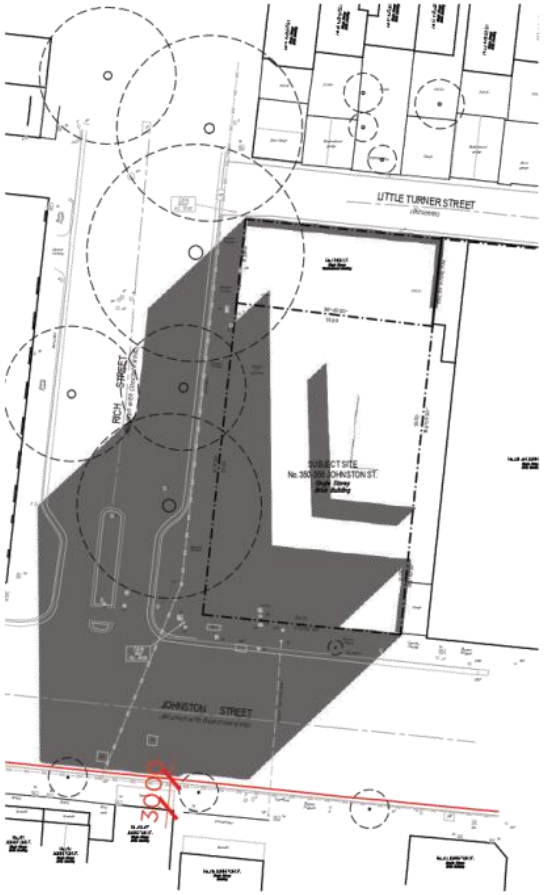
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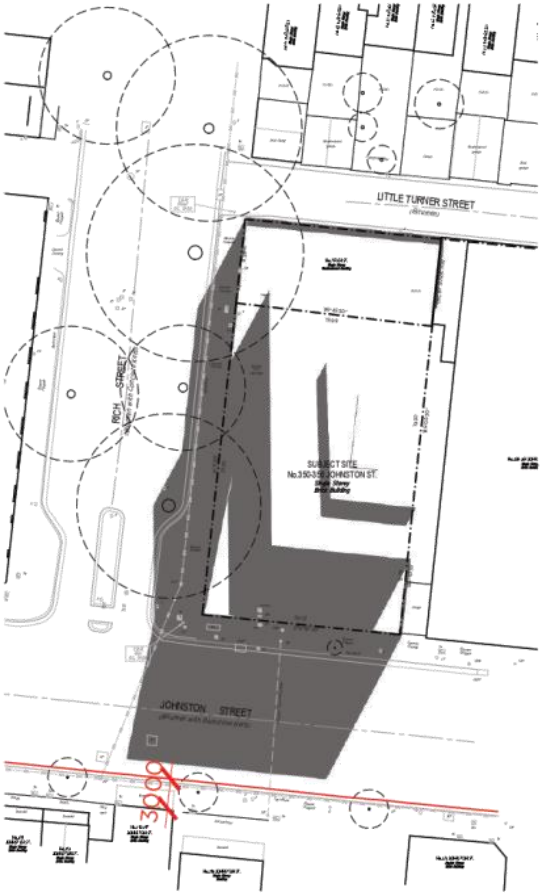
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4.31 VISUAL IMPACT STUDY - 53 TURNER ST

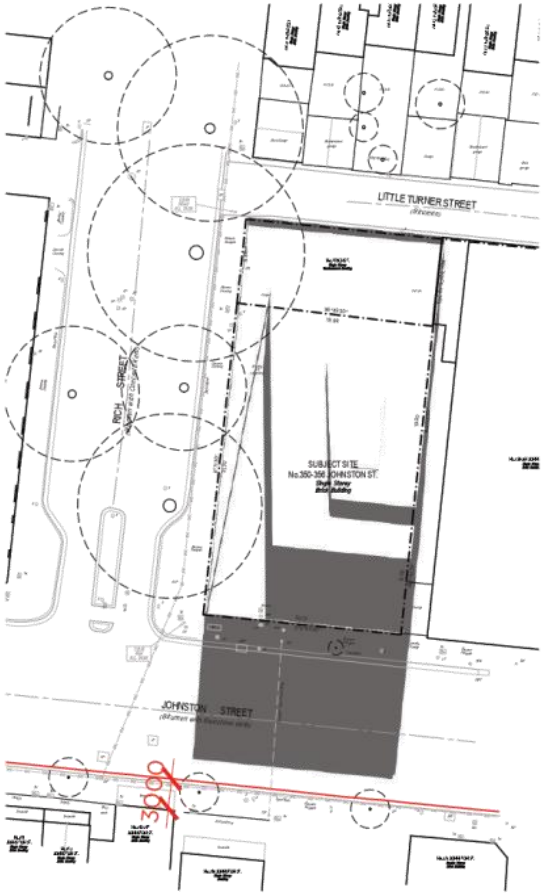
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10AM



11AM



12PM

MG
AO

PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
SHADOW DIAGRAMS SEPTEMBER 22

SCALE
NTS

DATE
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DRAWING NO.
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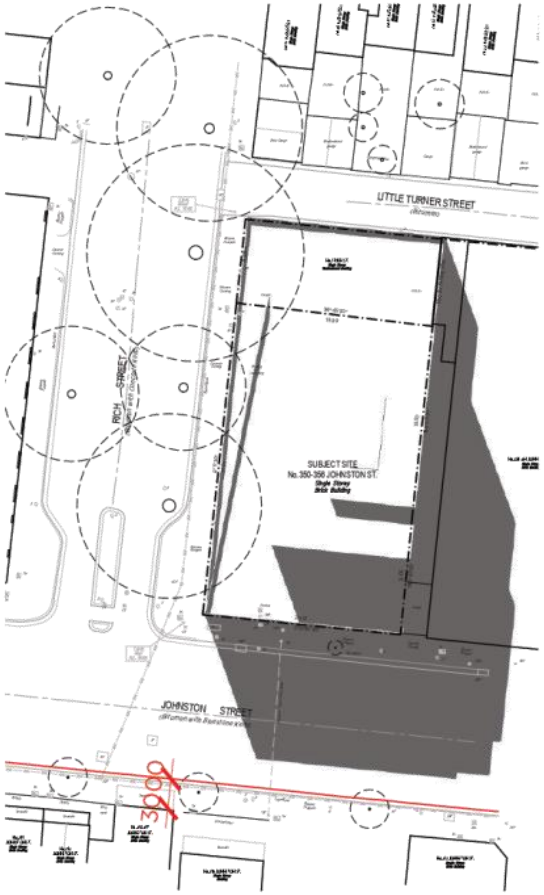
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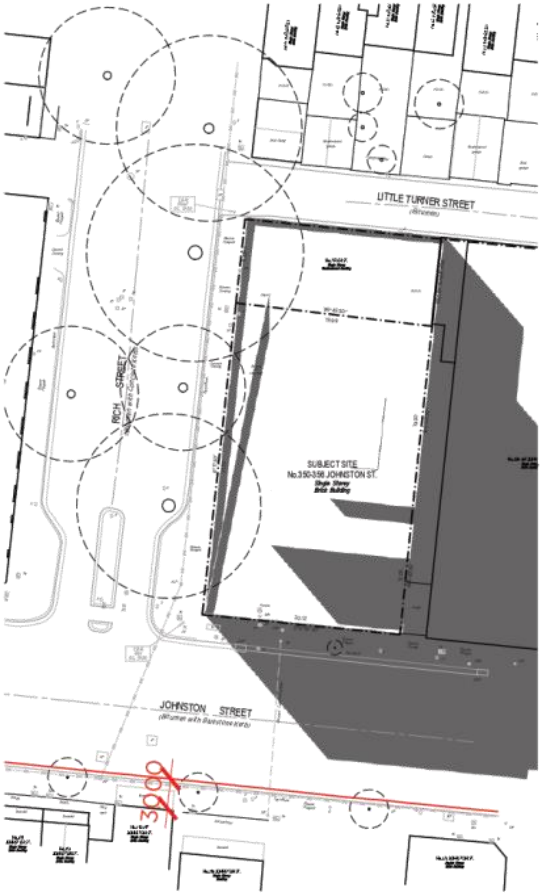
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4.32 SHADOW DIAGRAMS

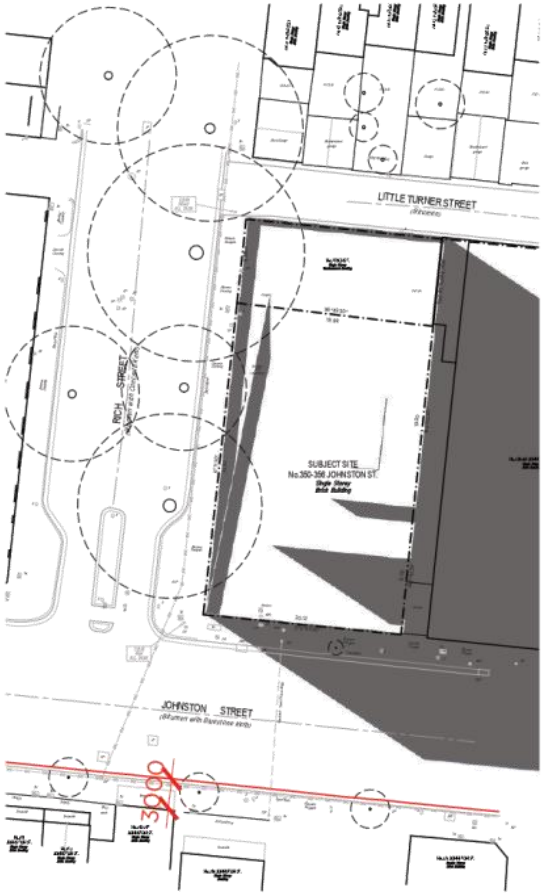
Attachment 1 - PLN20/0322 - PDC Attachment - Decision Plans



1PM



2PM



3PM

MG
AO

PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
SHADOW DIAGRAMS
SEPTEMBER 22

SCALE
NTS

DATE
10 DECEMBER 2020

JOB NO.
A052/ JOHNSTON ST /1907

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DRAWING NO.
PA_079

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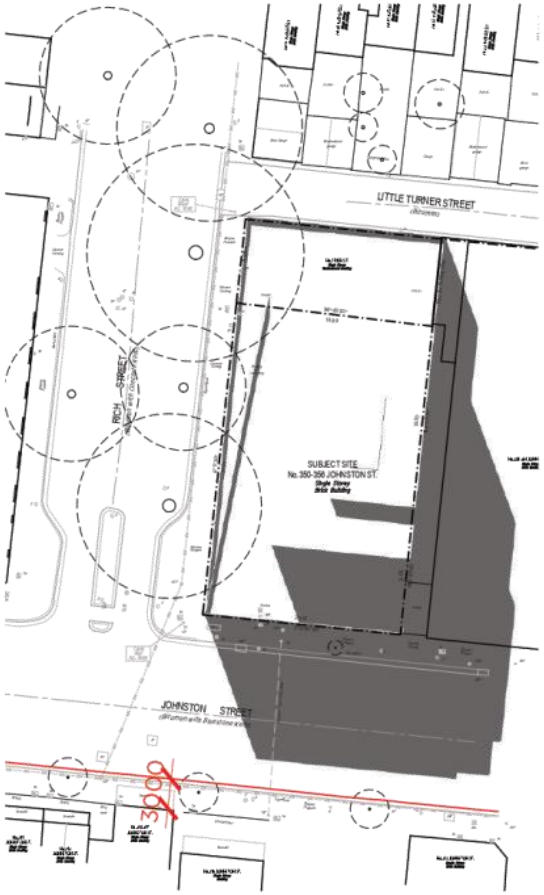
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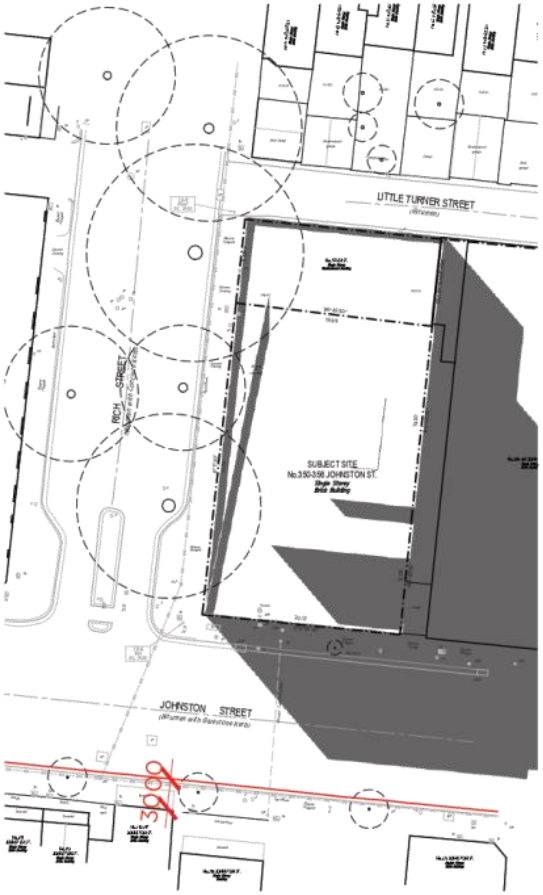
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4.33 SHADOW DIAGRAMS

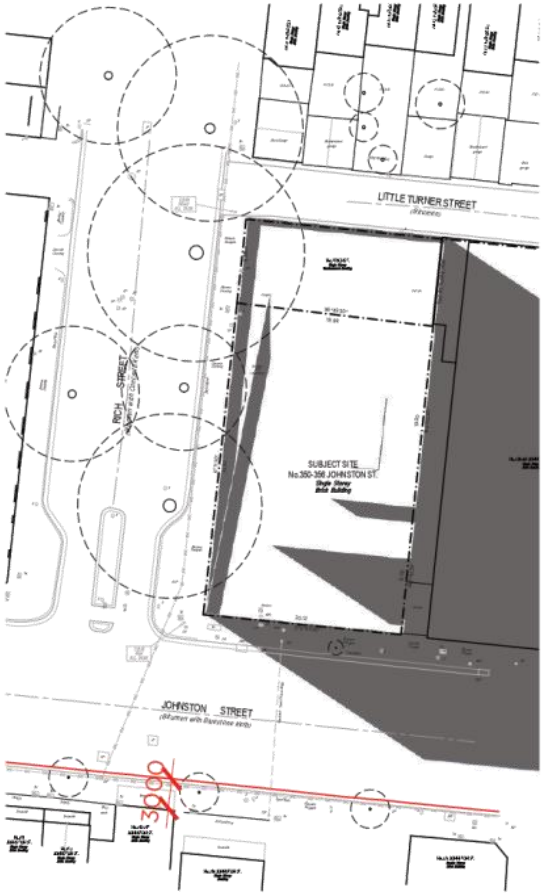
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1PM



2PM



3PM

MG
AO

PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
SHADOW DIAGRAMS
SEPTEMBER 22

SCALE
NTS

DATE
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4.34 SHADOW DIAGRAMS

Attachment 1 - PLN20/0322 - PDC Attachment - Decision Plans

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(FR) POWDERCOATED METAL FRAME



POWDERCOATED METAL FRAME
POWDERCOAT COLOUR: HERITAGE GREEN
WINDOW FRAMES / MULLIONS / FLAT SHEET

(PC / PC1) PAINTED CONCRETE



PC- PAINTED PRECAST CONCRETE
PC1- PAINTED CONCRETE WITH RECESSED DETAIL
PAINT COLOUR: FOREST GREEN

(MA) MARBLE SLAB



VERDE ALPI STONE CLADDING TO GROUND LEVEL FACADE

(SC) SCREEN & BALUSTRADE



EXPANDED MESH SCREEN - GLAZED OR SOLID WALL BEHIND.
COLOUR: FOREST GREEN

(GL) GLAZING



GLAZING TO WINDOWS

(AL) ALUMINIUM FRAMES



BLACK ALUMINIUM WINDOW FRAMES TO GROUND LEVEL

(PAV) BLUESTONE PAVER



BLUESTONE PAVER TO GROUND LEVEL LOBBY

BALUSTRADE (LEVEL 3 & 5 TERRACE)



GLAZED BALUSTRADE WITH TAPPERED EXTERNAL EXPANDED MESH SCREEN (SC) IN FRONT TO MATCHFACADE SCEEN - REFER TO ELEVATIONS FOR MORE DETAILS

PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
MATERIAL SCHEDULE

SCALE
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4.35 MATERIAL SCHEDULE

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Attachment 1 - PLN20/0322 - PDC Attachment - Decision Plans

AREA SCHEDULE

BASEMENT -1	
GFA	806m2
SERVICES	382m2
GROUND	
GFA	806m2
NLA	521m2
LOBBY / SERVICES	160m2
LEVEL 1	
GFA	806m2
NLA	742m2
SERVICES	29m2
LEVEL 2	
GFA	806m2
NLA	742m2
SERVICES	29m2
LEVEL 3	
GFA	593m2
NLA	535m2
SERVICES	29m2
TERRACE	115m2
LEVEL 4	
GFA	571m2
NLA	514m2
SERVICES	29m2
LEVEL 5	
GFA	351m2
NLA	301m2
SERVICES	29m2
TERRACE	55m2
LEVEL 6	
GFA	330m2
NLA	280m2
SERVICES	29m2
LEVEL 7	
GFA	308m2
NLA	259m2
SERVICES	29m2
ROOF	
GFA	308m2

TOTAL GFA:	**5685 m2**
TOTAL NLA:	**3894m2**
TOTAL SERVICES:	**719 m2**
TOTAL TERRACE:	**170 m2**
GFA / NLA RATIO:	**68.5%**

4.36 AREAS

MG
AO

PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

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TITLE
AREA SCHEDULE

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AO52/ JOHNSTON ST /1907

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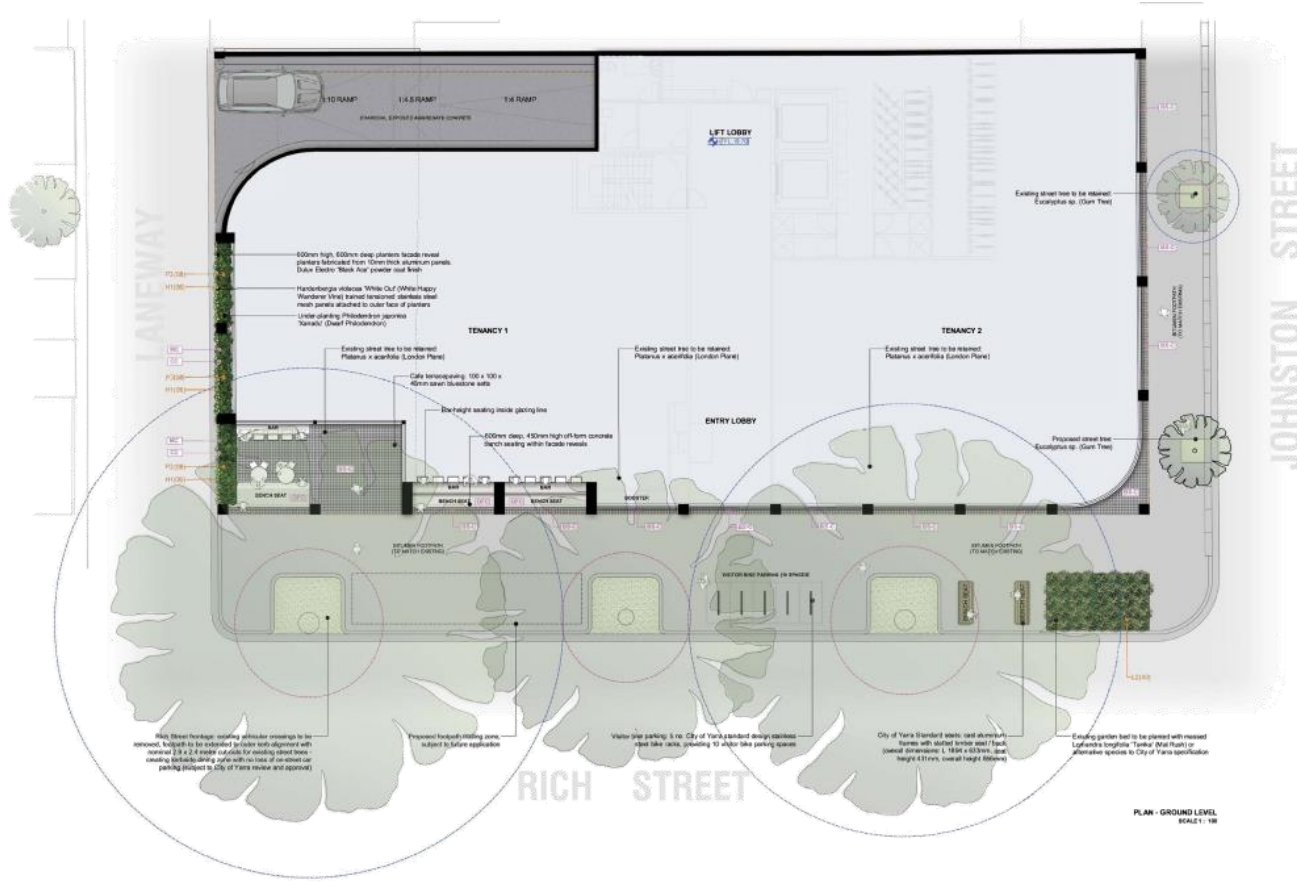
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Attachment 2 - PLN20/0322 - PDC Attachment - Landscape Plan



PLAN - GROUND LEVEL
SCALE 1 : 100

PLANTING SCHEDULE

Symbol	Plant	Common Name	Pot Size	Quantity	Planted Height	Planted Width	Maintained Height	Maintained Width
HV	Hardenbergia violacea 'White Out'	White Happy Wanderer Vine	200m	18	0.20m	0.20m	2.50m	1.20m
LT	Lomandra longifolia 'Tamika'	Mat Rush	150m	40	0.15m	0.15m	0.60m	0.60m
PX	Philodendron japonica 'Xanadu'	Dwarf Philodendron	200m	24	0.20m	0.20m	0.40m	0.60m

FINISHES SCHEDULE

Code	Finish	Description
BSC	Bluestone Paving - Cobbles	Bluestone setts Format: 100 x 100 x 90mm modules, split-face sides, sawn top face, laid in grid format. Installation method: lay on mortart bed over reinforced concrete slabs, joints sealed with charcoal Ardex wide lite joint grout - Refer to Arup Civil documentation
CC	Climber Cables	2mm diameter vertical tensioned Grade 316 stainless steel vertical cables at 300mm centres, attached to base L-angle and underside of capping plate
OFC	Off Form Concrete	Applications: Reinforced off-form concrete walls, seating etc. constructed to profiles / dimensions as detailed and in accordance with structural engineering specifications Concrete specification: blend comprising Brighton Lite cement and white washed sand with only 1mm white quartz aggregate, class 2 finish, exposed edges to have 5mm arris
MC	Metal Cladding	10mm thick aluminum cladding plates, painted in Dulux 'Ferrodor - Natural Grey' micaceous iron oxide metal paint

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PROJECT TITLE
350-356 Johnston Street, Abbotsford

CLIENT
Cobild Pty Ltd

SCALE 1:100, A1 PAGE

DRAWING TITLE
Ground Level Landscape Plan

PROJECT NUMBER	DRAWING STATUS	DATE	REVISION
20-017	TP01	11.12.20	P

Figured dimensions take precedence to scale readings. Verify all dimensions on site. Report any discrepancies to Jack Merlo Office for decision before proceedings with the work.

Attachment 2 - PLN20/0322 - PDC Attachment - Landscape Plan



PLANTING SCHEDULE

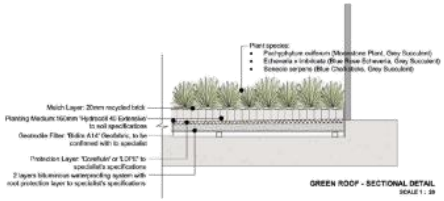
Symbol	Botanical Name	Common Name	Pot Size	Quantity	Planted Height	Planted Width	Mature/owt Height	Mature/owt Width
LS	Lagerstroemia indica 'Natchez'	White Crepe Myrtle	200lt	01	2.50m	1.20m	5.00m	4.00m
LT	Lomandra longifolia 'Tanika'	Mat Rush	15cm	24	0.15m	0.15m	0.80m	0.60m
OE	Olea europea	Common Olive	150lt	02	1.50m	1.00m	2.00m	2.00m
PA	Pandorea jasminoides 'Alba'	White Bower Vine	10cm	48	2.25m	0.20m	5.40m	0.80m
PM	Pittosporum tobira 'Miss Muffet'	Dwarf Pittosporum	20cm	12	2.00m	0.20m	3.40m	3.00m
RI	Rhaphiolepis indica 'Spring Pearl'	Compact White Indian Hawthorn	20cm	08	0.35m	0.35m	0.50m	0.50m
RO	Rosmarinus officinalis 'Blue Lagoon'	Semi-Trailing Rosemary	17cm	12	0.25m	0.20m	0.40m	0.80m

PLANTING SCHEDULE - GREEN ROOF

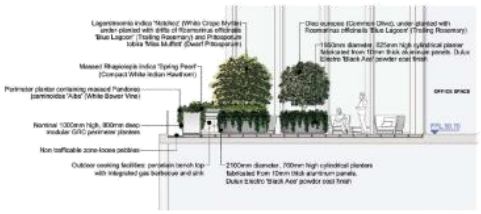
Symbol	Plant	Common Name	Pot Size	Quantity	Planted Height	Planted Width	Mature/owt Height	Mature/owt Width
E1	Echeveria x imbricata	Blue Rose Echeveria	10cm	300	0.01m	0.01m	0.15m	0.25m
P1	Pachyphytum oviferum	Moonstones Plant	10cm	300	0.01m	0.01m	0.15m	0.25m
S1	Senecio serpens	Blue Chalksticks	10cm	300	0.01m	0.01m	0.15m	0.20m

FINISHES SCHEDULE

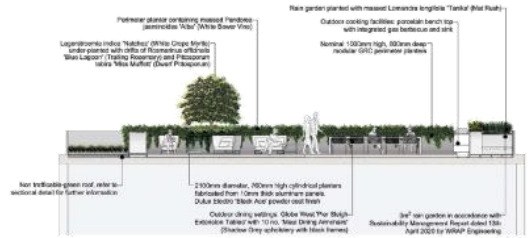
Code	Finish	Description
GP	Granite Pavers	Material: 40mm thick flamed pale grey granite pavers Format: 1200 x 900mm modules in staggered format (400mm offset) Installation method: lay on height-adjustable pedestal system, jackbolts maximum spacing 600mm
PS	Porcelain Sheeting	Material: Laminam 'Cerco XL - Grigio' 12mm thick porcelain (cut from 3240 x 1620 x 12mm panels) Application: barbecue bench top Specification: exposed edges to be mitered and epoxy-joined with 2mm arris
TB	Timber Boards (bleachers)	Material: 290 x 40mm and 90 x 40mm boards with 10mm gaps Installation method: To fix galvanised steel frames using countersunk hex head stainless steel screws Finish: apply 3-4 coats of Cutek clear oil
MC	Metal Cladding Cement (planters)	Application: cylindrical tree planters Material: 6-10mm thick aluminium panels Finish: Dulux Electric 'Black Acer' powder coating
GRC	Glass Reinforced Cement (planters)	Material: modular GRC planters of varying custom shapes / sizes, refer to setout for details Colour: pale grey, provide sample for approval prior to fabrication Installation method: set on galvanised steel frames with rebated strip lighting (refer sectional details)



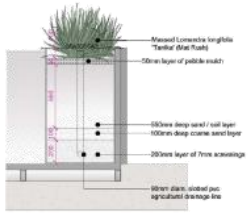
GREEN ROOF - SECTIONAL DETAIL



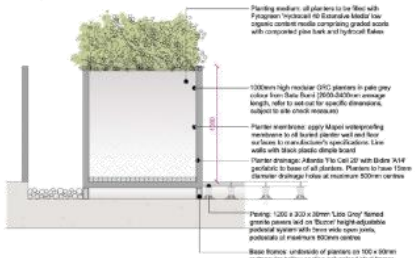
SECTION A-A
(THROUGH LEVEL 03 NORTHERN TERRACE TO EAST)



SECTION S-S
(THROUGH LEVEL 03 NORTHERN TERRACE TO NORTH)



RAIN GARDEN DETAIL



TYPICAL PERIMETER PLANTER DETAIL

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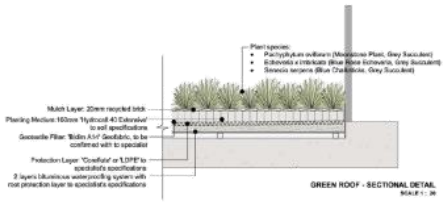
DRAWING TITLE
Level 03 Landscape Plan

PROJECT NUMBER	DRAWING NUMBER	DATE	REVISION
20.017	TP02	11.12.20	F

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Attachment 2 - PLN20/0322 - PDC Attachment - Landscape Plan





PLANTING SCHEDULE - GREEN ROOF

Symbol	Plant	Common Name	Pot Size	Quantity	Planted Height	Planted Width	Mature/owed Height	Mature/owed Width
E1	Echeveria x imbricata	Blue Rose Echeveria	10cm	360	0.01m	0.01m	0.15m	0.25m
P1	Pachyphytum oviferum	Moonstone Plant	10cm	360	0.01m	0.01m	0.15m	0.25m
S1	Senecio serpens	Blue Chalksticks	10cm	480	0.01m	0.01m	0.20m	0.25m

FINISHES SCHEDULE

Code	Finish	Description
GP	Granite Pavers	Material: 40mm thick flamed pale grey granite pavers Format: 1200 x 600mm modules in staggered format (400mm offset) Installation method: lay on height-adjustable pedestal system, pedestals maximum spacing 600mm
MC	Metal Cladding Cement (planters)	Application: cylindrical tree planters Material: 6-10mm thick aluminium panels Finish: Dulux Electric Black Acid powder coating

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PROJECT TITLE
350-356 Johnston Street, Abbotsford

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DRAWING TITLE
Level 05 Landscape Plan and Sectional Detail

PROJECT NUMBER	DRAWING STATUS	DATE	REVISION
20.017	TP03	11.12.20	F

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Attachment 2 - PLN20/0322 - PDC Attachment - Landscape Plan

Commentary on General Irrigation Requirements for Healthy Plant Growth

Overview

Irrigation requirements for trees, shrubs, groundcovers and grasses, will vary upon planting density and transpiration rates of plants. Plants require an increase in water delivery after establishments to support healthy growth in constrained volumes. The moisture deficit period in Melbourne occurs during the months of December, January and February, with greater likelihood of drought conditions (days between rain events).

In order to establish and successfully manage plantings , it is important to have an appreciation of the amount of water required . When considering the water use rate for a particular species, it is the changing climatic conditions that will have the greatest influence on the water use rates. The rate at which trees use water depends on;

- The water use characteristics of the plant,
- The stage of developments, maturity and
- Prevailing environmental conditions

  eg. Extreme climate conditions of high ambient air temperature, low relative humidity, high wind speed and high levels of solar radiation are all associated with high water consumption by trees.

With constricted volumes of soil, the irrigation required to support any contained plantings needs to be applied more frequently. Street trees in natural soil can have less frequent, deeper watering once established.

Moisture sensors (tensiometers) buried in the soil profile should be located in all irrigation zones. A reading below 8kpa should be programmed to activate the system to deliver water to plantings.

Water shall be supplied to planters via Tech-line and/or Drippers - with emitters located at 200mm centres for full coverage of the soil surface area.

Establishment (2 year period)

The rate of tree water use can be estimated by taking into account (adapted from Hendreck and Black, 2001):

- Total leaf area of the tree - water can be evaporated/transpired from all the leaves (Represented by Leaf Area Index value)
- Evaporation capacity of the atmosphere
- Water use characteristics of the particular species (high or low water user - Crop Factor value)
- Available water in the soil

Table 1 below is to provide a continuum of water needs as root diameter and soil depth increases. The calculated amounts (Litres of soil) are for individual plants. Irrigation at establishment shall require less water resources to keep verdant life to optimum health than when plants are fully established. The less soil volume for roots to explore the more water required for optimum health/growth.

Tree Water Use Requirements, Table 1 from (Connellan 2004)

Soil/Root System Diameter	Soil Depth	Water Available (20% of total volum)
200mm	200mm	12L
300mm	300mm	14.2L
500mm	500mm	47.1L
1.0m	500mm	314L
2.0m	500mm	629L
3.0m	500mm	1414L

Water Management Strategies for Newly-Planted Trees

- Maintain adequate soil moisture - match supplemental irrigation water needs to climate conditions and available soil water
- Water effectively - apply water so that it reaches the tree root system with minimal losses
- Encourage extension of the root system - apply water to extremity of root system and beyond
- Remove competition for water - mulch around the tree

Landscape Maintenance Management Plan

Brief

Provide a Landscape Maintenance management Plan for ongoing maintenance of landscape at 350-356 Johnston Street, Abbotsford.

Included in this specification is work for the following programme in order.

1. General
2. Horticultural Staff/ Competency
3. Maintenance Procedures
   a. Pruning
   b. Fertiliser
   c. Mulch
   d. Wetting Agents
4. Irrigation systems
5. Control of Pests, Weeds and Vermin, including: fungus bacteria and virus
6. Site Inspection
7. Plant Replacement
8. Maintenance Outcome
9. Maintenance Delivery and Specification requirements

1. General

Maintenance and Establishment shall mean the care and maintenance of the planting area by accepted horticultural practices, as well as rectification of any defects that become apparent in the work under normal use. This shall include but shall not be limited to, the following items where required.

