

Agenda

Planning Decisions Committee

6.30pm, Wednesday 28 April 2021

Microsoft 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 chair will invite you to come forward, take a seat at the microphone, state your name clearly for the record and:

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

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

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

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

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

Arrangements to ensure our meetings are accessible to the public

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

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

1. Appointment of Chair

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

2. Statement of recognition of Wurundjeri Woi-wurrung Land

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

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

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

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

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

3. Attendance, apologies and requests for leave of absence

Anticipated attendees:

Councillors

Cr Anab Mohamud
Cr Claudia Nguyen
Cr Amanda Stone

Council officers

Danielle Connell (Senior Co-Ordinator Statutory Planning)
Laura Condon (Senior Planner)
Rhys Thomas (Senior Governance Officer)
Cindi Johnston (Governance Officer)

4. Declarations of conflict of interest

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

5. Confirmation of Minutes

RECOMMENDATION

That the minutes of the Planning Decisions Committee held on Wednesday 7 April 2021 be confirmed.

6. Committee business reports

Item		Page	Rec. Page
6.1	PLN20/0414 - 63-67 Gipps Street, Collingwood	5	61
6.2	PLN20/0563 - 66 Lord Street Richmond - Construction of one triple storey dwelling	186	210
6.3	PLN20/0084 - 129-135 Bridge Road, Richmond-Development of the land for partial demolition, construction of a multi-storey building and a reduction in the carparking requirements of the Yarra Planning Scheme.	291	336
6.4	PLN19/0892 - 157-161 Burnley Street, Richmond	498	505
6.5	PLN19/0539 - 193 Queens Parade, Clifton Hill	620	631

6.1 PLN20/0414 - 63-67 Gipps Street, Collingwood

Executive Summary

Purpose

1. This report provides an assessment of the proposal at 63-67 Gipps Street, Collingwood, for the construction of a ten storey building including roof top terrace/plant and a reduction of the car parking requirements associated with office and a food and drinks premises (no permit required for uses).

Key Planning Considerations

2. Key planning considerations include:

   (a) Interfaces uses policy (Clause 22.05);
   (b) Built form (Clauses 15, 21.05, 22.10, 34.02-7 and 43.02); and
   (c) Car Parking and Bicycle Provision (Clauses 52.06 and 52.34) of the Yarra Planning Scheme.

Key Issues

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

   (a) Built form and urban design;
   (b) Off-site amenity;
   (c) Car parking and traffic; and
   (d) Objector concerns.

Submissions Received

4. Eleven (11) objections were received to the application, these can be summarised as:

   (a) Inappropriate built form and design (height and massing; unresponsive to heritage; architectural expression; and insufficient landscaping;
   (b) Amenity Impacts (unacceptable internal amenity and ESD; overlooking; loss of sunlight and views; noise, overshadowing; impact to solar panels; public realm shadowing; and wind impacts);
   (c) Traffic and Car Parking (loss of on-street car park for the DDA space; additional traffic cannot be supported; and not enough car parking provided); and
   (d) Lack of open space within the area.

Conclusion

5. Based on the following report, the proposal is considered to comply with the relevant planning policy and should therefore be supported subject to the following key recommendations:

   (a) The plans amended to include the changes as depicted on the “Sketch” plans prepared by NTF Architecture P/L, Sheets TP1-100 Revision E, TP101-TP1-103 Revision C and TP2-100-TP2-101 Revision D dated 06/04/2020, including the following:

      (i) Reduction in the street wall height by one level, from a height of 23.425 metres to 20.025 metres;
      (ii) Reduction in the overall height by 1 metre, from 33.025 metres to 32.025 metres, with the lift core along the western boundary protruding 1 metre above;
      (iii) The columns around the north-eastern corner modified due to the introduction of a 2.6 metre (Gipps St) x 3.3 metre (Rupert Street) splay; and
      (vi) The northern, eastern and southern elevations of the upper levels above the podium, modified from a blue-grey colour to a red-brown colour.

(b) The levels above the podium setback from the south a minimum 3 metres from the centreline of right-of-way.

(c) Horizontal coloured rebate lines added to the pre-cast concrete panels on the western elevation (as shown on the sketch plans) in 'REN1' in line with the FFL of each podium level.

CONTACT OFFICER: **Michelle King**
TITLE: **Principal Planner**
TEL: **9205 5333**

6.1 PLN20/0414 - 63-67 Gipps Street, Collingwood

Reference	D21/23037
Author	Michelle King - Principal Planner
Authoriser	Senior Coordinator Statutory Planning

Ward:	Langridge
Proposal:	Construction of a ten-storey building including roof top terrace/plant and a reduction of the car parking requirements associated with office and a food and drinks premises (no permit required for uses)
Existing use:	Office/Warehouse
Applicant:	Urbis Pty Ltd
Zoning / Overlays:	Commercial 2 Zone Design and Development Overlay, Schedule 11 Development Contributions Plan Overlay, Schedule 1
Date of Application:	19/06/2019
Application Number:	PLN20/0414

Planning History

1. Planning Permit No. 1020 was issued on 20 April 1980 for the *re-construction of a factory completely destroyed by fire at 67 Gipps Street*.

Background

Lodgement of 'without prejudice' sketch plans

2. On 20 January 2021, the applicant submitted 'without prejudice' sketch plans to lower the podium height as recommended by Council's Urban Design consultant and to reinstate the north-eastern ground floor corner splay as recommended by Council's Engineering Unit.

3. These sketch plans contained errors that were corrected within updated sketch plans provided on 11 February 2021. These sketch plans are included as an attachment to the report. The sketch plans make the following changes:

All

(a) Title boundary dimensions removed.

Below Ground (Pit)

(b) The 10,000L water tank increased in size to 20,000L.

Ground Floor

(c) Relative levels (RL's) of finished floor levels inside and outside building entrances removed.
(d) The columns around the north-eastern corner modified due to the introduction of a 2.6 metre (Gipps St) x 3.3 metre (Rupert Street) corner splay.
(e) The area of the food and drinks premises (café) increased from 49sqm to approximately 57sqm.

Mezzanine Floor

(f) The area of the office increased from 41sqm to approximately 72sqm.
(g) Modification to the location of the columns/walls and windows within the north-eastern corner due to the ground floor corner splay modification.

First Floor to Third Floor

(h) Modification to the location of the columns/walls and windows on the northern elevation due to the modifications to the podium height.

Fourth Floor

(i) Modification to the location of the columns/walls and windows on the northern, eastern and southern elevations due to the modifications to the podium height.

Fifth Floor

(j) Level now setback a minimum of 3.55 metres from Gipps Street, 2 metres from Rupert Street and 1 metre from the southern boundary, resulting in the podium reducing by one level.

(k) A terrace with an area of 63sqm (approximate) proposed above the podium within the northern, eastern and southern setback area adopting setbacks of 1 metre, 1 metre and 0.35 metres from the building line to Gipps Street, Rupert Street and the ROW respectively.

Sixth Floor

(l) Due to the reduction of the podium by one level, this level no longer provides outdoor terraces and now includes shading over the northern, eastern and southern windows consistent with the seventh-floor plan.

Seventh Floor

(m) Modification to the location of the columns/walls and windows on the northern elevation.

Elevations

(n) Reduction in the street wall height by one level, from a height of 23.425 metres to 20.025 metres.
(o) Reduction in the overall height by 1 metre, from 33.025 metres to 32.025 metres, with the lift core along the western boundary protruding 1 metre above.
(p) Modification to the location of the columns/walls and windows on the northern, eastern and southern elevations.
(q) Introduction of the corner splay at the ground floor level.
(r) Introduction of an opening along the western boundary, 2.3 metres in length from the southern boundary and 1.8 metres in height from the top of the wall.

Materials and Finishes

(s) Whilst no updated materials schedule was submitted, the following is noted as shown within the elevations:
    (i) The northern, eastern and southern elevations of the upper levels, above the podium, modified from a blue-grey colour to a red-brown colour.
    (ii) The design detail around the main entrance at the western edge of the northern elevation modified from a blue-grey colour to a red-brown colour.
    (iii) The western elevation of the podium levels modified from red-brown coloured concrete to grey concrete (except for a 3.55 metre return from the north and 1.17metres return from the south).
    (iv) The western elevation of the upper levels, above the podium, modified from a blue-grey coloured concrete to a red-brown coloured concrete.

4. These sketch plans are provided without prejudice for information purposes on how the identified urban design and engineering issues could be addressed. The changes proposed within the submitted sketch plans, compared with the development proposed within the decision plans, is shown below.



Figure: Render of the development as proposed within the decision plans (left) and sketch plans (right)
Source: Provided by the applicant on 15/12/2020

5. The assessment is based on the advertised plans, with reference made to the sketch plans received on 11 February 2021, where relevant.

The Proposal

6. The proposal is to construct a ten-storey building including roof top terrace/plant and a reduction of the car parking requirements associated with office and a food and drinks premises (no permit required for uses). Key features of the proposal include:

Use and layout

7. The building has three frontages; to Gipps Street to the north, Rupert Street to the east and the right-of-way (ROW) to the south. At the ground floor the building contains a food and drinks premises of 49sqm. The written documentation indicates that this food and drinks premises will be a café and therefore a condition will require this notation to be included on the plans. The café has two entrances, one from Gipps Street and the other from Rupert Street.

8. One office tenancy of 41sqm is located on the mezzanine level. Whilst Council's external Urban Designer noted that this office tenancy is shown as a 'pop up' on Drawing DR3-103 of the Urban Context Report, it is considered that it is adequately documented within the floor plans and accompanying reports as office space. The upper levels accommodate 1,707sqm of office floor area. A terrace with an approximate area of 63 sqm on the sixth floor and a roof terrace with an approximate area of 50 sqm are proposed to service the office use.

9. A total of 11 car spaces are accessed at the ground level in car stacker systems. The car parking area is primarily accessed from the ROW, however, access is also gained from Rupert Street. A total of 35 on-site bicycle spaces for employees and 8 for visitors are provided at the ground floor, with a dedicated bicycle entrance from Rupert Street. A bike repair station is also provided within the visitor bicycle parking area. Associated end-of-trip facilities are provided at the mezzanine level.

Construction

Demolition

10. All structures on site are to be demolished (no permit required).

Below Ground (Pit)

11. Located below the ground floor will be services including a 10,000L rainwater tank, car stacker pit and lift pit. These services will not accessible.

Ground Floor

12. To the north are several columns (approximately 0.4 metres wide) that would abut the street with glazing in between setback 1 metre from the boundary; except for the area containing the ground floor north-eastern planter where the glazing is setback 3.3 metres from the boundary. The door to the main entrance lobby is located toward the west with an entrance to the food/drink tenancy located centrally along Gipps Street.

13. Along the eastern boundary with Rupert Street the development is built to the boundary for a length of 10.72 metres from the southern boundary with the rear 2.68 metre wide garage door. To the north of the on-boundary wall, a 5.36 metre wide opening is provided as a bicycle entrance door, with the door setback 1 metre from the street. To the north of the bicycle entrance door, several columns (approximately 0.4 metres wide) abut the street with glazing in between setback 1 metre from the boundary; except for a 1 metre deep planter and the area containing the ground floor north-eastern planter where the glazing behind is setback 4.84 metres from the boundary. A secondary entrance to the food/drink tenancy is also provided from Rupert Street.

14. The development is generally built along the western and southern boundaries. Where interfacing with the south, the development includes a 12.295 metre wide garage door and the main vehicular entrance.

Mezzanine Floor

15. To the north, several columns (as per lower level) with glazing in between setback 1 metre from the boundary except for the portion above the ground floor north-eastern planter (setback 3.3 metres from the boundary).

16. Along the eastern boundary with Rupert Street the development is built to the boundary for a length of 10.72 metres, above the ground floor bicycle entrance a void with a length of 5.36 metres and depth of 3.1 metres is provided. To the north of the bicycle entrance door, several columns approximately (as per lower level) with the exception of the northernmost column which abuts the boundary for 1 metre with glazing in between setback 1 metre from the boundary, except for the area containing the ground floor north-eastern planter where the glazing behind is setback 4.84 metres from the boundary.

17. The development is generally built along the western and southern boundaries.

First Floor

18. To the north, columns and walls approximately 0.4 - 2.6 metres wide abut the street with glazing in between setback 1 metre from the boundary except for the westernmost area above the main entrance which contains a street-facing balcony. This area is setback 2 metres from the boundary with a 0.6 metre wide planterbox encroaching into this setback.

19. The development is generally built along the western, eastern and southern boundaries. Where interfacing with the south and east, the development includes several windows inset approximately 0.2 metres from the wall.

Second Floor to Fifth Floor

20. To the north, columns and walls approximately 0.4 - 2.6 metres wide abut the street with glazing in between setback 1 metre from the boundary except for the westernmost area above the main entrance containing a street-facing balcony. This area is setback 1 metres from the boundary with a 1 metre wide planterbox encroaching into this setback.

21. The development is generally built along the western, eastern and southern boundaries. Where interfacing with the south and east, the development includes several windows inset approximately 0.2 metres from the wall.

Sixth Floor

22. Above the podium, the sixth level is setback a minimum 3.55 metres from Gipps Street, 2 metres from Rupert Street and 1 metre from the southern boundary.

23. A terrace with an area of 63sqm (approximate) is proposed above the podium within the northern, eastern and southern setback area adopting setbacks of 1 metre, 1 metre and 0.35 metres from Gipps Street, Rupert Street and the ROW respectively.

24. The development is generally built to the western boundary for a length of 23.265 metres.

Seventh Floor and Roof Garden

25. The setbacks to Gipps Street, Rupert Street and the ROW are the same as those described in relation to the sixth floor. Solar baffles encroach into these setbacks by 0.8 metres, 0.4 metres and 0.26 metres to the north, east and south respectively.

26. The development is generally built to the western boundary for a length of 23.265 metres.

Elevations

27. To Gipps Street, Rupert Street and the ROW, a 23.425 metre (maximum) podium consisting of seven storeys (inclusive of the mezzanine level) is proposed.

28. The building will be ten storeys (inclusive of both the mezzanine and rooftop garden levels) with an overall height of 33.025 metres (including plant) proposed. The development will be built to the western boundary.



Image: Render of the proposed development
Source: Drawing DR5-104 of the Urban Context Report

Materials and Finishes

29. The proposed materials and finishes are in accordance with the external materials palette, provided below.

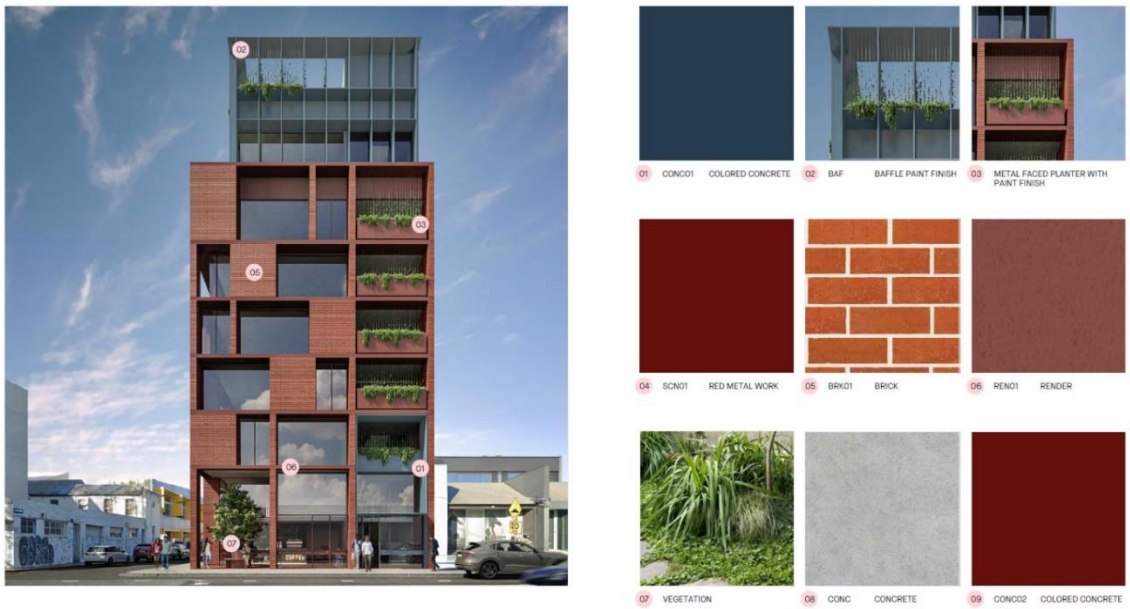


Image: External material schedule
Source: Drawing DR5-200 of the Urban Context Report

Existing Conditions

Subject Site

30. The subject site is located at the south-western intersection of Gipps Street and Rupert Street. The site is approximately 240 metres west of Hoddle Street and approximately 230 metres east of Wellington Street. The site consists of one allotment, known as Plan of Consolidation 150657.

31. The site is rectangular in shape with a frontage to Gipps Street of 14.26 metres and a frontage to Rupert Street of 27.84 metres, resulting in a total area of approximately 395sqm, shown below.



Figure: Aerial photograph of No. 67 – 69 Gipps Street, Collingwood
Source: Nearmap, image capture date: 22 January 2021

32. The site is occupied by a single storey warehouse building, shown below, that is built generally to all boundaries, with the exception of the north-east corner where a corner splay exists and the south-east corner, where there is a concrete apron providing access to two-car parking spaces that are directly accessed from Rupert Street. To the north of these car spaces, a roller door allowing vehicular access into the building is provided.



Figure: No. 66 - 69 Gipps Street, Collingwood, the front façade (left) and rear car parking area (right)
Source: Officer image, taken 22/11/20

Title Documents

33. The title submitted with the application does not show any covenants or agreements, however, the title indicates that along the western boundary the site is encumbered by two easements.

34. Easement A applies centrally along the western boundary for a length of 11.73 metres and depth of 0.13 metres and relates to overhanging eaves. As documented on the submitted plans, the adjoining property to the west does not include any overhanging eaves and therefore this easement will not be impacted by the proposed development.

35. Easement B applies along the western boundary to a 9.88 metre length taken from Gipps Street and an approximate 1.48 metre length taken from the rear boundary, both 0.11 metres in width and relates to party walls. As documented on the submitted plans, the existing building and the adjoining property to the west do not include any party walls and therefore this easement will not be impacted by the proposed development.

Surrounding Land

36. The site is in an area which contains a variety of built form and uses. The immediate area is primarily commercial and industrial in character; however two small pockets of non-conforming residential dwellings exist along the northern and southern sides of Gipps Street to the west of the site. The subject site and these dwellings are located within the Commercial 2 Zone (C2Z).

37. The closest residential area is located approximately 85 metres north of the subject site, with this area within the Neighbourhood Residential Zone (NRZ). The surrounding area and zoning is shown below.

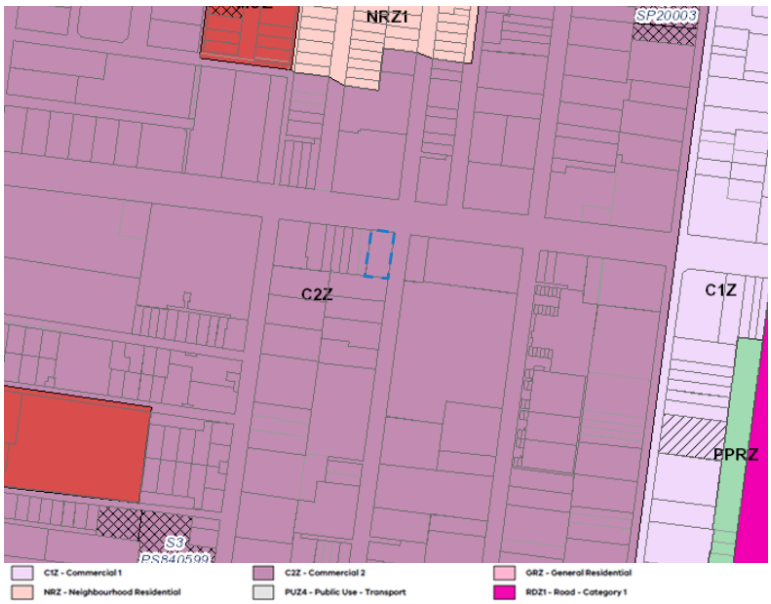


Figure: The subject site and surrounding land shown as C2Z, with NRZ/MUZ to the north and south-west
Source: DELWP



Figure: Aerial photograph of the subject site and surrounding built form
Source: Nearmap image capture date: 22 January 2021

38. The site is approximately 500 metres to the east of the Smith Street Major Activity Centre (MAC), which provides convenience retailing that services the local community. The site also has good access to a range of public transport services, as follows:

    (a) Smith Street (500m to the west) - serviced by Tram Route 86 (Bundoora RMIT - Waterfront City Docklands).
    (b) Victoria Parade (470m to the south) - provides connections to Tram Routes 12 (Victoria Gardens - St Kilda) and 109 (Box Hill - Port Melbourne) and Bus Routes 302 (City - Box Hill via Belmore Road and Eastern Freeway), 303 (City - Ringwood North), 305, 905 and 908 (City – The Pines Shopping Centre, Templestowe), 309 (City — Donvale), 318 (City — Deep Creek), 350 (City — La Trobe University), 684 (Eildon — Melbourne), 906 (City — Warrandyte) and 907 (City — Mitcham).
    (c) Hoddle Street (170m to the east) also provides access to the abovementioned bus routes.
    (d) Collingwood Train Station (390m to the east).

39. The site's immediate interfaces are as follows:

North

40. Gipps Street is immediately to the north. This street supports a single lane of traffic and a bicycle lane in each direction. Parallel parking is provided along both sides, interspersed with mature London Plane trees.

41. Directly opposite the site, on the northern side of Gipps Street at No. 58A, is a double-storey modern commercial building, with carparking provided on the ground floor of the site in an under-croft arrangement. This building encompasses the entire block between Campbell and Rupert Streets, with minimal setback from the front boundary.

42. On the north-eastern corner of Rupert Street and Gipps Street, at No. 60 Gipps Street, is a double storey commercial building that is built to all boundaries, adopting a 100% site coverage.

43. To the west of No. 58A Gipps Street and to the east of Rokeby Street at No. 52 – 58 Gipps Street are four buildings constructed as dwellings. These four buildings are graded 'individually significant' within the Campbell Street Heritage Precinct, Collingwood. Three of these buildings appear to be used as dwellings (Nos. 52, 54 & 56 Gipps Street).

44. These dwellings are located within the C2Z, where the use of land for a dwelling is a 'Section 3 – Prohibited use' in accordance with clause 34.02-1 of the Scheme. The dwellings at No. 52 and 54 Gipps Street do not appear to have established existing use rights pursuant to clause 63 of the Scheme. The dwelling at No. 56 Gipps Street established existing use rights for the use of the land as a dwelling in 2013 through Planning Permit PLN13/0335, however, given the lapse of time since 2013 it is unclear whether this dwelling would currently benefit from existing use rights.

South

45. To the south of the site is a ROW approximately 3 metres in width that is shown as a carriageway easement on the Certificate of Title for No. 107-109 Rupert Street and included on Council's Road Register as ROW No. 255.

46. The permit applicant submitted an easement report with the planning application, demonstrating that the subject site has easement rights over the laneway. Council's Engineering Unit reviewed this aspect, making the following comments:

    (a) The title information for the property at 109 Rupert Street (Title Plans TP 9495573U) shows a carriageway easement encumbering the northern boundary of the site. The easement measures 2.81 metres along the western boundary, 2.88 metres along the eastern boundary, and 35.19 metres along its northern and southern boundaries.
    (b) The carriageway easement is identified as Right of Way No. 255 and is listed on Council's Register of Public Roads and asset database, MASS.
    (c) As part of Council's Road Management Plan, roads on Council's Register of Public Roads are deemed reasonably required for general use by the public. Council is obligated to maintain roads on the Register.
    (d) The subject land is a 'road' within the meaning of the Local Government Act 1989 (LGA), on the basis that it is:
        i. A 'Right of Way' as defined in the LGA (section 3(1)(b)). The subject land is known to title as a carriageway easement on the relevant title plan (Title Plans TP 9495573U); and
        ii. A 'Public Road' under the Road Management Act 2004 (RMA) (section 3(1)(ca) of the (LGA), by virtue of its inclusion on Council's Register of Public Roads.

47. To the south of the ROW, is No. 107-109 Rupert Street. Occupying this site is a single-storey factory building, which is generally constructed to all boundaries, except for the carriageway easement and a 5.5m setback from Rupert Street. Car parking is accommodated within the Rupert Street setback area.

48. To the south of this property at No. 105 Rupert Street is a double-storey commercial building that is generally built to all boundaries. The two buildings at No. 97 and No. 99 Rupert Street are single-storey and similar in construction, generally built to all boundaries and used for commercial purposes.

49. To the south of the above sites, at No. 81 – 89 Rupert Street, is a large parcel of land (approximately 1,960sqm) that recently received planning approval pursuant to Scheme Amendment C283 for the use and development of a thirteen-storey (inclusive of mezzanine levels and with basement level), mixed-use building containing a residential hotel, retail, offices, cinema, restaurant, art and craft centre, art gallery, restricted recreation facilities, and community meeting facilities, along with basement car parking and other services.

50. The Rupert Street interface is shown below.

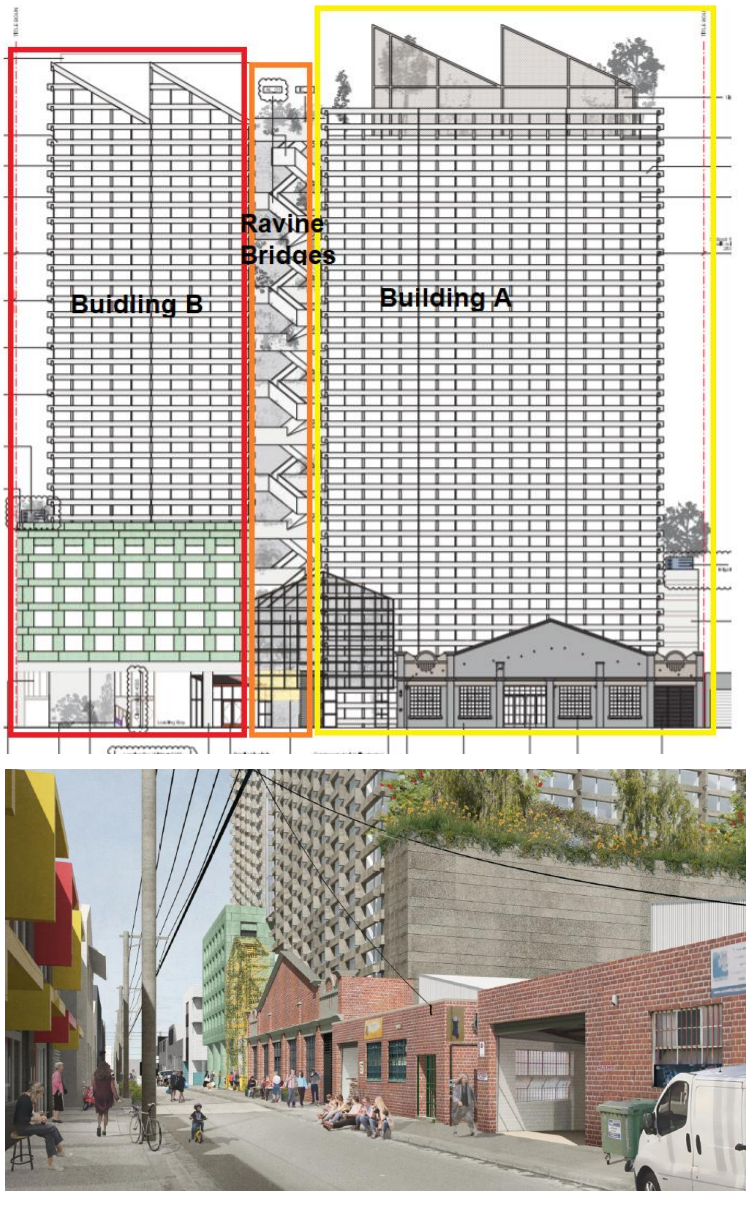


Figure: Rupert Street Elevation (top) and render (bottom) of No. 81-89 Rupert Street, Collingwood
Source: Excerpts from the Planning Decisions Committee Agenda dated 15 July 2020

East

51. To the east, Rupert Street is a one-way (south-bound) street with parallel parking on the opposing side. Buildings on the opposite side of Rupert Street range between single and double-storey industrial style buildings. These buildings are either vacant or used for commercial purposes and all hard-edged to the street.

52. On the south-east corner of the Rupert Street/Gipps Street intersection is No. 69 Gipps Street which is situated on the south-east corner of Gipps and Rupert Streets. The site is developed with a single storey brick warehouse adopting a site coverage of 100%.

53. To the east of this, at No. 71 – 93 Gipps Street, is a large parcel of land (approximately 1,580sqm) where the development approved pursuant to Planning Permit PLN16/1150 is currently under construction. This Planning Permit approved the development of the land with a multi-storey building, use of land for a food & drink premises (cafe), reduction in the car parking requirements, waiver of the loading bay requirements and removal of an easement. The Gipps Street interface is shown below.

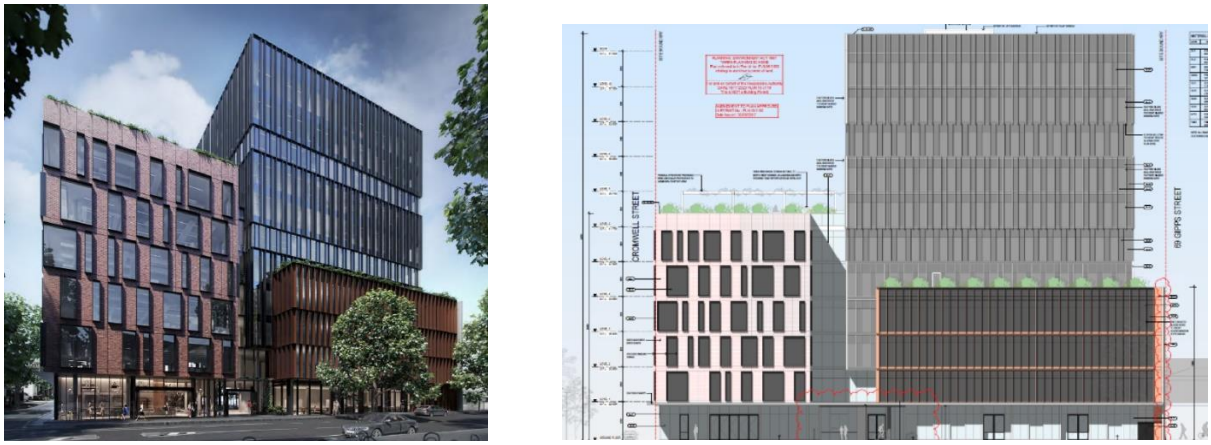


Figure: Gipps Street Elevation of No. 71-93 Gipps Street, Collingwood
Source: Excerpt from the delegate report (left) and endorsed plans (right) of PLN16/1150

West

54. To the west of the subject site, at No. 59A and No. 61 Gipps Street, is a two-storey commercial building containing two attached office tenancies. This site utilises the ROW for access to the car parking area that is located at the rear of the site.

55. To the west of the above-mentioned site, there are a row of three dwellings between No. 55 – 59 Gipps Street. These dwellings appear to be single-storey Edwardian dwellings with secluded private open space and pedestrian access to the ROW provided at the rear. Only No. 57 Gipps Street has windows facing east toward the subject site, these windows are at the ground floor level and approximately 17 metres from the western boundary of the site.

56. These dwellings are located within the C2Z, where the use of land for a dwelling is a 'Section 3 – Prohibited use' in accordance with clause 34.02-1 of the Scheme. The dwelling at No. 59 Gipps Street established existing use rights for the use of the land as a dwelling in 2010 through Planning Permit PL10/0479, however, given the lapse of time since 2010 it is unclear whether this dwelling would currently benefit from existing use rights.

57. The dwellings at No. 55 and 57 Gipps Street do not appear to have established existing use rights pursuant to clause 63 of the Scheme. The floor plan of each dwelling has been obtained from online real estate listings, and shown below:

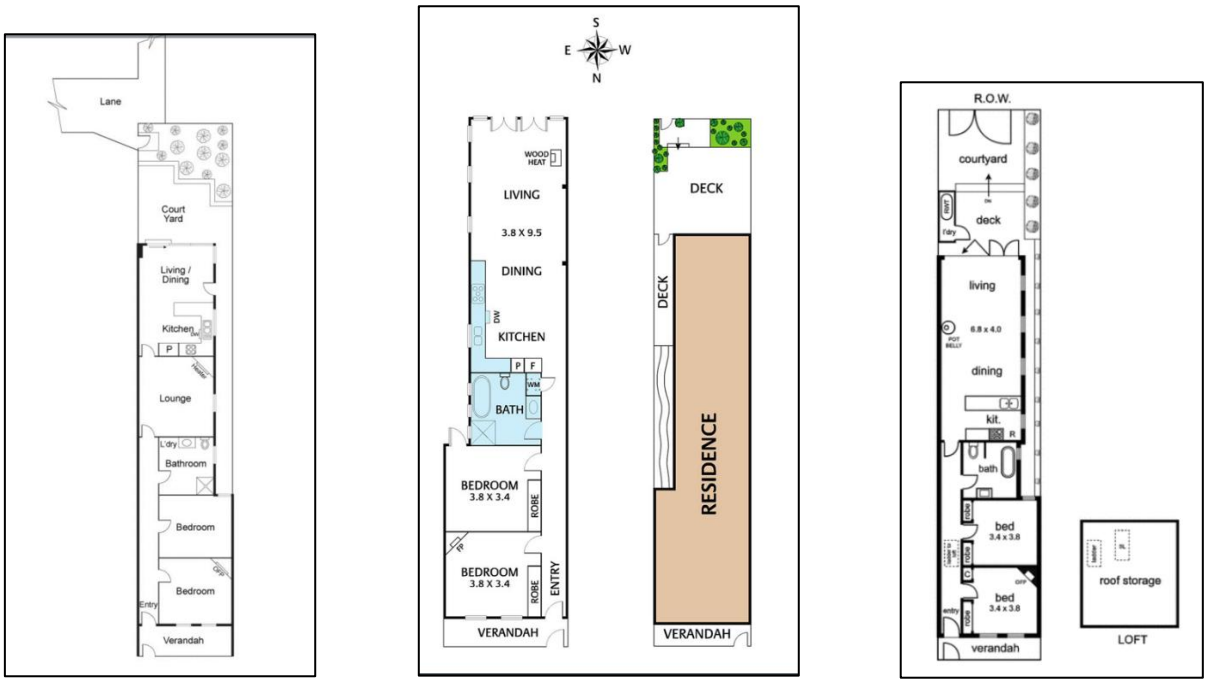


Image: Floor plans of No. 55 (left), No. 57 (centre) and No. 59 (right) Gipps Street, Collingwood
Source (left): https://www.realestate.com.au/property/55-gipps-st-collingwood-vic-3066
Source (centre): https://www.realestate.com.au/property/57-gipps-st-collingwood-vic-3066
Source: (right): https://www.realestate.com.au/property/59-gipps-st-collingwood-vic-3066

58. To the west of these dwellings is a vacant lot and and on the south-eastern corner of Rokeby Street and Gipps Street at No. 51-55 Gipps Street is a double storey hotel known as the Glasshouse Hotel. This building is graded 'individually significant' within a site-specific overlay for the Glasshouse Hotel.

59. More broadly, the Collingwood area is currently going through a period of transition from lower scale buildings to higher density development. There have been several approvals within Collingwood for larger scale developments.

60. Within the Gipps Street precinct there have been a number of planning permit approvals granted for higher density development, some of which are under construction or already constructed, these approvals include:

    (a) No. 71-93 Gipps Street (11 storeys);
    (b) No. 48-50 Gipps Street (6 storeys);
    (c) No. 23-25 Gipps Street (6 storeys);
    (d) No. 81-89 Rupert Street (13 storeys);
    (e) No. 33-37 Rupert Street (10 storeys);
    (f) No. 40-50 Rokeby Street (11 storeys);
    (g) No. 89 Rokeby Street (7 storeys);
    (h) No. 91 Rokeby Street (6 storeys);
    (i) No. 19 Down Street (8 storeys);
    (j) No. 78-89 Wellington Street (9 storeys);
    (k) No. 1-21 Robert Street (17 storeys);
    (l) No. 2-16 Northumberland Street (13 storeys);
    (m) No. 61-75 Langridge Street (7 storeys);
    (n) No. 60-62 Langridge Street and 23-45 Waterloo Road (9 storeys); and
    (o) No. 23-45 Waterloo Road (9 storeys).

61. Further afield there have been planning permit approvals in the western section of Collingwood, also known as the Collingwood Mixed Use Precinct, some of which are under construction or already constructed, these approvals include:

(a) No. 20-22 Peel Street (6 storeys);
(b) No. 33 Peel Street (8 storeys).
(c) No. 41 Peel Street (6 storeys);
(d) No. 7 & 9-15 Little Oxford Street (9 storeys);
(e) No. 1-57 Wellington Street and 71-77 Victoria Parade (11 storeys);
(f) No. 61-71 Wellington Street and No. 37-39 Langridge Street (14 storeys);
(g) No. 73-77 Wellington Street (10 storeys);
(h) No. 93 Wellington Street (10 storeys);
(i) No. 109 Wellington Street (10 storeys);
(j) No. 195 Wellington Street (9 storeys);
(k) No. 27-29 Oxford Street and No. 15-21 Derby Street (8 storeys);
(l) No.42-44 Oxford St, 61-63 Cambridge St &16-20 Langridge St (11 storeys);
(m) No. 107 Cambridge Street (6 storeys);
(n) No. 72 - 94 Cambridge Street (10 storeys);
(o) No. 46-74 Stanley Street & 23-35 Napoleon Street (9 storeys); and
(p) No. 51 Langridge Street (11 storeys).

62. The above constructed, under construction, and recently approved planning applications show that Collingwood is an area undergoing transition with larger scale developments.

Planning Scheme Provisions

Zoning

Clause 32.04 – Commercial 2 Zone

63. The site is located within the Commercial 2 Zone (C2Z). The relevant purposes of the C2Z is as follows:

(a) To encourage commercial areas for offices, appropriate manufacturing and industries, bulky goods retailing, other retail uses, and associated business and commercial services.
(b) To ensure that uses do not affect the safety and amenity of adjacent, more sensitive uses.

64. Pursuant to clause 34.02-1, a planning permit is not required to use the land as an office.

65. Pursuant to clause 34.02-1, a planning permit is not required to use the land as a food and drinks premises as the total leasable floor area does not exceed 100sqm.

66. Pursuant to clause 34.02-4, a planning permit is required to construct a building or construct or carry out works. The decision guidelines are set out at Clause 34.02-7.

Overlays

Clause 43.02 – Design and Development Overlay (Schedule 11)

67. The site is located within the Design and Development Overlay (Schedule 11). Pursuant to Clause 43.02-2 of the Scheme, a planning permit is required to construct a building or construct or carry out works within this overlay.

68. Schedule 11 to the DDO relates to the Gipps Street Precinct, and outlines a preferred future character for this neighbourhood as follows;

(a) A built form business and commercial environment which builds on the existing fine grain industrial nature of the area that allows for innovation and interest.
(b) A vibrant and safe street environment due to an increasing amount of street oriented development, particularly on Gipps and Langridge Street.

(c) A consistent streetscape with active street-frontages and well-articulated buildings with street facades built to a height of up to 3-4 storeys. Taller built form will be set back from property boundaries and spaced to create new interest and variety in building forms.

69. With regards to building heights and setbacks, Schedule 11 notes that;

(a) Taller built form may be appropriate on larger sites able to provide adequate setbacks that respect the narrow streetscape character of the Precinct and avoid overshadowing of neighbouring properties.
(b) Development above 4 storeys should:
(i) Demonstrate a high standard of architectural design
(ii) Minimise overshadowing of adjoining streets, public spaces or private properties
(iii) Be set back from along the northern side of the following streets:
- Gipps Street
- Langridge Street.

70. With regards to building design, the overlay notes that;

(a) Development should be designed to:
(i) have active and attractive frontages.
(ii) address street activity in its interface design, avoiding recessed car parking at street level.
(iii) be well articulated and modulated.
(iv) use materials and finishes which complement adjacent development and enhance the appearance of the narrow street network.

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

71. 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.

72. 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

73. 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 and retail floor space.

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

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

Particular Provisions

Clause 52.06 – Car parking

76. Clause 52.06-1 requires that a new use must not commence or the floor area of an existing use must not be increased until the required car spaces have been provided on the land.

77. Pursuant to Clause 52.06-3 a permit is required to reduce the number of car parking spaces required under this clause.

78. 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.

79. 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.

Proposed Use	Size	Statutory Parking Rate	No. of Spaces Required	No. of Spaces Allocated
Office	1,748 sqm	3 spaces to each 100m^2 of net floor area	52	9
Food and Drink	49 sqm	3.5 spaces per 100 m^2 of leasable floor area	1	1
Share Car				1
Total			53	11

80. A total of 11 car spaces are proposed on site, with one allocated to the food and drinks premises and 9 allocated to the office use, therefore the application seeks a total reduction of 43 car spaces associated with the office use.

81. As previously identified, the modification to the mezzanine office area as shown on the sketch plans (increase in floor area from 41sqm to 72sqm) would result in the requirement for 53 car parking spaces being required for the office use pursuant to the requirements of Clause 52.06. With 9 on-site spaces allocated to the office use, the sketch plans would result in the requirement for an additional car parking reduction of one space (total 44 space reduction).

Clause 52.34 – Bicycle Facilities

82. 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

83. 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)	1,758 sqm	1 employee space to each 300 sqm of net floor area if the net floor area exceeds 1000 sqm	6 employee spaces	
		1 visitor space to each 1000 sqm of net floor area if the net floor area exceeds 1000 sqm	2 visitor spaces	
Retail premises (other than	49 sqm	1 employee space to each 300 sqm of leasable floor area	0 employee spaces	

specified in this table)		1 visitor space to each 500 sqm of leasable floor area	0 visitor spaces	
Bicycle Parking Spaces Total			**6 employee spaces**	**35 employee spaces**
			2 visitor spaces	**8 visitor spaces**
Showers / Change rooms	1 to the first 5 employee spaces and 1 to each additional 10 employee spaces		1 showers / change rooms	4 showers / change rooms

84. The development proposes a total of 29 additional employee spaces and six visitor spaces above the statutory requirements of the Scheme. The proposal also provides 3 additional showers / change rooms from that required by the Scheme.

85. There is no planning permit required pursuant to the requirements of clause 52.34-3. Clause 52.34-4 provides design standard for bicycle spaces and signage.

Clause 53.18 – Stormwater Management in Urban Development

86. 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

87. 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)

88. Relevant clauses are as follows:

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

89. 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 13.05-1S (Noise abatement)

90. The relevant objective of this clause is:

(a) *To assist the control of noise effects on sensitive land uses.*

91. 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)

92. 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)

93. 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)

94. The objective is:

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

Clause 15.01-2S (Building design)

95. 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.*

96. Relevant strategies of this clause are:

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

97. 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)

98. 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)

99. 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)

100. The relevant objective of this clause is:

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

101. Relevant strategies are:

(a) Ensure development responds to cultural identity and contributes to existing or preferred neighbourhood character.
(b) Ensure development responds to its context and reinforces a sense of place and the valued features and characteristics of the local environment and place by emphasising the:
(i) Pattern of local urban structure and subdivision.
(ii) Underlying natural landscape character and significant vegetation.
(iii) Heritage values and built form that reflect community identity.

Clause 15.02 (Sustainable Development)
Clause 15.02-1S (Energy Efficiency)

102. The objective of this clause is:

(a) To encourage land use and development that is energy and resource efficient, supports a cooler environment and minimises greenhouse gas emissions.

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

103. The objective of this clause is:

(a) To strengthen and diversify the economy.

104. 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)

105. The relevant objective of this clause is:

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

106. 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)

107. The objective of this clause is:

(a) To create a safe and sustainable transport system by integrating land use and transport.

108. 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)

109. The relevant objectives of this clause is:

(a) To promote the use of sustainable personal transport.

110. 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)

111. 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)

112. 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)

113. 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)

114. The objective of this clause is:

(a) *To ensure an adequate supply of car parking that is appropriately designed and located.*

115. 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)

116. The relevant policies in the Municipal Strategic Statement (MSS) are described as follows:

Clause 21.04-3 (Industry, office and commercial)

117. The objective of this clause is:

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

Clause 21.05 (Built Form)

118. Relevant objectives and strategies include;

(a) Objective 14 To protect and enhance Yarra's heritage places.
(i) Strategy 14.6 Protect buildings, streetscapes and precincts of heritage significance from the visual intrusion of built form both within places and from adjoining areas

Clause 21.05-2 (Urban Design)

119. Relevant objectives and strategies include:

(a) Objective 16 To reinforce the existing urban framework of Yarra.
(b) Objective 17 To retain Yarra's identity as a low-rise urban form with pockets of higher development.
(i) Strategy 17.1 Ensure that development outside activity centres and not on Strategic Redevelopment Sites reflects the prevailing low-rise urban form.
(c) Objective 18 To retain, enhance and extend Yarra's fine grain street pattern.
(i) Strategy 18.2 Enhance the amenity of laneways by applying the Development Abutting Laneway policy at Clause 22.07.
(d) Objective 19 To create an inner city environment with landscaped beauty.
(i) Strategy 19.2 Encourage opportunities for planting suitable trees and landscape areas in new development.
(e) Objective 20 To ensure that new development contributes positively to Yarra's urban fabric.

Clause 21.05-3 (Built form character)

120. The general objective of this clause is:

(a) *To maintain and strengthen the identified character of each type of identified built form within Yarra.*

121. The subject site is located within a non-residential area, where the built form objective is to *"improve the interface of development with the street"*.

122. The strategies to achieve the objective are to:

(a) Strategy 27.1 - Allow flexibility in built form in areas with a coarse urban grain (larger lots, fewer streets and lanes).
(b) Strategy 27.2 - Require new development to integrate with the public street system.

Clause 21.05-4 (Public environment)

123. 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)

Clause 21.06-1 (Walking and cycling)

124. Relevant objectives and strategies include;
    (a) Objective 30 To provide safe and convenient pedestrian and bicycle environments.
        (i) Strategy 30.1 Improve pedestrian and cycling links in association with new development where possible.

    Clause 21.06-2 (Public transport)

125. Relevant objectives and strategies include;
    (a) Objective 31 To facilitate public transport usage.
        (i) Strategy 31.1 Require new development that generates high numbers of trips to be easily accessible by public transport.

    Clause 21.06-3 (The road system and parking)

126. Relevant objectives include;
    (a) Objective 32 To reduce the reliance on the private motor car.
    (b) Objective 33 To reduce the impact of traffic.

    Clause 21.07-1 (Ecologically sustainable development)

127. 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

128. This clause outlines the Collingwood neighbourhood as follows:

    (a) Much of Collingwood is industrial in character with the residential precincts surrounded by or interspersed with industrial buildings.

    (b) The Gipps Street industrial precinct is characterized by traditional manufacturing, service activities and a considerable portion of activity related to the textile, clothing and footwear sector. The precinct provides the opportunity for a wide range of small to medium businesses to operate in a location that is relatively unconstrained by sensitive uses. To allow flexibility for large sites which may have difficulty in finding new industrial tenants, rezoning to Business 3 will be supported. This will enable the area to retain an industrial character but evolve to provide a wider range of employment opportunities including service business and offices uses. Any change of use should consider opportunities for improvement to the public domain.

Relevant Local Policies

Clause 22.03 – Landmarks and Tall Structures

129. 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

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

131. 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

132. 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 22.10 – Built form and design policy

133. This policy applies to all new development not included in a Heritage Overlay. The relevant objectives of this policy are to:

    (a) Ensure that new development positively responds to the context of the development and respects the scale and form of surrounding development where this is a valued feature of the neighbourhood character.
    (b) Ensure that new development makes a positive contribution to the streetscape through high standards in architecture and urban design.
    (c) Limit the impact of new development on the amenity of surrounding land, particularly residential land.
    (d) Design buildings to increase the safety, convenience, attractiveness, inclusiveness, accessibility and 'walkability' of the City's streets and public spaces.
    (e) Create a positive interface between the private domain and public spaces.
    (f) Encourage environmentally sustainable development.

134. The clause includes various design objectives and guidelines that can be implemented to achieve the above objectives. The design elements relevant to this application relate to:

    (a) urban form and character;
    (b) setbacks and building height;
    (c) street and public space quality;

(d) environmental sustainability;
(e) site coverage;
(f) on-site amenity;
(g) off-site amenity;
(h) landscaping and fencing;
(i) parking, traffic and access; and
(j) service infrastructure.

Clause 22.16 – Stormwater Management (Water Sensitive Urban Design)

135. 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

136. 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

137. 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.

138. 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. 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)

139. The Melbourne Industrial and Commercial Land Use Plan builds on the relevant policies and actions of Plan Melbourne 2017-2050, and 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.

140. Map 4 within the document shows the industrial land within the inner metro region, identifying the subject site as existing regionally significant industrial land, as shown below. This would be due to the zoning of the land as C2Z, where dwelling uses are prohibited.

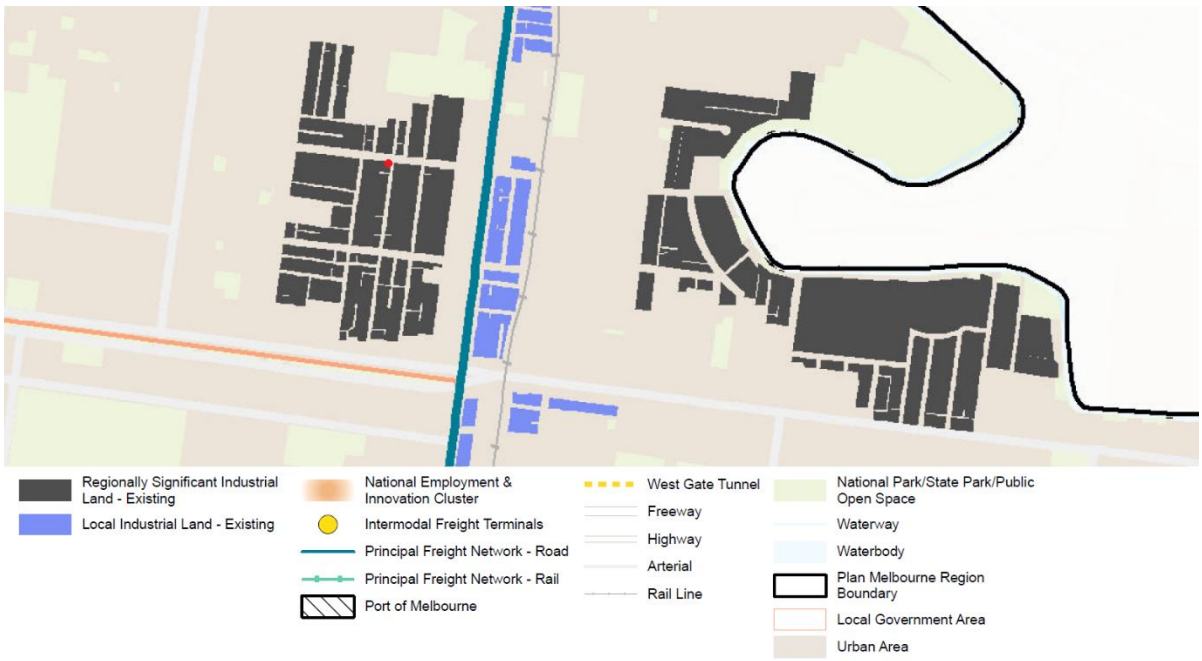


Figure: Excerpt from Map 4 of the MICLUP showing the subject site as a red circle.

141. 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

142. 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.

143. 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.

144. The Gipps Street Precinct (located between Smith, Johnston and Hoddle Streets and Victoria Parade) is nominated as one of five major employment precincts within Yarra, the other four being Abbotsford, Church Street south, Cremorne and Victoria Parade.

145. A Strategy of the Spatial Economic and Employment Strategy relevant to this application is Strategy 2: Retain and grow Yarra's Major Employment precincts:

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

146. The strategy includes the following precinct specific directions for the Gipps Street precinct:

Given projected demand for employment floor space, and office floor space in particular, the precinct should retain its employment focus. Recent zoning changes have already provided greater flexibility in the range of permissible employment land uses.

Although there are many retail and hospitality business beyond the immediate Gipps Street precinct, the lack of retail within the precinct could be a barrier to attracting new businesses. The collection of smaller business on Glasshouse Road at the western edge of the precinct might be interpreted as evidence of the attractiveness of the more vibrant quarters of the precinct.

More detailed built form guidance would provide greater clarity about opportunities for additional development and the scale and form envisaged.

This precinct could accommodate future demand for floor space generated by both the Victoria Parade health precinct and the Johnston Street Activity Centre, where capacity for growth is more constrained.

Gipps Street Local Area Plan

147. The Gipps Street Local Area Plan (GSLAP) was adopted by Council in February 2010. This plan includes objectives, strategies and actions which deal with future land use and form of development, physical improvements and infrastructure investments. The GSLAP provides the strategic basis for future development and activity mix, preferred future character, a guide for new public works and infrastructure, design guidance and an overall approach to implementation and priorities.

148. This plan pre-dates the rezoning of the subject land from Industrial to Commercial and influenced the implementation of Schedule 11 to the Design and Development Overlay affecting the site.

149. The GSLAP acknowledges that Wellington, Langridge and Gipps Streets offer greater exposure and accessibility for activities like showrooms and larger office developments. The plan also aims to reduce car travel into the precinct, as follows;

(a) A broader policy objective to implement Council's Strategic Transport Statement is to reduce the proportion of trips into and out of the precinct by car.
(b) Reduced car travel will depend primarily on broader initiatives beyond the scope of this plan.
(c) Local initiatives should aim to improve walking and cycle access and connections to public transport and slowing car and other vehicle traffic in and around the precinct.

Advertising

150. The application was advertised under the provisions of Section 52 of the *Planning and Environment Act (1987)* by 527 letters sent to surrounding owners and occupiers and by three signs displayed on site. Council received 11 objections, the grounds of which are summarised as follows:

(a) Built form and design (height and massing; unresponsive to heritage; architectural expression; and insufficient landscaping);
(b) Amenity Impacts (unacceptable internal amenity and ESD; amenity impacts to neighbouring properties (overlooking, loss of sunlight and views, noise, overshadowing, impact to solar panels); public realm shadowing; and wind impacts.
(c) Traffic and car parking (loss of on-street car park for the DDA space; additional traffic cannot be supported; and not enough car parking provided); and
(d) Lack of open space within the area.

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 under the Scheme 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 (public realm only);

(d) City Works Unit;

(e) Streetscapes and Natural Values Unit;

(f) Open Space Unit;

(g) Engineering Services Unit (additional comments were sought from Council's Engineering Services Unit on the sketch plans, due to the modified corner splay. This is included as an attachment).

External Consultants

(h) Wind Consultant (MEL Consultants); and

(i) Urban Design Consultant (Simon McPherson).

OFFICER ASSESSMENT

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

(a) Policy and Strategic Support;
(b) Built form and Urban Design;
(c) On-site amenity;
(d) Off-site amenity;
(e) Car parking and traffic;
(f) Bicycle facilities and strategic transport;
(g) Waste management; and
(h) Objector concerns.

Policy and Strategic Support

155. The proposed development has strong strategic support at State and local level. The subject site is located within a Commercial 2 Zone (C2Z), this zone has a key purpose *to encourage commercial areas for offices, appropriate manufacturing and industries, bulky goods retailing, other retail uses, and associated business and commercial services.*

156. Consistent with the zone, the use of the land for office and food and drinks premises does not require a planning permit and only the buildings and works are triggered by this provision. This indicates strong strategic support for the office use, and supporting smaller food and drinks premises, within the precinct. Additionally, policies (such as clauses 11.03-1R and 18.01-1S) encourage the concentration of development near activity centres and more intense development on sites well connected to public transport.

157. Council's external Urban Designer made the following comments in respect of the predominate use of the building as office:

(a) DDO11 seeks to develop the Gipps Precinct as a vibrant business and commercial environment, while Clause 21.03 identifies it as a Potential Commercial and Industrial Area. Clause 21.04-3 seeks to increase the number and diversity of local employment opportunities, including commercial and office use in existing industrial areas.

(b) The Gipps Precinct Local Area Plan aims to direct and manage change in the Gipps Precinct to increase economic activity and employment, improve the local environment and character and make it a better place for those who visit, work and live in the area.

(c) The locality is therefore appropriate for development with a focus on employment and commercial spaces.

158. The site and land to the north, east, west and south are in the C2Z and form part of the Gipps Street Industrial Precinct. The C2Z zoning of the subject site and adjoining land facilitates the provision of greater density and higher built form, subject to individual site constraints, given the purpose of the zone.

159. 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.

160. 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.

161. The site fulfils this criteria, with tram routes along Smith Street and Victoria Parade, bus routes along Hoddle Street and Johnston Street and the Collingwood Train Station approximately 390 metres to the east, thereby encouraging the use of alternative modes of transport to and from the site 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. Further, the site is located within proximity to a comprehensive cycling network; with particular regard to the 'Copenhagen-style' bicycle lanes established along Wellington Street to the west.

162. The zoning of the land preferences uses such as offices to occur. This outcome is further supported by both the *GSLAP* and the *SEES* that aim to promote the Gipps Street area and land with the C2Z, as neighbourhoods where larger office developments are encouraged. This site is clearly located within an area where higher intensity commercial uses have been directed to be located.

163. The site is located in an area suitable for redevelopment, with a proposed built form that generally includes some elements of diverse pattern of urban form in the neighbourhood, creates a new built form character and would result in no unreasonable off-site amenity impacts due to the surrounding commercial uses and corner block location.

164. 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.

Built form and Urban Design

165. The urban design assessment for this proposal is guided by State and local policies at clause 15.01-2S (Building Design), clause 21.05-2 (Urban design), clause 22.05 (Interface uses policy) and clause 22.10 (Built form and design policy). In the interests of providing a concise assessment and avoiding repetition between State and local design principles, the following assessment will group similar themes where applicable.

Urban form, character and context

166. 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 development of the area.
167. The proposal is an appropriate response to the site's strategic context and whilst these considerations have previously been outlined, it is important to identify the recent strategic work presented within the SEES specifically references that there is significant capacity for commercial employment within the Gipps Street precinct. The Gipps Street precinct is an area of renewal, as identified as identified within Plan Melbourne (2014). Furthermore, the SEES specifically states at Page 46:

    (a) *The Cremorne/Church Street South and Gipps Street precincts have been identified as having significant floor space capacity if existing lower scale development is replaced by multi-storey development.*

168. Extensive change in the Collingwood area is evident, with a considerable number of recent approvals surrounding the subject site, as identified previously within this report. Strategically, the subject site is appropriately located for a higher-density development, being within proximity to an Activity Centre and within the C2Z with excellent access to public transport, services and facilities. In addition, the site has two street interfaces and a ROW frontage, thereby providing a degree of separation from surrounding sites. It would therefore be a reasonable expectation that this site (as others in the Collingwood area are currently doing) would experience a degree of intensification.

169. The subject site is not located within a heritage overlay and is sufficiently separated from the existing heritage within the surrounds (the Glasshouse Hotel on the corner of Gipps Street and Rokeby Street and the buildings at No. 52 – 58 Gipps Street). The subject site is separated from these heritage buildings by approximately 38 metres, to the Glasshouse Hotel, and 44 metres including the width of Gipps Street to the buildings at No. 52 – 58 Gipps Street.

170. The proposed development is sufficiently separated from these heritage buildings to minimise any detrimental impact on heritage grounds, however, consideration to the development of the sites in between are to be considered and will be discussed later in this report. The separation distance and the material palette used, however, will distinguish the new built form from the existing heritage buildings.

171. While the building differs considerably in terms of its overall appearance and scale from other existing adjoining buildings, this is to be expected as it represents an emerging built form character within an area that is undergoing significant renewal.

    Height, scale and massing of the development

    Height

172. The proposed building will extend to a maximum height of ten storeys equating to 33.025 metres. The sketch plans reduce the predominant overall height of the building by 1 metre, however the lift core will extend 1 metre above. The proposed building will be taller than immediately adjoining sites, however there are other taller buildings in the nearby vicinity such as the site under construction at Nos. 71-93 Gipps Street which adopts an overall height of approximately 46.5 metres and the Yorkshire Brewery development to the south-west adopting an overall height of approximately 50.4 metres.

173. The development is also comparable to recent office approvals in the C2Z which range between 7-13 storeys in height in the broader precinct; some of which have been constructed or are under construction, most notably the development approved at Nos. 81-89 Rupert Street (55 metres to the south) which adopts an overall height of approximately 44 metres.

174. This current application is in-line with the emerging character of the area and generally consistent with local and State policy. The issue of development which is higher than surrounding built form was further discussed in the Red Dot Victorian Civil and Administrative Tribunal (VCAT) 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.

175. 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.

176. The new development in the area continues to present a hard edge character to the street with rectilinear forms and robust materials. There is no doubt that the site's current use as a single storey commercial building is an underutilisation of land in an inner-city location.

177. The DDO11 does not nominate preferred or mandatory building heights; rather preferred character guidelines. The DDO11 requires development above four storeys to demonstrate a high level of architectural design (achieved, as discussed below), minimise overshadowing of adjoining streets, public spaces or private properties (achieved, as discussed later in this report under light and shade and off-site amenity impacts) and be set back along the northern side of Gipps Street (the development is to the south of Gipps Street).

178. As will be discussed, the proposal meets all these factors. The mixed character of the existing streetscape, separation distance from existing residential properties and heritage properties, as well as the way in which the development responds to surrounding built form allows a higher scale to be supported.

179. 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

180. Whilst the site is not designated as a strategic redevelopment site and is not 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.
181. With regards to (ii), (iii) and (v), these items are all considered to have been met and will be discussed later in the report. Items (iv) and (vi) are not relevant, given that the buildings on site are not of heritage significance and this is a commercial proposal and dwellings are prohibited in the zone.

182. Council's external Urban Design Consultant reviewed the proposed height and deemed it to be acceptable with regard to the emerging character of taller buildings within the precinct. Whilst the size of the subject site is notably smaller than the sites which are to accommodate 13 storey forms, it was deemed that 10 storeys for this site was appropriate. Mr McPherson opined that the upper level setbacks and high street wall resulted in the upper levels having limited visual implications in the streetscape, particularly for the pedestrian experience.

183. The proposed height in this location is acceptable, however, the proposed massing of the podium and whether the development provides appropriate upper level setbacks is key to its acceptability within this specific context. This will be discussed below.

Podium and Massing

184. A seven-storey podium (inclusive of the mezzanine and balustrade) is proposed to Gipps Street, Rupert Street and the ROW. This podium will extend to a height of 23.425 metres.

185. The DDO11 seeks street facades to be built to a height of up to 3-4 storeys, however regard must be given to the particular site context which has a highly urban character, comprising built form generally built to the street frontages with other nearby buildings significantly exceeding the proposed street wall height of the DDO11. In addition, the impacts of the podium on the street/pedestrian experience must also be taken into account.

186. Council's external Urban Design Consultant identified that the overall height of the podium was not a satisfactory urban design outcome and recommended that the podium be reduced by one level to a six storey podium form (inclusive of mezzanine and balustrade). With this change, Council's Urban Design Consultant advised the outcome would be in keeping with and responsive to the following:

(a) DDO11 preferred future character for the Gipps Precinct;
(b) General character of low-scale industrial fabric in the precinct;
(c) Prevailing street wall height at 71-93 Gipps Street;
(d) General transition downwards in street wall height from east to west, established by 71-93 Gipps Street;
(e) Low-scale built form to the immediate east and west, with less overt juxtaposition;
(f) *Heritage Glasshouse Hotel building to the west.*

187. The applicant prepared sketch plans to address this concern, amongst others, lowering the podium height by one storey to an overall height of 20.025 metres. The reduction by one storey ensures that the podium will appropriately accord with the emerging character, with respect to the size of the subject site and immediately adjoining properties. Whilst the modified podium will be six storeys, it will present as five in the surrounds as the mezzanine is concealed by design as being part of the ground floor.

188. Furthermore, the lowered podium height will ensure that an appropriate transition to the heritage listed Glasshouse Hotel can be achieved when the sites to the west are developed.

The street wall as proposed at seven storeys would not have enabled an appropriate transition to this heritage listed property and this concern is alleviated through the sketch plans.

189. As the following comparison demonstrates, the lowered podium also provides a better urban design outcome with regard to the development currently under construction to the east. Whilst the podium will be taller than the four-storey podium portion of this development it will be noticeably lower than the six-storey podium portion of the development providing a balanced outcome.

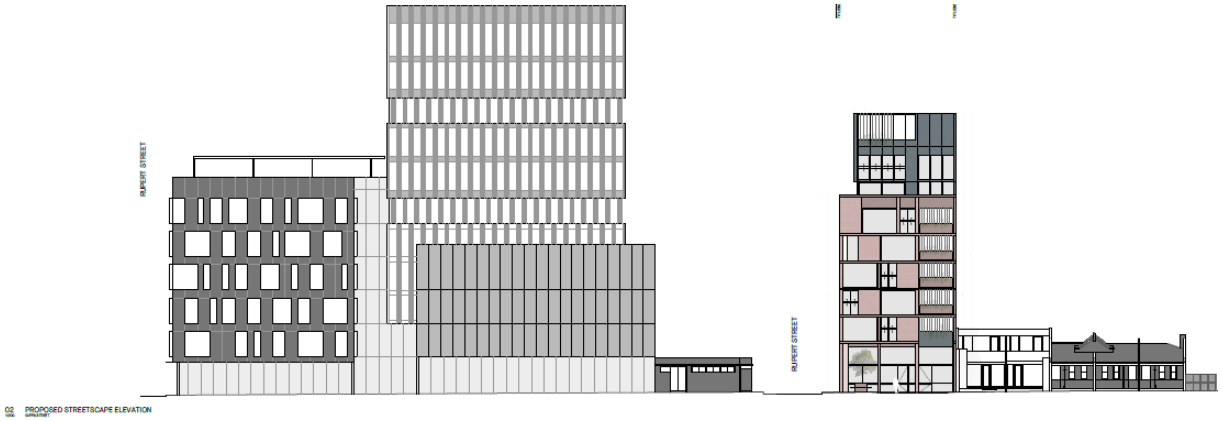


Figure: Gipps Street Streetscape Elevation
Source: Decision Plans

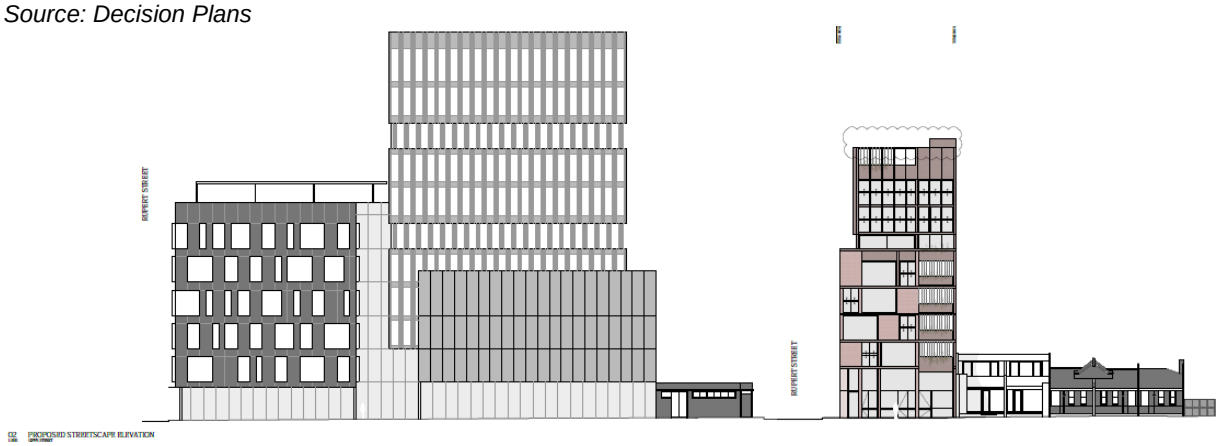


Figure: Gipps Street Streetscape Elevation
Source: Sketch Plans (11.02.21)

190. A condition will therefore require the proposal to be amended to accord with the sketch plans.

191. As a result of the podium reduction the composition of the massing has also been modified. Council's external Urban Design Consultant identified in anticipation of this occurring that even with the podium reduction of one storey, the ten storey form would *still retain an appropriate relationship between a solid, robust building 'base' of 6-storeys, and a 4-storey (including roof terrace) recessive upper level form.*

192. Other changes are also proposed within the sketch plans, most notably a modification to the materials proposed and the inclusion of a corner splay on the ground level. These changes will be discussed later in the report under the relevant sections. The modifications to the locations of the windows on the varying levels is satisfactory and maintains the intent of the design.

Upper Level Setbacks

193. Above the podium, the upper levels are proposed to be setback a minimum 3.55 metres from Gipps Street, 2 metres from Rupert Street and 1 metre from the ROW. The baffles, providing solar shading to the windows, protrude into these setbacks by 0.8 metres, 0.4 metres and 0.26 metres to the north, east and south respectively.

194. Council's external Urban Design consultant reviewed the proposed upper level setbacks identifying that they were acceptable. The following assessment was made:

    (a) The proposed upper level setbacks of 3.55m at Gipps Street (or effectively 2.75m taking window baffles into account), and 2.31m (or 1.91m with window baffles) are relatively tight in the context of a 10-level building height, but should be considered in the local context and by the visual implications.
    (b) As noted above, the proposal provides clear visual separation, through contrasting design expression, between the masonry street wall form and the upper level framed metal form.
    (c) The perspective renders at Drawings DR5-100 and DR5-101 in the Urban Context Report show that the proposal has a relatively 'vertical' form overall, as a result of the mid-rise height and limited site size.
    (d) However, while the proposal 'towers over' its neighbouring single-storey built form on Gipps Street, I do not consider its height and scale to be overwhelming or dominant in the emerging context of the Gipps Precinct. I consider its scale and massing to be effective and appropriate in this emerging context.
    (e) Further, the overall massing is commensurate with and responsive to the built form at 71-93 Gipps Street, establishing a level of consistency in this part of Gipps Street.

195. The surrounding built form context is robust and can accommodate greater built form with the conditional six storey podium ensuring that views upwards would largely be concealed. There is however, some concern with the minimum 1 metre setback from the southern boundary.

196. It is an accepted principle (such as referenced within the proposed Collingwood and Fitzroy Interim Design and Development Overlays proposed within Amendment C270) that the upper levels of a development are to provide a 3 metre setback for commercial windows and 4.5 metres for a habitable room windows. Where abutting a laneway, this is taken from the centreline.

197. The southern upper level setback would be setback approximately 2.45 metres from the centreline of the ROW. A condition will require the southern setback of the levels above the podium to be setback 3 metres from the centreline of the ROW to ensure an adequate setback to the south is provided, with regards to equitable development.

198. The western wall will abut the western boundary at all levels. This is considered appropriate, given the likelihood of corresponding future development on the adjoining site to the west. There are no windows proposed within this boundary wall, however, the sketch plans show an opening within the topmost corner as shown below:

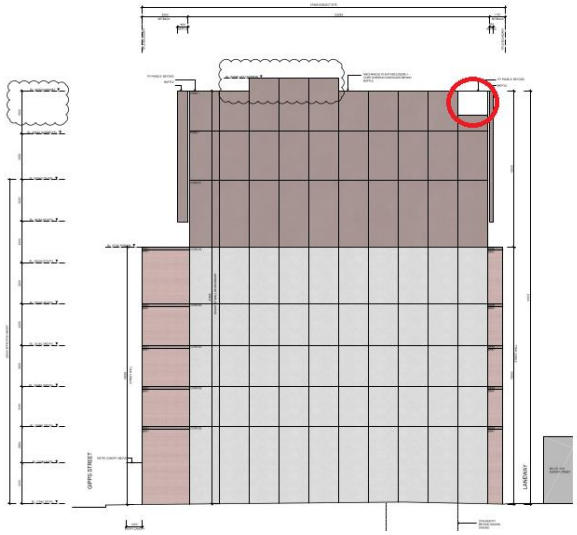


Figure: Gipps Street West Elevation with opening highlighted
Source: Sketch Plans (11.02.21)

199. This opening is to the plant level and therefore raises no concerns with overlooking nor equitable development.

Architectural Quality

200. In terms of architectural quality, policy at clause 15.01-2S encourages high standards in architecture and urban design, with design guidelines at DDO11 noting that development should be designed to have attractive frontages, be well articulated, and use materials and finishes which complement adjacent development. This overlay also seeks to ensure that *building design responds to the inherent industrial character of the Precinct.*

201. The following requirements are provided within the DDO11 to guide building design and architectural quality:

(a) Development should be designed to:
(i) Have active and attractive frontages.
(ii) Address street activity in its interface design, avoiding recessed car parking at street level.
(iii) Be well articulated and modulated.
(iv) Use materials and finishes which complement adjacent development and enhance the appearance of the narrow street network.

202. The development is of high architectural quality and in that regard responds to the requirements of the Design and Development Overlay and the design objectives of clause 15.01-2S of the Scheme. The contemporary design is appropriate and responds well to this part of Collingwood with the design offering a modern built form that revitalises the interface with Gipps and Rupert Streets through generously sized openings, and upper level communal areas.

203. Council's external Urban Design Consultant reviewed the overall design expression of the development, determining that the proposal is considered, refined and of an appropriate quality with the following assessments provided:

(a) The proposal presents quite a simple, robust and refined design expression, comprising a 'solid' brickwork base, and lighter-weight upper levels comprising a framework of deep ribs or blades.
(b) The street walls create a sense of mass and solidity through solid brickwork panels interspersed with the glazing, in a 'random' pattern which supports visual interest.
(c) In my view, the design balances visual strength, mass and robustness, with a degree of lightness and more delicate elements.
(d) The openness of the street wall levels makes the building look approachable and open, while still reflecting visual mass and 'groundedness'.
(e) The plans indicate consideration of architectural details such as subtle expression of floor slab edges within the facades, and the demarcation of the entrance through a thin-edged lining to the brick entrance portal, including an extended canopy.
(f) In support of these visual qualities, I would hope that 'real' brickwork is proposed rather than 'brick snaps' fixed to concrete panels, but the façade design looks like authentic brickwork.
(g) The façade planting, outlined above, will add softness and further visual interest to the facades.
(h) The expressed depth of the facades, which has a solar control function as discussed above, also supports visual interest and a sense of visual relief.
(i) The brickwork base form is visually distinct from the lighter upper level form, but within a consistent design framework, which is appropriate.

(j) I support the proposed design approach of a lighter, metal 'framed' and glazed expression to the upper levels, and while the open roof deck level is 'enclosed' by a framed parapet, it's open sides provide views to the sky and so a 'feathering' effect at the top of the building.

204. With regard to the assessment of Mr McPherson and review of the materials schedule, the following should be addressed via condition:

    (a) Whilst real brickwork is proposed as identified within the materials schedule and town planning report, further details of the brickwork should be provided including details of the material chosen to be utilised.
    (b) The material 'SCN1' is described as red metal work and utilised along the car parking areas and services on the ground floor. As shown on the plans this material has a high degree of texture, however, on the materials schedule it is shown as a 'flat' material. Details of 'SCN1' should be provided to ensure it is highly textured.
    (c) The material of the upper levels, 'BC1', are to be clearly identified within the materials schedule. Whilst described as a 'baffle' material, it is unclear whether this will be metal, or not.

205. Whilst the sketch plans successfully modify the podium and massing of the development to respond to the emerging character of the area, it is noted changes to the materiality are also proposed. For clarity, the proposed changes to the materiality are replicated below:

    (a) The northern, eastern and southern elevations of the upper levels above the podium, modified from a blue-grey colour to a red-brown colour.
    (b) The design detail around the main entrance at the western edge of the northern elevation modified from a blue-grey colour to a red-brown colour.
    (c) The western elevation of the podium levels modified from red-brown coloured concrete to grey concrete (except for a 3.55 metre return from the north and 1.17metres return from the south).
    (d) The western elevation of the upper levels above the podium, modified from a blue-grey coloured concrete to a red-brown coloured concrete.

206. The proposed colour change of the upper levels and the design detailing around the entrance from a blue-grey to a red-brown is considered an appropriate response. The proposed change in colour will ensure a cohesive design language is continued for the building as a whole. Whilst similar in colour, the brickwork base would still be visually distinct from the baffled upper levels.

207. The modifications proposed within the sketch plans do, however, result in a poorer design outcome for the western elevation. Previously, the western boundary wall associated with the podium levels were proposed as red concrete with the upper levels treated with a blue-grey concrete. Whilst a sheer wall, this ensured that the building was 'designed in the round'.

208. The sketch plans result in the western boundary wall associated with the podium levels treated as standard concrete with the upper levels treated with a red-brown concrete (except for the podium returns as described above). This would result in a built form element that does not achieve an acceptable level of integration with the overall building form. Further, this elevation would likely be prominent in the surrounds until the neighbouring sites are developed, contributing to the unacceptability.

209. The applicant provided the following renders to respond to this concern on 2 March 2021 showing coloured rebate lines in material 'REN1' continued from the podium returns and added onto the pre-cast concrete panels to create a continuous architectural design language.

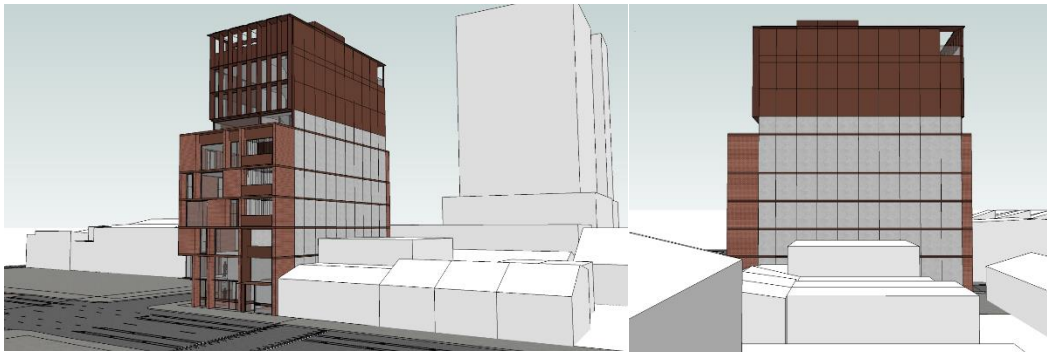


Figure: Render of how the lower western boundary wall could be treated
Source: Provided by the applicant on 02/03/2021

210. On balance, this is acceptable and would appropriately ensure a satisfactory level of articulation is provided to this elevation until the adjoining properties develop. This will be conditioned.

211. Whilst the proposed external materials schedule provided an indication of the different materials and finishes proposed throughout the design, it is considered that the descriptions of each material is broad. A façade strategy and materials and finishes schedule is 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 mid-level and tower facade details;
    (b) section drawings to demonstrate façade systems, including fixing details and joints between materials or changes in form;
    (c) information about how the façade will be maintained, including any vegetation; and
    (d) a sample schedule and coloured drawings outlining colours, materials and finishes specifying the following:
        (i) Details of material 'BRK01' including the colour and particulars of the product chosen;
        (ii) Details of material 'SCN01,' ensuring the material provides a high degree of depth and texture;
        (iii) Details of material 'BC1;'

212. This will ensure that the materials to be utilised for the development are reviewed prior to construction, with higher degree of detail provided to ensure they are of a high architectural quality in accordance with the plans submitted to date.

Landmarks, Views and Vistas

213. It is policy at clause 15.01-2S of the Scheme that important landmarks, views and vistas be protected or enhanced. The proposed development does not compete with any identified landmarks given its location and is an acceptable response to the local policy direction under clause 22.03-4 of the Scheme. The proposed building would not result in the loss of any significant view lines to the clocktower of Collingwood Town Hall from vantage points within Gipps Street.

Light, Shade and Public Realm

214. Planning policy encourages the design of interfaces between buildings and public spaces to enhance the visual and social experience of the user. In this respect, the proposal represents an improvement in streetscape, public space quality and perceived safety. A design objective of DDO11 is *to provide a pedestrian friendly environment along all street frontages.*

215. Council's internal Urban Design Unit was supportive of the ground floor interface to the surrounding public realm, commenting:

(a) Overall, the proposed ground floor interface is supported from an Urban Design perspective.

216. Council's external Urban Designer reviewed the ground floor interface of the building with Gipps Street, Rupert Street and the rear ROW. In respect of the interface with Gipps Street and Rupert Street, Mr McPherson assessed at length the depth of the recessed entrances and glazing from the street, at 1 metre, concluding that the proposed depth provided shading benefits with the spacing between columns allowing for adequate sightlines. It is considered that the sketch plan design maintains generous spacing between columns and is therefore also acceptable.

217. Whilst Council's external Urban Design consultant was supportive of the planter box within the north-eastern corner, this is required to be deleted due to the requirement for the retention of the corner splay. The deletion of this element as shown within the sketch plans is therefore acceptable.

218. In respect of the interface to Gipps Street, Rupert Street and the rear ROW, the following key points were made:

(a) Gipps Street

(i) The proposed Ground Level frontage to Gipps Street comprises a double-height glazed interface to the street, with the main entry occupying about one-third, and the café tenancy two-thirds, including the recess for the courtyard space at the corner.

(ii) The small office tenancy space at Level 1 allows the front part of the café, courtyard and main entry to be double-height spaces, which adds interest and 'drama' to the front of the building.

(iii) These glazed frontages are appropriate in supporting activation to the street and opportunities for visual interaction and passive surveillance of the public realm.

(b) Rupert Street

(i) While this street frontage is less activated and less visually permeable than the Gipps Street frontage, I consider the extent of activation to be reasonable, and that service areas are appropriately located to the rear of the building, off Rupert Street, with activation maximised around the street corner.

(c) Rear ROW

(i) The Ground Floor interface to the south comprises a wide 'garage' door for car parking within a metal screen façade (SCN1), but with windows at Level 1 and above. I consider this acceptable, and support the design integration of the vehicle entry door with other aspects of the façade design.

219. The site presently contributes little to the street, being a commercial building with limited meaningful entrances at the ground level. The vehicle crossovers and inactive interface dominates the frontage to Rupert Street. The proposal provides an active frontage to both Gipps and Rupert Streets, removing the visible ground floor car parking area and entrance to provide for a generous glazed entrance point to Rupert Street (for both the café and the bike entry).

220. Council's internal Urban Design Unit requested the following changes be made to the plans:

(a) Amend drawings to show all existing site and footpath features, such as but not limited to, street lights, parking signs, electrical poles, telephone pillar, utility service pits etc.
(b) Amend drawings to show accurate location of existing street trees – the existing street trees located within the roadway, not on the footpath as drawn.
(c) Remove all references to the proposed DDA carpark space. This is a separate application process to that of the planning permit and should be made once the development is complete. (Note that the setout/design of the proposed DDA carpark space is not supported in its current form.)
(d) The footpath surrounding the site is to be reinstated after construction as per Yarra's Road Materials Policy.

221. A condition can require the existing site and footpath features, as referenced within (a) above, to be included on the plans. This is particularly important as the current plans show a proposed DDA car space, which is not supported and is to be discussed later in the report. A further condition will also require the RL's at the entrances to buildings, on public and private land, to be reinstated as these were removed from the sketch plans.

222. There are no street trees in proximity of the site that would be impacted by the development as confirmed by Council's Streetscapes and Natural Values Unit. Whilst the Site Context Plan does not show the correct location of trees as identified above in (b), this plan would not form part of the endorsement package and therefore will not be required to be updated via condition.

223. In response to items (c) and (d) referenced above, these items were also recommended by Council's Engineering Unit and will be required via condition. A more detailed assessment of these items is provided later in the report.

224. Whilst the DDO11 requires new development to create pedestrian connections and through links where the property is accessible from at least two streets, this is considered unnecessary for a corner site. Both street frontages are easily accessible by future tenants of the building through the generous entrances to both streets and internal circulation spaces.

225. Schedule 11 to the Design and Development Overlay requires developments to limit the number of vehicular access points to a site and discourages multiple garages in a continuous row along street frontages. Recessed ground floor car parking spaces are also discouraged. The development relies on vehicle access from the rear ROW, ensuring that both street frontages are largely provided as active frontages. Whilst site services and a portion of the garage door is located within the southern portion of the Rupert Street elevation, the services and garage door are treated with materials that integrate with the overall building ensuring that they will be integrated with the building.

226. Council's local policy at Clause 22.07 also discusses development abutting laneways and relevantly, seeks to provide an environment which has a feeling of safety for users. From a design perspective, the use of the laneway is considered to be an improvement in streetscape, public space quality and perceived safety, by seeking to establish a greater connection to the public realm through increased passive surveillance from the south-facing windows of the development.

227. In regards to sunlight access within the public realm, the proposed development will not shadow Gipps Street given it is to the south of the street. In the afternoon, the proposed development will create shadow on the eastern side of Rupert Street from approximately 1:15pm onward for the balance of the day.

228. Given the commercial context of the land and the discussion earlier within this report, the height of the development as proposed is considered acceptable subject to the changes in the submitted sketch plans. A building of lesser height would not make efficient use of the land, with higher built form supported by Council. The narrow width of Rupert Street would make it difficult to prevent any additional overshadowing in the afternoon hours if any development of height on the site is approved.

229. The increase in shadowing is considered acceptable on the basis that Rupert Street is not a primary pedestrian thoroughfare and provides predominately local access via narrow footpaths. Mr McPherson opined that the impacts of shadowing to the public realm, as well as those to the neighbouring commercial properties, was acceptable.

230. Lastly, Objective 5.1.4 of the UDGV requires new buildings within activity centres to minimise adverse wind effects. The application was accompanied by a desktop wind assessment prepared by SLR Consultants, based on the decision plans. The wind assessment identified that the following wind mitigation measures are already included within the plans:

    (a) Provision of an awning over the main Gipps Street entrance.
    (b) Provision of balcony planter boxes.
    (c) Landscaping on the level 6 terrace.
    (d) Shielding for the roof garden to 1.8 metres through a combination of landscaping or screens.
    (e) The large corner pillar will provide a solid screen to assist in the break-up of winds from some directions.
    (f) The tree and planter combination in the north-east corner to reduce wind speeds in this area.

231. The report then went on to make the following recommendations:

    (a) Level 6 Terrace - A management plan should be implemented for the terrace where it is not to be used in high winds. It should be noted that tenants can still use the roof garden in these conditions.
    (b) Street Level – A management plan should be implemented for the café to prevent both doors being opened in windy conditions.

232. This wind report has been peer reviewed externally. The external wind consultant raised no concerns with the proposed analysis approach, site exposure, regional wind climate and description of the development but identified several items of concern, as follows:

    (a) The seating around at the north-eastern corner around the planter has not been included.
    (b) Council's Wind Consultant disagreed that the proposed wind conditions to Gipps Street and Rupert Street would not be significantly altered due to the proposed development.
    (c) Standing and sitting criteria were sought to be achieved for the above podium terrace and the roof terrace, however, the applicants report identified this may not be met.
    (d) The report did not provide an assessment of the wind conditions outside the main entrance.
    (e) The applicant's report does not provide a conclusion as to whether the various areas satisfy the target criteria with the mitigation strategies.

233. In summary, Council's Wind Consultant made the following comment:

    (a) SLR have assessed that in many cases the proposed wind conditions would be similar to the existing wind conditions, which MEL Consultants disagrees with and is not consistent with the physical effects of buildings on pedestrian level wind conditions. The wind impacts of a single level building would not be similar to an 8 storey building of rectangular planform. It is recommended that the report is updated to address the concerns raised in this review.

234. Given the number of concerns highlighted by Council's Wind Consultant and to ensure all matters are addressed appropriately, a condition will be included requiring a Wind Tunnel Study to be conducted to ensure that the existing and proposed wind conditions are satisfactorily documented and addressed.

235. With respect to the wind mitigation measures identified and areas of concern, the landscaping on the ground floor within the north-eastern corner is to be removed from the sketch plans and there is no landscaping proposed on the Level 6 terrace as referenced. Furthermore, it is 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.

236. With respect to the additional recommendations, the wind tunnel study should also include the management plans referenced as recommendations, if still required through the further assessments to be made.

237. Lastly, due to the modified massing as proposed within the sketch plans it will form conditions that the wind tunnel study also assess the final proposal. A condition would also require amended plans to comply with the requirements of the Wind Tunnel Study.

238. 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.

Site Coverage

239. The proposed site coverage of 100% is considered acceptable as the existing level of site coverage in the surrounding (and immediate) area is similar and within zoning that encourages higher density development (C2Z). Commercial buildings in this precinct traditionally have high levels of site coverage with this characteristic being evident throughout Collingwood.

Landscape architecture

240. Landscaping is not a typical feature of commercial land in the Collingwood area; however, landscaping is provided within the development at the ground level, the podium levels where facing Gipps Street and also at the rooftop level.

241. Council's Open Space Unit reviewed the submitted landscape plan and commented that the landscape plan was satisfactory. Due to the changes as shown in the sketch plans, a condition can require the landscaping plans to be updated to assess the final development.

242. The level of landscaping proposed is supported and achieves compliance with the guidelines of the DDO11, which notes that landscaping should be considered as a means of providing attractive street frontages. Furthermore, Council's external Urban Designer was complimentary of the landscaping proposed and made the following comments:

    (a) *While Landscape Architecture is not my area of expertise, it is noteworthy that the proposal incorporates quite extensive façade planting, comprising vertical stainless-steel wires for climbing plants. This occurs in a recessed raised planter and a ground-level planter at Rupert Street (spanning Ground Floor and Mezzanine levels), in balcony planters at each level above the main entrance facing Gipps Street, and at roof deck level facing Gipps Street.*

    (b) *I am supportive of façade planting if it can be effectively maintained given the climate and exposure.*

243. In regards to street trees, there are none along the Gipps Street or Rupert Street frontages nor any within proximity that would be impacted. This was confirmed by Council's Streetscapes and Natural Values Unit who advised that the proposed development would have no impact on the existing roadway trees and that future street tree planting of the frontages would be looked at in the future as part of capital works or infill planting.

On-site amenity

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. Further, the redevelopment of the site located in an existing built-up area makes efficient use of existing infrastructure and services, and the proximity of the subject site to numerous public transport modes reduces reliance on private vehicles.

290. Council's ESD Advisor identified areas of deficiencies and outstanding information that needed to be provided. This was outlined within their referral comments as follows:

(a) Application ESD Deficiencies:

(i) Clarify provision of BUG for optimised building use.

(b) Outstanding Information:

(i) Provide Daylight Analysis that illustrates compliance with DF and VLT indicated.
(ii) Provide NABERS energy report to support 5.5 star claim.
(iii) Provide information on hot water systems and consider using a heat pump.
(iv) Provide details on peak energy demand within NABERS energy report.
(v) Clarify shading strategy for level 6 (TP1-102), which doesn't have an external shading treatment.
(vi) More information required on HVAC and include within NABERS energy report, and consider 3 pipe VRF.
(vii) Clarify approach to car park ventilation.
(viii) Provide lighting details (and improvement over NCC 2019) within NABERS energy report.
(ix) Clarify system size and generation within NABERS energy report.
(x) Clarify extent of toilets serviced with rainwater.
(xi) Clarify extent of use of sustainably sourced timbers (i.e. % by weight or cost).
(xii) Indicate EV car-share location on plans (TP1-100), and consider pre-wiring more spaces to future proof the development.
(xiii) Include 90% recycle/reclaim construction waste target in EMP.
(xiv) Provide a statement that addresses UHI mitigation, considering high SRI (>50) materials, colours, and additional vegetation provision.
(xv) The provision of 2x e-bikes are not mentioned within the GTP or indicated on plans. Remove credit, or indicate location of bike spaces on plans and within GTP.

291. It is considered that all items can be addressed via condition as these items request further detailed analysis of the ESD measures. Conditions will require the above to be provided within an amended Sustainable Management Plan (SMP) with the SMP also required to be updated to reference the sketch plans with conditional changes.

Daylight and Ventilation

292. 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, with three frontages to Gipps Street, Rupert Street and the ROW. The development provides large expanses of glazing at all levels and the provision of terraces throughout.

293. As identified above, daylight analysis that illustrates compliance with DF (daylight factor) and VLT (visible light transmittance) indicated is required to be submitted within an amended SMP. This will ensure that daylight is provided in accordance with Council's ESD Standards. Given the site has three frontages with extensive windows this approach is considered satisfactory.

294. In respect of ventilation, whilst the SMP does not mention natural ventilation, the Urban Context Report submitted with the application identifies that all offices have dual aspects with operable glazing to allow for passive ventilation.

295. It is clear from the development plans that the northern and eastern elevations incorporate operable glazing. Whilst Council's ESD Advisor identified that further operable glazing could be incorporated along the southern elevation of levels 3-5, this was not required for the development to meet best practice standards and therefore will not form a condition.

Circulation Spaces

296. The main pedestrian entrance from Gipps Street will provide access to the lift core and stairwell of the building. The proposed stairwell is a feature of the development and is proposed to be an open air fire stair with a direct relationship to Gipps Street at all levels to encourage use.

297. Due to the requirement for a corner splay, the food and drinks premises as shown on the sketch plans has an entrance to Gipps Street and one from Rupert Street providing substantial activation to the street frontages. The dedicated bicycle entrance is also from Rupert Street. The circulation spaces afford a good level of amenity to future building occupants. Lighting of these entries will be required to ensure appropriate identification and safety.

Facilities

298. Communal facilities are provided at each level for the office tenants including a kitchenette and bathrooms. Bicycle parking and end-of-trip facilities are also incorporated into the design at the ground and first floors. External terraces are provided at varying levels. These features will further enhance the amenity of the development.

Off-site amenity

299. The relevant policy framework for amenity considerations is contained within clause 22.05 (Interface uses policy). As the site surrounds description identifies, there are non-conforming dwellings located to the west on the southern and northern sides of Gipps Street as shown below. The closest dwelling, at No. 59 Gipps Street, is located approximately 11 metres to the west.



Figure: Design Response Plan showing the subject site (red) and nearby non-conforming residential (green)
Source: Sheet TP0-100 of the Decision Plans, annotated

300. Commercial 2 zoned land is where a range of commercial and light industrial uses are to be located (and hence their associated built form). Dwellings (other than caretaker's dwellings) are prohibited in this zone. Hence, even if existing use rights were able to be established for the dwelling-type buildings within Gipps Street, these dwellings are not afforded the same level of amenity protection as dwellings within a residential area (such as the Neighbourhood Residential zoned land further to the north).

301. Underlining this, the decision guidelines for buildings and works in the C2Z pursuant to Clause 34.02 do not refer to consideration of impacts on residential uses but rather of *the interface with adjoining zones, especially the relationship with residential areas* (emphasis added). Furthermore, the purpose includes "that uses do not affect the safety and amenity of adjacent, more sensitive uses" (emphasis added) but does not refer to development specifically.

302. This issue has been discussed in many Tribunal decisions within Commercial 2 Zones (formerly Business 3 Zones) including:

W Huczek & D Starkiewicz v Yarra CC [1999] VCAT 45 (31 August 1999)

[97] Neither the zone purpose, nor the decision guidelines, indicate an intention that residential amenity should be an issue in this zone, or residential standards of amenity applied within it.

[108] It is not for the Tribunal to refuse a commercial development which complies with the zone requirements in a "Business" zone on the basis that if residential standards of amenity are applied, it would have an adverse impact on a non-conforming residential use. Such assertions would render the planning controls unwieldily, cumbersome and unpredictable, and would lead to a reduction in confidence in those particular planning controls.

Burrett v Yarra CC [2005] VCAT 978 (24 May 2005)

[23] I am not suggesting that residential amenity considerations are irrelevant; however, expectations need to be tempered against the purpose of the Business 3 zone which does not include providing for residential use. On the contrary residential use is "prohibited", with caretaker's house being the exception. If the protection of the residential amenity of caretaker's houses is elevated to a matter of primary or significant importance in this type of zone, this could stifle the proper development of the area for its primary purpose.

[24] The policy at Clause 22.05 referred to by Ms Miles deals with the amenity impacts at interface locations. Whilst this site is located at the interface between the Business 3 and Residential 1 zones, the proper application of the policy is with respect to with interface issues between properties within different zones, not within the same zone. Further, the site is not located in an area where a mix of residential and commercial/industrial activity is encouraged and the potential for amenity conflicts needs to be carefully managed.

303. It must be noted that each of these Tribunal cases are referring to legitimised dwellings within Commercial 2 Zones where existing use rights had been established.

304. Non-conforming residential uses (or permitted caretaker's dwellings) cannot expect the same level of amenity as a dwelling within a residential area. Application of policies to protect their amenity to a standard associated with residential areas would result in an unreasonable limitation of the development potential of the subject site. The vision for the area under the current zoning and Council's strategic planning is for increased development to contribute to accommodating employment growth supporting the economic viability and enhancing the precinct.

305. Considerations must be limited to the impact of the proposed built form as the proposed land uses are as-of-right. 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.

306. Further to this, guidelines within the DDO11 specify that building design should protect the amenity of existing pockets of residential development, and that consideration should be given to how *the design, height and visual bulk of buildings on the site address potential negative amenity impacts on surrounding development.* Potential off-site amenity impacts will be discussed in turn.

    Noise

307. The use of the land for office and for the food and drinks premises (café) does not require a planning permit within the C2Z, however it is considered unlikely that the proposal would result in unacceptable noise emissions to the nearby residential properties. Whilst the shared nature of the laneway will increase vehicular activity within this space, this activity is not considered to be out of character with the C2Z and will be restricted to the interface with Rupert Street and will not directly interface with the rear of the residentially used properties.

308. Looking specifically at the noise sources, services/plant equipment are located on the roof and appropriately screened by the solid building wall along the western boundary (with the exception of the cut-out as described earlier on the sketch plans), where the most sensitive uses are located. A condition will require noise and emissions from the building to comply at all times with the State Environment Protection Policy – Control of Noise from Commerce, Industry and Trade (SEPP N1).

309. While the office and food and drinks premises (café) would not require a large number of deliveries to the site, a condition will require deliveries and waste collections to be undertaken in accordance with the times prescribed by Council's Local Law. This would assist in minimising noise disruption to the surrounds from these noise sources.

    Visual bulk

310. In regards to visual bulk impacts to the non-conforming dwellings in the immediate area, it is considered that within this built form context views from windows to built form is not an unreasonable expectation. 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 commercial buildings where interfacing with other similarly developed allotments and zoning that encourages higher density forms.

Overlooking

311. 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.

312. The proposed development is predominately for an office and therefore is not subject to the same requirements. With all interfaces with the subject site being to commercial buildings, and zoned C2Z, largely built to boundaries, including to streets, the development would not be subject to unreasonable visual bulk impacts and would not result in unreasonable overlooking.

313. Notwithstanding this, the subject site is located in excess of 9 metres from the closest residential use (No. 57 Gipps Street) and would therefore comply with the stricter requirement for a 9 metre separation.

Overshadowing

314. The decision guidelines of the C2Z include a requirement for buildings to provide for solar access. The amenity impacts associated with the proposal must be measured in the context of the future development of the land and that the zoning of the land seeks to encourage commercial areas for offices.

315. In the absence of any specific guidelines, Standard B21 of Clause 55 (Rescode) will be used as a reference. This standard 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.

316. Notwithstanding the above, application of policies (such as Standard B21 of Clause 55) to protect the amenity of non-conforming dwellings to a standard associated with residential areas would result in an unreasonable limitation of the development potential of the subject site.

317. Between 9am and 10am, the proposal shadows the secluded private open spaces (SPOS) of the dwellings on the southern side of Gipps Street. Between 10am and 11am the SPOS of No. 55 Gipps Street would be partially shaded whilst the SPOS areas of No. 57-59 Gipps Street would be wholly shadowed. Between 11am and 12pm, only the south-eastern corner of the SPOS area to No. 59 Gipps Street would be shadowed.

318. The additional impact is limited to two to three hours in the morning at the September equinox. This is considered reasonable having regard to the site's inner city context, policy support for taller built form on the subject site and the C2Z designation of the area. It is considered that overshadowing impacts are unavoidable with consideration to the expected development in the area.

319. The sunlight to the impacted dwellings will not be modified from 11am, in respect of No. 55-57 Gipps Street, and 12pm, for No. 59 Gipps Street. Furthermore, the sketch plans would assist in reducing the impact of the shadowing to these properties due to the overall 1 metre reduction in height.

320. In respect of daylight, the proposal is adequately setback from windows associated with the non-conforming dwellings to the west to allow for access to daylight.

Fumes and air emissions, light spillage

321. The majority of the office and the ground floor food and drinks premises uses are enclosed with the uses conducted indoors (with the exception of the outdoor terraces for office). All uses within the building do not require planning permission to operate.

322. The proposed uses are not considered to result in unreasonable air emissions, with light spill from the upper level offices limited due to the nature of the use. The building built up against the western boundary would also ensure light spill would be directed to the north, east and south only – away from the sensitive uses. Any light spill would be in the context of other uses in the area, and there is no direct lighting of the external part of the building. There would be no fumes associated with the proposed uses.

Equitable Development

323. 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. As previously discussed, a condition will require a 3 metre setback to be provided for the upper levels of the development from the centreline of the ROW to the south to ensure an appropriate equitable development scenario is provided to this interface.

324. The site is separated from land to the north and east, with the only direct abuttal being the property to the west. In this respect, the proposed development abuts this boundary for its entire height.

325. This design outcome will ensure that the site to the west is not constrained in its development potential given whatever is built will be against boundary walls. Given the context of the site, it is considered that future equitable development opportunities are available.

Car parking and traffic

326. Under clause 52.06 of the Scheme, the applicant is seeking a parking reduction of 43 car parking spaces for the office use based on the decision plans. As previously identified the additional 31sqm of office floor space as proposed within the sketch plans would result in the car parking reduction associated with the office increasing by one space, to a total 44 spaces.

327. Eleven on-site car parking spaces are proposed (1 for the food and drinks premises, 9 for the office use and 1 for a car share). A condition will require a notation to be included on the plans identifying the allocation of car parking, as this is currently not referenced.

Parking Demand

328. 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.

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

330. 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.

331. 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:

(a) 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.

(b) 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.

(c) 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.

(d) Policy tells us the future must be different.

(e) 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.

(f) 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.

(g) 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.

332. In support of the reduced car parking on-site, examples of existing offices within the City of Yarra with reduced on-site car parking were provided by Council Engineers. Details of these offices are provided as follows:

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)
51 Langridge Street, Collingwood PLN17/0332 (Amended) issued 18 May 2018	0.54 spaces per 100 m^2 (18 on-site spaces; 3,335 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)

333. A review of other planning permits issued within proximity of the site demonstrate that the provision of zero car parks to service office developments is becoming increasingly common and supported in the area:

(a) Planning Permit PLN18/0902 issued for No. 48-50 Gipps Street (west of the site) was approved with a full reduction of car parking associated with the 1,871sqm of office area.
(b) Planning Permit PLN18/0158 issued for No. 89 Rokeby Street (south of the site) was approved with a full reduction of car parking associated with the 615sqm of office area.

334. The provision of car parking at this lower rate would encourage a modal shift from private vehicle use to more sustainable travel. This accords with the GSLAP, which aims to reduce the proportion of trips into and out of the precinct by car. In combination with the over provision of bicycle spaces on-site, it is considered that the proposal provides incentives and opportunities for alternative sustainable transport options.

335. 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 is well serviced by public transport, including the Collingwood Train Station and bus services along Hoddle Street, both within 390 metres of the subject site.

(b) The surrounding area has a good bicycle network, which includes the Wellington Street 'Copenhagen lanes' proximate to the site. The proposal includes employee bicycle parking spaces and end of trip facilities in excess of rates specified within the Scheme to encourage staff to ride to work.

(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. Occupant 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.

(f) 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.

Parking Availability

336. The applicant's traffic engineers (One Mile Grid) did not conduct a parking survey. Council's Engineering Unit drew on recent data supplied with the planning application for No. 33 – 37 Rupert Street, Collingwood (PLN20/0165) which encompassed sections of Rupert Street and Langridge Street. The occupancy survey had identified an inventory of up to 59 spaces in the study area. The results indicate that no fewer than 1 vacant space or 98 % occupancy was recorded.

337. Data in the immediate vicinity was also provided for the planning application at No. 48 – 50 Gipps Street, Collingwood (PLN18/0902) which encompassed sections of Down Street, Dight Street, Sturt Street, Singleton Street, McCutcheon Way, and sections of Campbell Street, Cromwell Street, Wellington Street, Rokeby Street, Rupert Street, and Gipps Street. The occupancy surveys revealed that on a weekday, the demand for parking was very high during the standard business hours of 9am – 5pm, with parking occupancies ranging between 70% and 97%.

338. It is understood that on-street parking demand is very high and close to saturation point. As acknowledged in the *Ronge v Moreland* decision, existing patterns of car parking usage is not useful given policy within Clause 52.06 encourages the use of other forms of transport.

339. Council's Engineering Unit were supportive of the proposed reduction, stating the following:

    (g) From a traffic engineering perspective, the proposed reduction in the car parking requirement for the site is considered appropriate in the context of the development and the surrounding area. Employees of the office would commute to and from the site using more sustainable forms of transportation. The occupation and operation of the site should not adversely impact existing on-street parking conditions in the area.

Traffic

340. The following decision guidelines of the DDO11 are relevant to the consideration and assessment of modifications to the traffic volume that would result from the proposal:

    (a) The impact of traffic generated by the proposal and whether it is likely to require additional traffic management control works in the neighbourhood.
    (b) The location of, and access to, parking facilities and their effect on the local road network.

341. For the additional car parking spaces accommodated on-site, the applicants traffic engineers and Council's Engineering Unit quantified peak hour volumes of an additional 6 vehicle movements both within the morning and afternoon peak.

342. Council's Engineering Unit confirmed that the additional traffic volume is not unduly high and would not have a detrimental impact on the traffic operation of the surrounding road network. Council's Engineering Unit raised no issues with the location of, and access to, the parking facilities and it is therefore considered that additional traffic management control works would not be required.

Layout

343. Clause 52.06-9 (Design standards for car parking) of the Scheme relates to the design of car parking areas and contains 7 standards and requirements relating to access way, car parking spaces, gradients, mechanical parking, urban design, safety and landscaping.

344. These details, along with the proposed car stacker units have been reviewed by Council's Engineering Unit who is satisfied with the layout of the car parking area. Council's Engineering Unit has requested that the plans be revised to include the following details / dimensions that will be addressed by way of conditions:

    (a) The floor-to-ceiling height inside the car park is to be dimensioned;
    (b) The depth of the stacker pit is to be dimensioned on the drawings.
    (c) The setback of the canopy from the edge of the kerb to be dimensioned;
    (d) Ground clearance check for the access from the carriageway easement; and
    (e) Ground clearance check for the access from Rupert Street.

345. Several engineering conditions regarding civil works, road asset protection, and construction management, impacts of assets on the proposed development, reinstatement of redundant vehicle crossings and modification to car parking signage have been recommended. These conditions are considered standard and will also be included.

346. In addition to the above, Council's Engineering Unit raised concern with the proposed development over the existing corner splay as shown in the decision plans. As previously identified, the sketch plans seek to address this concern by proposing a splay 2.6 metres in length along Gipps Street and 3.3 metres along Rupert Street on the ground floor.
347. Council's Engineering Unit reviewed the sketch plans showing the corner splay and made the following comment:

    (a) The corner splay on the north-east corner of the site has been retained. Although the dimensions of the proposed splay are slightly different to the existing dimensions, the overall design is considered satisfactory.

348. The Engineering Unit requested that the splay be dimensioned on the drawings and finished in a material consistent with the surrounding footpath. These can form conditions.

    Loading and unloading

349. With regards to the proposed use of the site predominantly as an office with a small food and drinks premises, it is not considered that an on-site loading bay is required. It is anticipated that loading associated with the uses would be infrequent and undertaken by smaller trucks/vans that can utilise the nearest public on-street Loading Zone (on the east side of Rupert Street, south of Gipps Street and 12 metres from the site) or public parking within the area.

350. A condition can require deliveries and waste collections to be undertaken in accordance with the times prescribed by Council's Local Law.

    On-Street Disabled Parking Bay

351. The application seeks to modify one 2P ticketed car parking space along the Gipps Street frontage to a disabled parking bay. Council's Engineering Unit made the following comment:

    (a) It is noted the applicant has proposed an on-street accessible parking bay in Gipps Street, west of Rupert Street. Since the accessible parking bay is on a Public Highway under the Victorian Local Government Act 1989, it cannot be assessed as part of this application. The applicant can consider re-designing the car parking area in order to accommodate an accessible parking space and shared area.

352. Further to the above, Council's internal Urban Design Unit reviewed this aspect commenting that all references to the proposed DDA car park should be removed from the planning application drawings and documents. The internal Urban Design Unit identified that applications to modify on-street car parking are to be considered separately to planning permit applications, that the proposed DDA car park is not supported in its current form and that the location of any proposed DDA car park is required to be considered in relation to its broader public use and not by the use of one premises.

353. In accordance with the advice received from Council's Engineering Unit and internal Urban Design Unit, the proposed changes to the on-street car parking cannot be considered as part of this assessment. A condition will therefore be included requiring the proposed DDA car park to be removed from the plans. Further details regarding these arrangements would have to be undertaken via a separate process involving Council's Traffic Engineers and Parking Management Team.

Bicycle facilities and strategic transport

Bicycle parking and facilities

354. The proposal provides a total of 35 bicycle parking spaces on-site for employees, with end-of-trip facilities provided at the mezzanine floor 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 (Australian Standards for bicycle parking facilities) for which requires 20% of employee spaces to be horizontal at-grade. The proposed provision of employee bicycle parking is satisfactory.

355. Council's Strategic Transport Unit reviewed the proposed access and safety, advising that the aisle width provided for the employee bicycle parking area did not appear to accord with the access requirements of AS2890.3 and the bicycle rack specifications attached to the Traffic report. A condition will therefore be included requiring the aisle width of the employee bicycle room to accord with the requirements of this Australian Standard and the bicycle rack specifications.

356. The proposed end-of-trip facilities located on the mezzanine level would exceed the Scheme requirements (1 shower/change room) as well as the BESS requirements (2 showers/ change rooms), through the provision of 4 showers/change rooms. The provision of a bicycle repair station on the ground floor provides infrastructure to support increased use of the bicycle room. Council's Strategic Transport Unit raised no concerns with this aspect of the design.

357. In respect of visitor parking, the proposal provides 8 visitor bicycle spaces at the ground level, with access from Rupert Street. The spaces are not within an enclosed area and can be accessed from the Rupert Street entrance foyer. The visitor spaces are accommodated in a bicycle stacker system.

358. 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 BESS (requiring 2 visitor spaces and 3 visitor spaces respectively). Council's Strategic Transport Unit commented that the layout, provision and location of the visitor bicycle parking was acceptable.

359. With regard to the above, it is considered that subject to conditions the bicycle parking and facilities are acceptable.

Electric vehicles

360. The Sustainable Management Plan (SMP) identifies that electric vehicle infrastructure for one car-stacker bay will be provided. Council's ESD Officer reviewed the submitted SMP and requested the following be provided:

    (a) Indicate EV car-share location on plans (TP1-100), and consider pre-wiring more spaces to future proof the development.

361. Council's Strategic Transport Officer reviewed the proposal and recommended the car parking area be electrically wired to be 'EV ready' to allow for easy future provision of electric vehicle charging. The Urban Context Report submitted with the application identifies that there will be EV car charging facilities within the stacker system. It is therefore considered appropriate for conditions to be included, requiring the EV car-share location to be shown on the plans and the car parking area to be electrically wired to be 'EV ready,'

    Green Travel Plan

362. A Green Travel Plan (GTP) was provided by the applicant to support the application. This document was referred to Council's Strategic Transport Officer, who advised that the GTP provided all the required information and should be updated to include the endorsed plans / final layout of bicycle parking, due to the conditions discussed above. This can be facilitated via condition.

363. A further condition will require the provisions, recommendations and requirements of the GTP to be implemented and complied with to the satisfaction of the Responsible Authority.

Waste management

364. Following a review of the Waste Management Plan (WMP) (authored by Leigh Design and dated 30 July 2020), Council's City Works Unit advised that the document was satisfactory, subject to the following being addressed:

    (a) All diagrams pertaining to the management of waste must be attached to the WMP.

365. It is considered that the matter identified above can be addressed via condition requiring an updated WMP. A condition should also require the WMP to be updated to reference the plans amended via condition 1 due to the changes to the floor area.

366. The proposal provides for an 11sqm waste storage room on the ground floor, along the western boundary with access to the southern car parking apron and ROW. The waste room will accommodate a 1 x 1,100 litre bin for garbage, a 1 x 1,100 litre bin for recycling, a 1 x 240 litre bin for glass and a 1 x 240 litre bin for organics. A 2sqm area for hard rubbish and e-waste is also accommodated within the waste storage room.

367. All waste collection will be private and is intended to be undertaken from the car parking apron along the southern boundary. Council's Engineering Unit reviewed this aspect identifying that it was a satisfactory arrangement, subject to the applicant confirming that sufficient headroom clearance to allow waste collection on-site is provided. The WMP identifies that the waste collection vehicle requires a clearance of 2.1 metres. The southern elevation shows the roller door provides a clearance of 3 metres.

368. It is unclear how the portion of the garage door along the eastern boundary (shown below) would operate to allow for vehicle movement direct from Rupert Street as shown in the swept path diagram for the waste vehicle.



Figure: Eastern elevation with the garage door highlighted by a red box
Source: Decision Plans

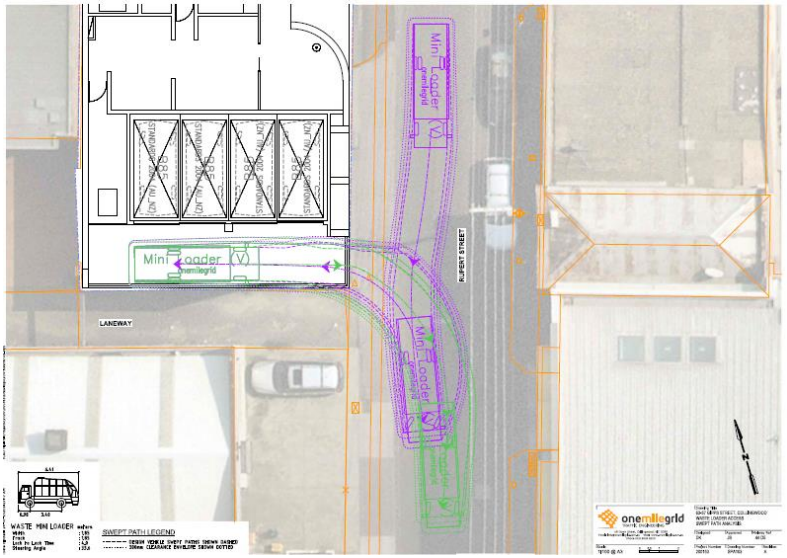


Figure: Swept path diagram of a waste mini loader
Source: Transport Impact Assessment, prepared by OneMileGrid dated 30 July 2020

369. A condition will therefore require the operability of the garage door along the eastern boundary to be shown and to be accommodated within the sites boundaries. A further condition should require the ground floor plan to show the location and extent of the vehicle crossover required along Rupert Street to facilitate vehicle movements into the site from this location.

370. Internally, a roller door provides access from the waste bin to the apron of the car parking area. The waste vehicle will prop upon the apron whilst the collection staff will transfer bins to the truck and back. The hard waste/e-waste is to be collected at call, whereas the balance of the commercial waste will be collected twice per week.

371. Furthermore, a condition will be included to ensure that the provisions, recommendation and requirements of the endorsed WMP be implemented and complied with.

Objector concerns

372. 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 design

(a) Height and massing

This is discussed within paragraphs 172 to 199.

(b) Unresponsive to heritage

This is discussed within paragraphs 169 to 170.

(c) Architectural expression

This is discussed within paragraphs 200 to 212.

(d) Insufficient landscaping

This is discussed within paragraphs 240 to 243.

Amenity Impacts

(e) Unacceptable internal amenity and ESD

This is discussed within paragraphs 289 to 298.

(f) Amenity impacts to neighbouring properties (overlooking, loss of privacy, sunlight and views, noise, overshadowing, impact to solar panels)

This is discussed within paragraphs 299 to 325.

(g) Public realm shadowing

This is discussed within paragraphs 227 to 229.

(h) Wind impacts

This is discussed within paragraphs 230 to 238.

Traffic and Car Parking

(i) Loss of on-street car park for the DDA space

This is discussed within paragraphs 351 to 353.

(j) Additional traffic cannot be supported

This is discussed within paragraphs 340 to 342.

(k) Not enough car parks provided on-site

This is discussed within paragraphs 328 to 339.

Other

(l) Lack of open space within the area

The above is not a relevant planning consideration as the Scheme does not require public open space to be provided for commercial developments. State and Local Planning Policies support an increase in development and land use activity in proximity to transport corridors and activity centres, such as on the subject site.

Conclusion

373. 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.

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

RECOMMENDATION

That having considered all objections and relevant planning policies, the Planning Decisions Committee resolves to issue a Notice of Decision to Grant a Planning Permit for the construction of a multi-storey building and a reduction in the statutory car parking requirement at 63-67 Gipps Street, Collingwood 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 NTF Architecture P/L, Sheets TP101-TP1-103, TP2-100-TP2-101 and TP3-100 all Revision B and TP1-100 Revision D dated 06/04/2020 and DR5-200 Revision B dated 23/03/2020 but modified to include:

    (a) The changes as depicted on the "Sketch" plans prepared by NTF Architecture P/L, Sheets TP1-100 Revision E, TP101-TP1-103 Revision C and TP2-100-TP2-101 Revision D dated 06/04/2020 which generally show:

        (i) Reduction in the street wall height by one level, from a height of 23.425 metres to maximum 20.025 metres.
        (ii) Reduction in the overall height by 1 metre, from 33.025 metres to maximum 32.025 metres, with the lift core along the western boundary protruding 1 metre above.
        (iii) The columns around the north-eastern corner modified due to the introduction of a 2.6 metre (Gipps St) x 3.3 metre (Rupert Street) splay.
        (iv) The northern, eastern and southern elevations of the upper levels, above the podium, modified from a blue-grey colour to a red-brown colour.

    But further modified to show:

    (b) Food/drink tenancy labelled as a café.
    (c) Title boundary dimensions reinstated.
    (d) All existing site and footpath features to be shown on the ground floor plan including: street lights, parking signs, electrical poles, telephone pillar, utility service pits and the like.
    (e) Relative levels (RL's) of finished floor levels inside and outside building entrances.
    (f) Removal of the proposed DDA car park with the existing public realm conditions along Gipps Street (including on-street parking and existing footpath) shown.
    (g) Vechicle crossover required to enable access to the car park apron from Rupert Street shown.
    (h) The levels above the podium setback from the south a minimum 3 metres from the centreline of the right-of-way.
    (i) Horizontal coloured rebate lines added onto the pre-cast concrete panels on the western elevation in 'REN1' in line with the FFL of each podium level.
    (j) Lighting to the pedestrian and vehicular entrances must be provided on the subject site.
    (k) The operability of the garage door along the eastern boundary shown and accommodated within the boundaries of the site.
    (l) A notation on the ground floor plan identifying that 1 car parking space will be provided for the food and drinks premises, 1 to a car share and 9 to the office use.
    (m) The floor-to-ceiling height inside the car park dimensioned;
    (n) The depth of the stacker pit dimensioned.
    (o) The setback of the canopy from the edge of the kerb dimensioned.

(p) Corner splay dimensioned and shown to be finished in a material consistent with the surrounding footpath.
(q) The aisle width of the employee bicycle room to comply with AS2890.3 and the requirements of the bicycle rack specifications (Cora Bike Rack E3DT-GP and Ned Kelly or similar).
(r) The location of the EV car-share space.
(s) The car parking area to be electrically wired to be 'EV ready,' with a notation included on the plans identifying this.
(t) Any changes required by the Façade Strategy and Materials and Finishes Plan at Condition 3;
(u) Any changes required by the Landscape Plan at Condition 5.
(v) Any changes required by the amended Sustainable Management Plan at Condition 7.
(w) Any changes required by the amended Wind Tunnel Study at Condition 9.
(x) Any changes required by the amended Waste Management Plan at Condition 11.

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) elevations at a scale of 1:20 illustrating typical podium details, entries and doors, and utilities and typical mid-level and tower facade details;
(b) section drawings to demonstrate façade systems, including fixing details and joints between materials or changes in form;
(c) information about how the façade will be maintained, including any vegetation; and
(d) a sample schedule and coloured drawings outlining colours, materials and finishes specifying the following:
    (i) Details of material 'BRK01' including the colour and particulars of the product chosen;
    (ii) Details of material 'SCN01,' ensuring the material provides a high degree of depth and texture;
    (iii) Details of material 'BC1;'

4. As part of the ongoing consultant team, NTF Architecture P/L or an architectural firm to the satisfaction of the Responsible Authority must be engaged to:

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

Landscape Plan

5. In conjunction with the submission of development plans under Condition 1, an amended Landscape Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Landscape Plan will be endorsed and will form part of this permit. The amended Landscape Plan must be generally in accordance with the Landscape Plans prepared by Peachy Green dated May 2020 (TP01) and Aug 2020 (TP02, TP03 and TP04) but modified to include (or show):

(a) Assess the proposal as referenced and amended pursuant to Condition 1.

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

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

    to the satisfaction of the Responsible Authority.

Sustainable Management Plan

7. In conjunction with the submission of development plans under Condition 1, an amended Sustainable Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Sustainable Management Plan will be endorsed and will form part of this permit. The amended Sustainable Management Plan must be generally in accordance with the Sustainable Management Plan prepared by Ark Resources dated 19 June 2020, but modified to include or show:

    (a) Assess the proposal as referenced and amended pursuant to Condition 1.
    (b) Clarification on the provision of BUG for optimised building use.
    (c) Daylight Analysis illustrating compliance with DF and VLT indicated.
    (d) NABERS energy report to support 5.5 star claim.
    (e) Information on hot water systems with consideration to using a heat pump.
    (f) Details on peak energy demand within the NABERS energy report.
    (g) Shading strategy for levels which don't include an external shading treatment.
    (h) Information on HVAC and include within NABERS energy report with consideration to 3 pipe VRF.
    (i) Clarification on the car park ventilation.
    (j) Details of lighting (and improvement over NCC 2019) within NABERS energy report.
    (k) Clarify system size and generation within NABERS energy report.
    (l) Clarify extent of toilets serviced with rainwater.
    (m) Clarify extent of use of sustainably sourced timbers (i.e. % by weight or cost).
    (n) Indicate EV car-share location on plans.
    (o) Include 90% recycle/reclaim construction waste target in EMP.
    (p) Provide a statement that addresses UHI mitigation, considering high SRI (>50) materials, colours, and additional vegetation provision.
    (q) Remove credit for 2 x e-bikes or indicate location of bike spaces on plans and within GTP.

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

Wind Tunnel Study

9. In conjunction with the submission of development plans under Condition 1, a Wind Tunnel Study to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Wind Tunnel Study will be endorsed and will form part of this permit. The Wind Tunnel Study must be generally in accordance with the Wind Impact Assessment prepared by SLR Consultants dated August 2020, but modified to include or show:

(a) Wind Tunnel modelling assessing the proposal as referenced and amended pursuant to Condition 1.
(b) Quantification of the existing wind conditions of Gipps Street and Rupert Street adjacent to the site.
(c) Walking criterion to be achieved for Gipps Street and Rupert Street adjacent to the site.
(d) Standing criterion to be achieved at all ground floor building entrances.
(e) Standing criterion at a minimum to be achieved for the above podium and rooftop terraces.
(f) Inclusion of the management plan for the above podium terrace and café entrances, if determined to be required following the additional wind tunnel modelling; and
(g) Vegetation is not to be used as a wind mitigation measure.

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

Waste Management Plan

11. In conjunction with the submission of development plans under Condition 1, an amended Waste Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Waste Management Plan will be endorsed and will form part of this permit. The amended Waste Management Plan must be generally in accordance with the Waste Management Plan prepared by Leigh Design and dated 6 July 2020, but modified to include or show:

(a) Assess the proposal as referenced and amended pursuant to Condition 1.
(b) All diagrams pertaining to the management of waste must be attached to the WMP.

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

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

Green Travel Plan

14. Before the development is occupied, an amended Green Travel Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Green Travel Plan will be endorsed and will form part of this permit. The amended Green Travel Plan must be generally in accordance with the Green Travel Plan prepared by OneMileGrid dated 12 August 2020, but modified to include or show:

(a) Assess the proposal as referenced and amended pursuant to Condition 1, including the final layout of the bicycle parking.

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

Car parking

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

(a) constructed and available for use in accordance with the endorsed plans;
(b) formed to such levels and drained so that they can be used in accordance with the endorsed plans;

(c) treated with an all-weather seal or some other durable surface; and
(d) line-marked or provided with some adequate means of showing the car parking spaces;

to the satisfaction of the Responsible Authority.

17. Ducting, pipes and other obtrusions must not encroach into the space design envelope of the car stacker spaces.

18. 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.

Lighting

19. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, external lighting capable of illuminating access to the pedestrian and vehicular entrances must be provided on the subject site. Lighting must be:

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

to the satisfaction of the Responsible Authority.

General

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

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

to the satisfaction of the Responsible Authority.

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

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

23. 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.

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

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

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

27. All pipes, fixtures, fittings and vents servicing any building on the land must be concealed in service ducts or otherwise hidden from view to the satisfaction of the Responsible Authority.

Road Infrastructure

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

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

29. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, all building works and connections for underground utility services outside the building's frontage must be reconstructed:

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

30. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, any damage to Council infrastructure resulting from the development must be reinstated, including the reinstatement of the kerb and channel and re-sheeting of the footpaths for the entire width of the property (both Gipps Street and Rupert Street) :

    (a) in accordance with Council's *Road Materials Policy;*
    (b) with a cross-fall of 1 in 40 unless otherwise specified;
    (c) at the permit holder's cost; and
    (d) to the satisfaction of the Responsible Authority.

31. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the half-width road pavement of Gipps Street (from the centre line of the road to the south kerb) and Rupert Street (from the centre line of the road to the west kerb) along the property frontages must be profiled (grounded by 50 mm) and re-sheeted (including the reinstatement of all road markings):

    (a) at the permit holder's cost; and

    (b) to the satisfaction of the Responsible Authority.

32. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, all road markings, including the painted bicycle lane markings along Gipps Street, are to be reinstated upon the completion of the pavement works:

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

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

34. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority the relocation of any service poles, structures or pits necessary to facilitate the development must be undertaken:

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

35. 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.

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

Development Infrastructure Levy

37. 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

38. 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.
(q) any site-specific requirements.

39. 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.

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

41. 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

42. This permit will expire if:

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

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

Notes:

A building permit may be required before development is commenced. Please contact Council's Building Services on 9205 5555 to confirm.

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.

All future businesses (whether as owners, lessees/tenants, occupiers) within the development approved under this permit, will not be permitted to obtain business parking permits.

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

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

Provision must be made for drainage of the site to a legal point of discharge. Please contact Council's Building Services on 9205 5555 for further information.

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

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

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

No parking restriction signs or line-marked on-street parking bays are to be removed, adjusted, changed or relocated without approval or authorisation from Council's Parking Management unit and Construction Management branch. Any on-street parking reinstated (signs and line markings) as a result of development works must be approved by Council's Parking Management unit.

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

Overhead power lines run along the south side of Gipps 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

Attachments

1 PLN20/0414 - 63-67 Gipps Street, Collingwood - Site Location Map & Aerial Photo

2 PLN20/0414 - 63-67 Gipps Street, Collingwood - Decision Plans

3 PLN20/0414 - 63-67 Gipps Street, Collingwood - Urban Context Report

4 PLN20/0414 - 63-67 Gipps Street, Collingwood - Sketch Plans Final

5 PLN20/0414 - 63-67 Gipps Street, Collingwood - ESD Advisor Referral

6 PLN20/0414 - 63-67 Gipps Street, Collingwood - Strategic Transport Unit Referral

7 PLN20/0414 - 63-67 Gipps Street, Collingwood - Urban Design Unit (internal) Referral

8 PLN20/0414 - 63-67 Gipps Street, Collingwood - City Works Unit Referral

9 PLN20/0414 - 63-67 Gipps Street, Collingwood - Streetscapes & Natural Values Unit Referral

10 PLN20/0414 - 63-67 Gipps Street, Collingwood - Open Space Unit Referral

11 PLN20/0414 - 63-67 Gipps Street, Collingwood - Engineering Unit Referral

12 PLN20/0414 - 63-67 Gipps Street, Collingwood - External Wind Consultant Referral

13 PLN20/0414 - 63-67 Gipps Street, Collingwood - External Urban Design Consultant Referral

Attachment 1 - PLN20/0414 - 63-67 Gipps Street, Collingwood - Site Location Map & Aerial Photo

ATTACHMENT 1

SUBJECT LAND: 63-67 Gipps Street, Collingwood

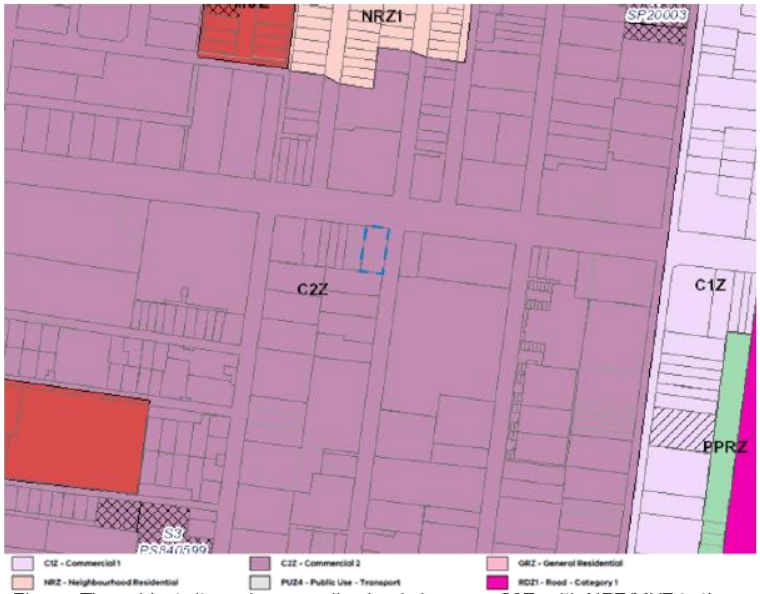


Figure: The subject site and surrounding land shown as C2Z, with NRZ/MUZ to the north and south-west
Source: DELWP



Figure: Aerial photograph of the subject site and surrounding built form
Source: Nearmap image capture date: 22 January 2021

North

Attachment 2 - PLN20/0414 - 63-67 Gipps Street, Collingwood - Decision Plans



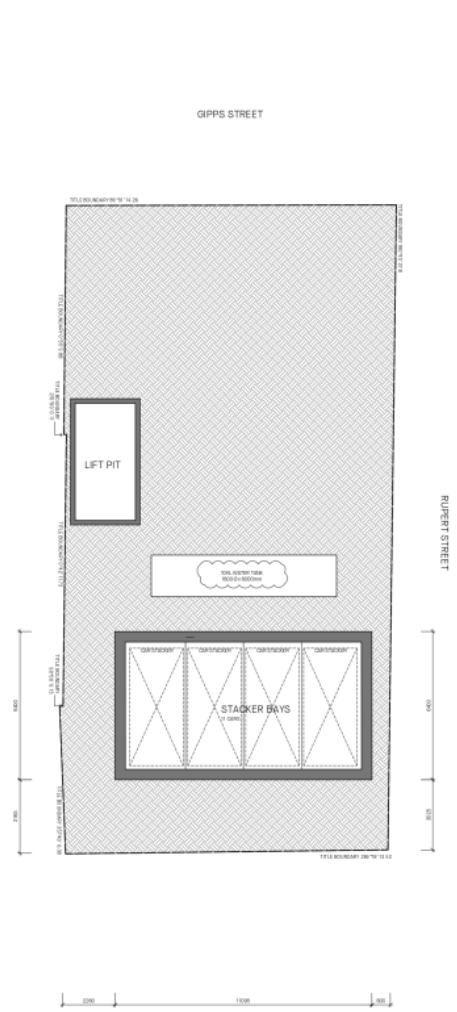
Attachment 2 - PLN20/0414 - 63-67 Gipps Street, Collingwood - Decision Plans



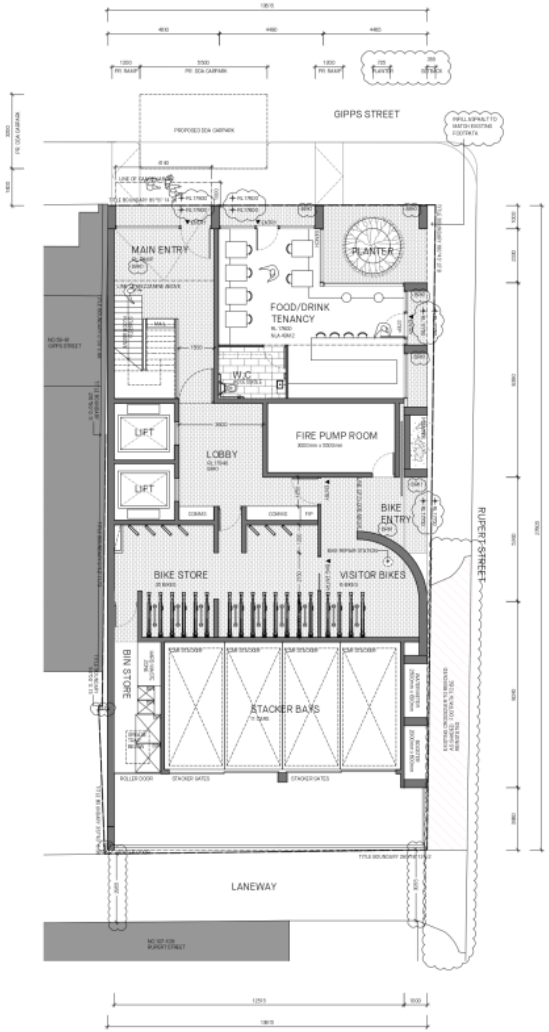
Attachment 2 - PLN20/0414 - 63-67 Gipps Street, Collingwood - Decision Plans



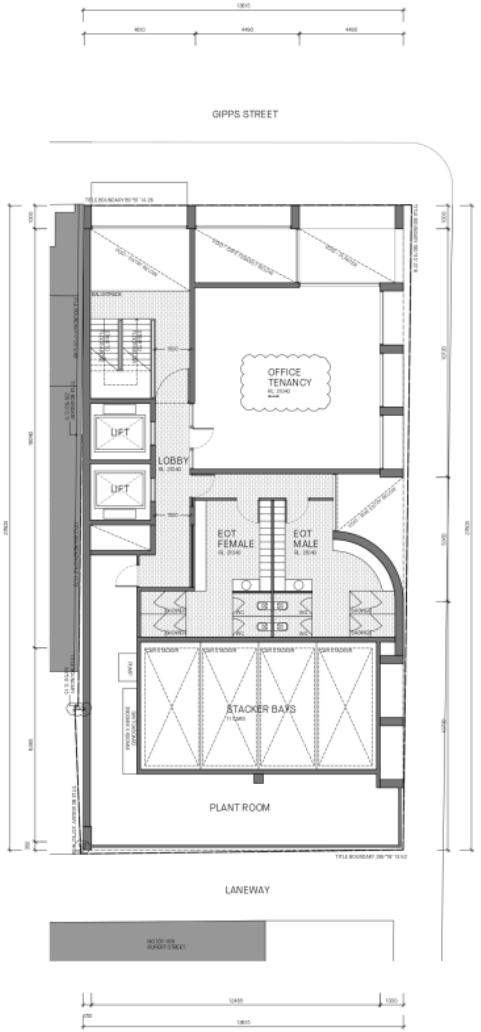
Attachment 2 - PLN20/0414 - 63-67 Gipps Street, Collingwood - Decision Plans



01 PROPOSED PIT PLAN



02 PROPOSED GROUND FLOOR PLAN



03 PROPOSED MEZZANINE FLOOR PLAN

Attachment 2 - PLN20/0414 - 63-67 Gipps Street, Collingwood - Decision Plans

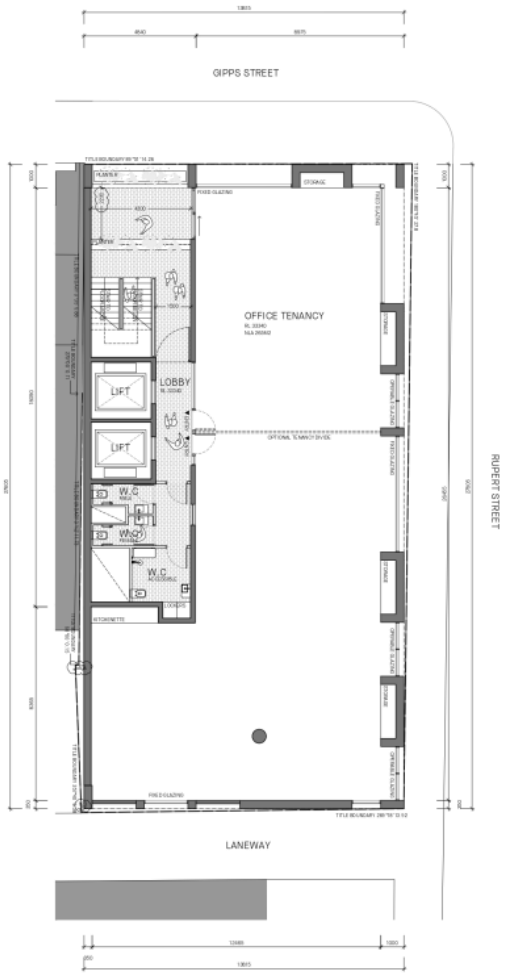


04 PROPOSED FIRST FLOOR PLAN

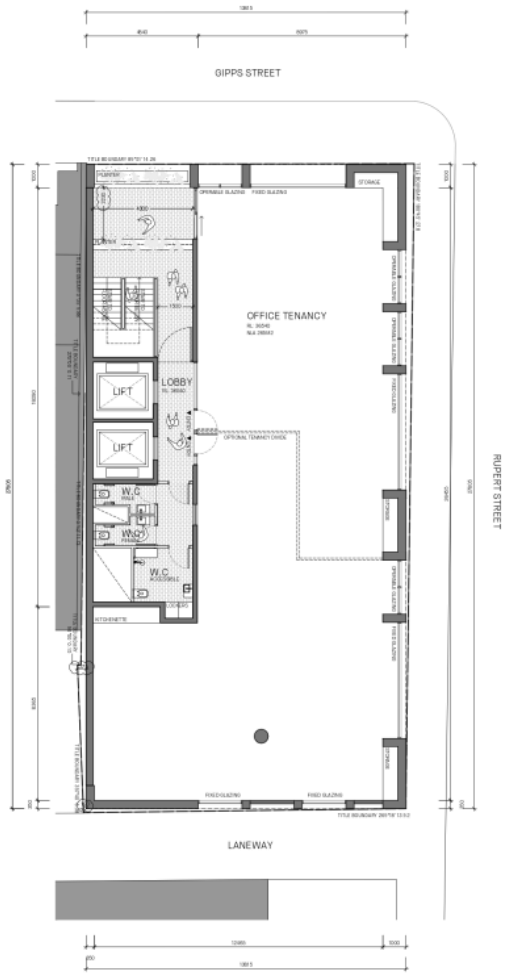
05 PROPOSED SECOND FLOOR PLAN

06 PROPOSED THIRD FLOOR PLAN

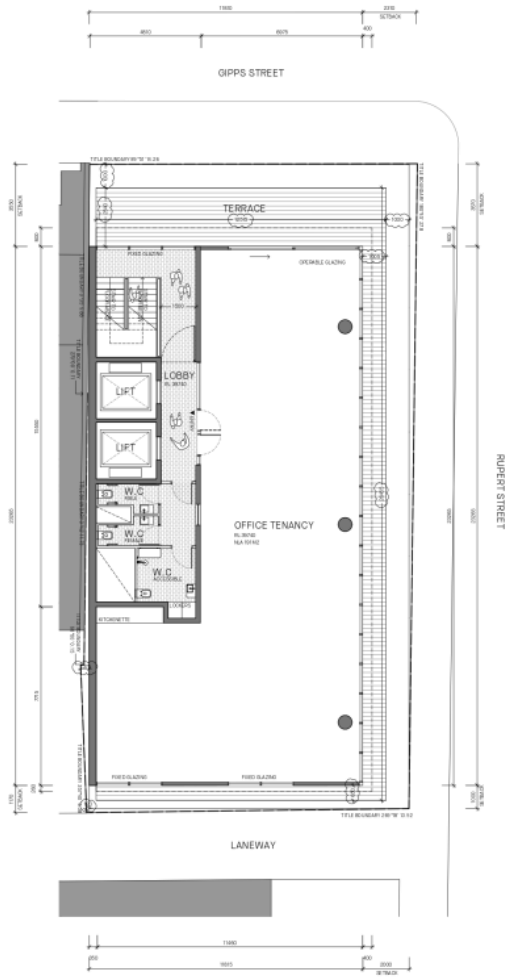
Attachment 2 - PLN20/0414 - 63-67 Gipps Street, Collingwood - Decision Plans



07 PROPOSED FOURTH FLOOR PLAN

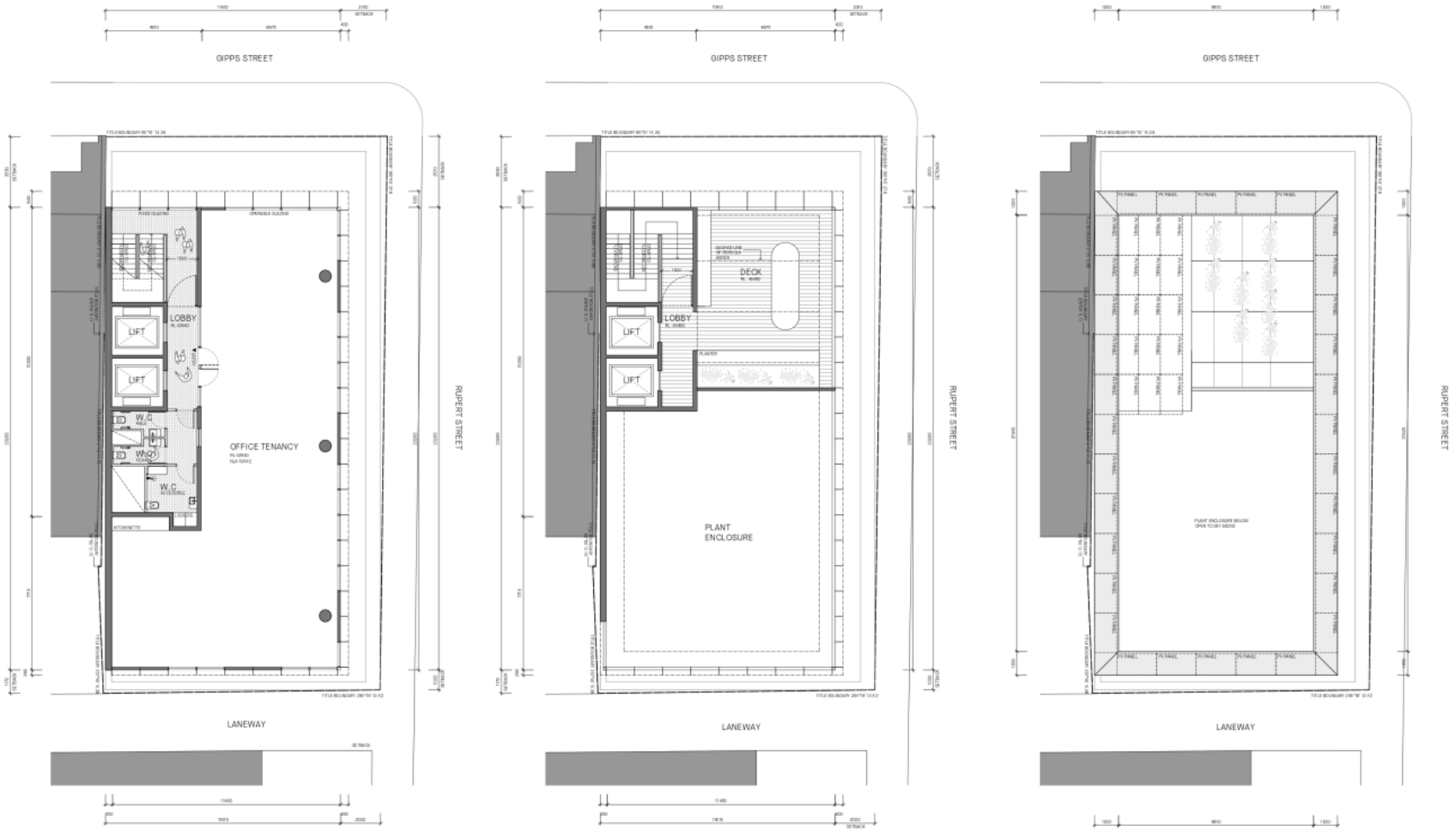


08 PROPOSED FIFTH FLOOR PLAN



09 PROPOSED SIXTH FLOOR PLAN

Attachment 2 - PLN20/0414 - 63-67 Gipps Street, Collingwood - Decision Plans



10 PROPOSED SEVENTH FLOOR PLAN

11 PROPOSED ROOF GARDEN PLAN

12 PROPOSED ROOF PLAN

Attachment 2 - PLN20/0414 - 63-67 Gipps Street, Collingwood - Decision Plans



01 EXISTING STREETSCAPE ELEVATION



02 PROPOSED STREETSCAPE ELEVATION

Attachment 2 - PLN20/0414 - 63-67 Gipps Street, Collingwood - Decision Plans



01 EXISTING STREETSCAPE ELEVATION
1:200 RUPERT STREET

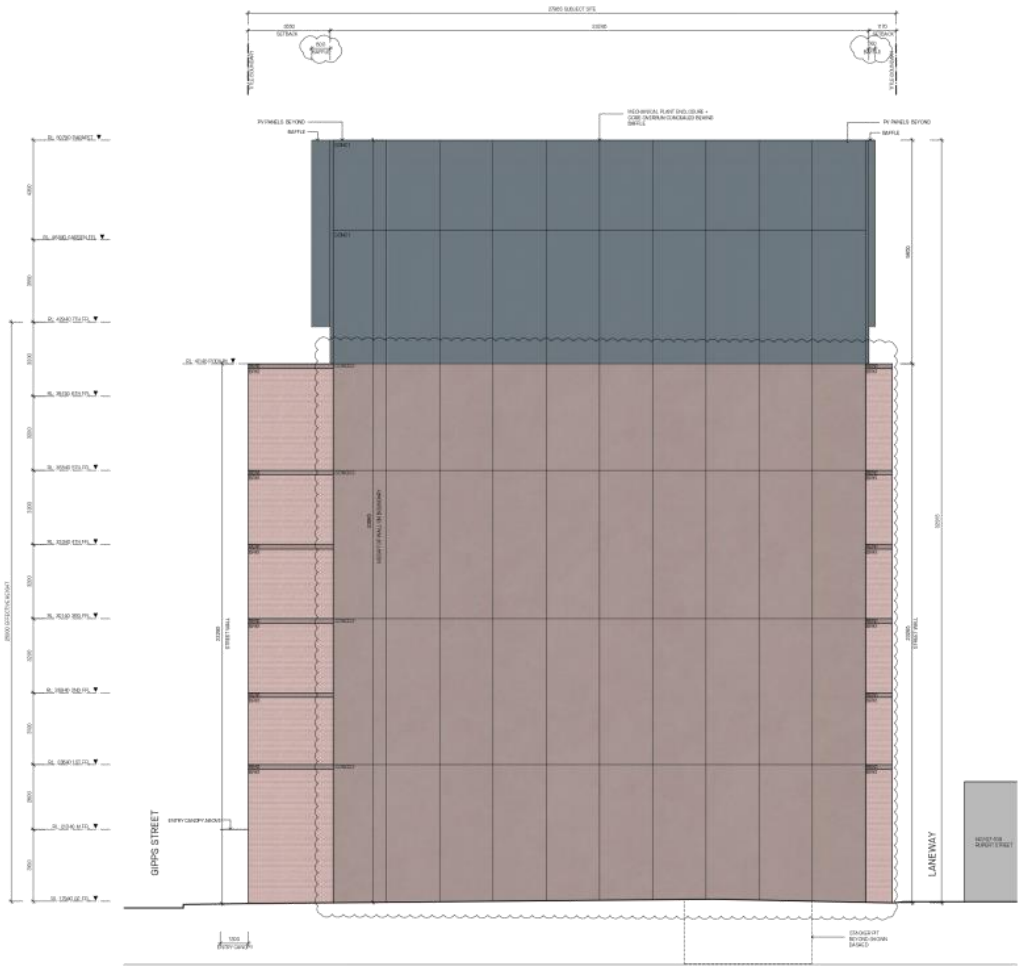


02 PROPOSED STREETSCAPE ELEVATION
1:200 RUPERT STREET

Attachment 2 - PLN20/0414 - 63-67 Gipps Street, Collingwood - Decision Plans



01 PROPOSED NORTH ELEVATION



02 PROPOSED WEST ELEVATION

Attachment 2 - PLN20/0414 - 63-67 Gipps Street, Collingwood - Decision Plans

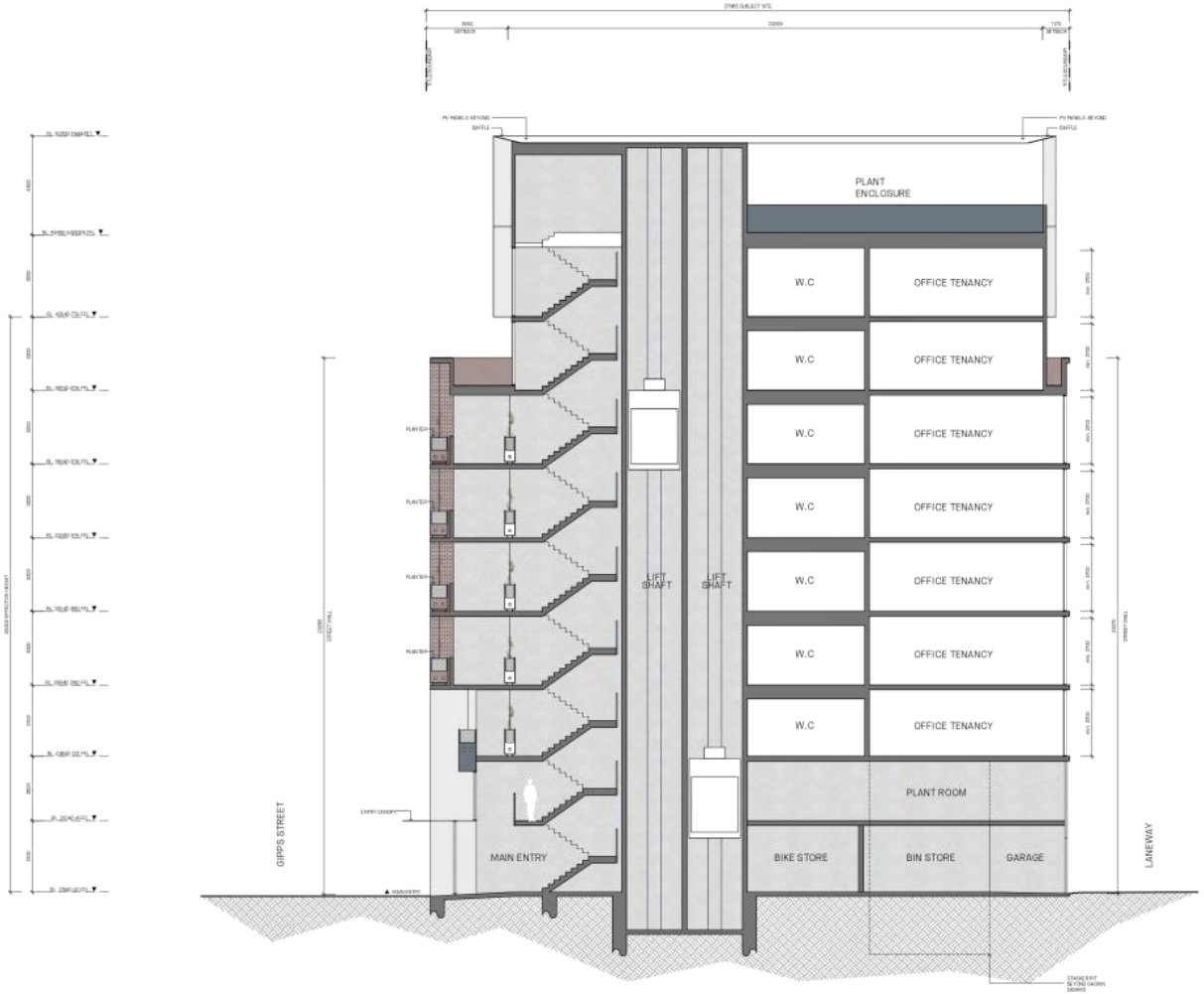


03 PROPOSED SOUTH ELEVATION



04 PROPOSED EAST ELEVATION

Attachment 2 - PLN20/0414 - 63-67 Gipps Street, Collingwood - Decision Plans



01 PROPOSED SECTION AA

Attachment 3 - PLN20/0414 - 63-67 Gipps Street, Collingwood - Urban Context Report



Attachment 3 - PLN20/0414 - 63-67 Gipps Street, Collingwood - Urban Context Report

			Gross Floor Area*	NLA (Tenacy)	NLA (Bathroom)	NLA (Café)	NLA (Outdoor)	End of Trip/ Bike Storage	Car Parking/ Stacker	Rooftop	Lifts	Stairs	Cars	Bikes	Floor/ Floor
			AREA (M2)								NO.				M
DEVELOPMENT		B	87						56						3.1
	Podium	G	382*			49	15	58	100		2	1	11	43	3.1
		M	263	41				94	56		2	1			2.8
		L1	354	265	23		10				2	1			3.1
		L2	354	265	23		10				2	1			3.2
		L3	354	265	23		10				2	1			3.2
		L4	354	265	23		10				2	1			3.2
		L5	354	265	23		10				2	1			3.2
	Crown	L6	354	191	23		62				2	1			3.2
		L7	244	191	23						2	1			3.2
		R	244							134	2	1			
			2962	1707	161	49	127	152	212	134	2	1	11	43	

TOTAL NLA	1917

*Only includes stair/core/riser on ground floor

01 AREA SCHEDULE

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REV	DATE	DESCRIPTION
A	29.05.20	Town Planning
B	05.08.20	RFI

PROJECT NAME: Gipps Street Offices
PROJECT ADDRESS: 63 - 67 Gipps Street Collingwood VIC 3066
SCALE @ A3: N/A
DATE CREATED: 23.03.2020
DRAWN BY: MB
APPROVED: AA
DRAWING TITLE: Area Schedule
PROJECT NUMBER: 20-007
PROJECT PHASE / ISSUE: Town Planning
NOT FOR CONSTRUCTION
DRAWING NUMBER: DR0-001
REVISION: B

Attachment 3 - PLN20/0414 - 63-67 Gipps Street, Collingwood - Urban Context Report



01 SUBJECT PROPERTY
63 - 67 GIPPS STREET
COLLINGWOOD, VIC 3066

02 11 LEVEL OFFICE BUILDING
(UNDER CONSTRUCTION)
71 - 93 GIPPS STREET
COLLINGWOOD, VIC 3066

03 12 STOREY OFFICE BUILDING / HOTEL
PROPOSED DEVELOPMENT
81 - 89 RUPERT STREET
COLLINGWOOD, VIC 3066

04 17 STOREY APARTMENT BUILDING
+ 2 LEVEL TOWNHOUSES
5 - 21 ROBERT STREET
COLLINGWOOD, VIC 3066

05 8 STOREY APARTMENT BUILDING
+ 2 LEVEL RESTAURANT
47 PEEL STREET
COLLINGWOOD, VIC 3066

06 4 LEVEL OFFICE BUILDING
WITH ROOF TOP CAR PARK
25 GIPPS STREET
COLLINGWOOD, VIC 3066

07 ISLINGTON SILOS
11 STOREY APARTMENT BUILDING
44 ISLINGTON STREET
COLLINGWOOD, VIC 3066

08 9 STOREY APARTMENTS
21 BYRON STREET
COLLINGWOOD, VIC 3066

09 12 STOREY APARTMENTS
61 - 71 WELLINGTON STREET
COLLINGWOOD, VIC 3066

10 10 STOREY APARTMENTS
WITH RETAIL / OFFICE AT GROUND LEVEL
86 LANGRIDGE STREET
COLLINGWOOD, VIC 3066

11 GAHAN RESERVE

12 COLLINGWOOD COLLEGE

13 HARMSWORTH RESERVE

01 SITE CONTEXT

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A	29.05.20	Town Planning
B	05.08.20	RFI

PROJECT NAME: Gipps Street Offices
PROJECT ADDRESS: 63 - 67 Gipps Street Collingwood VIC 3066
SCALE @ A1: N/A
DATE CREATED: 23.03.2020
DRAWN BY: MB
APPROVED: AA
DRAWING TITLE: Site Context
PROJECT NUMBER: 20-007
PROJECT PHASE / ISSUE: Town Planning
NOT FOR CONSTRUCTION
DRAWING NUMBER: DR1-001
REVISION: B

Attachment 3 - PLN20/0414 - 63-67 Gipps Street, Collingwood - Urban Context Report





01 SUBJECT SITE
63 - 67 GIPPS STREET



02 SUBJECT SITE
RUPERT STREET SIDE



03 PROPOSED 11
LEVEL OFFICE BUILDING
71 - 93 GIPPS STREET



04 PROPOSED 12 STOREY OFFICE /
HOTEL DEVELOPMENT
81 - 89 RUPERT STREET



05 16 STOREY APARTMENT BUILDING
+ 2 LEVEL TOWNHOUSES
5 - 21 ROBERT STREET



06 4 STOREY OFFICE BUILDING
49 - 43 GIPPS STREET

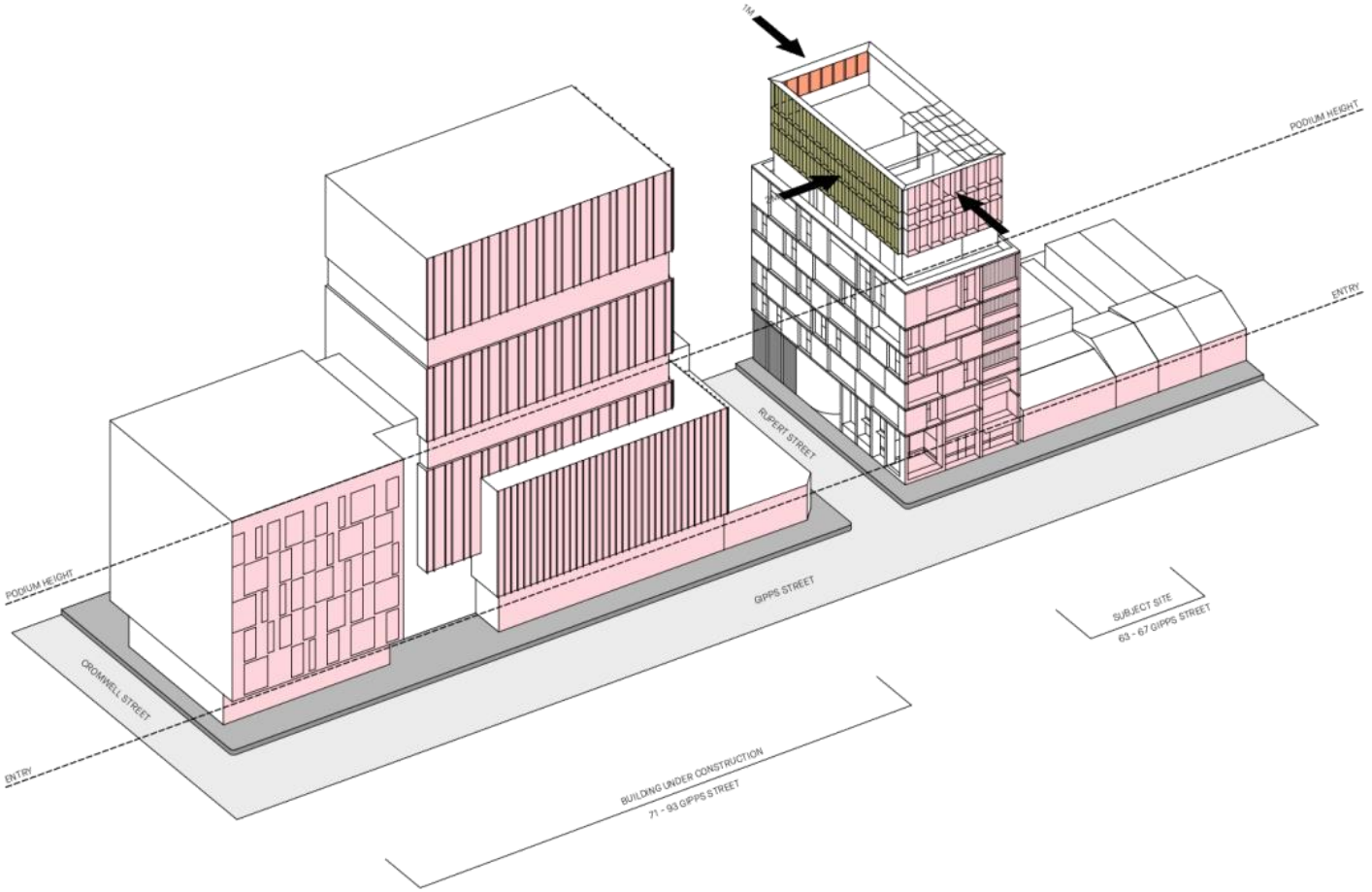


07 THE COMMONS COLLINGWOOD
2 LEVELS

01 SITE ANALYSIS

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Attachment 3 - PLN20/0414 - 63-67 Gipps Street, Collingwood - Urban Context Report



SETBACKS +BUILDING HEIGHT

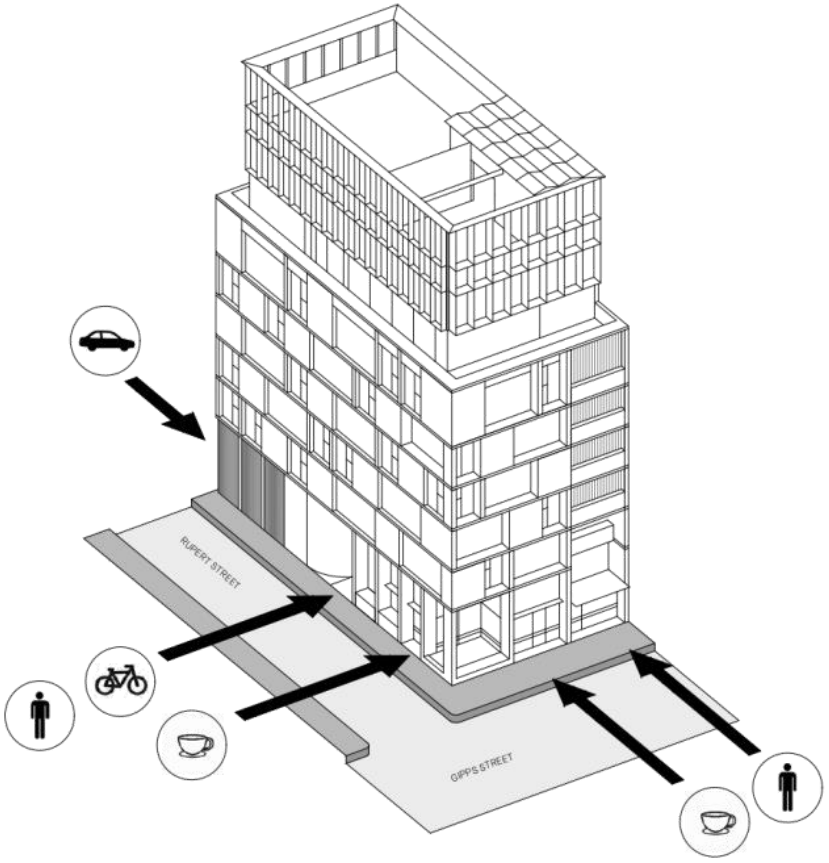
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REV	DATE	DESCRIPTION
A	29.05.20	Town Planning
B	05.08.20	RFI

PROJECT NAME: Gipps Street Offices
PROJECT ADDRESS: 63 - 67 Gipps Street, Collingwood VIC 3066
SCALE @ A1: N/A
DATE CREATED: 23.03.2020
DRAWN BY: MB
APPROVED: AA
DRAWING TITLE: Diagrams
PROJECT NUMBER: 20-007
PROJECT PHASE / ISSUE: Town Planning
NOT FOR CONSTRUCTION
DRAWING NUMBER: DR3- 100
REVISION: B

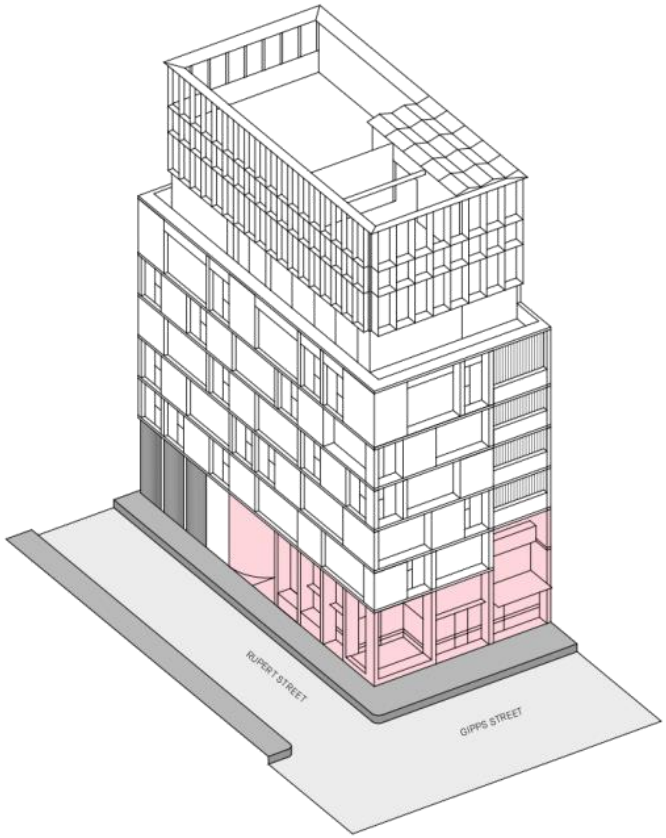
Attachment 3 - PLN20/0414 - 63-67 Gipps Street, Collingwood - Urban Context Report



ENTRIES

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Attachment 3 - PLN20/0414 - 63-67 Gipps Street, Collingwood - Urban Context Report



STREET ACTIVATION

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REV	DATE	DESCRIPTION
A	29.05.20	Town Planning
B	05.08.20	RFI

PROJECT NAME
Gipps Street Offices

PROJECT ADDRESS
63 - 67 Gipps Street
Collingwood VIC 3066

SCALE @ A1
N/A

DATE CREATED: 23.03.2020
DRAWN BY: MB
APPROVED: AA

DRAWING TITLE
Diagrams

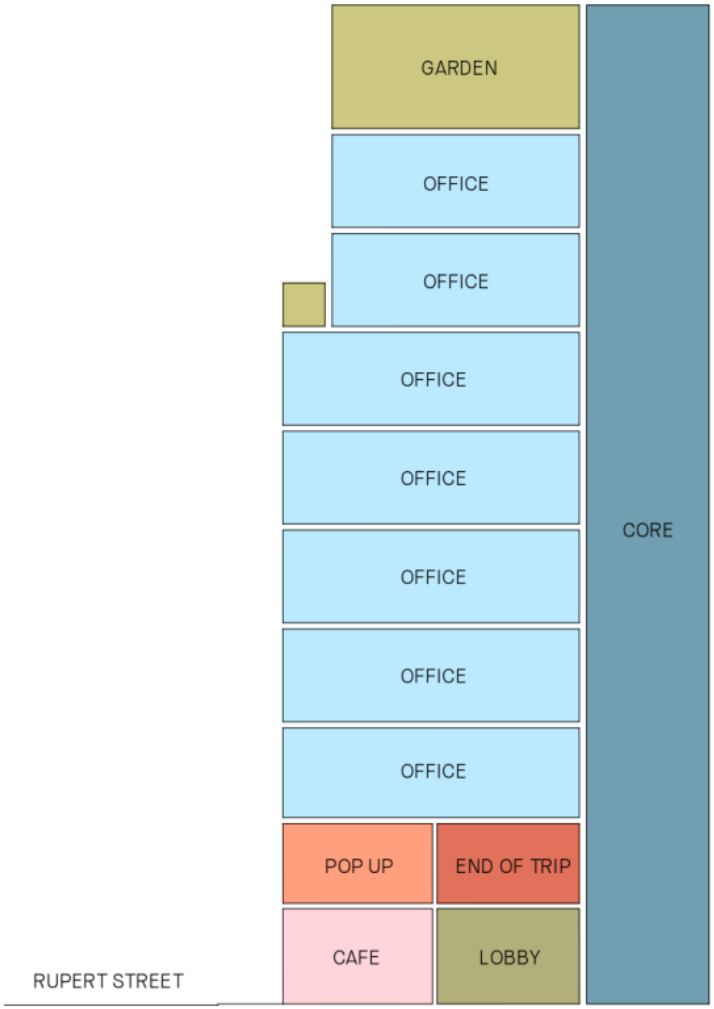
PROJECT NUMBER
20-007

PROJECT PHASE / STATUS
Town Planning
NOT FOR CONSTRUCTION

DRAWING NUMBER
DR3- 102

REVISION
B

Attachment 3 - PLN20/0414 - 63-67 Gipps Street, Collingwood - Urban Context Report



PROGRAMING

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B	05.08.20	RFI

PROJECT NAME: Gipps Street Offices
PROJECT ADDRESS: 63 - 67 Gipps Street Collingwood VIC 3066

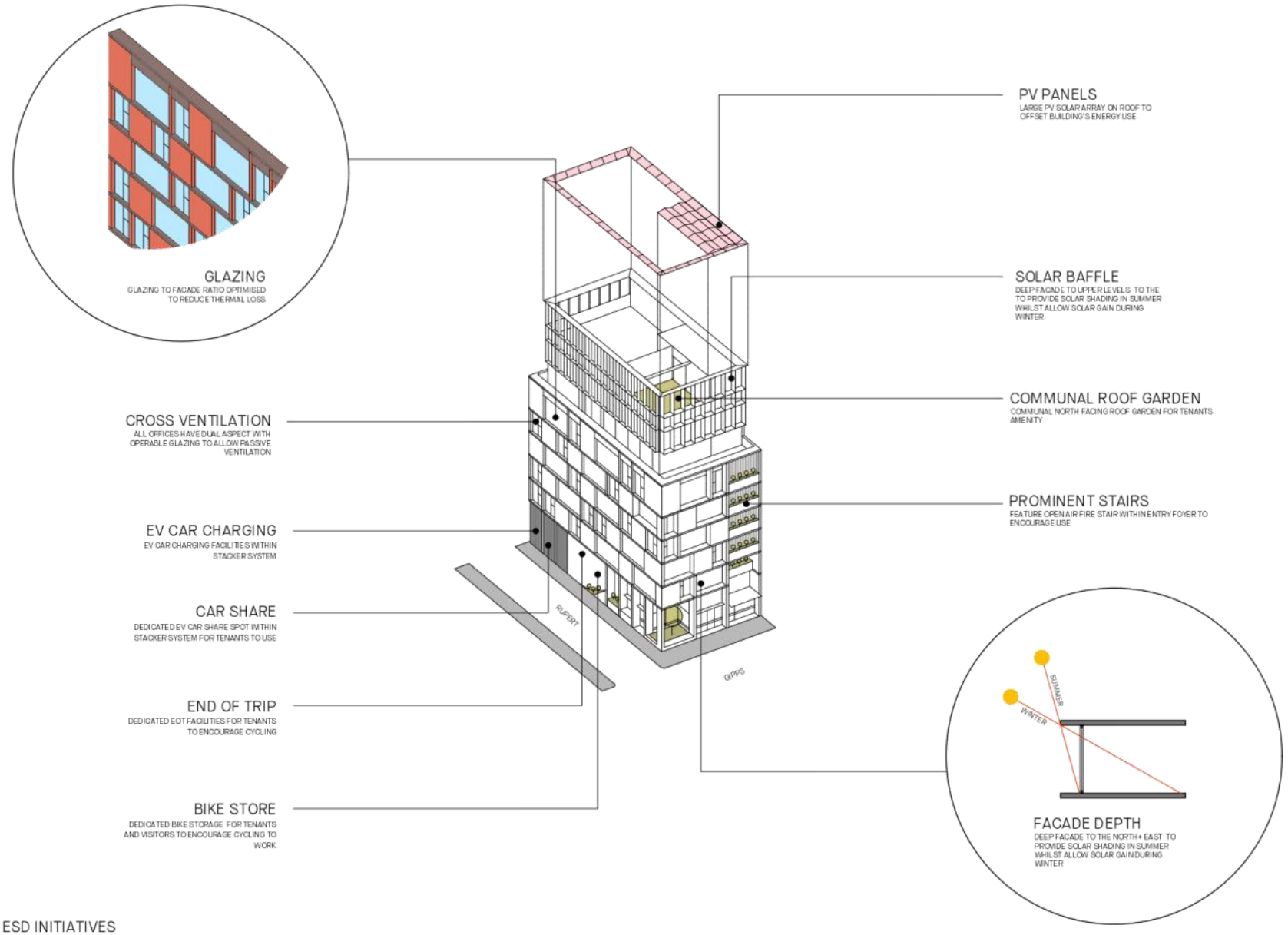
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DATE CREATED: 23.03.2020
DRAWN BY: MB
APPROVED: AA

DRAWING TITLE: Diagrams
PROJECT NUMBER: 20-007

PROJECT PHASE / ISSUE: Town Planning
NOT FOR CONSTRUCTION

DRAWING NUMBER: DR3- 103
REVISION: B

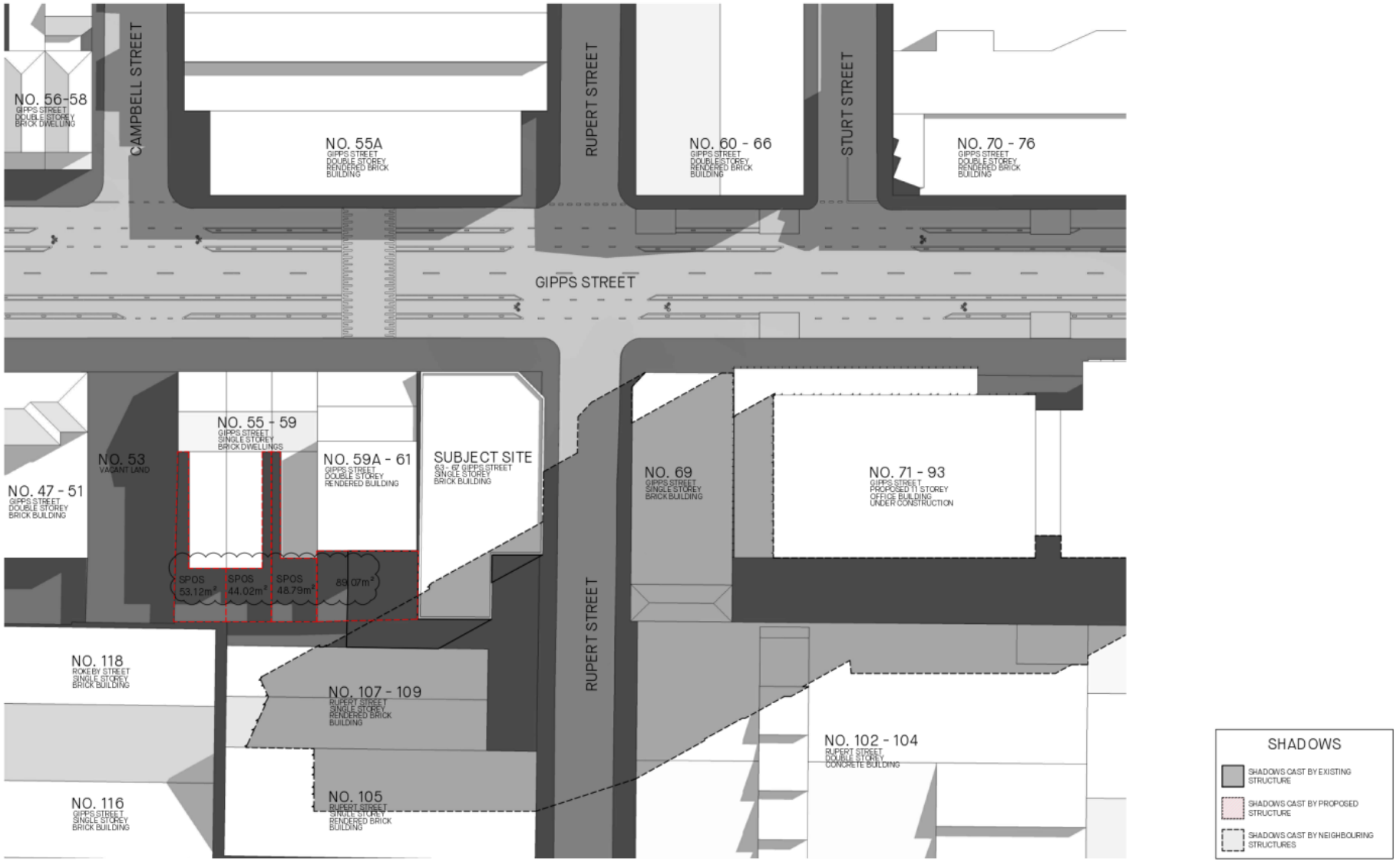
Attachment 3 - PLN20/0414 - 63-67 Gipps Street, Collingwood - Urban Context Report



ESD INITIATIVES

Gipps Street Offices	N/A	Diagrams	Town Planning	DR3- 104
63 – 67 Gipps Street Collingwood VIC 3066	23.03.2020	MB	AA	20-007		A

Attachment 3 - PLN20/0414 - 63-67 Gipps Street, Collingwood - Urban Context Report



01 SHADOW DIAGRAM - 9AM EXISTING
1:400

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REV	DATE	DESCRIPTION
A	29.05.20	Town Planning
B	05.08.20	RFI
C	26.08.20	RFI

PROJECT NAME
Gipps Street Offices

PROJECT ADDRESS
63 - 67 Gipps Street
Collingwood VIC 3066

SCALE @ A3
1:400

DATE CREATED | DRAWN BY | APPROVED
23.03.2020 | MB | AA

DRAWING TITLE
Shadow Diagrams

PROJECT NUMBER
20-007

PROJECT PHASE/ISSUE
Town Planning
NOT FOR CONSTRUCTION

DRAWING NUMBER
DR4-100

REVISION
C

Attachment 3 - PLN20/0414 - 63-67 Gipps Street, Collingwood - Urban Context Report



02 SHADOW DIAGRAM - 9AM PROPOSED
1:400

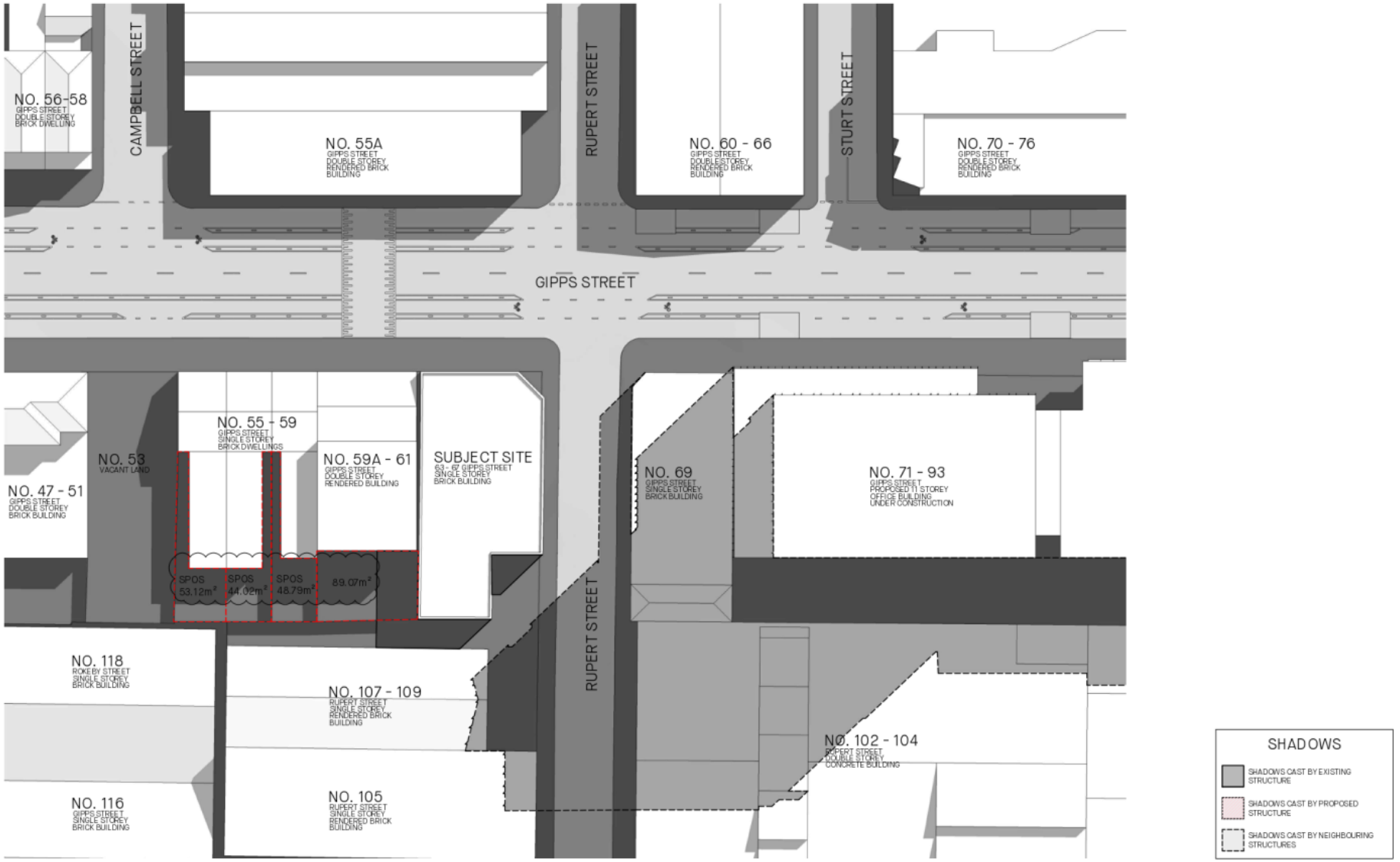
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REV	DATE	DESCRIPTION
A	29.05.20	Town Planning
B	05.08.20	RFI
C	26.08.20	RFI

Project name: Gipps Street Offices
Project address: 63 - 67 Gipps Street, Collingwood VIC 3066
Scale @ A1: 1:400
Date created: 23.03.2020
Drawn by: MB
Approved: AA
Drawing title: Shadow Diagrams
Project number: 20-007
Project phase/issue: Town Planning
Not for construction
Drawing number: DR4-101
Revision: C

Attachment 3 - PLN20/0414 - 63-67 Gipps Street, Collingwood - Urban Context Report



01 SHADOW DIAGRAM - 10AM EXISTING
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02 SHADOW DIAGRAM - 10AM PROPOSED
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REV	DATE	DESCRIPTION
A	29.05.20	Town Planning
B	05.06.20	RFI
C	26.08.20	RFI

PROJECT NAME: Gipps Street Offices
PROJECT ADDRESS: 63 - 67 Gipps Street, Collingwood VIC 3066
SCALE @ A1: 1:400
DATE CREATED: 23.03.2020
DRAWN BY: MB
APPROVED: AA
DRAWING TITLE: Shadow Diagrams
PROJECT NUMBER: 20-007
PROJECT PHASE/STATUS: Town Planning
NOT FOR CONSTRUCTION
DRAWING NUMBER: DR4-103
REVISION: C

Attachment 3 - PLN20/0414 - 63-67 Gipps Street, Collingwood - Urban Context Report