ITEM	FREQUENCY
Pruning/Clipping	As required, to establish landscape vision
Fertilising	Annual in Spring and/or as required when deficiency is obvious
Weeding	As required
Pest and Disease control	As required
Watering	Fortnightly or as required to establish trees and shrubs, including monitoring of sprinkler settings for garden beds. On-going monitoring for drought stress and adjustments made to watering regime in accordance to local weather conditions
maintaining site neat and tidy	Keep grounds area(s) and planters tidy and in good health, replenish mulch as necessary, in line with landscape vision

2. Horticultural Staff/ Competency

A written briefing/management plan shall be provided to the property managers that states the landscape vision or the entire site, to clearly establish an understanding of landscape objectives / vision among all stakeholders.

Staff responsible for the management of the site shall be informed of the landscape vision and purpose of the landscape scheme for the site to ensure that the vision at the establishment of the scheme and expectations of the planning authorities are clearly communicated and continued into the future and that plant maintenance is implemented to achieve this consistent landscape vision. Appreciating the objectives of a landscape plan is essential to successful establishment and maintenance.

Horticultural staff are to be trained to an appropriate standard to satisfy the landscape vision. Preference shall be given to already qualified or trained staff.

Staff shall be:

- Familiar with names and requirements of individual plants and group plantings, (i.e. water, fertilizer and ecological niche) to ensure desired quality and health.
- Knowledgeable about planting maintenance procedures and practices appropriate to the site.

3. Maintenance Procedures

a. Pruning

- Plant material is to always be maintained to secure the landscape vision of the designers and to satisfy stakeholders.
- Facade planters - inaccessible facade planters are to be accessed twice annually via davit arms. Plants are to be trimmed and have slow-release fertiliser applied, unhealthy plants are to be replaced.
- In all situations pruning shall utilise accepted horticultural techniques and shall meet expectations of hygiene to minimise spread of disease and shall be appropriately timed to secure appropriate growth and flowering.
- The following pruning procedures are recommended:

i. The removal of all dead, diseased and damaged plant parts, using appropriate pruning techniques, including deadheading (trees, hedges, shrubs, perennials, annuals etc.).

ii. Timely removal of growth, to maintain control, optimise appearance and maximise flowering in shrubs and perennials, without placing excess stress on plant material.

iii. Formative structural pruning to secure tree health, shape and vigour and to establish the long term integrity of tree structure. Staking of trees may also be a necessary measure to ensure appropriate structure in future.

iv. Rejuvenation of some plant material may be required in aged planting schemes. This will require hard pruning to old wood to re-establish appropriate dimensions of plants. This work will only be undertaken by appropriately qualified practitioners.

v. Division for perennial plants that extend incrementally will be needed. Undertake division and replanting to maintain health and vigour. This shall be timed to ensure appropriate re-growth and establishment, i.e. outside times of greatest stress and at specific times required by specific plant taxa.

vi. The removal of plan parts that are affected by insect, bacteria or fungal attack is to be the first and preferred method for plant care. Chemical control should be the 'if all else fails' methods to control insect, bacteria or fungal (Integrated Pest Managements IPM protocols apply).

b. Fertiliser

Annual applications of fertilisers shall be undertaken to secure the sustained absorption of nutrients for effective and appropriate plant growth.

Fertilisers shall be applied in the usual way, and fertilisers should be

- Of known chemical constituents
- Convenient for transport and handling
- Of low toxicity
- Of low odour

All soft landscape areas shall be fertilised annually, in spring, by the application of a complete timed release fertiliser at recommended rates.

Appropriate fertilisers include Osmocote, Debco fertilisers etc.

The use of organic fertilisers should not be considered for several reasons however the most important is the likelihood of long-term impact on the structure of the growth medium within planters and resultant changes to soil porosity, texture and drainage.

c. Mulch

All planted areas shall be maintained in an appropriately mulched condition by utilising gravel mulch to 50-75mm depth. The use of organic mulches shall be avoided to ensure that the structure of the growing medium is maintained to secure appropriate porosity for air and water movement.

Organic debris (dead flowers, leaves, branches) shall be removed from the surface of the mulch in spring. Mulch is to be topped up as required to cover and protect the drip irrigation system and provide a consistently mulched surface to planted areas.

d. Wetting Agents

Wetting agents shall be applied in conjunction with the application of fertilisers in spring. An application of a commercial wetting agent shall be undertaken to secure appropriate water penetration/ spread into soils. Wetting agents shall be applied in a granular form at recommended rates as specified by manufacturers.

4. Irrigation system

Rainwater tanks to be installed to WSUD consultant's specifications, collecting stormwater runoff from roof areas to be connected to irrigation system

All above ground planting is to be provided with a drip irrigation system to secure appropriate moisture for plant growth. Regular maintenance of the irrigation and drainage infrastructure shall be completed as below:

Monthly

- Check irrigation system for evidence of leaks or splits to ensure effective on-going irrigation supply to all soft landscape areas.
- Review the effectiveness of aperture nozzles to ensure that each is free of dirt and provides effective irrigation at the prescribed rate to all planted areas.

Annual

- Provide a complete inspection of the irrigation system including but not limited to:
  - Replacement of all batteries within the controllers and timers etc.
  - Check the performance of timers / controllers, moisture sensor devices and replacement and repair as required.
  - Assessment of the function of drainage from planter beds and the removal of such debris as required to maintain effective site drainage.
  - Inspection and clean-up of all silt traps to remove debris and ensure free flow of water.

5. Control of Pests, Weeds, and Vermin, including: fungus, bacteria & virus

Inspect for pests or disease outbreak and take immediate action. Integrated Pest Managements (IPM) is the preferred method to deal with any pest outbreak. Strict attention to manufacturer's instructions regarding health and safety precautions is required with all chemical applications. Application of chemicals is the method of last resort, once all other methods have been applied, (IPM protocols). Spraying against insect and fungus infestation shall be carried out in accordance with manufacturer's directions.

If chemicals are to be used in any capacity or form, notification is required to all stakeholders including residents, with proper signage posted on day to inform.

6. Site Inspections

A nominated landscape design professional is to be engaged for site inspections and to provide on-going design and horticultural advice to the site managers. This professional shall monitor the performance of site landscape and enforce the landscape vision.

Site inspections post-occupancy by the nominated professional shall be undertaken on a three monthly basis to review the health and structure of the planting. Specific attention shall be given to ensure:

- Pruning requirements are met, to meet the established landscape vision as planned.
- Appropriate health and vigour is achieved for plants and specifically evidence of disease is identified and controlled.
- The structure and form of trees is appropriate and formative pruning implemented as required.
- Planting stresses resulting from over or under watering are minimised.
- Perennial plants are lifted and divided as required and re-planted to establish plant densities.

7. Plant Replacement

Replacement of dead or dying plants shall occur as the need arises in order to maintain a complete and healthy appearance for the site's landscape scheme.

Where plant replacement is required, replacements shall be like-with-like and shall be established at sizes identified within the Landscape Architectural site plans.

- Should a selected plant taxon consistently fail to perform adequately in the landscape then it shall be replaced within the planting scheme but only following discussion with the landscape professional responsible for the site.
- Given that planting environments change, (sun areas become shaded etc.), it should be recognised that planting, especially of low shrubs and ground covers, may need to change over time to meet changing circumstances. Reference to the site landscape professional should occur prior to a replacement plant selection being made.

8. Maintenance Outcome

The outcome of the implementation of the above specification shall be:

- Appropriate and healthy plant growth in line with the vision for the developments.
- Effective screening to site boundaries to the south and the west.
- Attractive, appropriately scaled tree growth to the pedestrian entrance
- An effective landscape contribution to community amenity within both private and public domain of the development.

9. Maintenance Delivery and Specification requirements

The Owners Corporation will cover all maintenance costs of the landscape along common boundaries

Specification Requirements

A suitably qualified horticultural contractor is to be hired to complete the horticultural maintenance works. A specification of works shall be required to complete the required works to the aesthetic appearance and intent of the involved stakeholders.

An example of a descriptive landscape maintenance specification may include but are not limited to:

- Pruning General (dead, damaged and disease plant parts)
- Pruning of the trees (species specific requirements)
- Hedge pruning (frequency and desired appearance)
- Pruning of shrubs (size and shape)
- Weeding (hand or herbicide spraying by qualified applicator)
- Date and Time (when, and how long works will take)
- Equipment (appropriate power equipment and restrictions)
- Cleaning of rubbish (papers and garbage blown in paths and other surfaces)
- Spoil replacement (over time soils will subside and require replacement to appropriate level)
- Mulching (mulch schedule)
- Qualifications (suitably qualified and knowledgeable contractor to achieve specification requirements)

Street Tree Protection Measures

Prior to commencement of any construction works, the following protection measures must be implemented around the street tree:

1. Tree protection fencing must be erected around the street tree at a radius of 2.0 metres from the base of the trunk to define a 'Tree Protection Zone'. The fence must be constructed of star pickets and chain mesh or equivalent to at least 1.8m in height to the satisfaction of the Responsible Authority. The tree protection fences must remain in place until all construction is completed
2. The accessible ground surface of the Tree Protection Zone must be covered by a 100mm deep layer of mulch before the development starts and be watered regularly to the satisfaction of the Responsible Authority
3. No vehicular or pedestrian access, trenching or soil excavation is to occur within the Tree Protection Zones without the written consent of the Responsible Authority. No storage or dumping of tools, equipment or waste is to occur within the Tree Protection Zones

Soil Preparation Specifications

1. Garden Beds
- Cultivate to a of 300mm and import 150mm layer of 5 way organic topsoil / compost blend
- E - 75 x 6mm galvinised steel, treated pine stakes 900mm apart, matt black paint
- Potted plants - install irrigation lines through base of pots / planters, line floors with AG drainage cell and fill with Debco Terra Cotta and Potting Mixture
- Ensure stormwater wastes are installed in all planters, in accordance with Civil Engineer's specifications, lay non-shrink screed with 1 in 50 falls to wastes
- Apply waterproofing membrane to buried surfaces in accordance with waterproofing specialist's specifications
- Line floors of planters with AG drainage cell panels and walls with black core flute protective boards fill planters with potting mix (75%), blended with 'Surecrop' compost (25%). Both available from Fulton Garden supplies
- Spread layer of 'Surecrop' compost after plant installation

2. Pots and Planters
- Apply Mapei acrylic waterproofing membrane to internal walls and floor of all pots
- Install double layer of 50mm AG drainage cell panels to base of pots
- Void filling media (through central zone of tall pots, up to 440mm below top lip of pots): vermiculite
- "Planters filled with appropriate mineral based mix - scoria or coarse sand - to approved specification."
- Install plants, apply Osmocote slow-release fertiliser and spread double layer of 35-50mm diameter "Indo Cream" pebbles

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PROJECT TITLE
350-356 Johnston Street, Abbotsford

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DRAWING TITLE
Soil, Irrigation & Maintenance Schedule

PROJECT NUMBER	DRAWING STATUS	DATE	REVISION
20.017	TP04	11.12.20	F

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Figured dimensions take precedence to scale readings. Verify all dimensions on site.
Report any discrepancies to Jack Merlo Office for decision before proceedings with the work.

Attachment 3 - PLN20/0322 - PDC Attachment - Traffic Assessment Report

Traffix Group

Traffic Engineering Assessment

Proposed Mixed Use Development

350-356 Johnston Street & 2 Rich Street, Abbotsford

Prepared for
Cobuild TM

December 2020

G27858R-01C

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Appendix A Swept Paths

1. Introduction

Traffix Group has been engaged by Cobuild TM to undertake a Traffic Engineering Assessment for the Proposed Mixed Use Development at 350-356 Johnston Street & 2 Rich Street, Abbotsford.

This report provides a detailed traffic engineering assessment of the parking and traffic issues associated with the proposed development.

In the course of undertaking this assessment, we inspected the subject site, reviewed development plans and background material, and assessed the car parking and traffic impacts of the proposal.

Our assessment is as follows.

2. Existing Conditions

2.1. Subject Site

The subject land, addressed as 350-356 Johnston Street & 2 Rich Street, Abbotsford, is located on the north-east corner of the intersection Johnston Street and Rich Street in Abbotsford. The site has a frontage of approximately 20 metres to Johnston Street at the south, a western abuttal to Rich Street of approximately 40 metres and a northern abuttal to Little Turner Street of approximately 20 metres.

The development site comprises two lots being No. 350-356 Johnston Street and No. 2 Rich Street.

The site at 350-356 Johnston Street is currently occupied by a retail showroom and workshop. Four under croft parking spaces are provided accessed via Rich Street.

The site at No. 2 Rich street is currently occupied by a single residential dwelling. Access to dwelling is provided via a crossover to Rich Street.

A locality plan and photograph of the site frontage are provided at Figure 1 and Figure 2, respectively.

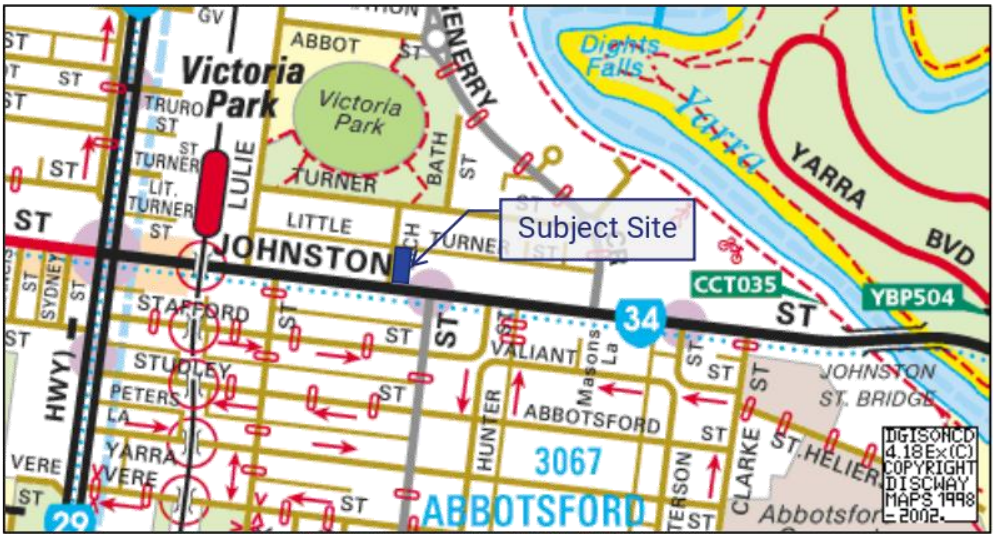


Figure 1: Locality Map



Figure 2: Site Frontage - View from Johnston Street

2.2. Planning Scheme Zones & Surrounding Uses

The subject site is zoned as Commercial 1 Zone under the Yarra Planning Scheme. A planning zone map is provided at Figure 3.

The subject site is located within the Johnston Street Activity Centre. This Activity Centre provides a variety of everyday services.

Land uses in the immediate vicinity of the subject is generally a mixture of commercial and residential in nature.

Notable nearby uses include:

- Victoria Park – Located approximately 70 metres north of the site, and
- Victoria Park Station – located approximately 290 metres west of the site.



Figure 3: Planning Zone Map - Yarra

2.3. Road Network

Johnston Street is a primary state arterial road generally aligned in an east west direction, between Nicholson Street, Carlton in the west where it continues further west as Elgin Street and Clarke Street in the east, where it continues further east as Studley Park Road.

In the vicinity of the subject site, Johnston Street typically provides a total of 5 lanes. The kerbside lanes are typically used for on-street parking outside of Clearway times and a dedicated bus lane during Clearway times. The centre lane is subject to contra flow arrangements whereby it operates westbound in the morning peak (toward the City) and eastbound in the afternoon peak (out of the City). Outside of peak commuter periods, it operates as a shared central turning lane.

On-street parking along Johnston Street is generally short-term (1P or 2P) with varying time restrictions. Clearway Tow-Away restrictions apply between 6:30am-9:30am Mon-Fri on the south side and 4pm-6:30pm Mon-Fri on the north side. On-street parking along the site's frontage is No Stopping due to traffic signals located immediately east of the site.

Rich Street is a local street aligned in a north-south direction between Johnston Street in the south and Turner Street in the north. Rich Street accommodates a wide central carriageway for two-way traffic. It provides angled kerbside parking on the east side and kerbside parallel parking on the east side, with intermittent tree outstands.

There is currently no on-street parking along the site's Rich Street abuttal due to existing crossovers and site access.

Little Turner Street is a local access place/laneway aligned in an east-west direction between Lulie Street in the west and Trenerry Crescent in the east. Little Turner Street accommodates two-way traffic movements and provides access to the rear of a number of properties fronting Johnston Street and Turner Street.

A portion of the site's abuttal to Little Turner Street is 'Loading Zone' restricted.

Figure 4 and Figure 9 provide views of the surrounding road network.



Figure 4: Johnston Street - View East



Figure 5: Johnston Street - View West



Figure 6: Rich Street - View North



Figure 7: Rich Street - View South



Figure 8: Little Turner Street - View East



Figure 9: Little Turner Street - View West

3. Proposal

The application proposes to develop the site for the purposes of a commercial development inclusive of office uses and ground floor retail tenancies.

The proposed development schedule is provided in Table 1.

Table 1: Proposed Development Schedule

Use	Current Scheme
Retail/Shop/Food & Drink	496 m^2
Office	3,382 m^2

The development will be constructed with a total of 42 parking spaces, inclusive of a single DDA space and 41 spaces within mechanical parking systems.

Access to the on-site car park will be provided from Little Turner Street in the north-east corner of the site.

Access will be accommodated by a single width ramp with a signalling system installed to assist with two-way movements to/from the site.

The application proposes the provision of 39 bicycle spaces.

End of Trip facilities are proposed on-site for staff, inclusive of four showers and changerooms at ground floor. Additional End of Trip facilities have been provided on each floor within the office tenancies.

An additional 10 on-street bicycle spaces are proposed on the site's frontage to Rich Street, subject to Council approval, as part of proposed landscaping within this area.

4. Car Parking Considerations

4.1. Statutory Requirements – Clause 52.06

The car parking requirements for the proposed development are outlined under Clause 52.06 of the Yarra Planning Scheme. The purpose of Clause 52.06 is:

- To ensure that car parking is provided in accordance with the Municipal Planning Strategy and the Planning Policy Framework.
- To ensure the provision of an appropriate number of car parking spaces having regard to the demand likely to be generated, the activities on the land and the nature of the locality.
- To support sustainable transport alternatives to the motor car.
- To promote the efficient use of car parking spaces through the consolidation of car parking facilities.
- To ensure that car parking does not adversely affect the amenity of the locality.
- To ensure that the design and location of car parking is of a high standard, creates a safe environment for users and enables easy and efficient use.

Clause 52.06-5 states that:

> *"Column B rates apply to a site 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"*

An excerpt of the Principal Public Transport Network (PPTN) Area Map is provided at Figure 10.

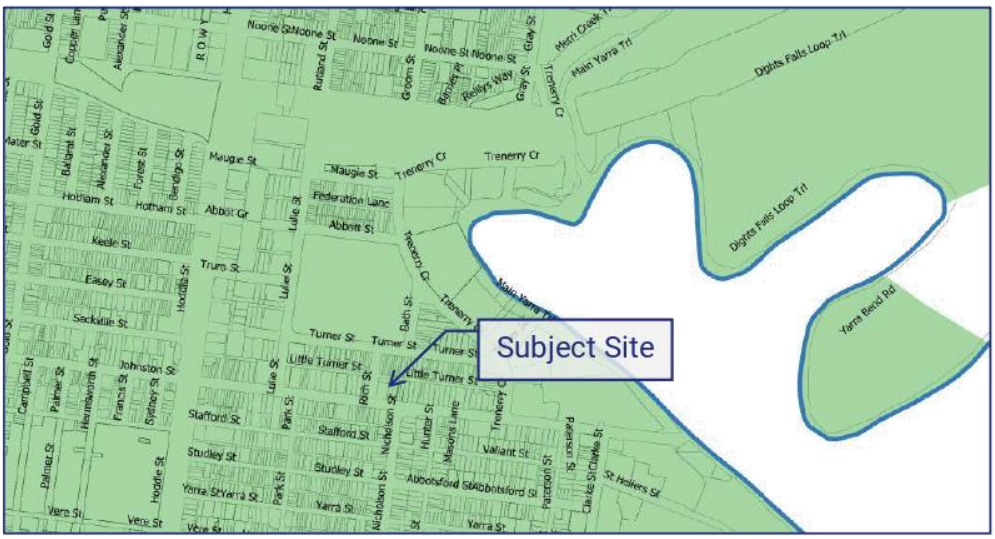


Figure 10: Yarra PPTN Area Map

The subject site falls within the PPTN area map and therefore Column B rates apply to the proposal.

A statutory assessment of the proposal under Clause 52.06 is provided at Table 2.

Table 2: Statutory Car Parking Requirements (Clause 52.06)

Use	No / Size	Statutory Requirement	No of Spaces Required
Retail (Shop)/Food & Drink	496 m^2	3.5 spaces to each 100 square metres	17 spaces
Office	3,382 m^2	3 spaces to each 100 square metres	101 spaces
Total			**118 spaces**

Based on the table above, the development is statutorily required to provide 118 car spaces inclusive of 17 retail/food & drink spaces and 101 office spaces.

The application proposes the provision of 42 car spaces and therefore a reduction in the parking provisions by 76 spaces is sought.

Clause 52.06-7 of the Planning Scheme allows a permit to be granted to vary the statutory car parking.

Planning Practice Note (June, 2015) specifies that the provisions draw a distinction between the assessment of likely demand for parking spaces, and whether it is appropriate to allow the supply of fewer spaces. These are two separate considerations, one technical while the other is more strategic. Different factors are taken into account in each consideration.

An assessment of the appropriateness of reducing the car parking provision below the statutory requirement is set out as follows.

4.2. Car Parking Demand Assessment

The Scheme requires the assessment of car parking demand likely to be generated by the proposed use to have regard for listed factors, as appropriate, including:

- The likelihood of multi-purpose trips within the locality which are likely to be combined with a trip to the land in connection with the proposed use
- The variation of car parking demand likely to be generated by the proposed use over time
- The short-stay and long-stay car parking demand likely to be generated by the proposed use.
- The availability of public transport in the locality of the land.
- The convenience of pedestrian and cyclist access to the land.
- The provision of bicycle parking and end of trip facilities for cyclists in the locality of the land.
- The anticipated car ownership rates of likely or proposed visitors or occupants (residents or employees) of the land.
- Any empirical assessment or case study.

An assessment of the projected car parking demand for the proposed development, accounting for these factors follows.

4.2.1. Sustainable Modes of Transport

The site has excellent access to sustainable transport modes and is well located with regard to retail and essential services as detailed below.

Walking & Bicycle Accessibility

The site is well located to promote walking to everyday services as it is located within the Johnston Street Activity Centre.

The City of Yarra is well serviced by the Principal Bicycle Network (PBN), with a number of streets within the vicinity of the site highlighted as principal bicycle routes including Johnston Street, Trenerry Crescent and Nicholson Street directly linking areas within City of Yarra with surrounding municipalities.

The subject site has excellent access to bicycle infrastructure with on-road bicycle lanes and informal bicycle routes on many roads in the immediate vicinity of the subject site, including the site's frontage to Johnston Street.

Public Transport

The site is also very well serviced by public transport with a bus stop on the site's southern abuttal on Johnston Street (Route 200 and 207).

Additional Bus Routes (12 major routes) operate along Hoddle Street approximately 450 metres to the west of the site.

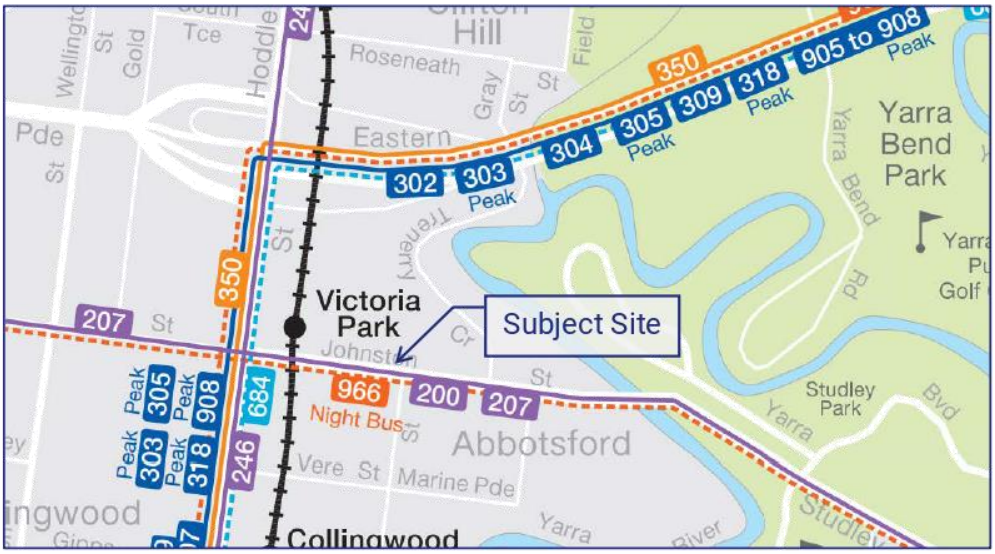
Victoria Park train station is located approximately 290 metres to the west of the site.

Table 3 summarises the available services, whilst Figure 11 illustrates the nearby routes.

Table 3: Public Transport Services in the Vicinity of the Subject Site

Service	Route	Distance to Node
Metropolitan Train Services		
Victoria Park Station	City – Williamstown	~290m west
Metropolitan Bus Services		
Route 200	City (Queen St) - Bulleen	~45m East
Route 207	City – Doncaster SC via Kew Junction	~45m East
Route 246	Elsternwick – Clifton Hill via St Kilda	~450m west
Route 302	City – Box Hill via Belmore Road and Eastern Fwy	~450m west
Route 303	City – Ringwood North via Park Road	~450m west
Route 304	City – Doncaster SC via Belmore Rd and Easter Fwy	~450m west

Route 305	City – The Pines SC via Eastern Fwy	~450m west
Route 309	City Donvale via Reynolds Road	~450m west
Route 318	City – Deep Creek	~450m west
Route 350	City – La Trove University via Eastern Fwy	~450m west
Route 905 (SMARTBUS)	City – The Pines via Eastern Fwy & Templestowe	~450m west
Route 906 (SMARTBUS)	City – Warrandyte via The Pines SC	~450m west
Route 907 (SMARTBUS)	City – Mitcham via Doncaster Rd	~450m west
Route 908 (SMARTBUS)	City – The Pines SC via Eastern Fwy	~450m west



Source: Public Transport Victoria

Figure 11: PTV Public Transport Map – Yarra

Car Share

Car sharing schemes have been operating in Melbourne since 2003 with a number of inner metropolitan Councils actively supporting their use by allocating public spaces throughout their municipalities for the purposes of accommodating 'car share' cars[1].

Yarra City Council supports 'car sharing' schemes by allocating spaces within private developments and Council operated off-street car parks for the purposes of accommodating 'car share' cars operated by Flexicar, Go Get and GreenShareCar.

[1] The three main schemes supported by these Councils are Flexicar (www.flexicar.com.au), Go Get Car Share (www.goget.com.au) and Green Share Car (www.greensharecar.com.au).

Commercially operated car share cars currently available proximate to the subject site, include:

- Trenerry Crescent near Johnston Street (GoGet and Flexicar)
- Sackville Street near Hoddle Street (GoGet) (1 car)
- Lulie Street and Johnston Street (Flexicar) (1 car).

Car sharing schemes provide accessibility for businesses that may require a car for short trips during the daytime period, but otherwise can easily commute to/from the site at the start and end of the day. This actively encourages the use of alternative transport modes for the main commuter trips.

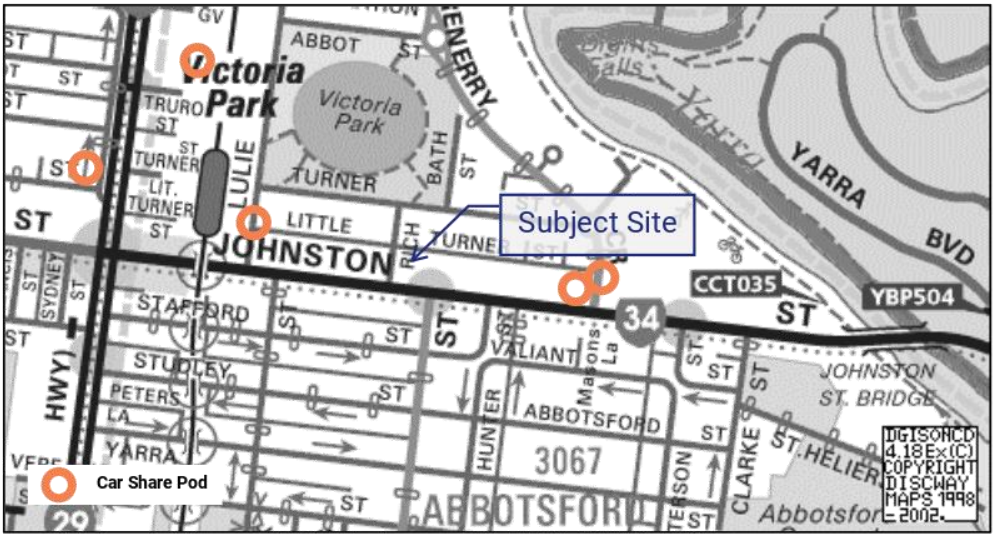


Figure 12: Proximate Car Share Pods

Anticipated Parking Demand

ABS Journey to Work Data

A review of the ABS 'journey to work' data for the 2016 census identifies that a significant number of office employees who work in the Yarra – Abbotsford SA2 statistical area, which includes the subject site, use active or alternate transport modes to travel to work, rather than a car, as driver.

This data reveals a high level of public transport and walking trips for the suburb of Abbotsford, summarised at Table 4.

Table 4: Journey to Work Data (2016 Census) – Office Employees Working in Abbotsford

Mode of Travel for 'journey to work' trips	Work within Abbotsford – SA2
Car as driver	54.7%
Public Transport	23.7%
Walking	3.4%
Cycling	3.8%

This data highlights a low reliance on private cars by office employees working in Abbotsford, which is supported by the high level of public transport access and ability to walk to the site and day to day services.

The proposed development has good accessibility to public transport, bicycle infrastructure and car share facilities. There is access to 2 bus routes within 50 metres of the site, a train station within 300 metres of the site and a further 12 bus routes 450 metres to the west of the site.

Effectively, a reduced parking allocation enables travel demand management by suppressing car parking demands. That is, by not providing on-site car parking the applicant is forcing the use of alternative transport modes for their staff. Whilst there is existing on-street parking surrounding the site, it is typically short-term parking, or permit restricted, and not practically able to be utilised by employees who would require long term parking spaces.

Accordingly, future office employees who are not provided with an on-site car parking space will most likely seek alternative modes of transport to access the site, rather than utilise a motor vehicle, and consequently the employee parking demand will be dictated by the supply.

Retail

Retail uses such as the proposal would typically operate as service type uses that draw trade from the surrounding existing (and proposed) commercial and residential uses. In this case, the proposed development includes the addition of some 3,382 square metres of office floor area.

Based on the site's location, the parking demand for the retail tenancies is unlikely to reach the Planning Scheme rate of 3.5 spaces per 100 square metres and we would expect that once shared trips have been accounted for, a rate of around 3.0 spaces per 100 square metres would be more akin, if not still conservative for the site.

Application of this rate to the 496 square metres of retail use would indicate a peak demand for 15 spaces.

It is typical to adopt a rate of 1 space per 100 square metres of floor area for staff. This would realise a staff demand for five (5) spaces, and a customer demand for 10 spaces.

The provision of five (5) spaces is therefore expected to meet the long-term demand for retail staff parking.

The customer demand (10 spaces) would be accommodated on-street.

Total

The proposed long term on-site parking provision of 42 spaces is equivalent to a rate of 1.08 spaces per 100 square metres.

This rate is consistent with long term parking rates recently adopted in the City of Yarra as demonstrated in Table 5.

Table 5: City of Yarra - Approved Parking Rates

Development Site	Approved Parking Rate
60-88 Cremorne Street, Cremorne (PLN17/0626)	0.72 spaces per 100 m^2
2-16 Northumberland Street, Collingwood (PLN16/0435)	0.89 spaces per 100 m^2
51 Langridge Street (PLN17/0332 (Amended))	0.54 spaces per 100 m^2

Based on the foregoing assessment, it is projected that the proposed development could generate an off-site parking demand for up to 10 short term customer spaces during business hours.

4.3. Allowing Fewer Car Spaces

When considering if appropriate to provide fewer car parking spaces on-site, the responsible authority must consider as appropriate:

- The Car Parking Demand Assessment
- The availability of alternative car parking in the locality of the land.
- Any car parking deficiency associated with the existing use of the land, including:
  - Efficiencies gained from the consolidation of shared car parking spaces.
  - Public car parks intended to serve the land.
  - On street parking in non residential zones.
  - Streets in residential zones specifically managed for non-residential parking.
- On street parking in residential zones in the locality of the land that is intended to be 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 any nearby activity centre.
- The future growth and development of any nearby 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 to and from the land.
- 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.

A discussion of the relevant items follows.

4.3.1. Existing On-Street Parking

To ascertain existing parking within the area, Traffix Group commissioned a spot car parking occupancy survey on Tuesday 21st January, 2020 at 3pm.

The survey area is illustrated in Figure 13 included up to 258 spaces, which were seen to be generally short term restricted. Parking occupancy in the area was noted to be heavily utilised, with a maximum occupancy occurring when a total of 240 out of the 258 spaces were occupied (93% occupancy).

At this time, there were no fewer than 18 parking spaces available in the area.