01 SHADOW DIAGRAM - 11AM EXISTING
1:400

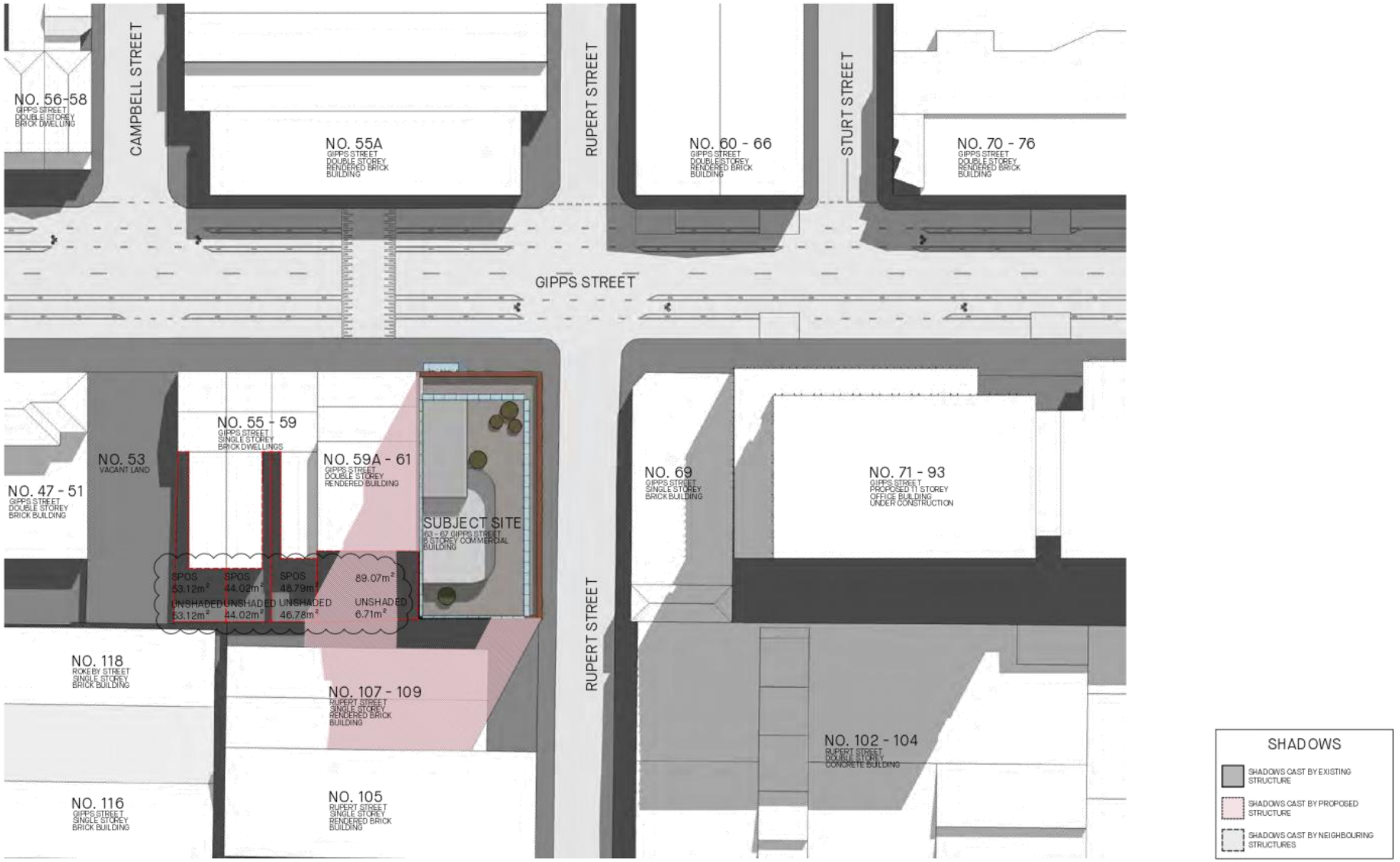
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REV	DATE	DESCRIPTION
A	29.05.20	Town Planning
B	05.08.20	RFI
C	26.08.20	RFI

PROJECT NAME: Gipps Street Offices
PROJECT ADDRESS: 63 - 67 Gipps Street, Collingwood VIC 3066
SCALE @ A3: 1:400
DATE CREATED: 23.03.2020
DRAWN BY: MB
APPROVED: AA
DRAWING TITLE: Shadow Diagrams
PROJECT NUMBER: 20-007
PROJECT PHASE/ISSUE: Town Planning
NOT FOR CONSTRUCTION
DRAWING NUMBER: DR4-104
REVISION: C

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02 SHADOW DIAGRAM - 11AM PROPOSED
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REV	DATE	DESCRIPTION
A	29.05.20	Town Planning
B	05.08.20	RFI
C	26.08.20	RFI

PROJECT NAME: Gipps Street Offices
PROJECT ADDRESS: 63 - 67 Gipps Street Collingwood VIC 3066
SCALE @ A1: 1:400
DATE CREATED: 23.03.2020
DRAWN BY: MB
APPROVED: AA
DRAWING TITLE: Shadow Diagrams
PROJECT NUMBER: 20-007
PROJECT PHASE/STATUS: Town Planning
NOT FOR CONSTRUCTION
DRAWING NUMBER: DR4-105
REVISION: C

Attachment 3 - PLN20/0414 - 63-67 Gipps Street, Collingwood - Urban Context Report



01 SHADOW DIAGRAM - 12PM EXISTING
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REV	DATE	DESCRIPTION
A	29.05.20	Town Planning
B	05.08.20	RFI
C	26.08.20	RFI

PROJECT NAME: Gipps Street Offices
PROJECT ADDRESS: 63 - 67 Gipps Street Collingwood VIC 3066
SCALE @ A3: 1:400
DATE CREATED: 23.03.2020
DRAWN BY: MB
APPROVED: AA
DRAWING TITLE: Shadow Diagrams
PROJECT NUMBER: 20-007
PROJECT PHASE/ISSUE: Town Planning
NOT FOR CONSTRUCTION
DRAWING NUMBER: DR4-106
REVISION: C

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02 SHADOW DIAGRAM - 12PM PROPOSED
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NO.	DATE	DESCRIPTION
A	29.05.20	Town Planning
B	05.08.20	RFI
C	26.08.20	RFI

PROJECT NAME: Gipps Street Offices
PROJECT ADDRESS: 63 - 67 Gipps Street, Collingwood VIC 3066
SCALE @ A3: 1:400
DATE CREATED: 23.03.2020
DRAWN BY: MB
APPROVED: AA
DRAWING TITLE: Shadow Diagrams
PROJECT NUMBER: 20-007
PROJECT PHASE / ISSUE: Town Planning
NOT FOR CONSTRUCTION
DRAWING NUMBER: DR4-107
REVISION: C

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01 SHADOW DIAGRAM - 1PM EXISTING
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REV	DATE	DESCRIPTION
A	29.05.20	Town Planning
B	05.08.20	RFI
C	26.08.20	RFI

PROJECT NAME
Gipps Street Offices

PROJECT ADDRESS
63 - 67 Gipps Street
Collingwood VIC 3066

SCALE @ A3
1:400

DATE CREATED | DRAWN BY | APPROVED
23.03.2020 | MB | AA

DRAWING TITLE
Shadow Diagrams

PROJECT NUMBER
20-007

PROJECT PHASE / ISSUE
Town Planning
NOT FOR CONSTRUCTION

DRAWING NUMBER
DR4-108

REVISION
C

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02 SHADOW DIAGRAM - 1PM PROPOSED
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REV	DATE	DESCRIPTION
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C	26.08.20	RFI

PROJECT NAME: Gipps Street Offices
PROJECT ADDRESS: 63 - 67 Gipps Street, Collingwood VIC 3066
SCALE @ A1: 1:400
DATE CREATED: 23.03.2020
DRAWN BY: MB
APPROVED: AA
DRAWING TITLE: Shadow Diagrams
PROJECT NUMBER: 20-007
PROJECT PHASE / STATUS: Town Planning
NOT FOR CONSTRUCTION
DRAWING NUMBER: DR4-109
REVISION: C

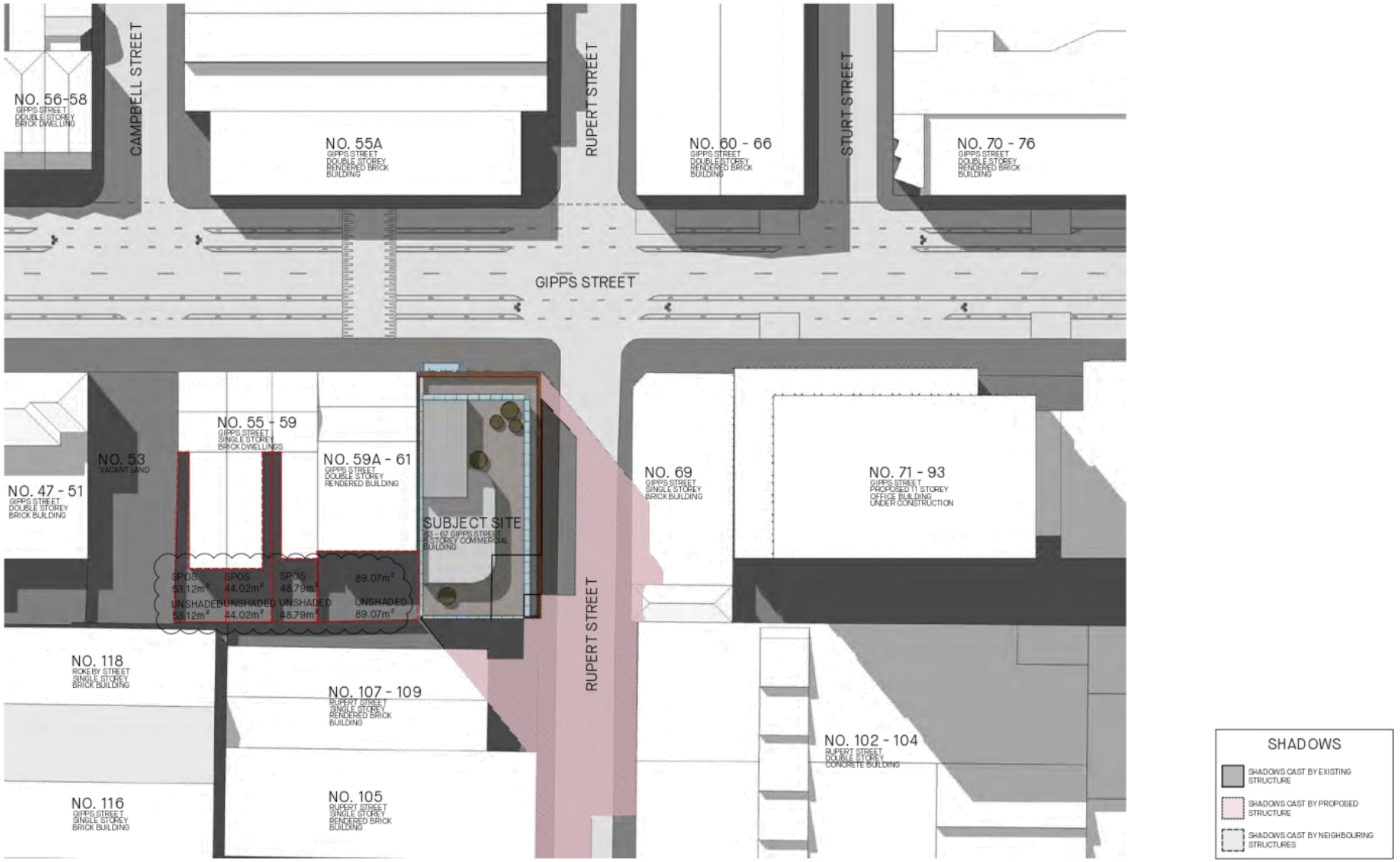
Attachment 3 - PLN20/0414 - 63-67 Gipps Street, Collingwood - Urban Context Report



01 SHADOW DIAGRAM - 2PM EXISTING
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02 SHADOW DIAGRAM - 2PM PROPOSED
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REV	DATE	DESCRIPTION
A	29.05.20	Town Planning
B	05.06.20	RFI
C	26.08.20	RFI

PROJECT NAME: Gipps Street Offices
PROJECT ADDRESS: 63 - 67 Gipps Street, Collingwood VIC 3066
SCALE @ A1: 1:400
DATE CREATED: 23.03.2020
DRAWN BY: MB
APPROVED: AA
DRAWING TITLE: Shadow Diagrams
PROJECT NUMBER: 20-007
PROJECT PHASE / STATUS: Town Planning
NOT FOR CONSTRUCTION
DRAWING NUMBER: DR4-111
REVISION: C

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01 SHADOW DIAGRAM - 3PM EXISTING
1:400

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02 SHADOW DIAGRAM - 3PM PROPOSED
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REV	DATE	DESCRIPTION
A	29.05.20	Town Planning
B	05.08.20	RFI
C	26.08.20	RFI

PROJECT NAME: Gipps Street Offices
PROJECT ADDRESS: 63 - 67 Gipps Street, Collingwood VIC 3066
SCALE @ A1: 1:400
DATE CREATED: 23.03.2020
DRAWN BY: MB
APPROVED: AA
DRAWING TITLE: Shadow Diagrams
PROJECT NUMBER: 20-007
PROJECT PHASE / ISSUE: Town Planning
NOT FOR CONSTRUCTION
DRAWING NUMBER: DR4-113
REVISION: C

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02 SHADOW DIAGRAM - 1:15PM PROPOSED
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REV	DATE	DESCRIPTION
A	29.05.20	Town Planning
B	05.08.20	RFI
C	26.08.20	RFI

PROJECT NAME: Gipps Street Offices
PROJECT ADDRESS: 63 - 67 Gipps Street Collingwood VIC 3066
SCALE @ A1: 1:400
DATE CREATED: 23.03.2020
DRAWN BY: MB
APPROVED: AA
DRAWING TITLE: Shadow Diagrams
PROJECT NUMBER: 20-007
PROJECT PHASE/ISSUE: Town Planning
NOT FOR CONSTRUCTION
DRAWING NUMBER: DR4-114
REVISION: C

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01 3D VIEWS

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REV	DATE	DESCRIPTION
A	29.05.20	Town Planning
B	05.08.20	RFI

PROJECT NAME
Gipps Street Offices

PROJECT ADDRESS
63 - 67 Gipps Street
Collingwood VIC 3066

SCALE @ A1
N/A

DATE CREATED | DRAWN BY | APPROVED
23.03.2020 | MB | AA

DRAWING TITLE
3D VIEWS

PROJECT NUMBER
20-007

PROJECT PHASE / STAGE
Town Planning
NOT FOR CONSTRUCTION

DRAWING NUMBER
DR5-100

REVISION
B

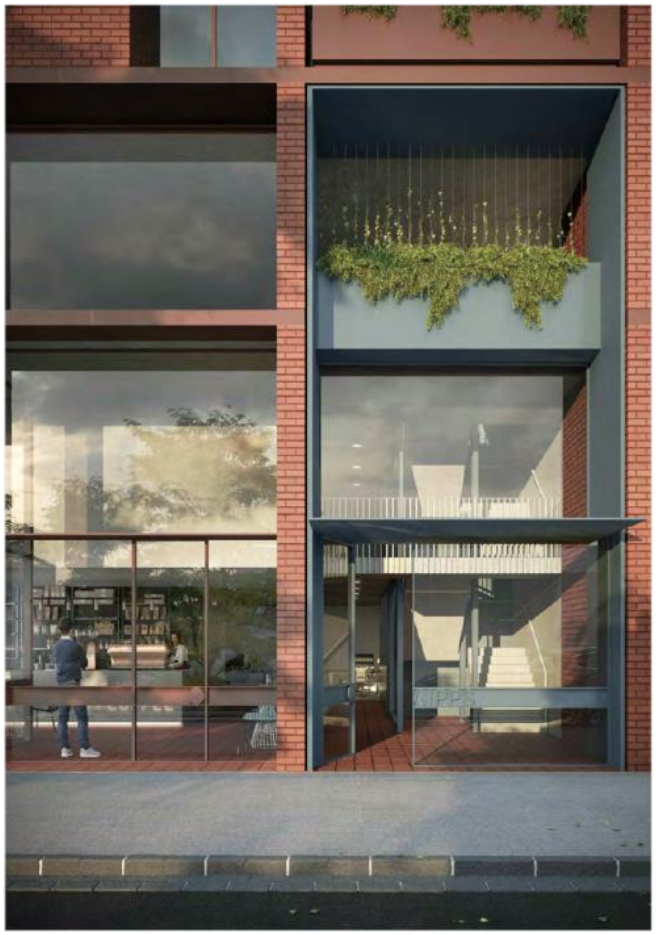
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02 3D VIEWS

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03 3D VIEWS - ENTRY

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REV	DATE	DESCRIPTION
A	29.05.20	Town Planning
B	05.08.20	RFI

PROJECT NAME
Gipps Street Offices

PROJECT ADDRESS
63 - 67 Gipps Street
Collingwood VIC 3066

SCALE @ A3
N/A

DATE CREATED: 23.03.2020
DRAWN BY: MB
APPROVED: AA

DRAWING TITLE
3D VIEWS

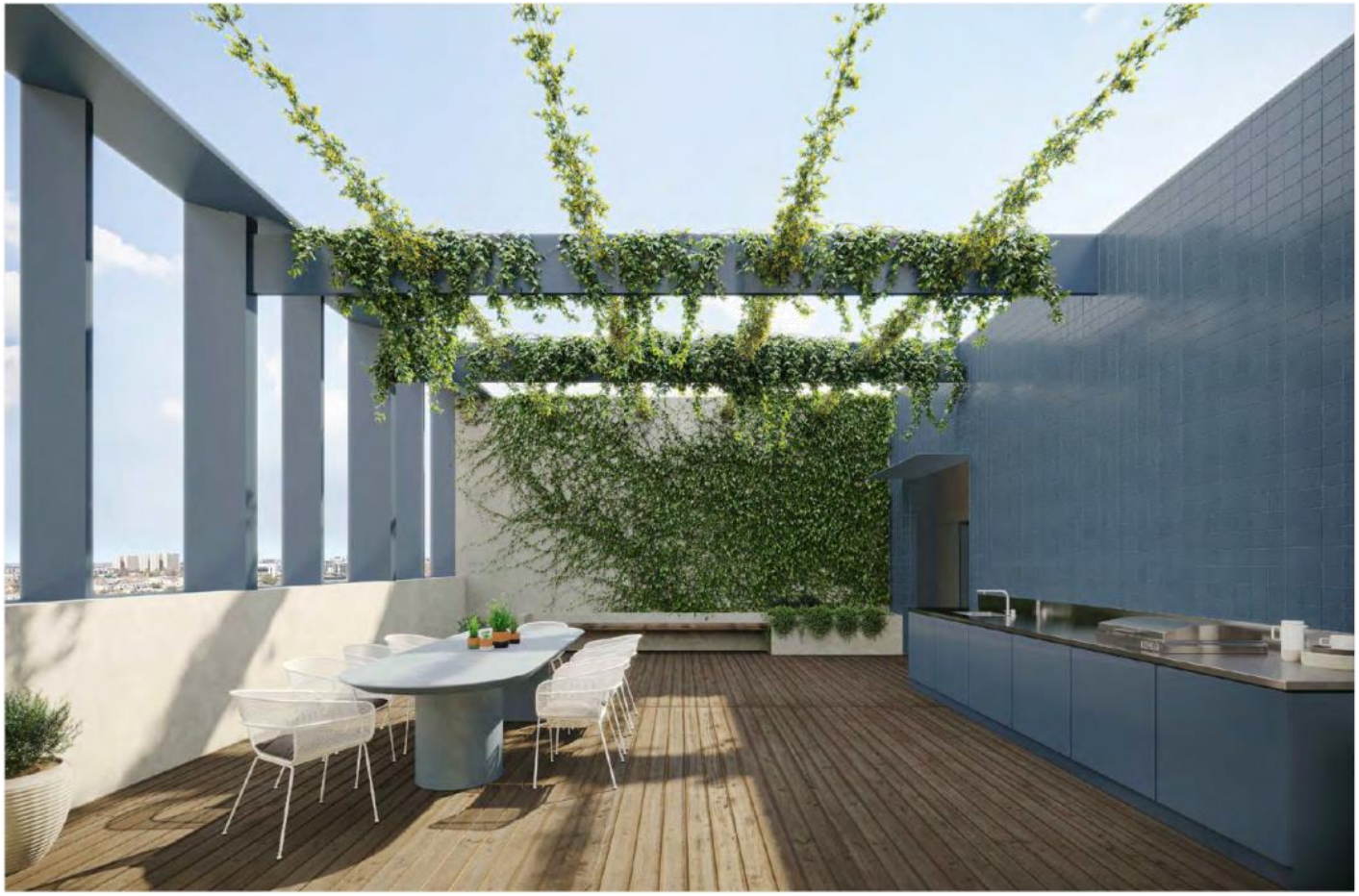
PROJECT NUMBER
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PROJECT PHASE / ISSUE
Town Planning
NOT FOR CONSTRUCTION

DRAWING NUMBER
DR5-102

REVISION
B

Attachment 3 - PLN20/0414 - 63-67 Gipps Street, Collingwood - Urban Context Report



04 3D VIEWS - ROOF DECK

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REV	DATE	DESCRIPTION
A	29.05.20	Town Planning
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PROJECT NAME
Gipps Street Offices

PROJECT ADDRESS
63 - 67 Gipps Street
Collingwood VIC 3066

SCALE @ A3
N/A

DATE CREATED | DRAWN BY | APPROVED
23.03.2020 | MB | AA

DRAWING TITLE
3D VIEWS

PROJECT NUMBER
20-007

PROJECT PHASE / STATUS
Town Planning
NOT FOR CONSTRUCTION

DRAWING NUMBER
DR5-103

REVISION
B

Attachment 3 - PLN20/0414 - 63-67 Gipps Street, Collingwood - Urban Context Report



01 3D VIEWS

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REV	DATE	DESCRIPTION
A	29.05.20	Town Planning
B	05.08.20	RFI

PROJECT NAME
Gipps Street Offices

PROJECT ADDRESS
63 - 67 Gipps Street
Collingwood VIC 3066

SCALE @ A1
N/A

DATE CREATED | DRAWN BY | APPROVED
23.03.2020 | MB | AA

DRAWING TITLE
3D VIEWS

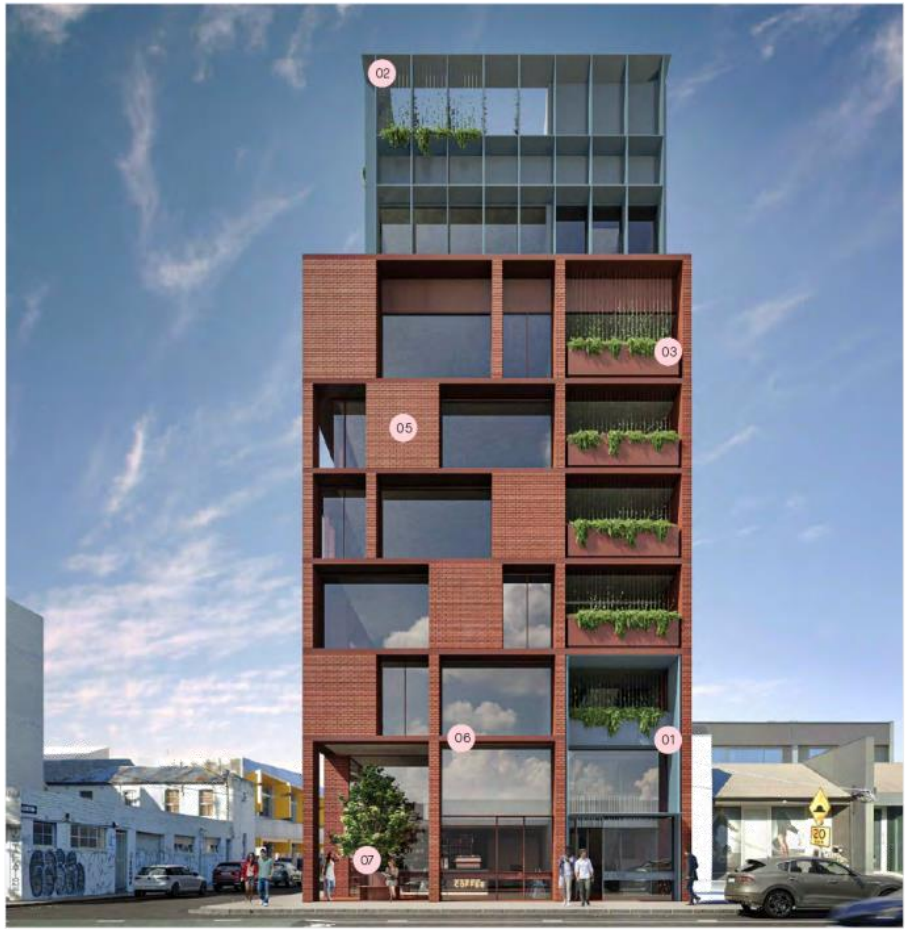
PROJECT NUMBER
20-007

PROJECT PHASE / STAGE
Town Planning
NOT FOR CONSTRUCTION

DRAWING NUMBER
DR5-104

REVISION
B

Attachment 3 - PLN20/0414 - 63-67 Gipps Street, Collingwood - Urban Context Report





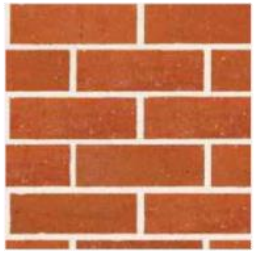
01 CONC01 COLORED CONCRETE

02 BAF BAFFLE PAINT FINISH

03 METAL FACED PLANTER WITH PAINT FINISH



04 SCN01 RED METAL WORK



05 BRK01 BRICK



06 REN01 RENDER



07 VEGETATION



08 CONC CONCRETE



09 CONC02 COLORED CONCRETE

01 EXTERNAL MATERIALS

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01 CORNER SPLAY

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NO	DATE	DESCRIPTION
A	29.05.20	Town Planning
B	05.08.20	RFI

PROJECT NAME
Gipps Street Offices

PROJECT ADDRESS
63 - 67 Gipps Street
Collingwood VIC 3066

SCALE @ A3
N/A

DATE CREATED: 23.03.2020
DRAWN BY: MB
APPROVED: AA

DRAWING TITLE
3D VIEWS

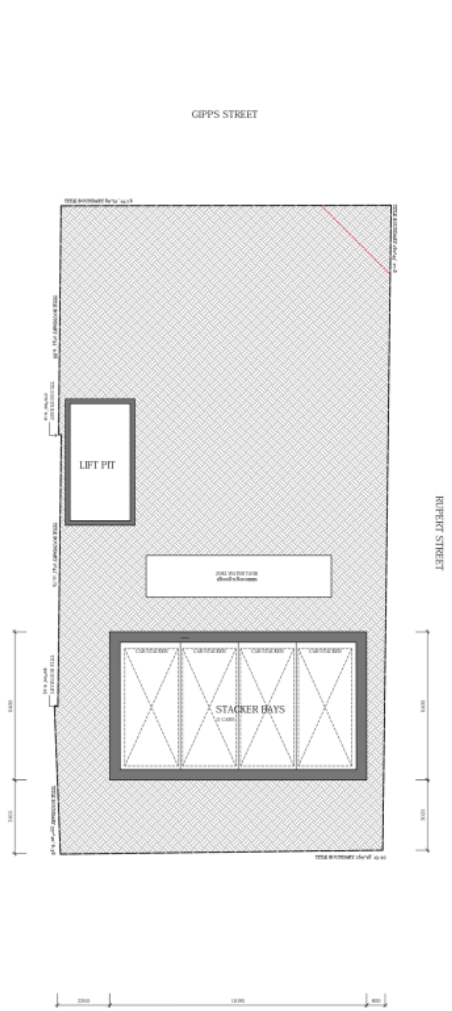
PROJECT NUMBER
20-007

PROJECT PHASE / ISSUE
Town Planning
NOT FOR CONSTRUCTION

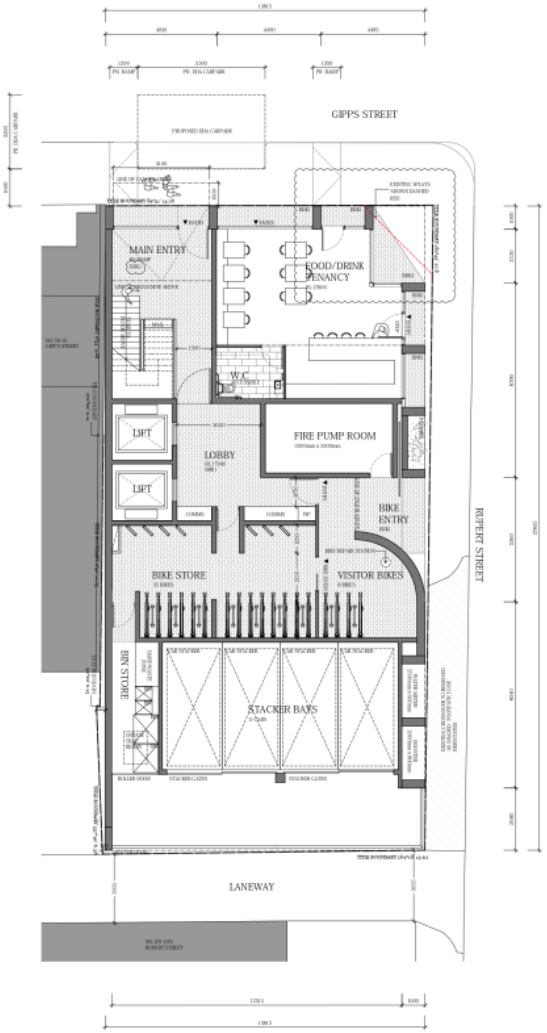
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REVISION
B

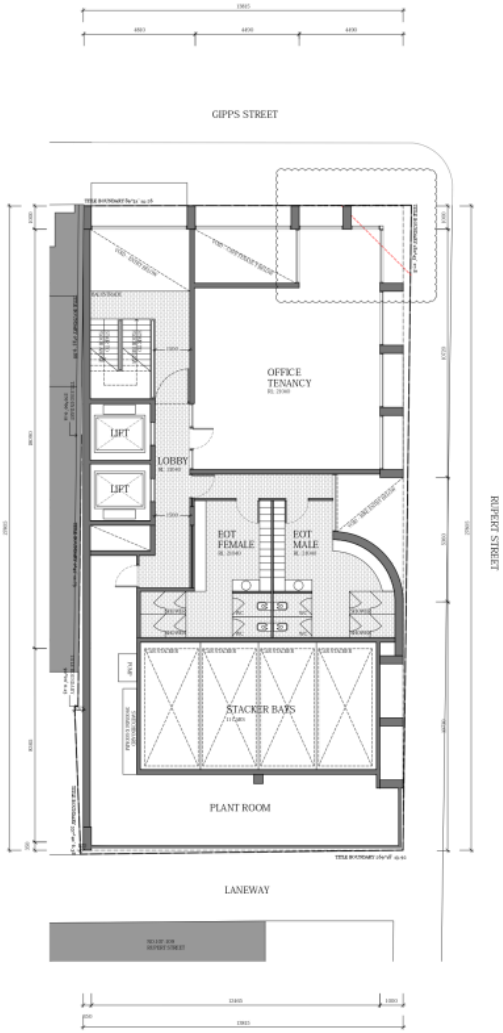
Attachment 4 - PLN20/0414 - 63-67 Gipps Street, Collingwood - Sketch Plans Final



01 PROPOSED PIT PLAN

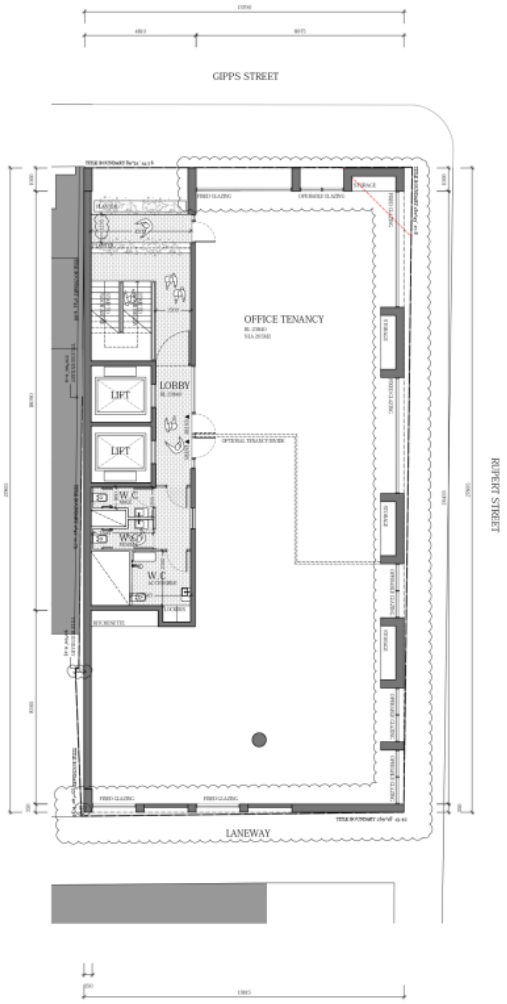


02 PROPOSED GROUND FLOOR PLAN

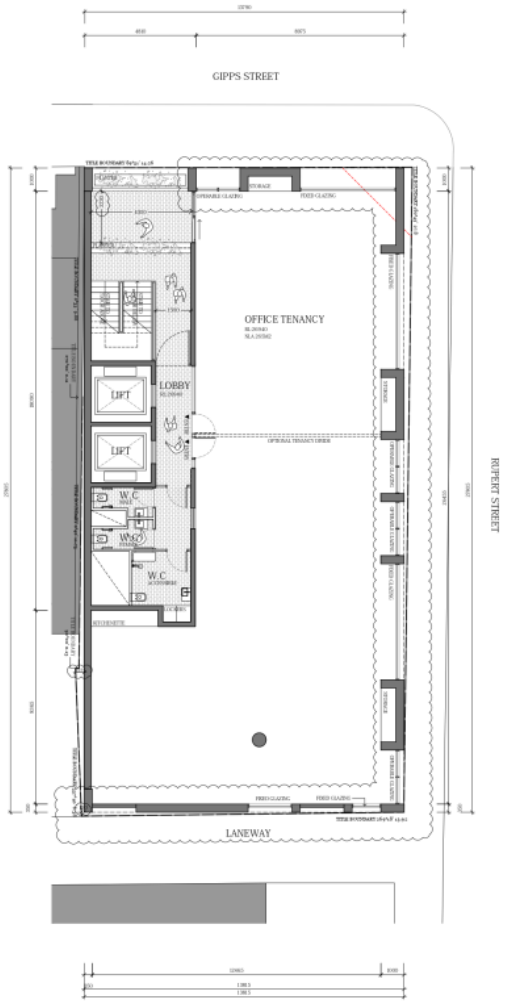


03 PROPOSED MEZZANINE FLOOR PLAN

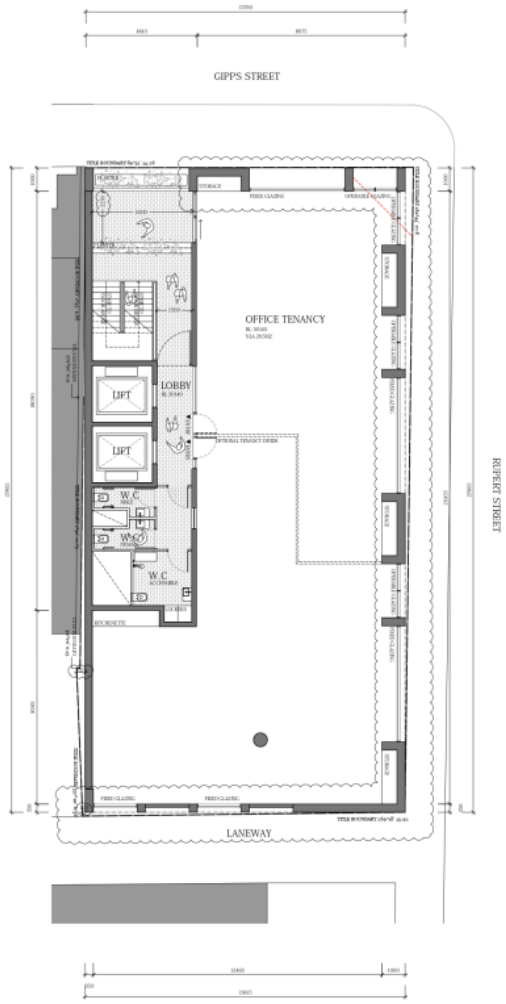
Attachment 4 - PLN20/0414 - 63-67 Gipps Street, Collingwood - Sketch Plans Final



04 PROPOSED FIRST FLOOR PLAN

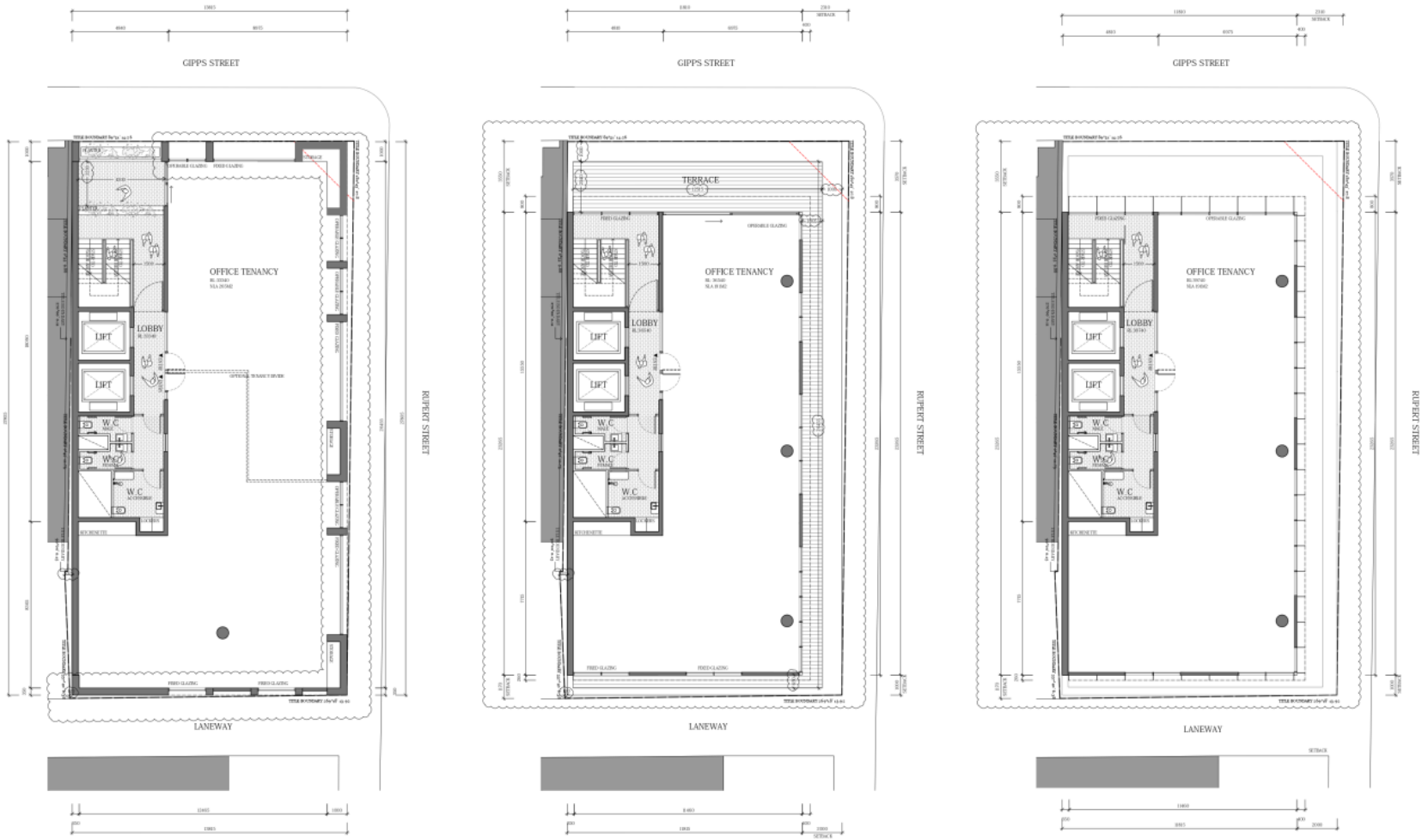


05 PROPOSED SECOND FLOOR PLAN



06 PROPOSED THIRD FLOOR PLAN

Attachment 4 - PLN20/0414 - 63-67 Gipps Street, Collingwood - Sketch Plans Final

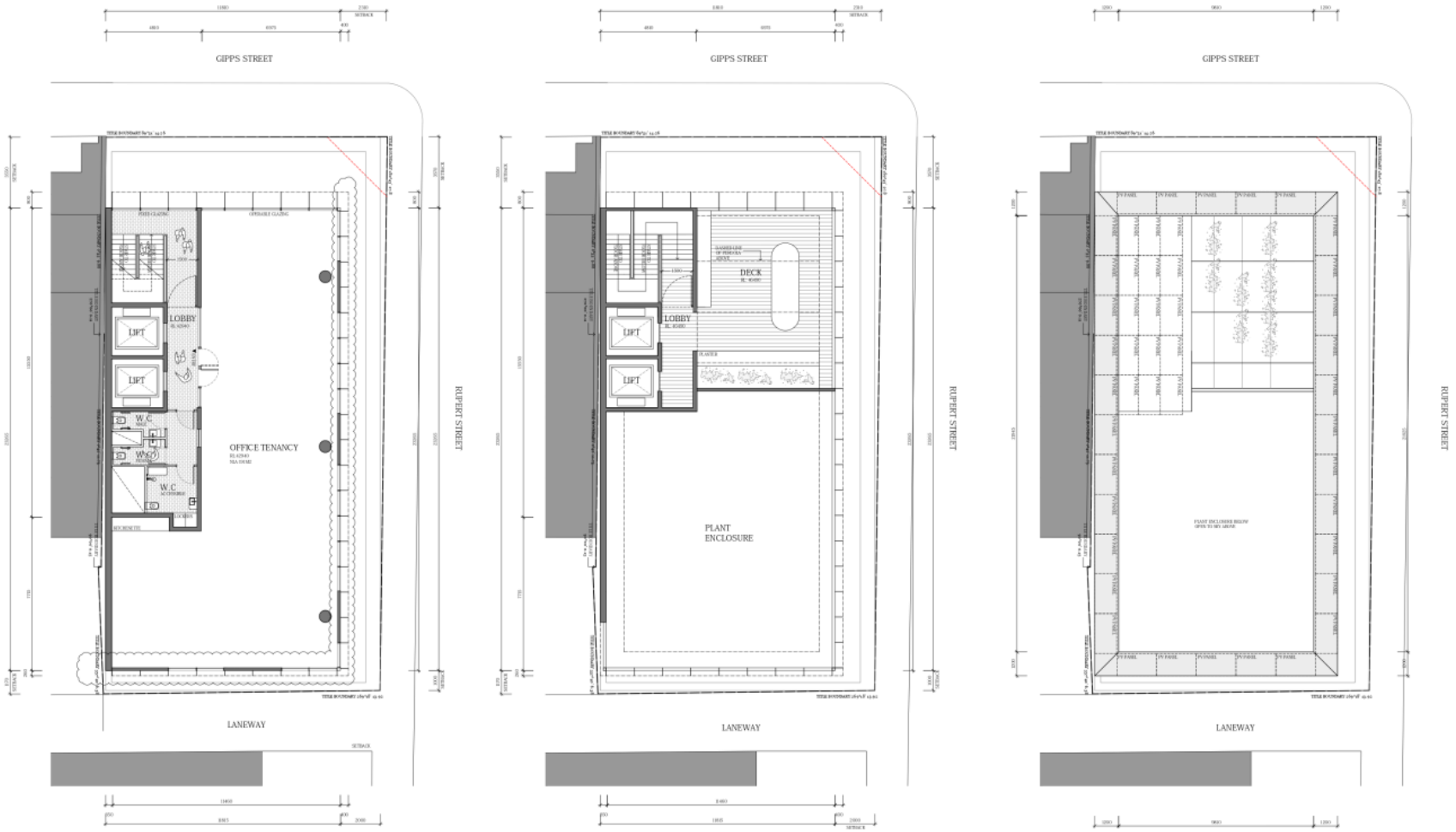


07 PROPOSED FOURTH FLOOR PLAN

08 PROPOSED FIFTH FLOOR PLAN

09 PROPOSED SIXTH FLOOR PLAN

Attachment 4 - PLN20/0414 - 63-67 Gipps Street, Collingwood - Sketch Plans Final

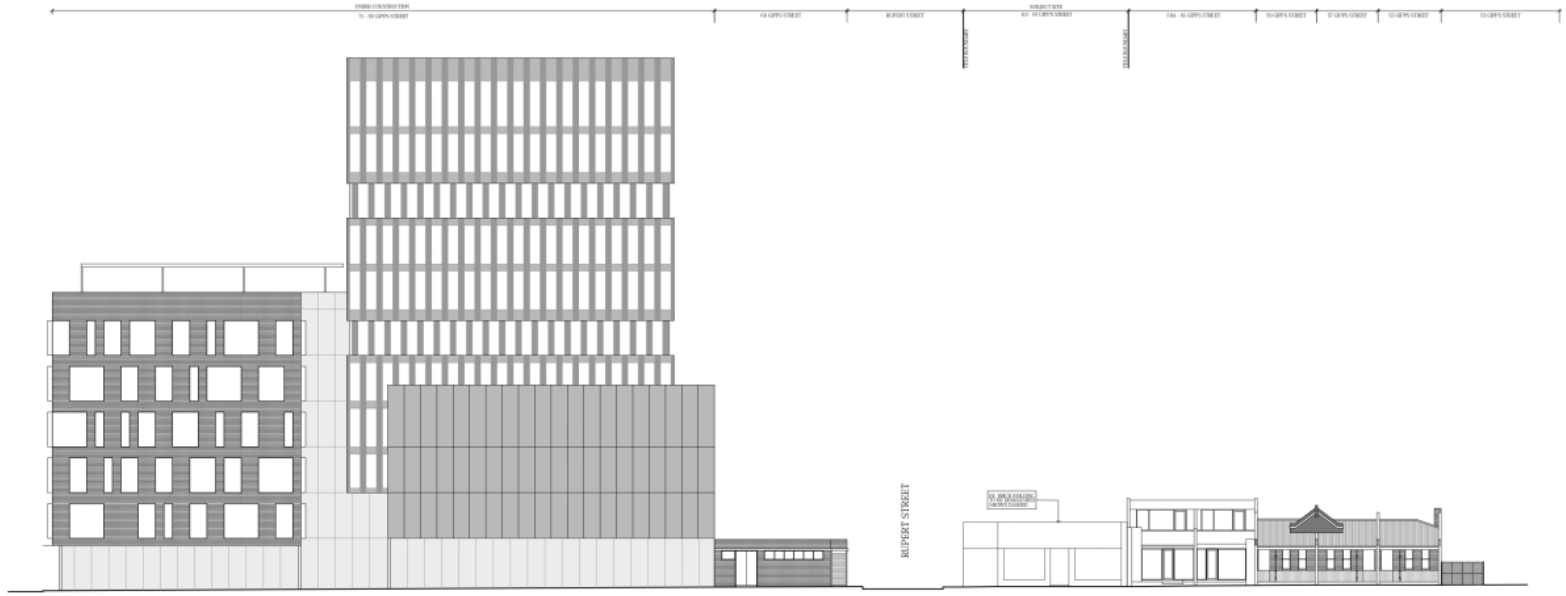


10 PROPOSED SEVENTH FLOOR PLAN

11 PROPOSED ROOF GARDEN PLAN

12 PROPOSED ROOF PLAN

Attachment 4 - PLN20/0414 - 63-67 Gipps Street, Collingwood - Sketch Plans Final



01 EXISTING STREETSCAPE ELEVATION



02 PROPOSED STREETSCAPE ELEVATION

Attachment 4 - PLN20/0414 - 63-67 Gipps Street, Collingwood - Sketch Plans Final



01 EXISTING STREETSCAPE ELEVATION

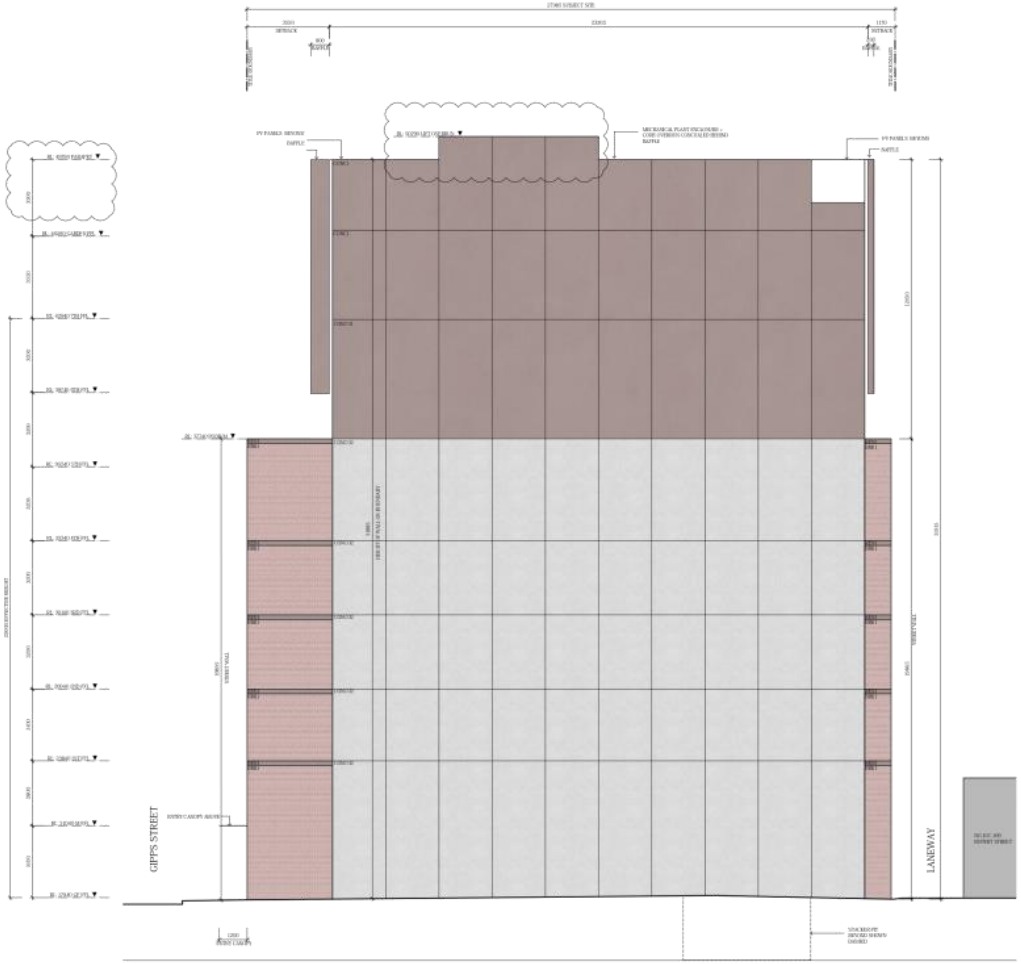


02 PROPOSED STREETSCAPE ELEVATION

Attachment 4 - PLN20/0414 - 63-67 Gipps Street, Collingwood - Sketch Plans Final



01 PROPOSED NORTH ELEVATION



02 PROPOSED WEST ELEVATION

Attachment 4 - PLN20/0414 - 63-67 Gipps Street, Collingwood - Sketch Plans Final



03 PROPOSED SOUTH ELEVATION



04 PROPOSED EAST ELEVATION

Attachment 5 - PLN20/0414 - 63-67 Gipps Street, Collingwood - ESD Advisor Referral

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



ESD in the Planning Permit Application Process

Yarra City Council's planning permit application process includes Environmentally Sustainable Development (ESD) considerations. This is now supported by the ESD Local Policy Clause 22.17 of the Yarra Planning Scheme, entitled *Environmentally Sustainable Development*.

The Clause 22.17 requires all eligible applications to demonstrate best practice in ESD, supported by the Built Environment Sustainability Scorecard (BESS) web-based application tool, which is based on the Sustainable Design Assessment in the Planning Process (SDAPP) program.

As detailed in Clause 22.17, this application is a 'large' planning application as it meets the category Non-r*esidential 1. 1,000m² or greater*.

What is a Sustainable Management Plan (SMP)?
An SMP is a detailed sustainability assessment of a proposed design at the planning stage. An SMP demonstrates best practice in the 10 Key Sustainable Building Categories and;

- Provides a detailed assessment of the development. It may use relevant tools such as BESS and STORM or an alternative assessment approach to the satisfaction of the responsible authority; and
- Identifies achievable environmental performance outcomes having regard to the objectives of Clause 22.17 (as appropriate); and
- Demonstrates that the building has the design potential to achieve the relevant environmental performance outcomes, having regard to the site's opportunities and constraints; and
- Documents the means by which the performance outcomes can be achieved.

An SMP identifies beneficial, easy to implement, best practice initiatives. The nature of larger developments provides the opportunity for increased environmental benefits and the opportunity for major resource savings. Hence, greater rigour in investigation is justified. It may be necessary to engage a sustainability consultant to prepare an SMP.

Assessment Process:

The applicant's town planning drawings provide the basis for Council's ESD assessment. Through the provided drawings and the SMP, Council requires the applicant to demonstrate best practice.

Attachment 5 - PLN20/0414 - 63-67 Gipps Street, Collingwood - ESD Advisor Referral

Sustainable Management Plan (SMP)

Referral Response by Yarra City Council



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Attachment 5 - PLN20/0414 - 63-67 Gipps Street, Collingwood - ESD Advisor Referral

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

Assessment Summary:

Responsible Planner:	Michelle King
ESD Advisor:	Gavin Ashley
Date:	12.10.2020
Subject Site:	PLN20/0414 63-67 Gipps Street, Collingwood VIC 3066
Site Area:	Approx. 392 m²
Project Description:	8 storey building comprising of a basement (for car stackers), ground floor mixed use, 7 levels of commercial office space and rooftop garden.
Pre-application meeting(s):	Unknown.
Documents Reviewed:	• Sustainability Management Plan [Rev C – 19.06.20], Ark Resources • Architectural Plans [Rev D - 26.08.20], NTF Architecture • Landscape Plan [Rev B – Aug 2020], Peachy Green Garden Architects • Green Travel Plan [12.08.20], One Mile Grid • Waste Management Plan [04.06.20], Leigh Design

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 will achieve a 4-star Green Star Design & As Built rating.
- Green Star Accredited Professional involved from outset to completion, and Head Contractor to be ISO 14001 certified.
- Comprehensive commissioning and tuning strategy with a detailed Operations & Maintenance Manual to be prepared.
- Specification of low VOC, PVC and formaldehyde products and materials.
- Commit to minimum 5.5 stars NABERS.
- 14.1kWp rooftop solar photovoltaic system.
- 43 cycle spaces comprising 35 staff spaces + 8 visitor spaces, and EoT in the form of 2x male and 2x female showers and associated changerooms.
- EV charging for 1x space provided in car-stackers.
- Water efficient fixtures and taps.
- A STORM report with a 103% STORM score has been submitted that demonstrates best practice and relies on ~238 m² of roof connected to a 10,000-litre rainwater tank connected to toilet flushing.
- No increase in stormwater discharge to result from re- development.
- Concrete mixes to incorporate 50% reclaimed water and 40% replacement slag.
- Divert 90% of demolition and construction waste from landfill. Waste contractors to have compliance measures audited.

(2) Application ESD Deficiencies:
- Clarify provision of BUG for optimised building use.

(3) Outstanding Information:

Attachment 5 - PLN20/0414 - 63-67 Gipps Street, Collingwood - ESD Advisor Referral

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



- Provide Daylight Analysis that illustrates compliance with DF and VLT indicated.
- Provide NABERS energy report to support 5.5 star claim.
- Provide information on hot water systems and consider using a heat pump.
- Provide details on peak energy demand within NABERS energy report.
- Clarify shading strategy for level 6 (TP1-102), which doesn't have an external shading treatment.
- More information required on HVAC and include within NABERS energy report, and consider 3 pipe VRF.
- Clarify approach to car park ventilation.
- Provide lighting details (and improvement over NCC 2019) within NABERS energy report.
- Clarify system size and generation within NABERS energy report.
- Clarify extent of toilets serviced with rainwater.
- Clarify extent of use of sustainably sourced timbers (i.e. % by weight or cost).
- Indicate EV car-share location on plans (TP1-100), and consider pre-wiring more spaces to future proof the development.
- Include 90% recycle/reclaim construction waste target in EMP.
- Provide a statement that addresses UHI mitigation, considering high SRI (>50) materials, colours, and additional vegetation provision.
- The provision of 2x e-bikes are not mentioned within the GTP or indicated on plans. Remove credit, or indicate location of bike spaces on plans and within GTP.

(4) ESD Improvement Opportunities

- Consider incorporating some operable windows into the southern façade to allow cross-ventilation for those office tenancies currently only provided with one operable window. (e.g. level 3-5).
- Consider a suite of materials that have post-consumer content (i.e. insulation) or recycled (i.e. timber).
- Consider conducting an LCA of concrete components to calculate the embodied carbon reduction associated with such a strategy.
- Consider a small pallet of materials and construction techniques that can assist in disassembly.
- Consider opportunity to expand green façade further to reduce urban heat.

Further Recommendations:

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

1. Indoor Environment Quality (IEQ)

Objectives:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
Natural Ventilation and Night Purging	The SMP does not mention natural ventilation, however operable windows are throughout.	Consider incorporating some operable windows into the southern façade to allow cross-ventilation for those office tenancies currently only provided with one operable window. (e.g. level 3-5).	4
Daylight & Solar Access	No information has been provided.	Provide Daylight Analysis that illustrates compliance with DF and VLT indicated.	3
External Views	60% of primary spaces to have high quality views.	Satisfactory.	1
Hazardous Materials and VOC	Low VOC paints, adhesives, sealants an carpets indicated however specific levels not articulated.	Satisfactory.	1
Thermal Comfort	Mixed mode ventilation, 'high performance' glazing.	Satisfactory.	1

* **Council Assessment Ratings:**

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

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

2. Energy Efficiency

Objectives:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
NCC Energy Efficiency Requirements Exceeded	Commit to minimum 5.5 stars NABERS.	Provide NABERS energy report to support claim.	3
Thermal Performance	Commit to minimum 5.5 stars NABERS.	Provide NABERS energy report to support claim.	3
Greenhouse Gas Emissions	5 (of 20) credits claimed for NABERS Energy Greenhouse Gas Emissions Reduction.	Provide NABERS energy report to support claim.	3
Hot Water System	No information has been provided.	Provide information on hot water systems and consider using a heat pump.	3
Peak Energy Demand	No information has been provided.	Provide details on peak energy demand within NABERS energy report.	3
Effective Shading	The building uses recessed (1m deep) windows along the north and east façade up to level 5, with 0.8m deep vertical fins used for 7 and the rooftop.	Satisfactory. Clarify shading strategy for level 6 (TP1-102), which doesn't have an external shading treatment.	3
Efficient HVAC system	No information has been provided.	Include within NABERS energy report, and consider 3 pipe VRF.	3
Car Park Ventilation	No information has been provided.	Clarify approach to car park ventilation.	3
Efficient Lighting	No information has been provided.	Provide lighting details (and improvement over NCC 2019) within NABERS energy report.	3
Electricity Generation	A 14.1kWp rooftop PV system is proposed, capable of generating 17,989 kWh/annum.	Clarify system size and generation within NABERS energy report.	3
Other	-	-	

*** Council Assessment Ratings:**

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

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

3. Water Efficiency

Objectives:

- to ensure the efficient use of water
- to reduce total operating potable water use
- to encourage the collection and reuse of rainwater and stormwater
- to encourage the appropriate use of alternative water sources (e.g. grey water)
- to minimise associated water costs.

Issues	Applicant's Design Responses	Council Comments	CAR*
Minimising Amenity Water Demand	Minimum WELS star rating of fixtures: • Taps: 5 star • Toilets: 4 star • Showers: 3 star	Satisfactory.	1
Water for Toilet Flushing	A 10,000-litre rainwater tank is used for irrigation and toilet flushing.	Satisfactory. Clarify extent of toilets serviced with rainwater.	3
Water Meter	Measurement and reporting of energy and water consumption for at least 80% of GFA by Owners Corporation/property manager	Satisfactory.	1
Landscape Irrigation	Water efficient sub-soil drip irrigation system with moisture sensors and timers.	Satisfactory.	1
Other	-	-	

*** Council Assessment Ratings:**

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

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

4. Stormwater Management

Objectives:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
STORM Rating	A STORM report with a 103% STORM score has been submitted that demonstrates best practice and relies on ~238 m² of roof connected to a 10,000-litre rainwater tank connected to toilet flushing.	Satisfactory.	1
Discharge to Sewer	The SMP indicates 'No increase in stormwater discharge to result from re- development.	Satisfactory.	-
Stormwater Diversion	A roof catchment area of 238 m² diverts stormwater to basement rainwater tank.	Satisfactory.	-
Stormwater Detention	A 10,000-litre rainwater tank is provided.	Satisfactory.	-
Stormwater Treatment	The SMP identifies 'Filtration and treatment of all rainwater prior to draining into the tank'.	Confirm treatment details.	-
Others	-	-	-

*** Council Assessment Ratings:**

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

References and useful information:
SDAPP Fact Sheet: 4. Stormwater Management
Melbourne Water STORM calculator www.storm.melbournewater.com.au
Water Sensitive Urban Design Principles www.melbournewater.com.au
Environmental Protection Authority Victoria www.epa.vic.gov.au
Water Services Association of Australia www.wsaa.asn.au
Sustainable Landscaping www.ourwater.vic.gov.au

5. Building Materials

Objectives:

- to minimise the environmental impact of materials used by encouraging the use of materials with a favourable lifecycle assessment.

Issues	Applicant's Design Responses	Council Comments	CAR*
Reuse of Recycled Materials	No specific information provided.	Consider a suite of materials that have post-consumer content (i.e. insulation) or recycled (i.e. timber).	4
Embodied Energy of Concrete and Steel	Concrete mixes to incorporate 50% reclaimed water and 40% alternative aggregate (i.e. slag).	Consider conducting an LCA of concrete components to calculate the embodied carbon reduction associated with such a strategy.	4
Sustainable Timber	Specification of sustainably harvested plantation sources (FSC or AFS).	Clarify extent of use of sustainably sourced timbers (i.e. % by weight or cost).	3
Design for Disassembly	No information has been provided.	Consider a small pallet of materials and construction techniques that can assist in disassembly.	4
PVC	'Specification of common use PVC products that meet Best Practice Guidelines for PVC in the Built Environment'	Satisfactory.	1

*** Council Assessment Ratings:**

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

References and useful information:
SDAPP Fact Sheet: 5. Building Materials
Building Materials, Technical Manuals www.yourhome.gov.au
Embodied Energy Technical Manual www.yourhome.gov.au
Good Environmental Choice Australia Standards www.geca.org.au
Forest Stewardship Council Certification Scheme www.fsc.org
Australian Green Procurement www.greenprocurement.org

6. Transport

Objectives:

- to minimise car dependency
- to ensure that the built environment is designed to promote the use of public transport, walking and cycling.

Issues	Applicant's Design Responses	Council Comments	CAR*
Minimising the Provision of Car Parks	Reduced car parking - 11 car stacker spaces provided (using car stackers).	Satisfactory.	1
Bike Parking Spaces	43 cycle spaces comprising 35 staff spaces + 8 visitor spaces.	Satisfactory.	1
End of Trip Facilities	End of trip facilities have been provided in the form of 2x male and 2x female showers with separate changerooms.	Satisfactory.	1
Car Share Facilities	The location of surrounding Car Share services in provided in the GTP.	Satisfactory.	1
Electric vehicle charging	The proposed development seeks to include one share car space in the form of an electric vehicle share car.	Indicate EV car-share location on plans (TP1-100), and consider pre-wiring more spaces to future proof the development.	3
Green Travel Plan	A Green Travel plan has been provided.	Satisfactory.	1

*** Council Assessment Ratings:**

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

References and useful information:
SDAPP Fact Sheet: 6. Transport
Off-setting Car Emissions Options www.greenfleet.com.au
Sustainable Transport www.transport.vic.gov.au/doi/internet/icy.nsf
Car share options www.yarracity.vic.gov.au/Parking-roads-and-transport/Transport-Services/Carsharing/
Bicycle Victoria www.bv.com.au

7. Waste Management

Objectives:

- to ensure waste avoidance, reuse and recycling during the design, construction and operation stages of development
- to ensure long term reusability of building materials.
- to meet Councils' requirement that all multi-unit developments must provide a Waste Management Plan in accordance with the *Guide to Best Practice for Waste Management in Multi-unit Developments 2010*, published by Sustainability Victoria.

Issues	Applicant's Design Responses	Council Comments	CAR*
Construction Waste Management	The SMP identifies commitment to a 'Comprehensive project-specific environmental management plan implemented during construction'.	Include 90% recycle/reclaim construction waste target in EMP.	3
Operational Waste Management	An operational WMP has been provided.	Satisfactory.	1
Storage Spaces for Recycling and Green Waste	The ground floor 'bin store' has space for 1x 1,100-L recycling bin, and 1x 240-L organic waste bin for twice weekly collection.	Satisfactory.	1
Others	-	-	-

*** Council Assessment Ratings:**

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

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

8. Urban Ecology

Objectives:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
On Site Topsoil Retention	There is no productive topsoil on this site.	-	N/A
Maintaining / Enhancing Ecological Value	Vegetated planter boxes are located on the rooftop and level 1-5, with a small tree and planters located on ground floor.	Satisfactory.	1
Heat Island Effect	No information has been provided.	Provide a statement that addresses UHI mitigation, considering high SRI (>50) materials, colours, and additional vegetation provision.	3
Other		-	
Green wall, roofs, facades	The northern façade includes creepers growing out of terrace planter boxes on level 1-5.	Consider opportunity to expand green façade further to reduce urban heat.	4

*** Council Assessment Ratings:**

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

References and useful information:
SDAPP Fact Sheet: 8. Urban Ecology
Department of Sustainability and Environment www.dse.vic.gov.au
Australian Research Centre for Urban Ecology www.arcue.botany.unimelb.edu.au
Greening Australia www.greeningaustralia.org.au
Green Roof Technical Manual www.yourhome.gov.au

9. Innovation

Objective:

- to encourage innovative technology, design and processes in all development, which positively influence the sustainability of buildings.

Issues	Applicant's Design Responses	Council Comments	CAR*
Significant Enhancement to the Environmental Performance	The SMP identifies 2 Innovation Credits: 30C ultra-low VOC paint, and 30C provision of 2x e-bikes for staff and repair station.	The provision of 2x e-bikes are not mentioned within the GTP or indicated on plans. Remove credit, or indicate location of bike spaces on plans and within GTP.	3
Innovative Social Improvements	-	-	-
New Technology	-	-	-
New Design Approach	-	-	-
Others	-	-	-

*** Council Assessment Ratings:**

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

References and useful information:
SDAPP Fact Sheet: 9. Innovation
Green Building Council Australia www.gbca.org.au
Victorian Eco Innovation lab www.ecoinnovationlab.com
Business Victoria www.business.vic.gov.au
Environment Design Guide www.environmentdesignguide.com.au

10. Construction and Building Management

Objective:

- to encourage a holistic and integrated design and construction process and ongoing high performance

Issues	Applicant's Design Responses	Council Comments	CAR*
Building Tuning	Comprehensive building tuning and commissioning to be undertaken.	Satisfactory.	1
Building Users Guide	No mention of a site-specific Building Users Guide (BUG).	Clarify provision of BUG for optimised building use.	2
Contractor has Valid ISO14001 Accreditation	Head contractor to be ISO 14001 accredited.	Satisfactory.	1
Construction Management Plan	A project-specific Environmental Management Plan identified within SMP, with a target to recycle or reuse 90% of demolition and construction waste.	Satisfactory.	1
Others	-	-	-

*** Council Assessment Ratings:**

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

References and useful information:
SDAPP Fact Sheet: 10. Construction and Building Management
ASHRAE and CIBSE Commissioning handbooks
International Organization for standardization – ISO14001 – Environmental Management Systems
Keeping Our Stormwater Clean – A Builder's Guide www.melbournewater.com.au

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



Applicant Response Guidelines

Project Information:

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

Environmental Categories:

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

Objectives:

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

Issues:

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

Assessment Method Description:

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

Benchmarks Description:

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

How does the proposal comply with the benchmarks?

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

ESD Matters on Architectural Drawings:

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

Attachment 6 - PLN20/0414 - 63-67 Gipps Street, Collingwood - Strategic Transport Unit Referral

Planning Referral

To:	Michelle King
From:	Chloe Wright
Date:	15/10/2020
Subject:	Strategic Transport Comments
Application No:	PLN20/0414
Description:	Construction of a ten-storey building including roof top terrace/plant and a reduction of the car parking requirements associated with office and a food and drinks premises (no permit required for uses)
Site Address	63 – 67 Gipps Street, Collingwood

I refer to the above Planning Application and the accompanying Traffic report prepared by One Mile Grid in relation to the proposed development at 63 – 67 Gipps 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	1748 sqm	1 employee space to each 300 sqm of net floor area if the net floor area exceeds 1000 sqm	6 employee spaces	
		1 visitor space to each 1000 sqm of net floor area if the net floor area exceeds 1000 sqm	2 visitor spaces	
Retail	49 sqm	1 employee space to each 300 sqm of net floor area	0 employee spaces	
		1 visitor space to each 500 sqm of net floor area	0 visitor spaces	
Bicycle Parking Spaces Total			**6 employee spaces**	**35 employee spaces**
			2 visitor spaces	**8 visitor spaces**
Showers / Change rooms		1 to the first 5 employee spaces and 1 to each additional 10 employee spaces	**1 shower / change room**	**4 showers / change rooms**

Attachment 6 - PLN20/0414 - 63-67 Gipps Street, Collingwood - Strategic Transport Unit Referral

Adequacy of visitor spaces

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

- 8 visitor spaces are proposed, which exceeds Council's best-practice rate[1] recommendation of 3 visitor spaces.
- All of the visitor spaces are provided as two-tier bicycle racks at the ground floor, adjacent to the bicycle entrance off Rupert Street. Given there is limited space at the Gipps Street footpath, locating the visitor spaces within the building is acceptable.
- The layout of the visitor spaces appears to meet clearance requirements of AS2890.3 and the bicycle rack specifications provided within the Traffic report.

Adequacy of employee spaces

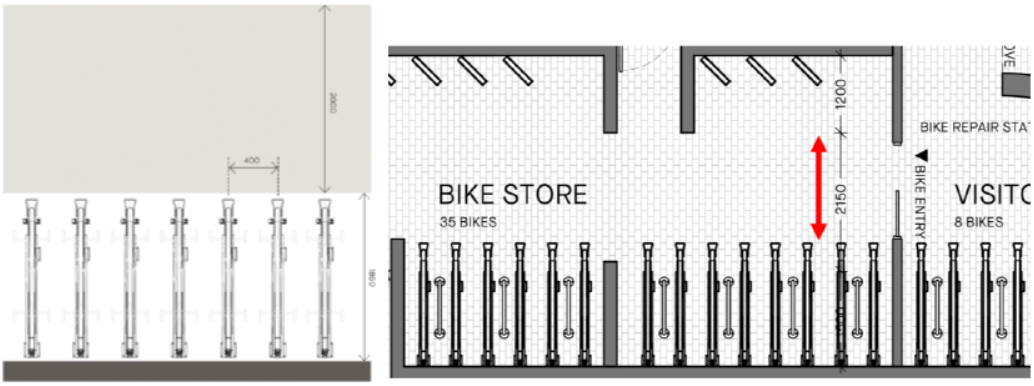
Number of spaces

35 employee spaces are proposed, which exceeds Council's best practice rate[2] recommendation of 18 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 bicycle spaces are provided within a secure facility at the ground floor, with access via a bicycle entrance off Rupert Street.
- The provision of the two-tier bicycle racks satisfies the AS2890.3 requirement for at least 20% of bicycle storage spaces must be provided as horizontal at ground-level spaces.
- The aisle width provided for the employee bicycle parking area does not appear to comply with access requirements of AS2890.3 and the bicycle rack specifications attached to the Traffic report.
- The Cora two-tier bicycle rack and AS2890.3 require an aisle width of 2000mm (between parked bicycles – as shown below). The layout should be revised, or clarification provided to demonstrate appropriate clearance is provided.
- Four shower / change rooms are provided for employees, which exceeds the best practice recommendation of 2 shower / change rooms.



Aisle width does not appear to meet the product specification clearance requirements and should be measured from the position of a parked bicycle (red arrow)

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

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

Attachment 6 - PLN20/0414 - 63-67 Gipps Street, Collingwood - Strategic Transport Unit Referral

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

It is noted the applicant has supplied a Green Travel Plan (GTP). The GTP provides all the required information and can be endorsed, however the document should be updated to include the endorsed plans / final layout of bicycle parking.

Recommendations

The following should be shown on the plans before endorsement:

1. Revised layout of employee bicycle parking including notations indicating the dimensions of bicycle storage spaces and relevant access ways to demonstrate compliance with Australian Standard AS2890.3 or be otherwise to the satisfaction of the responsible authority.

Regards

Chloe Wright
Sustainable Transport Officer
Strategic Transport Unit

Attachment 7 - PLN20/0414 - 63-67 Gipps Street, Collingwood - Urban Design Unit (internal) Referral

MEMO

To: Michelle King (Statutory Planning)

From: Daniel Perrone (Urban Design)

Date: 16 October 2020

Site Address: 63 – 67 Gipps Street Collingwood

Application No: PLN20/0414

Description: Construction of a ten storey building including roof top terrace/plant and a reduction of the car parking requirements associated with office and a food and drinks premises (no permit required for uses)

COMMENTS SOUGHT

Urban Design comments have been sought on the above application, in regards to the following matters:

- Public realm interface.

COMMENTS SUMMARY

The proposal is supported from an urban design perspective, subject to the following changes being made:

- Amend drawings to show all existing site and footpath features, such as but not limited to, street lights, parking signs, electrical poles, telephone pillar, utility service pits etc.
- Amend drawings to show accurate location of existing street trees – the existing street trees located within the roadway, not on the footpath as drawn.
- Remove all references to the proposed DDA carpark space. This is a separate application process to that of the planning permit and should be made once the development is complete. (Note that the setout/design of the proposed DDA carpark space is not supported in its current form.)
- The footpath surrounding the site is to be reinstated after construction as per Yarra's Road Materials Policy.

There are no known planned/approved capital works around the site being led by the Urban Design Team.

Note: The extent of this review is limited to the proposed development's integration with the streetscape and public realm.

Attachment 7 - PLN20/0414 - 63-67 Gipps Street, Collingwood - Urban Design Unit (internal) Referral

MEMO

URBAN DESIGN COMMENTS

1. Capital Works

- There are no known capital works being led by the Urban Design team directly around the site.

2. Public Realm Interface

- Overall, the proposed ground floor interface is supported from an Urban Design perspective.

3. DDA Car Parking Bay

- Applications for DDA carparks are considered separately to planning applications.
- Notwithstanding, the proposed DDA carpark is not supported in its current form as the ramping down of the footpath to the level of the carpark opens up the potential of footpath flooding and water ingress into the adjacent building.
- Furthermore, the location of any proposed public DDA carpark needs to be considered in relation to its broader public use, not to be used exclusively by one premises. As such, once the development has been completed, a separate accessible parking bay application should be made for Council to consider. Council's Traffic and Engineering teams can provide further feedback on this matter.
- All references of the proposed DDA carpark should be removed from the planning application drawings and documents.

4. Reinstatement works

- The footpath surrounding the site is to be reinstated after construction as per Yarra's Road Materials Policy.

Attachment 8 - PLN20/0414 - 63-67 Gipps Street, Collingwood - City Works Unit Referral

King, Michelle

From: Athanasi, Atha
Sent: Wednesday, 30 September 2020 11:37 AM
To: King, Michelle
Subject: RE: PLN20/0414 - 63 – 67 Gipps Street, Collingwood - Engineering / Strategic Transport / Waste referral

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Michelle,

The waste management plan for 63 – 67 Gipps Street, Collingwood authored by Leigh Design and dated 4/6/20 is not satisfactory from a City Works Branch's perspective.
Issues to be rectified include, but may not be limited to the following:

1. All diagrams pertaining to the management of waste must be attached to the WMP.

Regards,

Atha Athanasi
Contract Management Officer

City of Yarra – City Works Depot
168 Roseneath St CLIFTON HILL VIC 3068
T (03) 9205 5547 F (03) 8417 6666
Atha.Athanasi@yarracity.vic.gov.au
www.yarracity.vic.gov.au
Follow us on Facebook, Instagram and Twitter

Yarra City Council acknowledges the Wurundjeri Woi Wurrung as the Traditional Owners of this country, pays tribute to all Aboriginal and Torres Strait Islander people in Yarra, and gives respect to the Elders past and present.

Attachment 9 - PLN20/0414 - 63-67 Gipps Street, Collingwood - Streetscapes & Natural Values Unit Referral

King, Michelle

From: Williames, Glen
Sent: Wednesday, 16 September 2020 12:53 PM
To: King, Michelle
Cc: Lee, Clare
Subject: RE: PLN20/0414 - 63 – 67 Gipps Street, Collingwood - Urban Design / Streetscapes & NV / Open Space / Strategic Planning referral

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Michelle,

This application has no impact on street existing roadway trees.

Currently Gipps Street has no footpath trees. This may be looked at in the future as part of Capital works or infill planting.

Glen Williames
Coordinator - Open Space Services
City Works

PO BOX 168 Richmond VIC 3121
T (03) 9205 5765
E glen.williames@yarracity.vic.gov.au
W yarracity.vic.gov.au
Follow us on Facebook, Instagram and Twitter

Attachment 10 - PLN20/0414 - 63-67 Gipps Street, Collingwood - Open Space Unit Referral

King, Michelle

From: Mardjuki, Julia
Sent: Monday, 5 October 2020 7:07 PM
To: King, Michelle
Subject: RE: PLN20/0414 - 63 – 67 Gipps Street, Collingwood - Urban Design / Streetscapes & NV / Open Space / Strategic Planning referral

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Michelle

I've reviewed the landscape plans provided by Peachy Green dated August 2020 and compared them against the architectural plans by NTF dated 06.04.2020 and I'm satisfied with them.

I don't have any comments to raise or request for additional information at this stage.

Please let me know if you need anything further from me.

Thanks
Julia

Attachment 11 - PLN20/0414 - 63-67 Gipps Street, Collingwood - Engineering Unit Referral

CITY OF YARRA

MEMO

To: **Michelle King**

From: **Artemis Bacani**

Date: **19 October 2020**

Subject: **Application No:** **PLN20/0414**
Description: **10-Storey Mixed Use Building**
Site Address: **63-67 Gipps Street, Collingwood**

I refer to the above Planning Application received on 16 September 2020 in relation to the proposed development at 63-67 Gipps Street, Collingwood. Council's Civil Engineering unit provides the following information:

Drawings and Documents Reviewed

	Drawing No. or Document	Revision	Dated
NTF Architecture P/L	TP1-100 *Proposed Plans – Pits, Ground Floor, Mezzanine* TP2-101 *Proposed Elevations South & East*	D B	26 August 2020 5 August 2020
One Mile Grid	*Traffic Impact Assessment*		30 July 2020
Leigh Design	*Waste Management Plan*		4 June 2020

CAR PARKING PROVISION

Proposed Use	Quantity/ Size	Statutory Parking Rate*	No. of Spaces Required	No. of Spaces Allocated
Office	1,748 m²	3 spaces per 100 m² of net floor area	52	11
Food and Drink Premises	49 m²	3.5 spaces per 100 m² of leasable floor area	1	
		Total	**53**	**11**

* 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 42 car spaces in the car parking requirement is sought by the applicant.

It is noted the applicant has proposed an on-street accessible parking bay in Gipps Street, west of Rupert Street. Since the accessible parking bay is on a Public Highway under the *Victorian Local Government Act 1989*, it cannot be assessed as part of this application. The applicant can consider re-designing the car parking area in order to accommodate an accessible parking space and shared area.

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*.
  Assuming 10 spaces are allocated for the office use, this would equate to an on-site parking rate of 0.57 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)
51 Langridge Street, Collingwood PLN17/0332 (Amended) issued 18 May 2018	0.54 spaces per 100 m^2 (18 on-site spaces; 3,335 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 0.57 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 Food and Drink Use*.
  For the food and drink use, a staff parking demand of 1 space per 100 square metres of floor area could be adopted. Using this rate would equate to one space. All parking associated with the food and drink use would be accommodated off-site.

- *Availability of Public Transport in the Locality of the Land*. The following public transport services can be accessed on foot:
  - Hoddle Street buses – 260 metre walk
  - Collingwood railway station – 380 metre walk
  - Victoria Parade trams – 490 metre walk
  - Smith Street trams – 530 metre walk
  - North Richmond railway station – 630 metre walk

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

- *Availability of Car Parking*.
  To determine the car parking demand in the surrounding streets, the results of the car parking occupancy survey for the development at 33-37 Rupert Street, Collingwood (Application Number PLN20/0165) has been referenced. Traffix Group had undertaken an on-street car parking occupancy in the surrounding area on Tuesday 26 November 2019 at 1.00pm. The survey area encompassed sections of Rupert Street and Langridge Street. The occupancy survey had identified an inventory of up to 59 spaces in the study area. The results indicate that no fewer than 1 vacant space or 98 % occupancy was recorded. Visitors and clients to the site would be fully aware with the high parking demand in the surrounding streets and choose to commute to the site by more sustainable transportation modes such as catching public transport, cycling, walking or car-pooling - measures that are in line with Council's position on promoting sustainable and active transport.

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

Adequacy of Car Parking
From a traffic engineering perspective, the proposed reduction in the car parking requirement for the site is considered appropriate in the context of the development and the surrounding area. Employees of the office would commute to and from the site using more sustainable forms of transportation. The occupation and operation of the site should not adversely impact existing on-street parking conditions in the area.

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

TRAFFIC GENERATION
Trip Generation
The traffic generation for the site adopted by One Mile Grid is as follows:

Proposed Use	Adopted Traffic Generation Rate	Peak Hour	
		AM	PM
Office (9 spaces)	- 0.5 trips per space during each peak hour period.	5	5
Food and drink (1 space)	- 1 trip per space during each peak hour period.	1	1
	Total	**6 Trips**	**6 Trips**

The traffic volumes generated by the site are not unduly high and should not have a detrimental impact on the traffic operation of the surrounding road network.

DEVELOPMENT LAYOUT DESIGN
Layout Design Assessment

Item	Assessment
Access Arrangements	
Development Entrance	The development's roller door for the car park is 13.81 metres in width.
Visibility	Visibility splays are not required at the car park entrance since the access to the car park is off a laneway.
Headroom Clearance – Accessway	A headroom clearance of 3.09 metres is provided at the entrance of the car park to satisfy *Design standard 1 – Accessways*.
Vehicle Turning Movements – Via the Carriageway Easement	The swept path diagrams for a B85 design vehicle demonstrates satisfactory vehicle movements into and out of the car park via the carriageway easement.

Layout Design Assessment

Item	Assessment
Access Arrangements	
Carriageway Easement	The title information for the property at 109 Rupert Street (Title Plans TP 9495573U) shows a carriageway easement encumbering the northern boundary of the site. The easement measures 2.81 metres along the western boundary, 2.88 metres along the eastern boundary, and 35.19 metres along its northern and southern boundaries. The carriageway easement is identified as Right of Way No. 255 and is listed on Council's *Register of Public Roads* and asset database, MASS. As part of Council's Road Management Plan, roads on Council's *Register of Public Roads* are deemed reasonably required for general use by the public. Council is obligated to maintain roads on the Register. The subject land is a 'road' within the meaning of the Local Government Act 1989 (LGA), on the basis that it is: • A 'Right of Way' as defined in the LGA (section 3(1)(b)). The subject land is known to title as a carriageway easement on the relevant title plan (Title Plans TP 9495573U); and • A 'Public Road' under the *Road Management Act* 2004 (RMA) (section 3(1)(ca) of the (LGA), by virtue of its inclusion on Council's *Register of Public* Roads.
Mechanical Car Parking	
Car Stacker Device	The development would be using the Wohr Combilift 543-2,0. This device is available with a platform width of 2.4 metres or greater and platform length of 5.50 metres to accommodate a B85 design vehicle.
Floor to Ceiling Height	The floor to ceiling height inside the car park is not dimensioned on the drawings.
Vehicle Clearance Height	The Wohr Combilift 543-2,0 model is available in a Comfort type variant that would provide a minimum vehicle clearance height of 1.80 metres for all of the platform levels which would satisfy *Design standard 4 – Mechanical parking*.
Pit Depth	The depth of the stacker pit is not dimensioned on the drawings.
Vehicle Turning Movement – Car Stackers	The swept path diagrams for a B85 design vehicle demonstrates satisfactory vehicle movements into and out of the car stacker platforms via the carriageway easement.
Other Items	
Proposed Vehicle Access – Ground Clearance Check (Via the Carriageway Easement)	A vehicle crossing ground clearance check is to be undertaken by the applicant's designer to confirm that a B99 design vehicle can enter and

	exit the property without scraping or bottoming-out (Please see under '*Design Items to be Addressed*' section).

Layout Design Assessment

Item	Assessment
Access Arrangements	
Vehicle Crossing – Ground Clearance Check (Via Rupert Street)	A vehicle crossing ground clearance check is to be undertaken by the applicant's designer to confirm that a B99 design vehicle can access the carriageway easement off Rupert Street without scraping or bottoming-out (Please see under '*Design Items to be Addressed*' section).

Design Items to be Addressed

Item	Details
Floor to Ceiling Height	The floor to ceiling height inside the car park 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 – Ground Clearance Check (Via Carriageway Easement)	To demonstrate adequate access for a B99 design vehicle, the applicant must prepare a cross sectional drawing showing the reduced level of the north and south edge of the carriageway easement, the centreline of the carriageway easement, and the finished floor level of the slab. These levels are to be shown on a 1 in 20 scale cross sectional drawing, with dimensions, together with the B99 design vehicle ground clearance template demonstrating access into and out of the development. 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.
Proposed Vehicle Crossing – Ground Clearance Check (Via Rupert Street)	To assist the applicant, a Vehicle Crossing Information Sheet has been appended to this memo. The ground clearance check requires the applicant to obtain a number of spot levels which include the reduced level 2.0 metres inside the property, the property boundary level, the bottom of kerb (invert) level, the edge of the channel level and a few levels on the road pavement – in this case, for Rupert Street. These levels are to be shown on a cross sectional drawings, with dimensions, together with the B99 design vehicle ground clearance template demonstrating access. Two sets of ground clearance checks are to be provided to Council – one for the vehicle crossing to access the site and the other for the vehicle crossing to access the carriageway easement. 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.

Design Items to be Addressed

Item	Details
Canopy – Gipps Street	The setback of the canopy from the edge of the kerb must be dimensioned on the drawings.
Waste Collection Arrangements	According to the applicant, the waste collection arrangement for the development will be performed within the site, adjacent to the car stacker device. The Civil Engineering unit has no objection with this proposal. The applicant is to ensure that there is sufficient headroom clearance to allow the waste collection vehicle to access the site.
Corner Splay	The *Proposed Ground Floor* drawings show the corner splay, on the north-east corner of the site, will be occupied by the development. The corner splay at ground level must remain intact. Regardless of whether the splay is in private ownership, it is deemed to be part of a Public Highway by virtue of it previous and existing use by the public (i.e. pedestrians). The splay must remain in asphalt (consistent with the surrounding footpaths) and must not be reduced in size. The applicant must depict the splay on the *Proposed Ground Floor* plan. Above the ground level (i.e. first floor and upwards), the splay can be occupied

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 Gipps Street and Rupert Street road frontages must be reconstructed to Council's satisfaction and at the Permit Holder's cost.
- The footpath along the property's Gipps Street and Rupert Street road frontage must be reconstructed to Council's satisfaction and at the Permit Holder's cost. The footpath must have a cross-fall of 1 in 40 or unless otherwise specified by Council.
- The half-width road pavement of Gipps Street (from the centre line of the road to the south kerb) along the property frontage must be profiled (grounded by 50 mm) and re-sheeted to Council's satisfaction and at the Permit Holder's cost.
- The half-width road pavement of Rupert Street (from the centre line of the road to the west kerb) along the property frontage must be profiled (grounded by 50 mm) and re-sheeted to Council's satisfaction and at the Permit Holder's cost.
- All road markings, including the painted bicycle lane markings along Gipps Street are to be reinstated upon the completion of the pavement works to Council's satisfaction and at the Permit Holder's cost.

Vehicle Crossing

Before the development commences, or by such later date as approved in writing by the Responsible Authority, the new vehicle crossings must be designed and constructed:

- In accordance with any requirements or conditions imposed by Council;
- Demonstrating satisfactory access into and out of the site with a vehicle ground clearance check using the B99 design vehicle from AS/NZS 2890.1:2004, and be fully dimensioned with actual reduced levels (to three decimal places) as per Council's Vehicle Crossing Information Sheet;
- At the Permit Holder's cost; and
- To the satisfaction of Council.

Road Asset Protection

- Any damaged roads, footpaths and other road related infrastructure adjacent to the development site as a result of the construction works, including trenching and excavation for utility service connections, must be reconstructed to Council's satisfaction and at the developer's expense.

Construction Management Plan

- A Construction Management Plan must be prepared and submitted to Council. The Plan must be approved by Council prior to the commencement of works. A detailed dilapidation report should detail and document the existing and post construction conditions of surrounding road infrastructure and adjoining private properties.

Impact of Assets on Proposed Development

- Any services poles, structures or pits that interfere with the proposal must be adjusted, removed or relocated at the owner's expense after seeking approval from the relevant authority.
- Areas must be provided inside the property line and adjacent to the footpath to accommodate pits and meters. No private pits, valves or meters on Council property will be accepted.

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

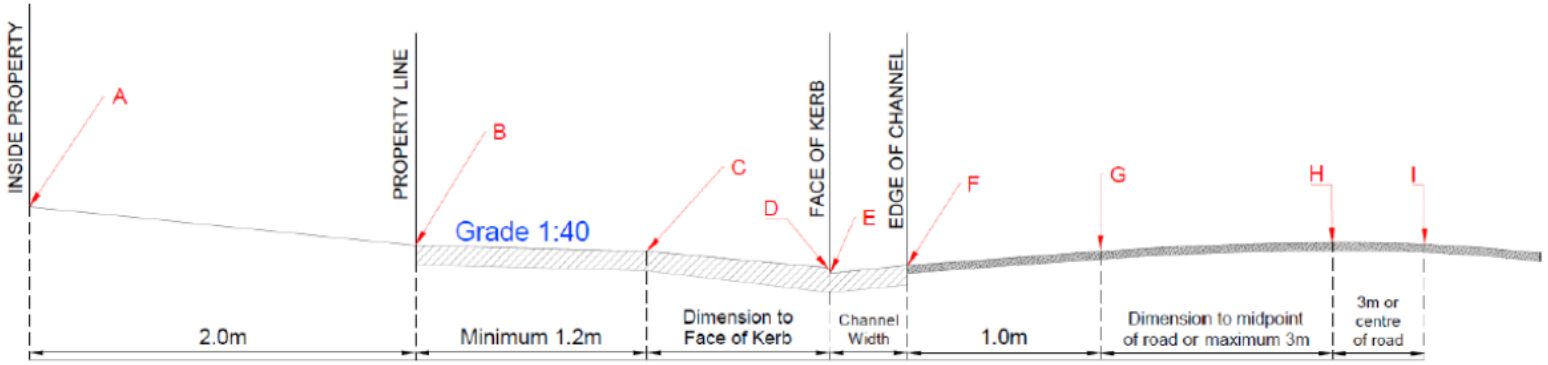
Item	Details
Legal Point of Discharge	The applicant must apply for a Legal Point of Discharge under Regulation 133 – Stormwater Drainage of the *Building Regulations* 2018 from Yarra Building Services unit. Any storm water drainage within the property must be provided and be connected to the nearest 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.
Clearances to Electrical Assets	Overhead power lines run along the south side of Gipps 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

Vehicle Crossing – Cross Section

The designer is to submit a 1:20 scale cross section for each proposed vehicle crossing showing the following items:

A. Finished floor level 2.0 metres inside property
B. Property line surface level
C. Surface level at change in grade (if applicable)
D. Bullnose (max height 60mm) – must be clearly labelled
E. Surface level at the bottom of the kerb
F. Surface level at the edge of channel
G. Road level 1.0 meter from the edge of channel
H., I. Road levels

- Please note the cross section must be fully dimensioned. As shown in the sketch below.
- Please show both the existing and proposed surface.
- The maximum allowable cross-fall between points B and C is 1:40 (2.5%).
- A bullnose (max 60mm) is permitted at point D, however not compulsory.
- The levels shown must be exact reduced levels, to three decimal points. Interpolation of levels is not acceptable.
- The designer must demonstrate that an 85th or 99th percentile vehicle profile can traverse the design cross section as per the Australian/New Zealand Standard ground clearance template (AS/NZS 2890.1:2004).
- Significant level changes to the existing footpath level B to C will require additional level design either side of the proposed crossing.
- Please include any additional levels or changes in grade that are not shown in the diagram.



Attachment 11 - PLN20/0414 - 63-67 Gipps Street, Collingwood - Engineering Unit Referral

CITY OF YaRRA

MEMO

To: **Michelle King**

From: **Artemis Bacani**

Date: **15 February 2021**

Subject: **Application No:** **PLN20/0414**
Description: **Sketch Plans – Corner Splay**
Site Address: **63-67 Gipps Street, Collingwood**

I refer to the above Planning Application received on 28 January 2021 in relation to the proposed development at 63-67 Gipps Street, Collingwood. Council's Engineering Referral unit provides the following information:

Drawings and Documents Reviewed

	Drawing No. or Document	Revision	Dated
NTF Architecture P/L	TP1-100 *Proposed Plans – Pits, Ground Floor, Mezzanine*	E	19 January 2021

DEVELOPMENT LAYOUT DESIGN
Layout Design Assessment

Item	Assessment
Other Items	
Corner Splay – North-East Corner	The corner splay on the north-east corner of the site has been retained. Although the dimensions of the proposed splay are slightly different to the existing dimensions, the overall design is considered satisfactory.

Design Items to be Addressed

Item	Details
Corner Splay – North-East Corner	The corner splay is to be dimensioned on the drawings and be finished in a material consistent with the surrounding footpath.

Attachment 12 - PLN20/0414 - 63-67 Gipps Street, Collingwood - External Wind Consultant Referral

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AUSTRALIA

M E L
CONSULTANTS

(ACN 004 230 013)

Ref: 176-20-DE-REV-00

29 October 2020

City of Yarra
PO Box 168
Richmond VIC 3121

Attn: Michelle King

Dear Michelle,

63-67 Gipps Street, Collingwood
Review of SLR Qualitative Wind Assessment
SLR Ref: 640.30046-R01

The review of the SLR Wind Assessment is based on MEL Consultants' experience of wind flow around buildings and structures. This experience has been developed from a company experience of more than 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 SLR Qualitative Wind Assessment has been prepared based on the experience of the consultancy and no wind tunnel testing or CFD simulation by SLR 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 description of the site location, the brief description of the development, and surrounding area. SLR have presented the wind roses for Melbourne Airport and St Kilda Harbour RMYS, along with a description of the seasonal wind conditions. SLR have provided no commentary

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on the wind positional errors associated with either of these stations in reference to the development site.

- SLR have used the wind criteria based on the gust wind speed for the assessment and provided a description of the activities associated with these criteria. SLR have discussed the practical application of the criteria and MEL Consultants would agree that the effect of wind on people would be dependent on factors, such as age and physical capability. However, MEL Consultants disagree with the SLR suggestion that these criteria should not be applied as 'hard' numbers and that it would be acceptable that small areas around the development should be allowed to exceed these criteria if the general site satisfies the relevant criteria. It would be pointless to have criteria and then allow areas around the development to fail these criteria.

- SLR have assessed the existing wind conditions around the single level building as being close to or just above the 16 ms^{-1} walking criterion given the exposure to the prevailing wind directions. We would consider this to be a conservative assessment of the wind impacts of the existing building which it is of similar height to the surrounding buildings, except the recent 11 storey building at 71-93 Gipps Street.

- SLR have identified areas of interest of the proposed development in Figure 8 but have missed the seating in the planter at the northeast corner. The render on the cover page of the drawings submitted with the application show a person sitting this area suggesting that the sitting comfort criterion would need to be achieved in this area.

- SLR have presented their assessment of the future wind conditions in tables for each street and comments on these assessments as are follows:
    - Gipps Street (target walking criterion)
        - SLR state that the existing wind conditions are likely to comply with the target criterion, which is a slight contradiction of the assessment in Section 6.1. SLR have indicated the awning over the main entry would mitigate the wind conditions, and that these

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mitigation effects would likely to be localised the entry area and not the broader Gipps Street frontage. Furthermore, the inset glazing would be expected to have little significant wind mitigation effect for the northerly wind directions since this does not alter the massing of the building with respect to environmental wind conditions. The SLR assessment states that the future wind conditions are likely to comply with the target criterion which, given the existing wind conditions have been assessed as being up to and over the walking criterion, suggests that the proposed 8 storey development would have little significant wind impacts compared to the existing single level building. We disagree with the elevation and expected that the proposed wind conditions would be increased compared to the existing wind conditions.

- Rupert Street (target walking criterion)
  - The SLR assessment for all wind directions has suggested that future wind conditions would be similar to the existing wind conditions. We disagree with this assessment due to the substantial change of built form on the site and expect the wind conditions would increase. SLR have noted the existing and future wind conditions may not comply with the target criterion for the north and south wind directions.
- Balconies (standing criterion)
  - MEL Consultants have no issue with the assessment of the balconies wind conditions.
- Terrace (standing and sitting criteria)
  - SLR have assessed that the north and west wind directions may not comply with the target criteria.
- Roof Terrace (standing and sitting criteria)
  - SLR have assessed that the north and southeast wind directions may not comply with the target criteria.
- SLR have not provided an assessment of the wind conditions outside the main entrance (standing criterion) nor any assessment of the wind conditions in the northeast ground level seating area.

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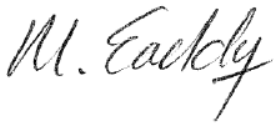
- SLR outline wind mitigation recommendations in Section 7 and our comments are as follows:
    - As noted above, the awning over the main entrance would provide local wind mitigation to the entry area but would not be expected to provide any wind mitigation to the northeast seating area.
    - No mitigation strategy is suggested for the northeast corner even though SLR have highlighted it as an area of concern.
    - Landscaping of the terraces is suggested but details of these treatments and their locations are required. MEL Consultants have no issue with the use of these treatments for wind mitigation.
    - In Section 7.2, SLR state the Gipps Street wind conditions for the existing and proposed configurations would be similar. MEL Consultants does not agree with this statement due to the substantial difference in the built form between the existing and proposed buildings.
    - SLR do not provide a conclusion as to whether the various areas satisfy the target criteria with the mitigation strategies.

In conclusion, the SLR Qualitative Wind Assessment has been prepared based on the consultant's experience of wind flow around buildings and structures. SLR have provide clear descriptions of the Analysis Approach, Site Exposure, Regional Wind Climate, and description of the development used in the preparation of the assessment. These are consistent with the approach MEL Consultants would take to prepare a similar desktop environmental wind assessment. SLR have assessed the existing wind conditions in the surrounding streetscapes as approaching or above the walking criterion, which we would consider a conservative assessment of the wind conditions. However, SLR have assessed that in many cases the proposed wind conditions would be similar to the existing wind conditions, which MEL Consultants disagrees with and is not consistent with the physical effects of buildings on pedestrian level wind conditions. The wind impacts of a single level building would not be similar to an 8 storey building of rectangular planform. It is recommended that the report is updated to address the concerns raised in this review.

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Attachment 12 - PLN20/0414 - 63-67 Gipps Street, Collingwood - External Wind Consultant Referral

Yours sincerely,



M. Eaddy
MEL Consultants Pty Ltd

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Attachment 13 - PLN20/0414 - 63-67 Gipps Street, Collingwood - External Urban Design Consultant Referral

Global South

Urban Design Review

Proposed Mixed-Use Development, 63-67 Gipps Street, Collingwood

Prepared by Simon McPherson

6 November 2020

Attachment 13 - PLN20/0414 - 63-67 Gipps Street, Collingwood - External Urban Design Consultant Referral

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1.0 Introduction

1.1 Process and involvement

I have been asked by Yarra City Council officers to prepare a report comprising urban design review and advice, regarding the proposed mixed-use development at 63-67 Gipps Street, Collingwood.

In preparing this review, I have:

- Accessed and reviewed the advertised plans and documents, as follows:
  - Architectural Drawing Package – Town Planning Application, dated 22/05/2020 (NTF Architects);
  - Planning Report, dated 14 August 2020 (Urbis);
  - Urban Context Report, dated 29/05/2020 (NTF Architects);
  - Landscape Plans, dated May 2020 (Peachy Green Garden Architects).
- Reviewed the applicable provisions of the Yarra Planning Scheme relating to urban design as listed below, as well as:
  - Gipps Precinct Local Area Plan, 2010.
- Received and reviewed information on nearby approved developments, from City of Yarra
- Visited the subject site/locality on 01 November 2020;
- Visited the area containing the subject site on previous occasions in 2019 and 2020, and carried out a desktop review of the physical context, due to applicable COVID-19 movement restrictions preventing site visits currently.

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1.2 Qualifications and experience to prepare this Review

1.2.1 Qualifications and registrations

My academic qualifications are as follows:

- **Executive Masters (MSc) in Cities**, inaugural programme (September 2016 - completed February 2018), London School of Economics and Political Sciences (LSE Cities), UK;
- **Master of Science (MSc): Built Environment - Urban Design** (Distinction), The Bartlett School, University College London, 2005-06, UK;
- **Bachelor of Architecture (BArch)** (First Class Honours), The University of Melbourne, 1996-97;
- **Bachelor of Planning and Design (BPD) (Architecture),** The University of Melbourne, 1992-94.

My professional registrations and memberships are as follows:

- **Registered Architect, Architects Registration Board of Victoria:** individual registration number 15838;

I am engaged on the following professional organisations:

- Member, **Victorian Design Review Panel;**
- Member, **Design Review Panel for South Australia;**
- Member, **Latrobe University Design Review Panel;**
- Global Advisor, United Nations Global Compact – Cities Programme;
- Member, Built Environment Task Force, Smart Cities Council – Australia/New Zealand.

1.2.2 Experience

Professional experience

I hold over 15 years of dedicated professional experience in urban design, including:

- Urban Designer, Victorian State Government (2002-2007, including study leave);
- Director, SJB Urban (2007-2016);
- Director, Global South (2016-present).

I hold approximately 5 years of prior experience in architectural practice, in Australia and the UK.

Project experience

My urban design experience includes the following projects:

- Policy and guidelines:
  - Author/contributor, *Better Placed*, NSW Architecture and Urban Design Policy, Government Architect NSW (2016-17). Benchmark design policy, winner Australia Award for Urban Design 2017;
  - Contributor (State Government employee), Design Guidelines for Higher Density Residential Development, Activity Centre Design Guidelines;
  - Contributor, SA Medium-Density Design Guidelines;
  - Lead consultant, Urban Design Guidelines, Bowden, SA (SJB Urban, 2015);
- Urban Design Advice:

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- Eden/Haven/Sanctuary on the River, Abbotsford, for HAMPTON (complete), (SJB Urban, 2010). High-density, mid-rise (9-11 storeys) permeable courtyard development, winner UDIA President's Award, High-Density Housing Award (National, Victoria), Masterplanned Development Award (Victoria);
- Richmond Plaza redevelopment, for Coles (SJB Urban, 2014);
- Grocon FCAD redevelopment, Footscray Station Precinct (SJB Urban, 2011).

- Independent reviews:
  - Regular independent reviews of permit applications, for Councils including Yarra, Port Phillip, Banyule, Brimbank, Manningham and Casey.
- Strategic plans, structure plans and Urban Design Frameworks:
  - Oakleigh Activity Centre Transport Precinct: Design Review 2018, for Monash City Council;
  - 1160 Sayers Road, Tarneit, Structure Plan for Wyndham City Council (landowner) (SJB Urban 2014-15). Innovative, integrated plan for high-density, walkable precinct in greenfield setting;
  - Footscray Station Precinct Planning and Urban Design Framework (SJB Urban, 2008-09). Winner, PIA Transport Planning Award 2008;
  - Brighton Toyota Site UDF, for LEFTA Corporation;
  - Frankston Transit Interchange Precinct UDF and Master Plan, for DPCD (SJB Urban 2009-2012);
  - Wise Foundation 'Wellness Village' UDF, Mulgrave, for landowners (SJB Urban, 2015-16).
- Master Plans and Concept Designs
  - Tarneit Major Town Centre Urban Design Review;
  - Caulfield Village Master Plan, for Beck Property / Probuild (SJB Urban, 2012);
  - Greensborough Activity Centre Concept Master Plan, for Banyule City Council (2017);
  - 433 Smith Street (Fitzroy Gasworks) Master Plan, for Places Victoria (SJB Urban, 2015);
  - Master Plan, Binks Ford Site and over-rail deck, Footscray, for Places Victoria (SJB Urban, 2012);
  - Caulfield-Dandenong corridor concept/feasibility studies, for VicTrack (SJB Urban, 2015).

Experience preparing expert evidence

I have presented evidence at VCAT and Planning Panels Victoria on numerous occasions.

2.0 Context

2.1 Strategic context

The subject land is located on the southern side of Gipps Street, at the south-west corner of the intersection of Gipps and Rupert Streets.

The subject site is situated within the **Commercial 2 Zone (C1Z).** The purposes of this Zone are to:

- *To encourage commercial areas for offices, appropriate manufacturing and industries, bulky goods retailing, other retail uses, and associated business and commercial services.*
- *To ensure that uses do not affect the safety and amenity of adjacent, more sensitive uses.*

The site falls within the Gipps Precinct, which is subject to **Schedule 11 to the Design and Development Overlay (DDO11).** The preferred future character for the precinct is described as follows:

- *A built form business and commercial environment which builds on the existing **fine grain industrial nature** of the area that allows for innovation and interest.*
- *A vibrant and safe street environment due to an **increasing amount of street oriented development**, particularly on Gipps and Langridge Street.*
- *A consistent streetscape with active street-frontages and well-articulated buildings with **street facades built to a height of up to 3-4 storeys. Taller built form will be set back** from property boundaries and spaced to create new interest and variety in building forms.*

The design objectives are:

- *To recognise the Precinct as a vibrant commercial precinct with a narrow street network.*
- *To provide a pedestrian friendly environment along all street frontages.*
- *To ensure building design responds to the inherent industrial character of the Precinct.*
- *To ensure building design will protect the amenity of existing pockets of residential development.*
- *To encourage improvements to the public domain, including the provision of public open space.*
- *To ensure that new development does not adversely impact on pedestrian, cycling and vehicular accessibility.*
- *To ensure a high standard of architectural design.*

Development above 4 storeys should:

- *Demonstrate a high standard of architectural design;*
- *Minimise overshadowing of adjoining streets, public spaces or private properties;*
- *Be set back from along the northern side Gipps Street.*

Development is required to:

- *have active and attractive frontages;*
- *address street activity in its interface design;*
- *be well articulated and modulated;*
- *use materials and finishes which complement adjacent development and enhance the appearance of the narrow street network.*

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The site is not located in a Heritage Overlay.

2.1.1 Planning Policy Framework

The following clauses are applicable to the subject site and proposal. Relevant content from these clauses is raised below in the context of my assessment of the proposal.

Clause 15 Built Environment discusses Urban Design objectives and strategies:

- **15.01-1S Urban Design** provides strategies for safe, healthy, functional and enjoyable urban environments. Strategies include:
  - *Require development to respond to its **context in terms of character, cultural identity**, natural features, surrounding landscape and climate.*
  - *Ensure development **contributes to community and cultural life** by improving the quality of living and working environments, facilitating accessibility and providing for inclusiveness.*
  - *Ensure development **supports public realm amenity and safe access** to walking and cycling environments and public transport.*
  - *Ensure that the design and location of **publicly accessible private spaces**, including car parking areas, forecourts and walkways, is of a high standard, creates a safe environment for users and enables easy and efficient use.*
  - *Ensure that development provides **landscaping** that supports the amenity, attractiveness and safety of the public realm.*
- **15.01-2S Building design** guides buildings which contribute positively to context and enhance the public realm, including responding to the strategic and cultural context of the location.
- **15.01-4R Healthy neighbourhoods - Metropolitan Melbourne** seeks to create a city of 20-minute neighbourhoods;
- **15.01-5S Neighbourhood character** seeks to ensure development responds to its context and reinforces a sense of place and the valued features and characteristics of the local environment and place, including by emphasising the heritage values and built form that reflect community identity.
- **15.02-1S Energy and resource efficiency** promotes consolidation of urban development and integration of land use and transport.

2.1.2 Local Planning Policy Framework

Yarra's Local Planning Policy Framework includes the following clauses applicable to the subject site and proposal. I have not exhaustively reproduced every policy below.

Clause 21.03 Vision includes a Strategic Framework Plan for Yarra, which identifies the Gipps Precinct as a Potential Commercial and Industrial Area. This policy states that *Yarra will have a distinctive identity as a low-rise urban form, with areas of higher development and highly valued landmarks*, and that *all new development will demonstrate design excellence.*

Clause 21.04-3 Industry, office and commercial seeks to *increase the number and diversity of local employment opportunities*, including *commercial and office use in existing industrial areas.*

Clause 21.05-2 Urban Design includes the following objectives and strategies:

- *To ensure that new development contributes positively to Yarra's urban fabric.*
- *Reflect the fine grain of the subdivision pattern in building design where this is part of the original character of the area.*

- *To enhance the built form character of Yarra's activity centres.*
- *Require development within Yarra's activity centres to respect and not dominate existing built form.*
- *Support new development that contributes to the consolidation and viability of existing activity centres.*

This Clause (at **Strategy 17.2**) states that *development on strategic redevelopment sites or within activity centres should generally be no more than 5-6 storeys unless it can be demonstrated that the proposal can achieve specific benefits such as*:

- *Significant upper level setbacks*
- *Architectural design excellence*
- *Best practice environmental sustainability objectives in design and construction*
- *High quality restoration and adaptive re-use of heritage buildings*
- *Positive contribution to the enhancement of the public domain*
- *Provision of affordable housing.*

While the locality is not an identified activity centre, this Strategy may be considered a relevant guide for development in the Gipps Precinct.

Clause 21.05-4 Public environment states that new development must add positively to Yarra's overall character and help create a safe and engaging public environment where pedestrian activity and interaction are encouraged. It seeks to ensure that buildings have a human scale at street level.

Clause 21.08 Neighbourhoods identifies that much of Collingwood is industrial in character with the residential precincts surrounded by or interspersed with industrial buildings.

It describes the Gipps Street industrial precinct as *characterised by traditional manufacturing, service activities and a considerable portion of activity related to the textile, clothing and footwear sector. The precinct provides the opportunity for a wide range of small to medium businesses to operate in a location that is relatively unconstrained by sensitive uses.* This (previous rezoning) *will enable the area to retain an industrial character but evolve to provide a wider range of employment opportunities including service business and offices uses. Any change of use should consider opportunities for improvement to the public domain.*

2.2 Built form context

2.2.1 Site location and local context

The subject site is rectangular in shape, measuring approximately 14.3m along its Gipps Street (northern) frontage, and 27.8m along its Rupert Street (eastern) frontage.

The site is well-located for local access and public transport, and is close to the Melbourne CBD (2.1 km walking distance to Parliament Station).

Gipps Street is approximately 19m wide, to the frontage property boundaries. Rupert Street is approximately 10m wide. The site interfaces with a rear access lane to the south approximately 3.3m in width.

The subject site is occupied by a single-storey brick warehouse building, which incorporates a chamfer to the street corner, and a recess in the south-east corner accommodating two open car spaces.

To the west, the site interfaces with two double-storey commercial units (upper level set back) with small front setbacks, with three single-level terrace houses further east.

Opposite the site across Gipps Street, a 2-story commercial building exists, housing an auto-repair business, with ground floor undercroft car parking at the street frontage.



Figure 01: Subject site, 63-67 Gipps Street, at the corner of Rupert Street (left) and Gipps Street (front, right).



Figure 02: Subject site, Rupert Street interface and rear lane interface with on-site car parking area (image source: Google).

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Figure 03: Aerial view over the subject site (centre, red mark), looking south-west, indicating the existing industrial context (image source: Google).

2.2.2 Surrounding built form and character

The local context contains a variety of generally lower-scale built form, as shown in the images below. Buildings display a range of ages and architectural styles and materials, but the traditional industrial/commercial character of the area remains prevalent.

This character comprises generally low-scale, solid and robust forms, generally built to front and side boundaries, with brickwork and masonry as predominant materials, along with steel rectilinear windows.

Many buildings are typically utilitarian in their design with minimal detailing or decoration, and the area has a relatively tough, 'gritty' character, but one that is visually interesting and engaging, being enlivened by diverse signage and activities.



Figure 04: Gipps Street north side, at Campbell Street.



Figure 05: Gipps Street south side looking east, at Rupert Street, with subject site at right.

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Figure 06: Rupert Street looking south (northern end).



Figure 07: Rupert street looking south, with site for 81-89 Rupert Street at right.



Figure 08: Gipps Street, looking west towards the subject site.



Figure 09: Cromwell Street, looking north towards Gipps Street.



Figure 10: Gipps Street, looking east from near the subject site.



Figure 11: Gipps Street, looking west from ne the subject site.

2.2.3 Recent redevelopment activity

Collingwood is undergoing significant higher-density redevelopment, particularly around the Wellington Street corridor, Peel Street and Langridge Street, as indicated in the photographs below.

In close proximity to the subject site, recent or approved developments include:

Attachment 13 - PLN20/0414 - 63-67 Gipps Street, Collingwood - External Urban Design Consultant Referral

71-93 Gipps Street (under construction, 25m east of subject site)

11-storey office buildings (6-storey component to Cromwell Street) with café at ground floor, at corner Gipps and Cromwell Streets (south side of Gipps Street). From my review of the endorsed plans, this building incorporates brickwork forms of 4- and 6-storeys above a glazed ground floor frontage to Gipps Street, with a more glazed/framed upper level form.

The street wall to the corner to Cromwell and Gipps Streets is 6-storeys in height (no upper levels), with a 4-storey street wall to the remainder of Gipps Street, with approximately 4m setback above (but dimension is unclear in the received endorsed plans).



Figure 12: 71-93 Gipps Street (under construction) incorporates this 6-storey form on the corner of Cromwell Street, with 0m setbacks to both streets.



Figure 13: The western component of 71-93 Gipps Street (adjacent to the corner site, across Rupert Street from the subject site) incorporates a 4-storey street wall (0m setback, with further 7 storeys above (set back approx. 4.0m), for 11 storeys overall.

81-89 Rupert Street (approved via Planning Scheme Amendment, 55m south of subject site)

13-storey 'walk-up village' missed use building (including mezzanine and basement). I have not received the relevant plans listed in the Incorporated Document.

48-50 Gipps Street (approved, not endorsed, 100m west of subject site)

6-level office building (plans not received).

23-25 Gipps Street (approved, not endorsed)

4-level addition above existing 2-level building (plans not received).

Other contemporary developments nearby include the following, some of which are shown below:

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- Yorkshire Brewery redevelopment (up to 17 storeys, 160m (direct) from subject site), but outside the Gipps Precinct;
- 2-16 Northumberland Street (13 storeys, approx. 300m from subject site);
- 51 Langridge Street (11 storeys, approx. 300m from subject site);
- 61-71 Wellington Street (9-14 storeys, approx. 330m from subject site);
- 1-57 Wellington Street (under construction, 6-11 storeys, approx. 380m from subject site);
- 75 Wellington Street (9 storeys, approx. 300m from subject site).

These developments indicate a new mid-rise emerging built form character in Collingwood, particularly along the more major roadways but also on narrower, minor streets.

This emerging context is also displaying some consistent architectural features with strong street walls and robust massing, bold contemporary design, and extensive brickwork and masonry in response to the industrial context.

However, some of these developments, including those listed on this page (above) and shown in Figures 14-21 and Figures 22-25 below, are located in the Collingwood Mixed Use Precinct, and not in the Gipps Precinct, so are not affected by DDO11 which informs development on the subject site. Some are also relatively distant from the subject site, as shown above.



Figure 14: 2-16 Northumberland Street, looking south-east across Wellington Street.



Figure 15: 2-16 Northumberland Street, looking south-west from Rokeby Street.



Figure 16: Pace development, 51 Langridge Street (11 storeys).



Figure 17: View looking north, showing extensive redevelopment along the east side of Wellington Street, with 61-71 Wellington Street in foreground.

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Figure 18: Recent development, 75 Wellington Street (corner Langridge Street), looking north-east.



Figure 19: Yorkshire Brewery development, eastern side.



Figure 20: Wellington Street/Peel Street development (in distance), viewed from the Yorkshire Brewery development (looking west along Robert Street).



Figure 21: Yorkshire Brewery development, southern side, viewed along Waterloo Road.

2.3 The proposal

2.3.1 Land use distribution

The proposed development comprises a 10-level (total, including mezzanine and roof deck) building as follows:

- Ground Floor:
  - Main entry/lobby;
  - Small Food and Drink tenancy;
  - Open external corner space;
  - Services;
  - Bike storage;
  - Four (4) car stacker bays, accessed from rear laneway.
- Mezzanine:
  - Office tenancy;
  - Lobby, amenities.

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- Levels 1-7:
  - Office tenancy spaces;
  - Lobby, amenities.
- Roof Garden (Level 8):
  - Deck;
  - Plant enclosure
- Roof:
  - Perimeter PV panels, pergola over deck.

2.3.2 Heights

The proposed development extends to 10 levels including mezzanine and semi-enclosed Roof Garden/Deck. The overall heights are:

- Street wall: 23.335m;
- Roof: 32.950m (parapet above roof deck);

The typical office floors are 3.2m in height (floor to floor), and Ground Floor and Mezzanine levels are 5.9m in combined height.

2.3.3 Setbacks

The approximate setbacks are as follows:

- Ground Floor to Level 5: full site coverage;
- Levels 6-Roof: 3.55m setback from Gipps Street, with window baffles extending 0.8m into this setback; 2.31m setback to Rupert Street, with window baffles extending 0.4m into this setback.

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3.0 Review of the proposed development

3.1 Is the built form siting appropriate?

The proposed development occupies the full extent of the site at the lower levels.

There is strong precedent and contextual references for buildings to hold and define the street frontage, and extend to side boundaries, to achieve continuous built form along street edges, and providing the conditions for active edges to the public realm (discussed below).

The proposal removes the existing chamfer at the street corner, but in its place provides an open corner space with a central planter, with a column at the corner, which I assume may provide 'spill-out' space for the café tenancy. I consider this outcome acceptable and appropriate.

I therefore consider the proposed siting to be appropriate.

3.2 Is the land use mix appropriate?

3.2.1 Office space

DDO11 seeks to develop the Gipps Precinct as a vibrant business and commercial environment, while Clause 21.03 identifies it as a Potential Commercial and Industrial Area. Clause 21.04-3 seeks to *increase the number and diversity of local employment opportunities*, including *commercial and office use in existing industrial areas.*

The Gipps Precinct Local Area Plan aims to direct and manage change in the Gipps Precinct to increase economic activity and employment, improve the local environment and character and make it a better place for those who visit, work and live in the area.

The locality is therefore appropriate for development with a focus on employment and commercial spaces.

3.2.2 Food/Drink Tenancy

The small tenancy will provide for public access to the building, and activation at both street edges, increasing the sense of activity along Gipps Street.

3.2.3 'Pop Up'

The Programming diagram at Drawing DR3-103 in the Urban Context Report indicates a 'Pop Up' space at Mezzanine level alongside end-of-trip facilities. I could not find other explanation of this but assume it refers to the smaller office tenancy space at this level, above the café, which may provide for temporary activation or more community-based activities, which I would support as responsive to the Collingwood context, and in encouraging a more accessible and active/dynamic building.

I recommend further investigation of this aspect of the proposal.

However, I consider the proposed land uses to be appropriate and responsive to the location and context.

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3.3 Is the built form height and massing appropriate?

3.3.1 Strategic drivers

The scale and massing of the proposed development is central to consideration of its urban design merit, and appropriateness of its response to the context.

In considering the height, the broader emerging context is a valid consideration, as is the quality of the proposed design.

DDO11, which provides the primary built for guidance for this locality, does not nominate preferred building heights, but suggests *street facades built to a height of up to 3-4 storeys*, with *taller built form set back from property boundaries and spaced to create new interest and variety in building forms*.

DDO11 foreshadows change in the area, and built form higher than 3-4 levels. It also seeks increased activation, safety and vibrancy. Increased density of land use and activity is an effective way to create more activation – that is, facilitating more people and more activities within buildings, and allowing these activities to interact with the outside.

The Gipps Precinct Local Area Plan (2010) also foreshadows change, and intensification of activity, but suggests *limiting development to generally low rise building heights of between two and three storeys with a maximum of four storeys*. However, this limit is not translated into the DDO11, which foreshadows higher built form (above 3-4 levels).

As outlined above, other recent developments in the Collingwood area reflect prominent, mid-rise outcomes (approximate range 6-12 levels but extending up to 17 levels), predominantly for residential use but also commercial – but these are predominantly outside the DDO11 area.

The Gipps Precinct is intended to retain consistent street frontages (DDO11) but is not specifically restricted to lower heights. While the Gipps Local Area Plan suggests retention of lower heights, the physical and strategic context has changed significantly since 2010, and DDO11 does not specifically cap heights.

The commercial/industrial nature of the locality is less sensitive to change and impact (such as shadows) than a residential area.

3.3.2 Assessment of building height and setbacks

Height in the emerging context

While the proposed height of 10-levels will be taller than the predominantly low-scale established context, it should also be considered amongst the emerging context, which includes approved and under-construction developments of 11 and 13 levels in close proximity to the subject site.

It is relevant that those developments are on larger, wider sites. I consider this smaller, narrower site to be appropriate for a more modest height, to avoid excessively vertical proportions. The established built form context is characterised by grounded, solid, robust forms, and new development should seek to reflect these qualities, in my view.

Height relative to street width

The street wall height of 23.3m is considered reasonable in relation to the Gipps Street corridor width of approximately 20m, generating a width-to-height ratio of approximately 1.17, which I conder acceptable and appropriate. A ratio of around 1:1 is considered appropriate for urban streets, as it balances definition and enclosure with openness in the streetscape.

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The ratio at Rupert Street will be more vertical, at approximately 1:2.3. This suggests quite vertical streetscape proportions. However, I consider this ratio to be acceptable because:

- Rupert Street is narrow, and so an extent of verticality is to be expected as a mid-rise built form context emerges;
- Rupert Street is not a major pedestrian thoroughfare;
- 7-storeys is a relatively modest height and not overwhelming to the pedestrian realm;
- 7-storeys is within the range of visibility and facial recognition between the top level and the streetscape, which is an indicator of 'human scale';
- The building width is modest at 28m along the Rupert Street frontage. Of course, other sites may redevelop over time with similar streetscape proportions, but it is considered likely that a range of street wall conditions (and therefore streetscape proportions) will remain.

While the overall height of up to 33m is an important factor in the streetscape implications, the upper level setbacks and relatively high street wall as a proportion of overall height, mean that the upper levels will have limited visual implications in the streetscape, especially for the direct pedestrian experience.

Street wall and massing/composition

Importantly for consideration of built form, the proposed development has a relatively high street wall (7 storeys, including mezzanine), with a correspondingly lower-height upper level form (3-levels, including semi-enclosed or framed roof deck).

I consider this approach appropriate and effective in responding to context, even though it creates street walls considerably higher than the established low-scale context, because:

- It creates more robust, solid, grounded built form, by emphasising the street wall and mid-rise composition, rather than emphasising the 'tower' above a lower-street wall;
- It reinforces the street wall component as the predominant form, rather than the 'full' height of the building;
- The nearby development (under construction) at 71-93 Gipps Street establishes a precedent for this approach with a 6-storey street wall, in brickwork/masonry above a glazed ground floor, at the corner of Gipps and Cromwell Streets. The Urban Context Report (Drawing DR3-100) indicates that the subject proposal actually has a lower street wall height than 71-93 Gipps Street, presumably as a result of lower floor-to-floor heights.
- There are several precedents and even an emerging character in Collingwood of higher street walls, as indicated above and below (but predominantly in a different policy context, as noted above).

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Figure 22: Various recent Collingwood developments have relatively high street walls, resulting in bold, robust forms, including this development at corner Peel Street and Wellington Street.

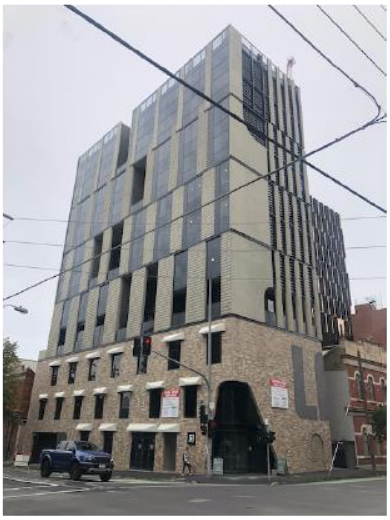


Figure 23: 51 Langridge Street (corner Wellington Street) extends straight up from the street at the front boundary, upper level without setbacks.



Figure 24: Corner Peel Street and Wellington Street, looking south along Wellington Street.



Figure 25: High street walls at Langridge Street (corner Wellington Street).

Street wall height and DDO11

The street wall height of 7 storeys (including mezzanine, expressed externally as 6-storeys, plus balustrade at top) significantly exceeds the DDO11 preferred future character of street facades up to 3-4 storeys.

The nearby under-construction development incorporates street walls of 4-storeys (with 7-storeys above) and 6-storeys (without built form above), on a much larger and wider site, as shown below (Figure 26).

The subject site is closer to a row of small, narrow sites to the immediate west, and the individually significant heritage building at 47-51 Gipps Street (Glasshouse Hotel), under site heritage overlay HO103), which is less than 40m from the subject site

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I am advised that 71-93 Gipps Street is designed to establish a transition in street wall height from east to west –towards the low-scale, finer-grain sites neighbouring the subject site, on the south side of Gipps Street between Rupert and Rokeby Streets, and the heritage Glasshouse Hotel.

Further, the proposed development does present a string juxtaposition in scale to its adjoining built form, through the 7-storey street wall, in relation to the single-storey built form adjacent.

With reference to the preferred character of 3-4 storey frontages under DDO11, the neighbouring built form both east and west of the subject site, including the 4-storey street wall for the western portion of the under-construction development at 71-93 Gipps Street, I consider that a small reduction in street wall height in the subject proposal is warranted.

Recommendation 1

Reduce the street wall height to both street frontages by one (1) level).

While the resultant 6-storey street wall (including mezzanine and balustrade) will still be slightly taller than the 4-storey street wall at 71-93 Gipps Street, the street wall will be more in keeping with and responsive to:

- DDO11 preferred future character for the Gipps Precinct;
- General character of low-scale industrial fabric in the precinct;
- Prevailing street wall height at 71-93 Gipps Street;
- General transition downwards in street wall height from east to west, established by 71-93 Gipps Street;
- Low-scale built form to the immediate east and west, with less overt juxtaposition;
- Heritage Glasshouse Hotel building to the west.

This reduction in street wall height will, however, retain an appropriate relationship between a solid, robust building 'base' of 6-storeys, and a 4-storey (including roof terrace) recessive upper level form.

Height and design expression

I support the proposed design approach of a lighter, metal 'framed' and glazed expression to the upper levels, and while the open roof deck level is 'enclosed' by a framed parapet, it's open sides provide views to the sky and so a 'feathering' effect at the top of the building.

Height and overshadowing

Being on the south side of Gipps Street, the proposal will not cast shadows onto Gipps Street, and will enjoy good solar access to its north-facing Gipps Street frontage, café entrance and corner courtyard space.

It will overshadow the Rupert Street western side footpath from around 12:30pm (equinox), and the eastern side footpath from before 2pm.

I consider these impacts, and those to neighbouring commercial properties (generally rooftops), to be acceptable.

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Upper level setbacks

The proposed upper level setbacks of 3.55m at Gipps Street (or effectively 2.75m taking window baffles into account), and 2.31m (or 1.91m with window baffles) are relatively tight in the context of a 10-level building height, but should be considered in the local context and by the visual implications.

As noted above, the proposal provides clear visual separation, through contrasting design expression, between the masonry street wall form and the upper level framed metal form.

The perspective renders at Drawings DR5-100 and DR5-101 in the Urban Context Report show that the proposal has a relatively 'vertical' form overall, as a result of the mid-rise height and limited site size.

However, while the proposal 'towers over' its neighbouring single-storey built form on Gipps Street, I do not consider its height and scale to be overwhelming or dominant in the emerging context of the Gipps Precinct. I consider its scale and massing to be effective and appropriate in this emerging context.

Further, the overall massing is commensurate with and responsive to the built form at 71-93 Gipps Street, establishing a level of consistency in this part of Gipps Street.

Based on this analysis from a range of perspectives, I consider the proposed building height and massing (including street wall height and upper level setbacks, to be acceptable.

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3.4 Are the public realm interfaces / frontages appropriate?

3.4.1 Interface to Gipps Street

The proposed Ground Level frontage to Gipps Street comprises a double-height glazed interface to the street, with the main entry occupying about one-third, and the café tenancy two-thirds, including the recess for the courtyard space at the corner.

The small office tenancy space at Level 1 allows the front part of the café, courtyard and main entry to be double-height spaces, which adds interest and 'drama' to the front of the building.

These glazed frontages are appropriate in supporting activation to the street and opportunities for visual interaction and passive surveillance of the public realm.

The glazing is set-in approximately 1.0m (to inside surface of framing). The ***Urban Design Guidelines for Victoria*** suggest liming wall recesses along street edges to less than 300mm to avoid their use as concealment spaces (guideline 5.1.5f).

Interestingly, the recent ***Central Melbourne Design Guide*** (City of Melbourne) suggests providing thickness, depth and articulation to ground floor frontages, but suggests these should be less than 500mm in depth.

In this case, the recessed glazing helps to express the depth and mass of the brickwork columns. I note that at the upper levels (First Floor and above), the glazing is set closer to the brickwork façade (set-in approximately 200mm).

While I do not consider the Ground Floor façade to present particularly risky conditions or obvious concealment spaces, because the columns are spaced quite far apart, with full glazing in between and an open corner to the building, I also think the set-in could be reduced to, say, 500mm, to reduce this potential safety risk, and gain more internal space, without significantly affecting the visual quality of the building.

However, I note that the depth of the north façade is designed to provide solar shading in summer while allowing solar gain in winter (refer Urban Context Report, DR3-104, a principle which I strongly support.

Therefore, on balance, I accept the proposed 1.0m depth of the glazing relative to the façade columns.

As discussed above, I support the recessed corner courtyard space in enhancing the pedestrian experience, and that of the café customers. The East Elevation (TP2-101) indicates that the raised central planter will incorporate a bench seat to invite people to use the space, which is also supported.

3.4.2 Interface to Rupert Street

This frontage also incorporates the corner courtyard and glazed frontage to the café (single-height), as well as a sliding door for the bicycle entry, which appears to be a metal screen material (but the label 'SCN1' on the East Elevation is not explained). This frontage also contains areas of solid brick wall., including a curved recess form, and further screening to service cupboards.

While this street frontage is less activated and less visually permeable than the Gipps Street frontage, I consider the extent of activation to be reasonable, and that service areas are appropriately located to the rear of the building, off Rupert Street, with activation maximised around the street corner.

The extent of 'inactive' frontage towards the rear is related to car parking and building services, which are beyond my expertise.

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I also note that from Level 1, windows are located along the full length of the Rupert Street frontage, and to the rear laneway interface, to increase the potential for passive surveillance (albeit predominantly during daytime office hours presumably) from these levels.

3.4.3 Rear laneway interface

The Ground Floor interface to the south comprises a wide 'garage' door for car parking within a metal screen façade (SCN1), but with windows at Level 1 and above. I consider this acceptable, and support the design integration of the vehicle entry door with other aspects of the façade design.

3.4.4 Upper level windows

The upper levels provide extensive, full-height glazing, presumably with clear glass to support visual permeability, which will provide further passive surveillance opportunities for the adjacent public realm.

3.4.5 Façade planting

While Landscape Architecture is not my area of expertise, it is noteworthy that the proposal incorporates quite extensive façade planting, comprising vertical stainless-steel wires for climbing plants. This occurs in a recessed raised planter and a ground-level planter at Rupert Street (spanning Ground Floor and Mezzanine levels), in balcony planters at each level above the main entrance facing Gipps Street, and at roof deck level facing Gipps Street.

I am supportive of façade planting if it can be effectively maintained given the climate and exposure.

An effective maintenance approach will be required in particular for the raised platers at street level (courtyard and Rupert Street frontage, to ensure they do not collect waste and become unsightly.

Based on this evaluation, I consider the proposal to be appropriate in its public realm interfaces.

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3.5 Is the architectural expression appropriate?

The proposal presents quite a simple, robust and refined design expression, comprising a 'solid' brickwork base, and lighter-weight upper levels comprising a framework of deep ribs or blades.

The street walls create a sense of mass and solidity through solid brickwork panels interspersed with the glazing, in a 'random' pattern which supports visual interest.

In my view, the design balances visual strength, mass and robustness, with a degree of lightness and more delicate elements.

The openness of the street wall levels makes the building look approachable and open, while still reflecting visual mass and 'groundedness'.

The plans indicate consideration of architectural details such as subtle expression of floor slab edges within the facades, and the demarcation of the entrance through a thin-edged lining to the brick entrance portal, including an extended canopy.

In support of these visual qualities, I would hope that 'real' brickwork is proposed rather than 'brick snaps' fixed to concrete panels, but the façade design looks like authentic brickwork.

The façade planting, outlined above, will add softness and further visual interest to the facades.

The expressed depth of the facades, which has a solar control function as discussed above, also supports visual interest and a sense of visual relief.

The brickwork base form is visually distinct from the lighter upper level form, but within a consistent design framework, which is appropriate.

Overall the design expression of this proposal is considered, refined and of appropriate quality.

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4.0 Conclusion

The proposed development at 63-67 Gipps Street reflects the emerging development context in Collingwood and the employment-focussed Gipps Precinct, comprising a significant change in scale and setting from the existing industrial/commercial context, to a more intensive commercial character.

This development will provide an appropriate combination of street-level activation, and upper-level employment space and associated outdoor spaces, within a building design which balances visual mass and stability with expressed dynamism and detailed refinement.

While the overall form has relatively vertical proportions in a context which is predominantly low-scale and horizontally emphasised, the scale is responsive to the emerging mid-rise context, reflected in other nearby approved developments, and is not overwhelming or excessive in its public realm presence.

However, I have recommended that a 1-level reduction in street wall height will support a more responsive contextual fit in the Gipps Street streetscape, and more closely respond to the established and preferred built form character of lower-scale street frontages.

Other than this recommendation, I consider this proposal to be supportable from an urban design perspective.

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6.2 PLN20/0563 - 66 Lord Street Richmond - Construction of one triple storey dwelling

Executive Summary

Purpose

1. This report provides an assessment of the proposed construction of a triple storey dwelling at 66 Lord Street, Richmond.

Key Planning Considerations

2. Key planning considerations include:
    - Clause 54 – One dwelling on a lot
    - Clause 22.10 – Built form and design policy
    - Clause 22.13 – Residential built form policy

Key Issues

3. The key issues for Council in considering the proposal relate to:
    - Clause 54
    - Built form and design;
    - Car parking / traffic; and
    - Objector concerns

Submissions Received

4. Council received 6 objections, the grounds of which are summarised as follows:
    - design (height, scale, bulk, character);
    - amenity (off-site, on-site, overlooking, overshadowing/loss of light);
    - loss of views; and
    - property devaluation.

Conclusion

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

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TITLE: **Senior Statutory Planner**
TEL: **03 9205 5124**

6.2 PLN20/0563 - 66 Lord Street Richmond - Construction of one triple storey dwelling

Reference	D21/28724
Author	Konrad Bruhn - Senior Statutory Planner
Authoriser	Senior Coordinator Statutory Planning

Ward:	Richmond
Proposal:	Construction of one triple storey dwelling
Existing use:	Single storey dwelling
Applicant:	Clarke Planning Pty Ltd
Zoning / Overlays:	General Residential Zone – Schedule 1 Development Contributions Plan Overlay – Schedule 1
Date of Application:	10 August 2020
Application Number:	PLN20/0563

Planning History

1. There is no recent planning history of relevance to this application.

Background

Lodgement of S57A plans

2. An application pursuant to Section 57A of the *Planning and Environment Act 1987* was received on 4 February 2021. The amendment includes the following key changes to plans:
    - Modifications to setbacks;
    - Deletion of the northern wing wall of the east-facing second floor balcony to create a void;
    - Glass screen to first floor balcony increased in height from 1.1m to 1.7m;
    - Glass screen to the west-facing second floor balcony increased in height from 1.1m to 1.7m including a 500mm nib/wing protrusion to its rear/west;
    - South-facing windows provided at ground floor level;
    - Easternmost vehicle crossover and vehicle entry deleted;
    - Western and southern parapet of roof over first floor family room increased in height by 400mm;
    - Modifications to materials and finishes; and
    - Second floor south facing windows from ensuite and living room to Brady St fitted with fixed obscure glass to 1700mm
3. These plans supersede the previously advertised plans and form the basis of Council's decision.
4. The application was re-advertised to surrounding owners and occupiers by mail, including all objectors. There were no further objections (four objectors advised that the amended plans did not resolve their concerns.

The Proposal

5. It is proposed to demolish the existing dwelling (no permit required) for the construction of one triple storey dwelling. Specific details as follows:

Ground floor level:

6. Ground floor plan comprising a double garage (one single width entry and crossover), rumpus room, two bedrooms, a bathroom and a laundry. There is a small private open space area located adjacent to the northern side boundary.
7. The ground floor is to be constructed to the rear (western) boundary for its entire width, constructed to the northern side boundary for a combined length of 19.49m, and constructed to the southern frontage to Brady Street for a length of 13.82m.
8. The ground floor is otherwise set back 2.41m from the northern side boundary, 2.50m from Lord Street, and 1.00m from Brady Street.

First floor level:

9. First floor plan comprising a bedroom, bathroom, open plan kitchen/dining/living area and a west-facing balcony.
10. The first floor is to be constructed to the northern side boundary for 10.95m and otherwise set back a minimum of 1.22m from the northern side boundary, 1.60m from the rear (western) boundary, 1.00m from Brady Street and 2.30m from Lord Street.

Second floor level:

11. Second floor plan comprising a sitting room, master bedroom (with associated walk-in-robe and ensuite), an east-facing terrace, and a further west-facing terrace.
12. The second floor is to be constructed to the northern side boundary for 10.95m and otherwise set back a minimum of a minimum of 1.22m from the northern side boundary, 9.00m from the rear (western) boundary, 1.00m from Brady Street and 5.15m from Lord Street (with the terrace located in this setback).

Design detail:

13. The external cladding is to comprise a mixture of dark brickwork, white render, dark render, dark fibre cement, and dark aluminium slats (privacy screens).
14. The proposed dwelling is a contemporary architectural design response and has a flat roof form.



Overall height:

15. The proposed dwelling contains three storeys and has an overall maximum height of 9.00m.

Water Sensitive Urban Design:

16. The application proposes to connect the drainage from the roof of the dwelling to a 2000L rainwater tank.

Existing Conditions

Subject Site

17. The subject site is located on the western side of Lord Street, at its intersection with Brady Street in Richmond. The subject site has 6.63m and 30.06m wide frontages to Lord and Brady Streets respectively, and a total area of approximately 199m^2. The subject site is developed with a single storey cottage that has weatherboard cladding and a hipped roof form. The dwelling is setback approximately 2.40m from Lord Street and is constructed to the Brady Street frontage for approximately 21.00m. The secluded private open space (SPOS) area is located to the rear of the dwelling and functions as a car parking space accessed via a crossover to Brady Street.

18. The title submitted with the application does not show any covenants or easements.



Figure 1: The subject site from Lord Street (photo taken by Officer 26/03/2021).

Surrounding Land

19. The subject site is located within an established residential area, with built form scale of the surrounding area comprising a mixture of low scale dwellings and modern 2-3 storey townhouses. There is an eclectic mixture of architectural styles and periods evident in surrounding streetscapes. The subject site is located approximately halfway between the Bridge Road Activity Centre to the north and the Swan Street Activity Centre to the south.

20. To the north, the subject site adjoins No. 64 Lord Street and No. 12 Murray Street.

21. No. 64 Lord Street is developed with a modern, double storey townhouse which is constructed to the southern side boundary shared with the subject site for approximately 6m before recessing to a setback of approximately 1m. There are no south-facing habitable room windows. A ground level SPOS area is located to the rear (west) of the dwelling. The dwelling has light render cladding and a flat roof.



Figure 2: No. 62 & 64 Lord Street (photo taken by Officer 26/03/2021).

22. Further north on the opposite side of Murray Street is 54-56 Lord Street which are developed with triple storey town houses.



Figure 3: Triple storey townhouses at 54-56 Lord Street (photo taken by Officer 26/03/2021).

23. No. 12 Murray Street is developed with a modern double storey townhouse that is constructed to the front, both side, and rear boundaries (save for a small ground level SPOS area located in the south-east corner of the site adjacent to the boundary shared with the subject site). The dwelling has light render cladding and a flat roof (pitched parapet façade).

24. To the west, the subject site adjoins No. 10 Murray Street which is developed with a modern double storey townhouse that is constructed with its frontage to Murray Street and both side boundaries but set back from Brady Street where there is a ground level SPOS/car parking area.



Figure 4: No. 10 & 12 Murray Street (photo taken by Officer 26/03/2021).

25. No. 10 Brady Street and No. 70 Lord Street are located on the opposite side of Brady Street to the south.

26. No. 10 Brady Street is developed with a double storey dwelling with high fencing and a roller door enclosing the front boundary resulting in the primary SPOS area being located to the side/front of the dwelling.



Figure 5: No. 10 Brady Street (photo taken by Officer 26/03/2021).

27. No. 70 Brady Street is developed with a modern double storey townhouse. A garage abuts the Brady Street frontage and there is otherwise a high paling fence extending east along the frontage to enclose an SPOS area. There are several north-facing habitable room windows at ground and first floor of the dwelling.



Figure 6: No. 70 Lord Street (photo taken by Officer 26/03/2021).

28. No. 67A and 67B Lord Street are located on the opposite side of Lord Street to the east and are developed with two attached townhouses that are set back approximately 2.6m from Lord Street. There are west-facing bedroom windows at ground floor level and west-facing terrace balconies at first floor level.



Figure 7: No. 67A & 67B Lord Street (photo taken by Officer 26/03/2021).



Figure 8: Aerial of the subject site and surrounding land (Source: Nearmap, 10/03/2021).

Planning Scheme Provisions

General Residential Zone – Schedule 2

29. The subject site is located in the General Residential Zone – Schedule 2.

30. Pursuant to Clause 32.09-5, a planning permit is required to construct an extension to a dwelling on a lot less than 500m^2.

31. The garden area requirements at Clause 32.08-4 do not apply to the subject site as it is less than 400m2.

32. Schedule 2 to the GRZ stipulates that the maximum height of a dwelling must not exceed 9m and contain more than 3 storeys.

Development Contributions Plan Overlay – Schedule 1

33. The subject site is affected by the Development Contributions Plan Overlay – Schedule 1.

34. The construction of a replacement dwelling that does not increase the number of dwellings on the land is exempt from the development contribution requirements of the DCPO1.

Particular Provisions

Clause 52.06 – Car Parking

35. Clause 52.06-5 requires two on-site car parking spaces for a dwelling containing more than two bedrooms.

36. Pursuant to Clause 52.06-3, a permit is not required to reduce the number of car parking spaces required for a new use of land if the following requirements are met:

- *The number of car parking spaces required under Clause 52.06-5 or in a schedule to the Parking Overlay for the new use is less than or equal to the number of car parking spaces required under Clause 52.06-5 or in a schedule to the Parking Overlay for the existing use of the land.*
- *The number of car parking spaces currently provided in connection with the existing use is not reduced after the new use commences.*

37. The proposed dwelling has only 1 car parking space (single garage), however the existing dwelling on the land has three bedrooms with only 1 on-site car parking space, therefore a permit is not required to reduce the car parking space requirements for the proposed dwelling.

Clause 54 – One Dwelling on a Lot

38. This clause applies as the development is for the extension of a dwelling on a lot under 500sqm. A development should meet all the standards and must meet all the objectives.

General Provisions

39. 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. The Responsible Authority must decide whether the proposal will produce acceptable outcomes in terms of the decision guidelines of this clause.

40. Amongst other things, the Responsible Authority must consider the relevant Municipal Planning Strategy and the Planning Policy Frameworks, as well as the purpose of the Zone, Overlay or any other Provision.

Planning Policy Framework (PPF)

41. The following clauses of the Planning Policy Framework (PPF) comprise broad policy objectives that are relevant to this application:

Clause 11.01-1S – Settlement

42. The objective of Clause 11.01-1S (Settlement) is:

> *To promote the sustainable growth and development of Victoria and deliver choice and opportunity for all Victorians through a network of settlements.*

Clause 15.01-1S - Urban design

43. The objective of Clause 15.01-1S (Urban design) is:

> *To create urban environments that are safe, healthy, functional and enjoyable and that contribute to a sense of place and cultural identity.*

Clause 15.01-2S - Building design

44. The objective of Clause 15.01-2S (Building design) is:

> *To achieve building design outcomes that contribute positively to the local context and enhance the public realm.*

Clause 15.01-5S - Neighbourhood character

45. The objective of Clause 15.01-5S - Neighbourhood character is:

> *To recognise, support and protect neighbourhood character, cultural identity, and sense of place.*

Clause 15.02-1S - Energy and resource efficiency

46. The objective of Clause 15.02-1S (Energy and resource efficiency) is:

> *To encourage land use and development that is energy and resource efficient, supports a cooler environment and minimises greenhouse gas emissions.*

Local Planning Policy Framework (LPPF)

47. Within the Municipal Strategic Statement (MSS), the following clauses are particularly relevant to this application:

Clause 21.05-2 – Urban design

48. Objective 16 of Clause 21.05-2 (Urban design) is to reinforce the existing urban framework of Yarra.

Clause 21.07-1 – Environmentally sustainable development

49. Objective 34 of Clause 21.07 (Environmentally sustainable development) is to promote environmentally sustainable development. To achieve this objective, strategy 34.1 is to encourage new development to incorporate environmentally sustainable design measures in the areas of energy and water efficiency, greenhouse gas emissions, passive solar design, natural ventilation, stormwater reduction and management, solar access, orientation and layout of development, building materials and waste minimisation.

Clause 21.08-10 – Neighbourhoods (Central Richmond)

50. Clause 21.08 prescribes land use and built form strategies specific to each neighbourhood in the municipality. The subject site falls within the *Central Richmond* neighbourhood precinct at Clause 21.08-10. On the built form character map for Central Richmond, the site falls within an *Inner Suburban Residential* area. The built form objective for the heritage overlay area is to:

- *Maintain the existing pattern of front setbacks*
- *Limit variations in height to a maximum of one storey compared to the adjacent properties, on single house site/small development sites in areas with generally consistent building heights.*

Relevant Local Policies

51. At the local policy level, the following policies within the Local Policy Planning Framework (LPPF) are relevant to this application:

Clause 22.10 – Built Form and Design Policy

52. The relevant objectives of Clause 22.01-2 are:

- *Ensure that new development positively responds to the context of the development and respects the scale and form of surrounding development where this is a valued feature of the neighbourhood character.*
- *Ensure that new development makes a positive contribution to the streetscape through high standards in architecture and urban design.*
- *Limit the impact of new development on the amenity of surrounding land, particularly residential land.*
- *Design buildings to increase the safety, convenience, attractiveness, inclusiveness, accessibility and 'walkability' of the City's streets and public spaces.*
- *Create a positive interface between the private domain and public spaces.*
- *Encourage environmentally sustainable development.*

53. Relevantly, the policy comprises design elements that address the following issues:

- *Urban form and character.*
- *Setbacks and building heights.*
- *Street and public space quality.*
- *Environmental sustainability.*

Clause 22.13 – Residential Built Form Policy

54. The objectives of Clause 22.13-2 are:

- *To limit the impact of new development on surrounding land, particularly on low rise residential areas.*

- *To respond to and strengthen the distinct character of different parts of Yarra.*

55. For *Inner Suburban Residential* areas, it is policy to:

- *Maintain the existing pattern of front setbacks.*
- *Landscape the front setback in a style that reinforces the garden character (if any) of the streetscape.*
- *Where the general pattern of development includes gaps between buildings, include a setback on at least one side of the building.*
- *Orient buildings at right angles to the street frontage.*
- *Provide front fencing that is open (unless the building is zero front setback).*
- *On single house sites in areas with generally consistent building heights, limit variations in height to a maximum of one storey compared to the adjacent properties.*

Clause 22.16 – Stormwater Management (water sensitive urban design)

56. Clause 22.16 implements the best practice performance objective outlined in the Urban Stormwater Best Practice Environmental Management Guidelines, CSIRO 1999 (or as amended) to achieve the objectives of the State Environment Protection Policy (Water of Victoria).

57. Relevantly, it is policy to:

- *Require the use of stormwater treatment measures that improve the quality and reduce the flow of water discharged to waterways. This can include but is not limited to:*
  - *(i) collection and reuse of rainwater and stormwater on site*
  - *(ii) vegetated swales and buffer strips*
  - *(iii) rain gardens*
  - *(iv) installation of water recycling systems*
  - *(v) multiple uses of water within a single manufacturing site*
  - *(vi) direction of flow from impervious ground surfaces to landscaped areas.*

Advertising

58. The application was advertised under the provisions of Section 52 of the *Planning and Environment Act (1987)* by 36 letters sent to surrounding owners and occupiers and by signs displayed on site. Council received 6 objections, the grounds of which are summarised as follows):

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

(b) amenity (off-site, on-site, overlooking, overshadowing/loss of light);

(c) loss of views; and

(d) property devaluation;

59. The amended plans were advertising pursuant to Section 57B of the *Planning and Environment Act (1987)* by 6 letters sent to surrounding owners and occupiers. Council has not received any additional objections.

Referrals

External Referrals

60. The application was not required to be referral to any external authorities.

Internal Referrals

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

- Engineering Referral Unit (comments based on the original plans advertised);
- Urban Design Unit (comments based on the original plans advertised); and
- Urban Design Unit (comments based on amended plans submitted).

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

OFFICER ASSESSMENT

63. The primary considerations for this application are as follows:
    (a) Clause 54
    (b) Built form and design;
    (c) Car parking / traffic; and
    (d) Objector concerns.

Clause 54

64. Clause 54 comprises design objectives and standards to guide the assessment of new residential development. Given the site's location within a built up inner city residential area, strict application of the standard is not always appropriate, whether the proposal meets the objective is the relevant test.

65. The following objectives are not relevant to this application:

- *Clause 54.03-6 (Significant trees objectives) – Standard A8:*

  There are no significant trees existing at the subject site.

- *Clause 54.04-4 (North facing windows objective) – Standard A13:*

  There are no north-facing windows within 3m of the proposal.

66. The remaining objectives and standards are assessed in detail below:

Clause 54.02-1 (Neighbourhood character objective) – Standard A1 & Clause 54.06-1 (Design detail objective) – Standard A19:

67. The extent of boundary walls and high site coverage is generally consistent with the layout of development in the surrounding area.

68. The flat roof form and contemporary design detail and cladding is acceptable given the eclectic mixture of architectural styles and contributions from various periods in the streetscape. In particular, the use of face brickwork cladding for the ground level façade to Lord Street is compatible with the appearance of the streetscape in which this material features prevalently.

69. The triple storey (9m) overall height of the proposed dwelling is consistent with the prevailing built form scale of the surrounding area given the adjoining and opposite dwellings are double storey and the third storey is massed to limit the presentation of visual bulk to Lord Street.

70. *Clause 54.02-2 (Integration with the street objective) – Standard A2:*

71. The objective of Clause 54.02-2 is:

    To integrate the layout of development with the street.

72. Clause 54.02-2 Standard A2 requires:

- *Dwellings should be oriented to front existing and proposed streets.*
- *High fencing in front of dwellings should be avoided if practicable.*
- *Dwellings should be designed to promote the observation of abutting streets and any abutting public open spaces.*

73. The dwelling has been orientated to front Lord Street and the provision of east-facing habitable room windows at ground and first floor level and an east-facing second floor balcony promotes the observation of the streetscape. It is noted that the vertical fins to the first floor bedroom window are only 3mm thick while spaced 200mm apart to ensure a high degree of transparency.

Clause 54.03-1 (Street setback objective) – Standard A3:

74. Standard A3 requires that the proposed dwelling be setback a minimum of 4.00m from Lord Street (commensurate to the setback of front wall of the dwelling at No. 64 Lord Street).

75. It is proposed to set back the dwelling a minimum 2.50m from Lord Street. The proposed front setback is consistent with the objective of Clause 54.03-1 given that it is generally consistent with the prevailing street setbacks of surrounding dwellings. Notably, No's 62, 67A, 67B and 70 Lord Street are setback in the order of 2.70m.

76. Standard A3 also requires that the proposed dwelling be setback 2m from Brady Street. The dwelling is proposed to be setback 0m to 1m from Brady Street which is consistent with the objective of Clause 54.03-1 given that the character of the area includes buildings constructed to side street frontages. Notably, the garage to the side of No. 70 Lord Street is constructed to its frontage to Brady Street and the townhouses at No. 56 and 62 Lord Street are constructed to their respective side frontages to Murray Street.

Clause 54.03-2 (Building height objective) – Standard A4:

77. The proposal has a maximum height of 9m which does not exceed the maximum height or maximum number storeys permitted under schedule 2 to the General Residential Zone (9m).

Clause 54.03-3 (Site coverage objective) – Standard A5:

78. The proposed site coverage is 79.4% which exceeds the maximum site coverage requirement of Standard A5 (60%).

79. The proposed site coverage is consistent with the pattern of development in the surrounding areas which includes high site coverages and is acceptable considering the subject site is only 199m^2.

80. It is also noted that the proposed site coverage does not exceed the preferred maximum of 80% stipulated at Clause 22.10-3.6 (Site Coverage).

Clause 54.03-4 (Permeability objective) – Standard A6:

81. The proposed site permeability is 21% which meets the minimum site permeability requirement of Standard A6 (20%).

82. Furthermore, the applicant has provided a STORM Rating Report which achieves a STORM rating of 101% via the provision of a 2000L rainwater tank. The rainwater tank has been adequately detailed on plans, however there is no notation confirming that the rainwater tank is to be connected for re-use on site (i.e. toilet or garden irrigation). This should form a permit condition.

83. Subject to the condition discussed above, the proposal therefore achieves the water quality performance objectives set out in the Urban Stormwater Best Practice Environmental Management Guidelines, CSIRO 1999 and meets the requirements of Clause 22.16 (Stormwater) of the Yarra Planning Scheme.

Clause 54.03-5 (Energy efficiency protection objectives) – Standard A7:

84. The proposal is considered to meet the objectives and standard of Clause 54.03-5 as the large north, south, east and west-facing openable windows and glazed doors to the bedrooms and living areas would provide adequate daylight and natural ventilation.

85. Furthermore, the shadow diagrams confirm that the shadows cast by the proposed dwelling would not impact solar access to any existing solar energy facilities.

Clause 54.04-1 (Side and rear setbacks objective) – Standard A10:

86. Figure 4 below provides a detailed assessment of all proposed side and rear setbacks against Clause 54.04-1 Standard A10 (Side and rear setbacks).

Ground floor:

Proposed Wall	Wall height (m)	A10 Setback (m)	Proposed setback (m)	Difference	Compliance
Northern rumpus room wall	2.57	1.00	2.41	1.41	Yes
Northern guest bed wall	2.84	1.00	2.41	1.41	Yes

First floor:

Proposed Wall	Wall height (m)	A10 Setback (m)	Proposed setback (m)	Difference	Compliance
Western terrace screen	4.87	1.38	1.60	0.22	Yes
Northern terrace screen	4.59	1.30	1.70	0.40	Yes
Northern bed 2 wall/second floor terrace balustrade	7.05	2.14	1.22	-0.92	No
Northern family room wall	5.89	1.69	1.27	-0.42	No

Second floor:

Proposed Wall	Wall height (m)	A10 Setback (m)	Proposed setback (m)	Difference	Compliance
Northern terrace screen (western terrace)	7.59	2.68	1.40	-1.28	No
Western terrace screen (western terrace)	7.26	2.35	9.00	6.65	Yes
Northern master bed wall	9.00	4.09	1.27	-2.82	No
Northern sitting room wall	9.00	4.09	1.22	-2.87	No

Figure 9: Standard A10 Assessment

87. As figure 9 demonstrates, several proposed walls do not comply with Standard A10. However due to the exceptionally small size of the subject site, the relevant test in this instance is whether the proposal meets the objective of Clause 54.04-1 which is:

> *To ensure that the height and setback of a building from a boundary respects the existing or preferred neighbourhood character and limits the impact on the amenity of existing dwellings.*

88. The surrounding area comprises many attached dwellings and limited side setbacks due the narrow lot widths. The subject site is narrow and has a modest overall area, accordingly the proposed non-compliances with Standard A10 are acceptable from a neighbourhood character perspective.

89. There are no south-facing habitable room windows within the dwelling at No. 64 Lord Street and there is only a narrow (approx. 1m) wide private open space/passage area immediately to the south of the dwelling, therefore the non-compliant setbacks from the following adjacent proposed walls would not cause unreasonable amenity impacts (such as excessive visual bulk):

- Northern bed 2 wall/terrace balustrade (first/second floor)
- Northern master bed wall (second floor)
- Northern sitting room wall (second floor)

90. However, the northern family room wall (first floor) and the northern terrace screen (western terrace, second floor) would be located immediately adjacent to the SPOS area located to the rear of the dwelling at No. 64 Lord Street and would present excessive visual bulk and therefore cause detriment to the amenity of the property. Given the scale of the dwelling and provision of a terrace at first floor level and a further two terraces at second floor level, the amenity impact to the dwelling at No. 64 Lord Street is not considered reasonable in this context. A condition of any planning permit granted should therefore require that the northern family room wall and northern terrace screen (western terrace, second floor) be set back to meet Clause 54.04-1 Standard A10.

91. It is noted that the recessed part of the family room wall is setback 1.70m to comply with Clause 54.04-1 Standard A10, so the non-compliant part could reasonably be setback a further 430mm to align with the recessed part of the wall.

92. The western terrace at second floor level would need to be reduced in width which is not unreasonable considering there are a further two balconies and a ground level private open space area. The west-facing master bedroom windows rely on the terrace screening and therefore would need to be screened 'at the source' in accordance with Clause 54.04-6 Standard A15 (Overlooking).

Clause 54.04-2 (Walls on boundaries objective) – Standard A11:

93. Standard A11 requires:

> *A new wall constructed on or within 200mm of a side or rear boundary of a lot or a carport constructed on or within 1 metre of a side or rear boundary of a lot should not abut the boundary for a length of more than:*
>
> - *10 metres plus 25 per cent of the remaining length of the boundary of an adjoining lot, or*
> - *Where there are existing or simultaneously constructed walls or carports abutting the boundary on an abutting lot, the length of the existing or simultaneously constructed walls or carports, whichever is the greater.*
>
> *The height of a new wall constructed on or within 200mm of a side or rear boundary or a carport constructed on or within 1 metre of a side or rear boundary should not exceed an average of 3.2 metres with no part higher than 3.6 metres unless abutting a higher existing or simultaneously constructed wall.*

Wall on boundary	Length (m)	A11 Length (m)	Difference	Compliance
Northern boundary walls	19.45	15.02	-4.43	No
Western boundary wall	6.63	6.63	0.00	Yes

Figure 10: Standard A11 length assessment

Wall on boundary	Ave. Height (m)	A11 Ave. Height (m)	Difference	Compliance
Northern boundary wall (garage)	2.89	3.20	0.31	Yes

Northern boundary wall (main dwelling)	9.00	3.20	-5.80	No
Western boundary wall	1.98	3.20	1.22	Yes

Figure 11: Standard A11 average height assessment

Wall on boundary	Max. Height (m)	A11 Max. Height (m)	Difference	Compliance
Northern boundary wall (garage)	2.89	3.60	0.71	Yes
Northern boundary wall (main dwelling)	9.00	3.60	-5.40	No
Western boundary wall	2.15	3.60	1.45	Yes

Figure 12: Standard A11 maximum height assessment

94. Figures 10-12 above demonstrate that the northern boundary wall of the proposed dwelling does not comply with the height and length requirements of Standard A11.

95. However due to the exceptionally small size of the subject site, the relevant test in this instance is whether the proposal meets the objective of Clause 54.04-2 which is:

> *To ensure that the location, length and height of a wall on a boundary respects the existing or preferred neighbourhood character and limits the impact on the amenity of existing dwellings.*

96. The surrounding area comprises many attached dwellings and deep/high boundary walls due the narrow lot widths. The subject site is narrow and has a modest overall area, accordingly the proposed non-compliances with Standard A10 are acceptable from a neighbourhood character perspective.

97. The location, height and length of the proposed on-boundary wall would not cause unreasonable amenity impacts for the following reasons:

- The northern boundary wall would abut a simultaneously constructed boundary wall at ground floor level of No. 64 Lord Street and the upper floors which are setback from the boundary do not have any windows. The proposal wall therefore would not impact daylight access or present visual bulk to internal areas of the dwelling.
- The northern boundary wall would also be located adjacent to a 1m wide length of private open space which is not considered wide enough for recreation and currently has an outlook to the built form of the existing dwelling. The northern boundary wall would have limited impact on the SPOS area to the rear of the dwelling at No. 64 Lord Street given that it does not extend beyond the dwelling.

Clause 54.04-3 (Daylight to existing windows objective) - Standard A12:

98. Standard A12 requires:

> *Buildings opposite an existing habitable room window should provide for a light court to the existing window that has a minimum area of 3 square metres and minimum dimension of 1 metre clear to the sky. The calculation of the area may include land on the abutting lot.*
> *Walls or carports more than 3 metres in height opposite an existing habitable room window should be set back from the window at least 50 per cent of the height of the new wall if the wall is within a 55 degree arc from the centre of the existing window. The arc may be swung to within 35 degrees of the plane of the wall containing the existing window.*

99. With a maximum wall height of 9m, the maximum distance the proposed dwelling would need to be setback from an opposite habitable room window would be 4.5m in accordance with Standard A12.

100. There are no habitable room windows facing the proposal within 4.5m of any wall greater than 3m in height, therefore the dwelling would not impact the light court of any existing habitable room windows and meets Standard A12.

Clause 54.04-5 (Overshadowing open space objective) – Standard A14:

101. Standard A14 requires:

> *Where sunlight to the secluded private open space of an existing dwelling is reduced, at least 75 per cent, or 40 square metres with minimum dimension of 3 metres, whichever is the lesser area, of the secluded private open space should receive a minimum of five hours of sunlight between 9 am and 3 pm on 22 September. If existing sunlight to the secluded private open space of an existing dwelling is less than the requirements of this standard, the amount of sunlight should not be further reduced.*

102. The objective of Clause 54.04-5 is:

> *To ensure buildings do not unreasonably overshadow existing secluded private open space.*

103. The shadow diagrams indicate that less than 75% of SPOS area to the rear of No. 10 Murray receives sunlight at each hour between 9am and 3pm. Accordingly, the proposal does not comply with Standard A14 given that it is proposed to increase the overshadowing impact at 9am. Despite this, the increase in overshadowing would be just 0.5m^2 which is not unreasonable in the context and the dwelling would continue to receive an acceptable level of sunlight throughout the day, therefore the proposal meets the objective of Clause 54.04-5.

104. The shadow diagrams demonstrate that the proposal would not result in any additional overshadowing impacts to the SPOS area of any other dwelling in the surrounding area between 9am and 3pm, therefore the proposal meets Standard A15 with regard to these properties, irrespective of whether the adjoining properties receive 75% sunlight for at least 5 hours.

Clause 54.04-6 (Overlooking objective) – Standard A15:

105. The objective of Clause 54.04-6 is:

> *To limit views into existing secluded private open space and habitable room windows.*

106. Relevantly, Standard A15 requires:

> *A habitable room window, balcony, terrace, deck or patio should be located and designed to avoid direct views into the secluded private open space and habitable room windows 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.*
>
> *A habitable room window, balcony, terrace, deck or patio with a direct view into a habitable room window of existing dwelling 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, or*
> - *Have sill heights of at least 1.7 metres above floor level, or*
> - *Have obscure glazing in any part of the window below 1.7 metres above floor level, or*

- *Have permanently fixed external screens to at least 1.7 metres above floor level and be no more than 25 per cent transparent.*
- *Obscure glazing in any part of the window below 1.7 metres above floor level may be openable provided that there are no direct views as specified in this standard.*

Screens used to obscure a view should be:

- *Perforated panels or trellis with a maximum of 25 per cent openings or solid translucent panels.*
- *Permanent, fixed and durable.*
- *Designed and coloured to blend in with the development.*

This standard does not apply to a new habitable room window, balcony, terrace, deck or patio which faces a property boundary where there is a visual barrier at least 1.8 metres high and the floor level of the habitable room, balcony, terrace, deck or patio is less than 0.8 metres above ground level at the boundary

107. A habitable room window refers to:

Any room of a dwelling or residential building other than a bathroom, laundry, toilet, pantry, walk-in wardrobe, corridor, stair, lobby, photographic darkroom, clothes drying room and other space of a specialised nature occupied neither frequently nor for extended periods.

108. There are no SPOS areas or habitable room windows within 9m of the east-facing habitable room windows at all levels or the eastern and northern perimeters of the east-facing second floor terrace, therefore no screening is required for these elements.

109. The finished floor level of the ground floor is less than 800mm above the ground level at the title boundaries, and the rear fences are at least 1.8m in height. As such, screening to the north-facing rumpus room window and the south-facing bed 3 window is not required.

110. The south-facing rumpus room and guest bed windows at ground floor level have sill heights 1.7m above the finished floor level in accordance with Standard A15.

111. The north-facing family room windows at first floor level are fixed obscure glass to a minimum of 1.7m above the finished floor level in accordance with Standard A15.

112. The north-facing bed 2 window has a sill height 1.8m above the finished floor level in accordance with Standard A15.

113. The northern, western and southern perimeters of the terrace at first floor level are screened to 1.7m above the finished floor level with obscure glass in accordance with Standard A15. The obscure glass screens also prevent the west and south-facing living room windows at first floor level from overlooking.

114. The northern, western and southern perimeters of the west-facing terrace at second floor level are screened to 1.7m above the finished floor level with obscure glass in accordance with Standard A15. The obscure glass screens also prevent the west-facing master bed windows at second floor level from overlooking.

115. There are no SPOS areas or habitable room windows within 9m of the north-facing sitting room window at second floor level (the east-facing first floor balcony at No. 64 Lord Street is not considered to be ‘SPOS’ given it is currently exposed to Lord Street and does not enjoy a high level of privacy).

116. The south-facing sitting room window at second floor level fixed obscure glass to a minimum of 1.7m above the finished floor level in accordance with Standard A15.

117. The north-facing windows and SPOS area to the northern side of the dwelling at No. 70 Lord Street are within 9m and 45 degrees of the southern perimeter of the eastern second floor terrace (refer to figure 13 below). The southern side of the eastern second floor terrace has a 1m high balustrade with a ‘void’ above which does not meet Standard A15.

118. A permit condition should therefore require that the southern perimeter of the eastern terrace at second floor be screened in accordance with the objective of Clause 54.04-6 (Overlooking).

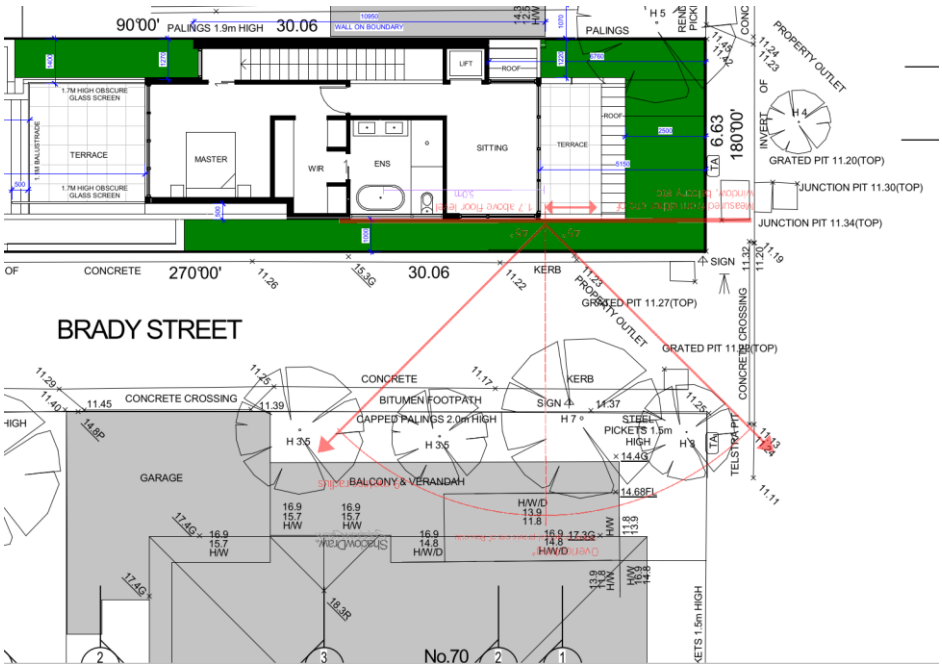


Figure 13: 9m 'cone of vision' from the southern perimeter of the east-facing second floor terrace.

Clause 54.05-1 (Daylight to new windows objective) – Standard A16:

119. All proposed habitable room windows face a minimum 3m^2 light court (with 1m clear to the sky) or otherwise a verandah/canopy that is open for at least one third.

120. The proposal therefore meets the objective and standard of Clause 54.05-1.

Clause 54.05-2 (Private open space objective) – Standard A17:

121. The objective of Clause 54.05-2 is:

> *To provide adequate private open space for the reasonable recreation and service needs of residents.*

122. Standard A17 requires:

> *A dwelling should have private open space of an area and dimensions specified in a schedule to the zone.*
>
> *If no area or dimensions is specified in a schedule to the zone, a dwelling should have private open space consisting of an area of 80 square metres or 20 per cent of the area of the lot, whichever is the lesser, but not less than 40 square metres. At least one part of the private open space should consist of secluded private open space with a minimum area of 25 square metres and a minimum dimension of 3 metres at the side or rear of the dwelling with convenient access from a living room.*

123. The first floor terrace SPOS area, which is accessible via the family room would have a total area of 23m^2 with a minimum dimension of 3m. Additionally, a 13m^2 ground level private open space area and two further terraces at second floor level are provided. The proposal is therefore considered to provide adequate private open space for the recreation and service needs of residents despite not meeting the minimum requirements of Standard A17.

124. The proposal therefore meets the objective of Clause 54.05-2.

Clause 54.06-2 (Front fences objective) – Standard A20:

125. The proposed front fence has a maximum height of 1.0m which does not exceed the maximum height specified in Clause 54.06-2 Standard A20.

126. The proposal therefore meets the objective and standard of Clause 54.06-2.

Built form and design:

127. Clause 22.10 (Built Form and Design) and Clause 22.13 (Residential Built Form) apply to the proposed development as the subject site is not affected by the Heritage Overlay. The following section will cover the assessment of the proposal against the relevant design objectives and guidelines.

128. The design objectives and guidelines at Clause 22.10-3.2 (Urban form and Character) are not considered relevant to the proposed development of an existing lot for a single dwelling and therefore will not be addressed in the assessment. Furthermore, there is significant overlap between the design objectives and guidelines at Clause 22.10-3.5 and the objectives and standards of Clause 54.03-4 (Permeability objective) and Clause 54.03-5 (Energy efficiency protection objectives). Accordingly, these design and objectives will not be addressed in the assessment below.

Setbacks and building height:

129. A design objective at Clause 22.10-3.3 is:

> *To ensure that the setbacks of new development complement the desired neighbourhood character of the area (as identified in the Site Analysis Plan and Design Response, the Municipal Strategic Statement and any relevant local planning policies).*

130. As discussed in the assessment of the proposal against Clause 54.04-1 (Side and rear setbacks) and Clause 54.04-2 (Walls on boundaries), the extensive boundary walls and narrow side setbacks are necessitated by the narrow lot width and modest site area. Furthermore, the fine grain subdivision pattern has resulted in a prevailing character of boundary walls and limited building separation. Accordingly, the proposed side and rear setbacks are consistent with the character of the area.

131. Further relevant design objective at Clause 22.10-3.3 are:

> *To ensure that the height of new development is appropriate to the context of the area (as identified in the Site Analysis Plan and Design Response) and respects the prevailing pattern of heights of the area where this is a positive contribution to neighbourhood character.*
> *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.*

132. As demonstrated in the surrounding area, there is a prevailing character of modern double storey dwellings. Notably, all of the properties adjoining and opposite the subject site are developed with modern double storey dwellings and there is a recent triple storey townhouse development at 54-56 Lord Street just 20m north from the subject site.

133. The development of a triple storey dwelling with a 9m overall height is therefore acceptable having regard to the prevailing pattern of heights in the immediately surrounding area (and accords with the mandatory height limit of the GRZ2).

134. However, the second floor has not been appropriately massed to limit visual bulk and relate the triple storey built form of the proposed dwelling to the adjacent double storey buildings. In particular, the ‘arms’ which connect the balustrade of the eastern second floor terrace to the second floor façade/roof diminish the benefit of the secondary upper floor setback and result in the presentation of unnecessary visual bulk to Lord Street.

135. Council’s Urban Design Unit has advised that chamfered ‘arms’ element the effect of densifying the form compared to a simple rectilinear setback.

136. A permit condition should therefore require that the ‘arms’ connecting the balustrade of the eastern second floor terrace to the second floor façade/roof be deleted.

137. Subject to the condition mentioned above, the proposal is therefore consistent with the objective of Clause 22.10-3.3

Street and Public Space Quality:

138. Clause 22.10-3.4 includes the following objectives:

- *To ensure ground level façade and boundary treatments interface positively with the street and public domain treatments interface positively with the street and public domain.*
- *To ensure that new development enhances public safety and the pedestrian experience.*
- *To ensure that access and views to public open spaces are provided where possible.*
- *To create attractive and active interfaces with the public domain whilst maintaining a sense of public space.*
- *To ensure the building presents visually interesting elevations on all faces visible from the public domain.*
- *To provide pedestrian/human scaled design at street level.*

139. As discussed earlier in the Clause 54.02-2 assessment, the dwelling has been appropriately orientated to front Lord Street and the provision of east-facing habitable room windows at ground and first floor level and an east-facing second floor balcony promotes the observation of the streetscape. It is noted that the vertical fins to the first floor bedroom window are only 3mm thick while spaced 200mm apart to ensure the street is visible.

140. It is proposed to clad the ground level façade with dark brickwork which is a high quality and durable material that is also compatible with the traditional materials and finishes in the surrounding area.

141. The plans do not specify the material and finish of the garage door. Council's Urban Design Unit has advised that a finish that incorporates transparency is preferred. Given that the garage door is not a habitable room and typically provides security to vehicle and storage, providing a transparent finish is not considered necessary in this instance. Notwithstanding this, the plans do not specify any material and finish for the garage door, this should therefore be addressed via permit condition.

142. The proposal is unable to provide surveillance of Brady Street due overlooking limitations associated with the existing SPOS area to the north of the dwellings at No. 10 Brady and 70 Lord Street. However, there are highlight windows and a mixture of high-quality materials to ensure this interface presents as visually interesting.

143. The proposal is therefore consistent with the objectives of Clause 22.10-3.4.

Inner Suburban Residential Areas:

144. Clause 22.13-3.2 provides the following design response for inner suburban residential areas:

> *Built form dominated residential areas with small gardens (if any) and minimal front and side setbacks.*
>
> ***Design Response***
>
> - *Maintain the existing pattern of front setbacks.*
> - *Landscape the front setback in a style that reinforces the garden character (if any) of the streetscape.*
> - *Where the general pattern of development includes gaps between buildings, include a setback on at least one side of the building.*
> - *Orient buildings at right angles to the street frontage.*
> - *Provide front fencing that is open (unless the building is zero front setback).*
> - *On single house sites in areas with generally consistent building heights, limit variations in height to a maximum of one storey compared to the adjacent properties.*

145. The proposed dwelling is consistent with the preferred design response for dwellings in *Inner Suburban Residential Areas* for the following reasons:

- The proposed setback to Lord Street (minimum 2.50m) is consistent with the prevailing character of modest setbacks in immediately surrounding area which are in the order of 2.70m;
- The ground floor plan indicates that the front setback is to be landscaped/lawn which is consistent with the modest garden character of the streetscape;
- The surrounding area, particularly the examples of modern townhouses, does not include gaps between buildings, therefore the boundary to boundary built form of the proposal is acceptable, especially given the upper floors are only built to the northern side boundary;
- The triple storey height of the building does not exceed the height of the dwellings on adjacent properties by more than one storey given these dwellings are all double storey.

Car parking / traffic:

146. The original application plans were referred to Council's Engineering Unit who objected to the construction of an additional crossover to Brady Street and garage to the east of the existing crossover on the basis that it would not be accessible if a car was parked in the existing permit car parking zone located on the opposite side of Brady Street.

147. The amended plans lodged pursuant to Section 57A show the additional crossover and eastern garage entry deleted in accordance with the advice from Council's Engineering Unit.

148. Council Engineering Unit has confirmed they have no objection to the continual use of the existing crossover by virtue of its previous and existing use in providing access for a vehicle (and aerial images which confirm that a vehicle has been parked recently in this space).

149. As noted in the *Planning Scheme Provisions* section of this report, a permit is not required to reduce the car parking space requirements for the proposed dwelling given that existing dwelling on the land also has three bedrooms with only 1 on-site car parking space.

Objector concerns:

150. The following issues raised in objections have already been addressed in the assessment section of this report:

- design (height, scale, bulk, character);
- amenity (off-site, on-site, overlooking, overshadowing/loss of light);

151. The outstanding issues are addressed in detail below:

- *Loss of views:*

  The owner of No. 67A Lord Street has objected to the application on basis that the proposed dwelling would block views of St Ignatius Church to the west. The St Ignatius Church Spire is located some 580m from the first floor balcony at No. 67A Lord Street, at a slight south-eastern trajectory. The objector has provided a photograph from their west-facing first floor balcony (refer to figure 14 below).

  Loss of 'views' is an issue commonly raised in planning objections, particularly in a municipality such as the City of Yarra which has many significant landmarks and city views. This issue has been considered by the Victorian Civil and Administrative Tribunal in the past; with the following commentary regarding the loss of views made in O'Connell Street Developments PL v Yarra CC [2003] VCAT 448 (30 April 2003):

[148] *Another concern raised by the residents of the Kayser building relates to the impact on views. At present, apartments facing towards the subject land enjoy expansive views towards the south. The proposed building will have an impact on part of those views. In considering this issue we refer to the following extract from the Tribunal's decision in Ariss and Morrow v Surf Coast Shire (1995/843 and 2048 unreported, editorial comment 14 AATR 294-5) which conveniently sets out the accepted principles on the issue of views:*

> *(a) there is no legal right to a view;*
>
> *(b) views form part of the existing amenity of a dwelling and their loss is a relevant consideration to be taken into account;*
>
> *(c) the availability of views must be considered in light of what constitutes a reasonable sharing of those views; and*
>
> *(d) added emphasis will be placed on considerations (b) and (c) if the question of views is specifically addressed under the Planning Scheme.*

[149] *After having inspected the subject land, which included viewing it from one of the upper level apartments in the Kayser building, we are unable to find that the extent to which the proposed building will interrupt existing views will be unreasonable bearing in mind the principle that there is no legal right to a view and that the planning scheme provisions do not refer to the issue of view protection. The impact on views was not of concern to the Responsible Authority or to Mr Milner. Furthermore whilst the proposal will interrupt part of the existing view, substantial views will still be available from the upper level apartments.*

It would appear, based on a line measurement from the St Ignatius Spire to the balcony, that the proposed dwelling which is setback 2.5m from the eastern frontage to Lord Street and 1.0m from the southern frontage to Brady Street would not block views of the spire from the west-facing first floor balcony (refer to figure 15 below), however if the triple storey dwelling would block views of the spire, a double storey dwelling would also block views of the spire.

In the GRZ2, which allows the construction of a dwelling up to a height of 9m and three storeys, it would be unreasonable for Council to limit the height of a dwelling to two storeys, even worse one storey, to preserve a view of a spire at a distance of 581m away, especially given that the tribunal has established that *there is no legal right to a view.* In an inner urban situation, a view is something that is unexpectedly enjoyed and cannot be the sole or even major determinant of what type of development may be permitted in adjacent areas.



Figure 14: Photo from west-facing balcony at No. 67A Lord Street (attached to objection).

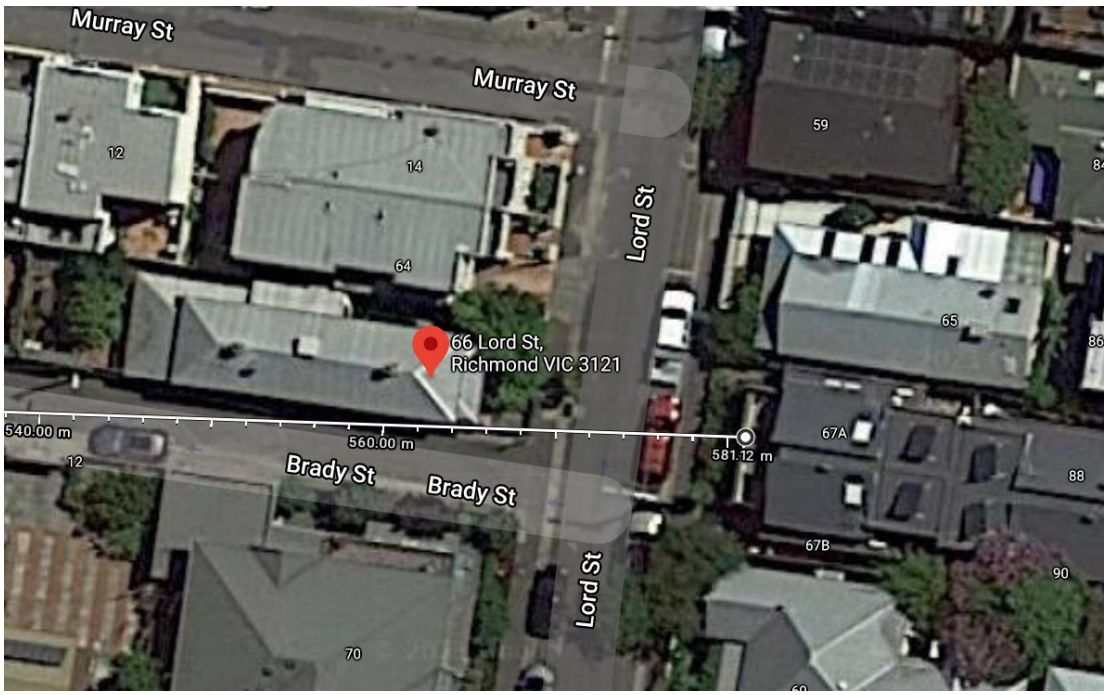


Figure 15: Straight line measurement from St Ignatius Spire to west-facing balcony at No. 67A Lord Street (Source: Google Maps).

- *Property devaluation:*

  In a similar vein, it would unreasonable to refuse the development of the land for an as of right dwelling due impacts on property value as a result of the loss of a view. Furthermore, as confirmed in the Clause 54 assessment, the proposed dwelling would not cause any unreasonable overlooking, visual bulk, overshadowing, and daylight impacts to the dwelling at 67A Lord Street which is located a minimum distance of 15m to the west, therefore the property value should not be unreasonably impacted in this regard

Conclusion

152. The proposed development is consistent with the objectives of Clause 54 and the relevant objectives and policies of the Planning Policy Framework and the Local Planning Policy Framework.

153. Accordingly, the proposal is an acceptable planning outcome, subject to the conditions recommended in this report.

RECOMMENDATION

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 +add.projects sheets TP22, TP24, TP26, TP28, TP41, TP52 & TP53 (P17 dated 28-Jan-21) and TP61-TP67 (P11 dated 23-Sep-20) but modified to show:

   (a) The northern family room wall at first floor level (where not constructed on the boundary) setback in accordance with Clause 54.04-1 Standard A10;
   (b) The northern privacy screen of the western second floor terrace balcony set back in accordance with Clause 54.01-1 Standard A10;
   (c) The west-facing master bedroom windows modified or screened in accordance with Clause 54.04-6 Standard A15;

   (d) A notation notation confirming the connection of the rainwater tank for re-use on site (i.e. toilets or garden irrigation);
   (e) The southern perimeter of the eastern at the second floor be screened in accordance with the objective of Clause 54.04-6 (Overlooking);
   (f) The ‘arms’ connecting the balustrade of the eastern second floor terrace to the second floor façade/roof deleted; and
   (g) The material and finish of the garage door.