It is noted that the parking in the area surrounding the site is predominantly controlled by short term parking restrictions (1P and 2P) with very limited long term on-street parking available.

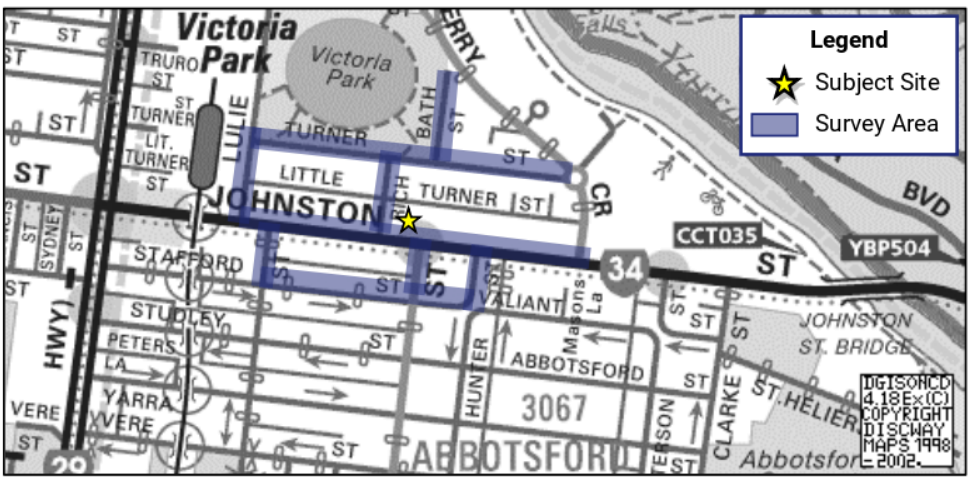


Figure 13: On-Street Car Parking Survey Area

Observations of alternative weekday daytime periods from Nearmap Aerials suggest that this is generally consistent with typical demands during normal periods, albeit there is expected to be sufficient availability of on-street parking for customers of the retail use to be accommodated.

Based on the preceding, it can be seen that parking within the area is actively managed by Council to restrict long term (non permit) parking and protect existing residents who are eligible for permits.

The limited supply of unrestricted parking spaces was observed to be in high demand during normal periods.

In this regard, it is highly likely that either by choice, or necessity, staff without a car space on-site will not be able to park in the near vicinity of the site.

4.3.2. Existing Deficiency

It is noted that the site currently operates as a showroom and workshop of approximately 541 square metres. It provides four on-site parking spaces in an undercroft area.

At 541 square metres, and adopting the 'Restricted Retail' rate for the existing use would indicate a requirement to provide 13 spaces.

In this regard, the existing use is currently reliant on nine spaces on-street which would be associated with customers/visitors.

The sought reliance of up to 10 spaces on-street for customers of the proposed retail use is comparable to the existing on-street reliance, and therefore can be accepted.

4.3.3. Activity Centre Parking

It has been a long-held practice within Activity Centres to rely on a centre based approach to parking. That is, individual sites do not provide car parking on their land but rather rely on a pool of car parking throughout the activity centre.

More specifically, Practice Note 22 (Using the Car Parking Provisions, June, 2015) states:

> *In an Activity Centre, car parking issues have a part to play, but should not dominate when assessing an application for a use or development.*
>
> *Where a change of use or relatively small extension is consistent with the strategic plan for the centre and car parking cannot easily be provided, it will often be more sensible to reduce the car parking requirement, rather than prevent the use or development. Some activity centres will have excellent public transport access, ample car parking or mainly serve local customers who arrive on foot. In such circumstances, an increase in business and activity would increase the overall viability of the centre, and the reduced number of car trips would have a positive impact.*

In this instance, it is expected that a significant proportion of customers to retail uses will be visitors to the area rather than a specific trip to this site, and there will also be a significant proportion of customers from the surrounding area that will patron the proposal.

The subject site is located within the Johnston Street Activity Centre and is very well served by public transport and therefore this approach to car parking is considered to be appropriate for the site.

4.3.4. Relevant Council Policy

Yarra City Council supports sustainable transport and design in new and existing developments through a number of policies and initiatives.

Clause 21.06 of the Municipal Strategic Statement sets out these policies and includes a number of policies directly related to this site to encourage walking and cycling, increased public transport, a reduced reliance on the private motor car, and ultimately a reduced impact on vehicular traffic and congestion.

Yarra City Councils Strategic Transport Statement (adopted April, 2006) has also created a Hierarchy of Transport Modes that "should be applied to all decision making and actions related to transport in the City". The hierarchy prioritises sustainable transport modes such as walking, cycling and public transport and aims to support the statements at Clause 21.06 by reducing the reliance on single occupant local and through traffic within the Yarra municipality.

Council's Parking Management Strategy (2013-2015 Action Plan) also sets out Council's vision, goals and principles for managing parking in the City of Yarra. The action plan seeks to encourage reduced parking or no car parking for development sites close to public transport stops.

4.3.5. SRO, Victoria - Congestion Levy

The subject site is located in the State Revenue Office (SRO) of Victoria 'congestion 2 levy area (blue area) as detailed in Figure 14, an excerpt from the SRO website.

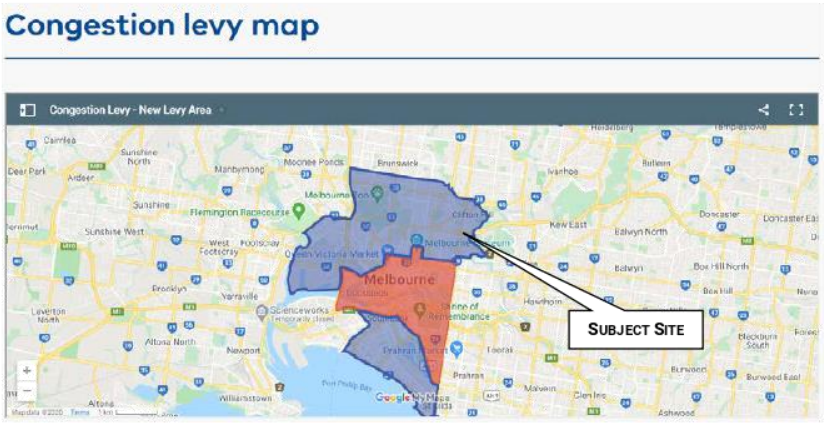


Figure 14: State Revenue Office Congestion Levy Areas

This levy applies to private and public car spaces that are used for commercial / office purposes within the inner Melbourne area.

The SRO Victoria identifies that:

> *This annual levy aims to reduce traffic congestion in central Melbourne by encouraging more motorists to regularly use public transport.*
>
> *Introduced in 2005, the congestion levy is charged each calendar year to off-street private and public car parking spaces in two specified areas.*

The current congestion levy is $1,040 for the Category 2 Area.

This policy clearly encourages lower levels of car parking for office uses to minimise car use and reduce congestion.

The provision of 1.08 space per 100 square metres for office and retail staff is a relatively low provision and accords with this policy.

4.3.6. Summary & Conclusions

Based on the preceding, we are of the view that the proposed parking provisions are acceptable and the sought dispensation is justified on the following grounds:

- Limiting staff and long term parking will actively suppress parking demands.
- The proposed staff rates are consistent with rates adopted by Council for similar developments.
- Local and State Policy supports a reduced car reliance.
- The site is in an activity centre and shared use of on-street parking for customers is appropriate.
- The existing reliance on on-street parking by the existing use is comparable to the proposed on-street reliance.

4.4. Car Parking Layout & Access Arrangements

The car park layout and access arrangements have been developed with design advice provided to the project architect (Matt Goodman Architecture) and is considered to principally meet the relevant requirements of the Yarra Planning Scheme and where applicable, the Australian Standard for Off-Street Parking (AS2890.1:2004).

A review of the car park layout reveals:

General Car Parking Layout

- The stacker units are proposed as a Klaus Trendvario 6300 or similar, provided with dimensions of 2.6 metres width (allowing for a 2.4 metre platform) and 5.7 metres length (allowing for a 5.2 metre long car). The height clearance in basement 1 is such that the minimum 25% of spaces required by Clause 52.06 will be provided to accommodate a vehicle of 1.8 metres.
- The aisle width provided to the stacker units is predominantly in excess of 6.4 metres, exceeding the requirements of Clause 52.06 of the Planning Scheme.
- A DDA parking bay has been provided in accordance with the requirements of AS2890.6:2009. A dedicated bay and shared area have been dimensioned at a minimum

width of 2.4 metres, minimum length of 5.4 metres and provided with a minimum headroom clearance of 2.5 metres.

- A blind aisle extension of 1.0 metre has been proposed exceeding the relevant recommendation of the Australian Standard.
- A minimum head clearance of 2.2 metres is provided within all trafficable areas of the car parking area.

Access & Ramps

- The proposal intends to take access via Little Turner Street via a single width (two-way) crossover, located at the north-eastern corner of the site.
- The ramp from street has a width of 3.6 metres between walls, in excess of AS2890.1:2009.
- As the proposed access is not to a Road in a Road Zone and is less than 50 metres long there is no requirement to provide for a passing bay.
- However, stop/go signals are proposed at the top and bottom of the ramps from ground to basement 1 to manage traffic associated with the development. Hold lines are proposed in basement 1 to allow for opposing vehicles to pass. This arrangement is considered to be appropriate for the proposed development, particularly when considered that parking is all for staff and traffic is highly tidal.
- The first 5 metres of ramp is with the grade of 1 in 10 satisfying the requirements of the Planning Scheme.
- The plans illustrate a maximum grade of 1 in 4 on the ramp, with a 1 in 8 transition of 2.6 metres at the bottom, satisfying the requirements of the Planning Scheme.
- A full sight triangle has not been provided on the eastern side of the access ramp due to neighbouring property, this could be addressed by permit condition to provide flashing beacon light/convex mirror and/or signage.

In this regard, the above access arrangements, grades, transitions and clearances have been assessed and, in our view, meet the intent of the relevant standards.

Swept paths have been prepared demonstration appropriate access and passing and have been provided at Appendix A.

Based on the foregoing, the car park layout and access is considered satisfactory.

5. Traffic Considerations

5.1. Traffic Generation & Impact

A total of 42 car spaces are proposed on-site for office and retail staff.

Based on our experience with commercial office developments and staff parking traffic generation, it is expected that 50% of the available parking supply will fill in the morning peak hour, and 50% will vacate during the afternoon peak hour.

There are currently 4 staff parking spaces on-site and a single residential dwelling.

Allowing for the existing uses, we expect that the additional 37 staff spaces on-site will generate up to 19 arrivals and 19 departures in the morning and afternoon peak hours, respectively.

This level of traffic generation is relatively low in traffic engineering terms, equivalent to an average of not more than one additional vehicle movement being generated every 3 minutes during the peak periods.

This is a low level of traffic and will be able to be accommodated by the surrounding road network and is therefore considered acceptable.

Signals immediately west of the site will manage traffic on Johnston Street and create gaps in traffic on Johnston Street to allow staff to enter and exit Rich Street in the peak hours with relative ease.

6. Bicycle Considerations

Clause 52.34 of the Planning Scheme specifies the bicycle parking requirement for new developments.

The relevant requirements are summarised in Table 6.

Table 6: Statutory Bicycle Parking Requirements

Use	Units	Statutory Requirement	No. Of Spaces Required
Retail	496 m^2	1 space per 300 square metres for staff 1 space per 500 square metres for customers	2 staff space 1 visitor spaces
Office	3,382 m^2	1 space to each 300 square metres of area for staff 1 space per 1000 square metres for visitors	11 staff space 3 visitor spaces
Total		**Staff** **Visitors**	**13 staff spaces** **4 visitor spaces**

Based on the above assessment, the development is required to provide a total of 17 bicycle spaces, comprising 13 staff spaces and four visitor spaces.

The requirement for 13 staff spaces also triggers a requirement for End of Trip Facilities at a rate of 1 shower/changeroom for the first 5 bicycle spaces and 1 space for each 10 bicycle spaces thereafter.

The application plans illustrate the provision of 39 bicycle spaces with a further 10 visitor spaces along the site frontage to Rich Street. End of Trip facilities with four shower and changerooms is also provided.

These provisions exceed the minimum requirements under Clause 52.34 of the scheme.

Bicycle parking has been provided in accordance with AS2890.3-2015 with a mix of vertical and horizontal rails as follows:

- Wall mounted vertical rails are dimensioned at 1.2 metres deep spaces, 0.4 metres spacings, and are accessible from an aisle 1.5 metres wide; and
- Horizontal rails are provided with dimensions of 1.8 metre length and spaced at 1.0 metre centres, accessible from a 1.5 metre aisle.

7. Loading & Waste Considerations

7.1. Loading

Clause 65.01 of the Planning Scheme states that the responsible authority must consider a number of matters as appropriate including:

- *The adequacy of loading and unloading facilities and any associated amenity, traffic flow and road safety impacts.*

Loading activities for the office component will be infrequent. In this regard, it is considered appropriate for delivery vehicles to utilise nearby on-street parking.

Based on the size and nature of the proposed retail tenancies it is expected that they will only require deliveries that are of a small and infrequent nature, which will most likely be undertaken by vans or small rigid vehicles (SRVs) that can utilise short-term kerbside parking or on-street loading zones in the vicinity of the site.

Notably, there are existing Loading Zone restrictions along the southern side of Little Turner Street which would be appropriate for use by the site.

Ultimately, deliveries will be transient and will not materially disrupt the operation of the road network or nearby properties.

Accordingly, we are of the view that nearby on-street parking provisions will adequately accommodate any loading activities generated by the proposed development.

7.2. Waste

We understand that waste collection will be in accordance with the Waste Management Plan prepared by Wastech Services.

Waste collection will be undertaken by a 6.4 metre waste-wise mini loader. A minimum height clearance of 2.2 metres has been provided within all circulation routes for waste collection with a height clearance of 2.5 metres provided for the collection area.

Swept paths demonstrating access by a waste collection vehicle are provided at Appendix A.

Based on the preceding the waste collection of the site is proposed in accordance with the waste management plan prepared by Wastech Services and is therefore considered acceptable.

8. Conclusions

Having undertaken a detailed traffic engineering assessment of the proposed mixed use development at 350-356 Johnston Street & 2 Rich Street, Abbotsford, we are of the opinion that:

a. the proposed development has a statutory car parking requirement of 118 car spaces under Clause 52.06-5 of the Planning Scheme and the provision of 42 car space results in a shortfall of 76 car spaces,

b. the required reduction in parking under Clause 52.06-6 is supported on the following grounds:

   i) the site is located within a Johnston Street Activity Centre and is well served by public transport and alternative transport modes,

   ii) The context of site within the whole of the surrounding activity centre and a shared approach to both parking use and parking demand generation,

   iii) those staff who do not have an on-site parking space have the opportunity to make a mode shift to more sustainable transport to access the site,

   iv) the site car parking layout is considered to be efficient and there is limited ability to provided additional parking within the car park extents,

   v) the existing car parking deficiency of the site, and

   vi) Council policy encourages alternative transport modes and the suppression of car parking to support such modes.

c. the proposed parking layout, access arrangements and car stacker systems accord with the requirements of the Planning Scheme, AS2890.1:2004 (where relevant) and current practice,

d. the level of traffic generated as a result of this proposal is acceptable and will not have a detrimental impact on the surrounding road network,

e. bicycle parking is provided in excess of the requirements set out at Clause 52.34 of the Planning Scheme,

f. the loading arrangements meet the objectives of Clause 65.01 of the Planning Scheme,

g. waste collection is proposed in accordance with the Waste Management Plan prepared by Wastech Services, and

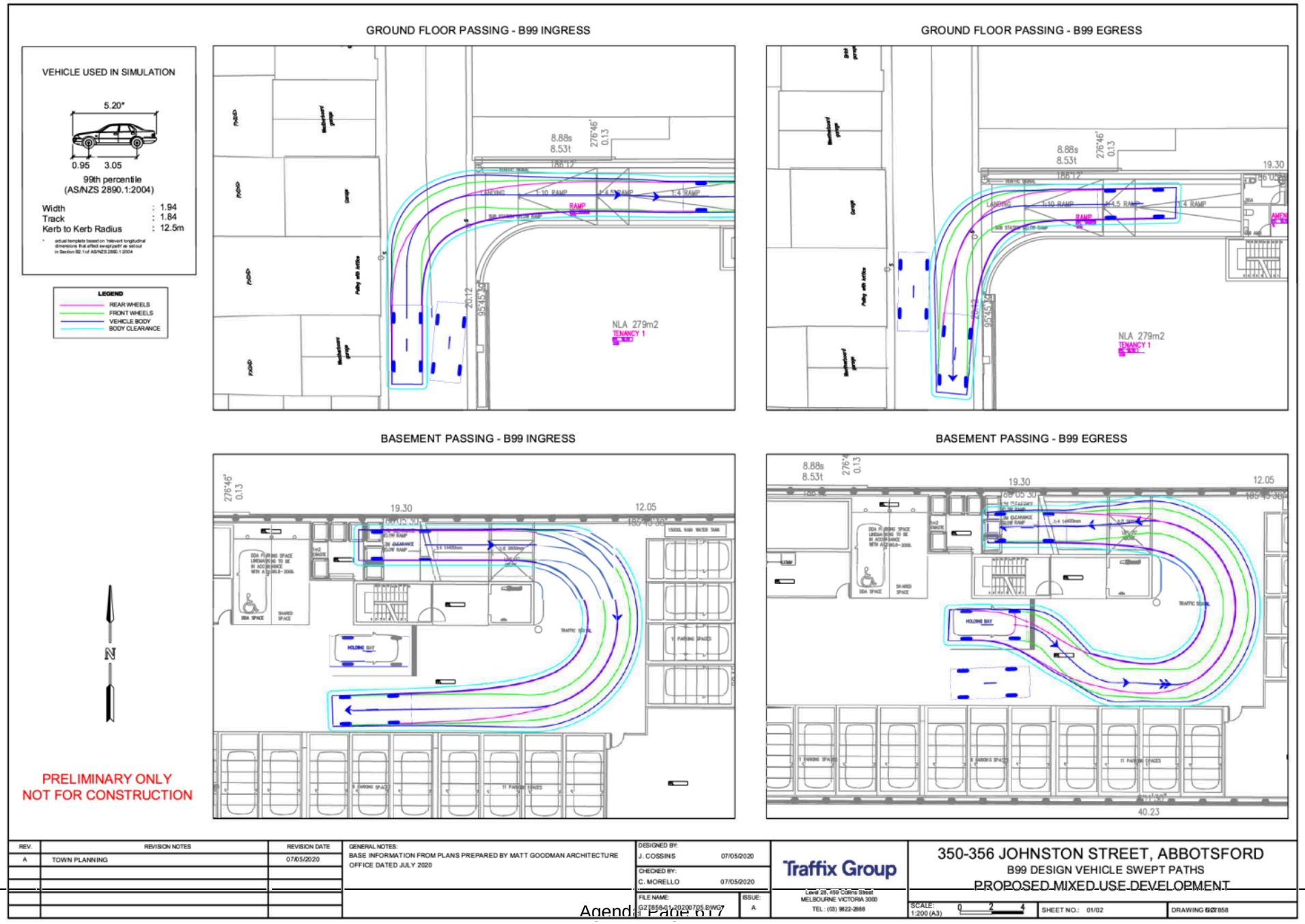
h. there are no traffic engineering reasons why a planning permit for the proposed mixed use development at 350-356 Johnston Street & 2 Rich Street, Abbotsford, should be refused, subject to appropriate conditions.

Appendix A

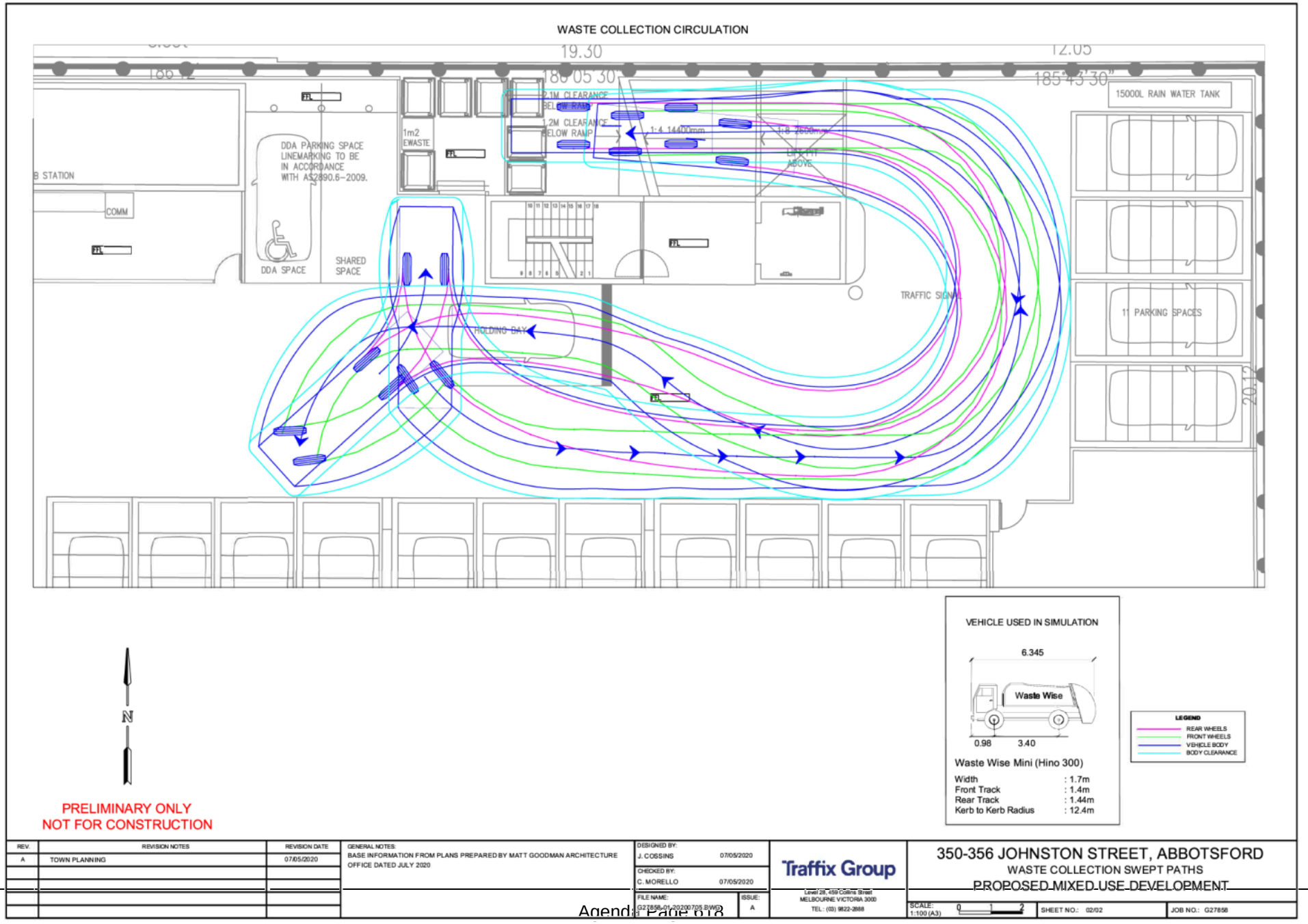
Swept Paths

Traffix Group G27858R-01C

Attachment 3 - PLN20/0322 - PDC Attachment - Traffic Assessment Report



Attachment 3 - PLN20/0322 - PDC Attachment - Traffic Assessment Report



Attachment 4 - PLN20/0322 - PDC Attachment - Waste Management Plan



Waste Management Plan

11th of December 2020

Site Name: 350-356 Johnston St, Abbotsford

Prepared for: Cobild

Prepared by: Lachlan Harris

WASTECH SERVICES Pty Ltd.

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1. Introduction

Wastech Services Pty Ltd was commissioned by Cobild to prepare a waste and recycling plan associated with a proposed development to be located at 350-356 Johnston St, Abbotsford.

The development summary is given in the table below;



Commercial

	350-356 Johnston St
Type	Size
Show room	217.00 m²
Café	279.00 m²
Office	3382.00 m²

1.1. Scope

Wastech Services will review the building layout drawings and provide a Waste Management Plan including the following:

All recommendations and equipment shall follow council codes, BCA, Australian Standards and statutory requirements.

The results of the above analyses are outlined in the following sections.

- Calculation of weekly waste and recyclable volumes;
- Provide recommendations for compaction, storage and transportation of waste and recyclables within the building;
- Highlight relevant design issues that may affect the handling and movement of Waste and Recyclables within the development;
- Include technical brochures and drawings for recommended equipment;
- Provide recommendation for collection vehicle type;
- Reference collection companies and/or council collection/disposal services; Provide a bound, hard copy of the report if required.

1.2. Conditions

The recommendations and estimates contained in this Waste Management Plan (WMP) have been prepared by analysing information, guidelines, documents and regulations provided by you and third parties, including local government and council bodies.

This report has been prepared using data from City of Yarra.

Wastech Engineering has developed the WMP with due care and skill, in reliance on information from third parties outside its control and knowledge. It does not represent or warrant that the WMP (or the information contained in it) is accurate, complete, reliable or suitable for your needs. To the maximum extend, permitted by law, Wastech Engineering excludes liability for any and all loss or damage of any kind whatsoever suffered by you or any third party arising from use of, or reliance on, the WMP or the information in it. Wastech Engineering recommends you make your own enquiries to determine if the WMP is suitable for your needs.

1.2.1. Inclusions

- On-going use of the premises. Does not include demolition or construction stages.
- Figures and calculations are based on drawings and information supplied by Cobild
- Waste volume figures are estimates only and will be influenced by the tenant, resident and operator's disposition toward waste disposal and recycling, and by the development's occupancy rate. Refer to the enclosed tables for rates and assumptions.
- A preoccupation site meeting to ensure adequate implementation of the waste management plan is required; the meeting is to occur at least a month prior to occupation.
- The owner's corporate must read, understand and be familiar with the waste management plan.

1.2.2. Exclusions

- Hard rubbish and green/garden wastes. Disposal shall be arranged by the building operator via appropriate contractors. For larger developments, an area will be nominated based on the number of apartments but will not be included in the calculations for required area.
- Liquid waste such as cooking oil shall be collected and disposed of by a specialist contractor engaged by the cafe tenancy operator. Waste oil will be stored within the tenancy and collected as required.
- Medical waste such as a needle, syringe or any other matter that is discarded in the course of medical practice that poses a significant risk to the health of a person that comes into contact with it, shall be collected in the appropriate medical containers and disposed of by a specialist contractor engaged by the Building Manager.

1.3. Company Profile

Wastech Engineering was established in March 1993 and provides waste management services throughout Australia. Wastech Engineering is a prominent manufacturing business with a national presence and is committed to providing professional and flexible services to the development and construction industries.

Our consultants will work with you and provide solutions for waste & recycling in a diverse range of commercial and residential premises. We work closely with business owners, operators and staff involved in the logistics required to reduce, recycle and remove garbage and recycling material from their business.

Wastech Engineering, through our products and services and extensive community involvement, promote efficient waste and recycling strategies that are cost effective, reliable and environmentally sound.

In addition, Wastech has provided over 300 waste management plans/reports for proposed developments to meet BCA and local council guidelines in the past six years.

2. Waste Management Summary

Below table summarises bin quantities and collection frequencies for the development. Refer to the enclosed calculations in the following chapter, *Calculations and Estimates*, for further details.

[1]Commercial Waste Room 1	Garbage	Commingled	Organics	Unit
Weekly Volume (uncompacted)	5.23	5.75	2.94	Cubic Metres
Bin Size	1100	1100	240	Litres
Frequency of Collection	2	2	2	Per Week
Bins Required for Collection	3	3	4	#
Spare Bins Required	0	0	0	#
Total Bins Required	3	3	4	#

[1]Includes: 350-356 Johnston St,

Location of Waste Room: Basement

The bins in each waste room are assigned to be collected from the following collection point(s):

Commercial	Commercial Waste Room 1
Collection Point 1	●

Location of Collection Point 1: Basement 1

3. Calculations and Estimates

3.1. Generated Waste Estimates

The enclosed waste estimates for each of the various waste streams, expressed in cubic metres per week, are summarised in the table(s) below and are based on the numbers presented in the introduction chapter (development summary data). Commingled recycling incorporates glass, HDPE, and PET containers, paper and cardboard.

Commercial: 350-356 Johnston St	Days of Operation	Garbage Rate	Total Garbage Generated	Commingled Rate	Total Commingled Generated	Organics Rate	Total Organics Generated
Type			m^3/week		m^3/week		m^3/week
Show room	7	0.04 L/Day/100m^2	0.61	0.01 L/Day/100m^2	0.15	-	-
Café	7	0.15 L/Day/100m^2	2.93	0.20 L/Day/100m^2	3.91	0.15 L/Day/100m^2	2.93
Office	5	0.01 L/Day/100m^2	1.69	0.01 L/Day/100m^2	1.69	-	-
Total (Uncompacted)		**-**	**5.23**	**-**	**5.75**	**-**	**2.93**

3.2. Bins Required

The number of bins required is detailed in the table below;

Commercial	Garbage Bins	Commingled Bins	Organics Bins	Total Bin Area Required
Unit	Qty	Qty	Qty	m^2
Bin Size	1100L	1100L	240L	-
[1]Commercial Waste Room 1	3	3	4	9.67
Total Bins Required	**3 x 1100L**	**3 x 1100L**	**4 x 240L**	

[1] Includes:

3.3. Waste Storage Area(s)

The required and provided area for each waste room detailed in the table below;

Commercial	Commercial Waste Room 1	Unit
Total Required area for Garbage / Commingled Bins	9.67	m^2
E-Waste	1.00	m^2
Hard Waste	1.00	m^2
Total Area Required*	11.67	m^2
Total Area Provided	17.50	m^2

*Required Area – does not include bin movements.

4. Commercial Waste Management

4.1. Waste Streams

Waste shall be sorted on-site by the tenants, visitors and staff into the following streams and associated bins:

- Garbage; and
- Recycling (Glass, PET, aluminium, steel, HDPE and Paper/Cardboard)
- Organics (Food Waste)

The bins will have the below colour(s):

Bin type	Colour
Garbage	Red lid and dark green/black body
Recycling	Yellow lid and dark green/black body
Organics	Lime green lid and dark green/black body

4.2. Office, Café & Showroom

COMMINGLED RECYCLING

Suitable commingled recycling bins, no larger than 60 litres shall be provided for the office and tenancies which are labelled, and colour coded as commingled recycling only. Cleaning staff shall periodically transfer commingled recycling to the 1100L litre collection bins located in assigned waste room (refer to *Waste Summary* chapter for location details).

GARBAGE

Plastic lined garbage bins, no larger than 60 litres shall be provided for the office and tenancies which are labelled, and colour coded as garbage only. Cleaning staff shall transfer bagged garbage to the 1100L litre collection bins located in assigned waste room (refer to *Waste Summary* chapter for location details).

Organics

Unlined kitchen caddies shall be provided for the café kitchen and should be labelled, and colour coded as organics only. Cleaning staff shall organics to the 240L litre collection bins located in assigned waste room (refer to *Waste Summary* chapter for location details).

4.3. Waste Collection

4.3.1. Collection Point 1: Basement

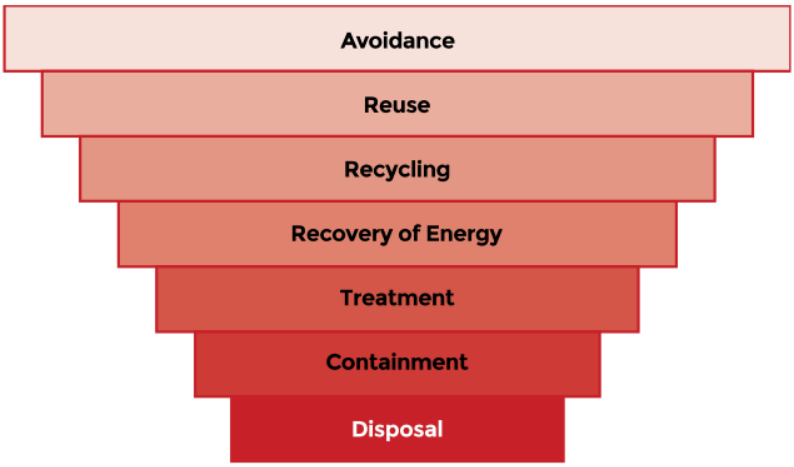
The collection of waste and recycling bins is to be performed by a private contractor. Twice per week garbage, recycling and organics collections are expected.

Waste and recycling shall be collected directly from the refuse room. The collection contractor will enter the bin store in the basement via the entry off Little Turner St and park their vehicle in proximity to the refuse room. The collection contractor will then move bins from the refuse room to the rear of the collection vehicle and return the emptied bins to their original location.

A small rigid vehicle (SRV) is expected to perform collections; the minimum overhead clearance for this vehicle is 2.2 m. as required. A minimum of 2.2m is available at the collection point and throughout the basement level, enabling collection vehicle access.

5. Waste Minimization Strategies

The operator (Body Corporate) will be responsible for the education of tenants, staff and general public in the practices of waste reduction/minimisation to divert waste from landfill. This will be achieved by the following:



Document and distribute details of the waste management system that is in place on site to residents and/or staff.	Distribution of notices to all residents and/or staff encouraging waste separation and waste reduction.	All bins to be labelled and colour coded stating types of waste that can be deposited i.e. paper/cardboard bins, container recycling bins, garbage bins. Signage and usage labels for the garbage and recycling bins will be provided by the operator of the premises.	Any future change to regulatory requirements or to the developments' waste generation rates will require the operator to conduct a waste audit and revise the waste management system that is in place accordingly.

6. Recommendations & Additional Information

As bins would be "wheeled" throughout the building, any ramps would require a maximum gradient of 1:14 to meet regulatory requirements (steps not permitted) if manual handling is required.

The sizing and selection of bins have been chosen to reflect average waste and recycling generation rates. For seasonal peaks throughout the year, we advise you incorporate an additional 25% buffer, or provide an additional scheduled 'at-call' service in peak periods.

Items unsuitable for disposal via garbage or recycling bins would need to be disposed with the assistance of the building manager; this would include large, heavy, and liquid waste items.

To minimise security, vandalism, odour/visual impact, and health/safety issues, the following shall be implemented:

- Transferring waste and shifting bins shall require the minimum possible manual handling. The operator will assess manual handling risks as per regulatory requirements and provide appropriate documentation to the building manager.
- Signage and usage labels for the garbage and recycling bins will be provided by the operator.
- Hard waste and E-waste are to be temporarily stored in the refuse room. Collections/drop-offs are to be arranged by staff on an as-need basis.
- The bin storage room will be adequately lighted, be secure and vermin proof.
- Bins will be washed by staff when needed with the tap provided in the refuse room
- The staff shall keep the bin enclosures clean, wash bins when needed.
- The building manager will monitor bins and adjust collection frequencies as required.
- The operator of the proposed development shall source and enter into a service agreement for waste collection services. The operator will be responsible for all payments and costs associated with the waste collection service provided by the collection contractor.

The area calculated for bin storage does not include circulation space. An additional 50% of the area calculated will be required as a minimum for bin storage and circulation.

6.1. Impact Reduction

The main annoyance produced by domestic refuse collections occurs in the early morning (in other words, before 7 am). Therefore, if possible, routes should be selected to provide the least impact on residential areas during that time.

Collection of refuse should follow the following criteria:

- Collections occurring once a week should be restricted to the hours 6 am — 6 pm Monday to Saturday.
- Collections occurring more than once a week should be restricted to the hours 7 am — 6 pm Monday to Saturday.
- Compaction should only be carried out while on the move.
- Bottles should not be broken up at the point of collection.
- Routes that service entirely residential areas should be altered regularly to reduce early morning disturbance.

Noisy verbal communication between operators should be avoided where possible.

7. Contact Information

Wastech Engineering

(Waste Equipment Designer & Manufacturer)
33 Wedgewood Road, Hallam VIC 3803
T: 03 8787 1600
info@wastech.com.au

City of Yarra

PO Box 168
Richmond VIC 3121
T: (03) 9205 5555
E: info@yarracity.vic.gov.au

Eco-Safe Technologies

(Odour Control Equipment)
C/o Wastech Engineering
33 Wedgewood Road, Hallam VIC 3803
T: 03 8787 1600
E: info@wastech.com.au

SUEZ

(Private Waste Collector)
64-84 Waterview Close,
Hampton Park, VIC 3976
T: 8795 2000

Veolia Environmental Services

(Private Waste Collector)
Level 1, 85 Buckhurst St,
South Melbourne, VIC, 3205
T: 132 955

VISY Waste Management Integrated Solutions

(Private Waste Collector)
Lot 2, 46-48 Dohertys Road,
Laverton, VIC 3025
T: 03 9369 7477

Orora

(Private Waste Collector)
60-72 Harcourt Road
Altona, VIC, 3018
T: 1800 819 000

Cleanaway

(Private Waste Collector)
Head Office
Level 4, 441 St Kilda Road
Metro Vic (South East), VIC, 3004
T: 13 13 39

Haulaway

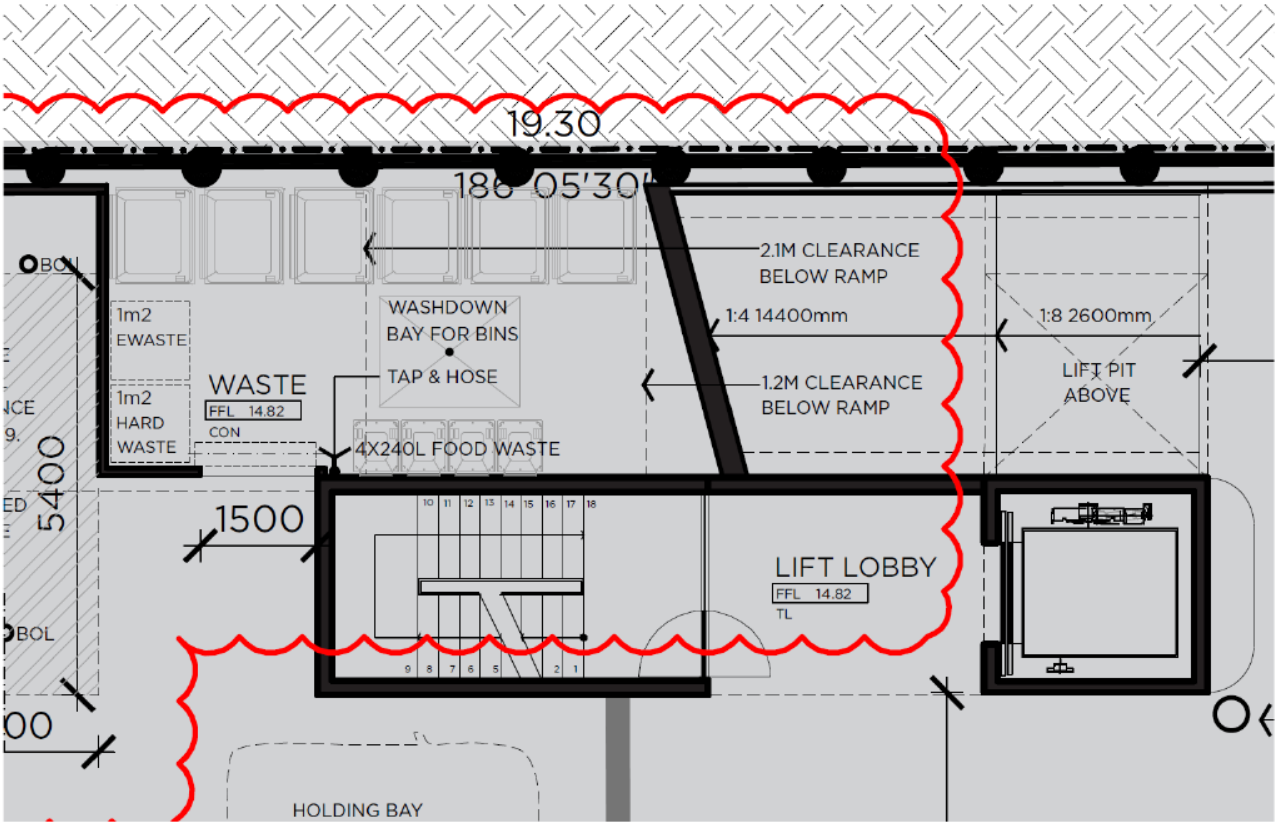
(Private Waste Collector)
1-7 Souffi Place
Dandenong South, VIC, 3175
T: 03 9706 5489

Citywide Service Solutions Pty. Ltd.

(Waste Contractor)
294 Arden Street
North Melbourne, VIC, 3051

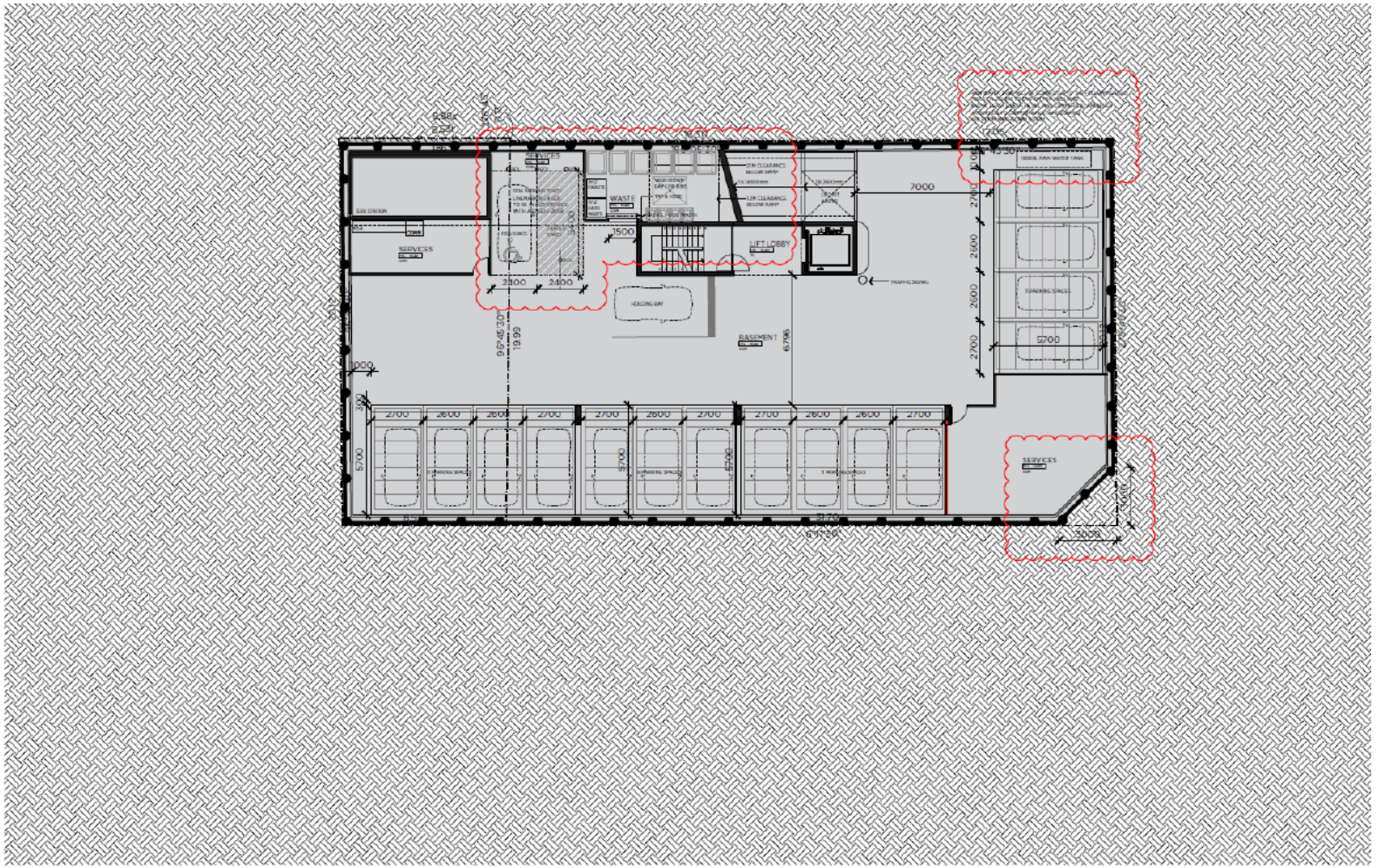
8. Appendices

Waste Storage Drawing



Attachment 4 - PLN20/0322 - PDC Attachment - Waste Management Plan

Basement 1 Drawing



MGAO

PROJECT
JOHNSTON ST

LOCATION
360-368 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
FLOORPLAN
BASEMENT 1

SCALE
1:200@A3

DATE
18 DECEMBER 2020

JOB NO.
A052/ JOHNSTON ST /1907

DRAWN
MG

DRAWING NO.
PA_049

REVISION
01

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AREA SCHEDULE

GFA AREA: 806M2

LEGEND

SERVICES/STORE

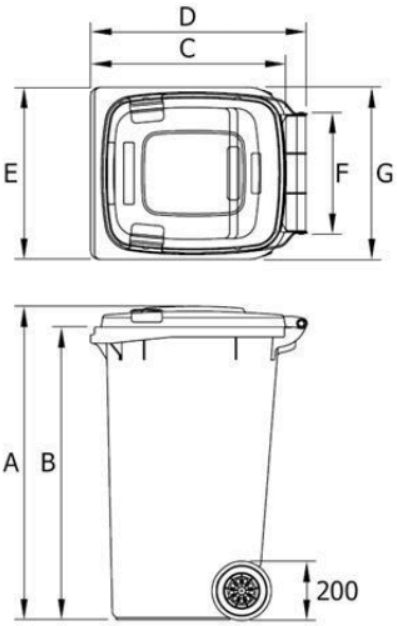
41 PARKING SPACES
1 DDA PARKING SPACE

111 GRENVILLE STREET
PRAHRAN,VIC
AUSTRALIA 3181
(03) 9938 5332
MGAO.COM.AU

4.3 BASEMENT FLOORPLAN

MATT GOODMAN
ARCHITECTURE OFFICE

240L Bin



Dimensions - Weights - Standards

- Nominal volume: 240 litres
- Net weight: approx 13 kg
- Max load: 96 kg
- Permitted total weight: 110 kg

A	1060 mm	D	730 mm	G	550 mm
B	990 mm	E	585 mm		
C	660 mm	F	400 mm		

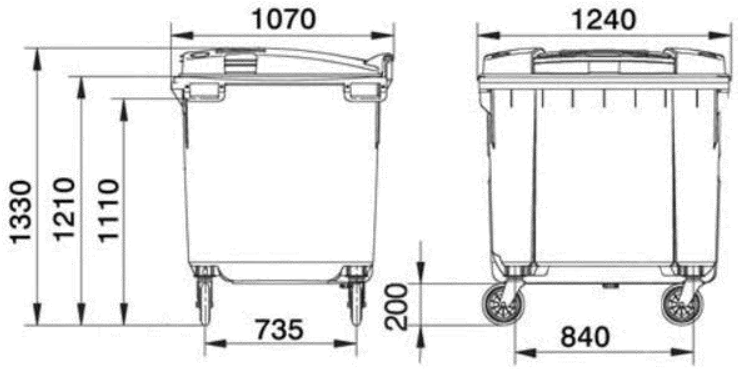
Material

- **Polymer components:**
  - Injection moulded from specially designed HDPE
  - Resistant to decay, frost, heat and chemicals
  - Special UV-stabilisation provides excellent ageing characteristics
- **Corrosion resistant steel axle**
- **Noise reduction:**
  - Quiet-running solid rubber tyres
  - Tight-fitting axle
- **Long service life:**
  - High quality materials
  - Most advanced manufacturing processes
  - Withstands exposure to high mechanical stress levels
- **Recycling:**
  - All container parts are recyclable

Prepared by: Lachlan Harris

WASTECH SERVICES Pty Ltd.

1100L Bin



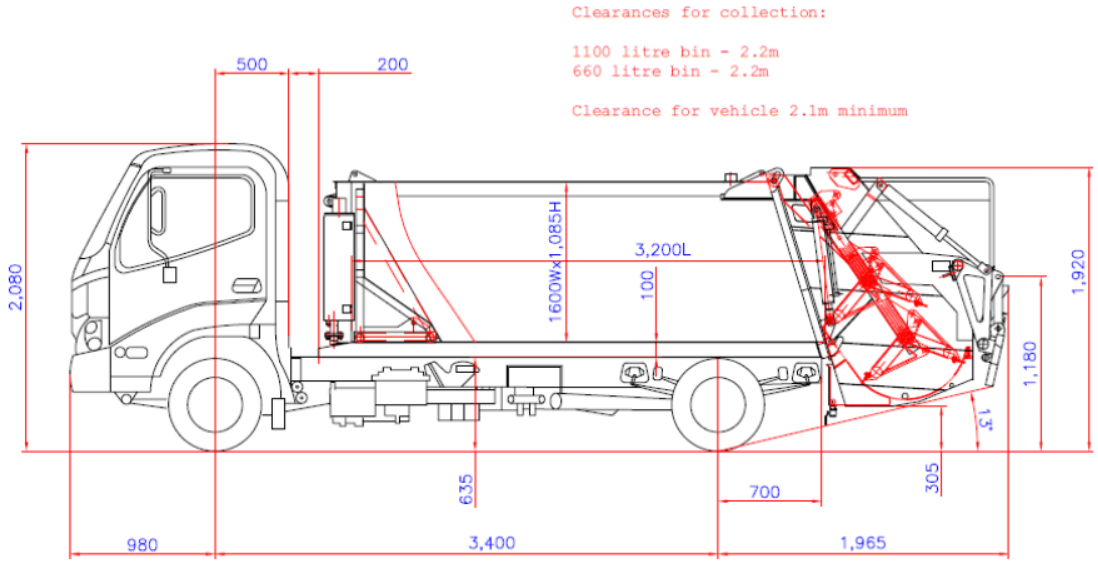
Dimensions - Weights - Standards

Nominal volume:	1100 litres
Net weight:	approx. 65 kg
Max. load:	440 kg
Permitted total weight:	510 kg

Material

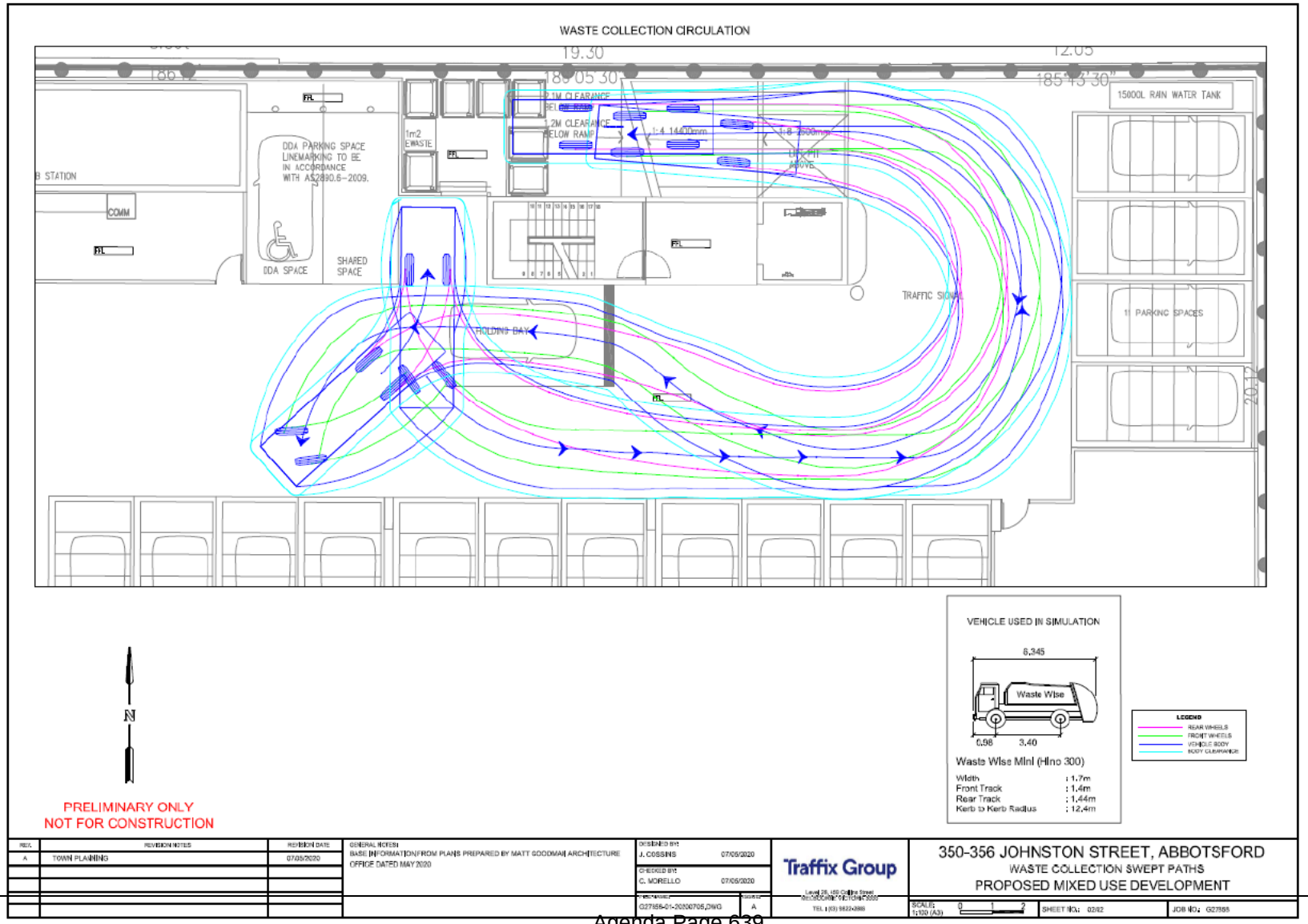
- Polymer components:
  - Injection moulded from specially designed HDPE
  - Resistant to decay, frost, heat and chemicals
  - Special UV-stabilisers provide excellent ageing characteristics
- Corrosion resistant steel components
- Noise reduction:
  - Wheel assemblies with solid rubber tyres
- Long service life:
  - High quality materials
  - Excellent manufacturing processes
  - Withstands exposure to high mechanical stress levels
- Recycling:
  - All container parts are recyclable

SRV Collection Vehicle



Attachment 4 - PLN20/0322 - PDC Attachment - Waste Management Plan

Collection Vehicle Swept Path



wrap consulting engineering

350-356 Johnston Street, Abbotsford

SUSTAINABILITY MANAGEMENT PLAN

WRAP Engineering Pty Ltd
ACN: 612 992 720 T: 03 9428 7987
E: info@wrapengineering.com.au
www.wrapengineering.com.au

Date: 11 December 2020
Project Number: 20199
Revision: 03

DOCUMENT PROPERTIES

DOCUMENT FOR:	Cobild Attn: Chris Coyle Development Manager
DOCUMENT BY:	WRAP Engineering Pty Ltd 132 Chestnut Street Cremorne, Victoria 3121
DATE:	11 December 2020
DESCRIPTION:	Sustainability Management Plan
PROJECT SITE:	350-356 Johnston Street Abbotsford, Victoria
PROJECT NUMBER:	20199

DOCUMENT AMENDMENTS

REVISION	DETAILS	AUTHOR/S	DATE	ISSUED BY
01	Draft issue for review	Damon Cuming	14/04/2020	Damon Cuming
02	Town Planning Issue	Damon Cuming	07/05/2020	Damon Cuming
03	Town Planning Issue update	Ruchita Panchal	11/12/2020	Damon Cuming

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1 INTRODUCTION

This Sustainability Management Plan (SMP) has been prepared to assist the design, construction and operation of the proposed commercial development at 350-356 Johnston Street, Abbotsford, to achieve a range of best-practice sustainable development objectives.

WRAP Engineering have assessed the proposed plans and provided input to the design team.

This SMP captures initiatives necessary to ensure that the development meets the sustainability requirements of the City of Yarra, in particular the ESD requirements of the following Planning Clauses:

- 22.17 "Environmentally Sustainable Development".
- 22.16 "Stormwater Management (Water Sensitive Urban Design)"

1.1 SITE DESCRIPTION

The site at 350-356 Johnston Street, Abbotsford has an area of approximately 806m^2 and is located approximately 2.5km north-east of the Melbourne CBD.

The site is currently occupied by a single-storey brick building which will be demolished prior to construction of the proposed development.



Figure 1: Aerial view of the site location (Source: Nearmap)

1.2 DEVELOPMENT SUMMARY

The proposed development will consist of the following:

- Basement car parking and services
- Ground level retail tenancies and end-of-trip facilities.
- 7 levels of commercial space
- Communal rooftop terrace

1.3 COUNCIL PLANNING REQUIREMENTS

The City of Yarra expects new developments to be designed, built and maintained at a level that reflects best practice sustainable development outcomes. The ESD response will need to ensure that the design meets sustainability targets in the areas of energy reduction, water use reduction and water sensitive urban design, indoor environment quality, materials selection, transportation, waste management and urban ecology.

The council's Planning Scheme also encourages the use of relevant ESD tools to assess the proposed development. For this project, the following tools will be used:

- Green Star – a holistic sustainability assessment tool; and
- Melbourne Water STORM – a stormwater assessment tool.

This SMP incorporates initiatives to ensure that the council's ESD requirements are satisfied by addressing the Green Star categories, demonstrating that council's objectives will be achieved, and using relevant and appropriate ESD assessment tools.

1.4 REFERENCE DOCUMENTATION

This SMP should be read in conjunction with the other relevant documentation included within the development's town planning submission to council. These documents may include the following:

- Architectural documentation
- Landscape plans
- Waste Management Plan
- Traffic engineer's report, transport plan, green travel plan or similar.

2 ESD ASSESSMENT

The following sections outline the ESD assessment which has been completed for the project. The assessment is presented within the Green Star categories, and for each item following information is provided:

1. A short description of the ESD initiative and/or the project's design response;
2. The nominated party responsible for implementation of the initiative; and
3. The stage of the project at which implementation could be demonstrated.

Within this assessment, the level of detail that has been provided is generally in proportion to what is appropriate or practicable at this early stage of design. This is described or explained within each item, with future commitments included as appropriate.

Based on the current Green Star benchmarking assessment, the project is currently on target to achieve the equivalence of 62.5 Green Star points, with a further 8.5 points to be confirmed ("TBC"). A 5 Star Green Star rating is equivalent to 60 points or above.

2.1 CONSTRUCTION AND BUILDING MANAGEMENT

2.1.1 OBJECTIVES:

- *To encourage a holistic and integrated design and construction process and ongoing high performance.*
- *To ensure waste avoidance, reuse and recycling during the operation stages of development.*

2.1.2 DEVELOPMENT RESPONSE

ESD INITIATIVE	RESPONSIBILITY & IMPLEMENTATION	PROJECT STAGE
Green Star Professional WRAP Engineering are engaged for the project to provide advice, support and information related to Green Star and sustainable design.	Developer	Initiation
Environmental Targets The building owner will set environmental targets for water and energy, and monitor the performance of the building against those targets.	Developer	Operation
Services & Maintainability Review The project team will complete a services & maintainability review prior to construction.	Developer	Contract Documentation
Building Systems Commissioning Comprehensive building systems commissioning will be completed in accordance with best practice standards.	Contractor	Construction
Climate Adaptation A climate risk assessment and adaptation plan will be prepared for the project, and the building's design will respond to all of the high-risk items identified.	Developer	Design Development
Building Tuning The building owner will implement a building tuning process for at least the first 12 months after occupation.	Developer Contractor	Occupation

ESD INITIATIVE	RESPONSIBILITY & IMPLEMENTATION	PROJECT STAGE
Independent Commissioning An Independent Commissioning Agent will be engaged during the design phase to advise, monitor and verify the commissioning and tuning processes.	Developer	Contract Documentation
Air-Tightness Testing Air-tightness testing will be undertaken to target a permeability rate of not more than 5 $m^3/h/m^2$ @ 50 Pa.	Contractor	Construction
Building Information Prior to occupancy, a package of building information will be developed and handed over to the building manager. This will include as-built drawings, operations and maintenance manuals, and supplier and warranty details.	Contractor	Construction
Building User Guide Prior to occupancy, a Building User Guide (BUG) will be developed for use by the residents. The BUG will use non-technical language help facilitate more sustainable behaviour by building occupants and more efficient use of the building systems.	Developer	Construction
Environmental Building Performance The building owner will commit to set targets and measure results for the environmental performance of the building.	Developer	Operation
End-of-Life Waste Performance The building owner will commit to reduce demolition waste at the end of life of interior fit-outs and base-building areas.	Developer	Operation
Energy Metering – Electricity and Gas All tenancies will be provided with individual authority meters, and all major base-building systems will be individually sub-metered to allow for effective building tuning.	Services Engineer	Contract Documentation
Water Metering All tenancies will be provided with individual authority meters, and all major base-building systems will be individually sub-metered to allow for effective building tuning.	Services Engineer	Contract Documentation
Monitoring Systems A monitoring system will be implemented to automatically capture and process the data produced by the energy and water meters.	Services Engineer	Contract Documentation
Construction Environmental Management The contractor will prepare and implement a Best Practice project-specific EMP at the start of construction. The EMP will be developed in accordance with the NSW Environmental Management Systems Guidelines or equivalent.	Contractor	Construction
Contractor Environmental Management The contractor engaged for the construction will hold ISO14001 certification.	Contractor	Construction

ESD INITIATIVE	RESPONSIBILITY & IMPLEMENTATION	PROJECT STAGE
Contractor Staff Support The contractor will promote positive mental and physical health outcomes of site activities and culture of site workers, and enhance site workers' knowledge on sustainable practices through education programs.	Contractor	Construction
Operational Waste A dedicated storage area will be provided for the separation and collection of recyclable waste, located in a convenient location. Recycling facilities will be separated from general waste, but will be located next to each other. Provisions will be made for the inclusion of both waste and recycling receptacles within the development to help encourage occupants to separate their waste at the earliest point of disposal.	Architect	Contract Documentation

2.2 INDOOR ENVIRONMENT QUALITY

2.2.1 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.*

2.2.2 DEVELOPMENT RESPONSE

ESD INITIATIVE	RESPONSIBILITY & IMPLEMENTATION	PROJECT STAGE
Volatile Organic Compounds All paints, adhesives and sealants and carpets will not exceed the limits outlined in Appendix A.	Architect Services Engineer	Contract Documentation
Formaldehyde All engineered wood products will have 'low' formaldehyde emissions, certified as E0 or better, or will not exceed the limits outlined in Appendix A.	Architect	Contract Documentation
Ventilation System The mechanical ventilation system will be designed to mitigate the entry of outdoor pollutants, provide easy access for maintenance, and will be cleaned prior to occupation.	Services Engineer Contractor	Construction
Acoustic Comfort Noise levels, reverberation and cross-talk will be maintained to relevant best-practice levels.	Acoustics	Contract Documentation
Daylight High-VLT (> 50%) glazing will be specified for the development. A Green Star daylight assessment has been completed for the project, refer to Appendix B.1 and B.2. The preliminary assessment shows that the project is on track to achieve high levels of daylight to at least 40% of the lettable floor areas.	Architect	Contract Documentation

ESD INITIATIVE	RESPONSIBILITY & IMPLEMENTATION	PROJECT STAGE
External Views A Green Star views assessment has been completed for the project, refer to Appendix C. The preliminary assessment shows that the project is on track to achieve high quality views to at least 60% of the lettable floor areas.	Architect	Design Development
Effective Ventilation The mechanical ventilation system will be designed to control CO_2 to 800 PPM.	Services Engineer	Contract Documentation
Thermal Comfort The development will include **low-e double glazing** and will be mechanically air-conditioned throughout all primary and secondary spaces.	Architect ESD Consultant	Contract Documentation
Window Shading External window shading is provided to all western facing windows from Level 1 to 7 via a perforated mesh screen.	Architect	Contract Documentation
Artificial Lighting The lighting design throughout development will ensure that the minimum illuminance levels and uniformity are in accordance with the requirements of AS1680	Services Engineer	Contract Documentation
Localised Lighting Control Building occupants will have the ability to control the lighting in their immediate environment: - Tenanted areas to be provided with individually addressable light fittings and a digital control system, for configuration by the tenant fit-out design. - Base-building primary and secondary spaces to be provided with locally dimmable lighting.	Services Engineer	Contract Documentation

2.3 ENERGY EFFICIENCY

2.3.1 OBJECTIVES:

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

2.3.2 DEVELOPMENT RESPONSE

ESD INITIATIVE	RESPONSIBILITY & IMPLEMENTATION	PROJECT STAGE
Heating and Cooling Systems The project will implement the following energy efficient heating and cooling systems, compliant with the requirements of NCC Section J 2019: - Reverse-cycle VRF system.	Services Engineer	Contract Documentation

ESD INITIATIVE	RESPONSIBILITY & IMPLEMENTATION	PROJECT STAGE
Fuel Switching The base-building services will be all-electric, with heating and hot water provided by heat pumps instead of gas boilers.	Services Engineer	Contract Documentation
Domestic Hot Water The project will implement an energy efficient electric heat pump central hot water system.	Services Engineer	Contract Documentation
Solar PV The building will install a solar PV array, sized to fit the available roof area. The system will be at least 10 kW.	Architect Services Engineer	Contract Documentation
Artificial Lighting - The lighting design throughout the development will be at least 10% more energy efficient than the NCC 2019 Part J6 requirements.	Services Engineer	Contract Documentation
Car Park Ventilation The project will achieve energy reductions in the car park ventilation system by using carbon monoxide sensors.	Services Engineer	Contract Documentation
Vertical Transportation All passenger lifts to be energy efficient with energy performance level as per ISO 25745-2.	Services Engineer	Contract Documentation
Energy Efficient Appliances Where domestic appliances are installed or provided by the developer, they will be within one star of the best available and comparable type of appliance, as per the Equipment Energy Efficiency (E3) program. This may include dishwashers, refrigerators, washing machines and/or clothes dryers.	Architect	Contract Documentation

2.4 TRANSPORT

2.4.1 OBJECTIVES:

- *To minimise car dependency.*
- *To ensure that the built environment is designed to promote the use of public transport, walking and cycling.*

2.4.2 DEVELOPMENT RESPONSE

ESD INITIATIVE	RESPONSIBILITY & IMPLEMENTATION	PROJECT STAGE
Active Transport Facilities The development will include the following facilities to support active transport: - 34 secure bicycle parking spaces for use by office and retail workers; - Change facilities, including 6 showers on Ground level end-of-trip facility. - 32 lockers on Ground level end-of-trip facility; and - 10 publicly accessible bicycle parking spaces for use by visitors, located directly outside the main entrance.	Architect	Contract Documentation

ESD INITIATIVE	RESPONSIBILITY & IMPLEMENTATION	PROJECT STAGE
Access to Public Transport The development is located in Abbotsford, with excellent access to trains, trams and buses. It scores a Transit Score of 79 out of 100.	n/a	
Walking Access to Amenities The development is a "**Walker's Paradise**", achieving a Walk Score of 92 out of 100.	n/a	
Electric Vehicle Charging The development will support the use of electric vehicles by providing electric vehicle charging points for at least 5% of car parking spaces.	Architect Services Engineer	Contract Documentation