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

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

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

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

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

6. Before the building is occupied, 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.

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

   (a) Monday-Friday (excluding public holidays) before 7 am or after 6 pm;
   (b) Saturdays and public holidays (other than ANZAC Day, Christmas Day and Good Friday) before 9 am or after 3 pm; or
   (c) Sundays, ANZAC Day, Christmas Day and Good Friday at any time.

8. This permit will expire if:

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

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

Notes:

A building permit may be required before development is commenced. Please contact Council's Building Services on 9205 5555 to confirm.

Provision must be made for drainage of the site to a legal point of discharge. Please contact Council's Building Services on 9205 5555 for further information.

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

Provision must be made for drainage of the site to a legal point of discharge. Please contact Council's Building Services on 9205 5555 for further information.

Attachments

1 PLN20/0563 - 66 Lord Street Richmond - Decision Plans

2 PLN20/0563 - 66 Lord Street Richmond - Advertising S52 - Application Form

3 PLN20/0563 - 66 Lord Street Richmond - Advertising S52 - Certificate of Title

4 PLN20/0563 - 66 Lord Street Richmond - Advertising S52 - Town Planning Report

5 PLN20/0563 - 66 Lord Street Richmond - Advertising S52 - Traffic Assessment Report

6 PLN20/0563 - 66 Lord Street Richmond - Advertising S52 - STORM Rating Report

7 PLN20/0563 - 66 Lord Street Richmond - Engineering Referral Response

8 PLN20/0563 - 66 Lord Street Richmond - Urban Design Referral Response

9 PLN20/0563 - 66 Lord Street Richmond - Urban Design Referral Response (2)

Attachment 1 - PLN20/0563 - 66 Lord Street Richmond - Decision Plans





66 LORD ST, RICHMOND

TP00	COVER SHEET	
TP01	SITE ANALYSIS	P11
TP02	SITE ANALYSIS - STREETSCAPE	P11
TP03	SITE ANALYSIS - STREETSCAPE	P11
TP05	DESIGN RESPONSE	P11
TP06	DESIGN RESPONSE - STREETSCAPE	P11
TP21	FLOOR PLAN - LG - EXIST	P11
TP22	FLOOR PLAN - LG	P17
TP24	FLOOR PLAN - L1	P17
TP26	FLOOR PLAN - L2	P17
TP28	ROOF PLAN	P17
TP41	ELEVATIONS	P17
TP51	SECTIONS	P17
TP52	SECTIONS	P17
TP53	SECTIONS	P17
TP61	SHADOW - 9.00 AM	P11
TP62	SHADOW - 10.00 AM	P11
TP63	SHADOW - 11.00 AM	P11
TP64	SHADOW - 12.00 PM	P11
TP65	SHADOW - 13.00 PM	P11
TP66	SHADOW - 14.00 PM	P11
TP67	SHADOW - 15.00 PM	P11





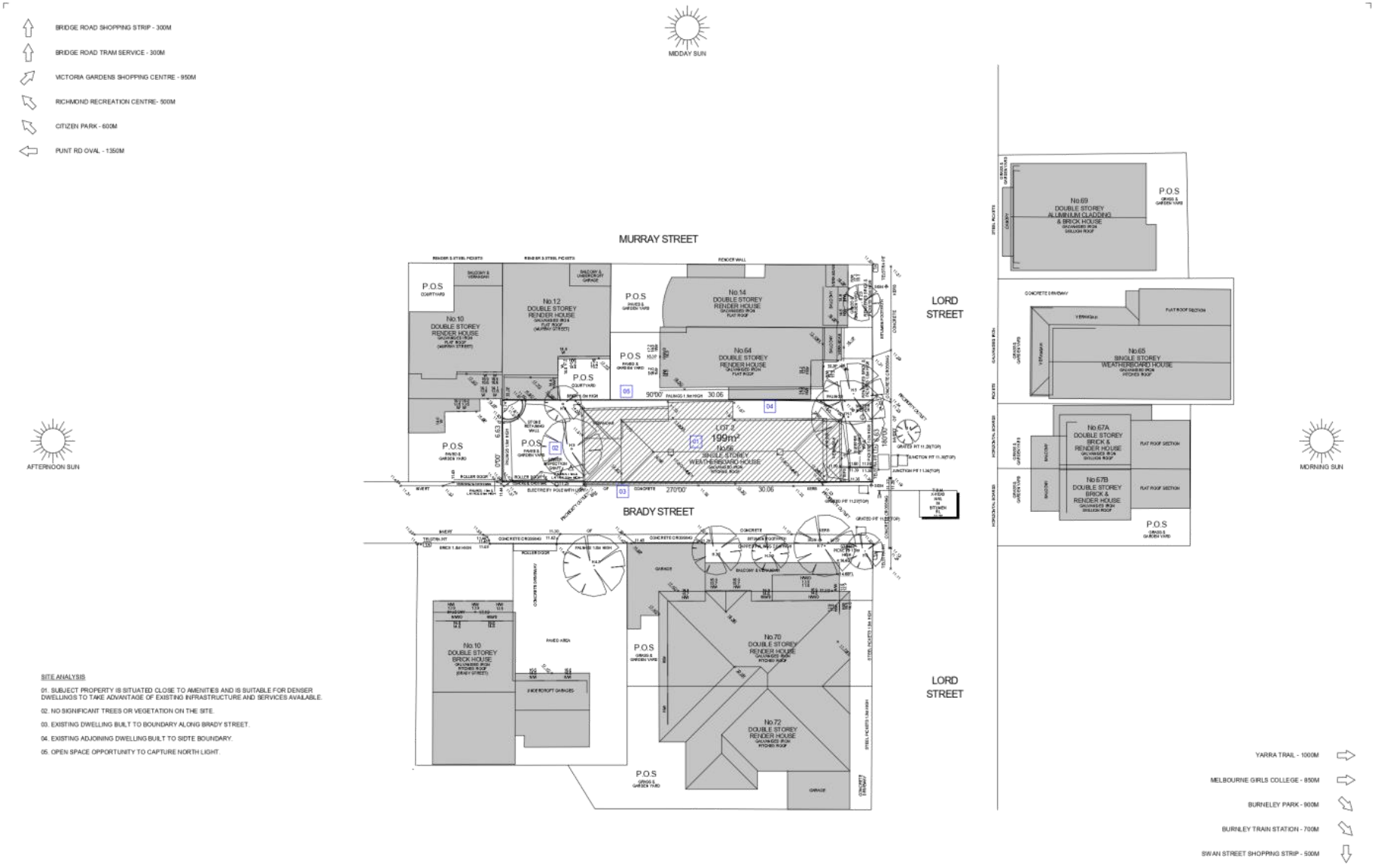
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Attachment 1 - PLN20/0563 - 66 Lord Street Richmond - Decision Plans



SITE ANALYSIS

01. SUBJECT PROPERTY IS SITUATED CLOSE TO AMENITIES AND IS SUITABLE FOR DENSER DWELLINGS TO TAKE ADVANTAGE OF EXISTING INFRASTRUCTURE AND SERVICES AVAILABLE.

02. NO SIGNIFICANT TREES OR VEGETATION ON THE SITE.

03. EXISTING DWELLING BUILT TO BOUNDARY ALONG BRADY STREET.

04. EXISTING ADJOINING DWELLING BUILT TO SIDTE BOUNDARY.

05. OPEN SPACE OPPORTUNITY TO CAPTURE NORTH LIGHT.

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REV	DATE	DESCRIPTION	
P6	2020-06-04	PRELIMINARY ISSUE - CLIENT REVIEW ONLY	6
P7	2020-06-24	PRELIMINARY ISSUE - CLIENT REVIEW ONLY	7
P8	2020-07-12	PRELIMINARY ISSUE - CLIENT REVIEW ONLY	8
P9	2020-07-17	PRELIMINARY ISSUE - CLIENT REVIEW ONLY	9
P10	2020-07-20	FOR PLANNING SUBMISSION	10
P11	2020-09-23	RESPONSE TO COUNCIL RFI	11

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Attachment 1 - PLN20/0563 - 66 Lord Street Richmond - Decision Plans



LORD ST - STREETSCAPE (EAST SOUTH)



LORD ST - STREETSCAPE (WEST SOUTH)

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P8	2020-07-12	PRELIMINARY ISSUE - CLIENT REVIEW ONLY	8
P9	2020-07-17	PRELIMINARY ISSUE - CLIENT REVIEW ONLY	9
P10	2020-07-20	FOR PLANNING SUBMISSION	10
P11	2020-09-23	RESPONSE TO COUNCIL RFI	11

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MURRAY ST - STREETSCAPE (FACING SOUTH)



MURRAY ST - STREETSCAPE (FACING NORTH)

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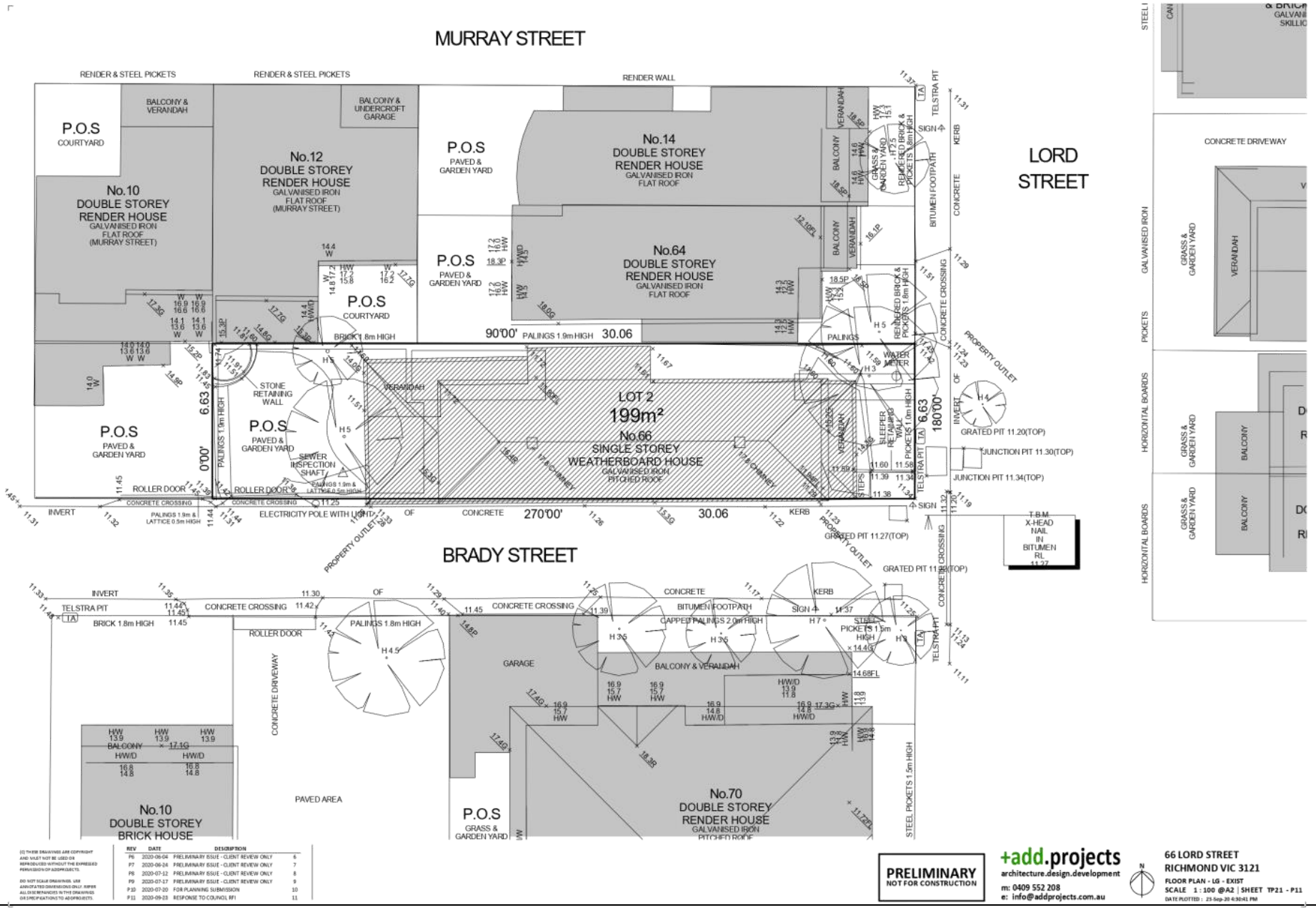
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P11	2020-09-23	RESPONSE TO COUNCIL RFI	11

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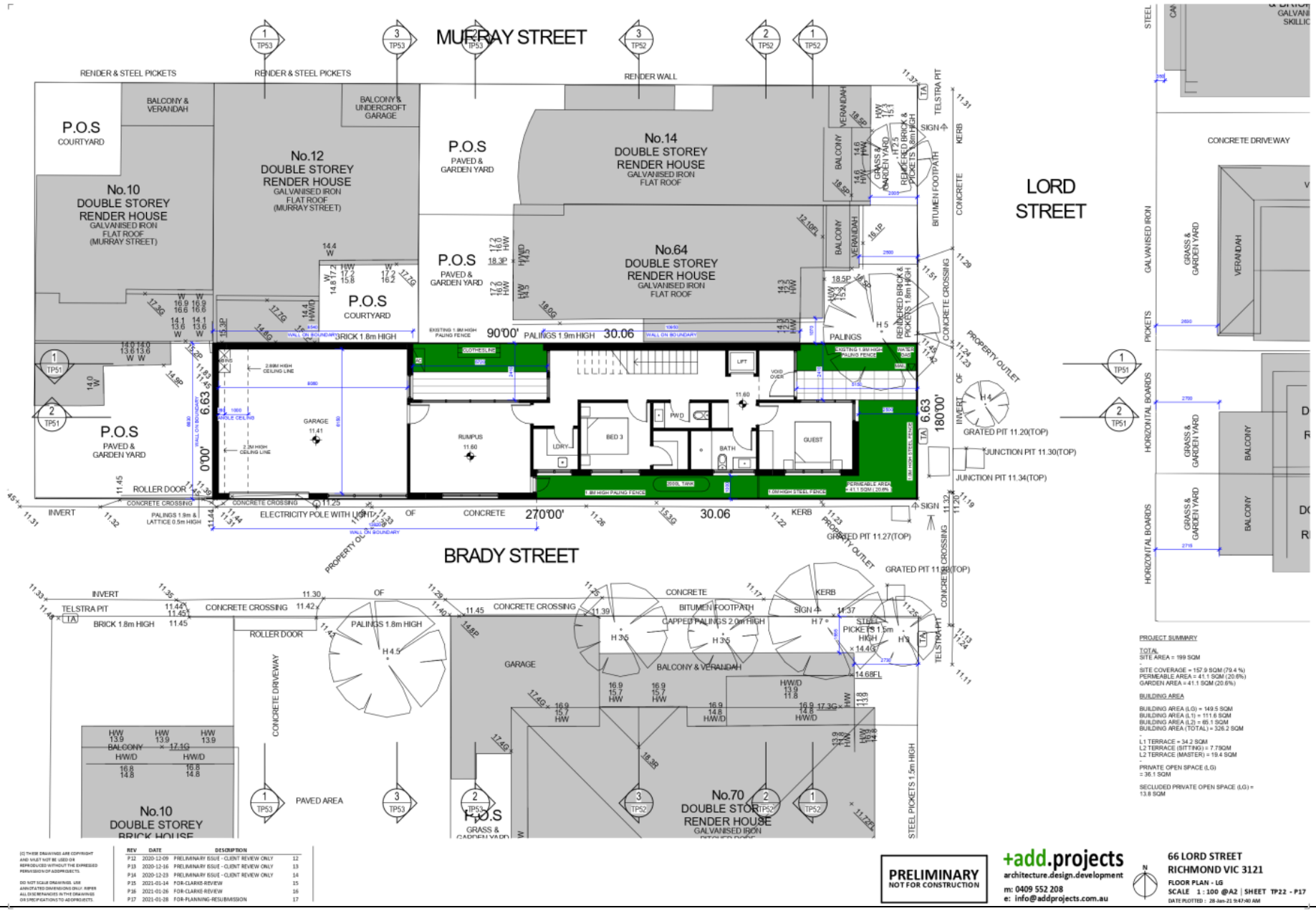
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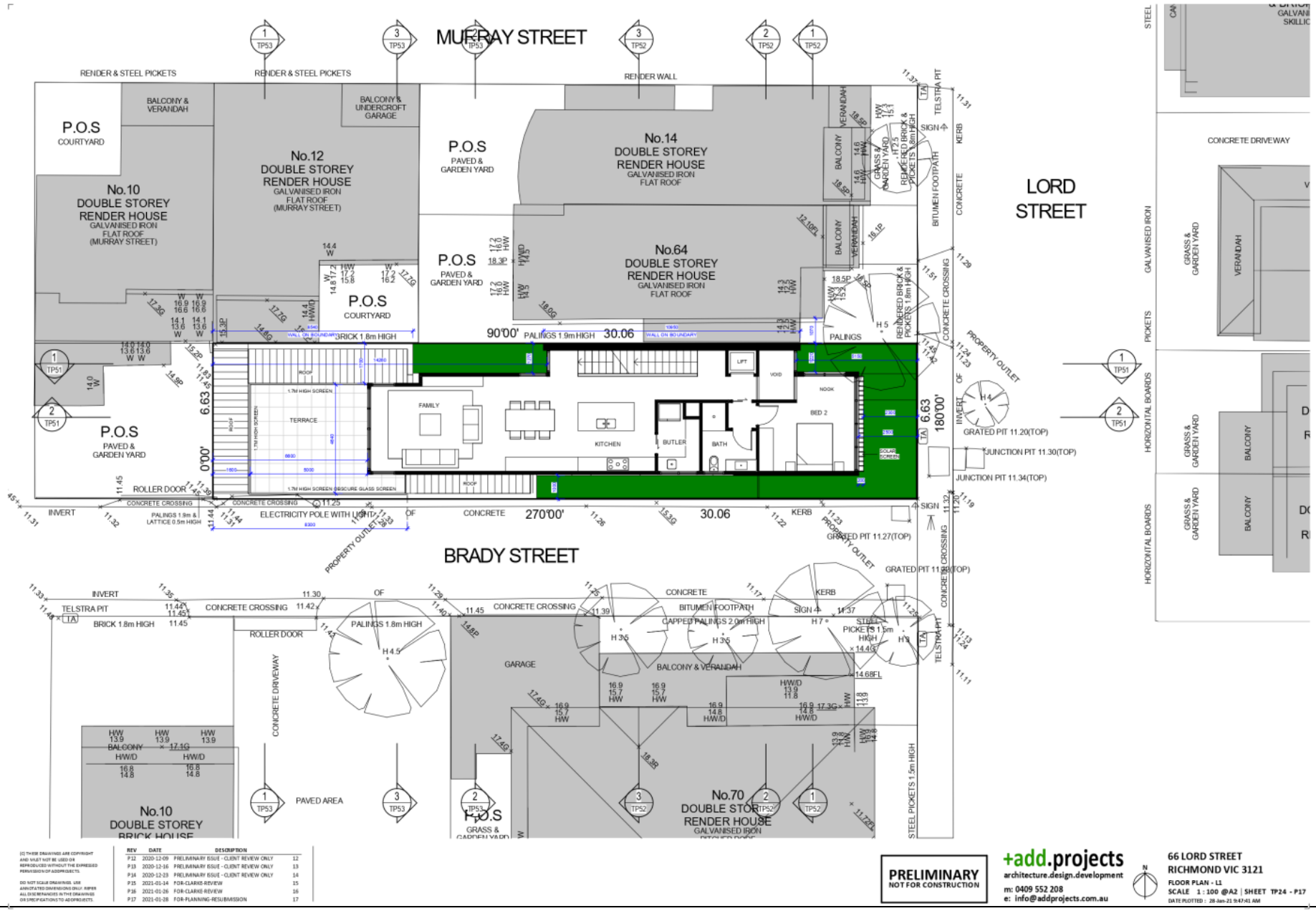
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REV	DATE	DESCRIPTION	
P12	2020-12-09	PRELIMINARY ISSUE - CLIENT REVIEW ONLY	12
P13	2020-12-16	PRELIMINARY ISSUE - CLIENT REVIEW ONLY	13
P14	2020-12-23	PRELIMINARY ISSUE - CLIENT REVIEW ONLY	14
P15	2021-01-14	FOR CLARKE REVIEW	15
P16	2021-01-26	FOR CLARKE REVIEW	16
P17	2021-01-28	FOR PLANNING RESUBMISSION	17

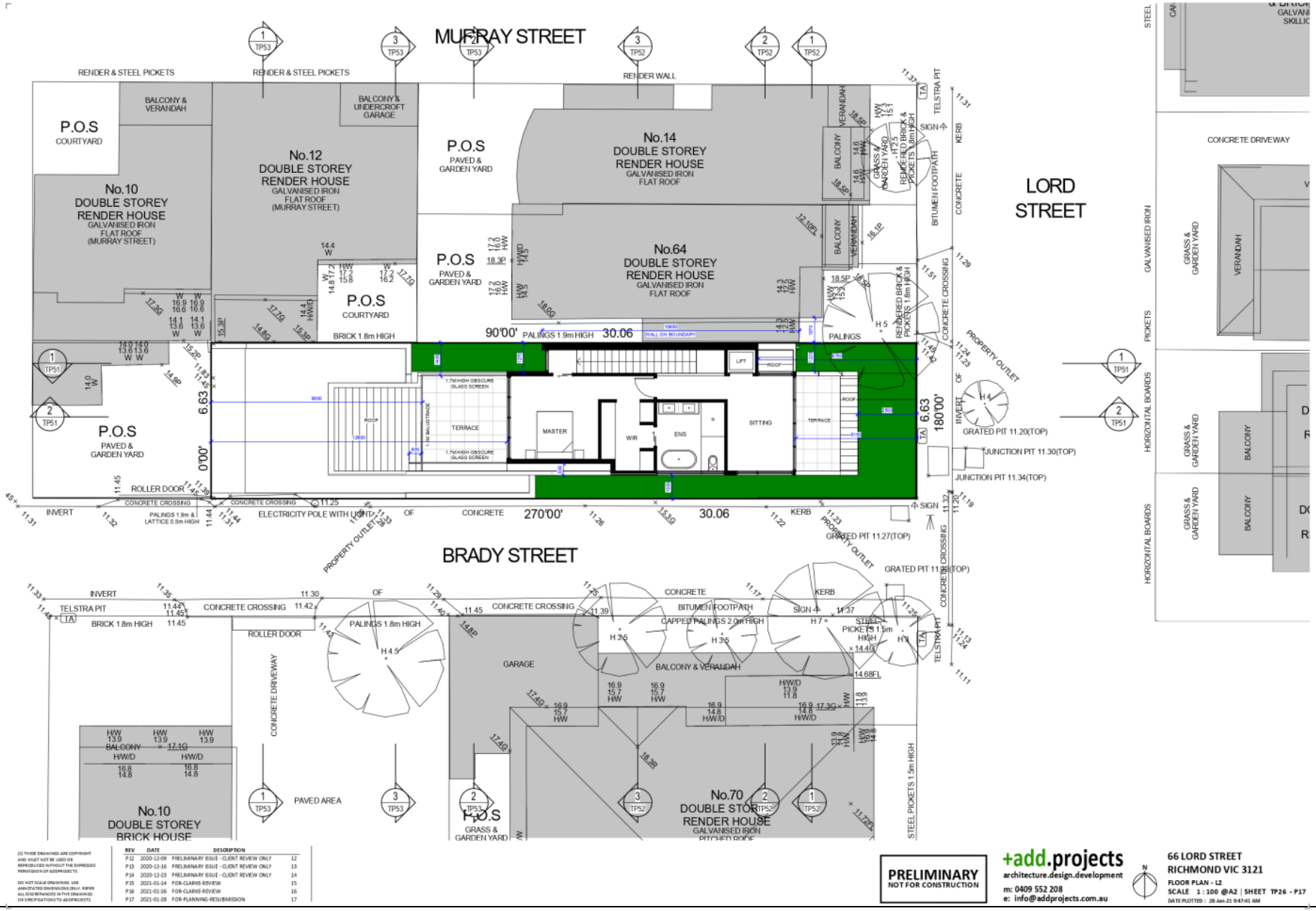
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P13	2020-12-16	PRELIMINARY ISSUE - CLIENT REVIEW ONLY	13
P14	2020-12-23	PRELIMINARY ISSUE - CLIENT REVIEW ONLY	14
P15	2021-01-14	FOR CLARKE REVIEW	15
P16	2021-01-26	FOR CLARKE REVIEW	16
P17	2021-01-28	FOR PLANNING RESUBMISSION	17

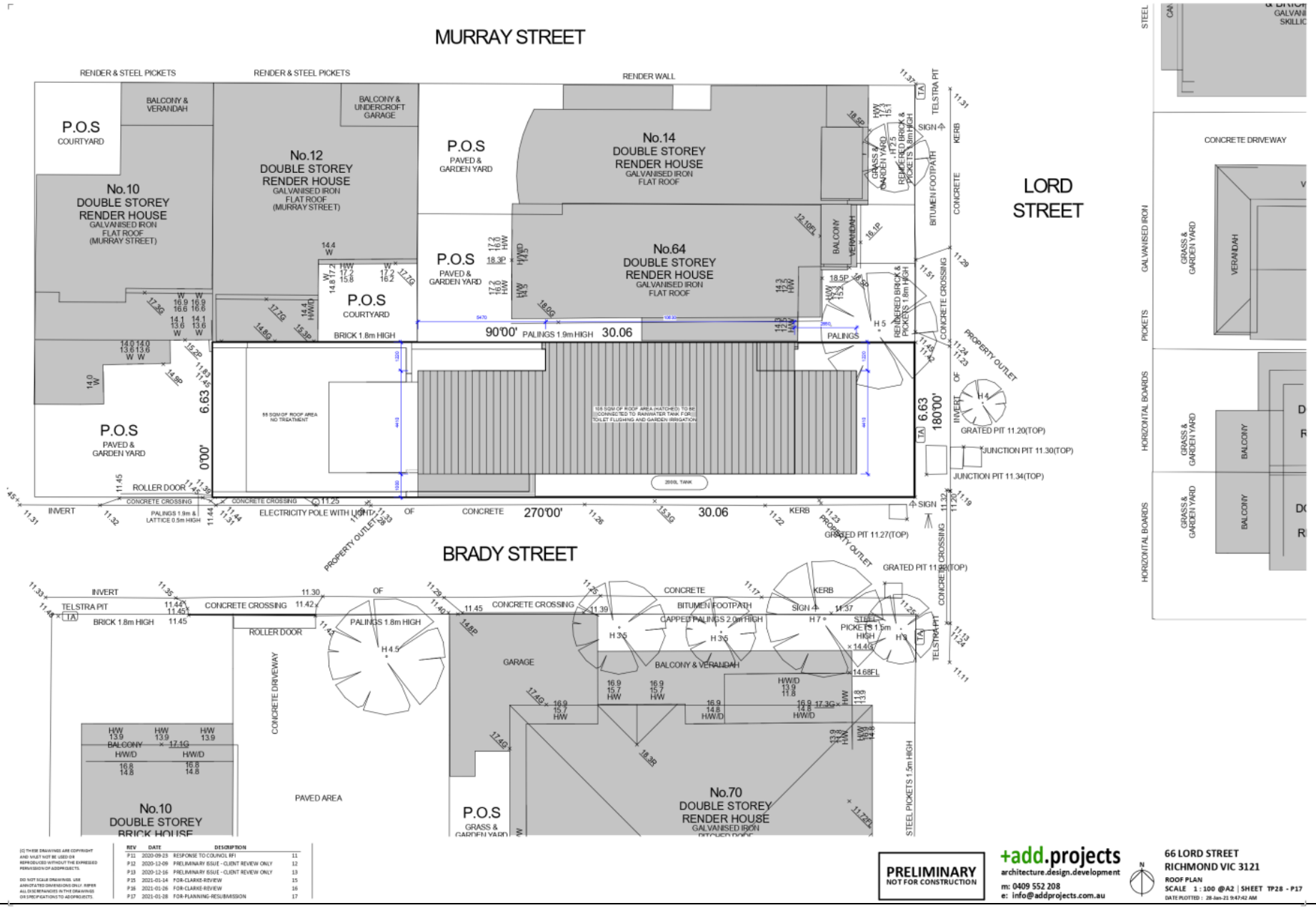
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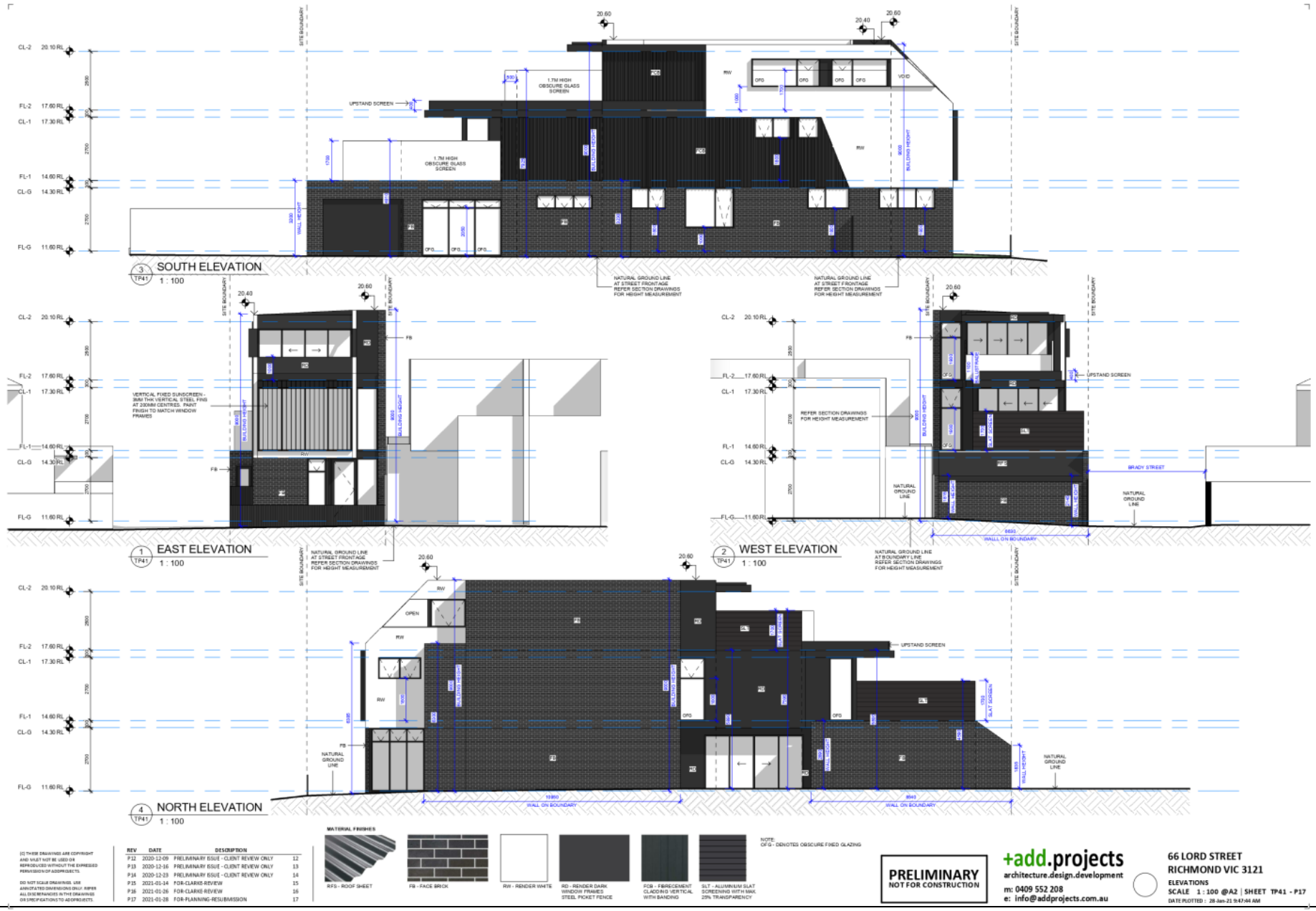
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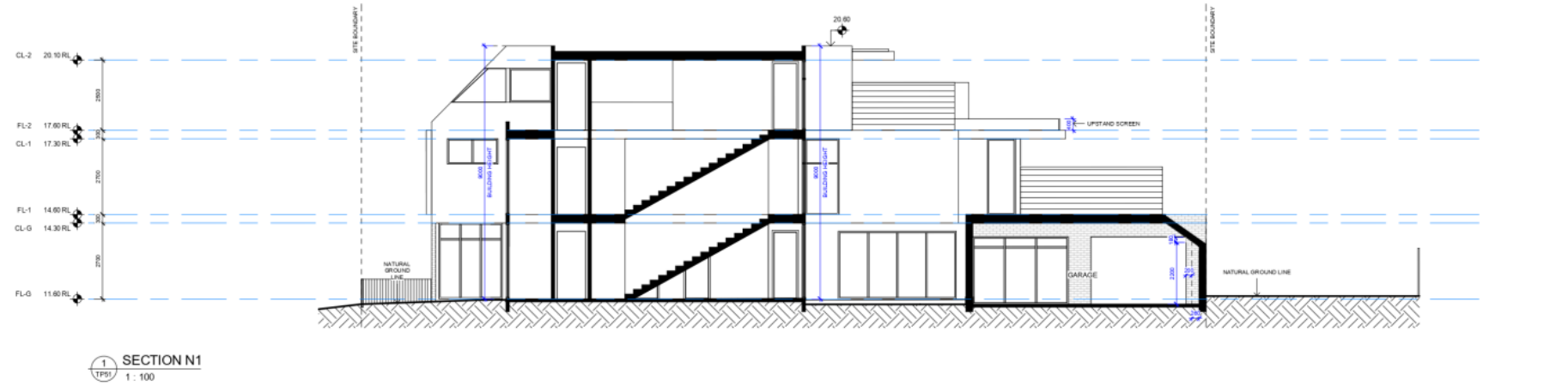
Attachment 1 - PLN20/0563 - 66 Lord Street Richmond - Decision Plans



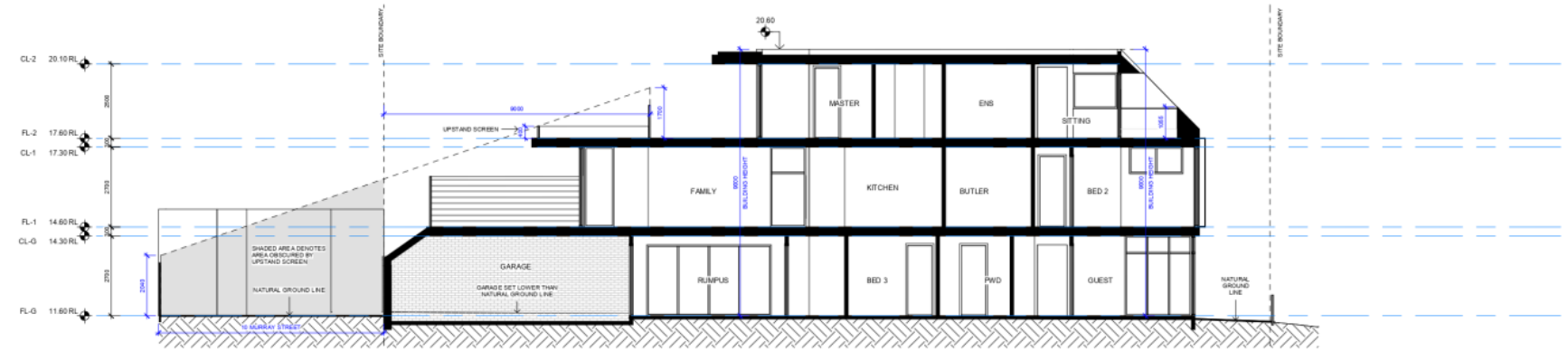
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Attachment 1 - PLN20/0563 - 66 Lord Street Richmond - Decision Plans



1 TP51 SECTION N1
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2 TP51 SECTION S1
1 : 100

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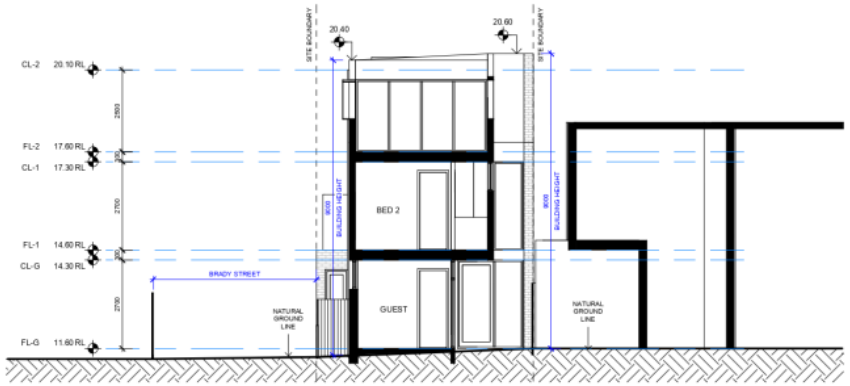
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P 14	2020-12-23	PRELIMINARY ISSUE - CLIENT REVIEW ONLY	14
P 15	2021-01-14	FOR-CLARKE-REVIEW	15
P 16	2021-01-26	FOR-CLARKE-REVIEW	16
P 17	2021-01-28	FOR-PLANNING-RESUBMISSION	17

PRELIMINARY
NOT FOR CONSTRUCTION

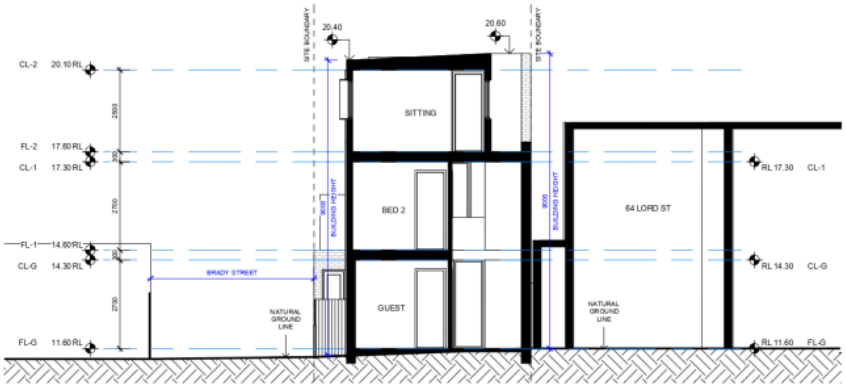
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m: 0409 552 208
e: info@addprojects.com.au

66 LORD STREET
RICHMOND VIC 3121
SECTIONS
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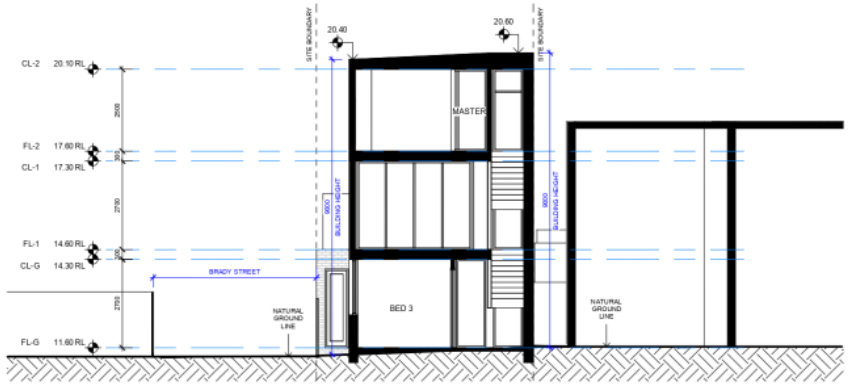
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1 TP52 SECTION E1
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2 TP52 SECTION E2
1 : 100



3 TP52 SECTION E3
1 : 100

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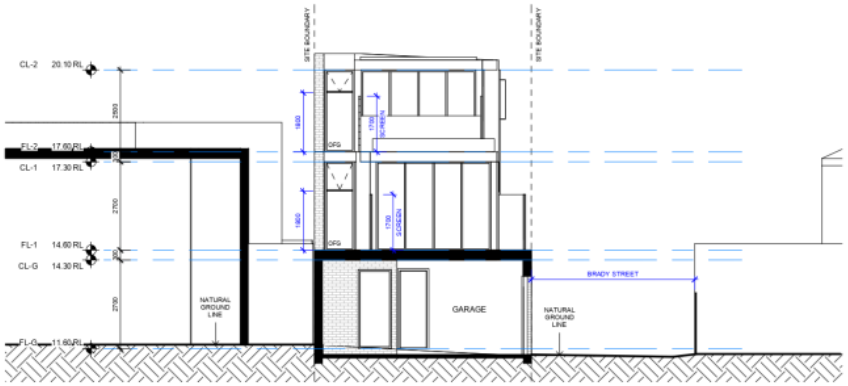
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P 15	2021-01-14	FOR-CLARKE-REVIEW	15
P 16	2021-01-26	FOR-CLARKE-REVIEW	16
P 17	2021-01-28	FOR-PLANNING-RESUBMISSION	17

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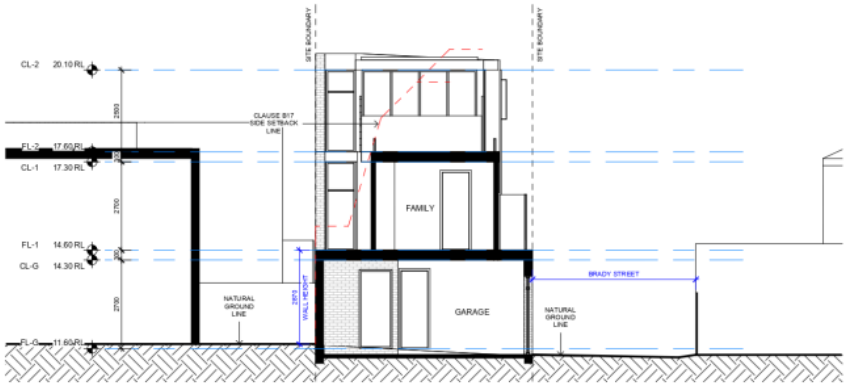
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66 LORD STREET
RICHMOND VIC 3121
SECTIONS
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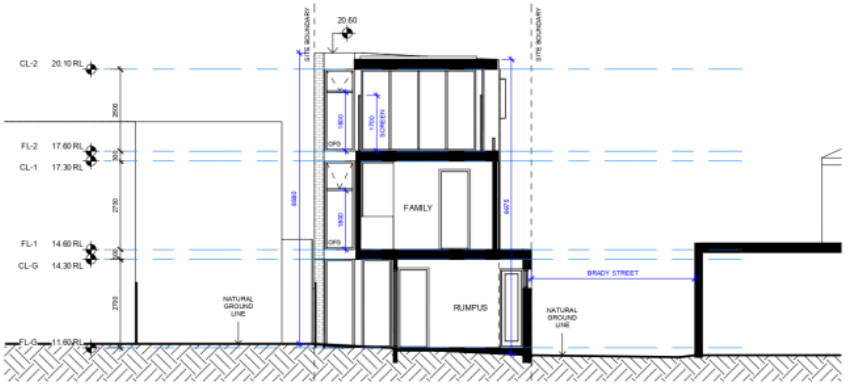
Attachment 1 - PLN20/0563 - 66 Lord Street Richmond - Decision Plans



1 TP53 SECTION W1
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3 TP53 SECTION W2
1 : 100



2 TP53 SECTION W3
1 : 100

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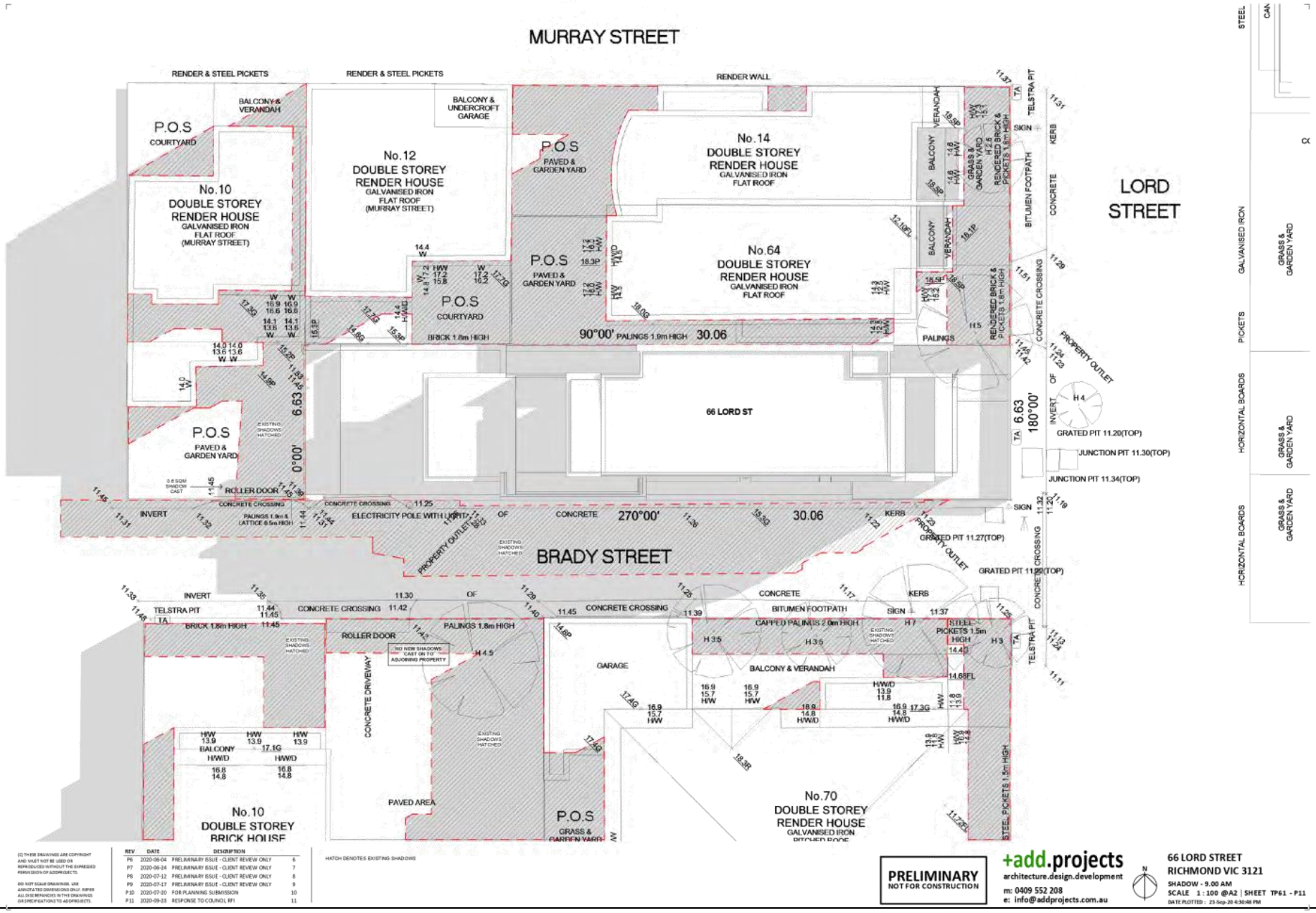
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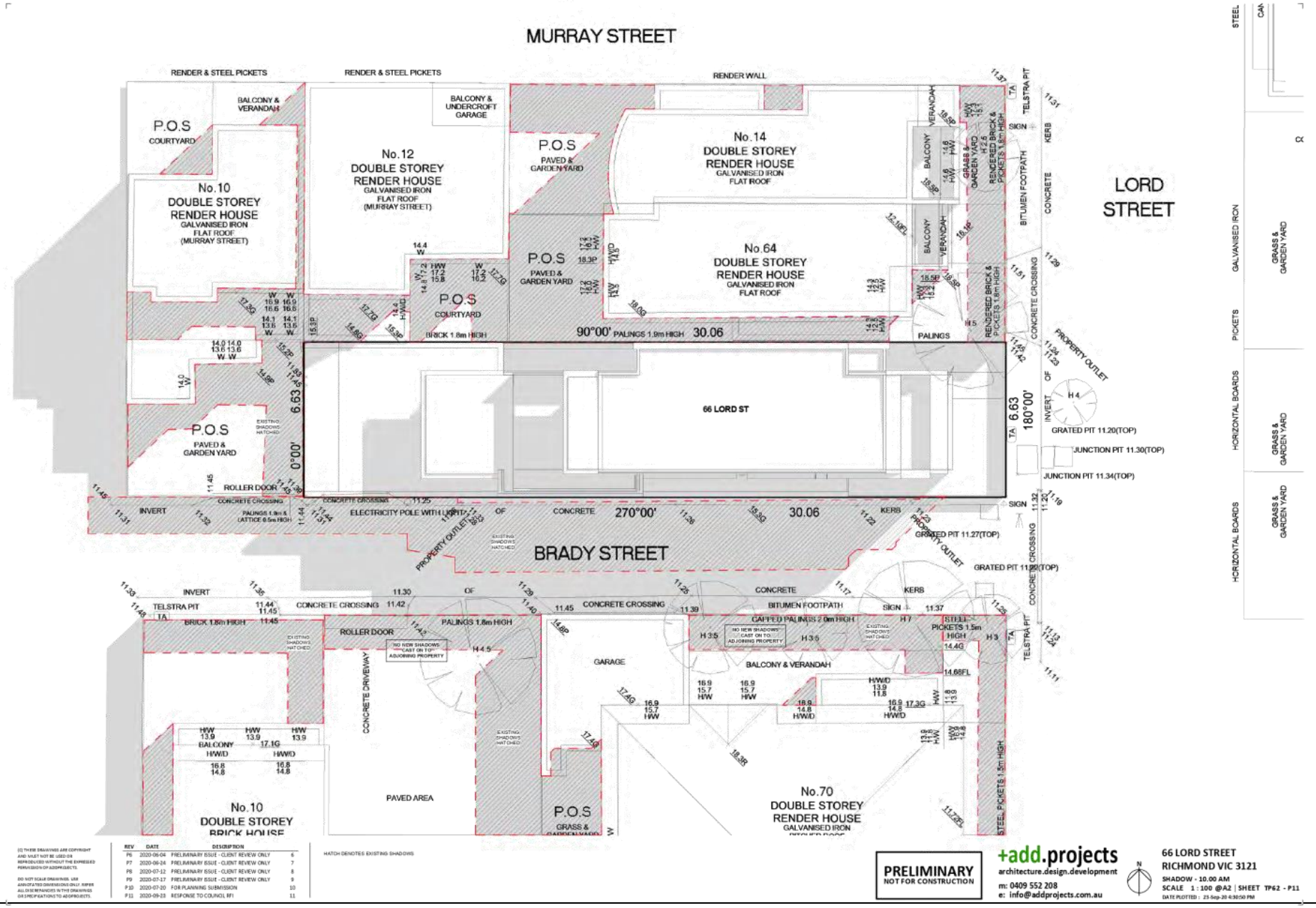
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66 LORD STREET
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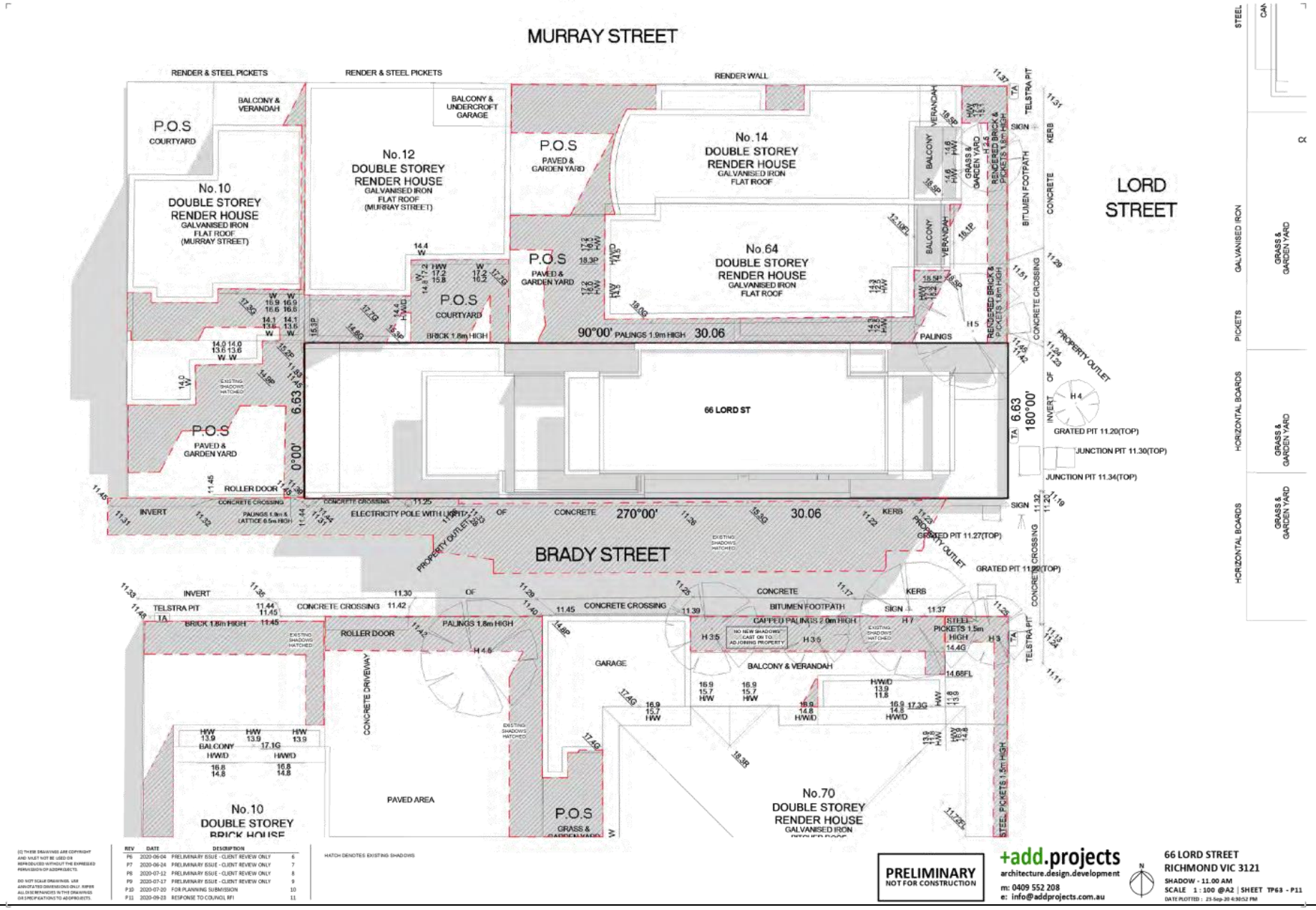
Attachment 1 - PLN20/0563 - 66 Lord Street Richmond - Decision Plans



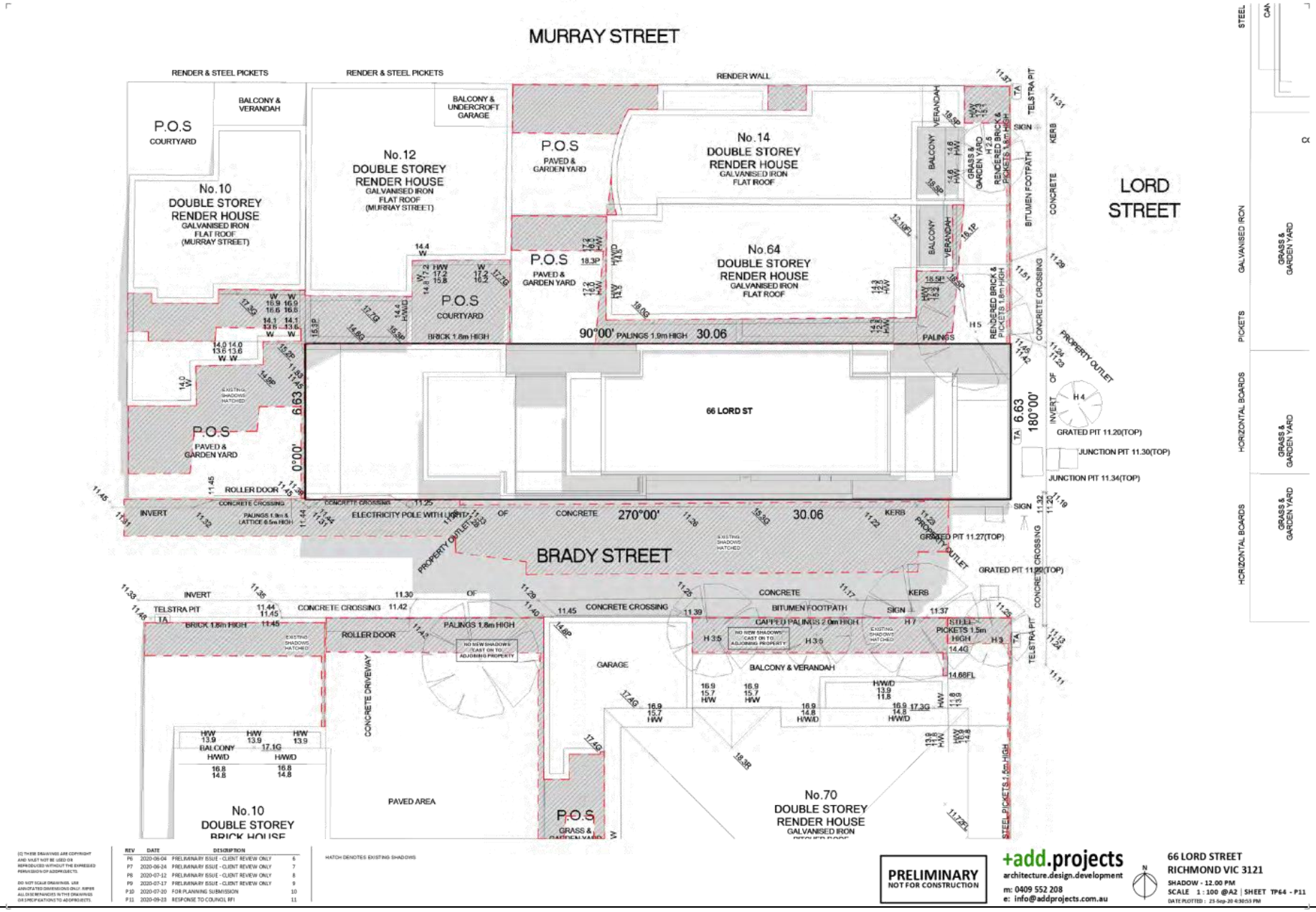
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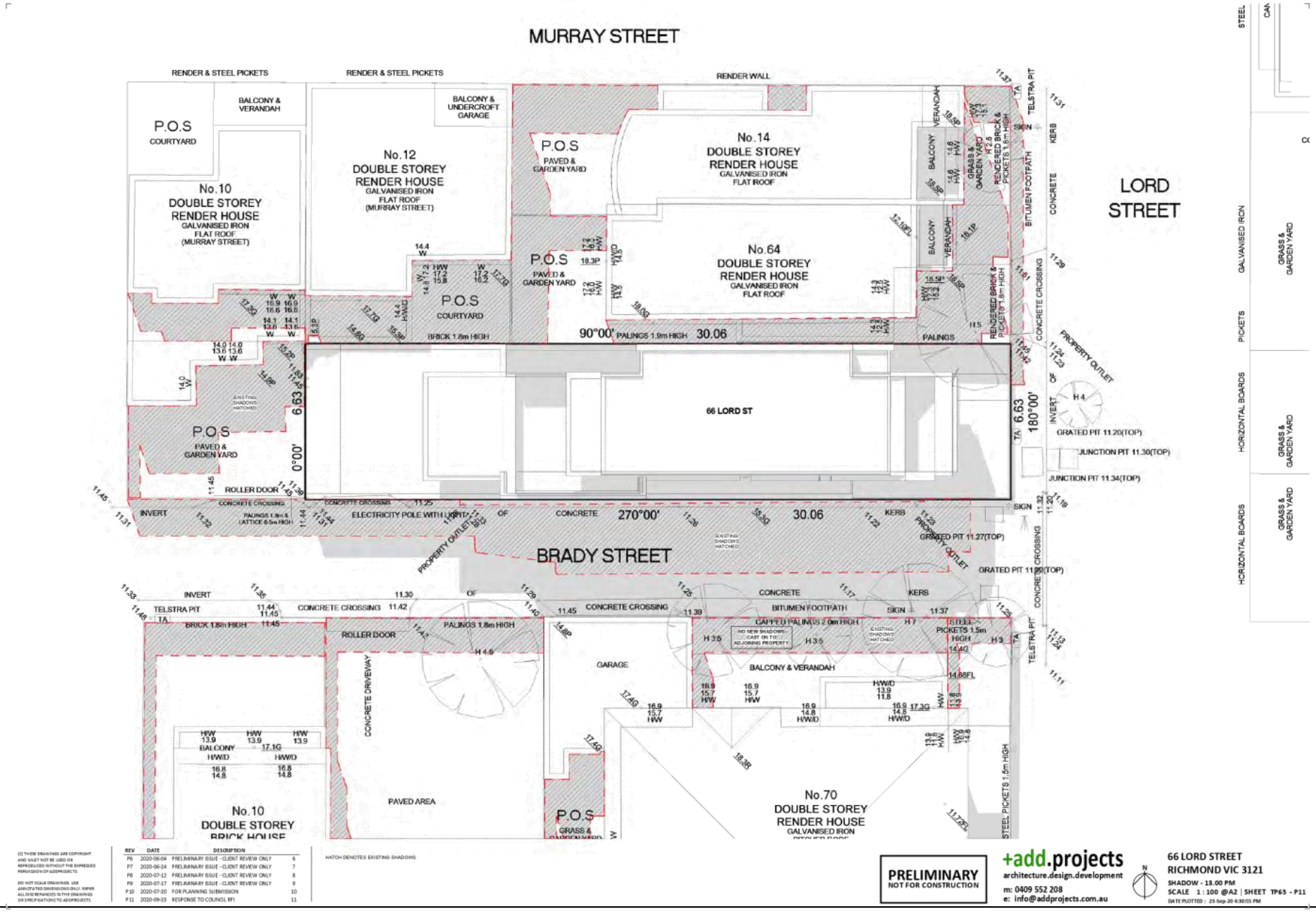
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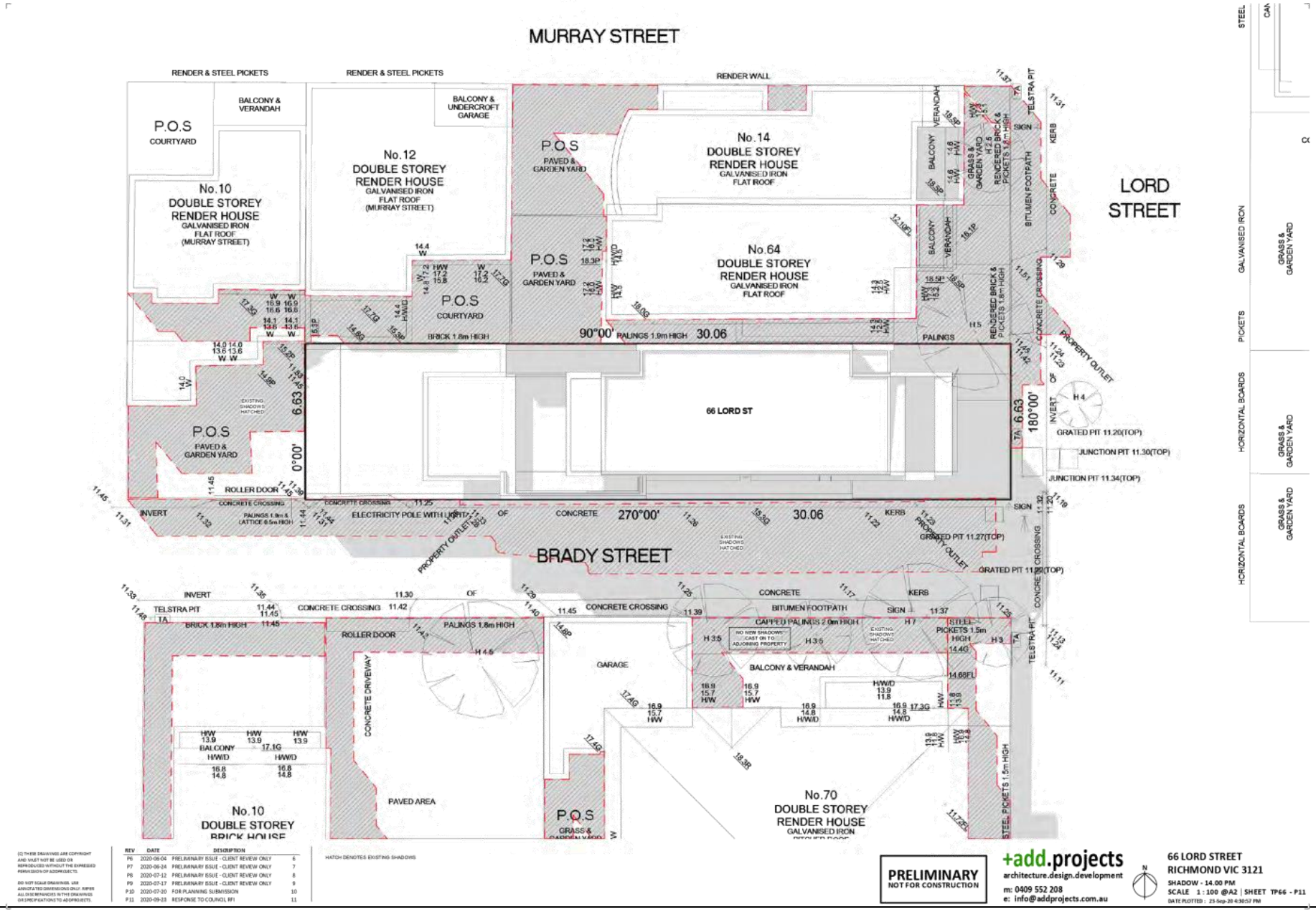
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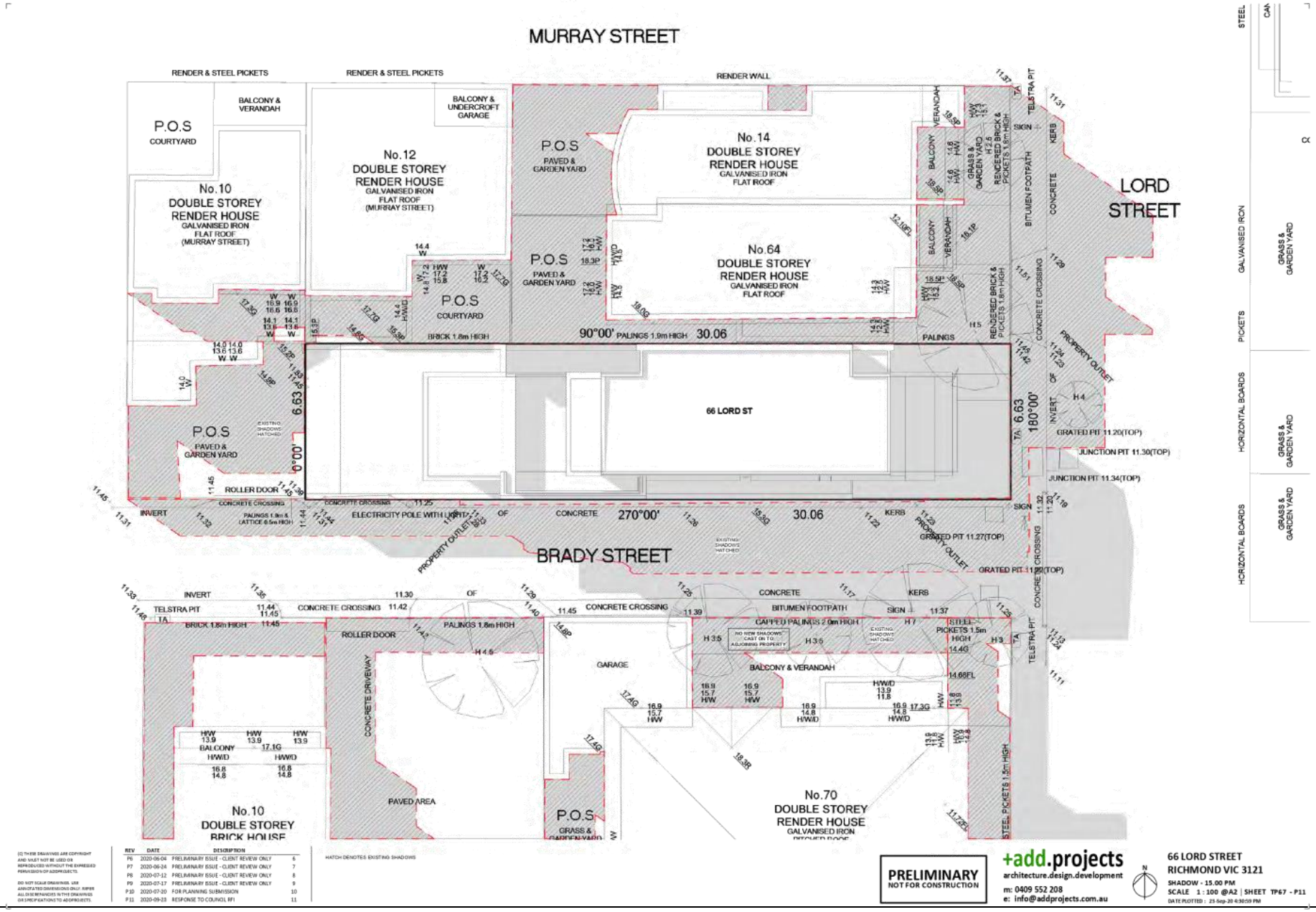
Attachment 1 - PLN20/0563 - 66 Lord Street Richmond - Decision Plans



Attachment 1 - PLN20/0563 - 66 Lord Street Richmond - Decision Plans



Attachment 1 - PLN20/0563 - 66 Lord Street Richmond - Decision Plans



Attachment 2 - PLN20/0563 - 66 Lord Street Richmond - Advertising S52 - Application Form

NOTICE OF AN APPLICATION FOR A PLANNING PERMIT

Pursuant To Section 52(1) Of The Planning And Environment Act 1987

The land affected by the application is located at:	**66 Lord St Richmond VIC 3121**
The application is for a permit to:	**CONSTRUCTION OF ONE TRIPLE STOREY DWELLING**
The applicant for the permit is:	**CLARKE PLANNING PTY LTD**
The application reference number is:	**PLN20/0563**
You may look at the application and any documents that support the application at the website of the responsible authority at	www.yarracity.vic.gov.au/services/planning-and-development/planning-applications/advertised-planning-applications

This can be done anytime, free of charge, at the above link.

Any person who may be affected by the granting of the permit may object or make other submissions to the responsible authority.

The responsible authority must make a copy of every objection available free of charge until the end of the period during which an application may be made for review of a decision on the application.

An objection must:	• **Be sent to the responsible authority in writing** • **Include the reasons for the objection, and** • **State how the objector would be affected**
The responsible authority will not decide on the application before:	**20 Nov 2020**

If you object, the responsible authority will tell you its decision.

Attachment 2 - PLN20/0563 - 66 Lord Street Richmond - Advertising S52 - Application Form

CITY OF YARRA

Planning Enquiries
Phone: (03) 9205 5555
Web: www.yarracity.vic.gov.au

Clear Form

Office Use Onl

Application No.: Date Lodged: / /

Application for a **Planning Permit**

If you need help to complete this form, read MORE INFORMATION at the end of this form.

⚠ Any material submitted with this application, including plans and personal information, will be made available for public viewing, including electronically, and copies may be made for interested parties for the purpose of enabling consideration and review as part of a planning process under the *Planning and Environment Act 1987*. If you have any questions, please contact Council's planning department.

⚠ **Questions marked with an asterisk (*) must be completed.**

⚠ **If the space provided on the form is insufficient, attach a separate sheet**

ⓘ Click for further information.

The Land ⓘ

Address of the land. Complete the Street Address and one of the Formal Land Descriptions.

Street Address *

Unit No.: St. No.: 66 St. Name: Lord Street

Suburb/Locality: Richmond Postcode: 3121

Formal Land Description *
Complete either A or B.

⚠ This information can be found on the certificate of title.

If this application relates to more than one address, attach a separate sheet setting out any additional property details.

A Lot No.: 2 ○ Lodged Plan ○ Title Plan ◉ Plan of Subdivision No.: 402743C

OR

B Crown Allotment No.: Section No.:

Parish/Township Name:

The Proposal

⚠ You must give full details of your proposal and attach the information required to assess the application. Insufficient or unclear information will delay your application

ⓘ **For what use, development or other matter do you require a permit?** *

Construct a new dwelling on a lot less than 300m2

☑ Provide additional information about the proposal, including: plans and elevations; any information required by the planning scheme, requested by Council or outlined in a Council planning permit checklist; and if required, a description of the likely effect of the proposal.

ⓘ **Estimated cost of any development for which the permit is required** *

Cost $ 700,000 ⚠ You may be required to verify this estimate. Insert '0' if no development is proposed.

If the application is for land within **metropolitan Melbourne** (as defined in section 3 of the *Planning and Environment Act 1987*) and the estimated cost of the development exceeds $1 million (adjusted annually by CPI) the Metropolitan Planning Levy **must** be paid to the State Revenue Office and a current levy certific e **must** be submitted with the application. Visit www.sro.vic.gov.au for information.

Existing Conditions

Describe how the land is used and developed now *
For example, vacant, three dwellings, medical centre with two practitioners, licensed restaurant with 80 seats, grazing.

Single storey weatherboard and pitched tin roof dwelling

☑ Provide a plan of the existing conditions. Photos are also helpful.

Title Information

Encumbrances on title *

Does the proposal breach, in any way, an encumbrance on title such as a restrictrive covenant, section 173 agreement or other obligation such as an easement or building envelope?

- ○ Yes (If 'yes' contact Council for advice on how to proceed before continuing with this application.)
- ◉ No
- ○ Not applicable (no such encumbrance applies).

☑ Provide a full, current copy of the title for each individual parcel of land forming the subject site.
The title includes: the covering 'register search statement', the title diagram and the associated title documents, known as 'instruments', for example, restrictive covenants.

Applicant and Owner Details

Provide details of the applicant and the owner of the land.

Applicant *

The person who wants the permit.

Name:
Title: | First Name: Andrew | Surname: Clarke
Organisation (if applicable): Clarke Planning Pty Ltd
Postal Address: | If it is a P.O. Box, enter the details here:
Unit No.: | St. No.: 11 | St. Name: Stewart Street
Suburb/Locality: Yarraville | State: VIC | Postcode: 3013

Please provide at least one contact phone number *

Contact information for applicant OR contact person below
Business phone: 8354 7977 | Email: andrew@clarkeplanning.com.au
Mobile phone: 0407 924 625 | Fax:

Where the preferred contact person for the application is different from the applicant, provide the details of that person.

Contact person's details*
Same as applicant ☑
Name:
Title: | First Name: | Surname:
Organisation (if applicable):
Postal Address: | If it is a P.O. Box, enter the details here:
Unit No.: | St. No.: | St. Name:
Suburb/Locality: | State: | Postcode:

Owner *

The person or organisation who owns the land

Where the owner is different from the applicant, provide the details of that person or organisation.

Same as applicant ☐
Name:
Title: | First Name: Ian | Surname: roland de groot
Organisation (if applicable):
Postal Address: | If it is a P.O. Box, enter the details here:
Unit No.: | St. No.: 66 | St. Name: Lord Street
Suburb/Locality: Richmond | State: VIC | Postcode: 3121
Owner's Signature (Optional): | Date: day / month / year

Attachment 2 - PLN20/0563 - 66 Lord Street Richmond - Advertising S52 - Application Form

Declaration

This form must be signed by the applicant *

⚠ Remember it is against the law to provide false or misleading information, which could result in a heavy fine and cancellatio of the permit.

I declare that I am the applicant; and that all the information in this application is true and correct; and the owner (if not myself) has been notified of the permit application.

Signature: andrew clarke

Date: 19 October 2020 (day / month / year)

Need help with the Application?

General information about the planning process is available at planning.vic.gov.au

Contact Council's planning department to discuss the specific requirements for his application and obtain a planning permit checklist. Insufficient or unclear information may delay your application

Has there been a pre-application meeting with a council planning officer

◉ No ○ Yes If 'Yes', with whom?:

Date: day / month / year

Checklist

Have you:

- ☑ Filled in the form completely?
- ☐ Paid or included the application fee? ⚠ Most applications require a fee to be paid. Contact Council to determine the appropriate fee.
- 📎 Provided all necessary supporting information and documents?
  - ☑ A full, current copy of title information for each individual parcel of land forming the subject site.
  - ☑ A plan of existing conditions.
  - ☑ Plans showing the layout and details of the proposal.
  - ☑ Any information required by the planning scheme, requested by council or outlined in a council planning permit checklist.
  - ☑ If required, a description of the likely effect of the proposal (for example, traffic, noise, environmental impacts)
  - ☑ If applicable, a current Metropolitan Planning Levy certificate (a levy certificate expires 90 days after the day on which it i issued by the State Revenue Office and then cannot be used). Failure to comply means the application is void
- ☑ Completed the relevant council planning permit checklist?
- ☑ Signed the declaration?

Lodgement

Lodge the completed and signed form, the fee and all documents with:

City of Yarra
PO Box 168
Richmond VIC 3121

333 Bridge Road
Richmond VIC 3121

Contact information:

Phone: (03) 9205 5555
Email: info@yarracity.vic.gov.au
DX: 30205

Deliver application in person, by post or by electronic lodgement.

MORE INFORMATION

The Land

Planning permits relate to the use and development of the land. It is important that accurate, clear and concise details of the land are provided with the application.

How is land identified

Land is commonly identified by a street address, but sometimes this alone does not provide an accurate identification of the relevant parcel of land relating to an application. Make sure you also provide the formal land description - the lot and plan number or the crown, section and parish/township details (as applicable) for the subject site. This information is shown on the title.

See **Example 1**.

The Proposal

Why is it important to describe the proposal correctly?

The application requires a description of what you want to do with the land. You must describe how the land will be used or developed as a result of the proposal. It is important that you understand the reasons why you need a permit in order to suitably describe the proposal. By providing an accurate description of the proposal, you will avoid unnecessary delays associated with amending the description at a later date.

⚠ Planning schemes use specific definitions for different types of use and development. Contact the Council planning office at an early stage in preparing your application to ensure that you use the appropriate terminology and provide the required details.

How do planning schemes affect proposals?

A planning scheme sets out policies and requirements for the use, development and protection of land. There is a planning scheme for every municipality in Victoria. Development of land includes the construction of a building, carrying out works, subdividing land or buildings and displaying signs.

Proposals must comply with the planning scheme provisions in accordance with Clause 61.05 of the planning scheme. Provisions may relate to the State Planning Policy Framework, the Local Planning Policy Framework, zones, overlays, particular and general provisions. You can access the planning scheme by either contacting Council's planning department or by visiting Planning Schemes Online at planning-schemes.delwp.vic.gov.au

⚠ You can obtain a planning certificate to establish planning scheme details about your property. A planning certificate identifies the zones an overlays that apply to the land, but it does not identify all of the provisions of the planning scheme that may be relevant to your application. Planning certificates for land in metropolitan areas and most rural areas can be obtained by visiting www.landata.vic.gov.au Contact your local Council to obtain a planning certificate in Central Gol fields, Corangamite, Macedon Ranges and Greater Geelong. You can also use the free Planning Property Report to obtain the same information.

See **Example 2**.

Estimated cost of development

In most instances an application fee will be required. This fee must be paid when you lodge the application. The fee is set down by government regulations.

To help Council calculate the application fee, you must provide an accurate cost estimate of the proposed development. This cost does not include the costs of development that you could undertake without a permit or that are separate from the permit process. Development costs should be calculated at a normal industry rate for the type of construction you propose.

Council may ask you to justify your cost estimates. Costs are required solely to allow Council to calculate the permit application fee. Fees are exempt from GST.

⚠ Costs for different types of development can be obtained from specialist publications such as Cordell Housing: Building Cost Guide or Rawlinsons: Australian Construction Handbook.

⚠ Contact the Council to determine the appropriate fee. Go to planning.vic.gov.au to view a summary of fees in the Planning and Environment (Fees) Regulations.

Metropolitan Planning Levy refer Division 5A of Part 4 of the *Planning and Environment Act 1987* (the Act). A planning permit application under section 47 or 96A of the Act for a development of land in metropolitan Melbourne as defined in section 3 of the Act may be a leviable application. If the cost of the development exceeds the threshold of $1 million (adjusted annually by consumer price index) a levy certificate must be obtained from the State Revenue Office after payment of the levy. A valid levy certificate must be submitted to the responsible planning authority (usually council) with a leviable planning permit application. Refer to the State Revenue Office website at www.sro.vic.gov.au for more information. A leviable application submitted without a levy certificate is void.

Existing Conditions

How should land be described?

You need to describe, in general terms, the way the land is used now, including the activities, buildings, structures and works that exist (e.g. single dwelling, 24 dwellings in a three-storey building, medical centre with three practitioners and 8 car parking spaces, vacant building, vacant land, grazing land, bush block).

Please attach to your application a plan of the existing conditions of the land. Check with the local Council for the quantity, scale and level of detail required. It is also helpful to include photographs of the existing conditions.

See **Example 3**.

Title Information

What is an encumbrance?

An 'encumbrance' is a formal obligation on the land, with the most common type being a 'mortgage'. Other common examples of encumbrances include:

- **Restrictive Covenants**: A 'restrictive covenant' is a written agreement between owners of land restricting the use or development of the land for the benefit of others, (eg. a limit of one dwelling or limits on types o building materials to be used).
- **Section 173 Agreements**: A 'section 173 agreement' is a contract between an owner of the land and the Council which sets out limitations on the use or development of the land.
- **Easements:** An 'easement' gives rights to other parties to use the land or provide for services or access on, under or above the surface of the land.
- **Building Envelopes:** A 'building envelope' defines the developmen boundaries for the land.

Aside from mortgages, the above encumbrances can potentially limit or even prevent certain types of proposals.

What documents should I check to find encumbrances

Encumbrances are identified on the title (register search statement) under the header 'encumbrances, caveats and notices'. The actual details of an encumbrance are usually provided in a separate document (instrument) associated with the title. Sometimes encumbrances are also marked on the title diagram or plan, such as easements or building envelopes.

What about caveats and notices?

A 'caveat' is a record of a claim from a party to an interest in the land. Caveats are not normally relevant to planning applications as they typically relate to a purchaser, mortgagee or chargee claim, but can sometimes include claims to a covenant or easement on the land. These types of caveats may affect your proposal.

Other less common types of obligations may also be specified on title in the form of 'notices'. These may have an effect on your proposal, such as a notice that the building on the land is listed on the Heritage Register.

What happens if the proposal contravenes an encumbrance on title?

Encumbrances may affect or limit your proposal or prevent it from proceeding. Section 61(4) of the *Planning and Environment Act 1987* for example, prevents a Council from granting a permit if it would result in a breach of a registered restrictive covenant. If the proposal contravenes any encumbrance, contact the Council for advice on how to proceed.

You may be able to modify your proposal to respond to the issue. If not, separate procedures exist to change or remove the various types of encumbrances from the title. The procedures are generally quite involved and if the encumbrance relates to more than the subject property, the process will include notice to the affected party.

⚠ You should seek advice from an appropriately qualified person, such as a solicitor, if you need to interpret the effect of an encumbrance or if you seek to amend or remove an encumbrance.

Why is title information required?

Title information confirms the location and dimensions of the land specified in the planning application and any obligations a fecting what can be done on or with the land.

As well as describing the land, a full copy of the title will include a diagram or plan of the land and will identify any encumbrances, caveats and notices.

What is a 'full' copy of the title?

The title information accompanying your application must include a 'register search statement' and the title diagram, which together make up the title.

In addition, any relevant associated title documents, known as 'instruments', must also be provided to make up a full copy of the title.

Check the title to see if any of the types of encumbrances, such as a restrictive covenant, section 173 agreement, easement or building envelope, are listed. If so, you must submit a copy of the document (instrument) describing that encumbrance. Mortgages do not need to be provided with planning applications.

⚠ Some titles have not yet been converted by Land Registry into an electronic register search statement format. In these earlier types of titles, the diagram and encumbrances are often detailed on the actual title, rather than in separate plans or instruments.

Why is 'current' title information required?

It is important that you attach a current copy of the title for each individual parcel of land forming the subject site. 'Current' title information accurately provides all relevant and up-to-date information.

Some councils require that title information must have been searched within a specified time frame. Contact the Council for advice on their requirements.

⚠ Copies of title documents can be obtained from Land Registry: Level 10, 570 Bourke Street, Melbourne; 03 8636 2010; www.landata.vic.gov.au – go direct to "titles & property certificates"

Applicant and Owner Details

This section provides information about the permit applicant, the owner of the land and the person who should be contacted about any matters concerning the permit application.

The applicant is the person or organisation that wants the permit. The applicant can, but need not, be the contact person.

In order to avoid any confusion, the Council will communicate only with the person who is also responsible for providing further details. The contact may be a professional adviser (e.g. architect or planner) engaged to prepare or manage the application. To ensure prompt communications, contact details should be given.

Check with Council how they prefer to communicate with you about the application. If an email address is provided this may be the preferred method of communication between council and the applicant/contact.

The owner of the land is the person or organisation who owns the land at the time the application is made. Where a parcel of land has been sold and an application made prior to settlement, the owner's details should be identified as those of the vendo . The owner can, but need not, be the contact or the applicant.

See **Example 4**.

Declaration

The declaration should be signed by the person who takes responsibility for the accuracy of all the information that is provided. This declaration is a signed statement that the information included with the application is true and correct at the time of lodgement.

The declaration can be signed by the applicant or owner. If the owner is not the applicant, the owner must either sign the application form or must be notified of the application which is acknowledged in the declaration

⚠ Obtaining or attempting to obtain a permit by wilfully making or causing any false representation or declaration, either orally or in writing, is an offence under the *Planning and Environment Act 1987* and could result in a fine and/or cancellation of the permit

Need help with the Application?

If you have attended a pre-application meeting with a Council planner, fill in the name of the planner and the date, so that the person can be consulted about the application once it has been lodged.

Checklist

What additional information should you provide to support the proposal?

You should provide sufficient supporting material with the application to describe the proposal in enough detail for the Council to make a decision. It is important that copies of all plans and information submitted with the application are legible.

There may be specific application requirements set out in the planning scheme for the use or development you propose. The application should demonstrate how these have been addressed or met.

The checklist is to help ensure that you have:

- provided all the required information on the form
- included payment of the application fee
- attached all necessary supporting information and documents
- completed the relevant Council planning permit checklist
- signed the declaration on the last page of the application form

⚠ The more complete the information you provide with your permit application, the sooner Council will be able to make a decision.

Lodgement

The application must be lodged with the Council responsible for the planning scheme in which the land affected by the application is located. In some cases the Minister for Planning or another body is the responsible authority instead of Council. Ask the Council if in doubt.

Check with Council how they prefer to have the application lodged. For example, they may have an online lodgement system, prefer email or want an electronic and hard copy. Check also how many copies of plans and the size of plans that may be required.

Contact details are listed in the lodgement section on the last page of the form.

⚠ Approval from other authorities: In addition to obtaining a planning permit, approvals or exemptions may be required from other authorities or Council departments. Depending on the nature of your proposal, these may include food or health registrations, building permits or approvals from water and other service authorities.

EXAMPLES

Example 1

The Land

Address of the land. Complete the Street Address and one of the Formal Land Descriptions.

Street Address *

Unit No.: 4 | St. No.: 26 | St. Name: Planmore Avenue

Suburb/Locality: HAWTHORN | Postcode: 3122

Formal Land Description *
Complete either A or B.

This information can be found on the certificate of title.

If this application relates to more than one address, attach a separate sheet setting out any additional property details.

A Lot No.: 2 ○ Lodged Plan ○ Title Plan ☑ Plan of Subdivision No.: LP93562

OR

B Crown Allotment No.: | Section No.:

Parish/Township Name:

Example 2

For what use, development or other matter do you require a permit? *

Construction of two, double-storey dwellings and construction of two new crossovers.

☑ Provide additional information about the proposal, including: plans and elevations; any information required by the planning scheme, requested by Council or outlined in a Council planning permit checklist; and if required, a description of the likely effect of the proposal.

Example 3

Existing Conditions

Describe how the land is used and developed now *

For example, vacant, three dwellings, medical centre with two practitioners, licensed restaurant with 80 seats, grazing.

Single dwelling.

☑ Provide a plan of the existing conditions. Photos are also helpful.

Example 4

Applicant and Owner Details

Provide details of the applicant and the owner of the land.

Applicant *

The person who wants the permit.

Name:

Title: Mr | First Name: Len | Surname: Browning

Organisation (if applicable): Responsible Developers P/L

Postal Address: | If it is a P.O. Box, enter the details here:

Unit No.: 4 | St. No.: 12 | St. Name: Ardour Lane

Suburb/Locality: Wycheproof | State: Vic | Postcode: 3527

Please provide at least one contact phone number *

Contact information for applicant OR contact person below

Business phone: 9123 4567 | Email: tcpl@bigpond.net.au

Mobile phone: 0412 345 678 | Fax: 9123 4567

Where the preferred contact person for the application is different from the applicant, provide the details of that person.

Contact person's details*

Same as applicant ☐

Name:

Title: Mr | First Name: Andrew | Surname: Hodge

Organisation (if applicable): Town Planning Consultants

Postal Address: | If it is a P.O. Box, enter the details here:

Unit No.: | St. No.: | St. Name: PO Box 111

Suburb/Locality: Parkdale | State: Vic | Postcode: 3194

Owner *

The person or organisation who owns the land

Where the owner is different from the applicant, provide the details of that person or organisation.

Same as applicant ☑

Name:

Title: | First Name: | Surname:

Organisation (if applicable):

Postal Address: | If it is a P.O. Box, enter the details here:

Unit No.: | St. No.: | St. Name:

Suburb/Locality: | State: | Postcode:

Owner's Signature (Optional): | Date: day / month / year

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REGISTER SEARCH STATEMENT (Title Search) Transfer of Land Act 1958

VOLUME 10378 FOLIO 972

Security no : 124084666856M
Produced 31/07/2020 07:19 PM

LAND DESCRIPTION

Lot 2 on Plan of Subdivision 402743L.
PARENT TITLES :
Volume 03610 Folio 855 Volume 03809 Folio 769 Volume 10377 Folio 236
Created by instrument PS402743L 22/04/1998

REGISTERED PROPRIETOR

Estate Fee Simple
Sole Proprietor
IAN ROLAND DE GROOT of 66 LORD STREET RICHMOND VIC 3121
AT141536G 08/04/2020

ENCUMBRANCES, CAVEATS AND NOTICES

MORTGAGE X262112W 15/01/2001
AUSTRALIA AND NEW ZEALAND BANKING GROUP LTD

Any encumbrances created by Section 98 Transfer of Land Act 1958 or Section 24 Subdivision Act 1988 and any other encumbrances shown or entered on the plan set out under DIAGRAM LOCATION below.

DIAGRAM LOCATION

SEE PS402743L FOR FURTHER DETAILS AND BOUNDARIES

ACTIVITY IN THE LAST 125 DAYS

NUMBER		STATUS	DATE
AT138169B (E)	NOMINATION OF ECT TO LC	Completed	07/04/2020
AT141536G (E)	SURVIVORSHIP APPLICATION	Registered	08/04/2020

----------END OF REGISTER SEARCH STATEMENT----------

Additional information: (not part of the Register Search Statement)

Street Address: 66 LORD STREET RICHMOND VIC 3121

ADMINISTRATIVE NOTICES

NIL

eCT Control 16165A ANZ RETAIL AND SMALL BUSINESS
Effective from 08/04/2020

DOCUMENT END

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Imaged Document Cover Sheet

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Document Type	**Plan**
Document Identification	**PS402743L**
Number of Pages (excluding this cover sheet)	**2**
Document Assembled	**31/07/2020 19:21**

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PLAN OF SUBDIVISION

Stage No. /

LTO use only
EDITION 1

Plan Number
P.S.402743L

Location of Land

Parish: JIKA JIKA
Township:
Section:
Crown Allotment:
Crown Portion: 28 (PART)

LTO base record: CHART No.40
Title References:
Vol. 3809 **Fol.** 769 Vol. 10377 Fol. 230
Vol. 3610 **Fol.** 855
Last Plan Reference:
Postal Address: 66 LORD STREET & 10 MURRAY STREET RICHMOND 3121
AMG Co-ordinates: N 5 811 890
(Of approx. centre of plan) E 324 280 **Zone** 55

Vesting of Roads or Reserves

Identifier	Council/Body/Person
Nil	Nil

Council Certification and Endorsement

Council Name: CITY OF YARRA **Ref:** 96/556

1. This plan is certified under section 6 of the Subdivision Act 1988.
2. ~~This plan is certified under section 11(7) of the Subdivision Act 1988. Date of original certification under section 6 / /~~
3. ~~This is a statement of compliance issued under section 21 of the Subdivision Act 1988.~~

Open Space

(i) A requirement for public open space under section 18 Subdivision Act 1988 ~~has~~ / has not been made.
(ii) ~~The requirement has been satisfied.~~
(iii) ~~The requirement is to be satisfied in Stage~~

Council Delegate
~~Council seal~~
Date 28/ 8 / 96

~~Re-certified under section 11(7) of the Subdivision Act 1988~~
~~Council Delegate~~
~~Council seal~~
~~Date~~ / /

Notations

Depth Limitation: Does not apply

Staging This is/is not a staged subdivision
Planning Permit No.

Survey:- This plan is / ~~is not~~ based on survey.
To be completed where applicable.
This survey has been connected to permanent marks no(s).
In proclaimed Survey Area no.

Easement Information

Legend: A - Appurtenant Easement E - Encumbering Easement R - Encumbering Easement (Road)
Section 12(2) of the Subdivision Act 1988 applies to lots 1 and 2 on this plan

Easement Reference	Purpose	Width (Metres)	Origin	Land Benefitted/In Favour Of

LTO use only
Statement of Compliance / Exemption Statement
Received ✓
Date 5/ 3 /97

LTO use only
PLAN REGISTERED
TIME 12.15
DATE 22/ 4 /98
Assistant Registrar of Titles

Sheet 1 of 2 Sheets

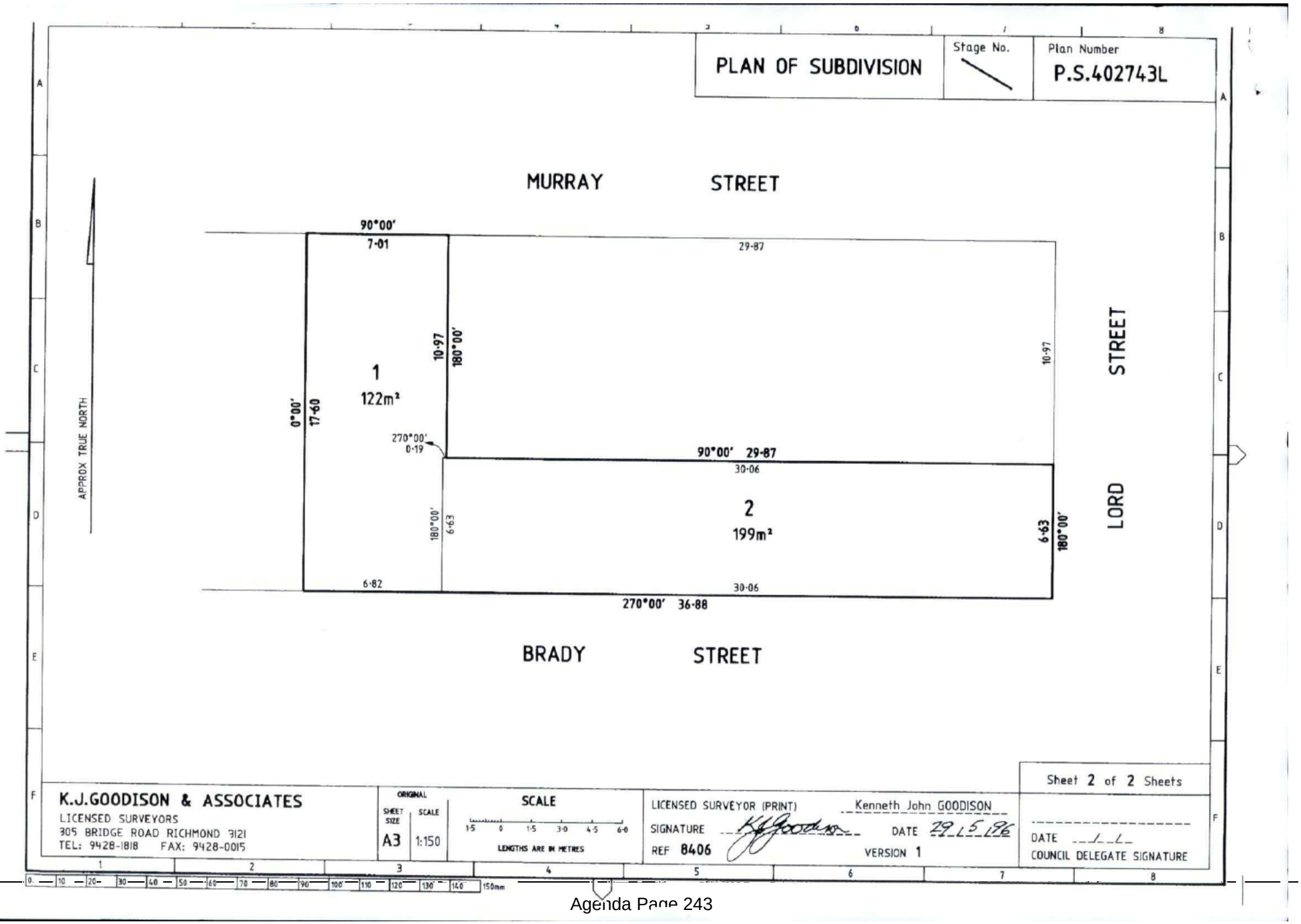
K.J.GOODISON & ASSOCIATES
LICENSED SURVEYORS
305 BRIDGE ROAD RICHMOND 3121
TEL: 9428-1818 FAX: 9428-0015

LICENSED SURVEYOR (PRINT) Kenneth John GOODISON
SIGNATURE K.J.Goodison DATE 29/ 5 /96
REF 8406 VERSION 1

DATE / /
COUNCIL DELEGATE SIGNATURE

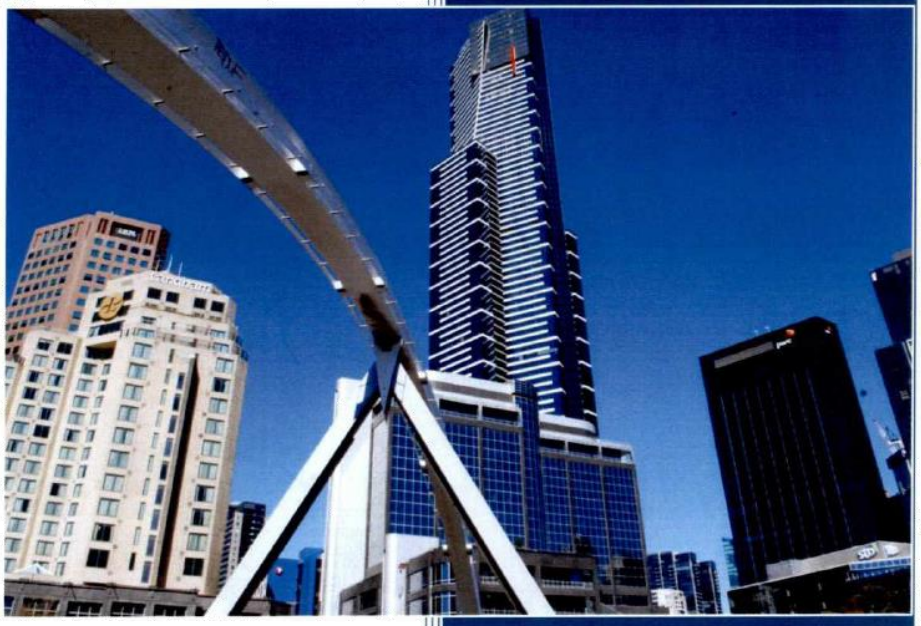
Original sheet size A3

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CLARKE PLANNING PTY LTD



August 2020

Rescode Report

New single dwelling

66 Lord St, Richmond

www.clarkeplanning.com.au
(03) 8354 7977

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DEVELOPMENT SUMMARY

ADDRESS	66 Lord St, Richmond
LOCATION	300m south of Bridge Rd, just east of Coppin St
SITE DIMENSIONS	6.63m wide x 30.06m deep. 199m2 total area
EXISTING SITE STATUS	Single storey weatherboard and pitched tin roof dwelling.
VEGETATION	Nil
ZONING	General Residential Zone Schedule 2 (GRZ2)
OVERLAYS	Nil
GARDEN AREA	Not applicable to a lot under 400m2 in area.

SCHEDULE PROVISIONS RESPONSE:

9m max height	Complies.
3 stories max	Complies

PERMIT REQUIREMENTS	Construct a new dwelling on a lot less than 300m2

CRITICIL POLICIES	Clause 15 (Built Environment and Heritage) Clause 21.04 (Land Use) Clause 21.05 (Built Form) Clause 21.08 (Neighbhourhoods) Clause 22.10 (Built Form and Design Policy) Clause 22.13 (Residential Built Form Policy) Clause 22.16 (WSUD Policy) Clause 22.17 (ESD Overlay) Clause 54 (Rescode)

Clarke Planning andrew@clarkeplanning.com.au (03) 8354
7977

Standard A1 Neighbourhood Character

OBJECTIVES

- *The design response must be appropriate to the neighbourhood and the site.*
- *The proposed design must respect the existing or preferred neighbourhood character and respond to the features of the site.*

Complies with Standard

There are two primary limbs to a character assessment being; the more prevalent and orthodox question of how the building presents to the public realm and then the less frequent question of backyard character and green corridors. The latter does not emerge as relevant here as the existing physical context does not exude a backyard corridor or any resemblance of a landscape character. This is not surprising given the small lot size and inner city context of the site and surrounds. The backyard corridor scenario typically only emerges in more open outer suburban contexts. As such the question of character is largely one about how it fits into the street or is perceived from various positions within the public realm. The non-public realm interfaces are considered to be more a question of 'amenity' than 'character'.

The expected character outcome is a mix of having regard to a combination of factors that are then collectively gelled together in a manner that is subjective in relation to acceptability on each factor and then also the weighting any given factor has in terms of determining whether the overall outcome is acceptable. These dual subjective points are largely the domain of the planner in terms of where to set the bar on any given factor and then how to weight each one at an integrated level.

Some of these factors include; the physical context of the site and its surrounds (ie, the existing character) and what influences it will have, the expectations under the Zone that applies, and then a myriad of policies found within Clause 21 and 22 that inform character outcomes. All of these are relevant to some degree.

The starting point of planning in Victoria is Zoning and the proposal is consistent with the expectations of the Zone. The GRZ contemplates forms of 3 stories in height. Indeed, to the extent this was in doubt, it was affirmed by the recently published Practice Note No.91 which states:

> *The General Residential Zone should be applied to areas where housing development of three storeys exists or is planned for. It is inappropriate to apply the General Residential Zone to areas where a planning authority seeks to respect the existing single and double storey character of an area*

Whilst the default provisions of the GRZ allow heights up to 11m, this has been culled to 9m in the GRZ2 here. When the Council go to the trouble of varying a provision of the Planning Scheme to a local area a key reason for doing so is to provide certainty. This is certainty to Applicants, residents and planning decision makers. It is hard to accept a position that despite the expectations of the Zone and despite how Council have varied them that 9m does not mean 9m. It must be accepted that 9m is an appropriate height. Anything less and it comes a de-facto NRZ. And on this point, it is relevant that much of 'inland' residential Richmond is placed within the NRZ and/or subject to a HO. This very limits the propensity for change in those areas. So, for the land Zoning to have any influence, which is must, the concept of 3 stories and 9m is appropriate. This is not to suggest anything goes at 9m, as the setbacks, materials, shape and overall size have a role to play. But the 'concept' of 3 stories and 9m must be acceptable in relation to the Zoning that Yarra have selected to apply here.

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The GRZ2 includes a series of Decision Guidelines although these are of limited applicability in this instance. The location of the parking is acceptable and reasonable given it is from the far end of the side frontage of the corner lot. In fact, it is the only practical way in which on-site parking can fit onto the site and not involve crossovers near the Brady St and Lord St intersection.

In relation to the existing physical context it is noted that there is a significant number of 2 and 3 storey developments found locally nearby the site along Lord St. Rescode seeks graduated changes in building height. At one point in time, the first 2 storey developments would have been a step up from the initial single storey dwellings. The character evolves over time. Now 2 and 3 stories are very common. No doubt our 3rd/top level will be more prominent than others, but this is part of gradual change. One is not pinned and benchmarked exclusively against other forms that exist. If so, the change that has already occurred could not have occurred. The very essence of incremental change or gradual change is that each proposal will add from that before it. There must have been someone who was the 'first' 3 storey proposal too in recent times. Advancing forward this pillar, ours will be 'another' 3 storey form, but one that is more exposed.

There can be little dispute about a contemporary architectural expression given the existing character. And the design of the dwelling here is far from a mono-tonal concrete box.

Whilst 'policy' sits below the 'zoning control' in terms of weight it is also relevant to consider and Clause 21.05 places the site within an area that seeks development outcomes in residential areas that are consistent with the preferred future character envisaged for each locality. What is envisaged is revealed in latter Clauses. For Inner Urban Areas (which Clause 21.08 reveals we are here) the following applies:

> *Inner Suburban Residential - built form dominated residential areas with small gardens (if any) and minimal front and side setbacks*

Clause 21.08 places the site within the 'Richmond Central' precinct where it is revealed the site is within the 'Inner Suburban Residential' area via a map meaning the above stated directive is the preferred character. In addition the following directives are identified:

> Maintain the existing pattern of front setbacks.
> Limit variations in height to a maximum of one storey compared to the adjacent properties, on single house sites/ small development sites in areas with generally consistent building heights.

It is considered that this proposal is consistent with these applicable directives as per Council policy found within Clause 21.05 and Clause 21.08 in relation to future expected character outcomes.

Clause 22.10 applies although it is a broad policy that covers any land not in a HO irrespective of its zoning. Clearly the built form outcomes along say Victoria St in a commercial zone are very different to here. This means some practicality is required in terms of working out which parts of this policy are most critical here. Especially when there is already sufficient guidance within other parts of the Planning Scheme to deal with character along with Clause 54.

Elements perhaps of relevance within Clause 22.10 would be acknowledging that the context has a role to play, noting this is already discussed in this report. A desire for activation and surveillance which goes to benefits of this proposal by introducing windows and balconies facing Brady St which is rather limited in this regard at present, and not far off a 'laneway'. Policy directives in relation to 'character', 'height' , 'setbacks', 'interface' and 'ESD' deal with matters regulated within Clause 54 (and variable via a Schedule to the Zone) or other policies. Whilst not disputing their relevance, their repetition here gives limited 'value add' in circumstances where there is no dispute the topic is to be had regard to. Further, commentary about 'height' which is oblivious to what the Zone says, noting this is a dated

policy, certainly more dated than the zone is not overly constructive or helpful. In any event, the proposal represents a reasonable variation in height as there are 2 story forms abutting it.

Clause 22.13 contains the below policy directives as applicable to land within the 'inner suburban residential' areas that include our site within Richmond Central and are of direct relevance to character outcomes here with the below table providing a response to each.

Policy	Response
Maintain the existing pattern of front setbacks	The proposed front setback matches that abutting to the north and is consistent with the general pattern of front setbacks found along Lord St.
Landscape the front setback in a style that reinforces the garden character (if any) of the streetscape	Front setbacks along Lord St, typically in the 2m-3m range, do not include significant trees. Maybe 50% of them include 1 x small tree, but as the 'inner urban residential' descriptor in Clause 21.05 suggests there is little if any landscaping in this highly built up area. That said, the proposal allows for landscaping in its frontage and a permit can require the planting of 1 tree which whilst not necessary in a policy sense, cannot be a bad thing. This need not distil down to the expense of a professionally drawn landscape plan. Rather, a permit condition with ongoing effect and easily enforceable, requiring a tree (say with a mature height of no less than 5m) is planted and maintained.
Where the general pattern of development includes gaps between buildings, include a setback on at least one side of the building	Gaps are very limited, but to the extent this is of contextual relevance the corner location of the site creates a natural break and is an opportunity of the site that is rightly harnessed. The proposal does not construct onto both its side boundaries in any event. And the existing character is very much considered to include boundary to boundary forms.
Orient buildings at right angles to the street frontage	The dwelling faces out towards Lord St in a conventional manner consistent with the alignment of other dwellings facing Lord St.
Provide front fencing that is open (unless the building is zero front setback)	The front fence proposed is 1m tall and visually permeable.
On single house sites in areas with generally consistent building heights, limit variations in height to a maximum of one storey compared to the adjacent properties.	It is perhaps debatable if this provision even applies as say it does means one has to be firstly satisfied building heights are 'generally consistent' here. If one forms this view that height would have to be 2 stories. And such, the proposal at 3 stories is a 1 storey variation and thus precisely in line what is expected. This concept is also consistent with that above in the report about graduated and incremental change. It is also noted that whilst 3 stories, the actual height variation to the abutting dwelling to the north is less than 2m in raw terms. This cannot be considered jarring or abrupt

The proposal is wholly compliant with the requirements of these local policies relating to built form character.

It is therefore considered that whether one has regard to the expectations of the zone, the existing character or the directives of policy found in Clause 21 and 22, the proposal is an acceptable character outcome on any of these fronts. By logical extension it must therefore be concluded that at an overall, holistic or integrated level, the character outcome is acceptable.

Whilst it is true one 'could' make the top level more recessive. The ability to do something, does not mean it needs to be done. And here it is clear that a 3 storey form, with that top level being rather

noticeable via its siting, is something that is acceptable. It is not the role of planning to champion for design change just because it can. Rather, it is the role of planning to only require design change where it is necessary in order to ensure an acceptable outcome via reference to the expectations of the Planning Scheme. No such character need emerges here when one fairly considers the various factors that inform the character test. There is no policy provision seeking top levels be recessive and there is no physical context imperative do to so. Rather, it is another cog in the gradual evolution of the character of the area. In any event, the perspective views on TP00 show how the top level presents to Lord St in a raked manner meaning is not a sheer wall or cuboid box form at its upper reaches.

Standard A2 Integration with the Street

OBJECTIVE

- *To integrate the layout of development with the street.*

Complies with Standard

The proposal has no change to the way in which the dwelling integrates with Lord St noting it presents to Lord St with a low front fence, pedestrian path, porch and entry door. It also includes habitable room windows facing the street at all level. Indeed, the opportunity created by being a corner lot means it performs better than many a dwelling in Lord St which include crossovers, driveways and garages in rather prominent ways. The proposal brings about a clear net gain and one overall relevance to its planning merits in relation to its presentation to Brady St.

Standard A3 Site Setback

OBJECTIVE

- *To ensure that the setbacks of buildings from a street respect the existing or preferred neighbourhood character and make efficient use of the site.*

Complies with Standard

The proposed 2.5m front setback matches that for the dwelling abutting to the north which is the relevant testing point under the Standard for the Lord St frontage. 2.5m is considered to be the correct figure given the form to the north at its 2.5m setback line is more than 3.6m in height. In any event, it is noted that the front setbacks abutting to the south and 2 lots to the north are less than 2.5m. It is therefore appropriate in a technical and performance based sense. The fin elements at first floor are not considered to be a 'front wall', but rather akin to an eave, just designed in a vertical manner not a horizontal one. They are fixed, so cannot be pulled 'shut' to create a wall like impression either.

In relation to the Brady St setback for the 'side' frontage the Standard does not actually technically cover this scenario as we are dealing with a 'side' wall for the purpose of our lot and the abutting lot does not 'face' Brady St, rather it is its back fence. It cannot be said to fail the Standard. It still needs to be acceptable contextually though, and clearly a 0m setback is appropriate given the existing conditions of the site (which dictate its historical contribution to the character) include a building at a 0m setback. It is very common in Richmond for side frontages of corner lots to have 0m setbacks from their side street. It is noted that the length of wall at a 0m setback is actually reduced under this proposal

compared to the existing conditions. It is of course taller in height, as is to be expected, noting the siting includes variations in both setback and also length of wall as one moves along or up this façade.

Standard A4 Building Height

OBJECTIVE

- *To ensure that the height of buildings respects the existing or preferred neighbourhood character.*

Complies with Standard

The Schedule to the Zone specifies a height requirement measured in both stories and metres which are a mandatory maximum. 3 stories is the maximum number of stories. 9m is the maximum height. The proposal complies on both fronts. The plans include extensive documentation and marked dimensions to confirm compliance in a detailed and technical manner. In a performance based sense reasons why this is contextually appropriate are set out under Standard A1 by having regard to the expectations of the Zone, the existing physical context, the concept of graduated changes in height and also the expectations of policy specific to this local area.

Standard A5 Site Coverage

OBJECTIVE

- *To ensure that the site coverage respects the existing or preferred neighbourhood character and responds to the features of the site.*

Complies with Objective

Expressed in % terms the site coverage is 80% which is more than 60%, but in raw terms the site coverage is a relatively modest 40m2 more than what would equal 60%. This non-compliance is not problematic for several reasons. Firstly, the Decision Guidelines require one to consider the reasonableness of compliance when dealing with small lots such as this. Secondly, and this is largely because of the small lots, site coverage of nearby lots would be similar and thus our 80% is not somehow jarring or out of context with prevailing site coverage patterns nearby. Thirdly, the 'extra' site coverage is not causing any planning mischief in terms of character or amenity impacts and thus is merely the product of a raw and rather blunt (2 dimensional) mathematical equitation as opposed to being overly telling or revealing in a performance based sense.

Standard A6 Permeability

OBJECTIVE

- *To reduce the impact of increased stormwater run-off on the drainage system.*
- *To facilitate on-site stormwater infiltration.*

Complies with Standard

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A permeability of 20% is proposed which is compliant with the 20% sought within the Standard and a very reasonable outcome for a small lot. More critically a water tank is proposed in response to the WSUD policy which is a more effective means of working towards an objective about permeability in any event. The proposal delivers on the raw numeric front and also on the more technical WSUD policy level.

Standard A7 Energy Efficiency

OBJECTIVES

- *To achieve and protect energy efficient dwellings.*
- *To ensure the orientation and layout of development reduce fossil fuel energy use and make appropriate use of daylight and solar energy.*

Complies with Standard

The lot runs east-west and whilst has a long northern boundary it is shallow in depth from this boundary and there is considerable double storey form very close to this boundary on the lot to its north. That said, the proposal is well designed with open space areas at all levels being well positioned to gain excellent sunlight with the main 'communal' rooms of the dwelling including north facing windows positioned past the rear façade of the dwelling abutting to the north.

The lot to the south beyond Brady St does not contain solar panels. The lot diagonal to the south-west does, but the distance of these away from our building, and the fact they are perched on the roof of that dwelling, means our proposal has no impact on them.

Standard A8 Significant Trees

OBJECTIVE

- *To encourage development that respects the landscape character of the neighbourhood.*
- *To encourage the retention of significant trees on the site.*

Complies with Standard

There are no trees on the site at present and none on abutting lots nearby.

~~Standard A9 Parking~~

~~*OBJECTIVE*~~

- ~~*To ensure that carparking is adequate for the needs of residents.*~~

<<< REMOVED FROM CLAUSE 54 >>>

Clarke Planning andrew@clarkeplanning.com.au (03) 8354
7977

Standard A10 Side and Rear Setbacks

OBJECTIVE

- *To ensure that the height and setback of a building from a boundary respects the existing or preferred neighbourhood character and limits the impact on the amenity of existing dwellings.*

Complies with Objective

This provision only applies to walls that actually have a setback from the boundary. Walls on the boundary are considered under Standard A11.

The rear/western walls comply and easily so.

The southern walls which have a 1m setback would not comply and by a considerable margin for the top level. On one hand it is arguable whether this provision applies given it is a corner lot and A3 regulates such setbacks. In any event, it is immaterial in relation to the Objective (in relation to amenity impacts, noting prior parts of this report deal with character, given both are cited in the Objective) as quite simply there is a roadway to the south. The source of amenity is on the other side of the road and even then limited given the fencing, siting and layout of the dwelling beyond Brady St. If measured from the 'source' the proposal would easily comply with the Standard given the natural separation created by Brady St. This is an 'opportunity' of the site that is rightly capitalised on.

The northern walls at a setback of 1.22m do not comply given they are taller in height than 4.3m.

The small section of this wall towards the front of the block at 1st and 2nd floor level has a zero amenity impact given the abuttal over the fence line is to parking space / driveway.

In relation to the interface to 64 Lord St we would say the part of our wall that sits adjacent its side wall (and we are mostly talking about the 2nd floor here) ought be deemed acceptable despite the numeric non-compliance due to their limited exposure to this interface given the alignment in building siting. As such, the 2nd floor master bedroom wall is not causing any amenity mischief given the inert interface opposite it within 64 Lord St.

The section of wall associated with the family room is 5.9m tall whereby a 1.69m setback would be required. One must then consider what the impact of this 47cm differential is on the amenity of the dwelling to the north at 64 Lord St given it is adjacent to open space. Likewise one can consider the impact of the privacy screen on the 2nd floor balcony above which is 7.6m in height at a 1.44m setback. It is considered the impact of these forms on the amenity of that space is acceptable. This is because the length of where these forms have any exposure is rather limited. We are taking a duration of 6m for the 1st floor and 3.5m for the balcony screen. These are not long (ie, 20m plus) linear side walls of a dwelling exposed to an open space area. Also, the primary orientation of the dwelling at 64 Lord St is to its rear. Our site is located to its side-on aspect. Logically, something front on, in a direct line of sight, has more prominence than something side-on to an oblique position. In the circumstances where the lot is narrow, the heights not excessive, the lengths not substantive and the interface a 'side on' aspect and there is no wall on the boundary line at this point at ground level as well, the overall impost is entirely reasonable for such a tightly knit inner urban context.

There is also a small smidge of building form adjacent 12 Murray St at the 1.22m setback and 5.9m height, although this is only for a duration of 2m and given the form ceases thereafter this is actually a better outcome than something along this full duration that is pushed back another 47cm.

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Attachment 4 - PLN20/0563 - 66 Lord Street Richmond - Advertising S52 - Town Planning Report

Lastly, is then the screen associated with the terrace at 1st floor level which is 4.6m in height with a 340mm setback. If considered a wall on boundary it is 1m in height above the nominated 3.6m. If not on the boundary it is not setback the required 1.3m. The impact of this screen though is also limited given it is only exposed for a duration of 3.5m and something 4.6m in height is hardly tall. It is therefore neither long or tall, and by extension not bulky. It serves a reasonable and appropriate privacy purpose. We make these observations irrespective of whether the orientation of the dwelling 12 Murray St is one with a front on or side on interface with our site.

Standard A11 Walls on Boundaries

OBJECTIVE

- *To ensure that the location, length and height of a wall on a boundary respects the existing or preferred neighbourhood character and limits the impact on the amenity of existing dwellings.*

Complies with Objective

The length of wall along the southern boundary is compliant but the height is more than 3.2m in certain parts. It is a moot point whether the balcony screens are a wall or not. It does not influence whether the Standard is met (it is not anyway) and does not impact on the outcome in relation to the Objective. The height of walls along the southern boundary is acceptable given they generate zero amenity impacts given the interface is to a roadway. Prior parts of the report deal with why the more complex and intertwined outcome in character terms is acceptable, noting the dual purpose of the Objective.

The western wall is compliant in terms of length of wall and height of wall. In fact, the raked nature of design of the wall produces a boundary wall height of 1.82m-2.14m, around the same height as the existing 1.9m paling fence. This lower height is achievable as the internal space is a garage and also noting its width does not require the same internal ceiling height to function for this purpose as a habitable space would. This design feature is done for shadowing reasons.

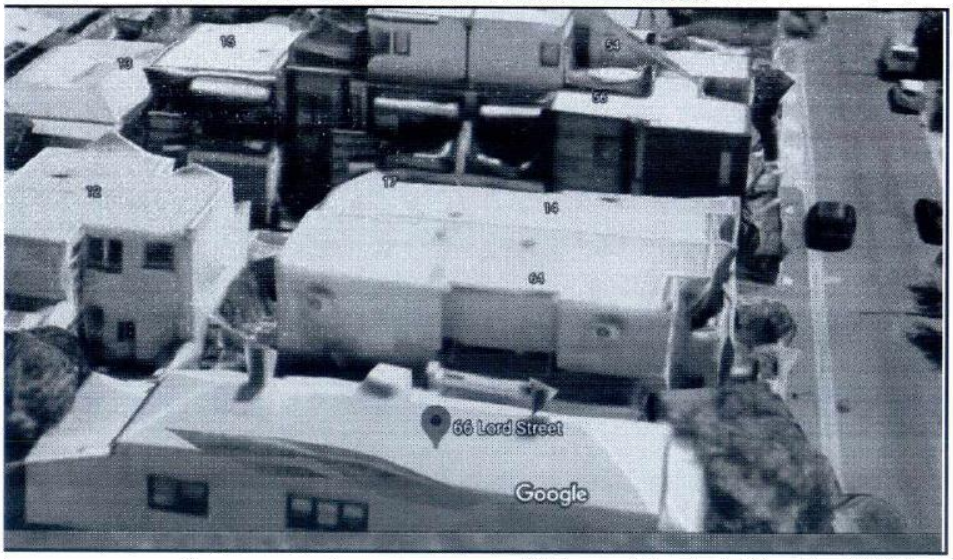
To the north the length and height of wall on the boundary with 12 Murray St is compliant with its length under 10m and its height well less than 3.2m. Prior sections of this report deal with the balcony screen atop at the 340mm setback and its amenity impacts.

It is noted that the Standard essentially gives a re-boot of the 10m plus 25% for 'each' lot the subject site abuts along its boundary. This is not only the correct interpretation of the Standard but affirmed via Practice Note 27.

In relation to the interface with 64 Lord St the proposal complies with the Standard in relation to length of wall being 10.9m long along a 21m long common boundary. However, the height of this wall at 9m (partially 6.3m) is obviously and clearly more than 3.2m and does not comply with the Standard. However, this additional height gives rise to no amenity impacts give it abuts what can be termed as a blind interface. This includes a wall on the boundary at the same point associated with the dwelling at 64 Lord St and where the southern wall of 64 Lord St is setback from the boundary the area in between is not a habitable open space area (ie, a 1m wide service yard where one stores a ladder, old bricks, mechanical plant and a garden hose) nor where one sets up for a Sunday BBQ and nor does it contain any windows facing the site. This is affirmed via both the feature survey plan and the below aerial view. It is therefore immaterial to 'amenity' of occupiers of 64 Lord St whether the proposed wall on boundary is 3.2m, 9m or anything in between. It is therefore acceptable in relation to the overarching and all important Objective.

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FIGURE 1 SOUTHERN SIDE WALL OF 64 LORD ST ABUTTAL TO NORTH



Standard A12 Daylight to Windows

OBJECTIVE

- *To allow adequate daylight into existing habitable room windows.*

Complies with Standard

There are no windows on the lot to the north at 64 Lord St facing the site. 12 Murray St has window(s) facing the site but these are well setback from the common boundary and adjacent the single storey element of the proposal anyway and would easily comply. 10 Murray St to the west does not contain any windows facing the subject site, or to the extent it does the setback from the boundary and the single storey nature of the proposal at this western end, it is immaterial either way and complies whatever the circumstance. To the extent the lots beyond Brady St come into consideration here the maximum height of the building is 9m and Brady St is wider than 4.5m and thus even if our building was 9m tall on the boundary (it is not) and the lots on the other side of Brady St had windows on their boundary (they do not) it would comply.

Standard A13 North-Facing Windows

OBJECTIVE

- *To allow adequate solar access to existing north-facing habitable room windows.*

Complies with Standard

There are no north facing windows within 3m of the southern boundary of the sit (ie, Brady St is wider than 3m).

Standard A14 Overshadowing

OBJECTIVE

- *To ensure buildings do not unreasonably overshadow existing secluded private open space.*

Complies with Standard

Shadow diagrams have been prepared which allow one to contrast the difference between the existing conditions and the proposed conditions. This allows one to ascertain the amount of new shadow attributable to this proposal. It is this new shadow that it is relevant to focus any assessment on.

It is clear that the line of the proposed shadow does not extent beyond Brady St at any time from 9am to 3pm on the equinox (the relevant time under the Planning Scheme) and as such there is no impact and it is automatically acceptable on this front.

The garage has been designed with a sunken and raked roof form specifically to minimise the amount of new shadow that it casts in the morning to 10 Murray St. There is 0.6m2 increase in shadow (ie, a new shadow) at 9am, but no new shadow by 10am. This would have next to a zero impact on the overall usability of this open space in relation to sunlight penetration given it is such a miniscule area and would quickly cease in any event. It certainly ceases by 10am (probably before 9:30am) and as such the proposal has no impact on shadowing for a 5 hour block from 10am to 3pm and meets the Standard. If one holds the view that no increase in shadow at any time between 9am and 3pm is permitted under the Standard given the small lot size of 10 Murray St we would firstly disagree with such an interpretation, but in any event would say the Objective is met given the quantum and duration of the new shadow.

Standard A15 Overlooking

OBJECTIVE

- *To limit views into existing secluded private open space and habitable room windows.*

Complies with Objective

To the north the balcony areas at first and second floor level are provided with 1.7m tall screens designed and installed in a way that prevents overlooking in accordance with the Standard. This means that any windows that face to these balcony areas are by logical extension not generating overlooking either.

The first floor north facing dining room window is noted as having fixed obscure glass to 1700mm in height. Whilst its direct alignment is with a side wall of the dwelling to the north, this screening mechanism prevents angled views to the open space of 64 Lord St. The west facing window at the top of the stairwell at 1st and 2nd floor level is not considered to require screening given it is not a habitable room. That said, this is perhaps somewhat subject to interpretation as to where the stairs stop and where the room starts and it can easily be screened, or fitted with a wing blinker to prevent angular views by permit condition if deemed necessary.

Windows towards the front of the property at 1st and 2nd floor level facing north or east do not require screening given interface is to either a blank wall, driveway or non-secluded front garden area or a non-secluded balcony area exposed and visible to the public realm.

No overlooking occurs to the west given the first floor balcony has a 1.7m tall screen and at 2nd floor the balcony is setback 9m from this boundary. It is noted though that the western perimeter of this 2nd floor terrace may get angled views into the open space of 12 Murray St. From our calculations the northern 50% of this western perimeter should be screened and a permit condition can, and should, require this.

This then leaves the southern interface and the more complex question about overlooking when the property is beyond a public roadway. There is clearly planning benefit in providing surveillance to public places. This is something reinforced by several streams of policy including Clause 54 itself, Clause 15 and parts of Clause 21 and 22 highlighted earlier. Indeed, much efforts in the urban design realm of planning are specifically geared towards ensuring buildings do directly engage with the public domain. This proposal does precisely that. Indeed, it brings much needed surveillance to a public place where there is currently very little and this is a clear positive.

Of course, in doing so, it brings about some overlooking, across and beyond the road, into 10 Brady St and to a much lesser extent 70 Lord St. In some respects it is an either / or choice. It cannot bring surveillance without overlooking. In relation to 70 Lord St the quantity is very low and largely concealed by its own fencing in relation to 'open space', includes a balcony of its own which is not secluded in any event at present, windows are setback more than 9m and/or its own verandah impedes views to windows that sit beneath it. The 'habitable room' parts of the proposal with aspect to 70 Lord St are very limited in any event.

The overlooking to 10 Brady St is more substantive and coming from the balcony areas at 1st and 2nd floor with the 9m arcs on the plans showing the spatial relationship. It is noted that whilst this area is 'secluded' it appears to include a driveway to a double garage, lemon tree and clothes line. Aerial views below show this site to allow one to appreciate how it is set out in the areas where the plans depict the 9m arcs. It is acknowledged this would not meet the Standard but considered that it is acceptable for 2 reasons. Firstly, the dwelling would still retain significant areas of open space beyond the 9m arc and the area within the 9m arc is a small proportion of its open space and positioned in a less habitable part of its open space. Secondly, it is considered the greater planning benefit occurs via having a higher degree of surveillance to the public realm in a location where there is presently very little.

Attachment 4 - PLN20/0563 - 66 Lord Street Richmond - Advertising S52 - Town Planning Report

FIGURE 2 10 BRADY ST FRONT SETBACK ZONE SECLUDED WITH DRIVEWAY, DOUBLE GARAGE, LEMON TREE AND CLOTHES LINE.

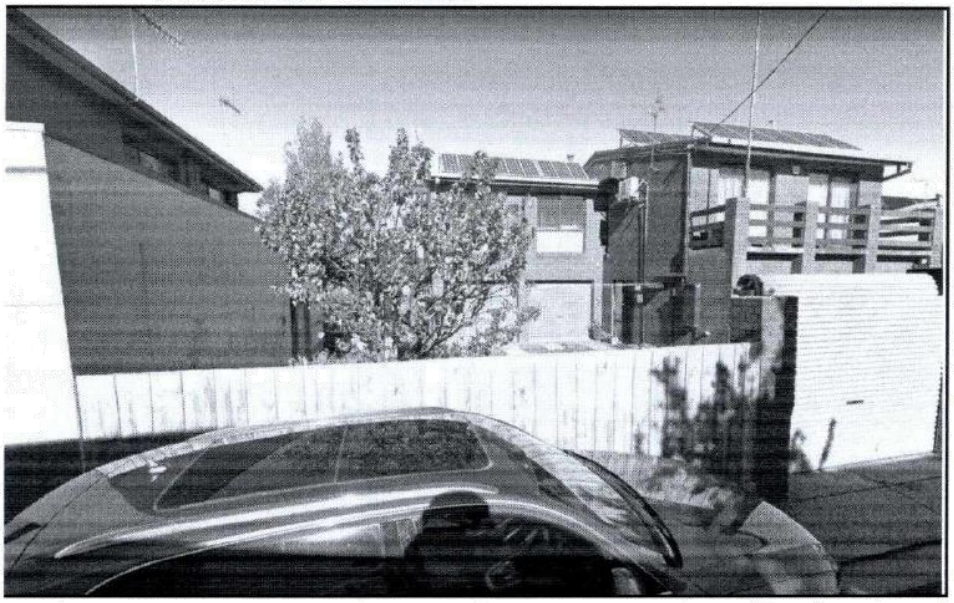


FIGURE 3 AERIAL VIEW OF 10 BRADY ST FRONT SETBACK AND ITS OVERALL SITING AND OUTDOOR AREAS



Standard A16 Daylight to New Windows

OBJECTIVE

- *To allow adequate daylight into new habitable room windows.*

Complies with Standard

All windows providing daylight to the dwelling are setback atleast 1m from the boundary of the site and have a span of atleast 3m in width when doing so.

Standard A17 Private Open Space

OBJECTIVE

- *To provide adequate private open space for the reasonable recreation and service needs of residents.*

Complies with Standard

The first floor terrace area is the parcel of open space that complies with the Standard even though it is not the only open space delivering amenity to occupiers. This terrace area is well over 8m2 in area and well over 1.6m in dimension. It is directly connected to the main family room and will get excellent northern sunlight. It has outlook to Brady St also. Additional open space at ground level which faces north of a communal and habitable room adds further open space amenity value to the dwelling as would the non-secluded open space in the front setback and the two balconies on the 2nd floor, noting the balcony off the sitting room would also comply in its own right with the Standard being 8m2 in area at a 2m dimension.

Standard A18 Solar Access to Open Space

OBJECTIVE

- *To allow solar access into the secluded private open space of a new dwelling.*

Complies with Standard

The first floor terrace area has a clear northern aspect and would comply and easily so. Other open space areas also have northern aspects.

Standard A19 Design Detail

OBJECTIVE

- *To encourage design detail that respects the existing or preferred neighbourhood character.*

Complies with Standard

Attachment 4 - PLN20/0563 - 66 Lord Street Richmond - Advertising S52 - Town Planning Report

In a location where housing growth is expected by the zone and local policy is absent of any Overlays that limit the achievement of this or that impose specific obligations about architectural form it is considered a faithful application of contemporary architecture is appropriate and indeed actually preferred to a 'faux' heritage design. The existing (emerging) character of this area includes a wide range of architectural forms from the post-war era with many 21st century forms evident too. This is precisely why it is not subject to a HO and this distinction from the inland parts of Richmond which have a HO from those which do not are a key part of the identity of the suburb.

Standard A20 Front Fences

OBJECTIVE

- *To encourage front fence design that respects the existing or preferred neighbourhood character.*

Complies with Objective

There is 1m tall front fence proposed along Lord St which has a matching side return along Brady St for a depth of around 6m. There is then a section along Brady St which is 1.8m in height which would not comply. This is acceptable for several reasons. Firstly, its height above the Standard is only 30cm. Secondly, corner lots typically include some degree of high fence along their side frontage. Thirdly, the existing dwelling on the land actually has a zero setback at this same point which is a structure of more prominence than a fence. Lastly, the dwelling opposite and indeed those further along Brady St (including those 'facing' Brady St) include similar fencing.

Attachment 5 - PLN20/0563 - 66 Lord Street Richmond - Advertising S52 - Traffic Assessment Report

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24 September 2020
Our Ref: Z3195Let_PA_2/az

Andrew Tran
Add Projects
By email: info@addprojects.com.au

PROPOSED DWELLING
66 LORD STREET, RICHMOND
SWEPT PATH ASSESSMENT

Dear Andrew,

As requested, we have reviewed the proposed application plans for 66 Lord Street in Richmond. Accordingly, we provide the following swept path assessment:

The Proposal

It is proposed to demolish the existing dwelling in order to construct a three-storey dwelling with two on-site car parking spaces via Brady Street. The location of the existing crossover to Brady Street will be retained for access to one undercover on-site car space. A second crossover is also proposed to Brady Street for access to another on-site car parking bay.

Road Network

Lord Street is a local street runs north-south between Bridge Road and Swan Street in Richmond. In the vicinity of the subject site, Lord Street is undivided with one traffic lane in each direction with permitted kerbside car parking.

Brady Street is a one-way local street that runs east-west between Lord Street and Coppin Street in Richmond. In the direct vicinity of the subject site, Brady Street is approximately 3.9 to 4.0 metres wide with an approximate 0.2 to 0.3 metre verge on the northern side and an approximate 0.7 metre verge/quasi footpath on the southern side (note: there is some variance). 'Permit Zone' signage is present along the southern side.

Car Parking Layout

It should be highlighted that Clause 52.06 does not apply to:

- the extension of one dwelling on a lot in the Neighbourhood Residential Zone, General Residential Zone, Residential Growth Zone, Mixed Use Zone or Township Zone; or
- the construction and use of one dwelling on a lot in the Neighbourhood Residential Zone, General Residential Zone, Residential Growth Zone, Mixed Use Zone or Township Zone unless the zone or a schedule to the zone specifies that a permit is required to construct or extend one dwelling on a lot.

Building Regulations 2018 (SR no 38 of 2020) - Reg 78: Car Parking confirms:

(1) If a new Class 1 building is to be constructed on an allotment, provision must be made for 2 car parking spaces on the allotment that are accessible from the street.

(2) Of the 2 car parking spaces—

(a) one space must be at least 6m long and 3·5m wide; and

(b) the second space must be at least 4·9m long and 2·6m wide.

(3) A building may project into a car parking space if it is at least 2·1m above that space.

(4) Despite sub-regulation (2), if the 2 required car parking spaces adjoin each other in a garage or carport or in a space constrained by walls, the double space may be 5·5m in width.

(5) An alteration to a building on an allotment must not reduce the number of car parking spaces on the allotment unless there are more than 2 in which case the number may be reduced to 2.

(6) The report and consent of the relevant council must be obtained to an application for a building permit in relation to a design that does not comply with this regulation.

The proposed car spaces do meet the above building regulations.

The following should be highlighted from AS/NZS 2890.1:2004:

- Swept path simulation based on the B85 vehicle for parking spaces and parking aisles (Section B2.3 of AS/NZS 2890.1:2004)
- Three-point turn entry and exit into 90 degree spaces for residential, domestic and employee parking (Table 1.1 to AS/NZS 2890.1:2004)
- Forward or reverse entry for 90 degree spaces (note: only 30, 45 or 60 angle degree parking are restricted to forward entry only as per Section 2.3.2 of AS/NZS 2890.1:2004).

An Autotrack swept path analysis based on a B85 vehicle with 300mm clearance confirms access to both on-site spaces in accordance with AS/NZS 2890.1:2004 requirements (refer to the attached) with 'no' vehicles parking on-street along Brady Street. It is understood that vehicles currently park on Brady Street within the 'Permit Zone' directly opposite preventing vehicular access to/from the existing crossover. The attached letter should be formally submitted to the City of Yarra to support removal of the 'Permit Zone' irrespective if this proposal (as this is an existing issue).

An application will need to be made by the applicant to the Responsible Authority for the approval/construction of the second crossover.

Conclusion

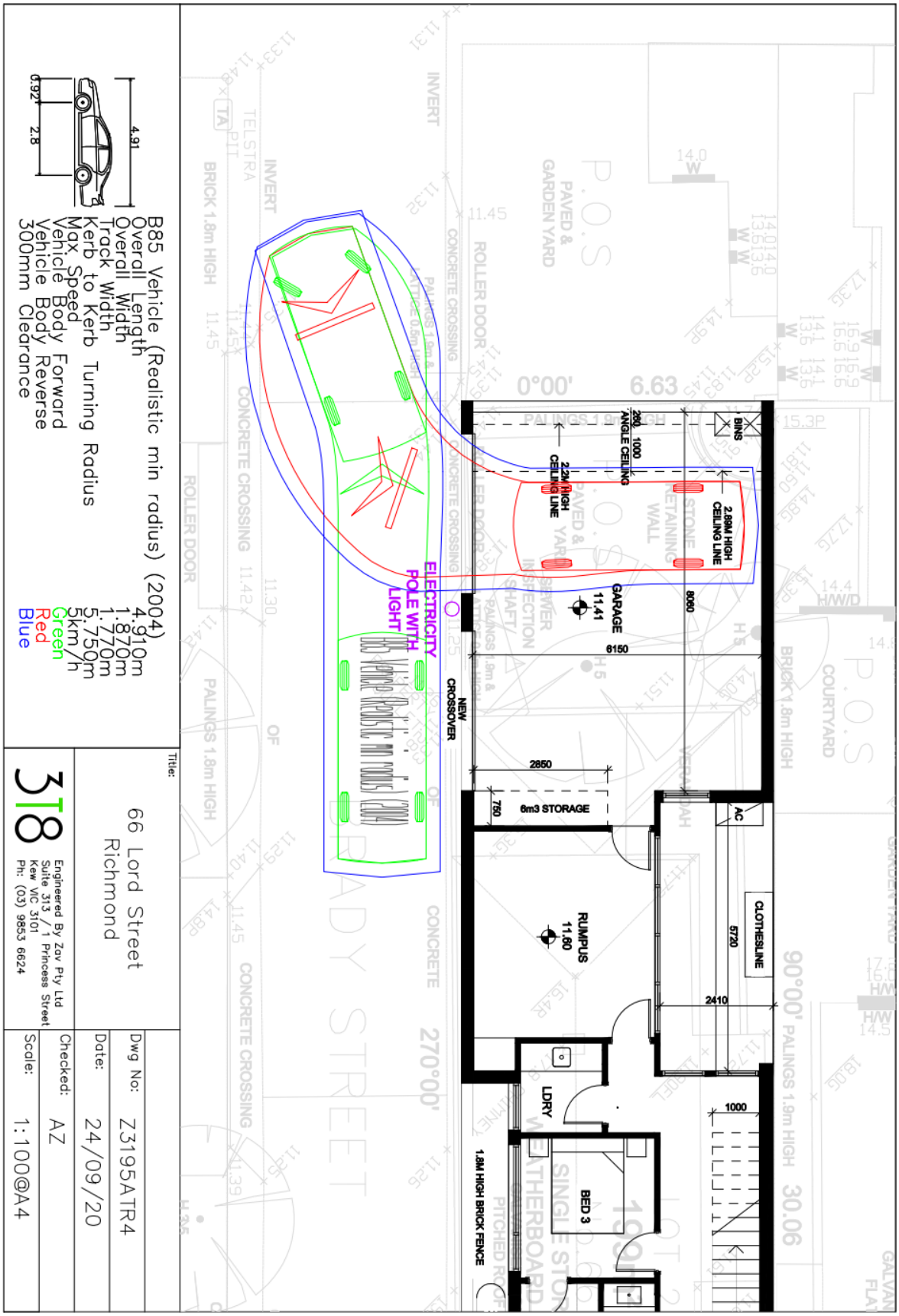
The reviewed components of the proposed dwelling are not expected to have adverse parking impacts in the vicinity of the subject site (with consideration of the 'Permit Zone' removal for access). Should you have any queries in relation to the above please do not hesitate to contact our office on 9853 6624.

Sincerely,

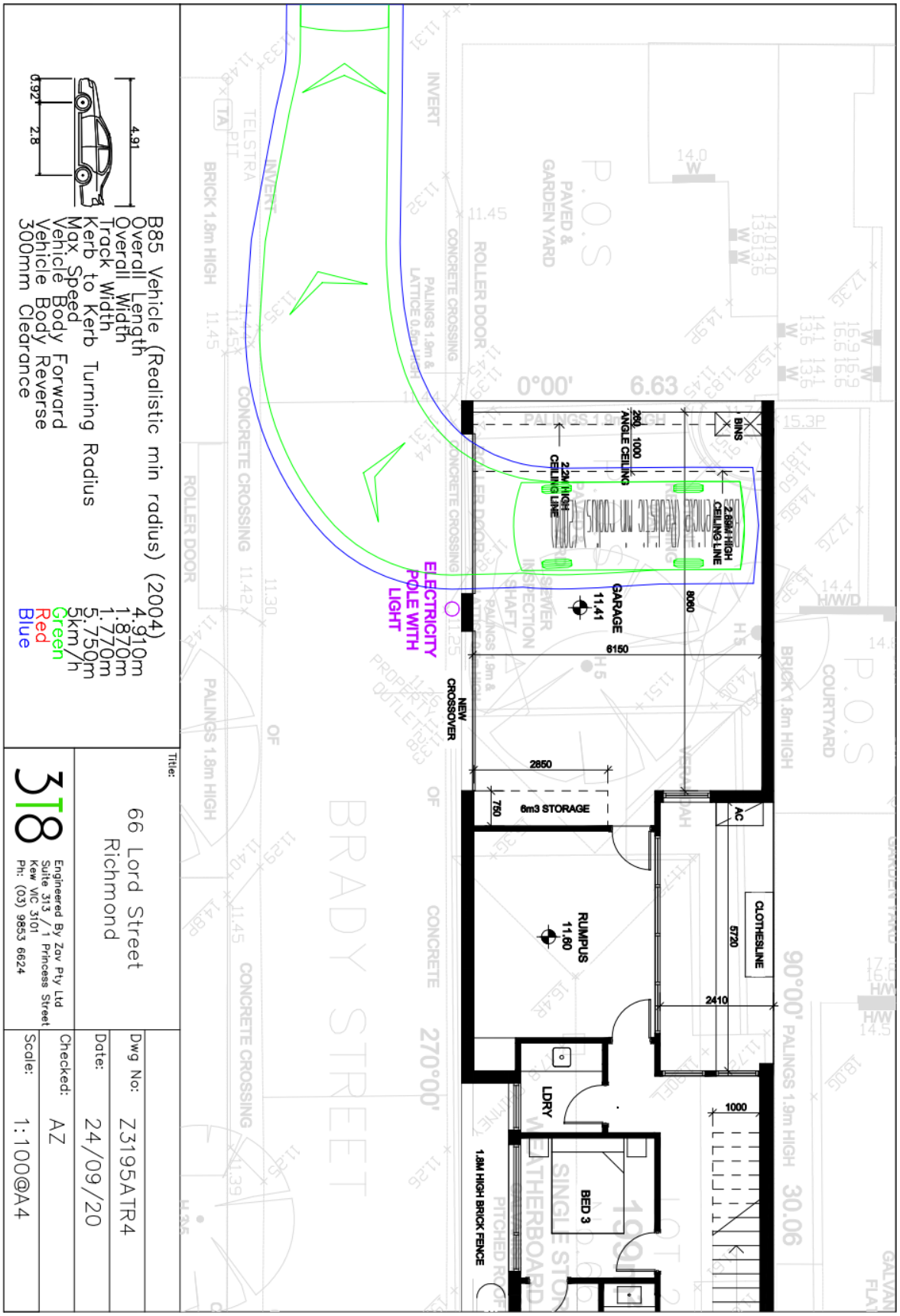
Andrew Zivanovic
Director BEng(Hons) MTraffic
Zav Traffic

Enc. **B85 Vehicle Swept Path Assessment**
Review of Existing Traffic Conditions

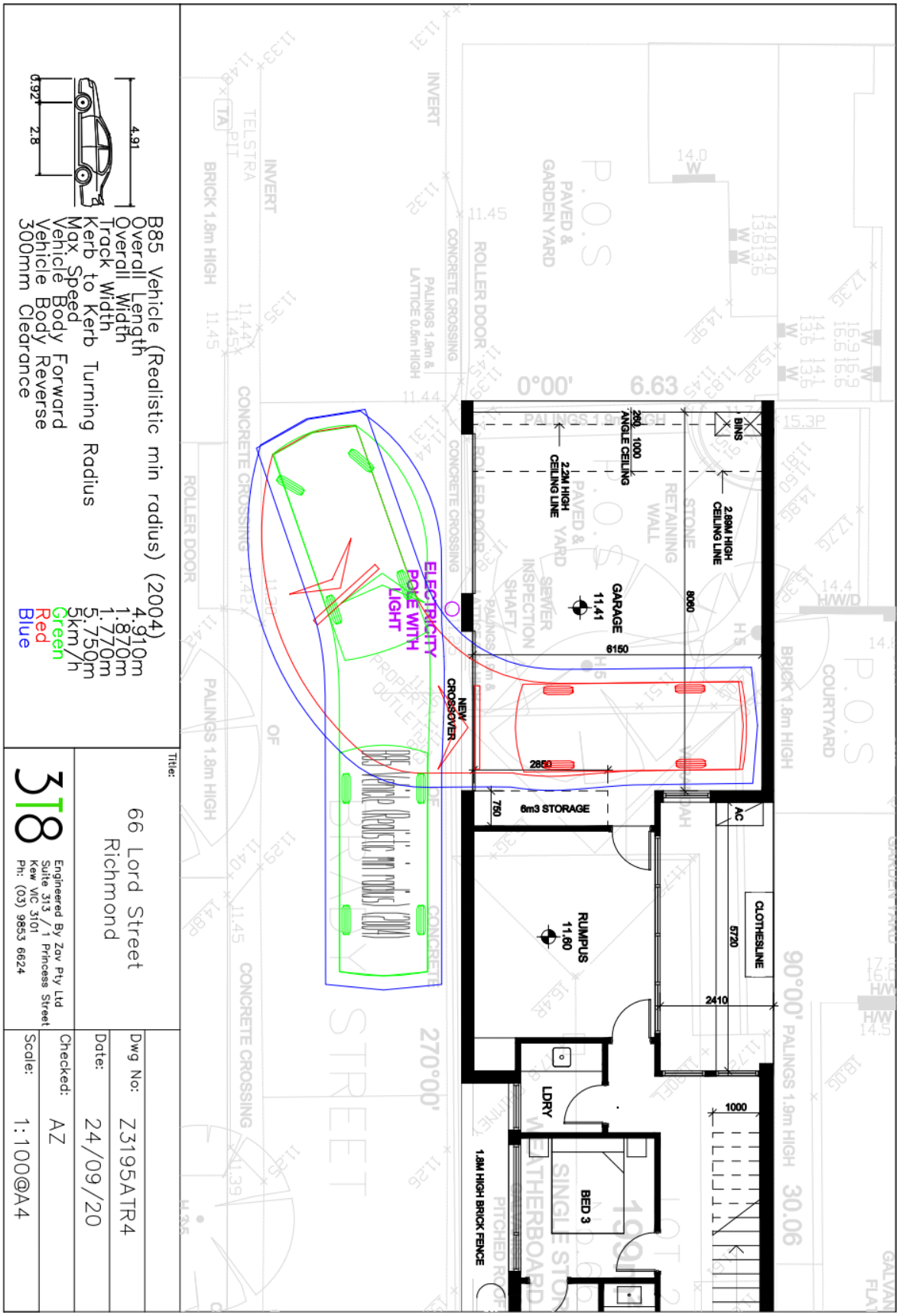
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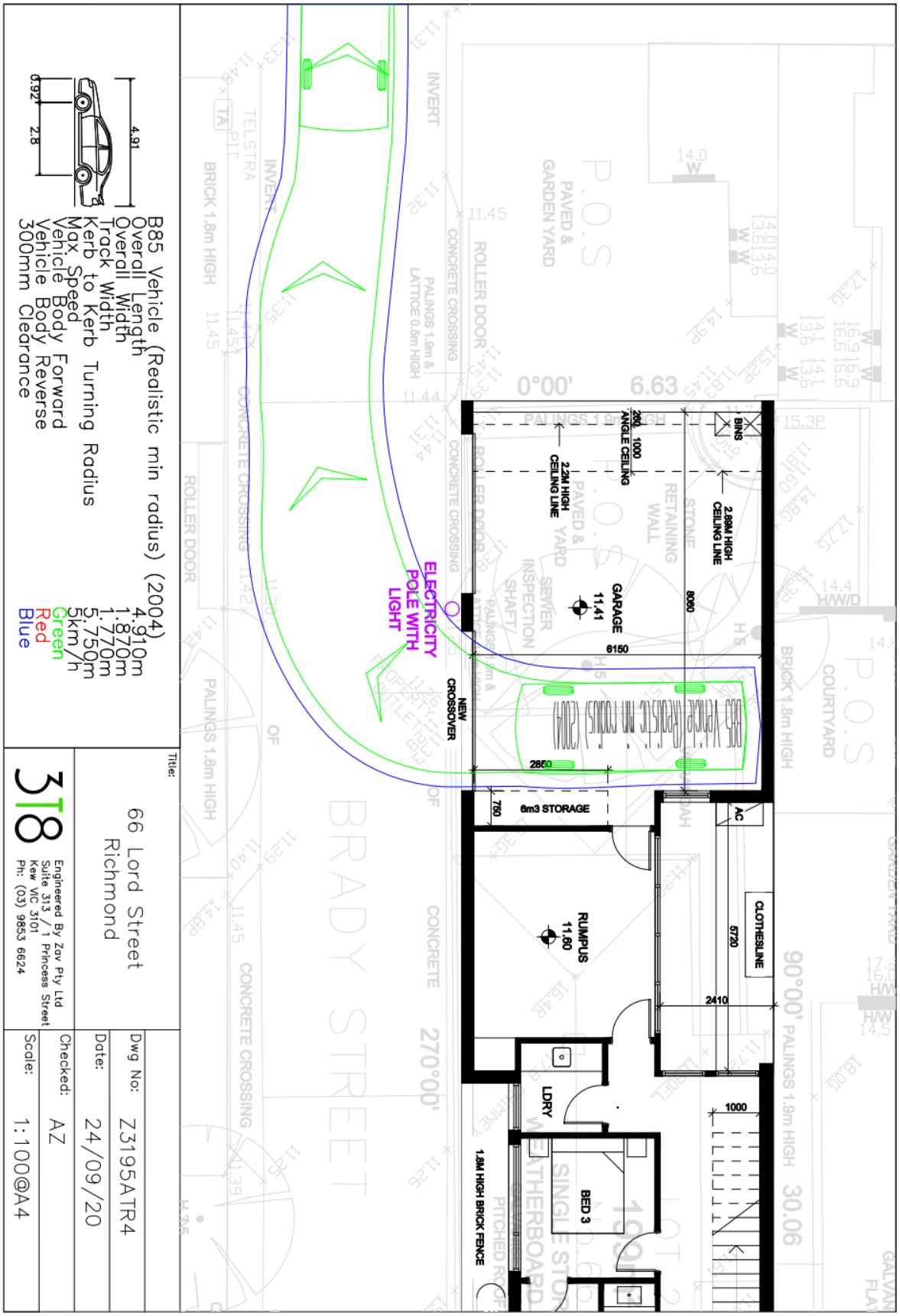
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22 September 2020
Our Ref: Z3195Let_PA_1/az

City of Yarra
Traffic and Transport Department
By email: info@yarracity.vic.gov.au

EXISTING DWELLING
CNR LORD STREET (#66) & BRADY STREET, RICHMOND
REVIEW OF EXISTING TRAFFIC CONDITIONS

City of Yarra,

As requested, we have reviewed Brady Street, relevant Australian Standards, Road Rules and the VicRoads website. Accordingly, we provide the following response:

Site Conditions

One dwelling is present on the subject land (#66 Lord Street) with a frontage to both Lord Street and Brady Street in Richmond. An existing vehicular access with associated single width crossover is present along the Brady Street site frontage.

Road Network

Brady Street is a one-way local street that runs east-west between Lord Street and Coppin Street in Richmond. In the direct vicinity of the subject site, Brady Street is approximately 3.9 to 4.0 metres wide with an approximate 0.2 to 0.3 metre verge on the northern side and approximate 0.7 metre verge/quasi footpath on the southern side (note: there is some variance). 'Permit Zone' signage is present along the southern side.

Australian Standard AS/NZS 2890.1-2004 Part 1: Off-street Parking

Appendix B to AS/NZS 2890.1:2004 confirms a B85 and B99 respective width of 1.87 metres and 1.94 metres, plus an additional 300mm clearance to each side for manoeuvring at 10km/h or less. An Autotrack swept path analysis based on an AS/NZS 2890.1:2004 B85 vehicle with 300mm clearance confirms access to/from the site is not achievable with B85 vehicles parking along Brady Street (refer to attached). Furthermore, a B85 and B99 vehicle cannot adequately pass a B85 vehicle parking along the Brady Street kerbside (refer to attached).

Road Safety Rules 2017

197 Stopping on a path, dividing strip, nature strip, painted island or traffic island

(1) ***A driver must not stop on a bicycle path, footpath, shared path or dividing strip, or a nature strip adjacent to a length of road in a built-up area***, unless—

(a) the driver stops at a place on a length of road, or in an area, to which a parking control sign applies and the driver is permitted to stop at that place under these Rules; or

(b) the driver's vehicle is a motor cycle and the driver stops in a place where the motor cycle does not inconvenience, obstruct, hinder or prevent the free passage of any pedestrian or other vehicle; or

(c) the driver is using a vehicle for the purpose of the operation of a detection device prescribed for the purposes of section 66 of the Road Safety Act 1986.

198 Obstructing access to and from a footpath, driveway etc.

(1) ***A driver must not stop on a road in a position that obstructs access by vehicles or pedestrians to or from a footpath ramp or a similar way of access to a footpath***, or a bicycle path or passageway unless—

(a) the driver is driving a public bus that is dropping off, or picking up, passengers; or

(b) the driver stops in a parking bay and the driver is permitted to stop in the parking bay under these Rules.

208 Parallel parking on a road (except in a median strip parking area)

(1) ***A driver who parks on a road (except in a median strip parking area) must position the driver's vehicle in accordance with subrules (2) to (8)***.

(2) The driver must position the vehicle to face—

(a) in the direction of travel of vehicles in the marked lane or line of traffic on, or next to, the part of the road where the driver parks; or

(b) if there is no traffic on, or next to, that part of the road—in the direction in which vehicles could lawfully travel on that part of the road.

(3) If the road is a two-way road, the driver must position the vehicle parallel, and as near as practicable, to the far left side of the road.

(4) If the road is a one-way road, the driver must position the vehicle parallel, and as near as practicable, to the far left or far right side of the road, unless otherwise indicated by information on or with a parking control sign.

(5) If the driver does not park in a parking bay, the driver must position the vehicle at least 1 metre from the closest point of any vehicle in front of it and any vehicle behind it.

(6) If the road has a continuous dividing line or a dividing strip, the driver must position the vehicle at least 3 metres from the continuous dividing line or dividing strip, unless otherwise indicated by information on or with a parking control sign.

(7) ***If the road does not have a continuous dividing line or a dividing strip, the driver must position the vehicle so there is at least 3 metres of the road alongside the vehicle that is clear for other vehicles to pass,*** unless otherwise indicated by information on or with a parking control sign.

(8) ***The driver must position the vehicle so the vehicle does not unreasonably obstruct the path of other vehicles or pedestrians.***

(9) This rule does not apply to—

(a) a driver if the driver parks on a length of road, or in an area, to which a parking control sign or road marking applies, and information on or with the sign or road marking includes the words "angle parking" or "angle"; or

(b) the rider of a motor bike if the rider parks the motor bike on a length of road, or in an area, to which a permissive parking sign applies and the sign indicates that the length of road or area is for parking motor bikes.

(10) Subrules (3) and (4) do not apply to the rider of a motor bike if the rider positions the motor bike so at least 1 wheel is as near as practicable to the far left or far right side of the road.



(11) If a road has one or more service roads, the part of the road used by the main body of moving vehicles, and each service road, is taken to be a separate road for this rule.

(12) In this rule— continuous dividing line means—

(a) a single continuous dividing line only; or

(b) a single continuous dividing line to the left or right of a broken dividing line; or

(c) 2 parallel continuous dividing lines; road does not include a road related area, but includes any shoulder of the road.

288 Driving on a path

(1) ***A driver (except the rider of a bicycle) must not drive on a path***, unless subrule (2) or (3) applies to the driver.

(2) A driver may drive on a path if the driver is—

(a) driving on a part of the path indicated by information on or with a traffic control device as a part where vehicles may drive; or

(b) ***driving on the path to enter or leave, by the shortest practicable route***, a road related area or adjacent land and there is not a part of the path indicated by information on or with a traffic control device as a part where vehicles may drive.

(3) A driver may drive a motorised wheelchair on a path if—

(a) the unladen mass of the wheelchair is not over 110 kilograms; and

(b) the wheelchair is not travelling over 10 kilometres per hour; and

(c) because of the driver's physical condition, the driver has a reasonable need to use a wheelchair.

(4) A driver on a path (except the rider of a bicycle, or a driver driving on the path to enter a road from a road related area or adjacent land, or to enter a road related area or adjacent land from a road) must give way to all other road users, and to animals, on the path.

289 Driving on a nature strip

(1) ***A driver must not drive on a nature strip adjacent to a length of road in a built-up area***, unless the driver is—

(a) ***entering or leaving, by the shortest practicable route***, an area on the nature strip indicated by information on or with a traffic control device as an area where vehicles may drive; or

(b) driving on a part of the nature strip indicated by information on or with a traffic control device as a part where vehicles may drive; or

(c) ***driving on the nature strip to enter or leave, by the shortest practicable route***, a road related area or adjacent land and there is not a part of the nature strip indicated by information on or with a traffic control device as a part where vehicles may drive; or

(d) riding a bicycle or animal, except if the Council prohibits the riding of bicycles or animals on the nature strip; or

(e) driving a ride-on lawnmower that is cutting grass on the nature strip; or

(f) driving a motorised wheelchair.

Attachment 5 - PLN20/0563 - 66 Lord Street Richmond - Advertising S52 - Traffic Assessment Report

VicRoads Website

VicRoads website also provide a summary of the key road rules in Victoria about parking as follows (refer to attached):

"If you are parallel parking and there are no spaces marked, you must park:

- *in line with and close to the kerb*
- *facing in the direction of vehicles on your side of the road*
- *leave at least 1 metre between your vehicle and those in front and behind you.*

If you can park opposite a broken line you do not need to leave 3 metres of space between your car and the line. However, you must leave 3 metres clear beside your car so another vehicle can pass."

"Paths, nature strips and dividing strips are not constructed for the parking of vehicles. Parking on them can damage the nature strip surface, trees and root systems, kerb and channel, paths, house drain connections and other underground services.

A driver must not park on a bicycle path, footpath, shared path, dividing strip, or a nature strip adjacent to a length of road in a built up area, unless the driver parks at a place allowed by a parking sign."

"A nature strip is defined as the area between a road and adjacent land and includes amongst other things areas of grass, cement or gravel, dirt and driveways. It does not include the kerb, shoulder of a road or a bicycle path, footpath or shared path."

Conclusion

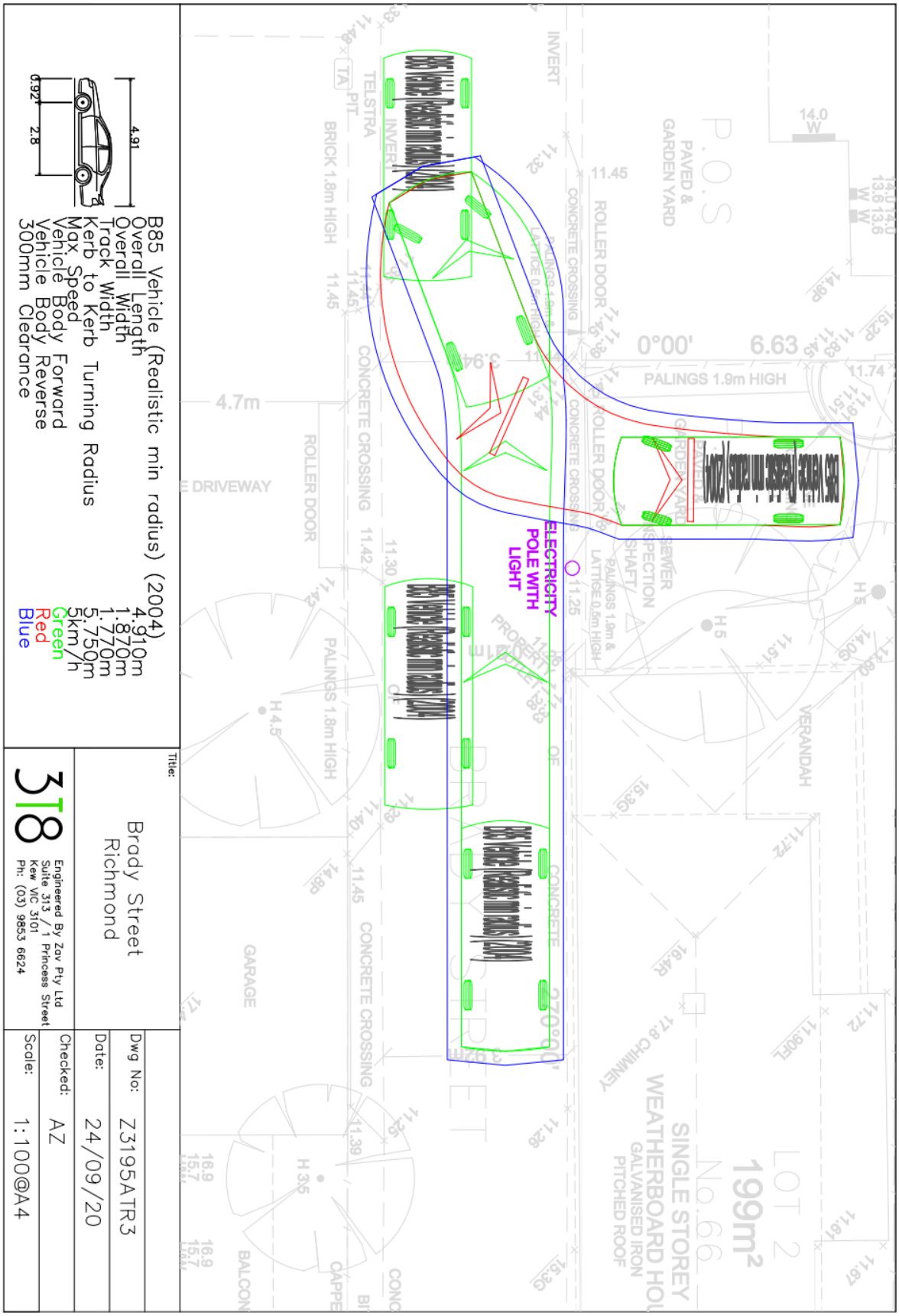
Ignoring the 'Permit Zone' signage, Lord Street is not sufficiently wide enough to permit on-street car parking in accordance with the road rules. On-street parking along Brady Street (including parking on the verge) is considered a hazard to other road users (inclusive of property access and emergency vehicles). Councils enforcement department and/or the Victorian Police should be contacted for vehicles parking on the verge (nature strip). Council should consider removing the 'Permit Zone' restriction. Should you have any queries in relation to the above please do not hesitate to contact our office on 9853 6624.

Sincerely,

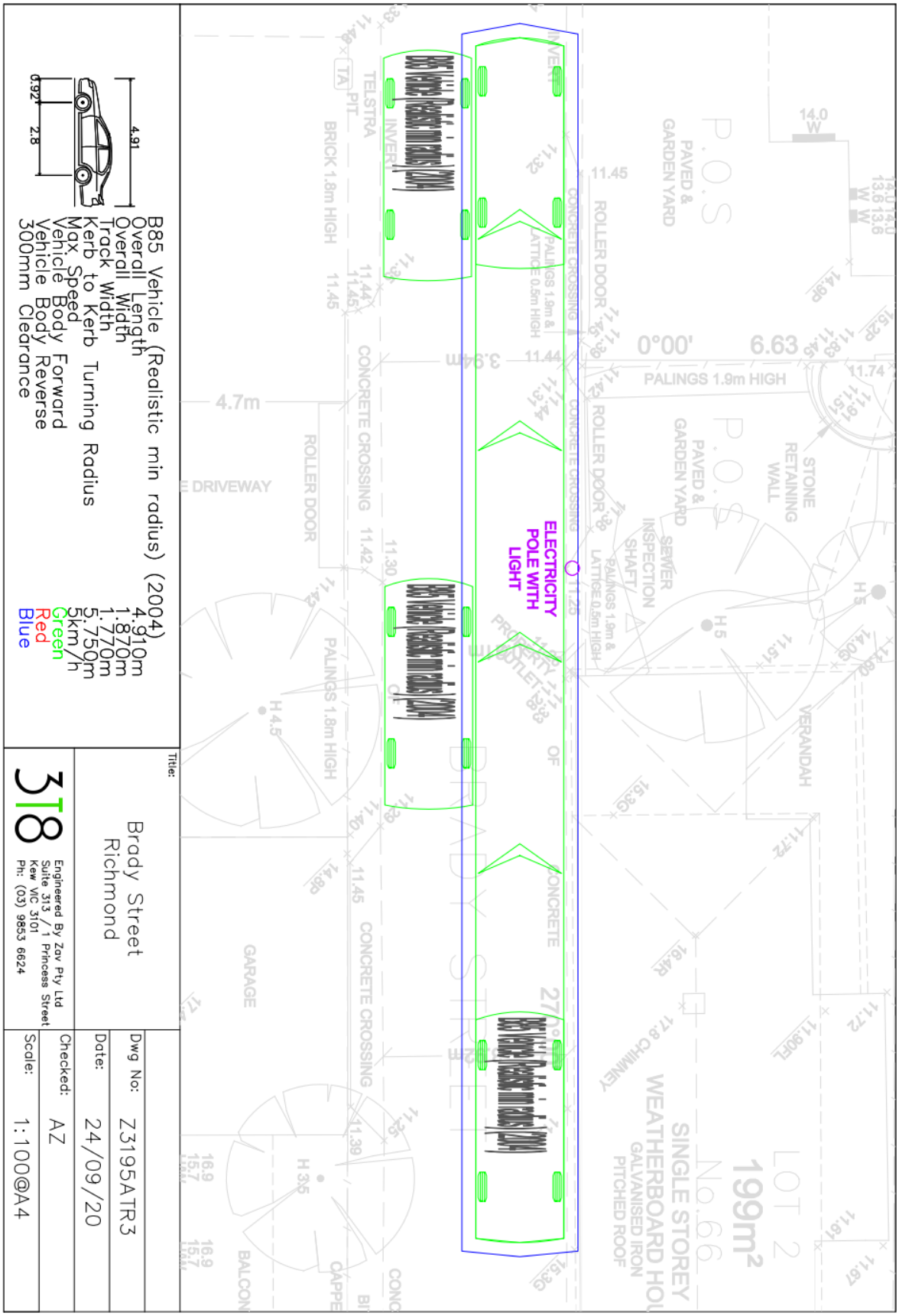
Andrew Zivanovic
Director BEng(Hons) MTraffic
Zav Traffic

Enc. **Autotrack Swept Path Assessment**
VicRoads - A summary of the key road rules in Victoria about parking

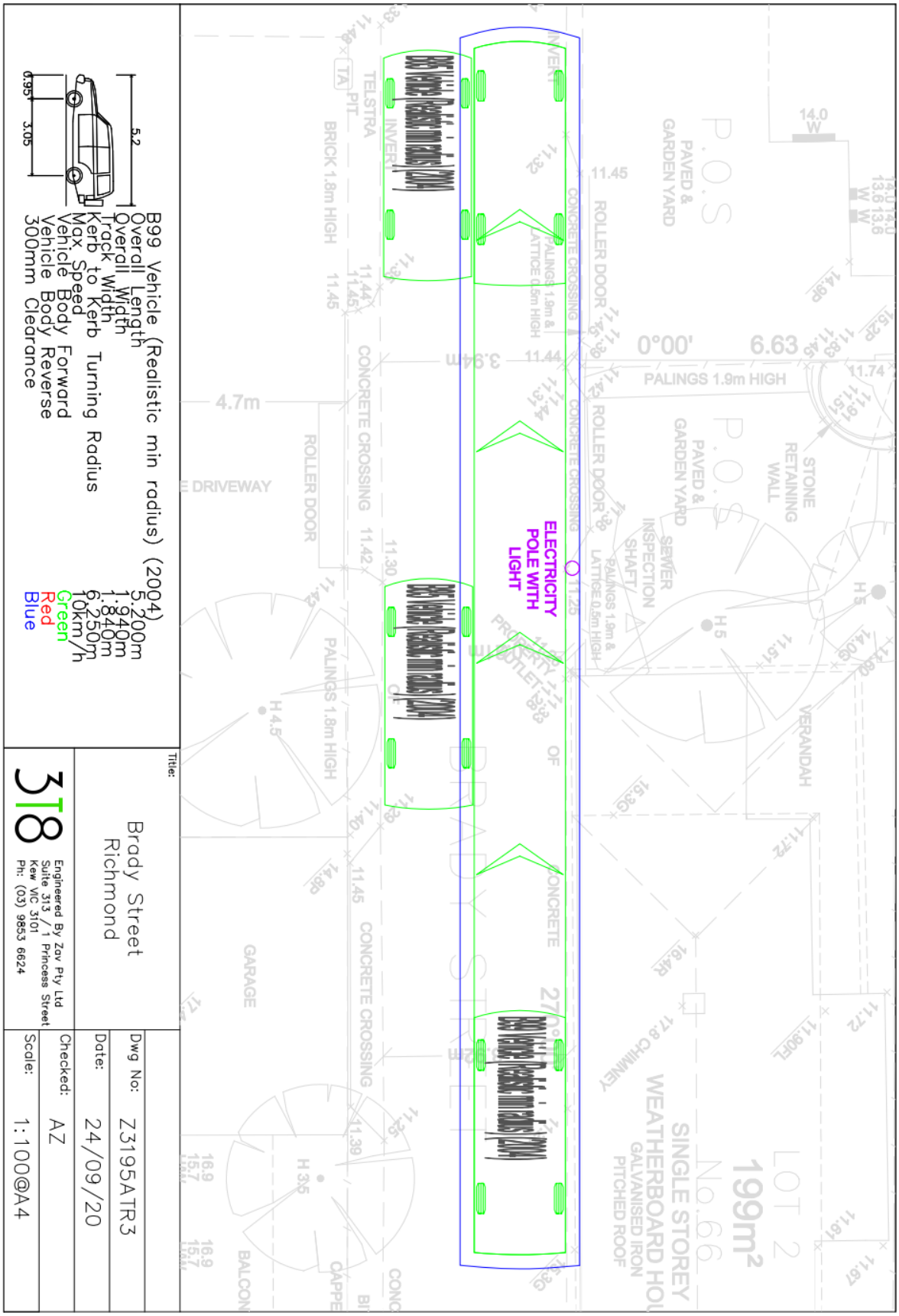
Attachment 5 - PLN20/0563 - 66 Lord Street Richmond - Advertising S52 - Traffic Assessment Report



Attachment 5 - PLN20/0563 - 66 Lord Street Richmond - Advertising S52 - Traffic Assessment Report



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Attachment 5 - PLN20/0563 - 66 Lord Street Richmond - Advertising S52 - Traffic Assessment Report

We are resuming all licence testing in regional Victoria. From Monday 21 September we will be contacting customers with postponed appointments. No new appointments are available until further notice. There is currently no change to our registration and licensing operations in metropolitan Melbourne. Visit our coronavirus (COVID-19) webpage to learn more.

vicroads

Home > Safety & Road Rules > Road rules A-Z of Road Rules > *Parking*

Parking

A summary of the key road rules in Victoria about parking.

On this page you'll find information about types of parking, parking lines and zones and other stopping and parking rules.

Local councils undertake the majority of parking enforcement and look after parking issues in local streets. Some enforcement is also undertaken by police and other authorised agencies.

All parking and stopping rules apply even if your vehicle has broken down or if you have your hazard warning lights on.

Parking check

When parking obey the signs, park within the marked bay (if marked), don't cause an obstruction and allow adequate space for large vehicles to pass.

Before leaving a parked vehicle the driver must:

- engage the parking brake
- remove the key out of the ignition
- lock all doors and windows if there is no one in the vehicle.

It is also important to remove all valuables from the vehicle or ensure they are not in plain sight.

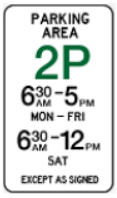
When leaving a vehicle the driver and passengers must not cause a hazard to any person or vehicle by opening or leaving open a vehicle door. See our Car doors bike riders page for more information and safety tips about opening car doors after you have parked.



Make sure you check the parking signs and if you are in a timed parking area make note of the time you parked. Enter the parking time into your phone as a reminder.

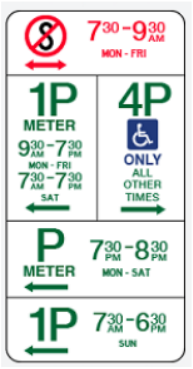
Attachment 5 - PLN20/0563 - 66 Lord Street Richmond - Advertising S52 - Traffic Assessment Report







Signs can have different information for different times of the day or of the week so read them carefully.



When driving out of a car park indicate (if required), check mirrors and blind spots and give way to all vehicles and pedestrians on the road.

Public holidays

If information on a parking sign shows that it applies on a particular day of the week, the sign will not apply on a day that is a public holiday unless information on the sign says otherwise.

For example, if a loading zone sign indicates that it applies on Monday to Saturday between 9am and 4pm and information on or with the sign does not indicate that it applies on public holidays, it means you can park there on any public holiday falling on a Monday to Saturday.

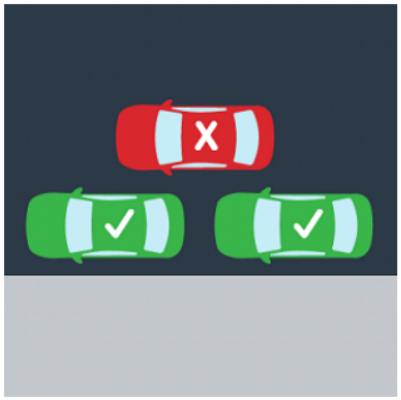
Signed parking restrictions still apply on public holidays if a parking sign does not show a day of the week.

For example, if a parking sign only shows 2 hours parking from 7am to 6pm then this will apply every day of the year, including public holidays.

Can I park here?

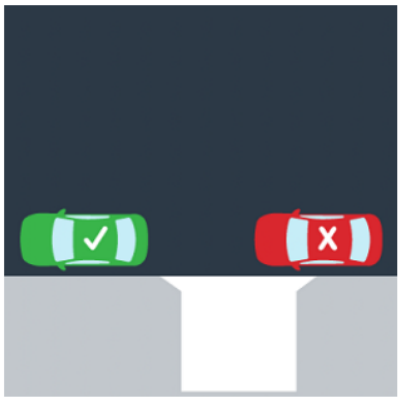
You are not allowed to park, stop or leave your vehicle:

- double parked



- within an intersection (except on the continuous side of a continuing road of a T-intersection)

- on a freeway (except in an emergency stopping lane)
- fully or partially across a driveway except for 2 minutes to pick up or drop off passengers (there is no defined measurement for parking near a driveway)



- if there is fewer than 3 metres of clear road left for other traffic
- on a footpath, nature strip or reservation (unless the vehicle is a motorcycle or bicycle)
- across a footpath, bicycle path or passageway or footpath ramp, unless a sign allows it
- in a bus, tram or truck lane
- on a curve or crest of a hill outside a built-up area, unless your vehicle is visible for 100 metres from behind, or there is a sign allowing it
- in a slip lane, unless a sign allows it
- on a painted island or where a road marking says 'Keep clear'
- in a no stopping area
- in a clearway
- next to a continuous yellow line on the edge of the road (curb).

You are allowed to park or leave your vehicle:

- opposite a driveway as long as you leave 3 metres beside your vehicle
- anywhere in a street where parking is permitted including in front of other homes or businesses.

How close can I park to that?

20 metres

Unless there is a sign saying that you can, you are not allowed to park, stop or leave your vehicle within 20 metres of:

- either side of an intersection with traffic lights
- either side of a level crossing
- the approach side of a bus stop
- the approach side of a children's crossing
- the approach side of a pedestrian (zebra) crossing that is not at an intersection
- the approach side of a tram stop sign.

10 metres

Unless there is a sign saying that you can, you are not allowed to park, stop or leave your vehicle within 10 metres of:

- either side of an intersection without traffic lights
- either side of a safety zone

- the approach side of traffic lights (signalised pedestrian or bike crossing) not at an intersection
- the departure side of a bus stop sign
- the departure side of a pedestrian (zebra) crossing that is not at an intersection
- the departure side of a children's crossing.

3 metres

Unless there is a sign saying that you can you are not allowed to park, stop or leave your vehicle within 3 metres of:

- an Australia Post mail box
- the departure side of traffic lights (signalised) pedestrian or bike crossing) not at an intersection
- double continuous dividing lines (double lines)
- a single continuous dividing line
- a single continuous line to the left or right of a broken dividing line
- a dividing strip.

1 metre

Unless there is a sign saying that you can, you are not allowed to park, stop or leave your vehicle within 1 metre of a fire hydrant, fire hydrant indicator or fire plug indicator.

In a parallel park you must leave a minimum of 1 metre between your vehicle and the vehicle in front and behind.



Types of parking

Parallel parking

If you are parallel parking within a marked parking space you must park:

- completely within the parking bay
- in line with and close to the kerb
- facing in the direction of vehicles on your side of the road.

If you are parallel parking and there are no spaces marked, you must park:

- in line with and close to the kerb
- facing in the direction of vehicles on your side of the road
- leave at least 1 metre between your vehicle and those in front and behind you.

If you can park opposite a broken line you do not need to leave 3 metres of space between your car and the line. However, you must leave 3 metres clear beside your car so another vehicle can pass.

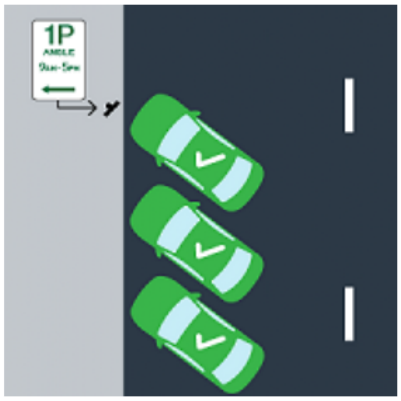
Attachment 5 - PLN20/0563 - 66 Lord Street Richmond - Advertising S52 - Traffic Assessment Report

Angle parking

If a parking sign shows that you need to park on an angle, you must park your car on the angle shown on the sign or in the marked spaces.

If there isn't an angle shown on the sign, and no marked spaces, you must park at a 45 degree angle.

If you park at an angle other than 90° (e.g. 45°), you must position your car with its rear nearest to the centre of the road (unless a sign says otherwise). You are permitted to reverse into a 90° angle park but not if the park is centre of the road parking.



Centre of the road parking

When parking in spaces in the centre of the road you must:

- drive in forwards
- drive out forwards.

You are not allowed to reverse in or out of these parking spaces, unless a sign says you can.

Parking on a nature strip, footpath, shared path, bicycle path or dividing strip

Paths, nature strips and dividing strips are not constructed for the parking of vehicles. Parking on them can damage the nature strip surface, trees and root systems, kerb and channel, paths, house drain connections and other underground services.

A driver must not park on a bicycle path, footpath, shared path, dividing strip, or a nature strip adjacent to a length of road in a built up area, unless the driver parks at a place allowed by a parking sign.

A rider can stop on a bicycle path, footpath, shared path or dividing strip, or a nature strip adjacent to a length of road in a built-up area, in a place where the motor cycle does not inconvenience, obstruct, hinder or prevent the free passage of any pedestrian or any other vehicle.

A nature strip is defined as the area between a road and adjacent land and includes amongst other things areas of grass, cement or gravel, dirt and driveways. It does not include the kerb, shoulder of a road or a bicycle path, footpath or shared path.

Meter parking

You need to pay a fee to park in some spaces.

If the parking sign shows that fee is payable for parking you must:

- pay the fee
- obey the instructions on or with the sign.

Disability parking

You are not allowed to park in parking bays that have a disabled parking sign or road marking, unless you have a valid disabled parking permit.

See our disability parking page for more information about disability parking and permits.

Parking signs

You cannot park for longer than the time shown on a parking sign.

When moving your car to another parking spot, you must move it out of the area or length of road controlled by the parking sign.

The parking time limits on the sign only apply during the times shown. Outside of those times, you can park with no restrictions, unless there are other signs saying you can't.

No parking signs



If there is a 'no parking' sign, you can stop for 2 minutes in that area:

- if you are picking up or dropping off passengers or goods
- you stay within 3 metres of your vehicle.

If you stop in, or partly in, an area showing a no parking sign and you are not picking up or dropping off passengers or goods, you are considered to be parked and can be fined. This is the case even if you stay with your vehicle.

No stopping signs



If there is a 'no stopping' sign, you are not allowed to stop or park your car in, or partly in, that area for any reason. Dropping off or picking up passengers or goods in a 'no stopping' area is not permitted.

Clearways



You must not stop in a Clearway (length of road showing a 'clearway' sign) during the times and days shown on the sign.

The driver of a public bus or taxi may stop in a Clearway to drop off or pick up passengers.

See our tow-away zones page for more information.

Zones

Loading zone



You can stop in a loading zone for up to 30 minutes or as otherwise signed if you are dropping off, or picking up:

goods and driving a:

- goods-carrying vehicle
- courier or signed delivery vehicle
- truck which is dropping off or picking up goods

passengers and driving a:

- bus or vehicle which has seating positions for 10,11 or 12 adults (including the driver) that is being used to carry passengers for hire or reward
- public bus
- licensed commercial passenger vehicles such as taxis, hire cars or other special purpose vehicles

Other drivers must not stop in a loading zone, even if loading or unloading.

Truck zone

Only trucks with a gross vehicle mass over 4.5 tonnes can park or stop in a truck zone.



Bus zone

Only public buses can park or stop in a bus zone.



Taxi zone

Only taxis can park or stop in a taxi zone.



Permit zone

Only vehicles displaying a valid permit (issued by the relevant authority) can park or stop in a permit zone.



Works zone

Only vehicles involved in construction work in or near the works zone can park or stop in these zones.



Mail zone

Only postal vehicles can park or stop in a mail zone.



Safety zone

Safety zones are around trams stops so be alert for pedestrians. You are not allowed to park within 10 metres of a safety zone unless permitted by sign.

Attachment 5 - PLN20/0563 - 66 Lord Street Richmond - Advertising S52 - Traffic Assessment Report



Park and Ride facilities at Melbourne railway stations

Up to date, consolidated versions of existing gazette notices.

Under the Road Safety Act 1986, the Minister for Roads and Road Safety may, at the request of any public authority or other person prescribed under the Road Safety (General) Regulations 2019, make an Order extending parts of the Road Safety Act 1986 and regulations made under that Act to any land or premises vested in, or under the control of, that authority or person.

This power has been exercised, at the request of Metro Trains Melbourne Pty Ltd, in relation to a number of Park and Ride facilities located at Metro Trains railway stations throughout Melbourne. As a result, all of the Road Rules apply to those areas as if they were roads (including the stopping and parking rules contained in Part 12 of the Road Rules), and these rules can be enforced by authorised Metro Trains employees (as well as by police).

Certain offences in the Road Safety Act 1986 also apply to those areas.

Details of exactly which provisions of the Road Safety Act 1986 and the regulations made under that Act apply in the Park and Ride facilities are set out in the Orders themselves.

On 23 December 2014, an Order was made that partly revoked and amended a number of Orders previously made in relation to the Park and Ride facilities at certain Metro Train railway stations in Melbourne.

This Order was published in the Victoria Government Gazette No. S 465 on 30 December 2014. The earlier Orders partly revoked or amended by this Order were published in the following editions of the Victoria Government Gazette:

- No. S 303 on 3 September 2009
- No. G 48 on 1 December 2011
- No G 31 on 1 August 2013.