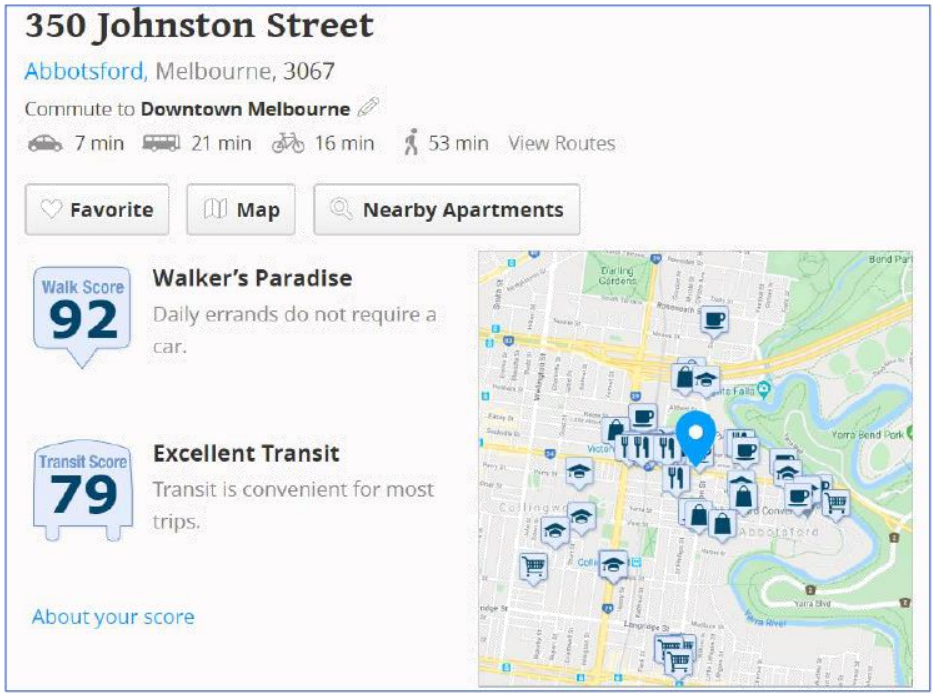


Figure 2: Walk Score and Transit Score for the site location

2.5 WATER EFFICIENCY

2.5.1 OBJECTIVES:

- *To ensure the efficient use of water.*
- *To reduce total operating potable water use.*
- *To encourage the collection and reuse of stormwater.*
- *To encourage the appropriate use of alternative water sources (e.g. grey water).*
- *To minimise associated water costs.*

2.5.2 DEVELOPMENT RESPONSE

ESD INITIATIVE	RESPONSIBILITY & IMPLEMENTATION	PROJECT STAGE
Water Fixtures and Fittings The following Water Efficiency Labelling Scheme (WELS) star ratings will be specified: - Toilets: 4 Star; - Urinals: 5 Star; - Taps (bathroom and kitchen): 5 Star; and - Showerheads: 3 Star (≤7.5 L/min).	Architect	Contract Documentation
Water Efficient Appliances Where domestic appliances are installed or provided by the developer, they will be within one star of the best available and comparable type of appliance, as per the WELS program. This may include dishwashers or washing machines.	Architect	Contract Documentation

Rainwater Collection and Reuse
Rainwater harvesting for non-potable uses will be implemented as a water saving initiative. The details of this system for this development are as follows:
- Rainwater tank size: 15 kL
- Rainwater tank location: Basement
- Roof catchment area: 308 m^2
- Rainwater usage:
  - Toilet flushing to end-of-trip facilities and at least 50% of commercial amenities (subject to water balance calculations);
  - Irrigation to common area gardens; and
  - Bin room washdown supply.
Refer to Appendix D for details.
	Architect
	Services Engineer
		Contract Documentation

Landscape Irrigation Common area landscaping will be supplied from the rainwater system and will use generally use water-efficient drip irrigation where appropriate. Landscape design will include a mixture of native and exotic species.	Services Engineer Landscape	Contract Documentation
Waterless HVAC All HVAC systems will use air-cooled heat rejection systems.	Services Engineer	Contract Documentation
Fire System Test Water The fire water test system will not expel water for testing, or the fire systems will include temporary storage for 80% of the routine fire protection system test water and maintenance drain-downs for reuse on site.	Services Engineer	Contract Documentation

2.6 BUILDING MATERIALS

2.6.1 OBJECTIVES:

- *To minimise the environmental impacts materials used by encouraging the use of materials with a favourable lifecycle assessment based on the following factors:*
  - *Fate of material*
  - *Recycling/Reuse*
  - *Embodied energy*
  - *Biodiversity*
  - *Human health*
  - *Environmental toxicity*
  - *Environmental responsibility.*
- *To ensure waste avoidance, reuse and recycling during the construction stages of development.*

2.6.2 DEVELOPMENT RESPONSE

ESD INITIATIVE	RESPONSIBILITY & IMPLEMENTATION	PROJECT STAGE
PVC At least 90% of all flooring, pipes, cables and blinds used in the project will be GBCA approved Best Practice PVC or PVC-alternative materials.	Contractor	Construction
Timber At least 95% of timber used in the project will be reused or will be from FSC or PEFC certified forests.	Contractor	Construction
Recycled Content All bulk thermal insulation used in the project will contain a minimum of 50% post-consumer recycled material.	Contractor	Construction
Steel - At least 95% of all structural steel used in the project will be sourced from a Responsible Steel Maker; and - At least 60% of reinforcing steel used in the project will be produced using energy-reducing processed in its manufacture.	Contractor	Construction
Concrete - At least 50% of concrete mix water will be reclaimed; and - Concrete aggregate to be substituted with crushed slag or other alternative materials as follows: - At least 40% of coarse aggregate; or - At least 25% of fine aggregate (sand).		
Construction Waste Management The contractor will prepare a construction waste management plan for the project and will divert at least 90% of all demolition and construction waste from landfill.	Contractor	Construction

2.7 URBAN ECOLOGY

2.7.1 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.*
- *To minimise the urban heat island effect.*
- *To remediate contaminated and hazardous sites and existing buildings.*

2.7.2 DEVELOPMENT RESPONSE

ESD INITIATIVE	RESPONSIBILITY & IMPLEMENTATION	PROJECT STAGE
Vegetation At least 35% of the building area will be covered by vegetation. Refer to the landscape plans for further details.	Landscape	Contract Documentation
Communal Spaces The project will include at least 200 m^2 of communal spaces for social interaction, including the rooftop terrace area. Refer to the architectural and landscape plans for further details.	Architect Landscape	Contract Documentation
Urban Heat Island Effect The project will minimise the urban heat island effect through the implementation of high-SRI roofing materials (> 81) and soft landscaping.	Architect Landscape	Contract Documentation
Contamination and Hazardous Materials The project will assess the existing site for contamination and any existing buildings will be assessed for asbestos, lead and PCB's. Any contamination or hazardous materials will be safely remediated and cleared in accordance with relevant standards.	Contractor	Construction

2.8 EMISSIONS & STORMWATER MANAGEMENT

2.8.1 OBJECTIVES:

- *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 water sensitive urban design principles.*
- *To reduce impacts to wildlife due to light pollution.*
- *To reduce risk of harmful microbes in HVAC systems.*
- *To reduce ozone layer depletion.*

2.8.2 DEVELOPMENT RESPONSE

ESD INITIATIVE	RESPONSIBILITY & IMPLEMENTATION	PROJECT STAGE
Stormwater Pollution Reduction The project will achieve a Best Practice stormwater pollution reduction outcome by achieving a STORM score of at least 100%. Refer to Appendix D for details.	Architect Services Engineer	Contract Documentation

ESD INITIATIVE	RESPONSIBILITY & IMPLEMENTATION	PROJECT STAGE
Stormwater Discharge Post-development peak discharge will not exceed the pre-development peak discharge rate.	Civil Engineer	Contract Documentation
Light Pollution The lighting design will minimise light pollution to neighbours and the night sky through compliance with AS4282 and ensuring that no external light fittings have an upward light output ratio greater than 5%.	Services Engineer	Contract Documentation
Microbial Control All HVAC systems will use air-cooled heat rejection systems.	Services Engineer	Contract Documentation
Insulation All insulants will have zero ozone depletion potential (ODP).	Contractor	Construction
Refrigerants All HVAC refrigerants used in the development will be selected to have an Ozone Depletion Potential (ODP) of zero.	Services Engineer	Contract Documentation

2.9 INNOVATION

2.9.1 OBJECTIVES:

- *To encourage innovative technology, design and processes in all development, which positively influence the sustainability of buildings.*

2.9.2 DEVELOPMENT RESPONSE

ESD INITIATIVE	RESPONSIBILITY & IMPLEMENTATION	PROJECT STAGE
Ultra-Low VOC Paints At least 50% of all paints used in the base-building works will be Ultra-Low VOC (<5 g/L).	Architect	Contract Documentation
Air-Tightness Testing The building will be air-tightness tested and will achieve a permeability result of less than 5 $m^3/h/m^2$ @ 50 Pa.	Architect Contractor	Construction
Financial Transparency Disclosure of itemised design, construction, documentation and project cost for the project development.	Developer	Construction
Green Cleaning Cleaning services in accordance to a green cleaning policy applicable to all common areas.	Developer	Post Construction
Groundskeeping Practices Groundskeeping in accordance to a sustainable groundskeeping policy applicable to all common areas.	Landscape Developer	Post Construction
BREEAM: Design for Robustness Exposed elements of the building and landscape areas to be adequately protected to minimise replacement and optimising material.	Developer	Design Development

3 GREEN STAR ASSESSMENT

A summary of the Green Star results is presented below.

Attachment 5 - PLN20/0322 - PDC Attachment - Sustainability Management Plan

Green Star - Design & As Built v1.3

		Core Points Available	Total Score: Targeted	Total Score: Targeted + TBC
Project:	350-356 Johnston St, Abbotsford			
Targeted Rating:	5 Stars (Benchmark)	100	62.5	71.0
Date:	10/12/2020			

CATEGORY / CREDIT	CODE	CREDIT CRITERIA	POINTS AVAILABLE	POINTS TARGETED	POINTS TBC	RESPONSIBILITY	NOTES
Management			14				
Green Star Accredited Professional	1.1	Accredited Professional	1	1		ESD	
Commissioning and Tuning	2.0	Environmental Performance Targets	-	Complies		CLIENT ESD SERVICES	
	2.1	Services and Maintainability Review	1	1		CLIENT	
	2.2	Building Commissioning	1	1		CONTRACTOR SERVICES	
	2.3	Building Systems Tuning	1	1			
	2.4	Independent Commissioning Agent	1	1		CLIENT	
Adaptation and Resilience	3.1	Implementation of a Climate Adaptation Plan	2	2		CLIENT	
Building Information	4.1	Building Information	1	1		CLIENT	
Commitment to Performance	5.1	Environmental Building Performance	1	1		CLIENT	
	5.2	End of Life Waste Performance	1	1			
Metering and Monitoring	6.0	Metering	-	Complies		SERVICES	
	6.1	Monitoring Systems	1	1			
Responsible Construction Practices	7.0	Environmental Management Plan	-	Complies		CONTRACTOR	
	7.1	Environmental Management System	1	1			
	7.2	High Quality Staff Support	1	1			
Operational Waste	8A	Performance Pathway: Specialist Plan	1		1	ARCHITECT WASTE	Waste management facilities will be in accordance with endorsed WMP. Detailed waste monitoring and reporting will be considered during Design Development
Total			**14**	**13**	**1**		

Attachment 5 - PLN20/0322 - PDC Attachment - Sustainability Management Plan

Green Star - Design & As Built v1.3

		Core Points Available	Total Score: Targeted	Total Score: Targeted + TBC
Project:	350-356 Johnston St, Abbotsford			
Targeted Rating:	5 Stars (Benchmark)	100	62.5	71.0
Date:	10/12/2020			

CATEGORY / CREDIT	CODE	CREDIT CRITERIA	POINTS AVAILABLE	POINTS TARGETED	POINTS TBC	RESPONSIBILITY	NOTES
Indoor Environment Quality			17				
Indoor Air Quality	9.1	Ventilation System Attributes	1	1		SERVICES	
	9.2	Provision of Outdoor Air	2	1			Implement CO2 control to 800 PPM
	9.3	Exhaust or Elimination of Pollutants	1	1			
Acoustic Comfort	10.1	Internal Noise Levels	1	1		ACOUSTIC	
	10.2	Reverberation	1	1			
	10.3	Acoustic Separation	1	1			
Lighting Comfort	11.0	Minimum Lighting Comfort	-	Complies		SERVICES	
	11.1 General Illuminance and Glare Reduction	11.1.1 General Illuminance	1	1			
		11.1.2 Glare Reduction					
	11.2	Surface Illuminance	1				Credit not targeted
	11.3	Localised Lighting Control	1	1			
Visual Comfort	12.0	Glare Reduction	-	Complies		ESD ARCHITECT	
	12.1	Daylight	2	1			Preliminary calculation shows 1 point could be achieved.
	12.2	Views	1	1			Preliminary calculation shows 1 point could be achieved.
Indoor Pollutants	13.1 Paints, Adhesives, Sealants and Carpets	13.1.1 Paints, Adhesives and Sealants	1	1		ARCHITECT CONTRACTOR	
		13.1.2 Carpets					
	13.2	Engineered Wood Products	1	1			
Thermal Comfort	14.1	Thermal Comfort	1	1		ARCHITECT SERVICES	
	14.2	Advanced Thermal Comfort	1		1		Credit requires detailed modelling to confirm during documentation phase.
Total			17	13	1		

Attachment 5 - PLN20/0322 - PDC Attachment - Sustainability Management Plan

Green Star - Design & As Built v1.3

Project:	350-356 Johnston St, Abbotsford	Core Points Available	Total Score: Targeted	Total Score: Targeted + TBC
Targeted Rating:	5 Stars (Benchmark)	100	62.5	71.0
Date:	10/12/2020			

CATEGORY / CREDIT	CODE	CREDIT CRITERIA	POINTS AVAILABLE	POINTS TARGETED	POINTS TBC	RESPONSIBILITY	NOTES
Energy			22				
Greenhouse Gas Emissions	15A.0	Conditional Requirement: Prescriptive Pathway	-			-	
	15A.1	Building Envelope	1			ARCHITECT	Credit not targeted
	15A.2	Wall-Glazing Construction and Retail Display Glazing	1				Credit not targeted
	15A.3	Lighting	1	1		SERVICES	
	15A.4	Ventilation and Air Conditioning	1				Credit not targeted
	15A.5	Domestic Hot Water	1	1			
	15A.6	Transition Plan	1			CLIENT	Credit not targeted
	15A.7	Fuel Switching	1	1		SERVICES	
	15A.8	On-Site Storage	1				Credit not targeted
	15A.9	Vertical Transportation	1	1			
	15A.10	Off-Site Renewables	5			CLIENT	Credit not targeted
Peak Electricity Demand Reduction	16A	Prescriptive Pathway: On-Site Energy Generation ☐	1			SERVICES	Credit unlikely to be achieved
Total			**11**	**4**	**0**		

Transport			10				
Sustainable Transport	17B.1	Access by Public Transport	3	2		-	Score estimated based on Transit Score of 79/100 Site is located 400m from Victoria Park train station
	17B.2	Reduced Car Parking Provision	1	1		-	
	17B.3	Low Emission Vehicle Infrastucture	1	1		SERVICES	At least 5% of car spaces will be provided with EV charging
	17B.4	Active Transport Facilities	1	1		ARCHITECT	
	17B.5	Walkable Neighbourhoods	1	1		-	Walk Score of 92/100
Total			**7**	**6**	**0**		

Water			12				
Potable Water	18B.1	Sanitary Fixture Efficiency	1	1		ARCHITECT	
	18B.2	Rainwater Reuse	1			SERVICES	Credit not targeted
	18B.3	Heat Rejection	2	2			
	18B.4	Landscape Irrigation	1	1		LANDSCAPE	
	18B.5	Fire Protection System Test Water	1	1		SERVICES	
Total			**6**	**5**	**0**		

Attachment 5 - PLN20/0322 - PDC Attachment - Sustainability Management Plan

Green Star - Design & As Built v1.3

Project:	350-356 Johnston St, Abbotsford	Core Points Available	Total Score: Targeted	Total Score: Targeted + TBC
Targeted Rating:	5 Stars (Benchmark)	100	62.5	71.0
Date:	10/12/2020			

CATEGORY / CREDIT	CODE	CREDIT CRITERIA	POINTS AVAILABLE	POINTS TARGETED	POINTS TBC	RESPONSIBILITY	NOTES
Materials			14				
Life Cycle Impacts	19B.1 Concrete	19B.1.1 Portland Cement Reduction ☐	2		2	STRUCTURAL CONTRACTOR	Design and construction implications to be reviewed during design development
		19B.1.2 Water Reduction	0.5	0.5			
		19B.1.3 Aggregates Reduction	0.5	0.5			
	19B.2 Steel	A. Reduced Mass of Steel Framing	1			STRUCTURAL	Credit not targeted
	19B.3	Building Reuse	2			-	Credit not targeted
			2				Credit not targeted
	19B.4	Structural Timber	-			-	Credit not targeted
			3				Credit not targeted
Responsible Building Materials	20.1	Structural and Reinforcing Steel	-	Complies		CONTRACTOR	
			1	1			
	20.2	Timber ☑ ☑	1	1		ARCHITECT CONTRACTOR	
	20.3	Permanent Formwork, Pipes, Flooring, Blinds and Cables	1	1		ARCHITECT CONTRACTOR	
Sustainable Products	21.1	Product Transparency and Sustainability ☐ ☐ ☑ ☑ ☐	3	3		ARCHITECT CONTRACTOR	
Construction and Demolition Waste	22.0	Reporting Accuracy	-	Complies		CONTRACTOR	
	22B	Percentage Benchmark	1	1			
Total			12	8	2		

Land Use & Ecology			6				
Ecological Value	23.0	Endangered, Threatened or Vulnerable Species	-	Complies		-	
	23.1	Ecological Value	3	0.5	0.5	LANDSCAPE	To be reviewed in detail during design development
Sustainable Sites	24.0	Conditional Requirement	-	Complies		-	
	24.1	Reuse of Land	1	1		-	
	24.2	Contamination and Hazardous Materials ☐ ☑	1	1		CLIENT CONTRACTOR	
Heat Island Effect	25.1	Heat Island Effect Reduction	1	1		ARCHITECT LANDSCAPE	
Total			6	3.5	0.5		

Attachment 5 - PLN20/0322 - PDC Attachment - Sustainability Management Plan

Green Star - Design & As Built v1.3

Project:	350-356 Johnston St, Abbotsford	Core Points Available	Total Score: Targeted	Total Score: Targeted + TBC
Targeted Rating:	5 Stars (Benchmark)	100	62.5	71.0
Date:	10/12/2020			

CATEGORY / CREDIT	CODE	CREDIT CRITERIA	POINTS AVAILABLE	POINTS TARGETED	POINTS TBC	RESPONSIBILITY	NOTES
Emissions			5				
Stormwater	26.1	Stormwater Peak Discharge	1	1		CIVIL	
	26.2	Stormwater Pollution Targets	1	1			100% STORM score is considered equivalent to this credit
Light Pollution	27.0	Light Pollution to Neighbouring Bodies	-	Complies		SERVICES	
	27.1	Light Pollution to Night Sky	1	1			
Microbial Control	28	Legionella Impacts from Cooling Systems	1	1		SERVICES	
Refrigerant Impacts	29.1	Refrigerants Impacts	1			SERVICES	Credit not targeted
Total			5	4	0		
Innovation			10				
Innovative Technology or Process	30A	Innovative Technology or Process	10				
Market Transformation	30B	Market Transformation					
Improving on Green Star Benchmarks	30C	Improving on Green Star Benchmarks		2			- Ultra low VOC paints - Air-tightness "Normal
Innovation Challenge	30D	Innovation Challenge		1	3		- Financial Transparency **TBC in design development:** - High Performance Site Office - Occupant Engagement - Local Services & Skilled Labour
Global Sustainability	30E	Global Sustainability		3	1		- Green Star Performance: Green Cleaning to common areas - Green Star Performance: Groundskeeping Practices - BREEAM: Design for Robustness **TBC in design development:** - Green Star Performance: Procurement and Purchasing - Fitwel: Stairwell
Total			10	6	4		

TOTALS	AVAILABLE	TARGETED	TARGETED + TBC
CORE POINTS	100	56.5	61.0
CATEGORY PERCENTAGE SCORE		56.5	61.0
INNOVATION POINTS	10	6.0	10.0
TOTAL SCORE		62.5	71.0

APPENDIX A – VOC & FORMALDEHYDE LIMITS

VOC LIMITS – PAINTS, ADHESIVES & SEALANTS

PRODUCT CATEGORY	MAX. TVOC (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

VOC LIMITS – CARPETS

COMPLIANCE OPTIONS	COMPLIANCE CRITERIA
A – PRODUCT CERTIFICATION	The product is certified under a recognised Product Certification Scheme (listed on the GBCA website http://new.gbca.org.au/product-certification-schemes/) or other recognised standards. The certificate must be current at the time of project registration or submission and list the relevant product name and model.
B – LABORATORY TESTING	ASTM D5116: - Total VOC limit: 0.5mg/m^2 per hour, & - 4-PC limit: 0.05mg/m^2 per hour ISO 16000 / EN 13419: - TVOC at three days: 0.5mg/m^2 per hour ISO 10580 / ISO/TC 219 (Document N238): - TVOC at 24 hours: 0.5mg/m^2 per hour

FORMALDEHYDE LIMITS

TEST PROTOCOL	EMISSION LIMIT/ UNIT OF MEASUREMENT
AS/NZS 2269:2004, testing procedure AS/NZS 2098.11:2005 method 10 for Plywood	≤1mg/ L
AS/NZS 1859.1:2004 - Particle Board, with use of testing procedure AS/NZS 4266.16:2004 method 16	≤1.5 mg/L
AS/NZS 1859.2:2004 - MDF, with use of testing procedure AS/NZS 4266.16:2004 method 16	≤1mg/ L
AS/NZS 4357.4 - Laminated Veneer Lumber (LVL)	≤1mg/ L
Japanese Agricultural Standard MAFF Notification No.701 Appendix Clause 3 (11) - LVL	≤1mg/ L
JIS A 5908:2003- Particle Board and Plywood, with use of testing procedure JIS A 1460	≤1mg/ L
JIS A 5905:2003 - MDF, with use of testing procedure JIS A 1460	≤1mg/ L
JIS A1901 (not applicable to Plywood, applicable to high pressure laminates and compact laminates)	≤0.1 mg/m^{2}hr
ASTM D5116 (applicable to high pressure laminates and compact laminates)	≤0.1 mg/m^{2}hr
ISO 16000 part 9, 10 and 11 (also known as EN 13419), applicable to high pressure laminates and compact laminates	≤0.1 mg/m^{2}hr (at 3 days)
ASTM D6007	≤0.12mg/m^3
ASTM E1333	≤0.12mg/m^3
EN 717-1 (also known as DIN EN 717-1)	≤0.12mg/m^3
EN 717-2 (also known as DIN EN 717-2)	≤3.5mg/m^{2}hr

APPENDIX B.1 – DAYLIGHT ASSESSMENT

A daylight assessment of the building's primary and secondary spaces has been completed in accordance with the GBCA *Green Star Daylight Hand and Views Calculation Guide*, to estimate the areas which will receive a daylight factor of at least 2%.

Under this assessment methodology, there is a requirement that the project must specify glazing with Visible Light Transmission (VLT) at least 40%. For this project, glazing with a high higher VLT (at least 50%) will be specified, hence ***the results for this assessment presented below are deemed to be conservative compared to the real daylight factor outcome which will be achieved***.

LEVEL	OCCUPIED FLOOR AREA (m^2)	DAYLIGHT COMPLIANT AREA (m^2)
Ground	496	240
Level 1-2	1484	493
Level 3	535	225
Level 4	514	242.7
Level 5	301	156.2
Level 6	280	140.6
Level 7	259	138.4
Total	**3869**	**1637**
Overall Compliance	**42%**	

Results Summary:

Green Star Target	40% (1 point) 60% (2 points)
Preliminary Assessment Result	42%
Result	**PASS – 1 point**

Comments on Daylight Assessment

This assessment has been prepared, generally in accordance with the methodology as outlined within the Green Star Daylight Hand and Views Calculation Guide, except for the western façade:

- Western Façade at Rich Street:
  - External shading screen (perforated mesh) proposed to western façade;
  - Daylight coverage adjusted to include effect of screen shading, compliance daylight areas on western façade (Level 1-7) having an average of 3m depth (reduced depth of daylight penetration compared to unscreened facades);
  - Calculation based on reference project Cobild HQ (9-11 Cremorne Street, Cremorne) building having similar proposed external screen. Refer to Appendix B.2 for daylight modelling report for details and assumptions.

Images of the daylight "zone of compliance" levels are presented below:

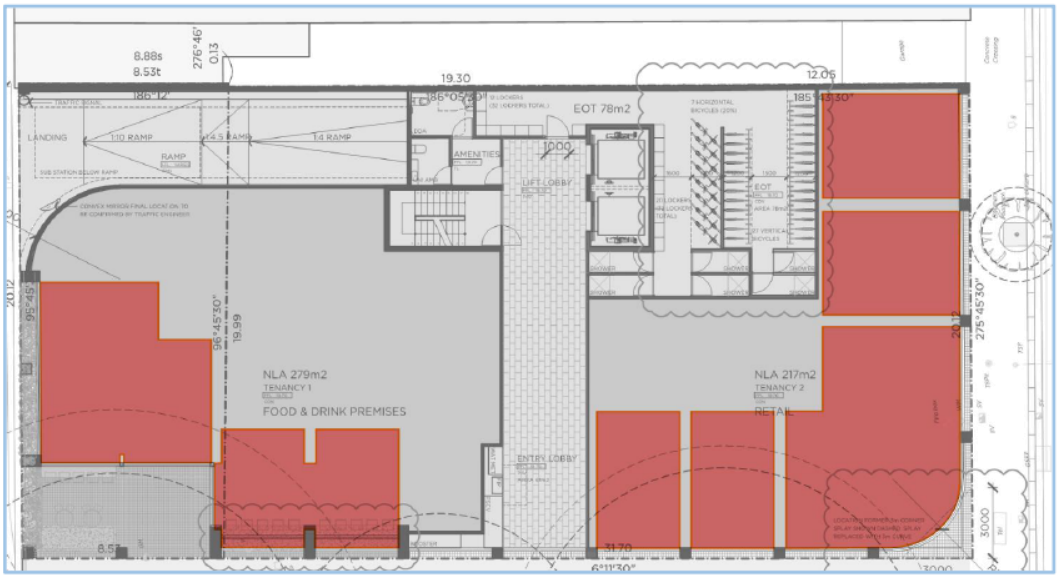


Figure 3: Ground level daylight compliance areas shown in red.

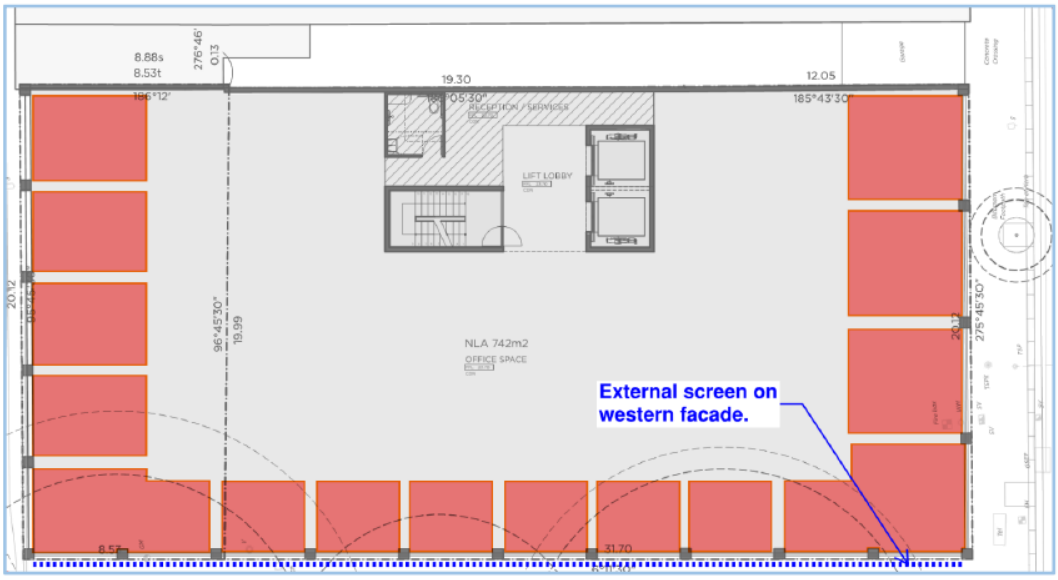


Figure 4: Level 1-2 daylight compliance areas shown in red.



Figure 5: Level 3 daylight compliance areas shown in red.



Figure 6: Level 4 daylight compliance areas shown in red.



Figure 7: Level 5 daylight compliance areas shown in red.



Figure 8: Level 6 daylight compliance areas shown in red.



Figure 9: Level 7 daylight compliance areas shown in red.

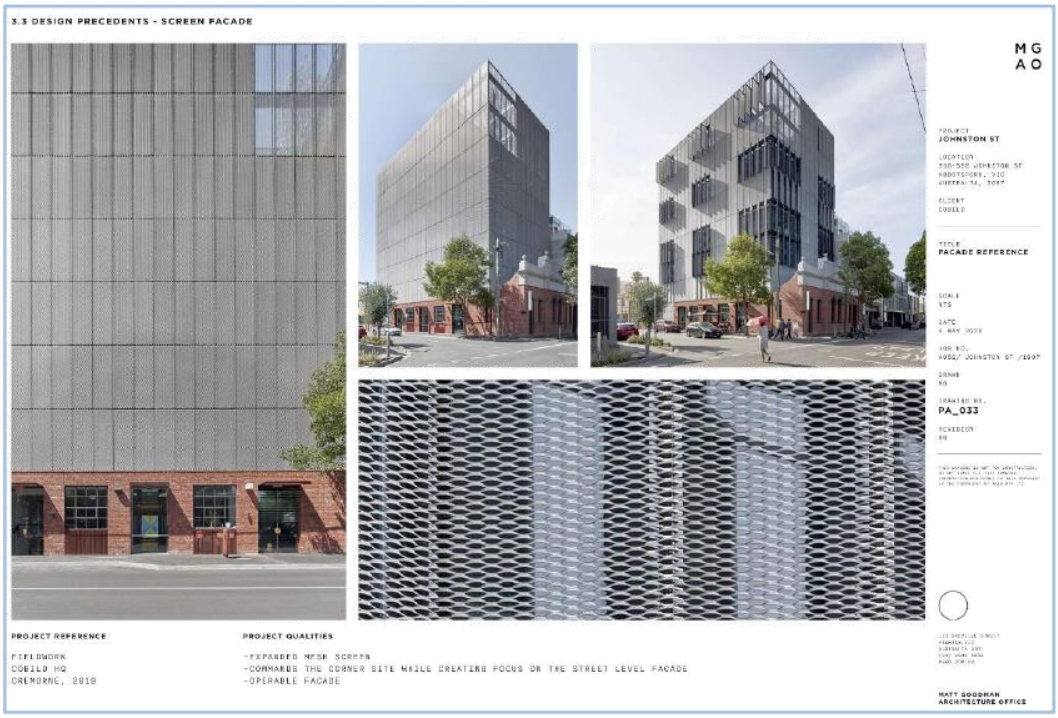


Figure 10: Reference project for shade screen details – Cobild HQ, Cremorne

APPENDIX B.2 – REFERENCE DAYLIGHT MODELLING REPORT

GIW
environmental
solutions

DAYLIGHT MODELLING REPORT

Client:	C&R Building Pty Ltd
Project:	9-11 Cremorne Street, Cremorne
Subject:	Daylight Modelling Report
Date:	7/04/2020
Project Number:	GIW12647
Revision:	B

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285 Lennox St / Richmond VIC 3121 / (t) 61 3 9044 5111 / giw.com.au

1. Introduction

The following Daylight Modelling Report has been prepared for the proposed office development at 9-11 Cremorne Street, Cremorne. This assessment responds to Green Star Design & As-Built v1.1 rating tool – Credit 12.1 Daylight.

Sources of Information

The Daylight Modelling Report is based on the following documentation:

Architectural Drawings by:	Fieldwork
Project No.:	112544
Drawing No.:	A0-000 – A0-001 Rev C00; A0-100 Rev C00; A0-101 Rev C01; A2-000 – A2-005 Rev AB01; A2-007 Rev AB01; A2-200 – A2-201 Rev C01; A2-202 – A2-205 Rev C02; A2-206 Rev C01; A2-250 – A2-252 Rev C00; A2-253 Rev C01; A2-300 – A2-301 Rev C01; A2-302 – A2-303 Rev C02; A2-304 Rev C04; A2-305 Rev C02; A2-306 Rev C02; A3-000 – A3-003 Rev AB01; A4-000 – A4-003 Rev C02; A5-000 Rev C02; A5-001 Rev C01; A5-100 Rev C03; A6-200 Rev C01; A6-201 Rev C00; A6-202 Rev C01; A6-300 – A6-302 Rev C02; A6-303 – A6-305 Rev C01; A6-306 Rev C00; A7-100 – A7-101 Rev C01; A7-200 Rev C01; A7-300 Rev C02; A7-301 – A7-302 Rev C01; ASC-10 Finishes and Fittings Schedule – External Rev C02;
Facade Details by:	Tensys
Project No.:	PE 0574
Drawing No.:	GN001 Rev 0, F002 – F003 Rev 0,

Revision History

Revision Number	Date Issued	Author	Approved	Comments
A	15/12/2017	NP / IB	GW	Design Review
B	7/04/2020	NP / IB	GW	Draft

Report Prepared by:
Technical Lead – ESD

Niraj Patel
B.Eng (Mechanical)
M.Eng (Sustainable Energy)

Report Approved by:
Director

Gary Wertheimer
B.App. Sci. (Construction Management)
MSc. Renewable Energy & Architecture. [UK].

2. Scope of Modelling

We have undertaken daylight modelling for all nominated areas of the proposed commercial development at 9-11 Cremorne Street, Cremorne. Nominated areas are defined as follows:

Nominated area	NLA
Retail 1	146.9m^2
Retail 2	64.1m^2
Office Level 1	311m^2
Office Level 2-5	311m^2 x 4
Office Level 6	281.9m^2
Office Level 7	285.3m^2

The development has been modelled with consideration of the effect of neighbouring buildings on daylight levels in the proposed building.

3. Methodology

The daylight levels in the nominated areas are benchmarked against the best practice requirements as set out under the Green Star Design & As-Built v1.1 rating tool: Credit 12.1B Daylight – Compliance Using Daylight Factor. These levels are as follows:

> *"For this option, a specified proportion of the nominated area must be shown to have a Daylight Factor (DF) of at least 2.0% at finished floor level (FFL) under either a CIE overcast sky or a CIE uniform sky."*

The daylight modelling has been completed using the Radiance software suite, an accurate computing program used to predict light levels in a space prior to construction. Scene geometric data and material properties are interfaced into the Radiance software using DesignBuilder.

Daylight Factor has been calculated using a CIE uniform cloudy sky.

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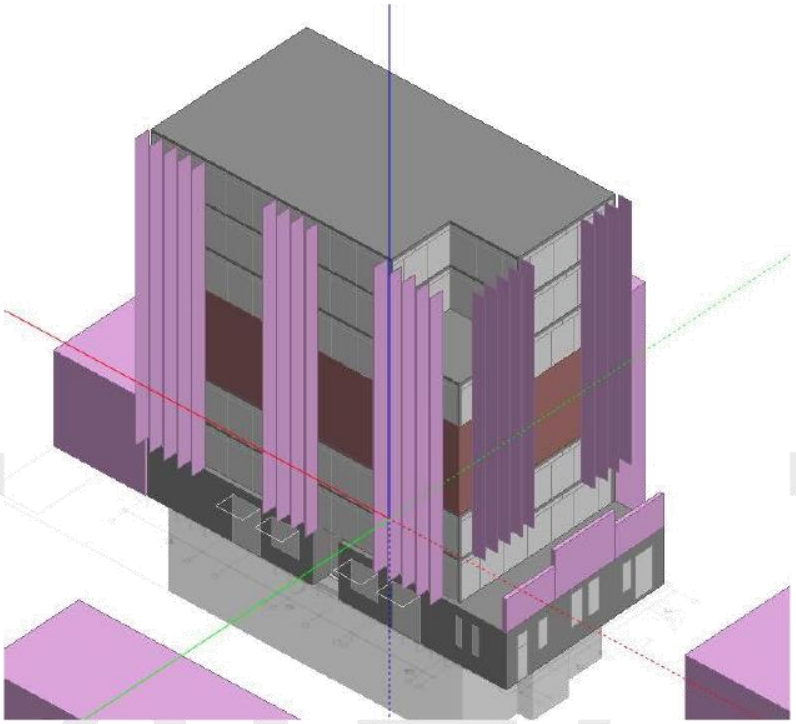


Figure 1 – DesignBuilder model of proposed and adjacent equitable development right buildings

4. Modelling Assumptions

The following assumptions have been made with respect to the modelling:

- Modelled window dimensions are as depicted on the Architectural drawings.
- The shading screen around the building has a total Visible Light Transmittance (VLT) of 0.315 (Refer Appendix A – Section A.1 for calculation of VLT) and is modelled as follows:
  - Where a fixed shading screen is located in front of windows, the transmittance of the shading screen is multiplied by the VLT of the window to find the resultant total system VLT. This VLT is then applied to the window system in-lieu of the window only VLT.
  - Where an operable shading screen is located in front of a window, the screen is modelled as a non-transparent block in the 90° open position. This methodology has been adopted as a shading block cannot be modelled with a VLT greater than zero.
- The glazing performance (per Exterior Finishes Schedule) used for external windows is as follows:
  - Ground Floor Retail & Heritage Windows: single glazed, low-e, clear window with a total system VLT of 0.66 (Refer Appendix A – Section A.2 for calculation of VLT)

- Fixed windows: double glazed, low-e, neutral tint window with a total system VLT of 0.50 (Refer Appendix A – Section A.2 for calculation of VLT). Where a fixed shading screen is in front, the VLT is 0.16
- Sliding Doors: double glazed, low-e, neutral tint window with a total system VLT of 0.42 (Refer Appendix A – Section A.2 for calculation of VLT).
- Louvres: single glazed, low-e, neutral window with a total system VLT of 0.46 (Refer Appendix A – Section A.2 for calculation of VLT). Where a fixed shading screen is in front, the VLT is 0.15

- The reflectance of all materials (per Architectural Drawings) is as follows (Refer Appendix A – Section A.3 for calculation of VLT):
  - Internal Walls – Office: 0.3 based on Equitone Tectiva TE15 panels nominated internally.
  - Internal Walls – Retail: 0.8 based on white painted plasterboard walls.
  - Ceiling – Office: 0.80 based on charcoal finish to underside of acoustic insulation lining.
  - Ceiling / Soffit – Retail: 0.4 based on exposed concrete finish
  - Floor: 0.4 based on exposed concrete finish
- Transient and unoccupied spaces such as corridors and wardrobes have been excluded from the modelled area.
- The reflectance of external buildings and structures is assumed to be 0.4.

5. Daylight Results

Numerical Results

The daylight results for the nominated areas of 9-11 Cremorne Street, Cremorne can be summarised as follows:

Nominated Area	Modelled Floor Area* (m^2)	Floor Area above DF 2 (m^2)	% of floor area above DF 2
Retail 1	154.4	93.3	60.4
Retail 2	69.5	29.6	42.6
Office Level 1	310.5	150.5	48.5
Office Level 2-4	310.5 (x3)	175.7	56.6
Office Level 5	310.5	179.3	57.7
Office Level 6	281.6	194.6	69.1
Office Level 7	281.6	187.3	66.5
Total	**2,340**	**1,362**	**58.2**

*The modelled floor area does not vary by more than 5% from the NLA. The modelled floor area varies marginally from actual NLA due to minor differences in wall thickness, partitioning locations and

simplifications incorporated into the modelling.

Visual Results

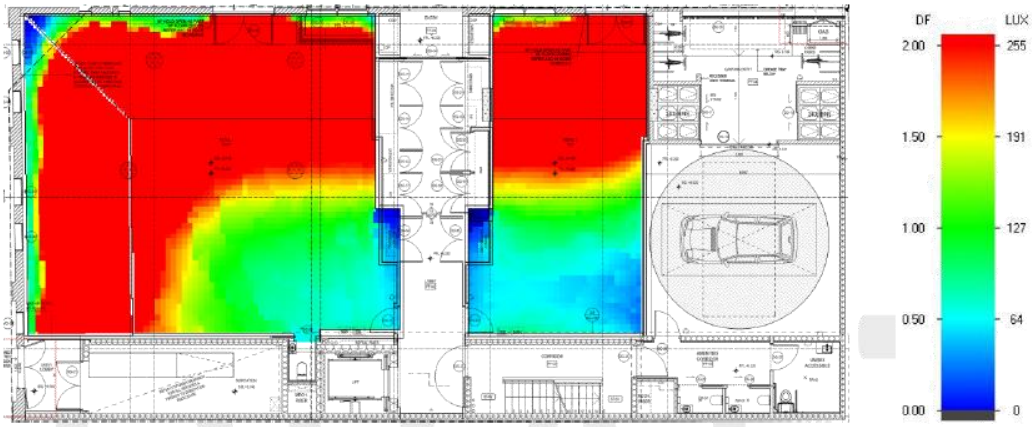


Figure 2 - Daylight Map – GF

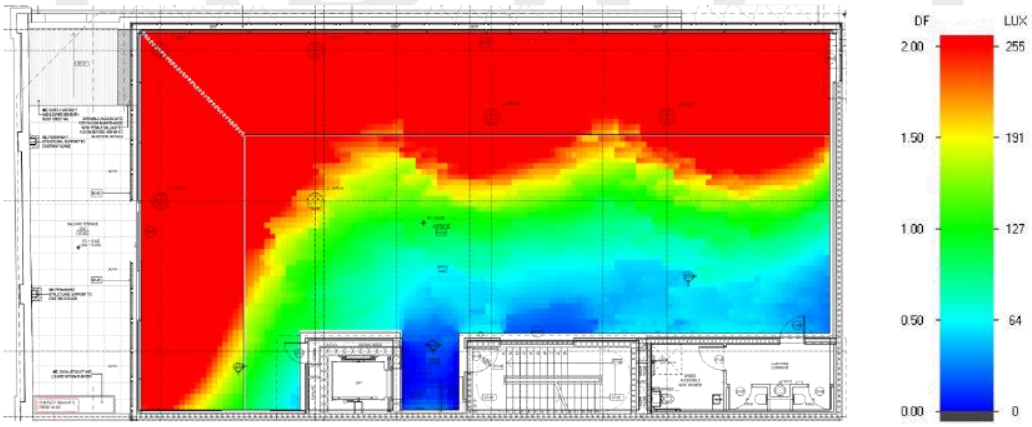


Figure 3 - Daylight Map – L1

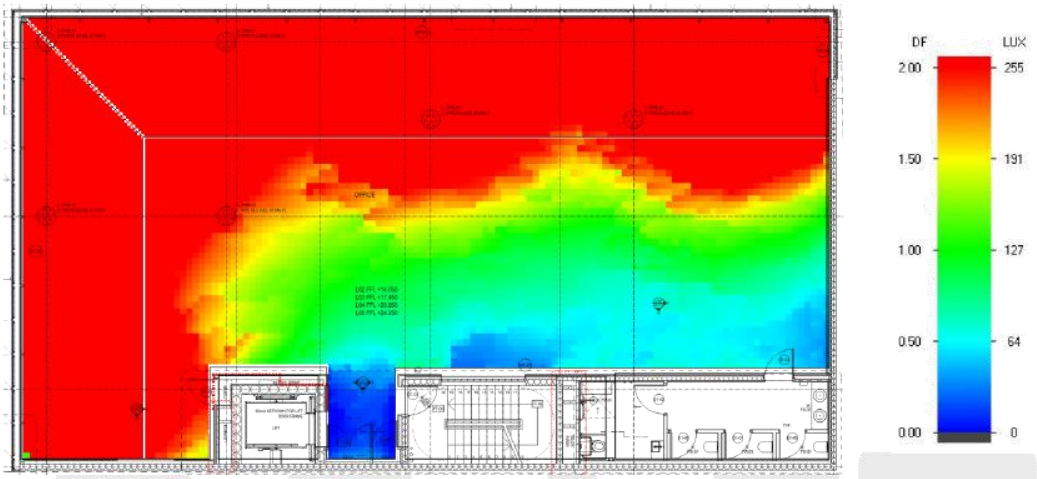


Figure 4 - Daylight Map – L2-5

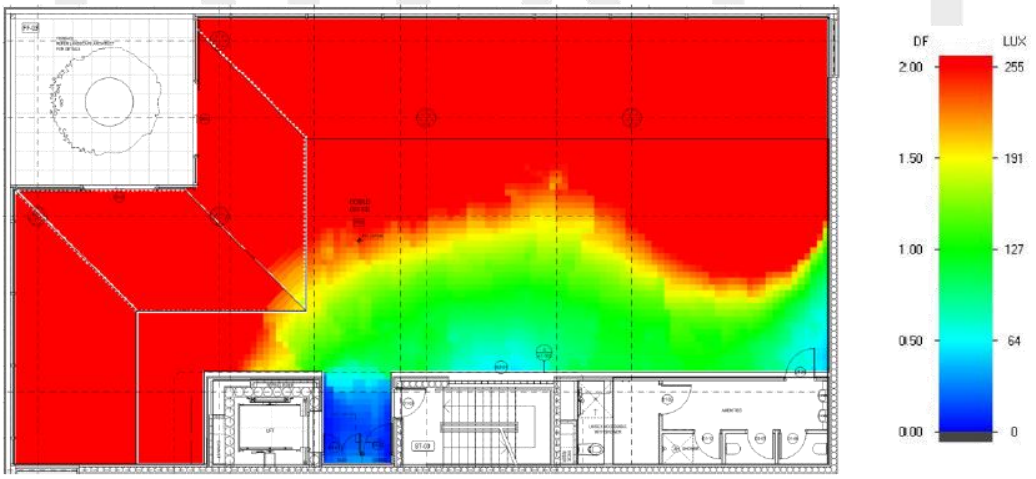


Figure 5 - Daylight Map – L6

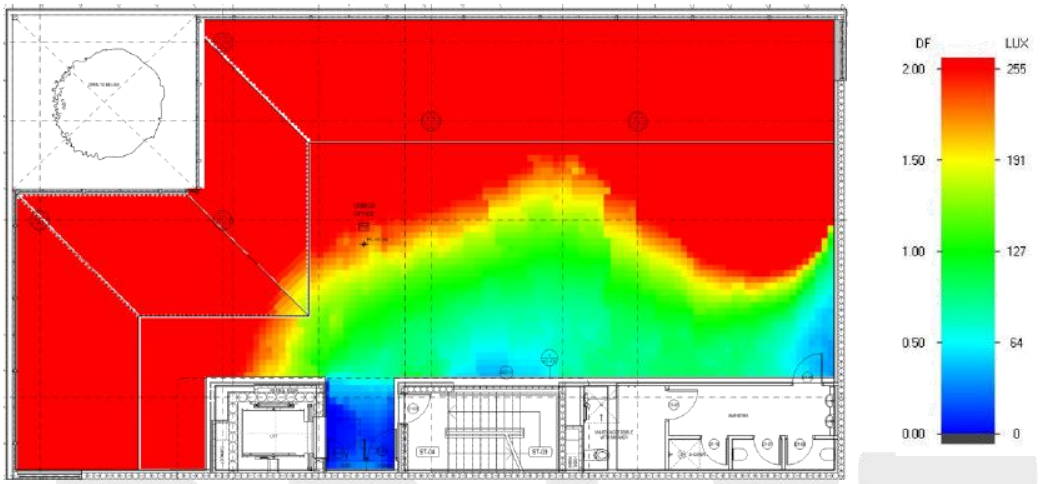


Figure 6 - Daylight Map – L7

6. Conclusion

The development has been assessed and it has been determined that 58.2% of the nominated areas achieve a Daylight factor of 2%. This is equivalent to 1 point under Green Star Design & As-Built v1.1 – Credit 12.1 Daylight.

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Appendix A – Calculations and Assumptions

A.1 Shading Screen Transmittance

A value for the transmittance of the proposed shading screen has been determined from the Façade Detail drawings provided by Tensys (refer Sources of Information). An extract from the drawings depicting how the porous area has been calculated can be seen below:

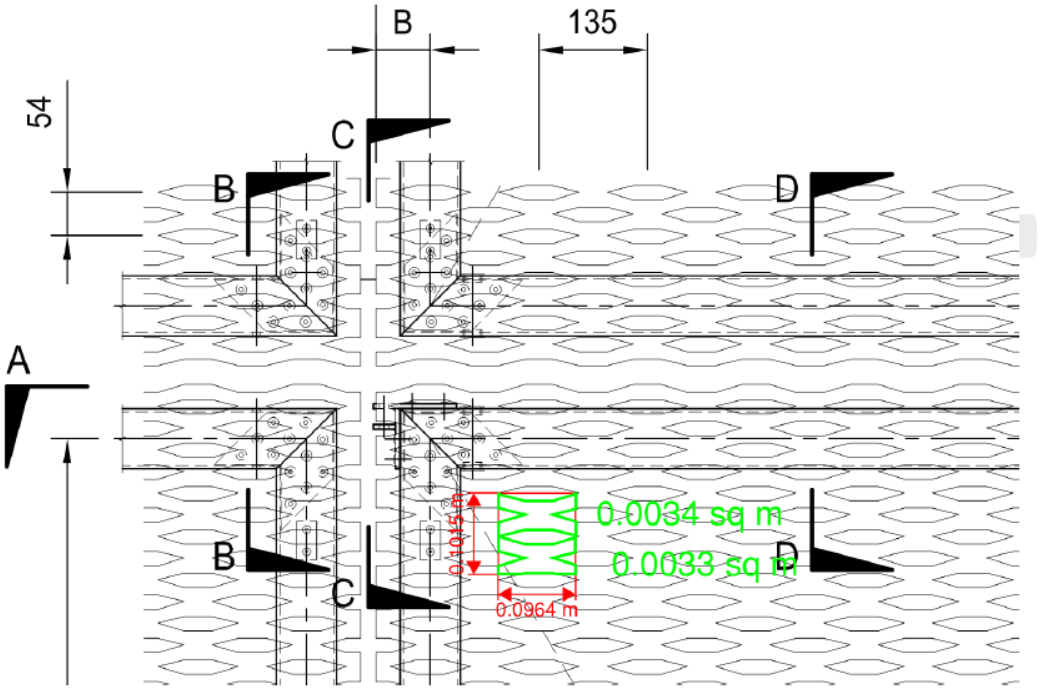


Figure 7 – Shading screen detail by Tensys with measurement of opacity

The parts highlighted in green represent opaque area with the red measurements representing the sample area size.

Sample area	= 0.1015m x 0.0964m	0.009785	m2
Solid area	= 0.0034m^2 + 0.0033m^2	0.0067	m2
opaque %	= 0.0067 / 0.009785	68.5%	
Vision area	= 1 – 0.685	31.5%	

Refer Attached:
Shading Screen drawings

A.2 Window Visible Light Transmittance

The VLT of windows has been determined as follows:

(a) Ground Floor Retail

For ground floor retail, steel framed heritage windows have been reused with a retrofit low-E film added. However, no Window Energy Rating Scheme (WERS) thermal performance values exist for steel framed windows or retrofit film solutions. The steel windows must be retained for heritage purposes. Therefore the following aluminium frame, single glazed, Low-E Clear window has been applied and proportionally adjusted to reflect the proposed 3M Thinsulate Climate Control 75 film:

	Total System Capral 100mm 419 ComfortPlus Clear	Viridian ComfortPlus Clear glass only	3M CC 75 Clear glass only	Estimated Capral 100mm 419 with CC75
U-value	4.30	3.60	3.60	4.30
SHGC	0.62	0.68	0.53	0.48
VLT	0.73	0.82	0.74	0.66

Proportionality is applied to the SHGC and VLT values by taking the ratio of the total system values and glass only values and multiplying by the proposed glass only values.

(b) Office fixed windows

Fixed windows for offices are based on Capral 150mm 419 Flushline – Double Glazed, Argon filled, SolTech Neutral tint windows with WERS ID CAP-073-019. The total system performance is as follows:

- Total system U-value = 3.0
- Total system SHGC = 0.42
- Total system VLT = 0.50

(c) Sliding doors

Sliding doors for offices are based on Capral 900 Sliding Door – Double Glazed, SolTech Neutral tint windows with WERS ID CAP-057-21. The total system performance is as follows:

- Total system U-value = 3.3
- Total system SHGC = 0.36
- Total system VLT = 0.42

(d) Office louvre windows

Louvre windows for offices are based on Safetyline Jalousie frame with single glazed 6mm SolTech Neutral tint windows. No WERS entry exists for this window configuration however the Safetyline Jalousie Design Manual includes some AFRC rated values for single glazed ComfortPlus Clear systems. Therefore, the proposed system must be proportionally determined as follows:

	Total System Safetyline Jalousie with ComfortPlus Clear (100H x 2700W)	Viridian ComfortPlus Clear glass only	Viridian 6mm SolTech Neutral glass only	Estimated Safetyline Jalousie 6mm SolTech Neutral
U-value	5.90	3.60	3.70	6.00
SHGC	0.50	0.68	0.53	0.39
VLT	Not Reported	0.82	0.63	0.45

Note that the Safetyline Jalousie Design Manual does not report VLT values for their frames. Therefore the VLT values have been derived from a product with similar total system U-value and SHGC. The Breezway Innoscreen Altair Louvre Window System with WERS ID of BRZ-009-05 is a 6mm SolTech Neutral louvre system with similar total system values. The VLT of this product has been applied.

Refer Attached:
Architectural ground floor window schedule
Low-E film datasheet
Safetyline Jalousie Louvre datasheet

A.3 Material Reflectance

(a) Internal Walls – Office
Internal walls to office areas are to be cladded with Equitone Tectiva TE15 fibre-cement panels per the Architectural Internal Finishes and Fittings Schedule. The colour of Equitone Tectiva TE15 is described in the Equitone material sampler document as follows:



Figure 8 – Equitone Tectiva TE15 colour as depicted in the Equitone Material Sampler

In correspondence with Equitone, it was determined that the TE15 colour has not yet undergone light reflectance testing. Therefore, a similar colour with a known reflectance value must be applied. The

COLORBOND steel colours for BCA and BASIX have been applied in lieu. The 'Monument' and 'Ironstone' colours appear to be similar to the TE15 yet marginally darker. The reflectivity of these colours is 0.27 and 0.26 respectively. As the TE15 is slightly lighter, it has been assumed that the reflectivity is 0.30. (Note: the COLORBOND steel colours for BCA and BASIX report colours in absorptance. To convert this to reflectivity: Reflectivity = 1 – Absorptance).

(b) Internal Walls – Retail
Internal walls to retail are to be plasterboard which are assumed to be painted white. Per the legacy Green Star – Office v3 tool credit IEQ-4 Daylight, internal plasterboard walls are assumed to have a reflectivity of 0.80.

(c) Ceiling – Office
Ceilings to office areas are generally to be Autex Quietspace panel or similar with charcoal finish. Where thermal insulation is used in place, the insulation is to be painted black. These surfaces are assumed to have a reflectivity of 0.2. These nominations are per drawing A7-200 Ceiling and Floor Type Schedule 1.

(d) Ceiling / Soffit – Retail
Ceilings in retail area are to be exposed concrete finish which is assumed to have a reflectivity of 0.4.

(e) Floor
Floors in retail and office areas are to be exposed concrete finish. This is assumed to have a reflectivity of 0.4.

Refer Attached:
EQUITONE Colour sample
EQUITONE Email
Colorbond BCA colours
Ceiling and Floor Type Schedule 1

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APPENDIX C – VIEWS ASSESSMENT

A preliminary views assessment has been prepared, in accordance with the methodology as outlined within the Green Star Daylight Hand and Views Calculation Guide. This assessment has not assessed every floor of the building; it has focused only on the floors which are repeated, and the results give a very close indication of the overall performance for the whole building.

LEVEL	OCCUPIED FLOOR AREA (m^2)	VIEW COMPLIANT AREA (m^2)
Ground	521	373
Level 1-2	1484	800
Level 3	535	348.4
Level 4	514	341.2
Level 5	301	235.2
Level 6	280	220.9
Level 7	259	206.9
Total	**3869**	**2525.6**
Overall Compliance	**65%**	

Results Summary:

Green Star Target	60%
Preliminary Assessment Result	65%
Result	**PASS**

- Western Façade at Rich Street
  - External shading screen proposed to western façade.
  - Daylight coverage adjusted to include effect of screen shading, compliance view areas on western façade (Level 1-7) has been reduced by 50% (4m depth, instead of 8m).

Images of the view "zone of compliance" levels are presented below:

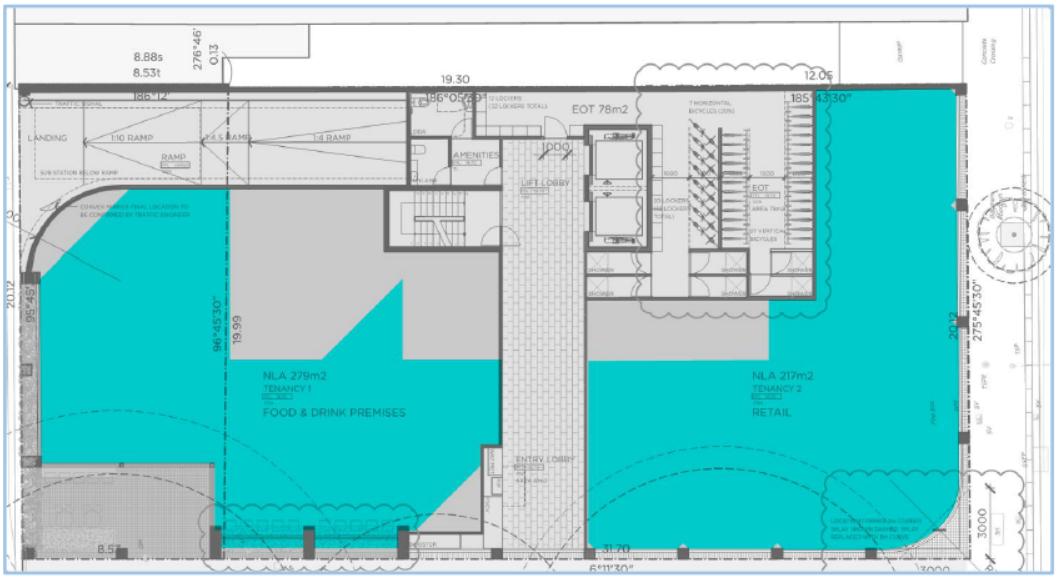


Figure 11: Ground level view compliance areas shown in blue.

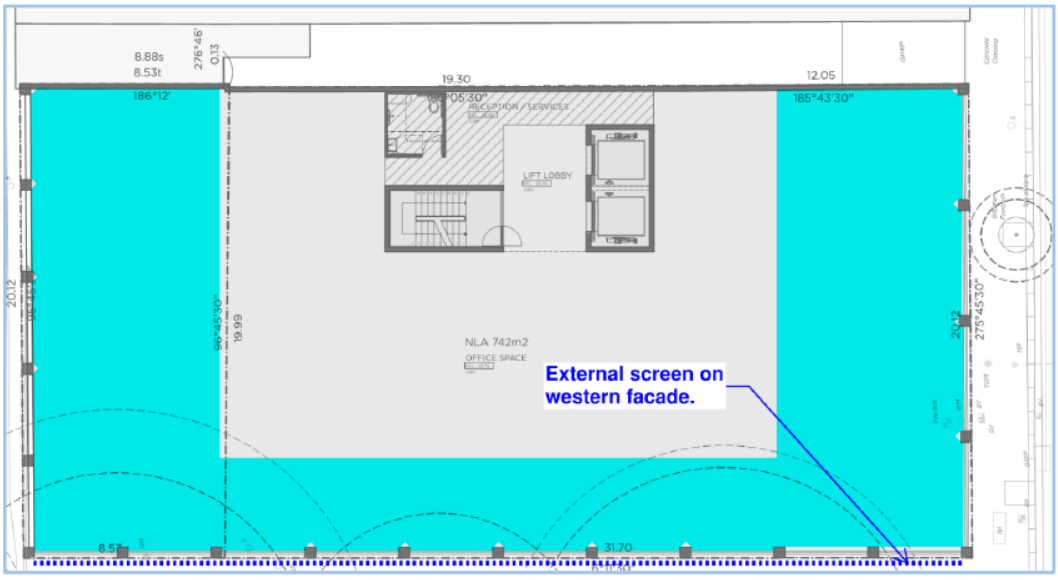


Figure 12: Level 1-2 view compliance areas shown in blue.

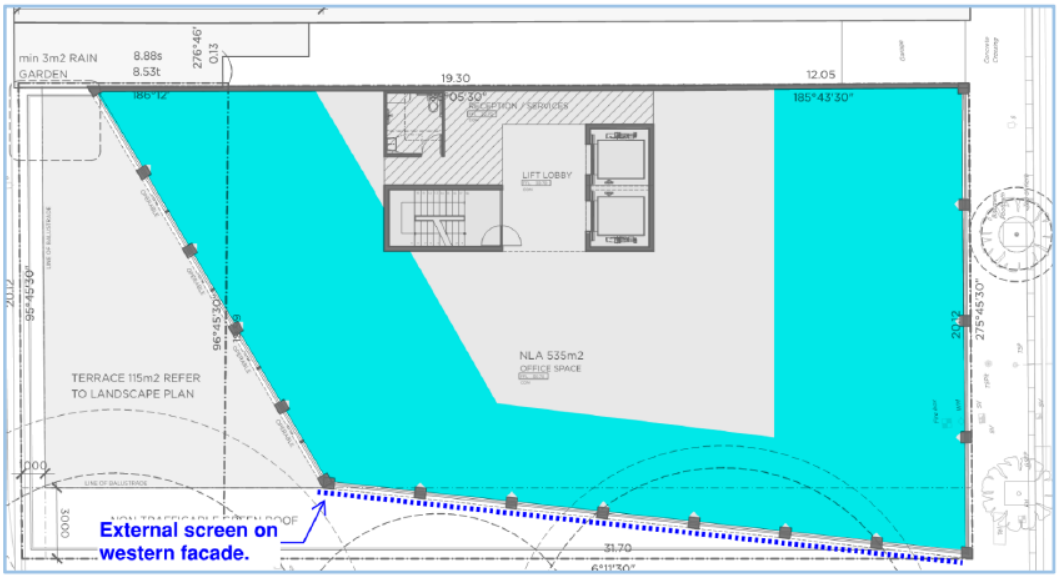


Figure 13: Level 3 view compliance areas shown in blue.

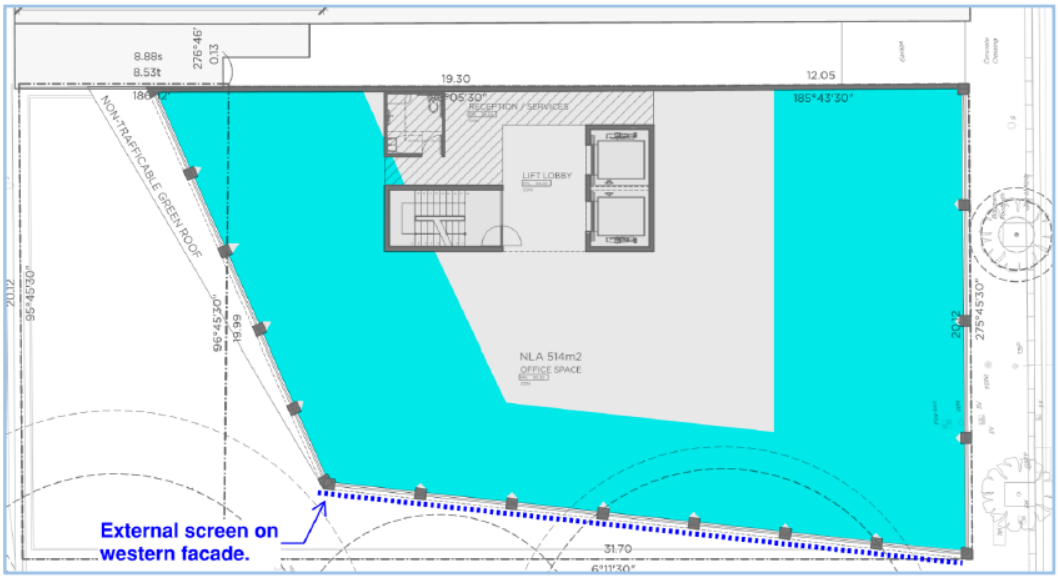


Figure 14: Level 4 view compliance areas shown in orange.

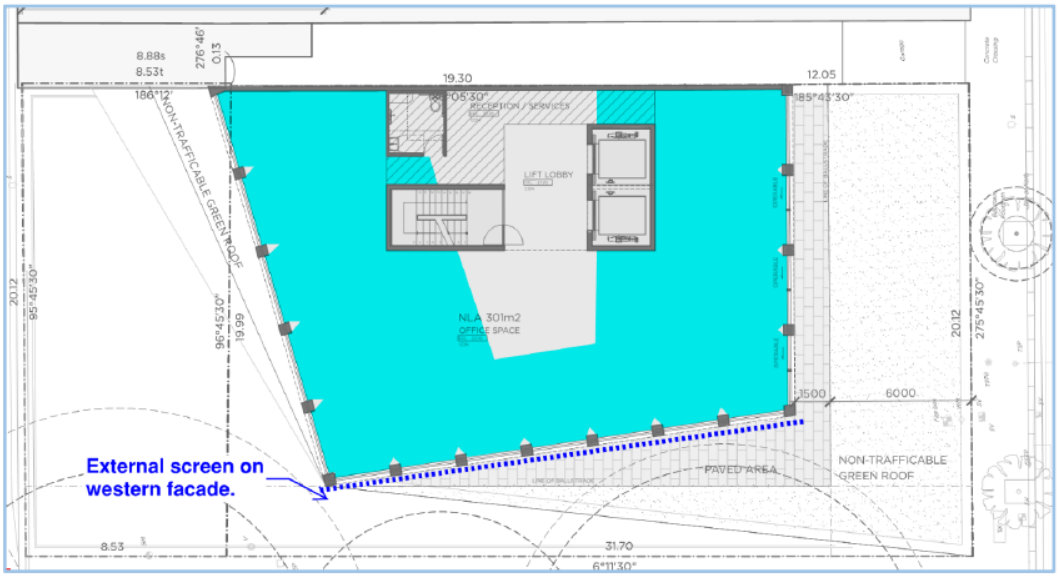


Figure 15: Level 5 view compliance areas shown in orange.