Copies of all notices are available for download at the Victoria Government Gazette website at Government Gazette

If a notice is published in the Victoria Government Gazette that amends a notice published in an earlier edition of the gazette, the Subordinate Legislation Act 1994 requires that an up to date consolidated version of the amended notice be published on the internet and be made available for inspection by any person free of charge during office hours at the principal office of the entity responsible for the notice. The entity responsible for the placement of the notice is VicRoads. In accordance with this requirement, below are links to up to date consolidated versions of the legislative instruments amended by the Order made under section 98(1) of the Road Safety Act 1986 published in Victoria Government Gazette No. S 465 on 30 December 2014. • No. S 303 on 3 September 2009 [PDF 1.3 Mb] • No. G 48 on 1 December 2011 [PDF 1.4 Mb]; and • No. G 31 on 1 August 2013 [PDF 659 Kb].

Copies of the up to date consolidated versions of the Orders may be inspected at VicRoads Head Office, 60 Denmark Street, Kew, Victoria.

Are you looking for...

Disability parking permit (in Road rules)

Attachment 5 - PLN20/0563 - 66 Lord Street Richmond - Advertising S52 - Traffic Assessment Report

State Government of Victoria
Page Updated 13 January 2020

Attachment 6 - PLN20/0563 - 66 Lord Street Richmond - Advertising S52 - STORM Rating Report

STORM Rating Report

TransactionID:	961862
Municipality:	YARRA
Rainfall Station:	YARRA
Address:	66 lord st
	richmond
	VIC 3121
Assessor:	Andrew
Development Type:	Residential - Dwelling
Allotment Site (m2):	199.00
STORM Rating %:	101

Description	Impervious Area (m2)	Treatment Type	Treatment Area/Volume (m2 or L)	Occupants / Number Of Bedrooms	Treatment %	Tank Water Supply Reliability (%)
roof to tank	105.00	Rainwater Tank	2,000.00	5	154.00	76.00
hard surface	55.00	None	0.00	0	0.00	0.00

Date Generated: 16-May-2020 Program Version: 1.0.0

Attachment 7 - PLN20/0563 - 66 Lord Street Richmond - Engineering Referral Response

CITY OF YaRRA

MEMO

To: **Konrad Bruhn**

From: **Daniel Chila/Artemis Bacani**

Date: **27 November 2020**

Subject: **Application No:** **PLN20/0563**
Description: **Construction of a Triple-Storey Dwelling**
Site Address: **66 Lord Street, Richmond**

I refer to the above Planning Application received on 19 October 2020 in relation to the proposed development at 66 Lord Street, Richmond. Council's Civil Engineering unit provides the following information:

Drawings and Documents Reviewed

	Drawing No. or Document	Revision	Dated
+add.projects	*TP22 Floor Plan – LG*	P11	23 September 2020
3T8	*Review of Existing Conditions* report		22 September 2020

DEVELOPMENT LAYOUT DESIGN
Layout Design Assessment

Item	Assessment
Access Arrangements and	
Existing Vehicle Entrance (West Doorway)	The swept path diagrams for a B85 design vehicle entering and exiting the existing (west) doorway) via Brady Street are considered satisfactory in the event that no on-street parking takes place on the south side of the Brady Street. When cars are parked on the south side of Brady Street, a B85 design vehicle will not be able to enter and exit the existing doorway satisfactorily. The applicant's traffic engineer has not taken on-street parallel parking into account (a standard practice when assessing vehicle turning movements off a street).
Proposed Vehicle Entrance (East Doorway)	Similarly, the swept path diagrams for a B85 design vehicle entering and exiting the proposed (east) doorway via Brady Street are considered satisfactory in the event that no on-street parking takes place on the south side of the Brady Street. As with the existing doorway, a B85 design vehicle cannot enter or exit the proposed doorway when cars are parked in Brady Street.
Inadequacy of Access Arrangements	As Brady Street contains parallel on-street parking on the south side (a full-time Permit Zone), the presence of parked vehicles will severely restrict vehicle turning movements into and out of both the existing and proposed entrances to the garage.

	The Civil Engineering unit does not support the proposed (east) access arrangement for the garage on the basis that ingress and egress are considered unsatisfactory in the event that cars are parked on the south side of Brady Street.
Garage Design	
Garage	The internal dimensions of the double garage (8.06 metres by 6.15 metres) in depth satisfy *Design Standard 2 – Car parking spaces*.
The Use of the Existing Doorway for the Garage	
Existing Entrance	As mentioned earlier, from a purely geometrical standpoint the existing vehicle crossing does not work (when cars are fully parked/occupied on the south side of Brady Street). With the existing (west) doorway – an existing condition – we have no objection to its continual use by virtue of its previous and existing use in providing access for a vehicle – provided there is some evidence to support this. To this end, aerial photographic evidence has been obtained clearly showing a vehicle parked on the property (accessed via the existing entrance). It is quite probable that a motorist may have entered the property while the south kerbside was sufficiently vacant (or may have even waited for it be vacant). The photo is proof that a car has been parked recently in this space.  Above: Nearmap image taken on 19 December 2019
Parking on South Side of Brady Street	
On-street Parking Restrictions in Brady Street	Under the provisions of the *Road Safety Road Rules* 2019, Council is the Highway Authority responsible for the installation and control of on-street parking restrictions on Public Highways. The parking that takes place on the south side is permitted. To begin with, Regulation 206(7) of the *Road Rules* states: *If the road does not have a continuous dividing line or a dividing strip, the driver must position the vehicle so there is at least 3 metres of the road alongside the vehicle that is clear for other vehicles to pass, unless otherwise indicated by information on or with a parking control sign.* (...Continued)

Attachment 7 - PLN20/0563 - 66 Lord Street Richmond - Engineering Referral Response

Item	Assessment
	The Permit Zone restriction that applies along the south side of Brady Street does permit cars (with valid permits) to park along the kerbside, despite the fact that there may be less than 3.0 metres of passing room. Other examples of this exist throughout the municipality, including Blanche Street, Cremorne and Studley Street, Abbotsford, to name a few. With on-street parking, the parking restriction sign has statutory significance and takes precedence (as can be seen with Regulation 206(7)). It should be noted that the full-time Permit Zone that applies along the south side of Brady Street was approved and installed by Council following community consultation. Support of more than 75% from local residents was required before Council gave further consideration and its endorsement of these restrictions. Permit Zones are installed to provide residents an opportunity to park on-street. Once installed, Permit Zone parking restrictions are seldom, if ever, removed or amended by Council's Parking Management unit.

Attachment 8 - PLN20/0563 - 66 Lord Street Richmond - Urban Design Referral Response

CITY OF YaRRA

MeMO

TO:	Konrad Bruhn
FROM	David Pryor
DATE:	4 November 2020
SUBJECT:	66 Lord St Richmond
APPLICATION NO:	PLN20/0563
DESCRIPTION:	Construction of one triple storey dwelling.

COMMENTS SOUGHT

Urban Design comments have been sought on:

- Height and massing
- Architecture and materiality
- Public realm interface

These comments are based on the plans with issue date 23-Sep-20, Revision P11. The advice is limited to urban design issues, and does not address ESD, amenity or heritage, for example.

COMMENTS SUMMARY

The proposal is broadly supported. In summary, the main recommended changes are as follows. The rationale behind these changes is explained in more detail overleaf.

- Revise the chamfered shaping at the top of the building to give the front-most element a less dense, solid presentation;
- Introduce a recess to break up the 3-storey form presenting to Brady St;
- Reduce the extent of blank wall fronting Brady St at ground floor level;
- Specify an attractive, pedestrian-friendly finish to the garage door(s), preferably incorporating some transparency;
- Revise the design of the solar screen to Bed 2 to achieve a more open, welcoming presentation to the street.

There are no known planned/approved capital works around the site which are being led by the Urban Design team.

CONTEXT

The site is zoned GRZ2, where building height must not exceed 9m. No relevant overlays apply.

The MSS at Clause 21.08 of the Planning Scheme designates the character area as Inner Suburban Residential, where development should:

- Maintain the existing pattern of front setbacks; and
- Limit variations in height to a maximum of one storey compared to the adjacent properties, on single house sites/ small development sites in areas with generally consistent building heights.

Heights in the area are predominantly one and two storeys, with any 3-storey components typically well set back. 2-storey neighbouring dwellings are present in all four directions from the subject site. Taller, more intensive development occurs closer to Bridge Rd.

The site is on the corner of Brady St – a narrow street connecting through to Coppin St. Houses front onto the south side of Brady St, but the north side is presented with side walls or the rear of dwellings addressing Murray St.

A single storey weatherboard house currently occupies the site.

URBAN DESIGN FEEDBACK

Built Form and Massing

The overall height is dimensioned as exactly 9m at each point, leaving no margin for error. This warrants checking. The proposed 3 storey height is broadly consistent with the Inner Suburban Residential character, given that the adjacent buildings to the north and south are 2 storeys.

The 2.5m front setback (2.3m to the solar screen) is broadly consistent with neighbouring dwellings and is supported, although the subject proposal is taller and will therefore be more conspicuous in the streetscape. Above a height of 6.4m, the front wall rakes back at a 45 degree angle, reaching a setback of 5.15m at roof level. Further, this 3-storey form presenting to Lord St is set back from both sides, limiting its width to about 4.4m. Together, these measures limit the bulk of the building as seen from Lord St. However, the 45 degree chamfer has the effect of densifying the form - compared to a simple rectilinear setback for example. It is recommended that this shaping of the top of the building be reviewed (without extending beyond the current envelope).

An extensive 3-storey form extends along Brady St, set back 1m and 12.4 to 15m long. This, together with the 6.2m section of zero-setback 2-storey wall, overshadows the full width of the opposite footpath of Brady St 9am-3pm at the equinox. It would be beneficial to break down the scale of the 3-storey form by introducing a recess in the south wall. Ideally, this would extend the full height of the building; this would enable a tall slender tree to be planted, softening the building's impact; also, ground floor windows looking into the recess could obtain reasonable privacy without relying on a tall solid boundary wall.

A 2-storey dwelling adjoins at 64 Lord St, including a single-storey section which abuts the common boundary. (It would be helpful to show the outline of this abuttal on the North Elevation on TP41.) This interface results in the top two storeys of the proposed blank side wall being visible from the street. Nevertheless, given that this wall is set back about 5m from the street, would only be visible from limited angles and – being clad in face brickwork – would not be unsightly, the 3-storey blank north wall is not considered to have undue impact on views from the public realm.

Building Design

As discussed above, it is recommended that the shaping at the top of the front of the building be revised to achieve a less dense presentation. This would also avoid the awkwardness of the slight difference in the angle of the chamfer evident in the bottom left perspective on TP00.

Consideration should be given to returning the brick wall fronting the garage about 1m along the west elevation rather than presenting as a skin-deep façade. This would echo the return wall of the family room at first floor level.

Windows on the south elevation are enhanced by what appear to be metal shrouds. These are valuable on what would otherwise be a large flat surface, and should be noted on the drawings. Some such shrouding would also be beneficial on the north elevation, where it would contribute useful sunshading.

A limited palette of materials is proposed – essentially face brick, white render and "dark" elements (render, steel picket fence, solar and privacy screens and window framing). These are arranged into a well-considered composition. Apart from the bricks, it is unclear whether finishes are integral or rely on applied painted. Integral finishes are preferable, as they contribute to residential character.

The garage door type and finish should be stated. An attractive finish is warranted, contributing to the experience of pedestrians in Brady St. The clear-finished timber garage doors at 54 Lord St provide a reasonable benchmark.

Public Realm Interface

With windows at each floor level and a balcony at second floor level, the proposal contributes passive surveillance to Lord St. However, the solar screen at first floor level creates a blank presentation. While the vertical fins are an appropriate way of screening eastern sun, it is recommended that the design of this screen be reviewed so that this presents as a fenestrated façade rather than a blind one.

Facing Brady St, windows at first floor level, are all set back, obscure-glazed or located above 1.8m. It is recommended that this be reviewed to provide some passive surveillance. Windows and balconies otherwise contribute well to passive surveillance onto Brady St at upper levels.

At ground floor level, the proposal includes an extensive blank wall fronting Brady St, extending for 14.5m (about half the length of the site). A 1.8m high solid wall extends this wall to a length of about 23m. Brady St is not simply a back lane accessing garages, but has several dwellings addressing it and provides a through-block link. It is therefore recommended that the garage width be significantly reduced, providing space for either landscaping or a habitable room. Failing that, the garage doors should have a degree of transparency providing some visual interaction between interior and exterior (as well as natural light).

Space for planting along the south boundary is limited to a width of 700mm behind the brick fence, part of which is occupied by a water tank. As discussed above, the introduction of a recess in the south wall would provide more space for planting (contributing privacy screening and softening the building's impact), facilitate side-facing (less exposed) windows and in turn enable the length of high brick fence to be reduced.

The 1m steel picket fence at the front of the site is supported, as is the suggestion in the Clarke Planning report that a tree be required by way of a permit condition.

Other Matters

The photos on TP03 appear to be mis-labelled Murray St rather than Brady St.

Attachment 9 - PLN20/0563 - 66 Lord Street Richmond - Urban Design Referral Response (2)

MEMO

To:	Konrad Bruhn
From:	David Pryor
Date:	17 March 2021
Site Address:	66 Lord Street Richmond
Application No:	PLN20/0563
Description:	Construction of one triple storey dwelling

COMMENTS SOUGHT

Further to the advice of 4.11.20, amended plans have been received and Urban Design comments have been sought on following matters:

- Whether the proposed amendments are adequate from Urban Design's perspective, and
- Whether there are any concerns with the amended plans.

These comments are provided on Revision P17 of the Plans by +Add Projects, dated 28 January 2021.

COMMENTS SUMMARY

This proposal is now supported from an urban design perspective. As outlined below, there is scope for further improvement, and some additional information is warranted, but these matters could be addressed by way of permit conditions.

Attachment 9 - PLN20/0563 - 66 Lord Street Richmond - Urban Design Referral Response (2)

URBAN DESIGN COMMENTS

The following table summarises the previous urban design advice and the applicant's proposed amendments in response to those recommendations and assesses the adequacy of those amendments.

Main Recommendations of 4.11.20	**Response of 28.1.21**	**Assessment**
Revise the chamfered shaping at the top of the building to give the front-most element a less dense, solid presentation;	*Second floor front deck area made open (as opposed to walled) on its northern side.*	Only a modest improvement, but acceptable.
Introduce a recess to break up the 3-storey form presenting to Brady St;	*Second floor master bedroom southern setback increased from 1m to 1.5m.*	This avoids a long continuous wall plane at Level 2. It would be preferable for the step (or a recess) to extend down through the lower two levels, but the current proposal is nevertheless considered acceptable.
Reduce the extent of blank wall fronting Brady St at ground floor level;	*Ground level south facing rumpus room highlight window added and garage door replaced with full height obscure glazed windows.*	Acceptable.
Specify an attractive, pedestrian-friendly finish to the garage door(s), preferably incorporating some transparency;	One garage door replaced with obscure-glass window with openable awnings. No information provided on remaining garage door.	Window supported. Garage door finish still needs to be stated. As previously advised, the clear-finished timber garage doors at 54 Lord St provide a reasonable benchmark.
Revise the design of the solar screen to Bed 2 to achieve a more open, welcoming presentation to the street	*More detail provided about nature of fixed fin elements to first floor east (Lord St) facing window in terms of material, depth, and width of each fin (3mm fin, 200mm spacing)*	Acceptable.

6.3 PLN20/0084-No's 129-135 Bridge Road, Richmond-Development of the land for partial demolition, construction of a multi-storey building and a reduction in the carparking requirements of the Yarra Planning Scheme.

Executive Summary

Purpose

1. This report provides Council with an assessment of planning application PLN20/0084 which relates to land at 129 – 135 Bridge Road, in Richmond. The report recommends approval subject to conditions.

Key Planning Considerations

2. Key planning considerations include:

   (a) Built form and Heritage (Clauses 15.01, 15.03, 21.05, 22.02, 34.01-8, 43.01 and 43.02 of the Yarra Planning Scheme)
   (b) Off-site amenity impacts (Clauses 13.07 and 22.05); and
   (c) Car parking (Clauses 18.01, 18.02, 21.06, 52.06 and 52.34).

Key Issues

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

   (a) Strategic justification;
   (b) Heritage, Urban design and Built Form;
   (c) Off-site amenity impacts;
   (d) Environmentally Sustainable design;
   (e) Parking layout, traffic, waste management and bicycle parking;
   (f) Development Contributions; and
   (g) Objector concerns.

Submissions Received

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

   (a) Visual bulk, insufficient upper level setbacks and height issues;
   (b) Proposal not respectful of the heritage place and neighbourhood character;
   (c) Lack of on-site car parking;
   (d) Increased traffic generation;
   (e) Increased demand for on-street parking spaces;
   (f) Noise, shadowing and overlooking to residential properties;
   (g) Oversupply in office and food and drinks premises spaces;
   (h) Blocking views; and
   (i) Impacts to property values.

Conclusion

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

CONTACT OFFICER: **Laura Condon**
TITLE: **Senior Statutory Planner**
TEL: **92055016**

6.3 PLN20/0084-No's 129-135 Bridge Road, Richmond- Development of the land for partial demolition, construction of a multi-storey building and a reduction in the carparking requirements of the Yarra Planning Scheme.

Reference	D21/33566
Author	Laura Condon - Senior Statutory Planner
Authoriser	Co-Ordinator Statutory Planning

Ward:	Melba
Proposal:	Development of the land for partial demolition, construction of a multi-storey extension to the existing buildings and a reduction of car parking requirements of the Yarra Planning Scheme
Existing use:	Shop
Applicant:	Ben & Luba Bloom C/- Contour Consultants
Zoning / Overlays:	Commercial 1 Zone Heritage Overlay (Schedule 310) Development Contributions Plan Overlay (Schedule 1) Design and Development Overlay (Schedule 21 -Precinct 1)
Date of Application:	13 February 2020 (original application) 30 March 2021 (Section 57a amendment)
Application Number:	PLN20/0084

Planning History

1. The following permit history is of relevance:

   (a) Building permit 4420 issued 29 May 1969 at No's 133-135 Bridge road for the replacement of the shop glazing and adjacent brick piers to the front shop window while the existing parapet was retained, and new metal fascia added.

   (b) Planning permit TP85131 issued 9 July 1976 at No's 133-135 Bridge Road for the *purpose of a café and educational establishment (dance school).*

   (c) Planning permit TP88130 issued 2 February 1977 at No's 133-135 Bridge Road for the *purpose of a takeaway food premises.*

   (d) Planning permit TP88130 issued 17 August 1977 at No's 133-135 Bridge Road for the *purpose of an amusement centre.*

   (e) Planning permit No. 96692 issued 20 September 1979 at No's 129-131 Bridge Road for the *purpose of a car rental station*.

   (f) Planning permit No. 1383 issued 15 January 1980 at No's 129-131 Bridge Road for the *purpose of a car rental depot*.

   (g) Planning permit No. 2307 issued 7 February 1983 at No. 129 Bridge Road to *erect a double-sided illuminated steel box sign on the front of the existing building in accordance with the endorsed plans*.

   (h) Planning permit No. 3628 issued 22 April 1987 at No's 129-131 Bridge Road to *construct buildings and works and for use as an office in accordance with the endorsed plans*.

(i) Planning permit No. 4259 issued 7 March 1988 at No's 129-131 Bridge Road for the *purpose of buildings and works for an office and shop in accordance with the endorsed plans*.

(j) Planning permit No. 4449 issued 5 August 1988 at No's 133-135 Bridge Road for the *purpose of constructing a new shop front in accordance with the attached endorsed plans*. These works included the replacement of windows and the application of new render and moulding to the existing façade.

(k) Planning permit No. 4959 issued 14 June 1989 at No's 133-135 Bridge Road to *paint and externally illuminate an advertising sign on the parapet walls in accordance with the attached endorsed plans*.

(l) Planning permit No. 5574 issued 10 May 1990 at No's 133-135 Bridge Road for the *purpose of constructing a corrugated iron roof in accordance with the attached endorsed plans*.

(m) Planning permit No. 6468 issued 21 September 1992 at No's 133-135 Bridge Road for the *purpose of a change of use to a 50 seat café in accordance with the attached endorsed plans*.

(n) Planning permit No. 010200 issued 13 August 2001 at No's 133-135 Bridge Road for *demolition and buildings and works associated with the construction of a new shop front.* These works included the replacement of the existing shopfront window, doors and stall boards.

(o) Planning permit No. 010317 issued 4 December 2001 at No's 133-135 Bridge Road for *an internally illuminated business identification sign.*

(p) PL09/0760 was lodged October 2009 to *replace the existing wood veneer shop fascia*. It was determined a planning permit was not required for the replacement of the fascia as the proposed fascia would replicate the existing conditions.

(q) Planning permit PLN11/0507 issued 30 August 2011 at No. 131 Bridge Road for *buildings and works (including partial demolition) for increased height to the rear of the building*.

(r) Planning permit PLN12/1097 issued 28 June 2013 at No's 133-135 Bridge Road for *a reduction in the car parking requirement of the Yarra Planning Scheme in association with the use of the site as a restaurant (no permit required for use).*

Background

2. The following matters are relevant background information:

Original application

3. The application was lodged on 13 February 2020 for a multi-storey building to the rear of the existing shops (seven storeys with roof terrace - over one partially submerged basement level) and a reduction of the car parking requirements associated with food and drink premises and office uses.

4. Council's Heritage and External Urban Design consultants provided referral comments and raised concerns principally relating to the following:

(a) The staggered first floor 3m front façade setback (east side) and 5.2m setback to facade and 3m to terrace (west side) was considered insufficient,

(b) The 3m front terrace setback to level 2 and 6.9m façade setback considered insufficient,

(c) The 6m front setback of the mid-levels facades (level 3 and 4) considered insufficient, and

(d) The façade treatments including the trim deck cladding to upper and rear levels, the arched windows with protruding shrouds (level 1), the fins applied to windows and dark grey cladding (level 3 and 4) and the curved south-west corner on the building (level 1, 3 & 4) were in combination considered too busy and not in keeping with heritage context.

Lodgement of informal "without prejudice" plans

5. In response to the above concerns the applicant provided informal 'without prejudice' on 6 November 2020 (plans plot dated 29 October 2020). The key changes of the plans included simplification of the façade treatment and architectural composition, the provision of increased upper level setbacks to Level 1 (5.2m) and 2 (7.5m) and deletion of the western terrace to Level 1.

6. These plans were further reviewed by Council's Heritage Advisor. The advisor welcomed some of the changes but indicated a number of concerns remained outstanding. In particular, the front setbacks to levels 1-4 were considered to remain insufficient (a 12m setback recommended by Heritage Advisor).The staggered front setbacks to level 1 façade and level 2 terrace were also not supported.

Lodgement of formal S57A amended plans

7. In response to the above heritage comments and external urban design referral comments received for the original proposal, the application was amended pursuant to Section 57A of the *Planning and Environment Act 1987* on 30 March 2021 (plan plot date 15 February 2021). The key changes to plans include:

   (a) Increase the setback of the floor 1 façade to the west side to create a uniform front setback (to an average of 5.3m increased from the 3m setback shown on the advertised plans) with original ground floor roofs retained in setback areas,

   (b) The full width of level 2 terrace setback increased from 3m (advertised plans) to 5.26m and the façade setback increased from 5.25m (advertised plans) to 8.62m,

   (c) Front setbacks of level 3 and 4 increased from 6m (advertised plans) to 8m,

   (d) Additional windows to east wall of level 6,

   (e) Simplified façade treatments through the following:

      (i) the replacement of the trim deck metal deck cladding (expressed seams with narrow gauge between seams) with metal interlocking cassette panels (recessed seams/shadow lines with wider gauge between seams) to upper/rear levels 2-6 to Leigh Place and east elevation and level 3 and 4 to Corns Place,

      (ii) Removal of arched windows and window shrouds to level 1 and replaced with rectangular window forms with metal shroud applied to the depth of the window reveal only,

      (iii) Deletion of the window fins, removal of some window mullions and use of a bronze satin finish coloured cladding on level 3 and 4 feature façades to Bridge Road and south end of Leigh Place, with this cladding also extended to wrap around part of the east wall, and

      (iv) Deletion of the south-west curved corner feature on level 1.

8. The assessment of the application is based on the section 57A amended plans. These plans received an exemption from advertising at Council's Development Assessment Panel on 1 April 2021. This determination was made on the basis the changes to plans would not cause material detriment to any persons or property due to the extent of built form being reduced through increased upper level setbacks being proposed. Details of a link to the section 57A amended plans contained on Council's website was included in the Planning Development Committee (PDC) meeting invite circulated to objectors.

9. A perspective comparison of the advertised proposal (left) and Section 57a amended proposal (right) three-dimensional perspective of the development is provided below.



Advertised proposal



Amended proposal

Delegation

10. The application is required to be determined at Council's PDC Meeting as the building is between one and one and half storeys above the preferred 21m height limit specified in the Design and Development Overlay Schedule 21 (DDO21). Planning officers do not have the delegation to determine planning applications that exceed the height limits specified in Design and Developments Overlays by more than one storey.

Planning Scheme Amendment C238

11. 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 has been included in the recommendation to require the development contributions be met prior to commencement of the development.

The Proposal

12. The application proposes the partial demolition, construction of a seven storey extension to the existing building (plus basement) and a reduction of car parking requirements of the Yarra Planning Scheme in association with a food and drink premises and office . The proposal can be summarised as follows:

Demolition

13. The application proposes the partial demolition, as follows:

    (a) It is proposed to retain the facades of all three buildings and their roofs above for a distance of 5.33m.

    (b) All remaining walls and roof structures are to be demolished apart from the wall fronting Leigh Place (approx. 60% of length of Leigh Place frontage retained) with the rear lean-to services wing wall to this frontage to be removed. Of the retained wall to Leigh Place, the existing windows are to be removed with five additional sections of the wall to be removed to accommodate new window openings and a services cupboard door.

    (c) The first floor eastern wall to No. 131 Bridge Road is also to be retained for the depth of the retained roof with the corresponding western wall retained for approx. half the width of the retained roof above.

    (d) The central first floor window to the façade of No. 131 Bridge Road is to be removed.

Development

General

14. As a general description, the proposal is a seven storey, mixed use addition recessed behind three Victorian era shopfronts at the Bridge Road frontage. A 303sqm food and drinks premises is proposed at ground floor with 1943sqm of office floor space on the 6 levels above. Car parking is provided in a single basement level partly below ground level, which is accessed from Corns Place to the rear.

15. The general specifics of the proposal are as follows:

    (a) 303sqm food and drink premises at Ground Floor.

    (b) 1943sqm of office at Levels 1-6. Each office floor level will be provided with bathroom and kitchen amenities in the north-east corner of the building with the stair and lift access located to the front of the amenities (or 2144sqm nett).

    (c) A roof terrace, with pergola structure, at Level 7.

    (d) A Lower Ground Floor comprising 29 car parking spaces, including one accessible car space, together with service areas.

    (e) A total of 25 bicycle spaces within the end of trip facilities at Ground Floor and Upper Ground Floor.

    (f) A maximum building height of 28.7 metres measured above natural ground level (excluding the lift overrun).

Basement (Lower Ground Floor)

    (g) A new single level basement to the full extent of the site is proposed accommodating 29 car spaces in car stackers. The car parking area will measure 445sqm, with a bin storage area measuring 35sqm and a services area measuring 125sqm.

    (h) A 30,000ltr rainwater tank is to be installed under the access ramp.

Ground floor

    (i) A food and drink premises measuring 303sqm is proposed at ground floor accessed via the existing doors on Bridge Road at No's 129-131 Bridge Road. The existing door to No's 133-135 Bridge Road will access the office lobby (measuring 134sqm).

    (j) Given the slope of the land, the ground floor is double height to the rear allowing for the basement access ramp, a loading bay, a 55 sqm commercial store and substation to the rear of the food and drinks premises and a further 33sqm commercial store above the driveway ramp.

    (k) a double height/mezzanine end of trip bicycle facilities (EOTF) is proposed measuring 60sqm on the lower level and 54sqm on the upper level. The male facilities contain 2 toilets, 2 showers and 8 lockers. The female facilities contain 2 toilets, 3 showers and 14 lockers. The upper level EOTF contain 25 bicycle spaces, a DDA bathroom with shower and 9 lockers.

    (l) Four visitor spaces are proposed in the form of two new bike hoops to the Bridge Road frontage, with a further two existing bike hoops to be retained.

Level 1

    (m) Office with a floor area of 477sqm. It will be constructed to the east and rear boundaries, be setback 0.25m to the west/Leigh Place and will occupy the existing first floor of No. 131 Bridge Road. The remainder will be setback 5.3m from Bridge Road.

Level 2

    (n) Office with a floor area 322sqm with a 126sqm terrace located to the Bridge Road and Leigh Place frontages. The terrace will be setback 5.28m to Bridge Road and with the building facade behind setback 8.64m.

    (o) The terrace to the Leigh Place frontage will be 1.12m wide. The building façade will be setback 2.35m.

Level 3 and 4

(p) An office with a floor area of 361sqm will be provided at level 3 and 353sqm of office at level 4. These levels will be setback 8m to Bridge Road,1.48m to Leigh Place and be built to the remaining boundaries.

Level 5 and 6

(q) An office with a floor area of 235sqm will be provided at level 5 and 195sqm at level 6, with a 72sqm terrace located to the front of level 5.

(r) Both levels will be setback 12m to Bridge Road, 1.48m to Leigh Place and 3.65m to the east boundary, with level 5 front terrace balustrade setback 8m. This terrace balustrade will be 2m in height and clear glazed.

(s) The eastern setback will contain plant which will be enclosed by a 1.5m high wall on the east boundary, resulting in an overall maximum eastern boundary wall height of 21.2m.

(t) Approximately half the northern wall of level 5 will be built to the Corns Place boundary to a max height of 21.2m with the remainder of the level 5 and 6 wall raking sharply away from the boundary to a maximum setback of 5.43m.

Roof terrace

(u) The roof terrace measures 131sqm. Its access foyer is setback 3.5m to the east boundary and 7m to Corns Place. The terrace balustrades are setback between 1m and 1.3m. The balustrades will be 1.5m high. A roof form is located in a central position on the terrace (recessed between approx. 2m-5m from the terrace edges and maximum height of 3.4m). 13 solar panels will be mounted to this roof form.

New facades

(v) The ground, first and second floor eastern boundary wall will be a mixture of smooth concrete pre-cast in a natural finish and a dark grey finish. The remining wall above will be metal cladding “surfmist-matt finish”, apart from a section of bronze cladding.

(w) The new basement, ground, first floor and second floor terrace/planter walls will be red or white painted face brick to Leigh Place, Bridge Road and Corns Place. Service doors will be black metal finishes. Black metal fin screens will be applied to a number of windows on these levels.

(x) A feature facade is proposed to level 3 and 4 Bridge Road frontage and part of the Leigh Place frontage. This façade will be predominately glazed with a satin finish bronze metal cladding to the walls.

(y) The remining walls to Bridge Road above the feature facade will be predominately glazed finished. The remaining upper level walls to Leigh Place and Corns Place will be metal cladding “surfmist-matt finish”.

16. A three-dimensional perspective of the development is provided below.

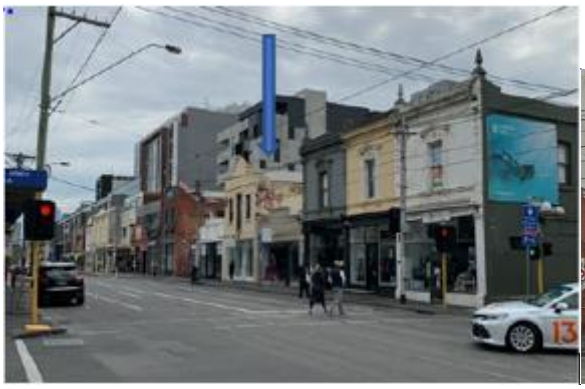


3D Image of proposal viewed from southern side of Bridge Road.

Existing Conditions

Subject Site

17. The subject site is located on the north-east corner of Bridge Road and Leigh Place in Richmond. Lennox Street is approximately 15m to the east. The subject site comprises three land parcels, namely No. 129 Bridge Road, being a single storey Victorian era shop on the intersection with Leigh Place, No. 131 Bridge Road being the central double storey Victorian era shop and No's 133-135 Bridge Road being the easternmost single storey Victorian era shop. The buildings are generally built the full extent of the site boundaries, apart from a small setback area to the rear of No's 129-131 Bridge Road to accommodate open sided car parking for 5 car spaces.



View of subject site from intersection of Lennox Street.



Three existing buildings at subject site.

18. Combined, the sites have a southern boundary to Bridge Road of 21.21m, northern boundary to Corns Place of 21.03m, a western boundary to Leigh Place of 32m and an eastern boundary of 32m, yielding an overall site area of approx. 678.5sqm.

19. All of the buildings are graded 'contributory' to the Bridge Road heritage precinct with a construction date range of 1870-1915.

20. Council's Heritage Advisor and Council records indicate the buildings have been modified over time, principally including the following alterations:

    (a) No. 129 Bridge Road - installation of new shop front windows;

    (b) No. 131 Bridge Road - installation of new shop front windows and central first floor window replaced and enlarged;

(c) No's 133-135 Bridge Road – installation on new shop front windows with brick piers replaced to the side of the windows. Existing parapet retained and new fascia attached to it.

21. The three titles comprising the Site do not show any covenants or Section 173 agreements registered. No easements, other than party wall easements between the existing buildings on the Site, are also present on the corresponding plans of subdivision.



Subject Site

Surrounding Land

General

22. The surrounding area contains a mixture of commercial and retail uses, including the Epworth Hospital, which is located to the west and north of the site. The subject site is located within the Bridge Road Activity Centre (BRAC). The buildings fronting Bridge Road are typically one to two stories in height; however the area is currently changing and increasing in both height and density.

23. Bridge Road is serviced by two tram routes (No.48 – North Balwyn to Victoria Harbour Docklands and No.75 – City to Vermont South). Train services are located at West Richmond Station 400m north of the site and Jolimont Station 800m west of the site and Richmond Station on Swan Street (770m south-west). Further the CBD is also within walking distance of the site, approx. 2km to the west.



Subject Site and surrounding area

South – Bridge Road

24. To the south is Bridge Road, which spans approximately 20 metres in width and contains a tram line shared with vehicle traffic lanes. The opposite side of Bridge Road includes a mixture of single and double storey heritage shop fronts.

North - 164 Lennox Street

25. Opposite the rear of the Site and on the far side of Corns Place is land located within the General Residential Zone, Schedule 3. This land comprises a three-storey apartment building at No. 164 Lennox Street containing 18 apartments and is located along the Corns Place frontage and extends between Leigh Place to Lennox Street. A small section of the building is setback from Corns Place 2.5m adjacent the intersection with Leigh Place. The remainder of the building is setback 8.5m with an open car parking area located in this setback area.

26. The south and east-facing windows facing the car parking area are all habitable with the south-facing wall also containing external walkways and entries to access the apartments. The section of wall that is setback 2.5m from the Corns Place frontage contains three non-habitable bathroom windows. Refer to image below.



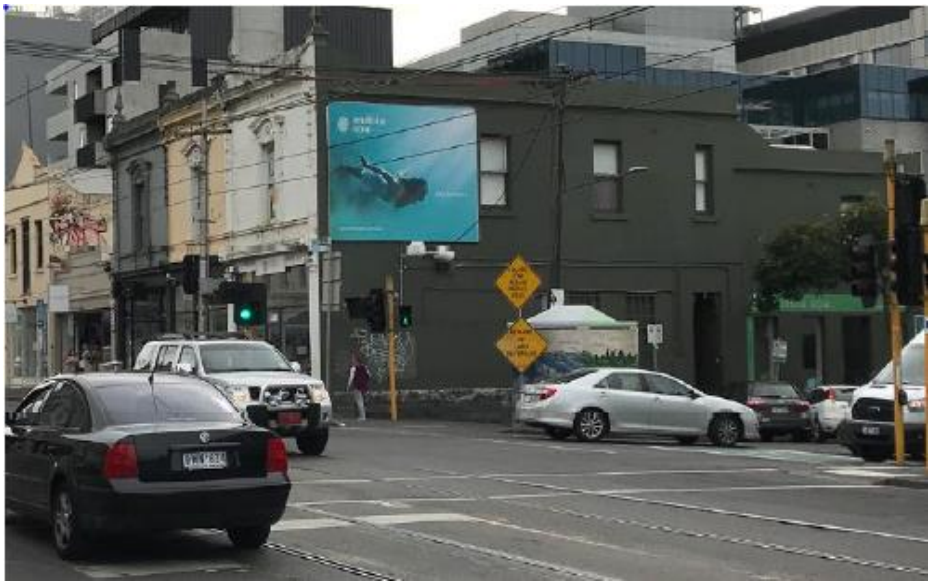
No 164 Lennox Street (immediately north of the Site)

East - 137-141 Bridge Road

27. To the east of the subject site and extending to Lennox Street are a row of three matching double storey heritage shopfronts that are 'Individually Significant' to the Heritage Overlay (No's 137-141 Bridge Road). The shop on the intersection with Lennox Street has a two storey wall returning along the Lennox Street frontage. This property also has a zero-lot setback to Corns Place. The remaining two properties have open car parking areas to the rear for approx. 50% the length of their sites.

28. The site adjoining the subject site (No.137 Bridge Road) has a double storey on-boundary wall measuring approx. 13m in length, with a rear double storey addition measuring approx. 7.5m in length being setback approx 1.9m from the shared boundary. The first floor is occupied by a dwelling accessed via an external stair on the rear of building.

29. Based on Council and real estate records, the stair also accesses a first floor landing/outdoor deck measuring 7.5m in length and 1.9m in width. Two windows face onto this deck, one north-facing and servicing a living room and west-facing French door servicing a kitchen. A fixed canvas awning is attached horizontally to the east wall above the kitchen windows and front door and then extends vertically to attach to the top of the existing double storey boundary wall.



No's 137-141 Bridge Street



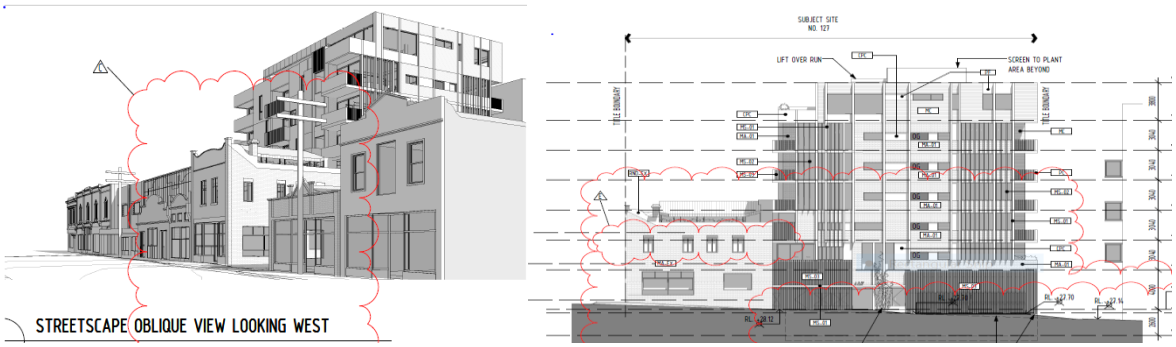


First floor dwelling to No. 137 Bridge Road and its rear stair access, terrace and windows.

West - 127 Bridge Road

30. To the immediate west of the site (beyond Leigh Place) is No.127 Bridge Road. The site contains a double storey, red brick building used as a shop with attached single storey lean-to structures and an open car park to the rear. The building is graded 'contributory' to the Bridge Road heritage precinct. Planning permit PLN17/0158 was issued on 18 September 2018 for the construction of a seven-storey apartment building with shop at ground floor and overall maximum height of 22m. This permit remains valid due to a recent extension of time issued to the permit.

31. The existing heritage building is to be retained with the existing roof removed and a new apartment with terrace to be constructed within this front setback/podium area. Level 2 façade is setback 2.63m from Bridge Road and 1.7m from Leigh Place for a depth of 11.5m from Bridge Road. Level 3- 5 are to be setback 11.4m from Bridge Road to a terrace and 12m to the façade. The floor 7 façade is to be setback 14.2m to Bridge Road with its terrace setback 11.4m and 12m.



Approved development at No 127 Lennox Street

123-125 Bridge Road (7m west)

32. To the immediate west of No. 127 Bridge Road is 123-125 Bridge Road, which contains a recently completed seven storey building, with an approx max height of 22m. The retained heritage shop fronts are graded 'contributory' to the Bridge Road heritage precincts. This building is three storey's to Bridge Road with floor 4 to 6 setback 12.6m and Level 7 being setback a further 4m with a terrace located in this setback. The building is constructed hard to the rear laneway, apart from the north-west and north east corners on floor 1 to 6 and all of floor 7 where an approx. 2m setback is provided.





Front and rear of No 123-125 Bridge Road

111-115 Bridge Road (30m west)

33. A 7 storey building has been recently constructed at 111-115 Bridge Road containing offices and shops (30m west of subject site) with a maximum height of approx. 25.5m. The retained heritage shop fronts are graded 'contributory' to the Bridge Road heritage precincts. Above the two storey street wall, Level 2 is setback 4.4m from the frontage, Levels 3-5 are setback 8m and Level 6 is setback 10m (with a terrace in the setback area).

34. The two shops to the east of No's 111-115 Bridge Road of this development are graded "non-contributory'.



No 111-115 Bridge Road

North-west

35. To the rear of these sites and extending further west and north to Erin Street is the Epworth Hospital. The hospital is 9 storeys. The hospital contains a 5 storey sheer turret style corner feature located on the intersection of Leigh Place and Corns Places with an approx 2m setback provided for approximately 40% of the Epworth frontage to Leigh Place. The remainder of the Epworth frontage to Leigh Place has been recently redeveloped and is constructed 7 storeys sheer to Leigh Place with recessed upper two levels (max building height of 36.5m).

36. The Epworth has the following setbacks to Bridge Road, Level 3: 6m; Level 4: 12m; Levels 5-8: 18m approx.



Epworth Hospital & 111-115 Bridge Road



Epworth Hospital frontage to Leigh Place

Bridge Road – Other development on the north side

37. A 12 storey building has been recently constructed at No's 153-177 Bridge Road containing shops and dwellings (Thomas Dux site -70m east of the subject site). Above a part one and two storey street wall, level 1-3 is setback between 1.3m and 3.8m from the frontage, levels 4-7 are setback between 13m and 14m, level 8 is setback 21.5m and levels 9-11 setback 27.2m.





Thomas Dux Site

38. The north side of the Bridge Road has experienced and is continuing to experience significant redevelopment. Other than those mentioned above, the following developments are of relevance and all are constructed:

    (a) An 8 storey building at 79 Bridge Road containing a residential hotel (110m west of the site).

    (b) A 10 storey building at 183-189 Bridge Road containing dwellings and shops located (160m east of the site).

(c) An 8 storey building at 209-211 Bridge Road comprising shops and dwellings (250m east of the site).

(d) A 7 storey building at 231 Bridge Road comprising shops and dwellings (285m east of the site).

(e) A 10 storey building at 243 Bridge Road comprising shops and dwellings (ARC development 325m east of the subject site).

(f) Richmond Plaza redevelopment, maximum 11 storey development comprising shops dwellings- (370m east of the subject site - under construction).

39. Bridge Road provides an east-west connection linking the suburbs east of the City of Yarra with the CBD, intersecting with major arterials of Burnley Street, Church Street and Punt Road. The subject site is located within the Bridge Road Major Activity Centre (MAC), an important business, entertainment and retailing strip within the City of Yarra. The activity centre provides a range of business types, including offices, local convenience shops, restaurants and bars, interspersed with a number of dwellings (particularly larger apartment developments on the north side of Bridge Road).

40. The area is well serviced by a number of transport options, with tram routes No. 48 and 75 travelling in front of the subject site and tram route No. 78 travelling along Church Street approx. 400m east of the site.

Planning Scheme Provisions

Zoning

Commercial 1 Zone

41. The site is located within the Commercial 1 Zone (C1Z). The purpose of the C1Z is as follows;

(a) To implement the Municipal Planning Strategy and the Planning Policy Framework

(b) To create vibrant mixed use commercial centres for retail, office, business, entertainment and community uses.

(c) To provide for residential uses at densities complementary to the role and scale of the commercial centre.

42. Pursuant to Clause 34.01-1 of the Scheme, a food and drinks premises and office are section 1 uses and therefore a planning permit is not required for these uses.

43. Pursuant to Clause 34.01-4 of the Scheme, a planning permit is required for buildings and works.

Overlays

Heritage Overlay (HO310 – Bridge Road Precinct, Richmond)

44. Pursuant to 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.

45. The buildings on the subject site are located within Schedule 310 and identified as 'Contributory' to the Bridge Road precinct as outlined in the incorporated document City of Yarra Review of Heritage Areas 2007 Appendix 8.

Design and Development Overlay (Schedule 21) – Bridge Road Activity Centre

46. Pursuant to Clause 43.02-2, a permit is required to construct a building or construct or carry out works. The buildings and works must be constructed in accordance with the requirements of the schedule.

47. The DDO21 is an interim control and is set to expire on 30 June 2021. Permanent controls are proposed to be introduced through the full amendment process, these controls are currently in the preliminary planning stage with an adopted position anticipated by the end of 2021. Council intends to seek an extension of the current interim control from the Planning Minister approx. end of April 2021.

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

49. DDO21 contains the following general design objectives;

    (a) To support a midrise scale built form character with lower built form at the interfaces with streets and the adjoining low rise residential areas.

    (b) To ensure that new development respects the values of heritage buildings and maintains the prominence of the heritage streetscape, heritage buildings and land mark buildings in the streetscape;

    (c) To maintain a prominent streetwall character along Bridge Road with new development at upper levels setback, visually recessive and clearly distinct;

    (d) To provide a comfortable level of street enclosure, maintain solar access to key footpaths, and ensure a high quality built form interface to all streets and public spaces;

    (e) To minimise amenity impacts on residential properties adjoining the Bridge Road Activity Centre including overlooking, overshadowing and visual bulk impacts.

50. Under Schedule 21, the site is located within Precinct 1 – Bridge Road West. Schedule 21 comprises the following mandatory requirements for the site:

    (a) The heritage frontage to Bridge Road must be retained;

    (b) Development must not overshadow any part of the southern footpath of Bridge Road, measured at 3.0m from the kerb between 10am and 2pm at 22nd September.

51. The subject site is located in Precinct 1- Bridge Road West-with the following requirements:

    (a) A preferred maximum building height of 21 metres applies to the whole of subject site.

    (b) A preferred 6m upper level setback behind retained heritage façades applies to Bridge Road Street.

    (c) Setback requirements apply for all land that interfaces with residentially zoned land.

    Clause 45.06 – Development Contributions Plan Overlay (Schedule 1)

52. The Development Contributions Plan Overlay (DCPO) applies to the proposed additional office, retail and residential uses, requiring the developer to pay a cash contribution towards essential city infrastructure like roads and footpaths, as well as community facilities.

53. Metering and monitoring 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.

54. A planning permit is not required for works under the DCPO.

Particular Provisions

Clause 52.06 – Car Parking

55. Pursuant to Clause 52.06-2 of the Scheme, the car parking spaces required under Clause 52.06-5 of the Scheme must be provided on the land. Clause 52.06-3 requires a planning permit to reduce the requirement to provide the number of car parking spaces required under this clause.

Pursuant to Clause 52.06-5 of the Scheme, the car parking requirements for the proposed development are taken from column B of table 1 as the land is identified as being within the Principal Public Transport Network Area. The car parking requirements for the Section 57A amended plans are as follows:

Proposed Use	Quantity / Size	Statutory Parking Rate (Column B)	No. of Spaces Required	No. of Spaces Allocated
Office	2144sqm	3 spaces to each 100sqm net floor area	64	29
Food and drinks premises	303 sqm	3.5 spaces to each 100sqm leasable area	10	
		Total	**64**	**29**

56. With a shortfall of 35 car parking spaces, this application therefore seeks a reduction in the car parking requirement of the Scheme.

Clause 52.34 – Bicycle Facilities

57. Pursuant to Clause 52.34-1 of the Scheme, a new use must not commence until the required bicycle facilities and associated signage has been provided on the land or a permit is granted to vary this requirement. The bicycle parking requirements prescribed at Clause 52.34-3 of the Scheme are summarised in the table below (based on the section 57A amended plans, with the advertised plans also have the same required rates):

Proposed Use	Quantity/ Size	Statutory Parking Rate	No. of Spaces Required	No. of Spaces Allocated
Office	2,144 sqm	1 employee space to each 300 sqm of net floor area if the net floor area exceeds 1000 sqm	7 employee spaces	
		1 visitor space to each 1000 sqm of net floor area if the net floor area exceeds 1000 sqm	2 visitor spaces	
Food and Drink	303 sqm	1 employee space to each 300 sqm of net floor area	1 employee spaces	
		1 visitor space to each 500 sqm of net floor area	1 visitor spaces	
Bicycle Parking Spaces Total			**8 employee spaces**	**25 employee spaces**
			3 visitor spaces	**4 visitor spaces**
Showers / Change rooms		1 to the first 5 employee spaces and 1 to each additional 10 employee spaces	**2 shower / change room**	**6 showers / change rooms**

58. The proposal exceeds the employee requirements by 6 spaces. End of trip facilities (EOFT) and visitor spaces exceed the requirements.

General Provisions

Clause 65 – Decision Guidelines

59. 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 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)

60. The following PPF provisions of the Scheme are relevant:

Clause 11.02-1S – Supply of Urban land

61. The objective of this Clause is:

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

Clause 11.03-1S – Activity Centres

62. The objective of this Clause is:

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

Clause 11.03-1R – Activity Centres – Metropolitan Melbourne

63. The relevant strategy of this Clause is:

(a) Support the development and growth of Metropolitan Activity Centres by ensuring they are able to accommodate significant growth for abroad range of land uses.

Clause 15.01-1S – Urban Design

64. The 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

65. The objective of this Clause is:

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

Clause 15.01-2S – Building Design

66. The objective of this Clause is:

(a) To achieve building design outcomes that contribute positively to the local context and enhance the public realm.

Clause 15.01-5S – Neighbourhood Character

67. The objective of this Clause is:

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

Clause 15.02-1S – Energy and Resource Efficiency

68. 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 15.03-1S – Heritage Conservation

69. The objective of this Clause is:

(a) *Encourage appropriate development that respects places with identified heritage values.*

(b) *Retain those elements that contribute to the importance of the heritage place.*

Clause 17.01-1S – Diversified Economy

70. The objective of this Clause is:

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

Clause 17.02-1S – Business

71. The objective of this Clause is:

(a) *To encourage development that meets the community's needs for retail, entertainment, office and other commercial services.*

Clause 18.01-1S – Land Use and Transport Planning

72. The objective of this Clause is:

(a) *To create a safe and sustainable transport system by integrating land use and transport.*

Clause 18.01-2S – Transport System

73. The objective of this Clause is:

(a) *To coordinate development of all transport modes to provide a comprehensive transport system.*

Clause 18.02-1S – Sustainable Personal Transport

74. The objective of this Clause is:

(a) *To promote the use of sustainable personal transport.*

Clause 18.02-1R – Sustainable Personal Transport – Metropolitan Melbourne

75. The relevant strategy of this Clause is:

(a) *Improve local travel options for walking and cycling to support 20 minute neighbourhoods.*

Clause 18.02-2S – Public Transport

76. 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

77. The relevant strategy of this Clause is:

(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

78. The objective of this Clause is:

(a) *To ensure an adequate supply of car parking that is appropriately designed and located.*

Local Planning Policy Framework (LPPF)

79. The following LPPF provisions of the Scheme are relevant:

Clause 21.03 – Vision

80. The relevant sections of this Clause are:

(a) Yarra will have increased opportunities for employment.

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

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

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

Clause 21.04-2 – Activity Centres

81. The relevant objectives of this Clause are:

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

(b) To maintain the long term viability of activity centres.

Clause 21.04-3 – Industry, Office and Commercial

82. The relevant objective of this Clause is:

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

Clause 21.05-1 Heritage

83. This clause acknowledges that new development can still proceed in parallel with 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.

84. Relevant objectives include:

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

(b) Strategy 14.1 Conserve, protect and enhance identified sites and areas of heritage significance including pre-settlement ecological heritage.

(c) Strategy 14.2 Support the restoration of heritage places.

(d) Strategy 14.3 Protect the heritage skyline of heritage precincts.

(e) Strategy 14.4 Protect the subdivision pattern within heritage places.

(f) 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.

(g) Strategy 14.8 Apply the Development Guidelines for Heritage Places policy at clause 22.02.

Clause 21.05-2 – Urban Design

85. The relevant objectives of this Clause are:

(a) To reinforce the existing urban framework of Yarra.

(b) To retain Yarra's identity as a low-rise urban form with pockets of higher development.

(c) To ensure that new development contributes positively to Yarra's urban fabric.

(d) To enhance the built form character of Yarra's activity centres.

Clause 21.05-3 – Built Form Character

86. The relevant objectives of this Clause are:

(a) To maintain and strengthen the identified character of each type of identified built form within Yarra.

Clause 21.05-4 – Public Environment

87. The relevant objectives of this Clause are:

(a) To provide a public environment that encourages community interaction and activity.

Clause 21.06 – Transport

88. The relevant objectives of this Clause are:

    (a) To provide safe and convenient pedestrian and bicycle environments.

    (b) To facilitate public transport usage.

    (c) To reduce the reliance on the private motor car.

    (d) To reduce the impact of traffic.

Clause 21.07 – Environmentally Sustainable Development

89. The relevant objectives of this Clause are:

    (a) To promote environmentally sustainable development.

    (b) To improve the water quality and flow characteristics of storm water run-off.

Clause 21.08-10 – Central Richmond (Area between Bridge Road and Swan Street)

90. Clause 21.08-10 describes the Central Richmond area in the following way:

    (a) The land use character of this neighbourhood is predominantly residential, with the area closest to Punt Road comprising early to mid-Victorian cottages and terraces, and an increasing amount of Edwardian dwellings towards the east of the neighbourhood.

    Within Figure 23 of Clause 21.08-10, the subject site is located within the Bridge Road major activity centre.

Relevant Local Policies

Clause 22.02 Development Guidelines for Sites Subject to the Heritage Overlay

Clause 22.02-5.1 – Demolition

Full demolition or removal of a building

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

    (a) The building is identified as being not contributory.

Clause 22.02-5.7 – New Development, Alterations or Additions

92. The relevant policies of Clause 22.02-5.7.1 of the Scheme encourages the design of new development to a heritage place or a contributory element to:

    (a) Respect the pattern, rhythm, orientation to the street, spatial characteristics, fenestration, roof form, materials and heritage character of the surrounding historic streetscape.

    (b) Be articulated and massed to correspond with the prevailing building form of the heritage place or contributory elements to the heritage place.

    (c) Be visually recessive and not dominate the heritage place.

    (d) Be distinguishable from the original historic fabric.

    (e) Not remove, cover, damage or change original historic fabric.

    (f) Not obscure views of principle façades.

    (g) Consider the architectural integrity and context of the heritage place or contributory element.

Clause 22.03 – Landmarks and tall structures

93. The policy applies to all development. The relevant objective of this policy is to maintain the prominence of Yarra's valued landmarks and landmark signs. Amongst other things, the policy requires development to protect views to landmark signs, including the Pelaco Sign at 21-31 Goodwood Street, Richmond.

Clause 22.05 – Interface Uses Policy

94. This policy applies to applications for use or development within the Commercial 1 Zone (amongst others). The relevant objective of this clause is to ensure that residential uses located within or near commercial centres or near industrial uses enjoy a reasonable level of amenity. It is policy that:

    (a) New non-residential use and development within Business (now Commercial) and Mixed Use and Industrial Zones are designed to minimise noise and visual amenity impacts upon nearby, existing residential properties.

Clause 22.16 Stormwater Management (Water Sensitive Urban Design)

95. 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 Development

96. 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.

Advertising

97. The application was advertised between December 2019 and January 2020under the provisions of Section 52 of the Planning and Environment Act (1987) by way of 375 letters and 2 signs displayed on site, one facing Bridge Road and one facing Waltham Street. A total of 42 objections to the application were received.

98. The grounds of objection are summarised as follows:

    (a) Visual bulk, insufficient upper level setbacks and height issues;

    (b) Proposal not respectful of heritage place and neighbourhood character;

    (c) Lack of on-site car parking;

    (d) Increased traffic generation;

    (e) Increased demand for on-street parking spaces;

    (f) Noise, shadowing and overlooking to residential properties;

    (g) Oversupply in office and food and drinks premises spaces;

    (h) Blocking views; and

    (i) Impacts to property values.

Referrals

External Referrals

99. The application was not required to be referred to any external authorities.

Internal Referrals

100. The application was referred to the following units within Council and external consultants:

    (a) Engineering services.

    (b) ESD Advisor.

    (c) Heritage Advisor (advertised plans and without prejudice plans).

    (d) Strategic Planning (advertised plans and section 57A amended plans).

    (e) Strategic Transport.

    (f) Urban Design.

(g) Contracts Services (City Works Unit).

(h) Open Space Unit.

(i) Transport Engineers.

External Consultants

(j) Urban Design (advertised plans and section 57A amended plans)

(k) Wind.

101. All referral comments are based on the advertised plans, however, supplementary advice was received on the without prejudice plans from Council's Heritage Advisor and the Section 57a plans from the Urban Design Unit and Strategic Planning Unit. The supplementary advice is included as attachments to the report.

OFFICER ASSESSMENT

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

(a) Strategic justification;

(b) Heritage, Urban design and Built Form;

(c) Off-site amenity impacts;

(d) Environmentally Sustainable design;

(e) Parking layout, traffic, waste management and bicycle parking;

(f) Development Contributions; and

(g) Objector concerns.

Strategic Justification

103. The proposal satisfies the various land use and development objectives within the 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. The proposal has strong strategic planning policy support at both State and local levels. The subject site is within the C1Z and forms part of the Bridge Road AC (BRAC). The key purpose of the C1Z is:

(a) To create vibrant mixed-use commercial centres for retail, office, business, entertainment and community uses.

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

105. The 303 sqm food and drinks tenancy will provide an active interface along the Bridge Road commercial strip and will help to support the retail focus of the BRAC. The development provides for improved office supply within the well serviced Bridge Road MAC, and the overall development will help to support the long term viability of the BRAC, particularly with the provision of offices above generating custom for the retail, dining, community, health and business services along Bridge Road.

106. Clause 17.02-1S of the PPF *encourages development that meets the community's needs for retail, entertainment, office and other commercial services*. The proposed food and drinks and offices tenancies will provide for this.

107. Clause 17.01-1S of the PPF encourages *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*. Clause 21.04-3 of the LPPF aims to *increase the number and diversity of local employment opportunities*. The food and drinks and offices tenancies will provide an employment source for the community and is in accordance with the PPF and LPPF.

108. In addition to this, Clause 11 states that planning is to *facilitate sustainable development that takes full advantage of existing settlement patterns and investment in transport, utility, social, community and commercial infrastructure and services*. The site has immediate access to the BRAC, the Bridge Road tram services, is within close proximity to tram services along Church Street and is within reasonable walking distance to bus services along Punt Road and the West Richmond Railway Station.

    The proposed mixed-use development benefits from the established settlement pattern and the existing transport, utility, social and commercial infrastructure and services available in the area, in accordance with the PPF.

109. Overall, the mixed-use development has strong strategic planning policy support. However, policy support for more intensive development on this site must be balanced with other planning considerations, including the local built form context (including streetscape, heritage values, landmarks), the proposed architectural response, equitable development opportunities, public realm, pedestrian spaces, light and shade requirements, including on-site amenity and ESD considerations, off-site amenity considerations, car and bicycle space provision and car park design.

110. Overall, and in a strategic sense, the proposed construction of a multi-storey mixed use building is consistent with the relevant State and local policies (Clauses 11.03-1S, 17.02-1S, 21.04-2, 21.04-3 and 21.04-4 of the Scheme) and the purpose of the Commercial 1 Zone which supports a vibrant mixed-use commercial centre. That said, any policy support for more intensive development needs to be balanced with built form guidance at Clauses 15.01, 21.05-2, 22.02 and 43.02 of the Scheme which call for development that appropriately responds to the surrounding context and heritage character.

Heritage, Urban design and Built Form

111. In considering the design of the proposed development, the most relevant Scheme policy is at Clause 15 (*Built Environment and Heritage*), Clause 21.05 (*Built Form*), Clause 22.02 (*Development Guidelines for Sites subject to the Heritage Overlay)* and Clause 43.02 (*Design and Development Overlay Schedule 21*) of the Yarra Planning Scheme. All of these provisions and guidelines support a development outcome that responds to the existing or preferred urban character and provides a contextual urban design response reflective of the aspirations for the area. Particular regard must be given to the acceptability of the design in terms of height and massing, street setbacks and relationships to nearby buildings.

    Built form context

112. The existing character of the surrounding area is somewhat varied, with the majority of built form along Bridge Road being double storey in height on the south side and with a significant emerging character of taller development behind double storey frontages on the northern side of Bridge Road. To the east of the site are three double storey 'individually significant' graded heritage buildings. To the west and across Leigh Place between No's 113 and 127 Bridge Road are a number of 'contributory' graded heritage buildings, with 2 having 7 storey developments to the rear and 1 further approved 7 storey rear addition. On the opposite side of Bridge Road are two to three storey commercial shop frontages.

113. In this context, the proposed development at seven storeys will not appear as an incongruous element, particularly given the proposed upper level setbacks to Bridge Road exceed the preferred 6m setback requirements of DDO21. The previous *Surrounding Land* section provides a detailed list of other large scale developments approved and /or constructed along the north side of Bridge Road.

When compared against the second tier of recent development constructed behind heritage buildings along this section of Bridge Road (to the west of the site), overall it is considered the proposed development is complementary to emerging pattern of development. Height and setbacks will be discussed in further detail later in this assessment.

Demolition

114. Council's Heritage Advisor is supportive of the extent of demolition to the rear service wings, as they are not clearly visible from Bridge Road and do not form part of the significant heritage fabric. Of concern for the Heritage Advisor was the extent of demolition to the existing roofs. In requesting level 1 to 4 to be setback 12m in both the original advice to the advertised plans and the without prejudice plans, the Heritage Advisor's preference is for the original roof to be retained for a depth of 12m from the facades. It is proposed to retain the extent of the existing roofs for a distance of 5.3m.
While the Heritage Advisor has not supported this extent of demolition, planning officers consider that the increase area of roof to be retained from the 3m depth shown on the advertised plans to the 5.3m shown on the section 57A amended plans is acceptable and in line with the objectives of DDO21. This position will be discussed further in the following *Setbacks* assessments.

115. The advisor also noted the Site Analysis Plan TP001 contains an error and implies that No's 133-135 Bridge Road (easternmost single storey building) is to be demolished entirely. This plan provides general detail of the site and surrounds and does not depict information that would be endorsed to form part of the approved development plans (should a permit issue). As such a condition is not required to correct this error. Further to this, the proposed demolition plans correctly shows all demolition and does not contain this error.

Conservation/restoration works

116. The Heritage Advisor requested clarification on why the central window to the facade of the double storey shop front is to be replaced (No.131 Bridge Road). The applicant has clarified the existing large central widow is a modern addition which is evident by its appearance. Given this involves the removal of a non-original window and its replacement with a more sympathetic window, this change is considered acceptable. To ensure this outcome is sensitively undertaken, a condition could require appropriate detail of the replacement window is provided.

117. Council's heritage advisor also requested the three existing historic plaques detailing the past occupants of each building and the interpretative sign detailing tram laying works on Bridge Road be retained. A condition could require this. The heritage advisor did not request that any further conservation works be carried out. The applicant has also agreed to a condition requiring a structural engineers report be provided to demonstrate the retained building facades and roofs will be adequately supported and protected during the construction of the basement and the new building.

Heritage, Urban design and DDO21 assessment of the proposed addition.

118. The design principles of DDO21, along with policy at Clause 22.02 (*Development Guidelines Subject to the Heritage Overlay*) provide most guidance on the issues relating to heritage and urban design. DDO21 provides significant heritage-based design guidance that aligns with policy objectives at clause 22.02 and provides site/precinct specific heritage objectives that are not found in clause 22.02. For this reason, this policy will be used to also frame heritage considerations and analysis. This built form control also provides urban design guidance on non-heritage built form outcomes including impacts on view lines to landmarks, wind effects, equitable development, amenity impacts on residential land and street activation issues (issues relating to off-site amenity will be discussed in a further section below). The guidance provided with this policy is also supplemented by a number of State and Local polices, with reference provided to them where relevant.

Precinct specific DDO21 requirements.

119. The subject site is located in Precinct 1- Bridge Road West Precinct of DDO21. The following principal requirements are specified:

    (a) A preferred maximum building height of 21 metres.

    (b) A preferred 6m upper level setback to Bridge Road.

    (c) A mandatory requirement that development would not overshadow any part of the southern footpath of Bridge Road, measured as 3.0m from the kerb between 10am and 2pm at 22nd September. A preferred requirement not overshadow the eastern part the Lennox Street to a distance of 2m from the kerb between 11am and 2pm on 22nd September.

120. The proposed section 57A amended plans satisfy the above public realm shadow requirements to Bridge Road and Lennox Street. The height of the proposed building (excluding Level 7) is 24.4m above the Bridge Road footpath and 26.4m to Corns Place and therefore do not comply with the preferred 21m height limit stipulated by DDO21. It is noted roof terrace access structure height and associated ancillaries at Level 7 are exempt from 'building height' defined under DDO21.

Height

121. Council's Heritage Advisor indicated that the height would be generally acceptable should level 1-6 be setback a minimum of 12m from the frontage. Council's Strategic Planning unit noted the proposal was not compliant with the DDO21 preferred height requirement and met some but not all criterion that support height above this requirement. It is noted that Council's Strategic Planning Unit were more supportive of the Section 57a plans from a heritage and massing (upper level setback) perspective. Council's External Urban Design advice is supportive of the proposed building height detailed in the Section 57a plans based on the increased Level 1 setbacks form 3m to 5.3m, increased mid-level setbacks from 6m to 8m and more simplified architectural composition of upper levels.

122. The view on the height being generally acceptable presented by the Heritage Advisor (subject to increased setbacks) and the External Urban Design Advisor is based on the presence of the 2 existing 7 storey buildings in the immediate vicinity of comparable height (as detailed in the *Surrounding Land* section). This view is also consistent with the *Precinct Design Requirements* at subsection 2.3 of the DDO which states upper level additions should be consistent in form, massing and façade treatment as existing upper level development in the area.

123. This is a critical policy direction when considering buildings that exceed the preferred 21m height limit. Given the immediate context with 7 storey buildings of directly comparable height all within 60m of the subject site, and that the DDO21 allows for consideration of exceedances in height in contexts where built form of comparable height exists nearby, the proposed 7 storey height limit is considered acceptable. Given the 21m height limit is 'preferred' and not 'mandatory' and given this DDO21 policy guidance which implies exceeding the height limit can be considered where taller or comparable buildings already exist; it is considered that the proposed building height is acceptable in this location. This height issue and its relationship to the proposed front setbacks will be discussed further in the following assessment.

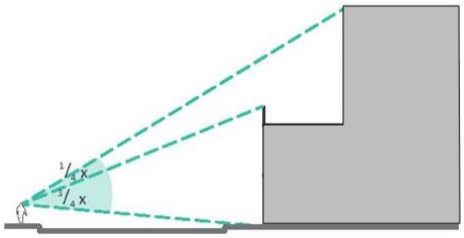
Setbacks to Bridge Road and the relationship to height

124. When considering the relationship between height and setbacks, the height exceedance can be further justified given the 8.9m front setback to level 2, the 8m setbacks for level 3 and 4 and the 12m setback to level 5 and 6, all greatly exceed the preferred 6m setback stipulated by DDO21 and so help to diminish bulk when the building is viewed along Bridge Road. This is also acknowledged by Council's Strategic Planning Unit and Council's external Urban Design Consultant.

Further to this, DDO21 also provides other design criteria against which the relationship between height and setback must be considered. The following assessment will show that while the proposal does not achieve full compliance with these other design criterion; the proposed setbacks and associated height is an acceptable outcome on balance based on the particular constraints of the site.

125. In addition to the preferred 6m setback, the interim DDO21 requires new development along Bridge Road within Precinct 1 be in accordance with Figure 2 requirements, that is *development must occupy no more than one quarter of the vertical angle defined by the whole building in the view from a sightline at a height of 1.7m above the footpath on the opposite side of the street*, as seen below.

Figure 2 – Setback for Upper Level Development



DDO21 Figure 2 setback requirement

126. The intention of this policy is to ensure that upper level additions do not proportionally overwhelm the retained heritage forms. Section A on Drawing TP300 shows the proportion of the proposed building visible above the single and two storey street wall elements. The proposal does not comply with this requirement with the existing double storey building occupying a 27 degree angle with the new built form above occupying a 15 degree angle (based on the section 57A amended plans). Council's External Urban Design advice acknowledges that it is particularly difficult to achieve full compliance with the Figure 2 setback requirement, given the presence of two single storey buildings on the site. This difficulty is reflected in Council's Strategic Planning Unit comments who states that compliance with the Figure 2 requirement would result in only two storey development to the single storey buildings. Given this, it is clear that strict application of these policy guidelines is not reasonable for the Site, particularly when State and Local Policy strong direct higher density developments within well serviced activity centres such as this.

127. Further to this, DDO21 also encourages proposals to *adopt the same setback for at least 75% of the height of the proposed built form above the front street wall to avoid repetitive stepped form*. In this regard, Council Strategic Planning Unit states the setback to the mid-level equates to approx. 56% with the two upper levels being further setback. Rigidly applying the 75% height requirement would result in a 5 storey sheer wall setback 6m with a recessed top level behind the single storey shops. Such sheer height would result in an overwhelming presence behind the retained single storey buildings, particularly when viewed from the Leigh Place intersection.

128. It is also important to acknowledge the Figure 2 requirement and the requirement that 75% of upper level setbacks be in the same plane are based on the assumption that the retained heritage facades will be double storey heritage façade of approx. 11m in height, as are typically found along the Bridge Road frontage (and indeed shown in Figure 2). The subject Site is a significant anomaly in the Bridge Road streetscape with two single storey buildings present and with the double storey building also being significantly lower than the typical heritage street wall at approximately 8.6m in height. Given these particular constraints, it is not reasonable to require strict adherence to all of the DDO21 preferred requirements in relation to height and setbacks. Given the significant constraints presented by the single storey buildings, determining the appropriate height to setback ratios that should be employed at the subject is best served by analysing the existing context and ensuring the built form will sit comfortably within this.

129. Significantly and as mentioned earlier, Precinct 1 of DDO21 allows for this context-based assessment approach when it stipulates that new development should *be consistent in form, massing and façade treatment as existing upper level development.* Thus, while the proposal comfortably exceeds the 6m preferred setback requirements which is to be commended, it remains that it does not comply with the Figure 2 and 75% upper plane setback requirement. This context-based analysis offered by the DDO21 provides a useful additional assessment criterion in instances such as this; where proposals do not fully comply with all of the height and setbacks design assessment criterion provided in the DDO21.

Context-based assessment of upper level setbacks

130. Returning to consideration of the setback precedence offered by the existing built form context, Council's Heritage Advisor requested floor 1-4 be setback in the region of 12m based on the mid-levels setbacks of 11.4m approved at No.127 Bridge Road and the constructed building at 123-125 Bridge Road mid-level setbacks of 12.6m. The advisor was accepting of the 12m setbacks proposed to level 5 and 6. While it is acknowledged that this existing context of No's 123-125 Bridge Road is a significant consideration, it is equally important to note these permits were granted before the introduction of DDO21 which specifies a preferred 6m setback. No. 127 Bridge Road is not a significant consideration as this building has not been constructed and this permit can still be modified.

131. The Heritage Advisor refers to a 2007 VCAT case that formed the basis of applying an average 12m setback to the north side of Bridge Road, with a large number of approvals since that time being based on the guidance offered by this case. However, in the 14 years since this case established this precedence, the policy context effecting this part of Bridge Road has significantly altered with the introduction of DDO21. It is appropriate and anticipated that Council officers would assess development based on current policy guidance and significant weight would not be given to a VCAT decision that was based on an entirely different policy framework and a built form context that did not display the extent of change present today.

132. It is also acknowledged that the DDO21 surrounding context design criterion quoted earlier (requiring consideration be given to the massing and height of constructed buildings), gives weight to the Heritage Advisors preference for a 12m setback as per 123-125 Bridge Road. However, of greater significance is that the existing 7 storey building at 111-115 Bridge Road has setbacks of 8m to level 3-5 and 10m to level 6. Therefore, there is an existing building within the immediate context with setbacks that is significantly less than that suggested by the Heritage Advisor.

133. When considering this conflict between the existing neighbouring buildings mid-level 8m and 12m setbacks, it is appropriate to rely on guidance offered by DDO21 which indicates a preferred 6m setback for the upper levels. Given the proposed minimum 8m upper level setbacks already exceed the preferred 6m setback, it is clear based on the current policy context, it is not reasonable to require the 12m setbacks as requested by Council's Heritage Advisor.

134. This proposed exceedance of the required 6m setback also serves to ameliorate some of the bulk issues associated with the non-compliant overall height and partially compensates for the non-compliance with the Figure 2 requirement and the variation from the requirement that 75% of the upper levels be setback in the same plane to avoid an overly stepped appearance. However, based on the previous context-based assessment, this 75% requirement is already reflected in the existing built form where only the top levels of the two buildings to the west are recessed from the levels below. This context raises a further conflict in relation to whether non-compliance with the 75% setback requirements should be supported.

Design that responds to the single storey building on site.

135. In this regard it is important to note the design purposely does not meet the 75% of the upper levels to be setback in the same plane in order to respond to the retention of the existing single storey buildings on-site. As mentioned earlier, rigidly applying the 75% height requirement would result in a 5 storey sheer wall setback 6m with a recessed top level behind the single storey shops. Such a sheer height would result in an overwhelming presence behind the retained single storey buildings, particularly when viewed from the Leigh Place intersection.

136. The combination of the significantly recessed upper two levels and the recession of level 2 behind level 3 and 4 allows for the mid-levels of 3 and 4 to be the most apparent when viewed above the retained single storey buildings on Bridge Road. This technique, along with the visually interesting architectural finish to the level 3 and 4 façade would draw pedestrian views predominantly to their 2 storey presentation behind the retained facades and direct focus away from the upper levels which would be significantly recessed and only partially visible. This is a thoughtful and architecturally interesting response to the particular constraints presented by this site and is considered to be a much more appropriate response than requiring only the recession of the upper levels as suggested by the '75%' requirements. For these reason support for the non-compliance with '75%' requirement is recommended.

137. Overall, the combination of all these techniques, particularly the generous recesses to the upper two levels and the 8m mid-level setback being 2m in excess of the 6m setback required by the DDO, allows the proposal respond appropriately to the existing 7 storey context while also successfully diminishing bulk to a reasonable level behind the existing single storey buildings on site. On this basis, support is recommended for the proposed building height and front setbacks to Bridge Road.

138. Finally in relation to height, Council's Heritage Advisor raised concerns with the impression of height generated by the 900m high level 5 terrace wind screens above Bridge Road parapet. However, given its clear glass material, it is not considered to be a prominent element and is considered acceptable for this reason.

Side and rear setbacks

139. Council's Heritage Advisor, Council's Strategic Planning Unit and External Urban Design advisor were supportive of the 1.5m upper levels setbacks to Leigh Place. This setback is considered sufficient to prevent unreasonable visual bulk to Leigh Place, along with the variation of external materials articulating the facades and the recessed shadow line of level 2 also facilitating to ameliorate bulk. This coupled with the generous setbacks of level 1 to 4 to Bridge Road allow for a sense of space and openness to Leigh Place, with views to the sky available over the roof of the retained single storey building available on the approach to and from Bridge Road along Leigh Place.

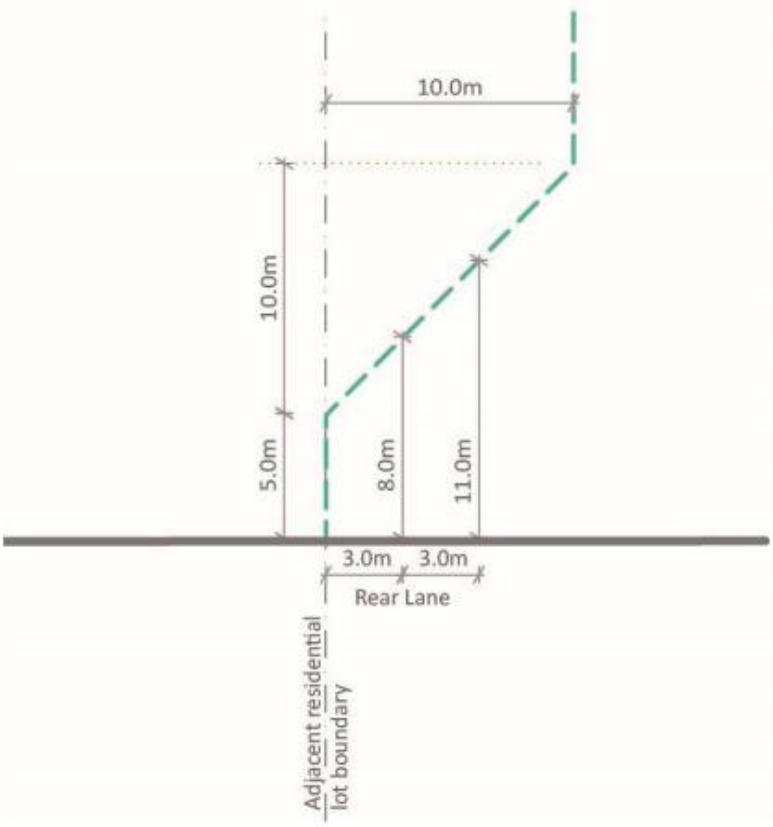
140. Pursuant to sub-clause 2.2 of the DDO21 the 'Building Separation Requirements' require a minimum setback of 3m be provided to commercial windows adjacent to shared boundaries. The level 6 windows achieve this with a 3.5m setback proposed. It is also noted Council's Strategic Planning Unit advice applied this same setback requirement to Leigh Place and Corns Place. However, this policy point relates to setbacks along common boundaries with private property and so are not applicable to the Leigh Place and Corns Place road frontages (with other policy within the DDO dealing with setbacks to the rear (Figure 1) and required setbacks above street walls to side roads (detailed in Precinct Maps).

141. The 'Building Separation Requirements' also requires building in excess of the 21m height limit be setback one-sixth of the lot width on the shared boundary with other properties, to allow for views between buildings in the event the adjoining sites are developed. This 3.5m eastern setback to level 5 and 6 equates to approx. 50% the width of 133-135 Bridge Road, in compliance with this policy objective.

142. Council's Strategic Planning Unit reading of the 'Building Separation Requirements' states the one-sixth site width setback requirement should be applied in addition to the 3m setback required to commercial windows along the east boundary above a height of 21m. However, it is considered this is not a practical reading of this policy point. The intention of this policy point is the one-sixth of site width setback is required on parts of the buildings above 21m in height where windows are not proposed, to ensure these upper setbacks and views between buildings are achieved in areas where windows are absent. All of the eastern walls above the 21m in height comply with this one-sixth setback even where windows are not proposed.

Figure 1setbacks (rear interface with residentially zoned land)

143. Finally, in relation to rear setbacks, pursuant to sub-clause 2.2 to the interim DDO21 control, buildings should be setback from residentially zoned land as shown in Figure 1 to the DDO21, shown below.



DDO21 Figure 1 - setback requirement from residentially zoned land

144. The land on the opposite side of Corns Place is zoned General Residential Zone, Schedule 3. As detailed in the Surrounding Land section, a three storey apartment building is located along the Corns Place frontage that extends between Leigh Place to Lennox Street. A small section of the building is setback from Corns Place 2.5m at the Leigh Place end with the remainder setback 8.5m with an open car parking area located in this setback area. The south and east-facing windows facing the car parking area are all habitable with the south-facing wall also containing external walkways to access the apartments. The section of wall that is setback 2.5m from the Corns Place frontage contains three non-habitable bathroom windows.

145. As outlined by Council's Strategic Planning Unit, to satisfy Figure 1 the maximum building height on property boundary should be around 9.5m. Above this the building should be set back at a 45 degree angle for a depth of 5.5m to a height of 15m.

Council's Strategic Planning unit was not supportive of this non-compliance citing unreasonable visual bulk as the principal concern. Council's Heritage Advisor and External Urban Design Advisor were supportive of this proposed interface, given the context of much higher boundary walls associated with the Epworth and the apartments fronting onto Corns Place on the far side of Leigh Place.

146. It is considered that this non-compliance is acceptable in this instance as the Figure 1 setback requirements anticipate the presence of single dwellings, fine grain residential character and secluded private open spaces located on the opposite side of laneways to the rear of Commercial 1 Zones. However, in this instance, car parking areas are predominately located opposite with only a small section of the apartment building located 2.5m from Corns Place and the remainder of the building setback 8.5m. The proposed variation from the Figure 1 setbacks is considered reasonable in this instance for the following reasons:

    (a) No overshadowing from the proposed building will be experienced on the residential land to the north,

    (b) The closest windows to the Site are 3 non-habitable windows located on the wall that are setback 2.5m from Corn Places (or 7m from the subject site),

    (c) No secluded private open space is orientated toward the Site,

    (d) The habitable room windows facing the Site are setback 8.5m from Corns Place (or 15m from the subject site) and behind the car parking area accessed via Corns Place. Such a separation distance from the Site would comfortably comply with the daylight to habitable room windows requirements under Res Code provisions had they applied, and

    (e) A number of nearby buildings on the northern side of Bridge Road (west of the Site) have similar rear interface setbacks.

147. The apartment building at 164 Lennox Street is therefore considered to provide a relatively robust interface to the Site, particularly when compared with more fine grain residential neighbourhoods that adjoin land affected by DDO21.

148. Had small private open space areas of individual dwellings been located opposite, it would be considered appropriate to stringently apply the preferred requirements of Figure 1. However, given the requirement is not mandatory and that the context opposite is car parking area and not private open space, it is considered unreasonable to require strict compliance with the Figure 1 setbacks, particularly given Council's Heritage Advisor and External Urban Design Advisor are supportive of the presentation of this interface.

Proposed architectural design

149. DDO21 provides the following guidance in relation to architectural design, with similar sentiments expressed in decision guidelines and policies contained in clauses 43.02 and 22.02:

    (a) Be expressed in the round and provide detail on facades when viewed from all directions;

    (b) Incorporate an architectural expression at upper levels that is distinct from but complimentary to the street wall.

    (c) Maintain the inter-floor height of the existing building and avoid new floor plates and walls cutting through historic openings.

    (d) 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;

    (e) incorporate simple architectural detailing that does not detract from significant elements of the heritage building and the heritage streetscape;

    (f) be articulated to reflect the fine-grained character of the streetscape.

150. In relation to the proposed upper levels, the proposal successfully responds to these policy objectives through using lightweight materials (glazing) that juxtapose with the masonry of the heritage buildings and the use of simple architectural details. In compliance, the new floor plates do not intersect the retained heritage windows. In accordance with the policy that encourages articulation to reflect the fine-grained character of the streetscape, the mid-level sections on level 3 and 4 to Bridge Road incorporates three different architectural expressions to respond to the subdivision pattern of the three retained heritage buildings. Council's Heritage Advisor and External Urban Design advisor were supportive of this division to the new mid-level building façade.

151. Further to this, Council's Heritage and External Urban Design advice on the advertised plans indicated this part of the building was somewhat busy particularly in relation to the fins applied to the curved sections and the dark grey colour of the metal cladding to be somewhat overwhelming. To address this the Section 57A plans remove the fins and applied a lighter bronze satin finish cladding.

    Council's Heritage Advisor and External Urban Design Adviser were generally supportive of this change subject to clarification the bronze metal cladding would not be highly reflective and be matte in finish. Further, the material schedule shows the bronze cladding to be a metal mesh and this does not conform with its appearance shown on the plans or render images. A condition would address these items to ensure a high-quality finish is achieved.

    Curved building corner

152. Council's Heritage advisor was not supportive of the curved corner on the mid-section to Leigh Place and requested an angular corner. However, this is not considered justified in this instance. The curved corner is considered appropriate as it provides a softer and more recessive finish on the corner above the retained single storey building. Had the existing building on the corner been two storey it may be justified to require the established pattern of angled corners be maintained, as the corner would not be such a prominent feature being partially obscured at footpath level by a hypothetical 2 storey street wall.

153. In this instance however, the corner will be heavily exposed behind the single storey building. Requiring the curve be squared off will result in more built form coming closer to the Leigh Place boundary and so making it much more prominent and bulkier. Further, this curve on the building is perhaps the most significant architectural feature of the mid-level sections of the building and removing it will result in a more bland and utilitarian appearance to the building façade. Council's urban design consultant supported the curved element noting that that the architectural expression as a whole was competent and well resolved. Given the significant impact the removal of the curve would have on the architectural expression of the building and that it will make this part of the building appear much more prominent behind the single storey shop, it is recommended that the curve be retained. It is important to note

154. Further to above, in response to the Heritage advice, the section 57A amended plans removed the curve proposed to the Leigh Place corner at level 1 and replaced it with an angular corner. This is considered sufficient to respond to this concern, particularly given the proximity of this corner to existing angled corner of the retained heritage facades.

    Other concerns relating to finishes

155. The original advertised plans showed arched first-floor windows with cowl structures applied around their edges. Both Council's Heritage Advisor and Externa Urban Design Advisor were not supportive of this, stating they unduly competed with the retained heritage buildings and were overly busy. In response the section 57A amend plans provided rectangular window forms and removed the cowls to Leigh Place and Bridge Road.

156. The External Urban Design Advisor also expressed concern that the face brick should be real brick as opposed to brick 'snaps' on pre-cast concrete panels to ensure a quality finish comparable to the retained heritage brick. The Heritage Advisor raised concern based on the appearance of the render images, as a mismatched recycled brick was being proposed and the requested the brick to have a more uniform appearance and requested minimal pointing be used between bricks.

157. The definition of face brick is that they are real bricks with a smooth/ finished appearance on the outside and so it is not considered necessary that the face brick notation on the plans be further modified to demonstrate they are not recycled or brick veneer. A condition could require minimal pointing between bricks as requested by the heritage advisor. A façade strategy condition is also recommended to ensure that all external finishes for the facades are executed to Council's satisfaction, including the provision of detailed images/samples of materials/finishes to ensure a high quality finish is achieved.

158. In further response to the advisors concerns that the building materials finishes were overly busy, the cladding to the upper levels at the rear have been changed from a metal deck cladding (expressed seams with narrow gauge between seams) with metal interlocking cassette panels (recessed seams/shadow lines with wider gauge between seams). This is also thought to successfully address this concern through the wider gauge significantly reducing the number of vertical lines forming part of the cladding.



Advertised plans



Section 57A amended plans



Advertised plans



Section 57A amended plans

Streetscape interface/Active frontages

159. DDO21 encourages the streetscape interface to provide for active street frontages that improve the pedestrian environment and 4m floor to ceiling heights for commercial frontages. With the existing 4m shop floor to ceiling heights and shop entrances retained, the proposal is compliant in this regard. The additional windows proposed to Leigh Place at ground floor also improve activation to this frontage.

160. Of concern is that the fin screens to ground and first floor of Leigh and Corns Place and ground and first floor may reduce passive surveillance to the street. A notation has been added to the plans stating the fins will be angled downwards to improve passive surveillance to the street. A condition could require further section detail of the fin spacing and placement this to ensure passive surveillance is maximised. Subject to conditions to this effect, the proposal is considered acceptable in terms of securing active frontages with adequate passive surveillance while also prevent unreasonable overlooking to the properties opposite.

Site Coverage

161. The level of site coverage proposed is 100 percent. However, as the existing level of site coverage in the surrounding (and immediate) area is similar (including the subject site at approx. 95% coverage), it is acceptable. Commercial buildings in this precinct traditionally have high levels of site coverage with this characteristic being evident throughout the Bridge Road Activity Centre.

Landscape architecture

162. While landscaping is not a typical feature of commercial developments in the area, the proposal does include a degree of visible landscaping in the form of planters on terraces. The application was referred to Council's Open Space Unit, who supported the proposed landscaping, subject to operable windows being provided to the level 2 northern terrace. The Section 57a plans now show windows to be operable allowing for the maintenance of the planters on Level 2.

Internal amenity

163. 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, with large expanses of glazing provided at all levels and generous floor to ceiling heights. The building will also receive adequate ventilation opportunities with west, south and north-facing operable windows provided. The shading devices provided to the west and north-facing windows will also provide for excellent protection from western and northern solar impacts, which will support more comfortable internal environmental conditions. The end-of trip facilities will also offer staff a high level of amenity for those visiting the Site via active transport modes.

Circulation Spaces

164. The main pedestrian entrance from Bridge Road provides access to the lift core and stair well, with clearly defined entrances also provided to the food and drinks premises. The entrance and lift lobby area are provided with adequate sightlines from the street so people can see both in and out when entering or leaving. The circulation spaces are generously dimensioned to afford a good level of amenity to future building occupants.

Offsite Amenity Impacts

Remaining DDO21 Design Objectives relating to offsite impacts.

Impact on view lines to the Pelaco Sign and St. Ignatius Church and Clause 22.03 (Landmarks and Tall Structures)

165. The proposal does not impact on the specified view lines to the Pelaco Sign and St. Ignatius Church Spire outlined in the 'General Requirements' of the DDO and clause 22.03. The "Decision Guidelines" also require consideration of broader views to the Pelaco Sign and the tower belfry and spire of St. Ignatius Church. There is sufficient distance from the St. Ignatius church on Church Street to ensure no broad views are impacted.

166. With the proposed building located 160 metres north-west of the Pelaco Sign, the only views that could be possibly impacted would be from the rear of the site from Erin Street, Corns Place and Leigh Place. With views not currently available from these roads/footpaths due the distance from the sign and due to intervening built form preventing any existing views, the proposal will not alter this outcome.

Impacts of vehicles access arrangements on the operation of trams along Bridge Road, appearance of garages and efficiency of vehicle arrangements.

167. With only 29 car spaces proposed, the proposal would not have a negative impact on tram services, particularly as vehicles have the option to exit and enter the site via Lennox Street reducing the number of cars accessing Bridge Road via Leigh Place. Council's Traffic Engineers are also satisfied the stacker and egress arrangement will operate in a safe and efficient manner.

The garage door is a high quality design and so satisfies the DDO21 policy objective to ensure a high quality built form interface is provided to all streets and public spaces.

Wind effects

168. The submitted Wind report by Windtech Consultants was peer reviewed by Council's External Wind consultant. Council's consultant while generally satisfied, did raised some concerns that future wind impacts were not fully rationalised and recommended wind tunnel testing be conducted to demonstrate the effectiveness of proposed wind protection measures. A condition can require this.

Equitable Development

169. The relevant 'Building Separation Requirements' of DDO21 require a design response that considers the future development opportunities of adjacent properties in terms of outlook, daylight and solar access to windows, as well as managing visual bulk. This policy aims to facilitate equitable development opportunities for neighbouring properties within the context of the site's location.

170. In relation to the apartment building to the north across Corns Place (no 164 Lennox Street), the separation offered by the road, the raking of the proposed upper levels, along with no shadowing generated by the proposal to this site, all allow for equitable development opportunities. Similarly, the separation offered by Leigh Place (6m) and the 1.5m setback of the upper levels allow for reasonable equitable development opportunities for the site on the opposite side of Leigh Place (127 Bridge Road). Importantly, the proposal would not result in any unreasonable loss of amenity to the potential future apartments approved under PLN17/0158.

171. The lot immediately to the east is approx. 180sqm area and would not be able to accommodate a large scale development where equitable development setbacks could be considered. As a result, the most likely future development scenario on this lot will involve boundary walls adjacent the common boundary and a reliance of Bridge Road and Corns Place interfaces for daylight access. Notwithstanding this, the proposed setback of levels 5 and 6 (above 21m building height) from the eastern boundary will facilitate some daylight access for a future development to the east if required for levels above 21m.

172. It is also expected that any future development at 137 Bridge Road would likely seek building height at least in accordance with the preferred maximum building height of DDO21. Such a height would likely require the development to respond to the front and rear upper level setbacks proposed by the subject building to ensure the built form massing along the northern side of Bridge Road remains consistent. These setbacks would also offer good daylight access opportunities.