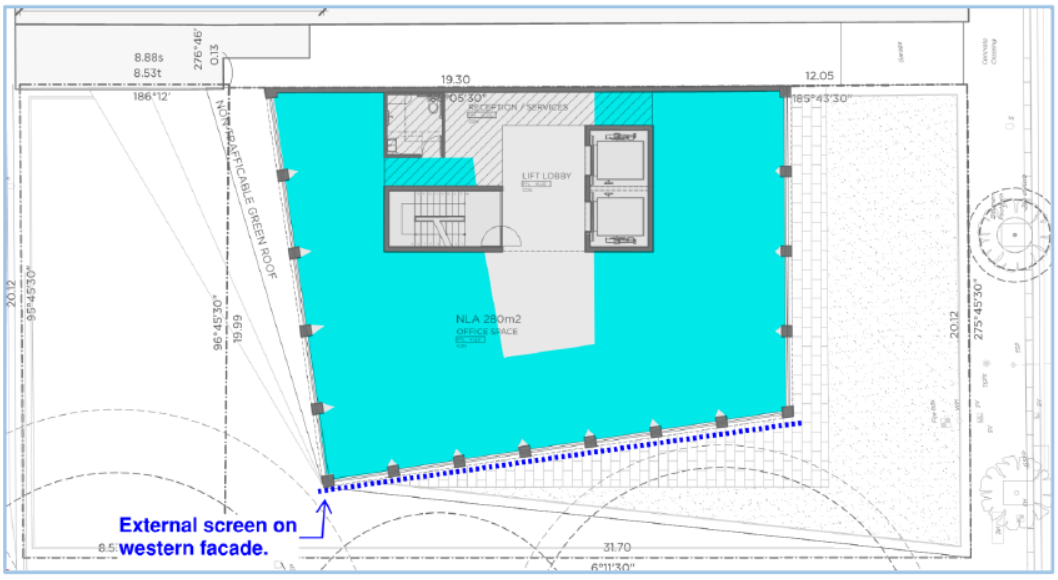


Figure 16: Level 6 view compliance areas shown in orange.

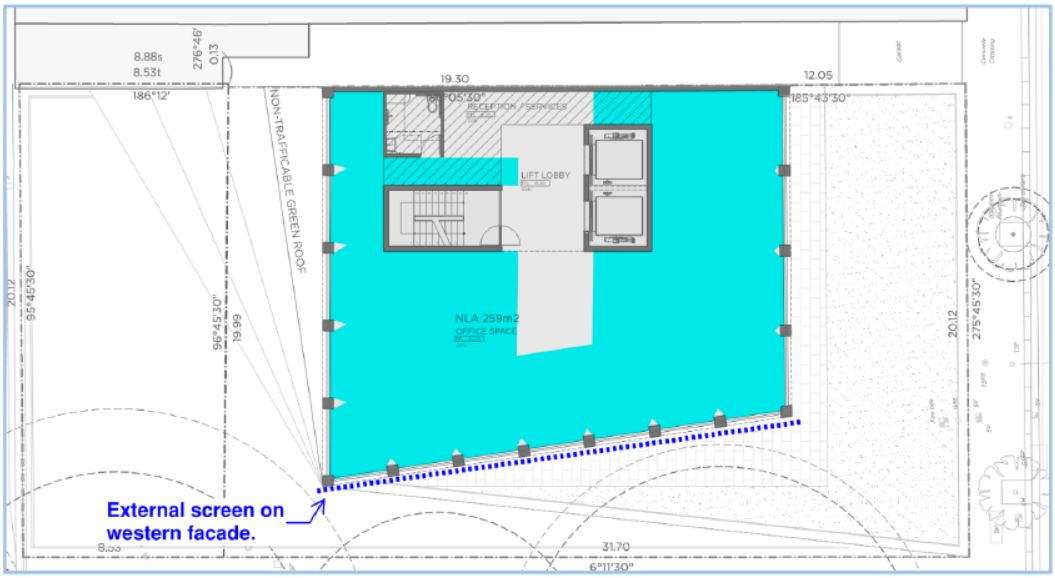


Figure 17: Level 7 view compliance areas shown in orange.

APPENDIX D – STORMWATER ASSESSMENT

OVERVIEW

Under clause 22.16 of the City of Yarra Planning Scheme, "Stormwater Management (Water Sensitive Urban Design)", the proposed development is required to demonstrate, as part of its town planning application, its ability to meet the water quality performance objectives as set out in the Urban Stormwater Best Practice Environmental Management Guidelines, Victorian Stormwater Committee 1999.

In response to this, the Water Sensitive Urban Design Response proposed for this development has been assessed using the Melbourne Water *STORM* software.

The preliminary stormwater treatment proposed for this development achieves best practice performance objectives outlined in the Urban Stormwater Best Practice Environmental Management Guidelines (CSIRO 1999) to achieve the objectives of the State Environment Protection Policy (Water of Victoria).

General considerations and potential maintenance activities for the proposed WSUD response have been outlined in this report. The final detailing of the systems will be agreed with the civil and hydraulic design consultants.

General measures to be considered by the building contractor to minimise stormwater pollution during construction have also been included.

BASIS OF ASSESSMENT

Clause 22.16 of the City of Yarra Planning Scheme aims to achieve improved stormwater quality. The policy is based on the best practice performance objectives outlined in the Urban Stormwater Best Practice Environmental Management Guidelines (CSIRO 1999) to achieve the objectives of the State Environment Protection Policy (Water of Victoria). These performance objectives are:

- 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.

The policy also aims to promote use of Water Sensitive Urban Design (WSUD) strategies as well as stormwater re-use, minimise peak stormwater flows and pollutants, and mitigate the detrimental effect of development on downstream waterways.

In accordance with the requirements outlined in Clause 22.16-4, the application must address the following:

- Site layout plan showing location of proposed stormwater treatment measures;
- A report outlining how the application achieves the objectives of the policy;
- Design details, such as cross sections, to assess the technical effectiveness of the proposed stormwater treatment measures;
- A Site Management Plan which details how the site will be managed through construction; and

- A maintenance programme setting out future operational and maintenance arrangements.

PERFORMANCE MEASUREMENT TOOL
The Water Sensitive Urban Design Response proposed for this development has been assessed using the Melbourne Water software STORM.

DEVELOPMENT RESPONSE – WSUD
A summary of the development's WSUD response is presented below:

STORMWATER TREATMENT	TREATMENT DESCRIPTION AND DETAILS
Treatment #1 – Rainwater Harvesting	- 1x 15 kL rainwater tank, located in Basement. Refer to architectural plans. - Roof catchment area of approximately 308 m^2 collecting into rainwater tank. - Captured rainwater used for toilet flushing (end-of-trip facilities and at least 50% of commercial office levels), landscape irrigation and bin room washdown.

STORM ASSESSMENT RESULTS
Based on the stormwater treatment details described above, the development achieves a STORM score of 102%.

Melbourne Water **STORM Rating Report**

TransactionID:	1075331		
Municipality:	YARRA		
Rainfall Station:	YARRA		
Address:	350-356 Johnson Street		
	Abbotsford		
	VIC	3067	
Assessor:	WRAP Engineering		
Development Type:	Commercial/Retail		
Allotment Site (m2):	807.00		
STORM Rating %:	102		

Description	Impervious Area (m2)	Treatment Type	Treatment Area/Volume (m2 or L)	Occupants / Number Of Bedrooms	Treatment %	Tank Water Supply Reliability (%)
Rainwater Tank	308.00	Rainwater Tank	10,000.00	100	170.00	82.00
Untreated Area	207.00	None	0.00	0	0.00	0.00

Figure 18: STORM rating report results and inputs

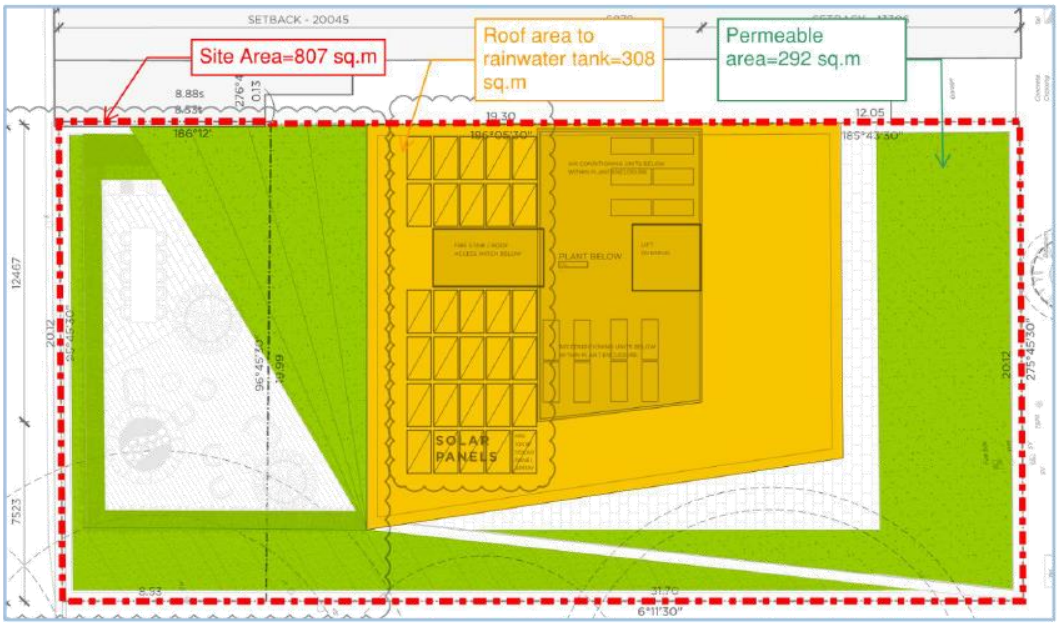


Figure 19: Roof plan marked-up showing proposed permeable/catchment areas.

RAINWATER TANK DESIGN & INSTALLATION CONSIDERATIONS

Rainwater tanks provide flow retention capacity and storage for reuse. They reduce stormwater run-off, decrease the demand of potable water and allow particle settlement within the tank, thus treating rainwater. General considerations for rainwater tank systems design and potential maintenance activities include:

- Incorporating a first flush device to the rainwater collection system. First flush devices divert the initial most polluted portion of water runoff.
- Automated switches to divert water supply from the tank to mains need to be incorporated.
- Connection to toilets ensure water tanks are run down on a daily basis, leaving spare capacity for new rainwater collection.

STORMWATER RUNOFF TREATMENT DURING THE CONSTRUCTION STAGE

Stormwater management in the construction stage will be required to minimise the likelihood of contaminating stormwater discharge from the site and reducing the velocity of the flows generated from the development as it is being constructed.

Stormwater management will form a part of the contractor's EMP, and it will need to specifically address the following objectives:

1. Prevent discharge of contaminated stormwater;
2. Prevent impact on offsite surface or groundwater due to construction works; and
3. Slow down stormwater flows during heavy rainfall.

The EMP should consider the following specific items in relation to stormwater management:

- Storage of materials, chemicals and construction waste must be well clear of site drainage lines or other infrastructure;
- Immediate clean-up of chemical spills;
- Soil and dust containment;
- Regular cleaning of roadways and other impervious surfaces;
- Install sediment or silt traps around stormwater drain points;
- Prevent stormwater from adjacent properties entering the site;
- Capping/bunding of piles of contaminated materials or soil;
- Inspect and clean all sediment filters and traps after heavy rains; and
- Regularly evaluate site stormwater management systems for effectiveness.

More information is available from Melbourne Water booklet "*Keeping Our Stormwater Clean – A Builder's Guide*".

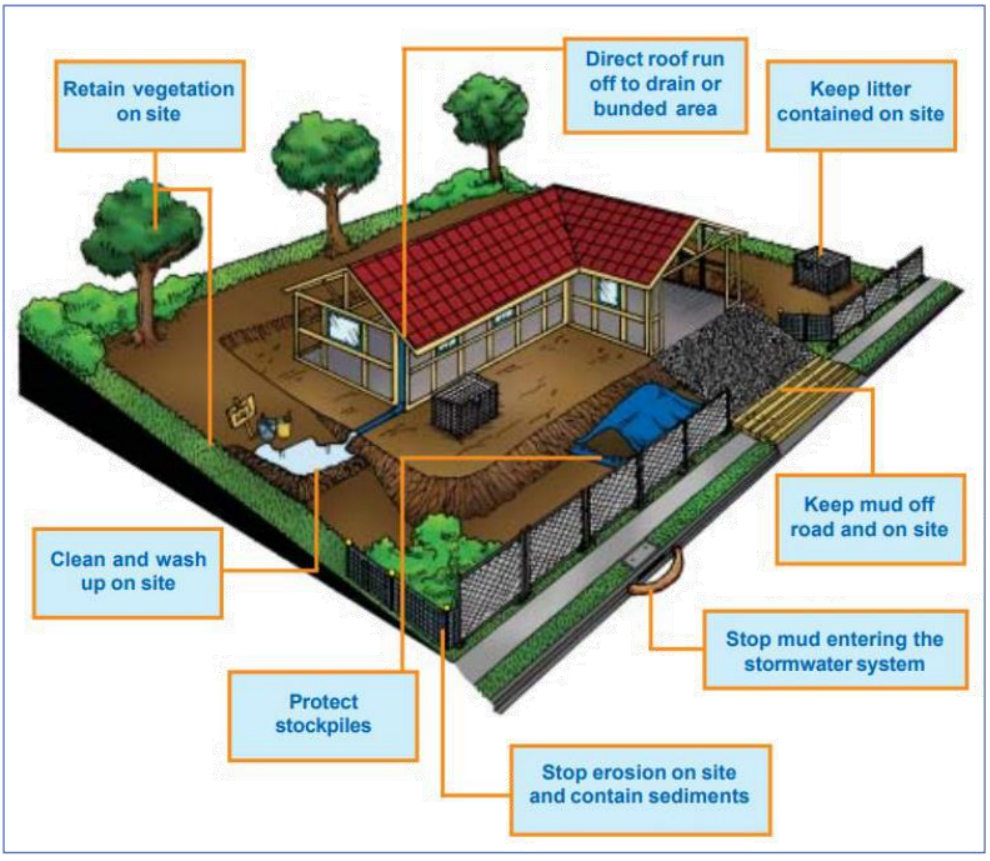


Figure 20: Site stormwater management considerations. Source: Melbourne Water – Keeping Our Stormwater Clean: A Builder's Guide

STORMWATER MAINTENANCE PROGRAMME

The proposed rainwater harvesting system will be maintained in accordance with the manufacturer's requirements. The building owner, body corporate or facility manager will be responsible for undertaking the routine maintenance and ensuring that the system is operating as designed.

The following specific maintenance activities will be required as a minimum:

- Roof and other rainfall collection areas are to be inspected regularly, at minimum every 3 months, to ensure they are kept free of pollutants, leaves and other debris;
- First flush devices should be cleaned at least every 6 months; and
- Routine maintenance as specified by the manufacturers for the hardware; pumps, tanks and filters.

Sludge layers and biofilms can be formed in the tanks walls. If water colour and smell become an issue, professional tank cleaners should be engaged.

RAINGARDEN MAINTENANCE PROGRAMME

A maintenance program will be implemented by the building's maintenance contractor to ensure the any installed raingardens operate as designed and water quality and filtration performance are maintained. The scope of the maintenance program will include inspection and rectification of issues associated with the raingarden soil, pipework, plants and gravel/pebbles.

Inspections of the raingarden system and any maintenance works required will be undertaken in accordance with the following general guidelines:

ANNUAL MAINTENANCE:

- Inspect and clean mulch layer as needed
- Check for litter, leaves and sediment, and remove as needed
- Check for erosion and gouging, rectify as needed

3-MONTHLY MAINTENANCE:

- Check plant health, replace unhealthy plants as needed
- Remove weeds by hand – do not use herbicides
- Check that all pipes are flowing freely and that raingarden is infiltrating properly
- Check for and remove any surface litter and leaves
- Redistribute or top up mulch layer as needed

AFTER MAJOR STORMS OR HEAVY RAIN:

- Undertake general visual inspection and rectify as needed
- Check for litter, leaves and sediment, and remove as needed

Attachment 6 - PLN20/0322 - PDC Attachment - Internal Urban Design Comments

MEMO

To:	Chris Stathis (Statutory Planning)
From:	Daniel Perrone (Urban Design)
Date:	04 Feb 2021
Site Address:	350 – 356 Johnston Street & 2 Rich Street, Abbotsford
Application No:	PLN20/0322
Description:	The construction of an eight-storey (plus basement) building for office, food and drinks premises and retail premises (no permit required for uses) and a reduction in the car parking requirements.

COMMENTS SOUGHT

Urban Design comments have been sought on the above application, in regard to the following matters:

- Public realm interface
- Public realm treatment including changes to Rich Street
- Whether there are any capital works approved or proposed within the area of the subject site (as relevant to the above planning application)

COMMENTS SUMMARY

The comments provided below are based on the following documents:

- Architectural Plans – Matt Goodman Architecture Office – 10 Dec 2020
- Landscape Plans – Jack Merlo Design & Landscape – 11 Dec 2020

In summary, the proposal is supported in it's current form from Urban Design perspective and I am satisfied that all previously raised concerns have been addressed.

Note: The extent of this review is limited to the proposed development's integration with the streetscape and public realm.

Attachment 6 - PLN20/0322 - PDC Attachment - Internal Urban Design Comments

MEMO

URBAN DESIGN COMMENTS

Urban Design Comments 06/11/2020	Applicant Response 11/12/2020	Urban Design Response 04/02/2021
There are no known capital works being led by the Urban Design team directly around the site.	Noted.	No further comments.
The expressed structural grid provides articulation and rhythm to the ground floor interface, referencing the warehouse character of the area and breaking up the scale of the glazing.	Noted.	No further comments.
The entrance is clearly defined, and the change flooring material appropriately demarcates the property boundary.	Noted.	No further comments.
There is a discrepancy between the landscape and the architectural floor plans around the food and drink premises. The landscape plan shows ther to be built-in bench seats between the façade columns, however this is not shown on the architectural plan. Both proposals are supported (providing built-in bench seating is considered more beneficial from an Urban Design perspective), however the drawings should be amended to show a consistent proposal.	The architectural and landscape plans have been updated to ensure they are consistent.	Satisfied.
The proposed footpath extension to Rich Street is supported from an Urban Design perspective as it will provide additional public amenity to the area while simultaneously creating outdoor dining space for the proposed and drink premises. (Note: a separate application must be submitted to obtain a footpath trading permit and the proposed footpath extension is not a guarantee of its approval.)	Noted.	No further comments.
Council civil engineering team to provide detailed comments regarding drainage and infrastructure required to support the new footpath extension.	Noted.	No further comments.
The location and arrangement of the proposed bench seats to Rich Street are supported. Ensure these seats have back and arm rests as per Yarra Public Domain Manual.	Noted. Please refer to landscape plans for details of the proposed seats.	Satisfied.
The applicant is only required to provide 8no. visitor parking bays (4no. bike hoops), however given the lack of opportunities to install additional bicycle parking along Johnston St, the 10no. spaces provided is acceptable. However, it may be beneficial to move the group of bike hoops slightly towards the south, so as to provide a clear view to the entry lobby.	Noted. The bicycle spaces have been specifically located to provide convenient access to the building entry, while avoiding conflicts with the garden bed and seating to the south and food and drink tenancy to the north.	Noted. No further comments.
All materials to be used within the public realm are to comply with Yarra Standard Drawings and Road Materials Policy.	Noted.	No further comments.

- END -

Attachment 7 - PLN20/0322 - PDC Attachment - Strategic Transport Comments

Planning Referral

To:	Chris Stathis
From:	Chloe Wright
Date:	13/01/2021
Subject:	Strategic Transport Comments
Application No:	PLN20/0322
Description:	Eight-storey office development with a reduction in the car parking requirements.
Site Address	350 – 356 Johnston Street and 2 Rich Street, Abbotsford

I refer to the above amended application and the accompanying Traffic report prepared by Traffix Group in relation to the proposed development at 350 – 356 Johnston Street and 2 Rich Street, Abbotsford. Council's Strategic Transport unit provides the following information:

Access and Safety

No access or safety issues have been identified.

Bicycle Parking Provision

Statutory Requirement

Under the provisions of Clause 52.34-3 of the Yarra Planning Scheme, the development's bicycle parking requirements are as follows:

Proposed Use	Quantity/ Size	Statutory Parking Rate	No. of Spaces Required	No. of Spaces Allocated
Office	3,382 sqm	1 employee space to each 300 sqm of net floor area if the net floor area exceeds 1000 sqm	11 employee spaces	
		1 visitor space to each 1000 sqm of net floor area if the net floor area exceeds 1000 sqm	3 visitor spaces	
Retail	496 sqm	1 employee space to each 300 sqm of net floor area	2 employee spaces	
		1 visitor space to each 500 sqm of net floor area	1 visitor spaces	
Bicycle Parking Spaces Total			**13 employee spaces**	**34 employee spaces**
			4 visitor spaces	**10 visitor spaces**
Showers / Change rooms		1 to the first 5 employee spaces and 1 to each additional 10 employee spaces	**2 shower / change room**	**6 showers / change rooms**

Adequacy of visitor spaces

The amended plans do not include any changes to the visitor bicycle spaces. Provision of 10 visitor bicycle spaces at Rich Street footpath is considered adequate as per the previous Strategic Transport comments.

Adequacy of employee spaces

Number of spaces

34 employee spaces are proposed, which does not meet the best practice recommendation of 36 employee spaces (based on Council's best practice rate[1] recommendation of 34 spaces for the office use and 2 employee spaces for the retail use).

Design and location of employee spaces and facilities

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

- All employee bicycle spaces are provided within a secure facility at the ground floor, with access via the entry lobby at Rich Street.
- 8 horizontal spaces are shown on the plans, however 7 horizontal spaces are noted. The provision of horizontal spaces satisfies the AS2890.3 requirement for at least 20% of bicycle storage spaces to be provided as horizontal at ground-level spaces.
- There appears to be several discrepancies between the Traffic report and what is shown on the plans; Section 6 of the Traffic report references 39 employee spaces (the plans show 35 spaces however note a total of 34 spaces) and 4 shower change rooms (the plans show 6).
- Dimensions of bicycle spaces are noted on the plans and the layout appears to meet clearance access requirements of AS2890.3.
- Six shower / change rooms are provided for employees, which exceeds the best practice recommendation of 4 shower / change rooms.

Electric Vehicles

Council's BESS guidelines encourage the use of fuel efficient and electric vehicles (EV). To allow for easy future provision for electric vehicle charging, it is recommended that car parking areas should be electrically wired to be 'EV ready' to enable future installation of EV charging.

Green Travel Plan

Given the development has a total non-residential floor area of more than 1,000sqm, pursuant to Clause 22.17-4 a Green Travel Plan (GTP) must be provided. The following information should be included:

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

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

Attachment 7 - PLN20/0322 - PDC Attachment - Strategic Transport Comments

Recommendations

The following should be shown on the plans before endorsement:

1. 36 employee bicycle spaces within a secure facility.

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

Regards

Chloe Wright
Sustainable Transport Officer
Strategic Transport Unit

Attachment 8 - PLN20/0322 - PDC Attachment - ESD Comments

CITY OF YARRA

MeMO

TO:	**Chris Stathis**
cc:	
FROM:	**Gavin Ashley, ESD Advisor**
DATE:	**14.01.2021**
SUBJECT:	**350 – 356 Johnston & 2 Rich Street, Abbotsford VIC 3067**

Dear Chris,

I have reviewed the amended SMP (V3 – 11.12.20 – by WRAP), WMP (11.12.20 – by WasteTech) and plans (10.12.20 – by MGAO) against previous ESD advice (dated 20.10.20) for the above property, with an assessment (in **bold**) below:

(2) Application ESD Deficiencies:

- Modify waste approach to include organic waste management within the WMP.
    - **Satisfactory –** The Waste Management Plan has been updated to include a strategy for organic waste – 4x 240L bins collected twice weekly – with the amended plans articulating their provision in the basement (PA_049).

(3) Outstanding Information:

- Clarify strategy to provide natural ventilation. Consider strategically located operable windows to create breeze paths across each level.
    - **Unsatisfactory -** No operable windows are to be provided, with ventilation dependant upon the mechanical system. Provide operability to a selection of windows.
- Clarify approach to exceeding NCC requirements, and provide a Section J Assessment to support claim, including thermal performance, GHG emissions, hot water, HVAC and peak demand reduction.
    - **No Section J Assessment has been provided.**
    - **Include as a permit condition:** *Prior to commencing construction, provide a Section.J Assessment to support claims of meeting and/or exceeding NCC 2019 energy efficiency requirements, including thermal performance, GHG emissions, hot water, HVAC and peak demand reduction.*
- Confirm PV system size and include details within Section J Assessment.
    - **No amendments have been made regarding the identification of the rooftop PV system size, which still reads as 'minimum 10kW'** (SMP, p. 10).
    - **Include as permit condition**: *Prior to commencing construction, clarify rooftop PV system size, generation and associatedreduction in GHG (within Section J Assessment or memo-style response).*
- Clarify provision and size of rain gardens. While the SMP (and STORM report) indicates 2x 4 m^2 rain gardens on level 3 & 5 – the Landscape Plan indicates a 3 m^2 rain garden on level 3 (with non-trafficable green roof on level 5).
    - **Satisfactory –** The amended SMP (and STORM report) have been amended to remove the two 4m^2 raingardens – resulting in a 20% drop in the STORM score (still >100%) (SMP, p. 48). The Landscape Plan still articulates a 3m^2 on level 3 which is included in the 'untreated area' within the amended STORM report.
- Clarify use of 'shared space' (i.e. for Car-share program?).
    - **Satisfactory –** The 'shared space' has been identified for the accessible car parking space, with the plans updated to include a bollard and line markings (PA_049).

Attachment 8 - PLN20/0322 - PDC Attachment - ESD Comments

- Clarify inconsistency in bike parking provision. The SMP claims 34x secure and 10-x public bicycle parking spaces, while the plans indicate 39x secure parking spaces (in addition to 10x public spaces).
    - **Satisfactory –** The plans have been amended to align with the SMP's comittment to 34x secure bicycle parking spaces and 10x publicly accessible spaces (PA_050).
- Clarify inconsistency in provision of showers on ground floor (EoT facilities). The SMP claims 2x showers have been provided as EoT, while the plans show 4x showers on the ground floor.
    - **Satisfactory –** The SMP has been updated to indicate the provision of 6x showers for EoT (SMP, p. 10), in line with the ground level plans (PA_050).
- Address car share provision within Green Travel Plan (GTP).
    - **No Green Travel Plan provided.**
    - **Include as a permit condition:** *Prior to commencing construction, provide a Green Travel Plan which outlines the developments strategy to reducing car dependancy, through the promotion of pubic transport, active commuting and car share programs (and locations) – including performance targets and monitoring and reporting components.*
- Provide a Green Travel Plan with performance targets and monitoring and reporting components included.
    - **As above.**
- Provide an operational Waste Management Plan with generation rates, and management and maintenance considerations.
    - **Satisfactory –** An operational Waste Management Plan has been provided.
- The Landscape Plan articulates north-facing planter boxes incorporated into the façade – update plans to show extent of strategy.
    - **Satisfactory –** The north elevation plans (PA_067) have been updated to indicate vegetation detailed in Landscape Plan.
- More information is requested on how the 10 innovation credits will be achieved.
    - **Unsatisfactory –** The amended SMP has not been updated in regards to the 6 innovation credits targeted, and 4 innovation credits TBC. Consider a selection of innovation credits which contribute to carbon reduction (embodied or operational).

Having reviewed the amended documents there still remains ambiguity around full value and achievability of the innovation credits which requires clarification in order to meet the City of Yarra's ESD expectations. In addition the lack of operable windows remains a concern.

The energy efficiency (Section J Assessment), solar and strategy to reduce car dependancy (GTP) are also lacking– however should be conditioned into the permit for submission prior to construction.

Cheers,
Gavin

Gavin Ashley
Environmental Sustainable Development Advisor
City of Yarra PO Box 168 Richmond 3121
T (03) 9205 5366 **F** (03) 8417 6666
E gavin.ashley@yarracity.vic.gov.au
W www.yarracity.vic.gov.au

Attachment 9 - PLN20/0322 - PDC Attachment - Engineering Comments

CITY OF YARRA

MEMO

To:	**Chris Stathis**	
From:	**Mark Pisani**	
Date:	**5 January 2021**	
Subject:	**Application No:**	**PLN20/0322**
	Description:	**Amended Drawings**
	Site Address:	**350-356 Johnston Street & 2 Rich Street, Abbotsford**

I refer to the above Planning Application received on 14 December 2020 in relation to the proposed development at 350-356 Johnston Street and 2 Rich Street, Abbotsford. Council's Engineering Referral team provides the following information:

Drawings and Documents Reviewed

	Drawing No. or Document	Revision	Dated
Matt Goodman Architecture	PA_047 *Siteplan Existing*	00	10 December 2020
	PA_048 *Floorplan Demolition*	00	10 December 2020
	PA_049 *Floorplan Basement 1*	01	10 December 2020
	PA_050 *Floorplan Ground – 0*	01	10 December 2020
	PA_051 *Floorplan Level 1*	00	10 December 2020
	PA_070 *Section A*	03	10 December 2020
	PA_071 *Section B*	02	10 December 2020
	PA_072 *Section Detail Basement Ramp*	00	10 December 2020
	PA_072B Section Basement Ramp	00	10 December 2020
Traffix Group	*Traffic Engineering Assessment*	C	11 December 2020

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

Proposed Use	Quantity/ Size	Statutory Parking Rate*	No. of Spaces Required	No. of Spaces Allocated
Office	3,382 m²	3.0 spaces per 100 m² of net floor area	101	37
Retail	496 m²	3.5 spaces per 100 m² of leasable floor area	17	5
		Total	**118 spaces**	**42 spaces**

* Since the site is located within the Principal Public Transport Network Area, the parking rates in Column B of Clause 52.06-5 now apply.
To reduce the number of car parking spaces required under Clause 52.06-5 (including to reduce to zero spaces), the application for the car parking reduction must be accompanied by a Car Parking Demand Assessment.

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

- *Parking Demand for Office Use*. The proposed office would provide on-site parking at a rate of 1.09 spaces per 100 square metres of floor area. Throughout the municipality, a number of developments have been approved with reduced office rates, as shown in the following table:

Development Site	Approved Office Parking Rate
60-88 Cremorne Street, Cremorne PLN17/0626 issued 21 June 2018	0.72 spaces per 100 m^2 (200 on-site spaces; 27,653 m^2)
71-93 Gipps Street PLN16/1150 issued 30 August 2017	0.96 spaces per 100 m^2 (86 on-site spaces; 8,923 m^2)
2-16 Northumberland Street PLN16/0435 issued 14 June 2017	0.89 spaces per 100 m^2 (135 on-site spaces; 15,300 m^2)

  The proposed on-site office parking rate of 1.09 spaces per 100 square metres of floor area is fairly consistent with the above rates and is considered appropriate, having regard to the site's good accessibility to public transport services and proximity to Melbourne.
- *Parking Demand for Retail Use*. For the retail use, a staff parking demand of 1 space per 100 square metres of floor area could be adopted. Using this rate would equate to 5 spaces. Customers would park on-street or make other travel arrangements to access the site.
- *Availability of Public Transport in the Locality of the Land*. The following public transport services can be accessed to and from the site by foot:
  - Johnston Street buses – 50 metre walk
  - Victoria Park railway station – 320 metre walk
  - Hoddle Street buses – 420 metre walk
- *Multi-Purpose Trips within the Area*. Clients and customers to the development might combine their visit by engaging in other activities or business whilst in the area.
- *Convenience of Pedestrian and Cyclist Access*. The site has good pedestrian access to public transport nodes and the Johnston Street activity centre. The site also has good connectivity to the on- and off-road bicycle network.

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

- *Availability of Car Parking*. Traffix Group had conducted a spot on-street parking occupancy survey of the surrounding area on Tuesday 21 January 2020 at 3:00pm. The study area encompassed Johnston Street (Lulie St to Trenerry Cr), Turner Street, Rich Street, Bath Street and sections of Lulie Street, Nicholson Street, Stafford Street and Park Street. The time and extent of the survey are considered appropriate. An inventory of some 258 publicly available parking spaces was identified. The results of the survey indicate that 240 space were occupied (an occupancy of 93%), which suggest that clients or customers should be able to find a short-stay parking space in the vicinity of the site.

- *Relevant Local Policy or Incorporated Document*. The proposed development is considered to be in line with the objectives contained in Council's *Strategic Transport Statement*. The site is ideally located with regard to sustainable transport alternatives and the reduced provision of on-site car parking would potentially discourage private motor vehicle ownership and use.
- *Car Parking Deficiency associated with Existing Land Use*. According to Traffix Group, the existing use on the land would classified as restricted retail and has an area of 541 square metres and four on-site spaces. This use would have a statutory parking requirement of 13 spaces, and a parking deficiency of nine spaces – which would be accommodated off-site. The parking deficiency of the site could potentially be transferrable to the new development.

Adequacy of Car Parking
From a traffic engineering perspective, the waiver of parking associated with the office and retail uses is considered appropriate in the context of the development and the surrounding area. The on-site parking provision rates are consistent with other developments that have been approved in Yarra. The operation of the development should not adversely impact on existing on-street parking conditions in the area.

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

TRAFFIC IMPACT
Trip Generation
The trip generation for the site adopted by Traffix Group is as follows:

Proposed Use	Adopted Traffic Generation Rate	Daily Traffic	Peak Hour	
			AM	PM
Commercial (Office, retail); 42 spaces	0.5 trips per space in each peak hour	Not Provided	21 trips	21 trips

Traffix Group had estimated the additional traffic generation of the site base on 37 spaces, given that there are currently four spaces on-site.

By applying a peak directional split of 90% IN and 10% OUT in the AM peak and reversed in the PM peak, some 19 arriving trips in the morning peak and 19 exiting trips in the evening peak are expected.

The traffic generated by the site is not unduly and should not adversely impact on the surrounding road network.

Attachment 9 - PLN20/0322 - PDC Attachment - Engineering Comments

DEVELOPMENT LAYOUT DESIGN
Layout Design Assessment

Item	Assessment
Access Arrangements	
Development Entrance	The accessway of the development has a clear carriageway width of 3.6 metres and satisfies the Australian/New Zealand Standard AS/NZS 2890.1:2004.
Visibility	On Little Turner Street, visibility to the east is restricted by the building's wall and the building on the adjoining property. A convex mirror has been provided in lieu of a sight triangle as required by *Design standard 1 – Accessways*. The use of the mirror is considered acceptable.
Headroom Clearance	A minimum headroom clearance of 2.2 metres has been provided, which satisfies AS/NZS 2890.1:2004.
Car Parking Modules and Mechanical Parking	
Accessible Parking Space	The dimensions of the accessible parking space and shared area (each 2.4 metres by 5.4 metres) satisfy the Australian/New Zealand Standard AS/NZS 2890.6:2009. The shared area has been hatched line marked and contains a bollard in accordance with the Standard.
Aisles	The 6.796 metre wide aisle satisfies *Table 2: Minimum dimensions of car parking spaces and accessways* of Clause 52.06-9.
Stacker Device	The Traffix Group report indicates that the development would be using a shuffle type stacker device, such as the Klaus Trendvario 6300 model. This stacker device provides a useable platform width of 2.4 metres and a platform length of 5.7 metres.
Vehicle Clearance Heights	The basement has a floor to ceiling height of 4.524 metres and the stacker pits have been provided with depths of 2.3 metres. The stacker accommodated the vehicle clearance height requirements as per *Design standard 4: Mechanical parking*.
Gradients	
Ramp Grade for First 5.0 metres inside Property	The ramp profile, commencing from the Little Turner Street property line comprises the following: An upward grade of 1 in 5 for 1.0 metre; An upward grade of 1 in 40 for 1.5 metres; and A downward grade of 1 in 10 for 5.0 metres. The above ramp profile for the first 5.0 metres inside the property satisfies *Design standard 3: Gradients*. However, the applicant needs to demonstrate that the ground clearance for this ramp is satisfactory (Please see '*Design items to be addressed*').
Ramp Grades and Changes of Grade	The grades and changes of grade satisfy *Table 3 Ramp Gradients* of Clause 52.06-9.
Other Items	
Loading Arrangements	The loading associated with the retail use (496 m^2) would be undertaken by vans and other small commercial vehicles. These vehicles can park in on-street spaces or on-street Loading Zones, such as the one on the south side of Little Turner Street.

Item	Assessment
Traffic Signal System	There is no objection to the use of a traffic signal system to regulate vehicle movements into and out of the site.
Swept Path Assessment	
Basement Passing – Vehicle Ingress and Egress G27858* Sheet 01/02	The swept path diagrams for a B99 design vehicle entering and exiting the site via Little Turner Street and passing a waiting B99 design vehicle are considered satisfactory.
Vehicle Circulation Basement Level G27858 Sheet 01/02	The swept path diagrams for a B99 design ascending and descending the ramp from and from the basement are considered satisfactory.
Waste Collection Vehicle Basement Level G27858 Sheet 02/02	The swept path diagrams for a 6.345 metre long waste collection vehicle entering and exiting the bin area via the accessway/ramp are considered satisfactory.

* Traffix Group swept path diagram drawing number.

Design Items to be Addressed

Item	Details
Ground Clearance Check – Development Entrance and Ramp	The applicant must provide a ground clearance check of the development entrance and ramp (for the first 7.0 metres inside the property) using the B99 design vehicle. In Little Turner Street, spot levels of the south spoon drain and road pavement (including the north edge of the Little Turner Street pavement) are to be obtained from site and be incorporated and depicted in the cross sectional drawing of the ramp. The spoon drain as shown on drawings PA_72 and PA_72B has been depicted incorrectly and is to be corrected/amended on the drawings. Please see appended diagram for spot levels required.
Kerb Extension – Rich Street	Comment on the drainage aspects and design of the kerb extension works is to be provided by Council's Civil Engineering (Infrastructure) team.

ENGINEERING CONDITIONS
Civil Works

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

- The kerb extension (including any drainage infrastructure) along the property's Rich Street frontage must be constructed to Council's satisfaction and at the Permit Holder's cost.
- The footpath along the property's Johnston Street and Rich Street frontages must be reconstructed to Council's satisfaction and at the Permit Holder's cost. The footpath must have a cross-fall of 1 in 33 (for asphalt) or unless otherwise specified by Council.

Road Asset Protection

- Any damaged roads, footpaths and other road related infrastructure adjacent to the development site as a result of the construction works, including trenching and excavation for utility service connections, must be reconstructed to Council's satisfaction and at the developer's expense.

Construction Management Plan

- A Construction Management Plan must be prepared and submitted to Council. The Plan must be approved by Council prior to the commencement of works. A detailed dilapidation report should detail and document the existing and post construction conditions of surrounding road infrastructure and adjoining private properties.

Impact of Assets on Proposed Development

- Any services poles, structures or pits that interfere with the proposal must be adjusted, removed or relocated at the owner's expense after seeking approval from the relevant authority.
- Areas must be provided inside the property line and adjacent to the footpath to accommodate pits and meters. No private pits, boundary traps, valves or meters on Council property will be accepted.

Discharge of Water from Development

- Only roof runoff, surface water and clean groundwater seepage from above the water table can be discharged into Council drains.
- Council will not permit clean groundwater from below the groundwater table to be discharged into Council's drainage system. Basements that extend into the groundwater table must be waterproofed/tanked.

Removal, Adjustment, Changing or Relocation of Parking Restriction Signs

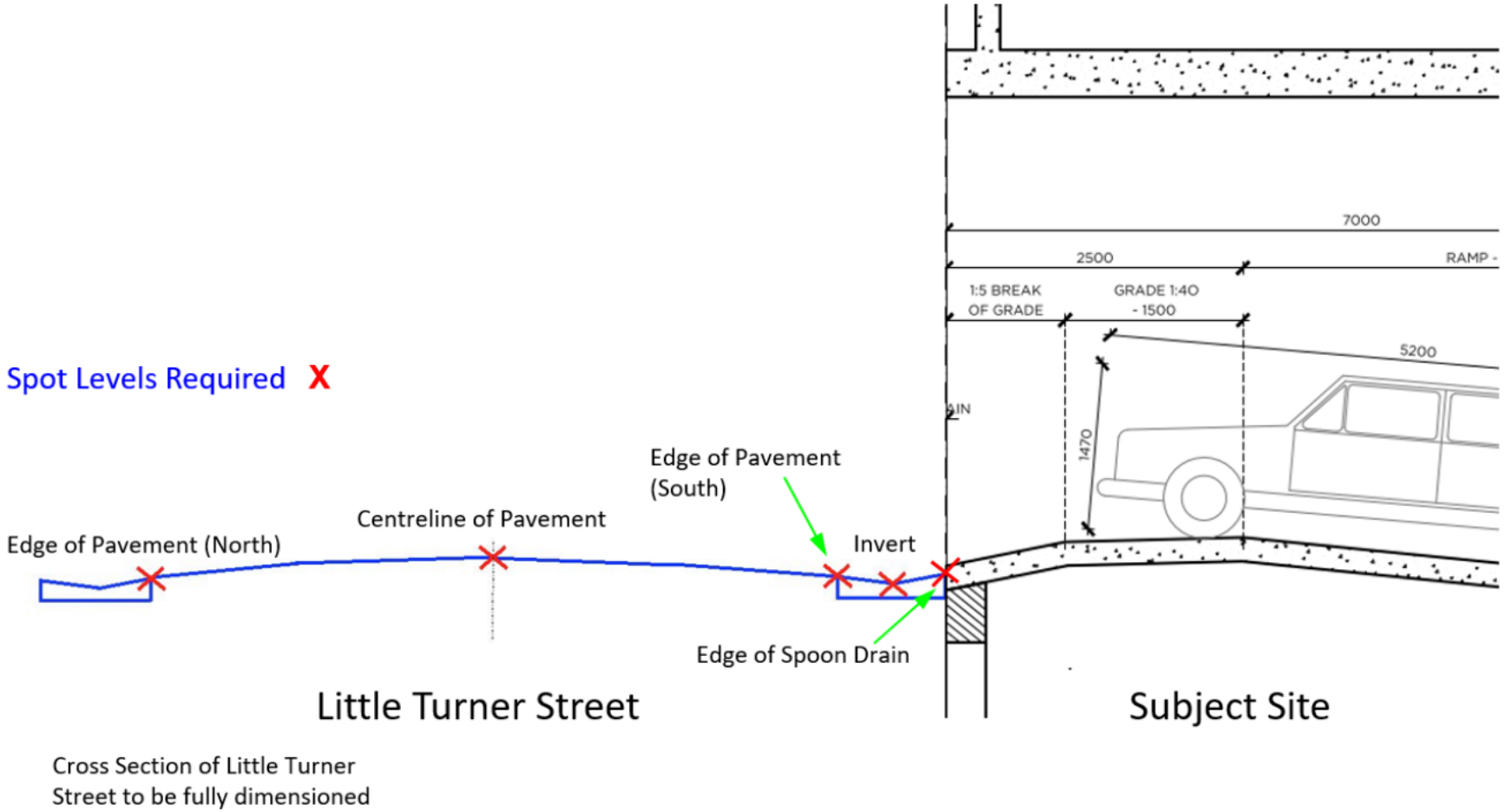
- No parking restriction signs or line-marked on-street parking bays are to be removed, adjusted, changed or relocated without approval or authorisation from Council's Parking Management unit and Construction Management branch.
- Any on-street parking reinstated as a result of development works must be approved by Council's Parking Management unit.
- The removal of any kerbside parking sensors and any reinstatement of parking sensors will require the Permit Holder to pay Council the cost of each parking sensor taken out from the kerb/footpath/roadway. Any costs associated with the reinstatement of road infrastructure due to the removal of the parking sensors must also be borne by the Permit Holder.

ADDITIONAL ENGINEERING ADVICE FOR THE APPLICANT

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

Attachment 9 - PLN20/0322 - PDC Attachment - Engineering Comments

SPOT LEVELS REQUIRED FOR GROUND CLEARANCE CHECK OF DEVELOPMENT ENTRANCE



Cross Section of Little Turner Street to be fully dimensioned

Attachment 10 - PLN20/0322 - PDC Attachment - Open Space, Waste and Civil Engineering Comments

OPEN SPACE COMMENTS (amended plans)

Hi Chris

I'm satisfied with the response provided by ProUrban to my previous comments.

Please let me know if there's anything else you need from me at this stage.

Thanks
Julia

WASTE COMMENTS (amended plans)

Hi Chris,

The waste management plan for 350 - 356 Johnston Street & 2 Rich Street Abbotsford authored by Wastetech and dated 11/12/20 is satisfactory from a City Works Branch's perspective.

Regards,

Atha Athanasi
Contract Management Officer

Yarra Waste Services - City Works Branch
168 Roseneath St CLIFTON HILL VIC 3068
T (03) 9205 5547 F (03) 8417 6666
Atha.Athanasi@yarracity.vic.gov.au
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CIVIL ENGINEERING COMMENTS (amended plans)

Hi Chris,

Mark and I have reviewed the clauses and made some amendments. The revised clauses are below. The comment in brackets at the end of clause (d) is a suggestion and not part of the condition:

1. *Before the development commences, a detailed civil and drainage design plan prepared to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. Once the plan is approved, it will be endorsed and will then form part of the permit. The plan must include provisions for all civil and drainage works that are required to the abutting road frontages, as part of*

Attachment 10 - PLN20/0322 - PDC Attachment - Open Space, Waste and Civil Engineering Comments

the development (including curb extension along Rich Street). The detailed civil and drainage design must show:

a. *Drainage scheme to ensure no 'ponding' or retention of water in the roadways (i.e. including curb extension);*
b. *Integration of curb extension with the intersection of Rich Street and Little Turner Street;*
c. *Integration of curb extension with the surrounding road network in accordance with Council engineering standards, including transitioning of the road pavement from the kerb extension back to existing surface levels beyond the Rich street frontage of the development and roadworks to provide road pavement crossfalls as determined by Council;*
d. *All proposed works to maintain the health of the existing street trees on Rich Street to the satisfaction of Council's Arborist and to be in accordance with Council's engineering standards and requirements.*
(I have noted that Council's arborist has commented on this proposal, however I strongly suggest that Council's Arborist be made aware that there will be significant excavation works (approx. 470mm deep) in the root zone and close to the tree trunk when constructing this proposal).

to the satisfaction of the Responsible Authority.

2. *Before the development is completed, all works shown on the endorsed detailed civil and drainage design plan must be fully constructed and completed by the permit holder, and all to the satisfaction of the Responsible Authority*

Regards,

Nick Demosthenous
Senior Project Engineer
City Works and Assets

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Attachment 11 - PLN20/0322 - PDC Attachment - External Urban Design Comments on Amended Plans

Hi Chris,

Julia has reviewed the readvertised plans dated 10 December 2020 and has the following comments.

The readvertised plans have responded to previous recommendations with respect to setting back further from the rear. We also consider the proposed fanning of the levels to be innovative design thinking that will create an interesting composition.
However, we consider that the proposal remains unable to achieve a suitable transition to the low-scale dwellings to the north. The visual bulk impact remains concerning as demonstrated in the 3D perspective at 3.10 of the plans.

Based on this, our recommendation for the deletion of Level 7, combined with setbacks more consistent with the 45 degree angle plane remains valid. Or, another approach could be to retain the setbacks but delete Level 3. The figure attached demonstrates the deletion of Level 3, which will result in the (average) rear setbacks aligning better to the 45 degree setback line. In this scenario the 5 storey street wall would remain.

Regarding other recommendations, including the 5m upper level setback on Johnston Street, contrast in colour at upper levels, retractable awning along Rich Street and bench seating remains applicable.

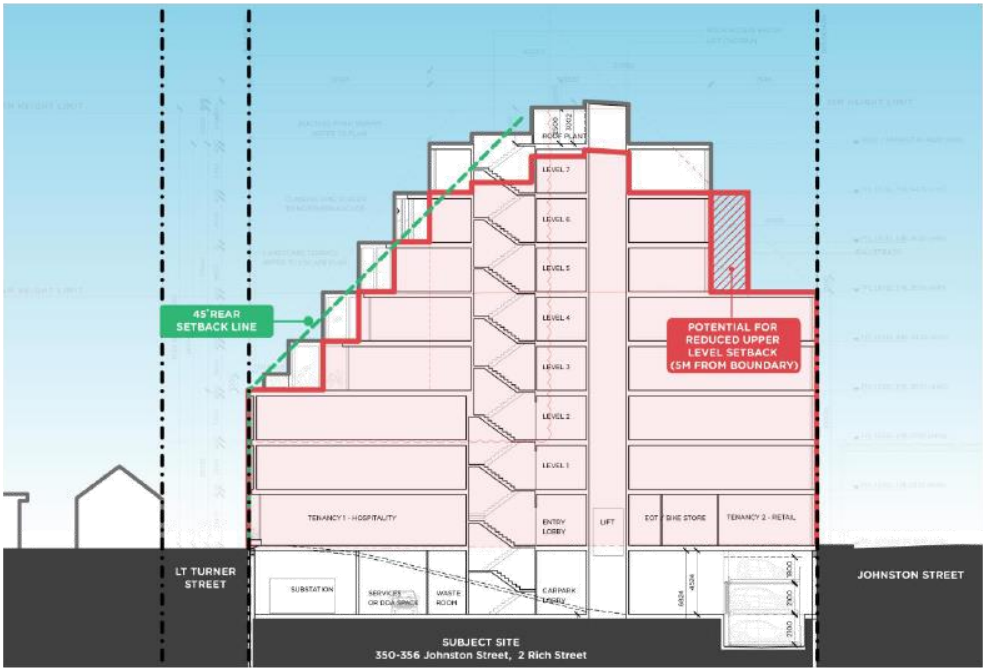
Happy to discuss any further questions.

Kind regards,

Jane Witham / Senior Consultant / **kinetica**

janew@kinetica.net.au / 03 9109 9400 / 0438 753 782
Level 25, 500 Collins Street, Melbourne, 3000 / www.kinetica.net.au

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Attachment 12 - PLN20/0322 - PDC Attachment - External Urban Design Comments (Original Plans)

Date: 12 November 2020

350-356 Johnston Street and 2 Rich Street, Abbotsford / Urban Design Referral

Council Reference	PLN20/0322
To	Chris Stathis – Senior Statutory Planner, City of Yarra
From	**kinetica**

1.0 INTRODUCTION

In October 2020, City of Yarra requested that **kinetica** undertake an urban design assessment of a proposed development at 350-356 Johnston Street and 2 Rich Street, Abbotsford (the Site) based on the architectural plans prepared by Matt Goodman Architecture Office dated 24 July 2020.

2.0 CONTEXT

The Site is a large 800m^2 (approx.) amalgamated property on the corner of Johnston Street and Rich Street. It currently contains a two-storey warehouse building at the corner and a single storey weatherboard dwelling at the rear.

The Site contains the following interface conditions:

- To the north, the Site abuts Little Turner Street, which is approximately 6.3m in width and used for driveway access. It is classed as a laneway under DDO15. Across Little Turner Street are a series of terraces all within the NRZ1 and HO337 that are orientated north with rear garages with their POS orientating towards the Site.
- To the east, the Site abuts 358-364 Johnston Street, which contains a two-storey commercial building across two lots. The properties are similar in size to the Site with a similar development opportunity.

Attachment 12 - PLN20/0322 - PDC Attachment - External Urban Design Comments (Original Plans)

- To the south is Johnston Street at 20m in wide. Directly opposite contains 319 and 321 Johnston Street both zoned C1Z. A heritage building (HO413) is located on the corner of Johnston and Nicholson Street, diagonally south-east from the Site.
- To the west is Rich Street, which is 20m in width and includes wide footpaths, on-street parking and large mature street trees including 3 along the boundary of the Site. The opposite side of the street contains a single storey remnant brick warehouse at 346 Johnston Street. Further west along Johnston Street is a recently constructed 7-storey building (344 Johnston Street).

The Site forms part of the Johnston Street Neighbourhood Activity Centre corridor. It is well serviced by a range of transport options, services and facilities including Victoria Park Station 250m north-west, Victoria Park approximately 70m to the north, and the Yarra River corridor approximately 300m north-east. Under Clause 21.12 the Site falls within Precinct 2 (Johnston Street East) which envisions a prominent, well-designed and contemporary built form character, with taller forms set back from main facades.

This part of Johnston Street, east of the train corridor contains an eclectic character of low-rise, fine grain terrace houses mixed with more robust 1-2 storey warehouse/commercial buildings. More recently, there has been an emergence of tall buildings between 6-9 storeys (Figure 1). Newer emerging built form generally contains street walls between 3-6 storeys and upper levels setback between 1.4-4.5m approx. Figure 1 demonstrates that in this pocket of Johnston Street, more development is occurring on the northern side than the southern side.



Figure 1 – Surrounding emerging development (source: Matt Goodman Architecture Office excerpt).

The Site forms part of Precinct 2B in DDO15. Precinct 2B is characterised by larger lots (compared to more fine grain lots on the southern side of the street) and is not affected by heritage. It does, however, contain sensitive fine-grain residential land zoned NRZ1 with a 2-storey maximum to the north. The row of heritage terraces to the north of the Site are highly intact and are identified as contributory.

DDO15 is the primary built form control that applies to the Site. Relevant design objectives within DDO15 seek to ensure the overall scale and form is mid-rise (5-10 storeys) and provides a suitable transition to low-scale residential areas, such as land to the north in Little Turner Street. It seeks activated street frontages and for new buildings to provide equitable development outcomes for neighbouring sites.

3.0 ASSESSMENT

Height and massing

DDO15 contains a 24m preferred maximum building height and a 31m mandatory maximum building height for Precinct 2B. A permit should only be granted to exceed the preferred maximum building height if the following criteria (from an urban design perspective) can be met:

- The building elements permitted by the proposed variation satisfy the design objectives of Clause 1.0 and the provisions of Clause 21.12-1.
- Greater building separation than the minimum requirement.
- No additional amenity impacts to residential zoned properties, beyond that which would be generated by a proposal that complies with the preferred maximum building height.

DDO15 contains the following setback controls for Precinct 2B:

- 6m preferred mid-level setback.
- Preferred front upper level setback of 45 degrees above 18m.
- Preferred rear minimum setback of 45 degrees above 11m.
- 3m preferred minimum setback from side street.

The proposal is for an 8-storey building reaching 28.5m to the top of the parapet and 31m to the top of the roof, therefore exceeding the preferred height requirement in DDO15.

The proposal has a strong architectural concept that results in a clean, contemporary form. However, from an urban design perspective, it fails to meet two criteria in order to exceed the preferred maximum height.

Firstly, we assess that the proposal does not provide a suitable transition to the low-scale dwellings to the north, creating additional visual bulk impacts to these properties beyond which would be generated by a compliant 24m form.

Figure 2 below demonstrates how highly exposed the building is from the north along Turner Street.



Figure 2 – 3D perspective view from the north (source: Matt Goodman Architecture Office).

While we assess that the proposed built form is too pronounced at the rear, in making recommendations to revise the form, we have taken into consideration the importance of not interrupting the elegant architectural composition and avoiding an unnecessarily stepped form. To reduce the buildings visual bulk and respond to the 45-degree setback plane as outlined in DDO15, we recommend the uppermost level be removed and either:

- Levels 5 and 6 are setback an additional 6m from the rear; or
- The building rakes back on a 45-degree angle plane from Level 3 upwards.

To Johnston Street, the 7.546m upper level setback exceeds the 6m preferred mid-level setback within DDO15. However, from reviewing the context, we assess that:

- Johnston Street has a robust emerging streetscape character containing a variety of upper level setbacks less than the preferred 6m;
- There is no heritage fabric on the Site or adjacent in Johnston Street, which would typically require implementation of a large upper level setback to distinguish the heritage base from the upper form addition; and
- The Site's location on a corner allows for a more robust built form.

It is also noted that the proposed 5-storey street wall will conceal more of the upper form than a 3-storey street wall due to the steep angle of view, therefore negating the need for a large upper level setback.

Based on the above considerations, we are of the opinion that a setback of less than 6m may be appropriate on the Site.

We note that this would reduce the size of the landscaped terrace proposed at Level 3 however it would not render it an unusable space.

Figure 3 below demonstrates the resulting height and massing based on the above.

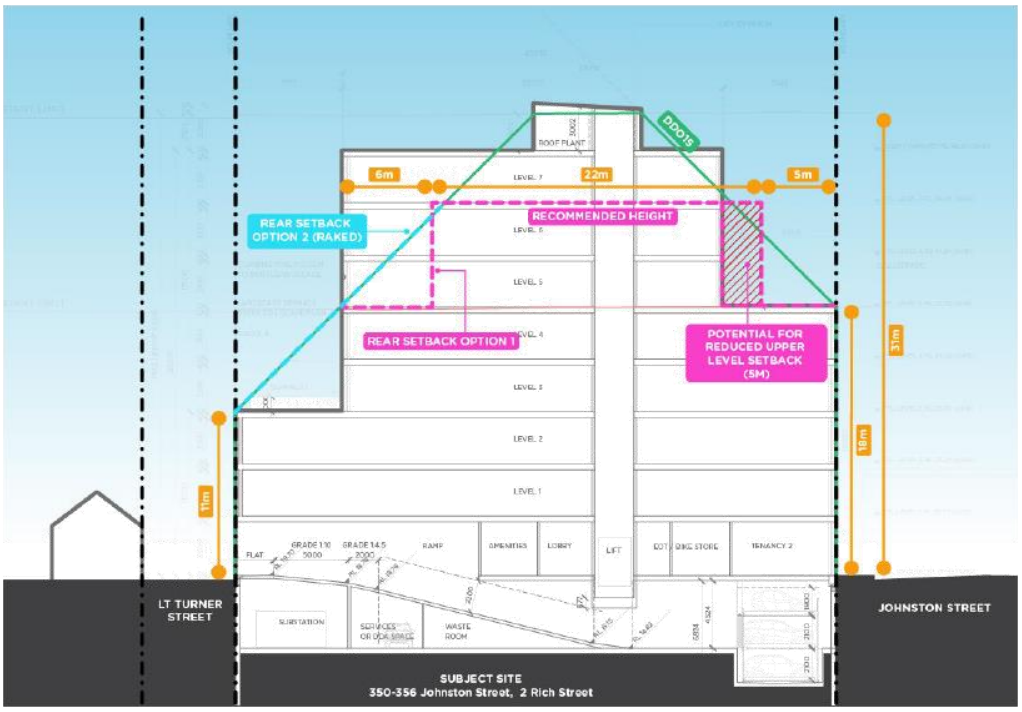


Figure 3 – Recommended height and massing (source: Matt Goodman Architecture Office, with annotations).

Street wall

Attachment 12 - PLN20/0322 - PDC Attachment - External Urban Design Comments (Original Plans)

DDO15 requires a 15m preferred and 18m mandatory maximum street wall height. On corner sites, the street wall height established along Johnston Street should be continued, with a transition in height to the rear interface where required. A 3m preferred upper level setback is required along Rich Street.

The proposal is for a 5 storey/18m street wall that transitions down to 11m towards the rear of the property along Rich Street.

The emerging street wall character of Precinct 2B along Johnston Street is between 3 and 6 storeys. This variety and eclectic character is reinforced by DDO15 through its 15-18m bracket.

The proposed street wall at 18m on a corner site with a relatively wide side street (20m approx.), and no immediate heritage context, is an appropriate response to DDO15 and the streetscape.

The transition from 18m to 11m to the rear is cleverly created through a diagonal setback at Levels 3 and 4. Though not strictly compliant with DDO15, the 3m setback has been appropriately achieved in an effective manner that maintains the prominence of the corner while responding to residential character of the side street.

Design Detail

DDO15 states *"facades above the street wall, including side walls, should:*

- *Employ a high standard of architectural design.*
- *Be well-articulated.*
- *Be designed to be read as part of the overall building.*
- *Not detract from the character of the streetscape when viewed directly or obliquely along either.*
- *Johnston Street or Sackville Street."*

We consider the proposal to be generally well resolved with a high-quality architectural composition. The design detail consists of a metal frame with "forest green" expanded mesh screen that wraps around the building, with a glazed or solid wall behind.

The Ground Level façade is proposed to have a distinct materiality via marble slab cladding.

We support the overall architectural composition and consider it to be a unique contribution to Johnston Street, providing multi-dimensional visual interest and overall forming part of a coherent overall building composition.

In longer range views from the surrounding area, particularly on the exposed western side, the building would benefit from variation in the colour of the upper form to distinguish it from the lower and mid-section pieces.

It is recommended that a darker shade of the expanded mesh screen is considered at Levels 5 and 6.

Public Realm

DDO15 seeks street frontages that:

- Are continuous, visible and activated;
- Provide passive surveillance;
- Provide an active or visually interesting interface with the public realm;
- Locate services away from the primary street frontage; and
- Contribute to a well-designed, contemporary urban character that provides articulation that reinforces the fine grain street pattern.

The proposed Ground Floor program is activated, articulated and generally visually interesting, with services well concealed along the Rich Street frontage. Overall, the ground floor plane will contribute to a new, contemporary urban character within the Johnston Street Activity Centre.

To improve the public realm amenity, it is recommended a retractable awning is provided along the extent of the Rich Street frontage. Bench seating is also recommended intermittently between the columns along Rich Street.

4.0 CONCLUSION

In summary, the Site supports a more intensive built form outcome, given its location in the Johnson Street Activity Centre. However, the proposal requires changes to ensure it

Attachment 12 - PLN20/0322 - PDC Attachment - External Urban Design Comments (Original Plans)

appropriately responds to the context and DDO15. Therefore, we recommend the following design changes be made from an urban design perspective:

- Deletion of Level 7.
- Set back Levels 5 and 6 an additional 6m from the rear (13.177m from rear boundary), or alternatively, rake the building back on a 45-degree angle plane from Level 3 upwards.
- Application of a darker shade of expanded mesh screen at Levels 5 and 6 to create contrast and interest.
- Introduction of a retractable awning along the Rich Street frontage.
- Introduction of bench seating between the columns along the Rich Street frontage.

Please do not hesitate to contact Julia Bell or Jane Witham should you wish to discuss any aspect of the above further.

kinetica

Attachment 13 - PLN20/0322 - PDC Attachment - Streetscape and Natural Values Unit Comments

Memo

diverse
vibrant
exciting
inclusive

To: Glen Williames

Cc:

From: Mark Russell

Date: 23/9/20

Subject: PLN20/0322 350-356 Johnston St, Abbotsford

Glen,

I have reviewed the following documents accessed from https://www.yarracity.vic.gov.au/services/planning-and-development/planning-applications/advertised-planning-applications/2020/09/25/pln200322

- Landscape Plans
- PLN20.0322 – Applicants Civil Engineering Advice and Concept Drainage Plan
- Tree Impact Assessment
- Plans Part 1
- Plans Part 2

The trees Amenity values are as follows: (Tree numbers in line with Tree Impact Assessment)
Tree 1 - $29625
Tree 2 - $16825
Tree 3 - $30490
Tree 4 - $484

Total - $77424 – A protection bond for this amount is required to be taken

The pruning of the 3 trees in Rich St outlined in the Tree Impact Assessment is appropriate however is to be performed by Yarra City Council's approved Tree Maintenance Contractors and paid for by the applicant.

I raise the following points:

- The Civil Engineering and Concept Drainage plan is not consistent with the landscape plans provided. Spoon drain construction and loss of green space is identified on the Drainage plan

Attachment 13 - PLN20/0322 - PDC Attachment - Streetscape and Natural Values Unit Comments

however not the landscape plan. Landscape plan shows reduced green space, loss of green space would be inappropriate.

- The new tree proposed on the Landscape plan is not appropriate due to existing infrastructure (Fire hydrant and overhead gantry) I would propose that 2 small trees such as Crepe Myrtle to be planted in the two existing traffic treatments. (One traffic treatment on the opposite side of Rich St)

- The construction method of pavement and Kerb/Channel between the trees requires further clarification. I recommend a porous material to be utilised in this space and retain the tree squares open face to water runoff from the street as identified in the Landscape Plan.

- Aerial Bundled Cable should be considered to replace the open wire Low Voltage power cables within Rich St.

Additional Comments provided by Council's Streetscapes and Natural Values Unit about the proposed curb extension along Rich Street (phone discussion 17 February 2021)

The submitted Tree Management Plan needs to be updated to provide a detailed tree impact assessment for the proposed curb extension along Rich Street with a specific assessment of any proposed works (including drainage works etc.). The assessment must provide a detailed description of proposed works, including construction methodology and assessment against AS4970 (protection of trees on development sites).

22 CLEELAND ROAD
SOUTH OAKLEIGH VIC 3167
AUSTRALIA

M E L
CONSULTANTS

(ACN 004 230 013)

Ref: 194-20-DE-REV-00

13 November 2020

City of Yarra
PO Box 168
Richmond VIC 3121

Attn: Chris Stathis

Dear Chris,

350-356 Johnston Street & 2 Rich Street, Abottsford
Review of Vipac Wind Impact Assessment
Vipac Document Number: 30N-20-0133-TRP-6782750-0

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

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

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

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desktop wind impact assessment. A clear description of the 350-356 Johnston Street & 2 Rich Street, Abottsford, development has been provided along with reference drawings are listed in the Appendix of the report. The main building entrance is located in the middle of the Rich Street face. The ground floor drawing (PA_050) dated 24 July, 2020, indicates an outdoor seating area at the northwest corner associated with the adjacent retail tenancy.

- MEL Consultants have no issue with the assessment criteria that Vipac have used for the desktop assessment. The recommended criteria for the immediate surroundings streetscapes would be walking comfort and the standing criteria for the entrances to the building. The assessment clearly discusses the rationale for recommending the walking criterion for the terraces and there is no issue with this recommendation. However, the Vipac desktop assessment has not provided a target criterion for the northwest outdoor seating area.

- The desktop assessment has identified the heights of the surrounding existing buildings. It is agreed that the proposed development would have exposure to the majority of wind directions with shielding for the east from the 24m high building.

- The Vipac desktop assessment of the wind conditions in the surrounding streetscapes would be they satisfy the walking criterion for all wind directions and the standing criterion in front of the Rich Street entrance. MEL Consultants would agree the wind conditions in these areas would satisfy these criteria. However, the Vipac has not assessed the wind conditions in the northwest seating area and this area should be assessed.

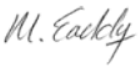
- Vipac have assessed the wind conditions on the communal on Levels 3 and 5 and the rooftop to have wind conditions satisfying the walking criterion. MEL Consultants would agree with the assessment of the wind conditions on the terraces could satisfy the walking criterion. However, MEL Consultants would query the assessment of the Level 3 seating wind conditions as satisfying the standing and sitting criteria. The local canopy over the seating area would be expected to provide for downwash from the facade above, but the standard

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height balustrades, particularly on the west side where the drawings do not indicate landscaping, would be expected to result in the seating area being exposed to direct wind flow. The northerly winds over the balustrades and the westerly wind directions around the northwest corner could get under the pergola and impact the seating area wind conditions. Further comment from Vipac is recommended.

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 would mostly agree with the Vipac assessment of the expected wind conditions in the surrounding streetscapes but would request further assessment of the ground floor seating area at the northwest corner. MEL Consultants agree with the Vipac assessment of the communal terrace wind conditions would satisfy the walking criterion. MEL Consultants query the assessment of the wind conditions in the Level 3 seating area and further comment is sort from Vipac on their assessment of this area.

Yours sincerely,



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