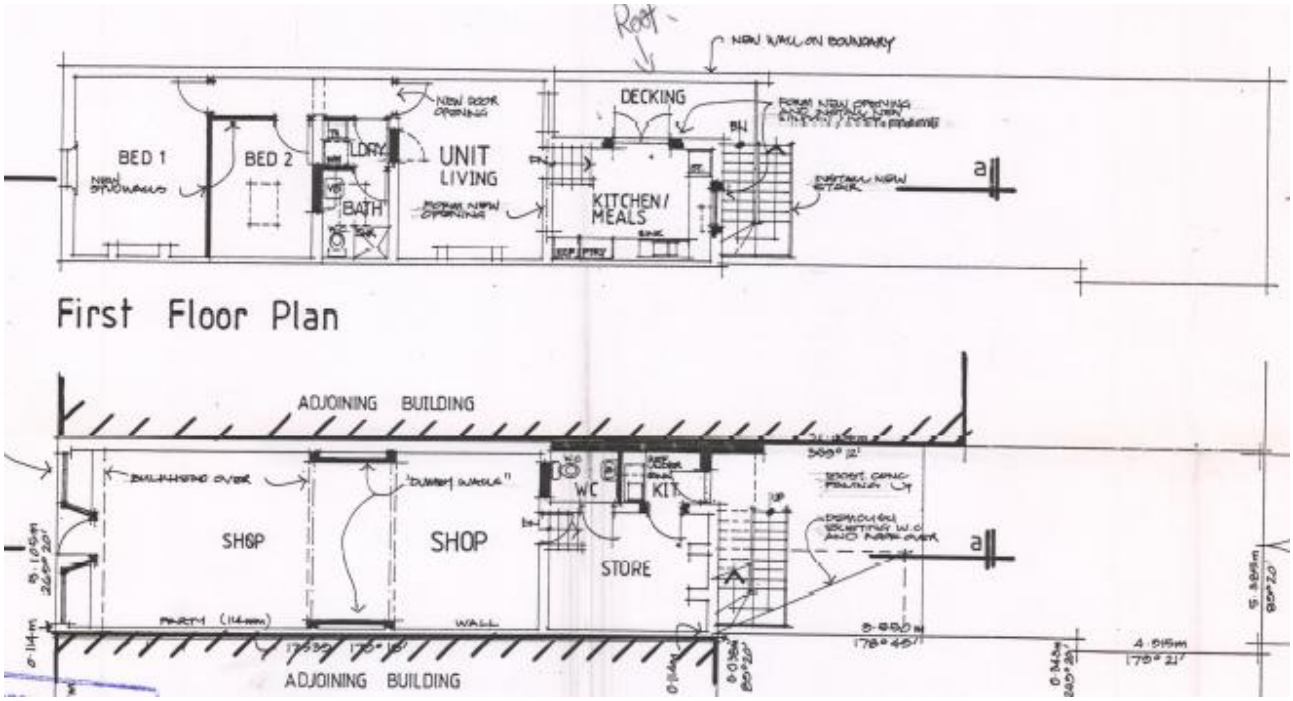
Residential amenity

173. The DDO21 "Design objectives" encourages development to minimise amenity impacts on residential properties 'adjoining' the activity centre. Significantly the policy does not require consideration of impacts on dwellings within the activity centre, reflecting that commercial activity and associated higher density built form outcomes take precedence over the residential amenity of existing dwellings within the C1Z. Similarly, the C1Z Decision Guidelines at 34.01-8 directs consideration of impact of development on residential properties in residential zones 'adjoining' the C1Z and does not require this same consideration be given to existing dwellings within the C1Z. Council's local policy at clause 22.05 (*Interface Uses policy*) does, however, direct consideration of amenity impacts to dwellings located within the commercial area.

174. As outlined in detail in the previous *Surrounding Land* section there is an existing dwelling located at first floor of the building to the east. This site (No. 137 Bridge Road) has a double storey on-boundary wall measuring approx. 13m in length, with a rear double storey addition measuring approx. 7.5m in length being setback approx 1.9m from the shared boundary. The first-floor dwelling is accessed via an external stair on the rear of building. An open car park area is located to the rear of the building.

175. Based on Council's and Real Estate records, the stair accesses a first landing/outdoor deck measuring 7.5m in length and 1.9m in width. Two windows face onto this deck, with one north-facing that services a living room and one west-facing set of French doors servicing a kitchen. A fixed canvas awning extends horizontally from the east wall above the kitchen French doors and extends vertically to attach to the top of the existing double storey boundary wall.

176. While this property does have some west and north-facing windows to the rear, the commercial zoning of this land and policy goals that higher density developments be directed to Activity Centres, the shadow impact and visual bulk impact of the proposed east wall is considered acceptable. Significantly the outlook for the living room window will not be severely impacted given it faces the north with no proposed wall located opposite. As the window facing the subject site services a kitchen and not the principal living area, the outlook onto the proposed eastern wall is acceptable. Refer to an extract of floor plans of this dwelling below.



Approved Ground Floor (bottom) and First Floor (top) of 137 Bridge Road – *Source: Council records*.

177. It is acknowledged the proposed east wall will impact on the outlook and sunlight access of the outdoor deck area. However, given the location of this site in a Commercial 1 Zone where high density development is specifically encouraged, this outcome is considered acceptable. It is important to note that this site is not currently developed in accordance with the DDO21 development aspirations. Further the proposed setbacks to level 5 and 6 result in a three storey wall height above the terrace rather than 5 storeys had these upper level setbacks not been proposed. This 3 storey height differentiation is considered reasonable in a Commercial 1 Zone, particularly as the Level 5 and 6 walls will not be visible behind the proposed boundary wall from the terrace and from the window opposite.

178. Finally, the east-facing level 6 windows will not overlook this dwelling with the proposed boundary wall preventing downward views. The presence of the level 4 roof will also prevent downwards views from the roof terrace and level 5 terrace to this adjoining private open space.

179. As discussed, in the previous *Equitable Development* discussion and *Side and Rear Setbacks* assessments, the visual bulk impact to the residential apartment development across Corns Place is considered acceptable.

This is due to the design, layout and setbacks of the apartment building at 164 Lennox Street providing a relatively robust interface to the Site. The southern position of the subject site will also ensure this property will not be affected by additional shadowing as a result of the proposal.

180. A notation on the plans states that the rear boundary windows between the Ground Floor and Level 4 will have fixed screening with 25% maximum openings. However, the elevation plans do not detail these screens on level 2-4. It is considered that no screening of rear windows is required as there will be a minimum separation distance of 13.3 metres from the habitable room windows at 164 Lennox Street. This distance exceeds the requirements of the Overlooking Standard (9m) set out in Clause 55. Accordingly, a condition will be included to update this note to only relate to the Ground Floor and Level 1 windows as shown on the elevations.

181. In relation to the property on the opposite side of Leigh Place, as this property is currently a commercial building, there are no residential amenity considerations applicable to this site. However as discussed earlier, a planning permit for a 7 storey residential building has been approved at this site. As this development may not proceed, it is not appropriate to give significant consideration to the impact of the proposal on the residential amenity of these approved dwellings.

182. Regardless of this, with shadow as a result of the proposed development moving off this site by 11am, the proposal will not unreasonably overshadow this property. Both properties are located in a Commercial 1 Zone where the Rescode overlooking standard is not strictly applicable. Regardless of this, the 6m separation provided by Leigh Place and the 1.5m upper setbacks allows a 7.5m setback, which is near compliant with the Res Code separation requirements to the approved habitable windows opposite. The first floor office windows to Leigh Place are separated approximately 6 metres but these windows are treated for overlooking with metal fin screens with a maximum 25% openings.

183. Waste storage areas are located inside the building and so will not be a nuisance to nearby residential properties. Roof plant equipment is also located at sufficient distance from residential properties to ensure reasonable amenity is maintained. Regardless of this, a condition will require that the plant and the food and drinks premises achieve compliance with relevant SEPP N requirements to ensure adjacent residential amenity is not unreasonably compromised.

Environmentally Sustainable Design

184. Redevelopment of the site located in an existing built up area would make efficient use of existing infrastructure and services, and the proximity of the subject site to numerous public transport modes which reduce occupants and visitors from relying on private vehicles. 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 officer has reviewed and supported the submitted SMP and outlined the following application ESD commitments and application ESD Deficiencies/Outstanding information.

185. ESD Commitments:

(a) Equivalent 5-star Green Star Design & As-Built rating: targeting 63 credits, including 7 for innovation.

(b) Services maintainability, metering and monitoring review to be conducted and applied, commissioning and air-permeability test to be conducted, and a Building Users Guide (BUG), an Environmental Management Plan (EMP) and operations & Maintenance (O&M) manual to be prepared.

(c) Daylight Factor >2.0 for 40% of nominated floor area.

(d) Low VOC, PVC and formaldehyde products specified.

(e) Green Star Energy Modelling to illustrate a 10% improvement over benchmark design; including 5% reduction in energy consumption (fabric only), and a 30% reduction in GHG emissions (fabric and services) with 8.1 kW rooftop solar photovoltaic system.

(f) Bicycle parking spaces and EoT facilities provided.

(g) Water efficient fixtures and tap – and water efficient fire systems and heat rejection.

(h) A STORM report with a 168% STORM score has been submitted that demonstrates best practice and relies on ~666 m2 of roof connected to a 30,000-litre rainwater tank connected to toilet flushing and landscape irrigation.

(i) Strategies to increase sustainability of concrete and steel components and a 2.6% improvement in ecological value calculated through the provision of 35 m2 of native vegetation.

186. ESD Deficiencies/Outstanding information:

(a) Clarify operable windows on ground floor to create effective cross-ventilation (particularly along the western façade),

(b) Please provide Daylight Modelling report (including VLT) to support relevant figures provide in the SMP,

(c) Clarify external shading treatment for north façade similar to the detailed illustrations for south, east and west on TP200),

(d) Provide modelling to support energy efficiency and greenhouse claims, including comparisons against reference building for the building fabric, fabric with services, and entire proposal,

(e) Clarify external shading strategy for the north façade, particularly for levels 3-7,

(f) Clarify basement CO ventilation strategy,

(g) Clarify lighting improvement (NCC 2016 or NCC 2019),

(h) Provide modelling from solar to illustrate kWh produced annually and % of buildings energy requirements met on-site,

(i) Clarify metering for individual tenants,

(j) Provide more details regarding ‘suitable’ stormwater filtration strategy,

(k) Clarify and consider additional materials to include recycled components (i.e. insulation),

(l) The SMP claims 2x bicycle hoops already existing on bridge Road. (SMP, p. 18). Update to clarify this detail, and

(m) Consider Head contractor to be accredited with ISO14001.

187. Planning officers sought the further advice of Council’s ESD Officer in relation to the significant components of the listed “Outstanding item/Deficiencies’ that would warrant permit conditions. The ESD Officer requested that should no operable windows be proposed to the ground floor west walls, a condition should be imposed that a mechanical fresh air supply be provided that achieves a minimum of 50% above the Australian Standard. The Officer also considered it was ultimately not necessary to require daylight modelling to confirm the daylight factor figures provided in the SMP. Given windows are proposed on three sides of the building to all levels, Council’s ESD Officer acknowledged the compliant daylight levels stated in the SMP are likely to be accurate and do not need to be further qualified.

188. It was also indicated it was no longer considered necessary to require detailed perspective views of the shading devices to the north wall similar to the detail provided for the Leigh Place elevations. The plans show the shroud screens to be 0.5m wide and surround all edges of effected windows and fin screens to be a max 25% which is sufficient to demonstrate adequate shading will be achieved.

The Officer also indicated given the smaller size of the windows to level 5 and 6 and their location on an angled wall, they are unlikely to result in significant heat gains for the building. As such a shading strategy for these windows is not necessary.

189. The Officer indicated the requirement for the JVC modelling to include comparisons against reference building for the proposal is justified. It was also indicated that it was justified to require clarification on the CO2 ventilation strategy for the basement, solar modelling to illustrate the kilowatt hours produced annually by the building, the percentage of buildings energy requirements met on-site and to clarify internal lighting improvements. It was also indicated that it is justified to require that the SMP clarify that metering will be provided for individual tenancies, provide more detail on the stormwater filtration strategy, to require increasing the use of recycled building components and to require the head contractor be ISO 14001 accredited.

190. Finally, Council's ESD officer raised concerns with the applicant claiming credits the existing bike hoops to the Bridge Road along with the provision of two additional bike hoops. As will be discussed later, Council's Urban Design Unit and Strategic Transport Unit requested the two new bike hoops be removed as they will result in extensive cluttering on the footpath with a total of 4 bicycles hoops proposed. Further Council's Urban Design Unit requested that as part of the footpath relaying works, the existing surface attached bike hoops be replaced underground mounted hoops. As such, it is considered reasonable that the applicant be permitted to claim credits in their SMP due to the costs associated with replacing the existing hoops, but the condition will also require the SMP claim credits for only 2 bicycle hoops to reflect that the overall number of visitor hoops is being reduced from 4 to 2.

191. Based on the above analysis and subject to the suite of conditions addressing Council's ESD officers, the proposal is considered acceptable from an ESD perspective.

Parking layout, traffic, waste management and bicycle parking

Traffic and car parking reduction

192. In relation to traffic considerations, this area has strong strategic justification to support buildings of this scale, along with associated car parking reductions. With tram services along Bridge Road and Church Street and within a 550m walking distance of West Richmond Station, the site is ideally located to take advantage of multiple modes of existing public transport infrastructure within the immediate vicinity.

193. Encouraging the use of public transport as well as walking and cycling as modes of transport is central to Council's policy objectives relating to sustainable transport. Forcing developments to provide additional parking is contrary towards achieving the objectives of sustainable transport that are outlined in clauses 18.02 and 21.06 of the Scheme.

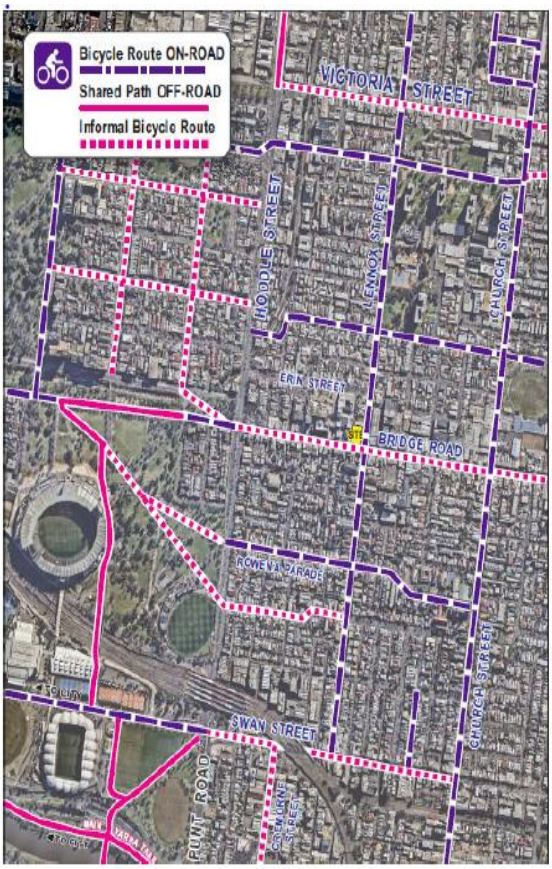
194. The reduced rate of on-site car parking will mean a reduced impact on traffic within the surrounding street network, which is considered a positive outcome in an area that is already experiencing significant traffic and parking congestion. Further, Council's traffic engineers are supportive of the proposed reduction of 38 car spaces (35 under the Section 57A amended plans scheme). Council's Engineering Unit supports the car parking reduction as it 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.

195. Objectors have raised concerns that staff and visitors may increase pressure on existing on-street car parking. However, the development will not be eligible for on-street staff or visitor parking permits which will minimise the impact the development will have on existing on-street car spaces. A permit note could detail this. To facilitate further analysis of this issue, the applicant has provided information of available on-street car parking spaces.

196. As part of the applicants Traffic Engineering Report, Ratio Group conducted an inventory and spot survey of the car parking within an approx. 150m radius of the subject site between the hours of 8.00am and 6.00pm. The inventory survey shows there was 268-362 short-term parking spaces available (numbers dependant on car parking restrictions) and no long-term parking spaces in the vicinity of the subject site. Of these, 299 were two-hour restricted spaces. The occupancy rates ranged from 56% to 92% (at a noon peak).

197. While the peak times are shown to have a very high occupancy rates, the non-peak times shows capacity to accommodate visitors to the site. Visitors also have the option to use the public car park located at Hull Street. Given the proximity of public transport options servicing the site and multiple commercial uses along Bridge Road, it is considered likely that a large proportion of visitors (particularly to the food and drinks premises) will be in the area for more than one purpose and will be short term stays. As advised by Council's Engineering Unit, customers and visitors to the site who choose to drive might combine their visit by engaging in other business or activities whilst in the area. On this basis, the overall demand for visitor parking is expected to be less than the sum of individual demands for each premises in the activity centre. The provision of 4 bicycle spaces (2 bicycle hoops) on the Bridge Street footpath will further facilitate visitors to the site. As such the car parking reduction is considered acceptable, when considered in relation to visitor demand.

198. In relation to staff generating demand for on-street car parking, typically in office settings, the 29 on site spaces would be allocated to senior staff members with the vast majority of staff not being allocated car spaces. Given this and that on-street car parking restrictions are limited to predominately 2 hours, it is considered unlikely that staff would drive to work as they would be aware of these restrictions. Given the proximity of the site to public transport and the provision of 25 on-site bicycle spaces and EOTF to facilitate staff, staff are considered very likely to use these services to access works. The following information provided by the applicant demonstrates the large number of available transport options and high quality on street bike path services facilitating staff that are not allocated on site car-spaces.



Service	Route	Route Description	Nearest Stop	Walking Distance and Time
Train		Hurstbridge and Mernda Lines	West Richmond	550 metres 8 minutes
		Sandringham, Frankston, Cranbourne, Pakenham, Glen Waverley, Alamein, Belgrave and Lilydale Lines	Richmond	1 kilometre 14 minutes
Tram	48	North Balwyn – Victoria Harbour Docklands	Epworth Hospital/Bridge Road	50 metres 1 minute
	75	Vermont South – Etihad Stadium Docklands	Epworth Hospital/Bridge Road	50 metres 1 minute
	78	North Richmond-Balaclava	Bridge Road/Church Street	450 metres 7 minutes
	70	Wattle Park – Waterfront City Docklands	Lennox Street/Swan Street	850 metres 13 minutes
	12	Victoria Gardens – St Kilda	Lennox Street	1.0 kilometres 13 minutes
	109	Box Hill – Port Melbourne	Lennox Street	1.0 kilometres 13 minutes
Bus	246	Elsternwick–Clifton Hill	Bridge Road	400 metres 5 minutes

Bicycle routes and Train and Tram services in area

199. Following on from this, within the Tribunal decision Grocon (Northumberland St) Developer Pty Ltd v Yarra CC [2017] VCAT 753) regarding the office development at No. 2–16 Northumberland Street, Collingwood which was referenced in the table below, the Member supported a significantly reduced office car parking rate (405 spaces reduction) and made the following comments:

> [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.

200. For all of these reasons outlined above, and in light of Council's Traffic Engineers support, the proposed car parking reduction is considered acceptable. Council's Traffic Engineers also note that proposed rates of 1.14car spaces per 100sqm of office area is higher than an number of approved development in the area (see table below) and so the proposed rate is not an anomaly but instead is typical and even higher than a number of recent approvals.

Development Site	Approved Office Parking Rate
Cremorne	
60-88 Cremorne Street PLN17/0626 issued 21 June 2018	0.85 spaces per 100 m^2 (233 on-site spaces; 27,306 m^2)
9-11 Cremorne Street PLN16/0171 (Amended) issued 13 June 2017	0.85 spaces per 100 m^2 (20 on-site spaces; 2,329 m^2)
Collingwood	
2-16 Northumberland Street PLN16/1150 issued 14 June 2017	0.89 spaces per 100 m^2 (135 on-site spaces; 15,300 m^2)

Approved office car parking rates

201. Objectors raised concerns with the impact of traffic movements generated by the proposal in Corns Place. The following traffic generation for the site was adopted by the Applicant's Traffic Engineers and reviewed by Council Engineers.

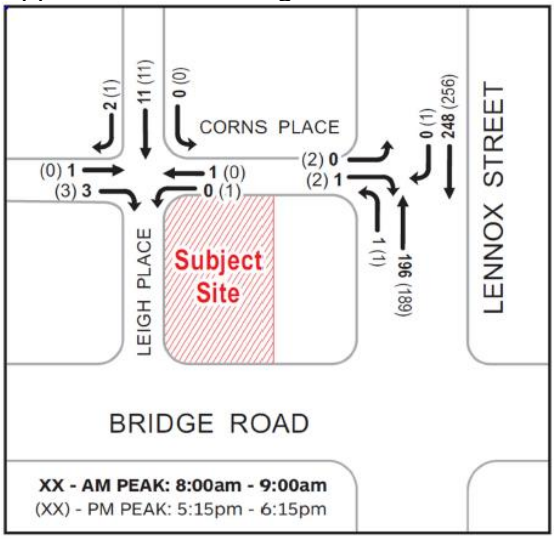
Proposed Use	Adopted Traffic Generation Rate	Peak Hour	
		AM	PM
Office (26 spaces)	0.5 trips per space during the AM and PM peak period.	13	13

Food and drink (3 spaces)	1 vehicle movement per space during the AM and PM peak period.	3	3
Total		**16**	**16**

Traffic generation rates

Traffic

202. The peak hour volumes generated by the site are not unduly high and equates to an average of one vehicle movement every one and half minutes, with the applicant's Traffic Engineer stating this is a low frequency in transport engineering terms. Council's Traffic Engineers agree these figures should not have a detrimental impact on the traffic operation of the surrounding road network. The applicant also provided the following peak hour turning analysis which shows that Corn Place and Leigh Place currently have very low peak time vehicle activity and so are likely to easily accommodate the predicted increase of 16 inbound movements and 16 outbound movements during a one hour period each over the am and pm peaks. Objectors raised concerns with the impact of traffic movements generated by the proposal in Corns Place. The following traffic generation for the site was adopted by the Applicant's Traffic Engineers and reviewed by Council Engineers.



Peak Hour Turning Analysis

Parking layout/access

203. The 28 car parking spaces will be provided within car stacker systems and 1 additional at grade DHA space, accessed via a ramp from Corns Place. The layout of the car stackers and accessways was assessed by Council's Traffic Engineers, who were supportive of the design. Council's Traffic Engineers were also satisfied that waste vehicles can safely and efficiently access the site for on-site private collection. Council's Traffic Engineers were also satisfied with the proposed car stackers operation and pit depths. The doorway, ramp (section 57A amended plans detailing the ram widths) and internal aisle widths were also assessed and considered satisfactory to accommodate vehicle movements (apart from requesting a condition requiring the width of doorways be noted on plan).

204. Concerns were raised that the ramp grades did not satisfy relevant standards along with a request that this item be addressed. The applicant explained that requiring full compliance would result in a longer ramp that would significantly compromise the operation of vehicle movements in the basement and likely result in the loss of on-site car parking spaces. The applicants Traffic Engineers report also requested that a dispensation be considered in this instance, given the ramp directly accesses onto Corns Place rather than onto a pedestrian footpath.

Given the ramp does not need to negotiate a footpath, a flat area inside the garage door does not necessarily need to be provided to allow for an area for vehicles waiting on passing pedestrians. Council's Traffic Engineers reconsidered this request and provided the following advice:

(a) *The Design standard 3 – Gradients in the Planning Scheme requires the ramp grade for the first 5 metres inside the property line to be a maximum of 1 in 10. The 1 in 10 gradient ensures that full visibility of pedestrians and vehicles are maintained.*

(b) *To consider the applicant's request for a variation, the proposed ramp grades and the 1 in 10 required grade have both been compared using AutoCAD.*

(c) *The assessment shows that the proposed 1 in 8 and 1 in 4 grades would be acceptable (although slightly steeper than required) given the absence of a footpath in Corn Place.*

(d) *As a precautionary measure, it is recommended for the applicant to install a convex mirror on both sides of the car park entrance to improve safety.*

205. Subject to a condition requiring the convex mirrors be provide to both sides of the ramp in lieu of the one currently proposed, this item is considered to be satisfactorily addressed.

206. Council's Traffic Engineers also required the applicant re-sheet and regrade the full width of Leigh Place, Corns Place and the half width of Bridge Road for the length of the subject site. The applicant argued that this condition was onerous should the roads not be damaged during construction, resurfacing may not be warranted. They were particularly worried in relation to Bridge Road given the significant administrative complexities of re-sheeting and grading a VicRoads controlled major arterial road, including negotiating tram line closures and preventing damage the tram lines and their overhead power lines. Council's Traffic Engineers reconsidered this request in light of the applicants concerns and indicated they were satisfied to allow some flexibility in the re sheeting of Leigh Place and Corns Place allowing for it to be replaced should Council consider that any damage during construction warranted this. Thus relevant conditions will allow for this flexibility.

207. In relation to the re-sheeting of Bridge Road, Council's Traffic Engineers provided the following advice:

(a) *The road pavement of Bridge Road is located some distance from the construction site. The probability of damage caused on Bridge Road would be less compared to the footpath. On that basis we are happy to not include this item as a Condition. However, should the road pavement of Bridge Road be damaged the developer would be responsible to resurface the Bridge Road road pavement to the relevant authority's satisfaction and at the Permit Holder's cost.*

208. Based on this advice and subject to conditions outlined above, these items are considered to be satisfactorily addressed.

209. The engineers in subsequent advice (along with Council's Internal Urban Design Unit) also requested that the existing bluestone kerbing to the footpaths be retained or replaced to match existing (ie not replaced with concrete kerb). They also provided further detail on the maximum permitted protrusions under the Building Regulations of the overlooking screens to Corns Places (of a minimum height clearance of 2.7m and maximum permitted protrusion of 240mm from the building line); to facilitate their request that these protrusions be nominated on the plan by way of condition.

210. Council's Internal Urban Design Unit indicated the existing surface mounted hoops are problematic from a maintenance perspective and requested they be replaced with in ground mounted hoops. A condition could address this. They further requested a different pavement material be used to the building external entry ways from Bridge Road within the property boundary to differentiate between public and private space and that this area have no steps / a seamless transition to the footpath. Conditions can address these items.

211. Remaining outstanding issues raised by the Engineers include providing detail of a 40mm lip to the basement entrance (to prevent flooding issues) along with a cross section to demonstrate vehicles access can be gained without bottoming out. The applicant and Council's Traffic Engineers have agreed these can be required by way of condition.

212. Along with Council's Urban Design Unit, the engineers requested the number of sign poles (4) and associated signs (7) be consolidated and repositioned on the Bridge Road and Leigh Place footpaths to improve clear paths of travel for pedestrians. They provided subsequent advice that Council's Transport Engineers would be best positioned to provide this advice. They indicted that all 7 signs were necessary and so the number of signs could not be practically consolidated. They also indicated 3 of the sign poles were already appropriately located to maximise clear paths of travel.

213. Only one sign post was of concern to them. The post contains a 'Stop', '40 Ahead' and 'No Entry' signs, with the post currently located in the middle of the Leigh Place footpath close to the Bridge Road intersection and does restrict a clear path of travel at this point. To improve this and to maximise the available clear path area, it was recommended this sign is repositioned to be as close as practicable to the south-west corner of the building at No. 129 Bridge Road. A condition could require this.

214. In addition, a number of standard conditions and notes were outlined by Council's Engineers. These include matters relating to protection of Council's assets, allowing for service doors to be appropriately latched to the building when in an open position, construction of the crossover, re-sheeting the footpath post development, drainage, the submission of a Construction Management Plan, adjustment of car parking sensors and road line marking to be approved by relevant council departments and liaising with the relevant service authorities regarding adjustments to their assets.

Loading/unloading

215. Given the small scale of the food and drink premises, deliveries of goods would be undertaken by small vans or small commercial vehicles. These can utilise the on-site loading bay proposed to the rear of the site. As such, the proposed development will have little or no impact on the movement of traffic or on-street car parking around the site, with deliveries able to be undertaken wholly inside title boundaries.

Waste management

216. The basement waste storage room is to be serviced by private collection with waste management vehicles accessing the basement for collection. Council's Traffic Engineers are satisfied that truck ingress and egress to and from the building can be achieved. Council's Contracts Services Unit reviewed the submitted waste management plan and indicated it was satisfactory. A condition will require that waste management operations are carried out in accordance with the procedures outlines in the submitted Waste Management Plan.

Bicycle parking

217. A double height/mezzanine end of trip bicycle facilities (EOTF) is proposed measuring 60sqm on the lower level and 54sqm on the upper level. The EOTF contain a male and female change room on the lower level. The male facilities contain 2 toilets, 2 showers and 8 lockers. The female facilities contain 2 toilets, 3 showers and 14 lockers. The upper level EOTF contain 25 bicycle spaces, a DDA bathroom with shower and 9 lockers. A lift and stairs provide access between the lower and upper levels of the EOTF. Four visitor spaces are proposed in the form of two new bike hoops to the bridge road frontage, with a further two existing bike hoops to be retained.

218. The application was referred to Council's Strategic Transport Unit who indicated the provision of bicycle spaces significantly exceed Best Practice Standards and so was acceptable. As discussed in detail earlier and in line with Council's Engineers and Urban Design comments, the Strategic Transport Unit also requested 2 of the 4 bicycle hoops to the Bridge Road footpath be removed to reduce clutter/obstacles on the footpath. While this results in visitor spaces falling short of the requirements by 1 space, the 17 additional staff spaces beyond the 8 required appropriately justify the short fall for visitor spaces.

219. The Strategic Transport Unit also recommended that car parking areas should be electrically wired to be 'EV ready' to enable future installation of Electric Vehicle charging stations. They also reviewed the submitted Green travel Plan and indicated it was acceptable save for a requirement it will be reviewed and updated every five years. The applicant is agreeable to conditions to this effect.

Development Contributions

220. Schedule 1 of the Development Contributions Plan Overlay (DCPO1) applies to the proposal. The subject site is located within Charge Area 8 (North Richmond) and the development infrastructure levy is applicable to the two additional dwellings as well as the additional retail and office floor space.

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

Objector concerns

222. The majority of the issues which have been raised by the objectors have been addressed within this report, the following section provides a recap of the issues raised by objectors.

    (a) Visual bulk, insufficient upper level setbacks and height issues.
        (i) This issue has been discussed extensively within the *Heritage, Urban design and Built Form* assessment between paragraphs 111-164.

    (b) Proposal not respectful of heritage place and neighbourhood character.
        (i) This issue has been discussed within the *Heritage, Urban design and Built Form* assessment between paragraphs 111-164.

    (c) Lack of on-site car parking.
    (d) Increased traffic generation impacting the operation of Corns Place.
    (e) Increased demand for on-street parking spaces.
        (i) Related traffic issues have been discussed extensively between paragraphs 192 and 202.

    (f) Noise, shadowing and overlooking to residential properties.
        (i) These issue have been discussed extensively between paragraphs 175 and 183.

    (g) Over supply in office and food and drinks premises space.
    (h) Blocking views.
    (i) Impacts to property values
        (i) The Yarra Planning Scheme does not include any policy objectives in relation to the protection of property values, blocking of long-range views from private dwellings. Nor does it offer specific controls to prevent applicants applying for office and food and drinks premises uses in a Commercial 1 Zone. As such these issues are not relevant planning considerations.

Conclusion

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

RECOMMENDATION

That having considered all objections and relevant planning documents, the Committee resolves to issue a Notice of Decision to Grant a Permit PLN20/0084 for the development of the land for partial demolition, construction of a multi-storey extension to the existing building and a reduction of car parking requirements of the Yarra Planning Scheme at No 129-135 Bridge Road 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 BG Architects, dated 15 February 2021 and plan numbers TP003, TP004, TP100-108, TP200-205, TP300-302 and TP500 all issue D but amended to include:

    (a) Detail at a scale of 1:50 of the replacement central first floor window at No.131 Bridge Road and with evidence provided to show it will match the size, materials and general appearance of the retained first floor windows,

    (b) The 3 existing historic plaques detailing the past occupants of each building and the interpretative sign detailing tram laying works on Bridge Road to be retained,

    (c) A plan notation stating car parking areas will be electrically wired to be ‘Electric Vehicle ready’ to enable future installation of Electric Vehicle charging points;

    (d) Confirm a total of two new bicycle hoops will be provided to the Bridge Road frontage through the replacement of the two existing hoops,

    (e) Section detail of the angled fin screens to Leigh Place and Corns Place and to demonstrate no reasonable overlooking to properties opposite while maximising downwards passive surveillance to the adjoining public footpaths and roadways,

    (f) The width of the vehicle accessway doorway,

    (g) A convex mirror provided either side of the vehicle entrance,

    (h) The dimensions of accessible car space and adjacent shared area,

    (i) Notation stating any service cabinet door opening onto a Public Highway must swing 180-degrees and be latched to the building when opened,

    (j) The metal louver screens to Corns Place windows to protrude a maximum of 0.24mm from the building line and be installed a minimum of 2.7m above the road pavement,

(k) Corrected notations for screening to Corns Place to refer to screening of Ground Floor and Level 1 windows only,

(l) The pole to the 'Stop', '40 Ahead' and 'No Entry' signs, located in the middle of the Leigh Place footpath close to the Bridge Road intersection to be repositioned to be as close as practicable to the south-west corner of the building at No.129 Bridge Road,

(m) A 1:20 vehicle crossing ground clearance check for a B99 design vehicle with appropriate levels provided in accordance with Council's 'Vehicle Crossing – Cross Section' information sheet and to demonstrate the following:
  (i) access into and out of the development can be achieved without bottoming out,
  (ii) show the reduced level of the north and south edge of Corns Place, the centreline of Corns Place, the edges and invert of the bluestone drain and the finished floor level of the slab, and
  (iii) provided with a 40mm lip from the edge of Corns Place to the finished floor level of the front edge of the slab at ground level.

(n) Further detail of materials as follows:

  (i) Detail of the bronze MC4 cladding to conform between the material schedule and plans, and

  (ii) A plan notation stating the minimum necessary extent of pointing will be used to the proposed red face brick facades.

(o) Any requirement of the amended Sustainable Management Plan required by condition 5 of this planning permit (where relevant to show on plans), and

(p) Any requirement of the amended Wind Assessment required by condition 9 of this planning permit (where relevant to show on plans).

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

3. As part of the ongoing consultant team, BG Architecture or an architectural firm to the satisfaction of the Responsible Authority must be engaged to:

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

<u>Structural Report Requirement</u>

4. 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 building will be supported during demolition and construction works (including basement construction) to ensure their retention.

<u>Sustainable Management Plan</u>

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 GIW Environmental Solutions and dated 30 January 2020, but modified to include:

(a) Clarify operable windows on ground floor west wall to create effective cross-ventilation or a mechanical fresh air supply be provided that achieves a minimum of 50% above the Australian Standard,

(b) Provide JVC modelling to support energy efficiency and greenhouse claims, including comparisons against reference building for the building fabric, fabric of services, and entire proposal,

(c) Clarify basement CO2 ventilation strategy,

(d) Clarify internal lighting improvement using NCC 2016 or NCC 2019,

(e) Provide modelling from solar panels to illustrate kWh produced annually and the percentage of buildings energy requirements met on-site,

(f) Clarify metering for individual tenants,

(g) Provide more details regarding stormwater filtration strategy,

(h) Clarify and consider additional materials to include recycled components (i.e. insulation),

(i) The SMP and associated credits claimed updated to show a maximum of two visitor bicycle hoops to Bridge Road, and

(j) Confirm Head contractor to be accredited with ISO14001.

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.

Façade Strategy

7. 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 facade details;
(b) section drawings to demonstrate façade systems, including fixing details and joints between materials or changes in form; and
(c) information about how the façade will be maintained, including any vegetation; and
(d) a sample schedule and coloured drawings outlining colours, materials and finishes specifying the following:
    (i) Detail of the bronze MC4 cladding confirming a matt finish and particulars of the product chosen; and

    (ii) Detail of the red face brick demonstrating a high-quality external finish with uniform/not-recycled brick appearance without the use of brick ‘snap’ technique.

Waste Management Plan

8. The provisions, recommendations and requirements of the endorsed Waste Management Plan by Ratio Consultants and dated 4 August 2020 must be implemented and complied with to the satisfaction of the Responsible Authority.

Amended Wind Assessment

9. Before the development commences, an amended Wind Assessment Report to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Wind Assessment Report will be endorsed and will form part of this permit. The amended Wind Assessment Report must be generally in accordance with the Wind Assessment Report prepared by Windtech and dated 13 January 2020, but modified to include:

    (a) The wind criteria to be used for the assessment should be defined and industry recognised, such as the wind comfort and safety criteria defined in the Victorian Better Apartments Design Standards,
    (b) The wind effects must be assessed on the surrounding streetscapes and on private terraces within the development and must satisfy the following criteria:
        (i) Walking comfort for streetscapes and roof terrace,
        (ii) Standing comfort for building entrances, and
        (iii) Sitting comfort for level 2 and 5 terraces.
    (c) The provision of wind tunnel testing to quantify the wind conditions and the effectiveness of the proposed wind mitigation strategies.

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

Green Travel Plan

11. Before the development commences, an amended Green Travel Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Green Travel Plan will be endorsed and will form part of this permit. The amended Green Travel Plan must be generally in accordance with the Green Travel Plan prepared by management by Ratio Consultants dated 30 January 2020, but modified to include:

    (a) Provisions for the Green Travel Plan to be updated not less than every five years.

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

Landscape Plan

13. Before the 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 by John Patrick Landscape Architects dated February 2020 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.

Civil Works

14. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the entire width of the Leigh Place and Corns Place road pavement must re-sheeted and profiled (grounded by 50mm) for the entire width of the property frontage if required by the Responsible Authority:

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

15. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the entire footpath frontage to the Leigh Place and Bridge Road must be demolished and re-instated as standard footpath with a maximum 1-40 cross-fall and with bluestone kerb and channel retained/reinstated. A different pavement material is to be used to the building external entry ways from Bridge Road within the property boundary, with a seamless transition / no steps provided within these setback areas:

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

16. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, any redundant vehicular crossing and drain outlets 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.

17. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, The two existing surface mounted bicycle hoops to the Bridge Road frontage must be removed and replaced with a total of two brushed stainless steel bicycle hoops with in ground footings and must be installed as per Technical Notes : City of Yarra Public Domain Manual and be setback a minimum of 600m from existing service poles:

(a) at the permit holder's cost; and
(b) in a location and manner,
(c) to the satisfaction of the Responsible Authority.

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

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

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

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

21. Prior to the completion of the development, subject to the relevant authority's consent, the relocation of street signs, pits, drainage infrastructure, power/service poles and car parking spaces (including car space line markings and footpath parking sensors) necessary to facilitate the development must be undertaken:

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

    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 car stackers must be installed in accordance with the manufacturer's specifications by a suitably qualified person. No pipes, ducting or protrusions from the ceiling or walls are to be installed above or within the space clearance envelopes for the car stacker devices. The car stackers must be maintained thereafter to the satisfaction of the Responsible Authority.

Development Infrastructure Levy

23. 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.

General

24. 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 car park and pedestrian entrances must be provided within the property boundary. Lighting must be:

    (a) located;
    (b) directed;
    (c) shielded; and
    (d) of limited intensity, and
    (e) 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. The uses must comply at all times with the State Environment Protection Policy – Control of Noise from Commerce, Industry and Trade (SEPP N-1).

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

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

    (a) a pre-conditions survey (dilapidation report) of the land and all adjacent Council roads frontages and nearby road infrastructure;

(b) works necessary to protect road and other infrastructure;
(c) remediation of any damage to road and other infrastructure;
(d) containment of dust, dirt and mud within the land and method and frequency of clean up procedures to prevent the accumulation of dust, dirt and mud outside the land;
(e) facilities for vehicle washing, which must be located on the land;
(f) the location of loading zones, site sheds, materials, cranes and crane/hoisting zones, gantries and any other construction related items or equipment to be located in any street;
(g) site security;
(h) management of any environmental hazards including, but not limited to,:
  (i) contaminated soil;
  (ii) materials and waste;
  (iii) dust;
  (iv) stormwater contamination from run-off and wash-waters;
  (v) sediment from the land on roads;
  (vi) washing of concrete trucks and other vehicles and machinery; and
  (vii) spillage from refuelling cranes and other vehicles and machinery;
(i) the construction program;
(j) preferred arrangements for trucks delivering to the land, including delivery and unloading points and expected duration and frequency;
(k) parking facilities for construction workers;
(l) measures to ensure that all work on the land will be carried out in accordance with the Construction Management Plan;
(m) an outline of requests to occupy public footpaths or roads, or anticipated disruptions to local services;
(n) an emergency contact that is available for 24 hours per day for residents and the Responsible Authority in the event of relevant queries or problems experienced;
(o) the provision of a traffic management plan to comply with provisions of AS 1742.3-2002 Manual of uniform traffic control devices - Part 3: Traffic control devices for works on roads;
(p) a Noise and Vibration Management Plan showing methods to minimise noise and vibration impacts on nearby properties and to demonstrate compliance with Noise Control Guideline 12 for Construction (Publication 1254) as issued by the Environment Protection Authority in October 2008. The Noise and Vibration Management Plan must be prepared to the satisfaction of the Responsible Authority.
  In preparing the Noise and Vibration Management Plan, consideration must be given to:
  (i) using lower noise work practice and equipment;
  (ii) the suitability of the land for the use of an electric crane;
  (iii) silencing all mechanical plant by the best practical means using current technology;
  (iv) fitting pneumatic tools with an effective silencer;
  (v) other relevant considerations.

30. 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.

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

32. 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.

33. This permit will expire if:

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

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

Notes:

A building permit may be required before development is commenced. Please contact Council's Building Services on 9205 5555 to confirm.

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

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

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

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

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

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.

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

Provision must be made for drainage of the site to a legal point of discharge. Please contact Council's building services on 9205 5585 for further information.

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

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.

Attachments

1 PLN20/0084-129-135 Bridge Road-Subject Site Map

2 PLN20/0084-129-135 Bridge Road, Richmond-Decision plans (Section 57A amended)

3 PLN20/0084-129-135 Bridge Road-Landscape plan

4 PLN20/0084-129-135 Bridge Road- External urban design advice (Advertised plans)

5 PLN20/0084-129-135 Bridge Road-External urban design advice (Section 57A amended plans)

6 PLN20/0084-129-135 Bridge Road Richmond-Heritage advice (Advertised plans)

7 PLN20/0084-129-135 Bridge Road,Richmond-Heritage comments (without prejudice plans)

8 PLN20/0084-129-135 Bridge Road-Strategic Planning comments

9 PLN20/0084-129-135 Bridge Road-ESD comments

10 PLN20/0084-129-135 Bridge Road-ESD further clarification memo

11 PLN20/0084-129-135 Bridge Road-Engineering comments (Advertised plans)

12 PLN20/0084-129-135 Bridge Road-Traffic Engineering comments (Section 57A amended plans)

13 PLN20/0084-129-135 Bridge Road, Richmond-Transport Engineers comments

14 PLN20/0084-129-135 Bridge Road, Richmond-Strategic Transport comments

15 PLN20/0084-129-135 Bridge Road-Wind comments

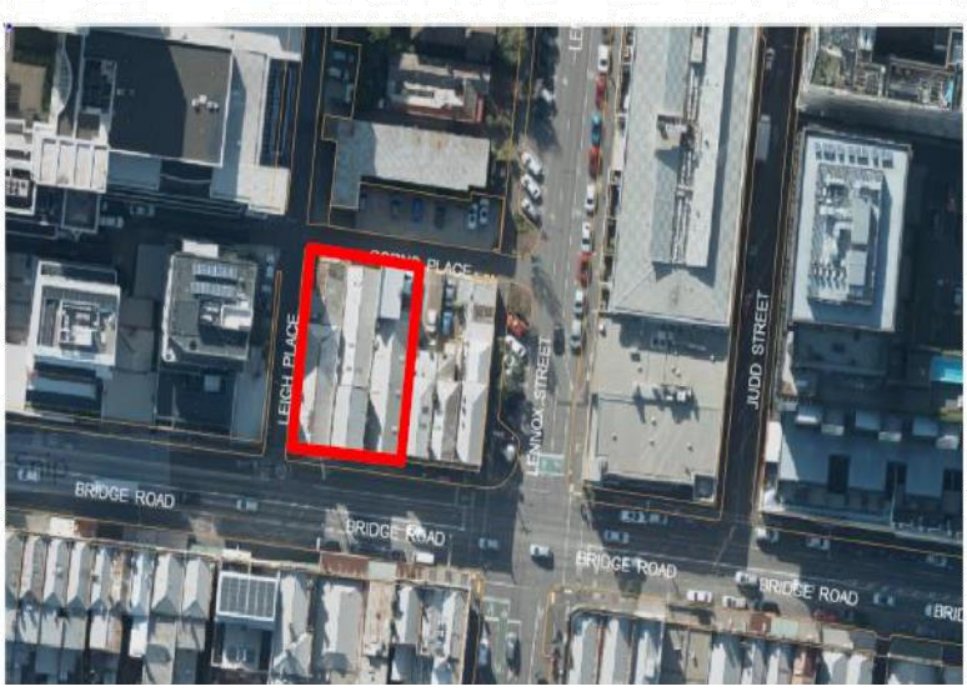
16 PLN20/0084-129-135 Bridge Road-Contracts Services comments

17 PLN20/0084-129-135 Bridge Road-Landscape comments

Attachment 1 - PLN20/0084-129-135 Bridge Road-Subject Site Map

PLN20/0084-No's 129-135 Bridge Road, Richmond

North

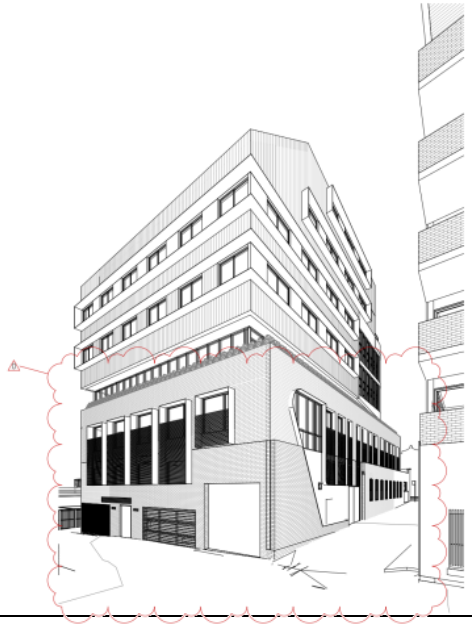


Attachment 2 - PLN20/0084-129-135 Bridge Road, Richmond-Decision plans (Section 57A amended)









WITHOUT PREJUDICE

DRAWING LIST – PLANNING

SHEET NUMBER	SHEET NAME	Current Revision
TP000	TITLE PAGE	D
TP001	SITE ANALYSIS	D
TP002	DESIGN RESPONSE	D
TP003	DEVELOPMENT SUMMARY	D
TP004	DEMOLITION EXTENT	D
TP100	LOWER GROUND & GROUND FLOOR PLANS	D
TP101	LEVEL 1 FLOOR PLAN	D
TP102	LEVEL 2 FLOOR PLAN	D
TP103	LEVEL 3 FLOOR PLAN	D
TP104	LEVEL 4 FLOOR PLAN	D
TP105	LEVEL 5 FLOOR PLAN	D
TP106	LEVEL 6 FLOOR PLAN	D
TP107	LEVEL 7 FLOOR PLAN	D
TP108	ROOF PLAN	D
TP200	WEST ELEVATION	D
TP201	WEST ELEVATION – COLOURED	D
TP202	SOUTH & NORTH ELEVATIONS	D
TP203	SOUTH & NORTH ELEVATIONS – COLOURED	D
TP204	EAST ELEVATION	D
TP205	EAST ELEVATION – COLOURED	D
TP300	SECTION A	D
TP301	SECTION B	D
TP302	SECTION C, D & E	D
TP400	SHADOW DIAGRAMS	D
TP401	SHADOW DIAGRAMS	D
TP500	EXTERNAL FINISHES	D
TP600	BRIDGE RD LOOKING WEST	D
TP601	BRIDGE RD LOOKING EAST	D
TP602	STREETSCAPE- ELEVATED	D
TP603	STREETSCAPE- PEDESTRIAN LEVEL	D
TP604	[illegible]	D
TP605	ENTRY VIEW	D

REV	DATE	DETAILS	INIT
D	15/02/21	WITHOUT PREJUDICE	
C	29/10/20	WITHOUT PREJUDICE	
B	13/05/20	COUNCIL RFIs	
A	05/02/20	TOWN PLANNING SUBMISSION	
-	5/12/19	PRE APPLICATION MEETING	

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telephone +613 9525 3398 facsimile +613 9525 4398
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project
PROPOSED DEVELOPMENT

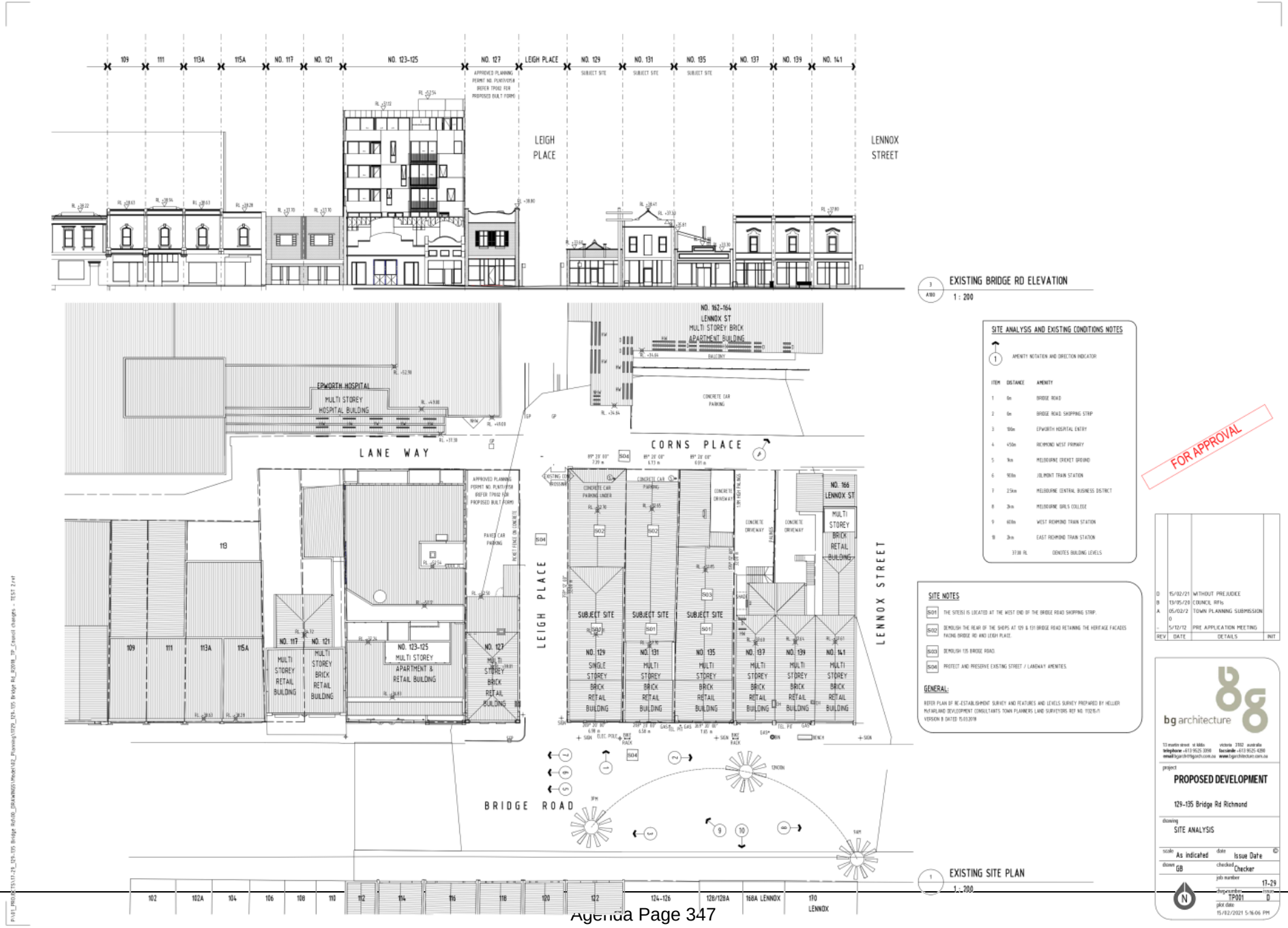
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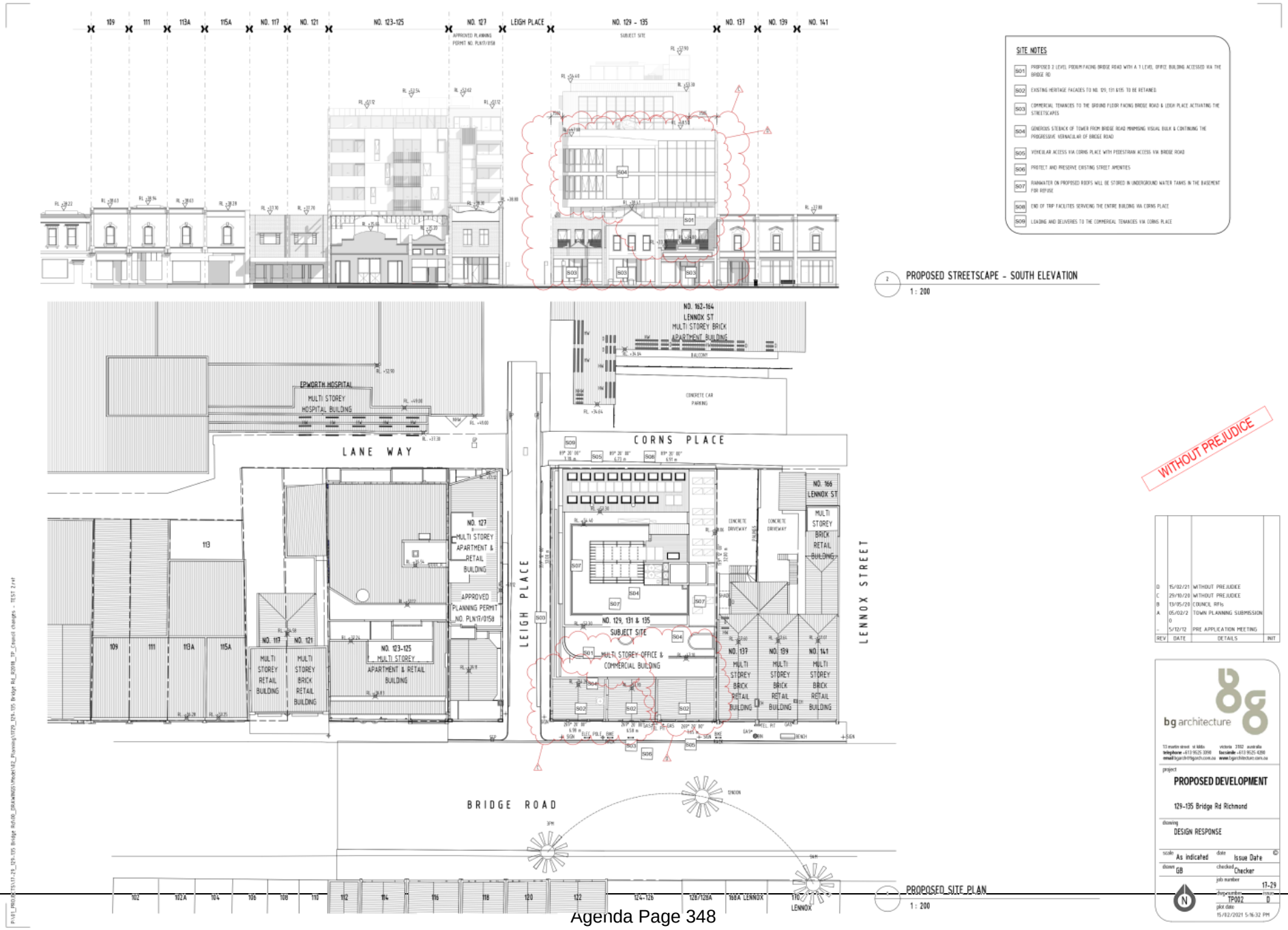
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Attachment 2 - PLN20/0084-129-135 Bridge Road, Richmond-Decision plans (Section 57A amended)



Attachment 2 - PLN20/0084-129-135 Bridge Road, Richmond-Decision plans (Section 57A amended)



Attachment 2 - PLN20/0084-129-135 Bridge Road, Richmond-Decision plans (Section 57A amended)

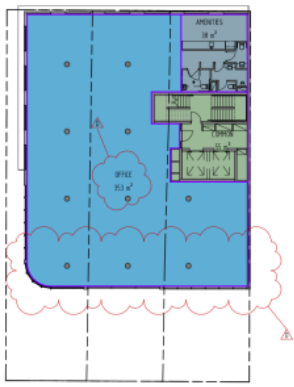
Area Schedule (OFFICE NLA)			
Unit Number	Number	Comments	Area
LEVEL 1	OFFICE		477 m²
LEVEL 2	OFFICE		323 m²
LEVEL 3	OFFICE		361 m²
LEVEL 4	OFFICE		353 m²
LEVEL 5	OFFICE		235 m²
LEVEL 6	OFFICE		195 m²
LEVEL 7	OFFICE		0 m²
Grand total: 7			1943 m²

Area Schedule (AMENITIES)			
Unit Number	Number	Comments	Area
LEVEL 1	AMENITIES		38 m²
LEVEL 2	AMENITIES		34 m²
LEVEL 3	AMENITIES		38 m²
LEVEL 4	AMENITIES		38 m²
LEVEL 5	AMENITIES		33 m²
LEVEL 6	AMENITIES		20 m²
LEVEL 7	AMENITIES		0 m²
Grand total: 7			201 m²

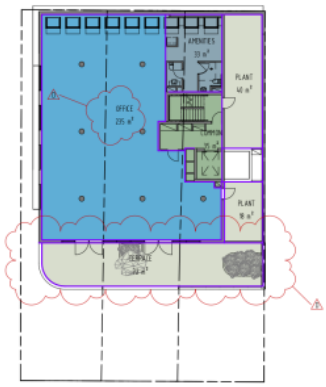
Area Schedule (TERRACES)			
Unit Number	Number	Comments	Area
LEVEL 1	TERRACE		0 m²
LEVEL 2	TERRACE	TERRACE	126 m²
LEVEL 5	TERRACE	TERRACE	72 m²
LEVEL 7	TERRACE		131 m²
Grand total: 4			329 m²

Area Schedule (COMMERCIAL)			
Unit Number	Number	Comments	Area
GROUND	COMMERCIAL STORE		89 m²
Grand total: 2			89 m²

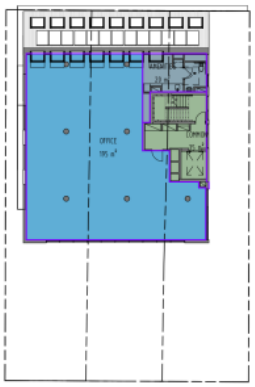
Area Schedule (COMMON)			
Unit Number	Number	Comments	Area
GROUND	COMMON	COMMON	134 m²
LEVEL 1	COMMON	COMMON	46 m²
LEVEL 2	COMMON	COMMON	46 m²
LEVEL 3	COMMON	COMMON	46 m²
LEVEL 4	COMMON	COMMON	55 m²
LEVEL 5	COMMON	COMMON	35 m²
LEVEL 6	COMMON	COMMON	35 m²
LEVEL 7	COMMON	COMMON	36 m²
Grand total: 8			433 m²



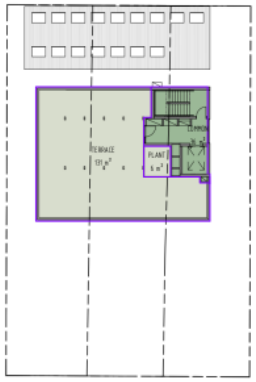
6 TP200 LEVEL 4 1 : 200



3 TP200 LEVEL 5 1 : 200



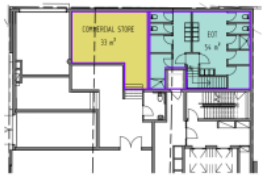
8 TP200 LEVEL 6 1 : 200



9 TP200 LEVEL 7 1 : 200

DEVELOPMENT SUMMARY

NO. ODA COMPLIANT CARSPACES	1
TOTAL NO. CARSPACES	29
TOTAL NO. OF ON SITE BIKE SPACES	25



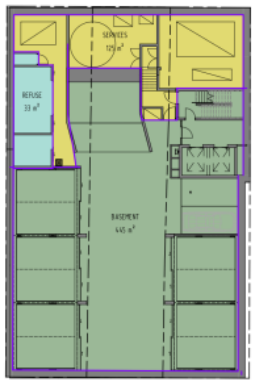
18 TP200 UPPER GROUND 1 : 200



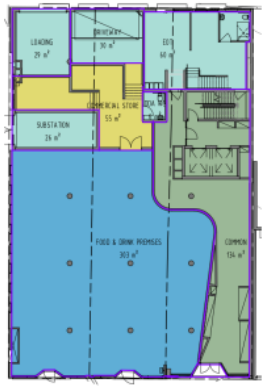
5 TP200 LEVEL 3 1 : 200

WITHOUT PREJUDICE

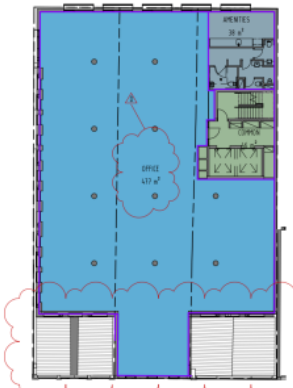
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A	05/02/20	TOWN PLANNING SUBMISSION	
-	5/12/19	PRE APPLICATION MEETING	



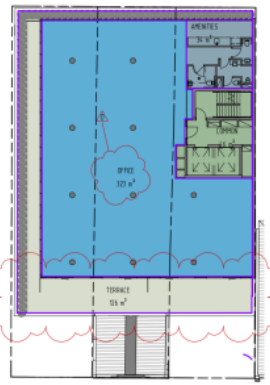
1 TP200 LOWER GROUND 1 : 200



2 TP200 GROUND FLOOR 1 : 200



3 TP200 LEVEL 1 1 : 200



4 TP200 LEVEL 2 1 : 200

bg architecture

project
PROPOSED DEVELOPMENT
129-135 Bridge Rd Richmond

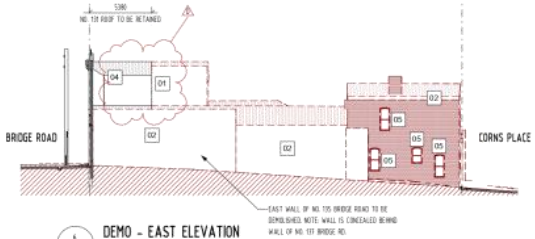
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Attachment 2 - PLN20/0084-129-135 Bridge Road, Richmond-Decision plans (Section 57A amended)



5 DEMO - WEST ELEVATION (LEIGH PLACE)
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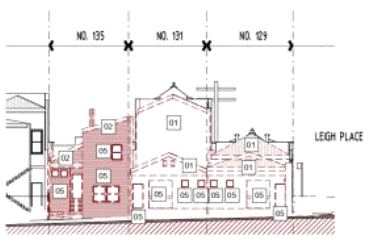
6 DEMO - EAST ELEVATION
1 : 200



7 DEMO - NORTH EAST CORNER



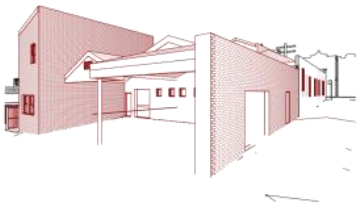
3 DEMO - SOUTH ELEVATION (BRIDGE ROAD)
1 : 200



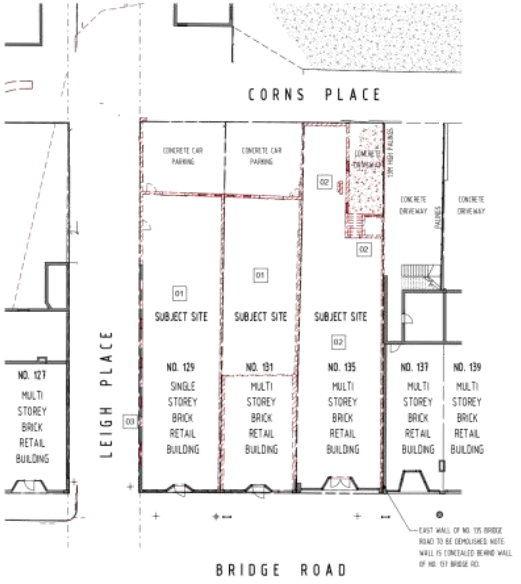
4 DEMO - NORTH ELEVATION (CORNS PLACE)
1 : 200



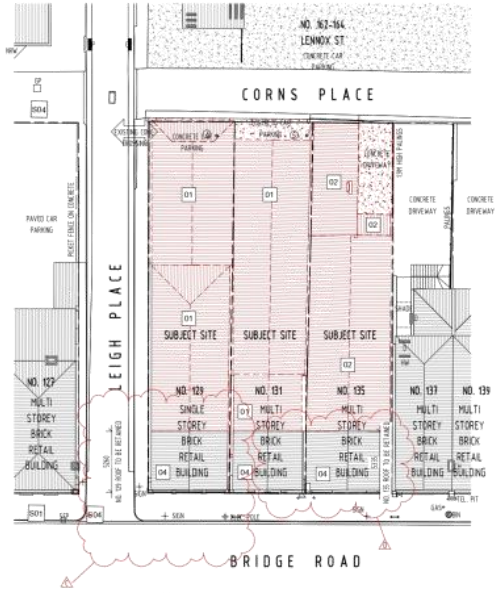
8 DEMO - SOUTH WEST CORNER



9 DEMO - NORTH WEST CORNER



1 TP200 DEMO_GROUND FLOOR
1 : 200



2 DEMO - ROOF PLAN
1 : 200

WITHOUT PREJUDICE

REV	DATE	DETAILS	INIT
D	15/02/21	WITHOUT PREJUDICE	
C	29/10/20	WITHOUT PREJUDICE	
B	13/05/20	COUNCIL RFIs	
A	05/02/20	TOWN PLANNING SUBMISSION	
-	5/12/12	PRE APPLICATION MEETING	

DEMOLITION NOTES

EXTENT OF DEMOLITION SHOWN HATCHED

01 DEMOLISH SINGLE & DOUBLE STOREY BUILDING
02 DEMOLISH REAR PORTION ON NO. 135 BRIDGE RD
03 DEMOLISH PART OF PAINTED BRICK WALL
04 PROTECT & PRESERVE SECTION OF EXISTING ROOF & BRICK WALLS
05 DEMOLISH WINDOWS, DOORS & ROLLER DOORS
06 PROTECT & PRESERVE EXISTING HERITAGE FACADES

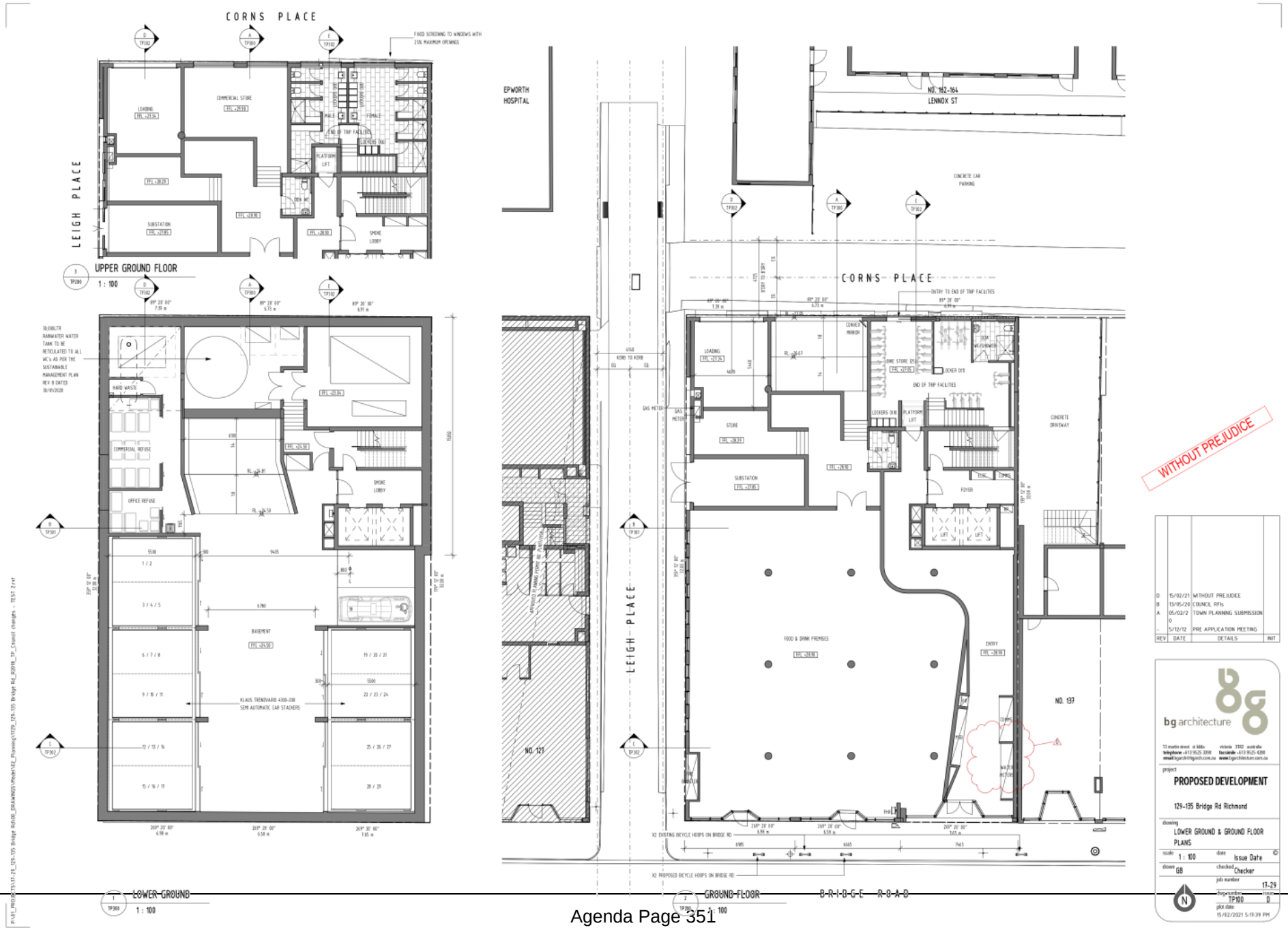
bg architecture

project
PROPOSED DEVELOPMENT
129-135 Bridge Rd Richmond

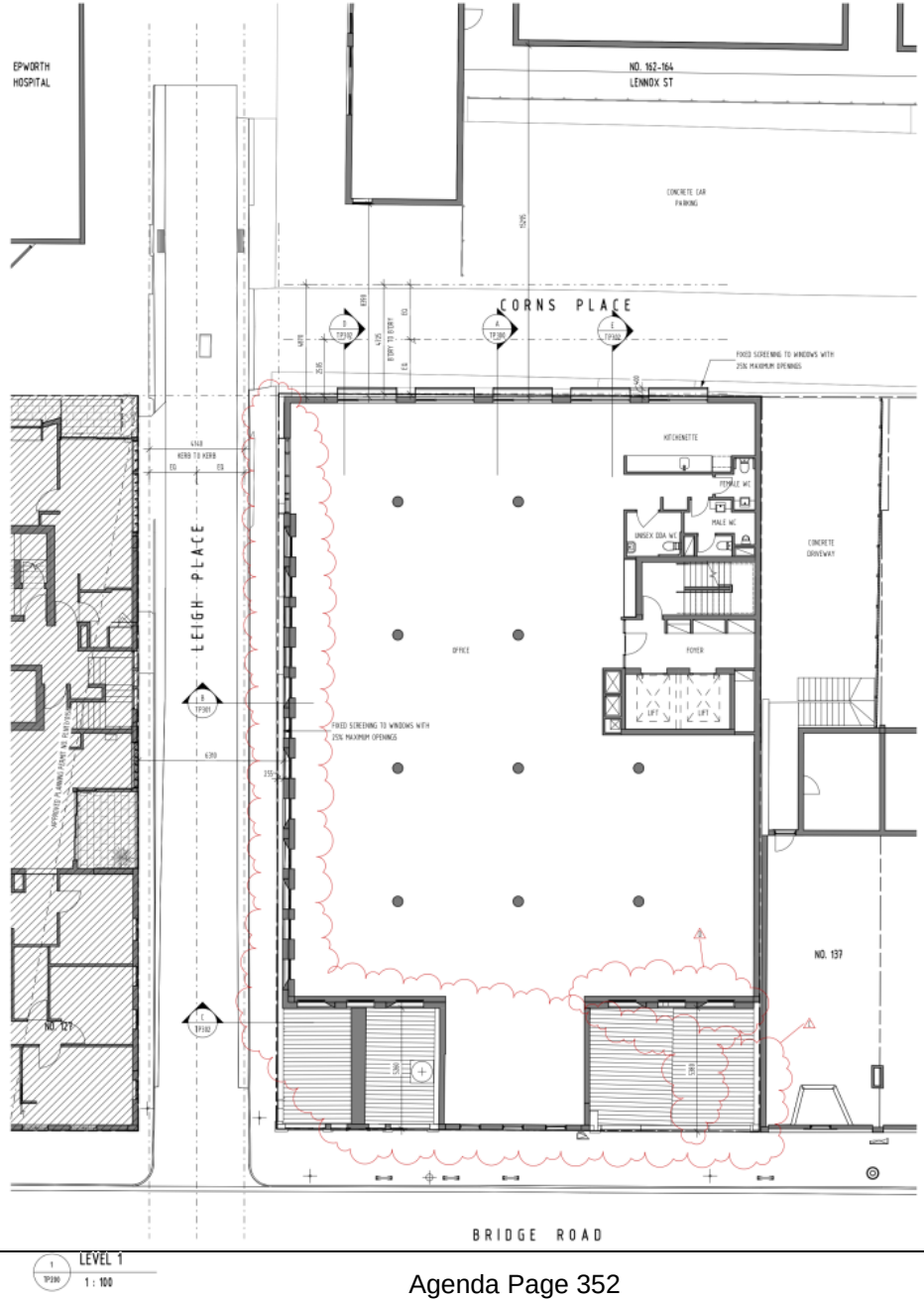
drawing
DEMOLITION EXTENT

scale As indicated | date Issue Date | ©
drawn GB | checked Checker
job number 17-29
drawing number TP004 | issue D
plot date 15/02/2021 5:19:23 PM

Attachment 2 - PLN20/0084-129-135 Bridge Road, Richmond-Decision plans (Section 57A amended)



Attachment 2 - PLN20/0084-129-135 Bridge Road, Richmond-Decision plans (Section 57A amended)



WITHOUT PREJUDICE

REV	DATE	DETAILS	INIT
D	15/02/21	WITHOUT PREJUDICE	
C	29/10/20	WITHOUT PREJUDICE	
B	13/05/20	COUNCIL RFIs	
A	05/02/20	TOWN PLANNING SUBMISSION	
-	5/12/19	PRE APPLICATION MEETING	

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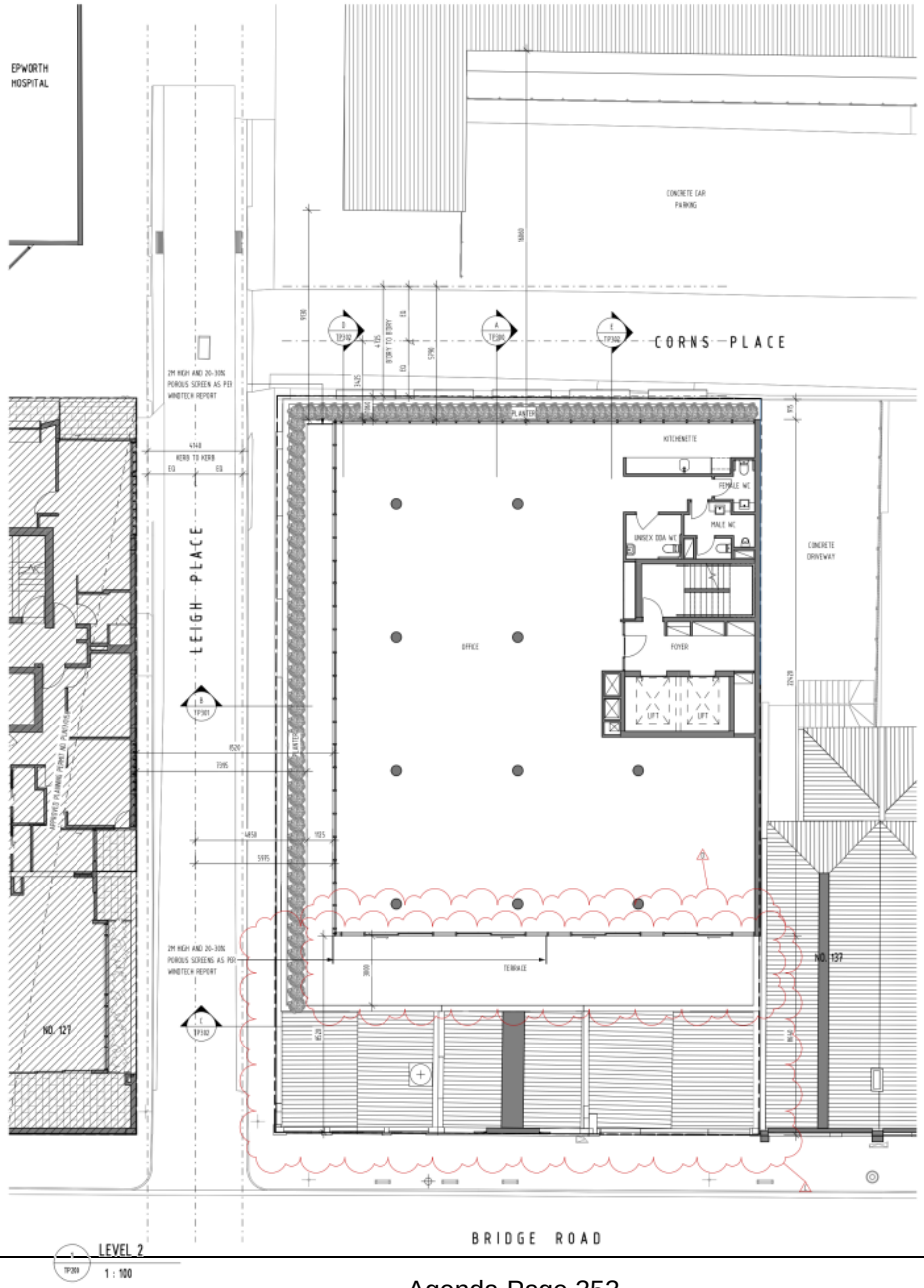
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PROPOSED DEVELOPMENT

129-135 Bridge Rd Richmond

drawing
LEVEL 1 FLOOR PLAN

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Attachment 2 - PLN20/0084-129-135 Bridge Road, Richmond-Decision plans (Section 57A amended)



WITHOUT PREJUDICE

REV	DATE	DETAILS	INIT
D	15/02/21	WITHOUT PREJUDICE	
C	29/10/20	WITHOUT PREJUDICE	
B	13/05/20	COUNCIL RFIs	
A	05/02/20	TOWN PLANNING SUBMISSION	
-	5/12/19	PRE APPLICATION MEETING	

bg architecture

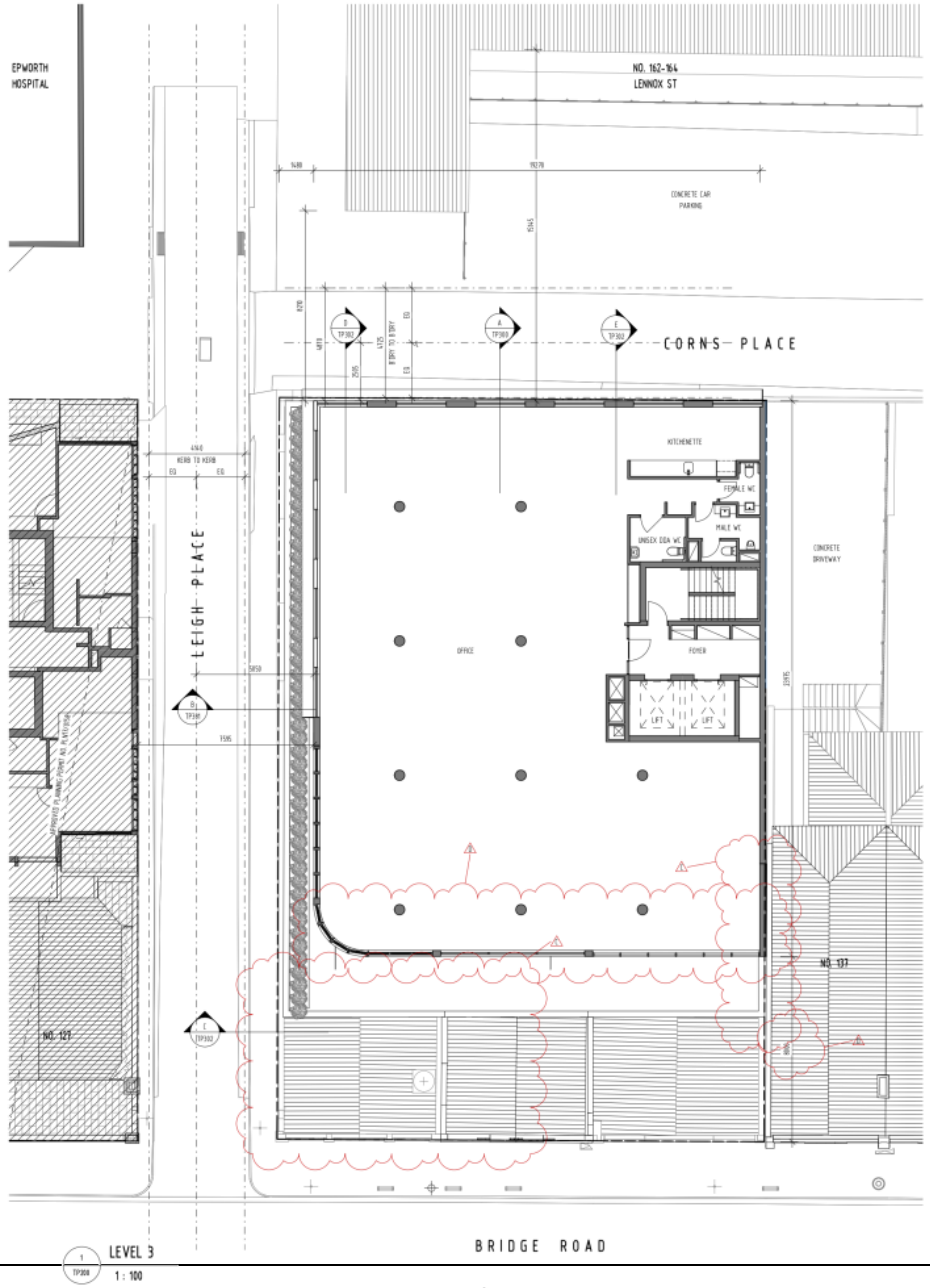
project
PROPOSED DEVELOPMENT

129-135 Bridge Rd Richmond

drawing
LEVEL 2 FLOOR PLAN

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drawn	GB
checked	Checker
job number	17-29
dwg number	TP102
issue	D
plot date	15/02/2021 5:13:58 PM

Attachment 2 - PLN20/0084-129-135 Bridge Road, Richmond-Decision plans (Section 57A amended)



WITHOUT PREJUDICE

REV	DATE	DETAILS	INIT
D	15/02/21	WITHOUT PREJUDICE	
C	29/10/20	WITHOUT PREJUDICE	
B	13/05/20	COUNCIL RFIs	
A	05/02/20	TOWN PLANNING SUBMISSION	
-	5/12/19	PRE APPLICATION MEETING	

bg architecture

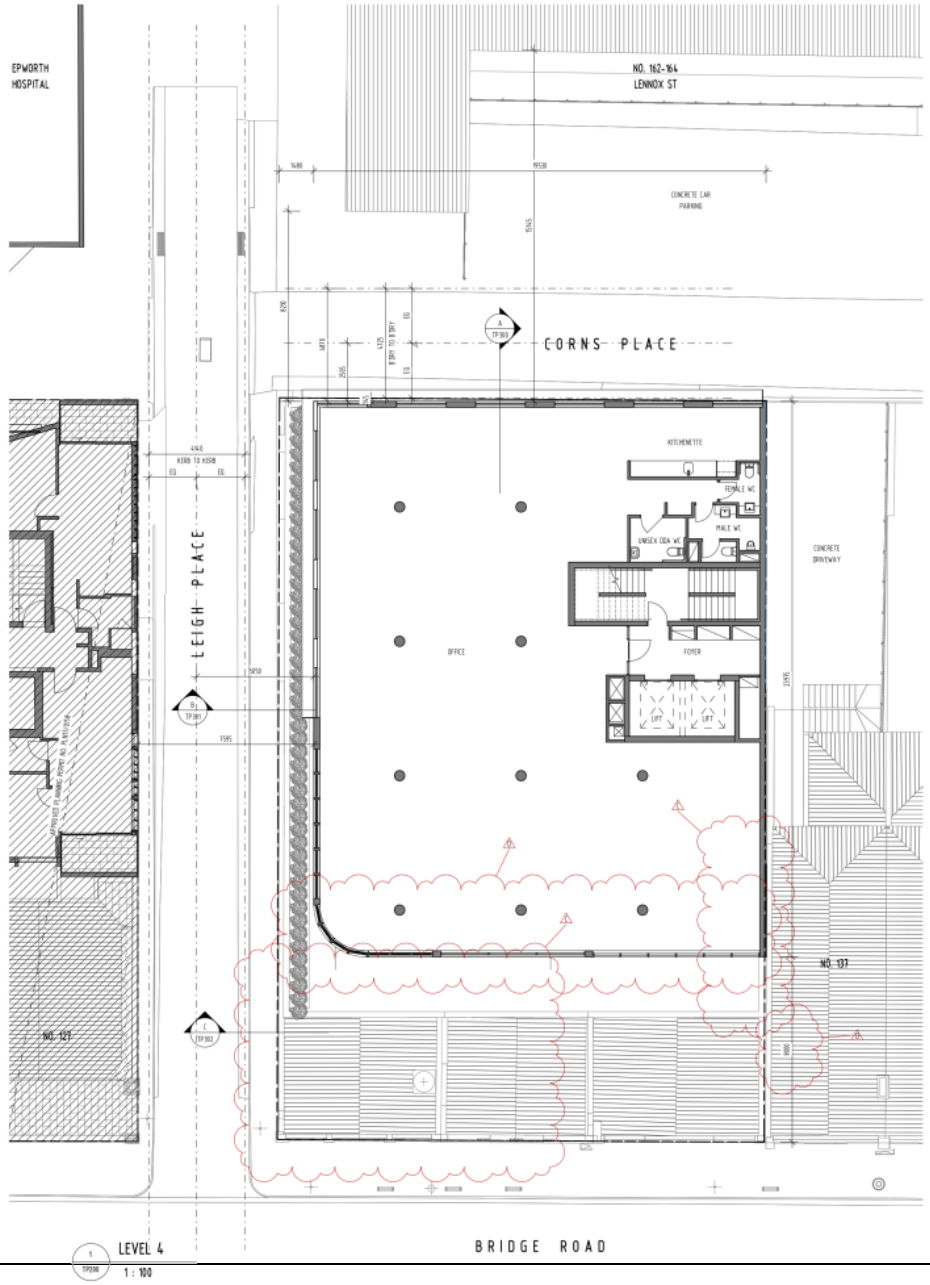
project
PROPOSED DEVELOPMENT

129-135 Bridge Rd Richmond

drawing
LEVEL 3 FLOOR PLAN

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date	Issue Date
drawn	GB
checked	Checker
job number	17-29
drg number	TP103
issue	D
plot date	15/02/2021 5:18:08 PM

Attachment 2 - PLN20/0084-129-135 Bridge Road, Richmond-Decision plans (Section 57A amended)



WITHOUT PREJUDICE

REV	DATE	DETAILS	INIT
D	15/02/21	WITHOUT PREJUDICE	
C	29/10/20	WITHOUT PREJUDICE	
B	13/05/20	COUNCIL RFIs	
A	05/02/20	TOWN PLANNING SUBMISSION	
-	5/12/19	PRE APPLICATION MEETING	

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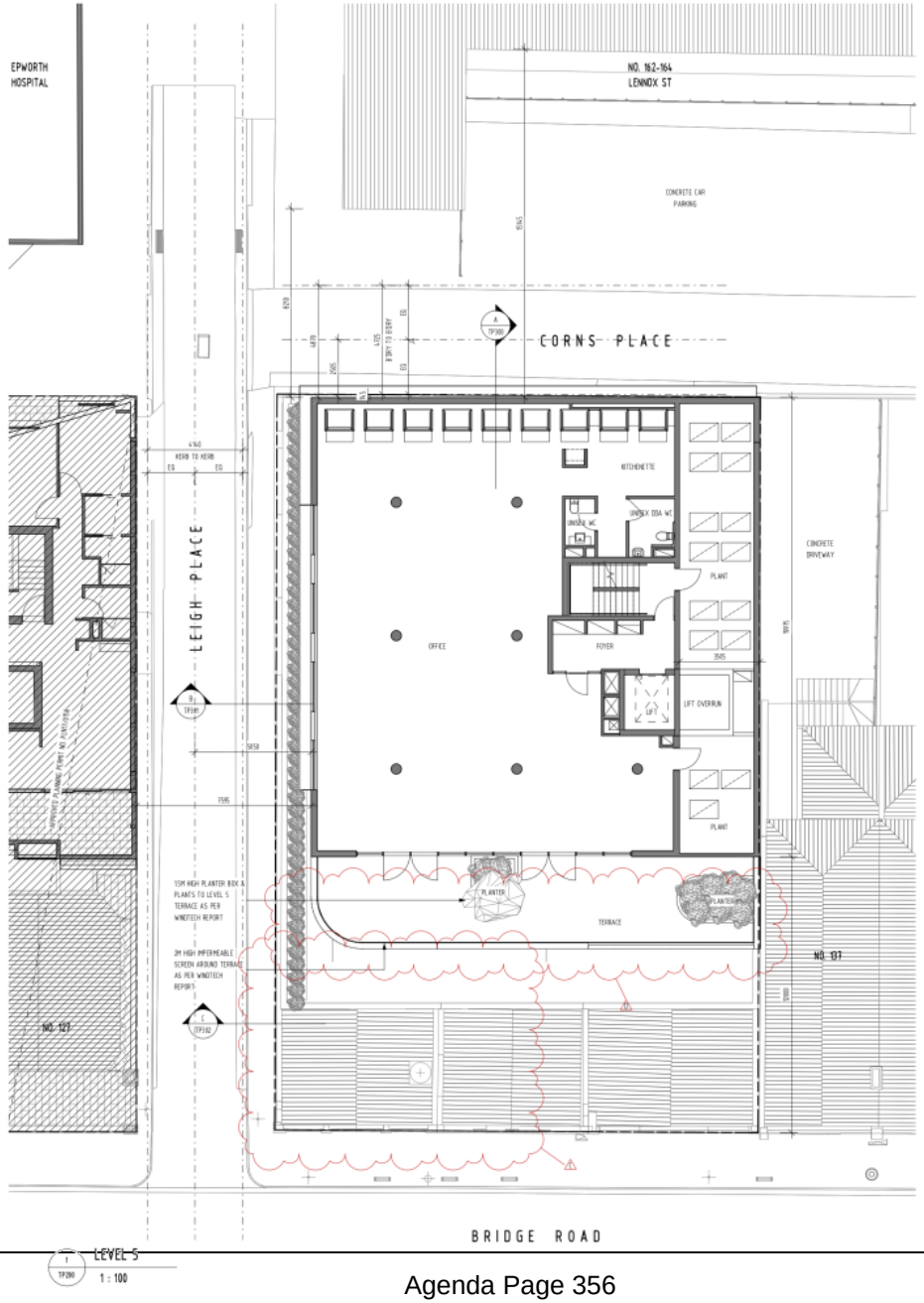
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PROPOSED DEVELOPMENT

129-135 Bridge Rd Richmond

drawing
LEVEL 4 FLOOR PLAN

scale 1 : 100 date Issue Date ©
drawn GB checked Checker
job number 17-29
dwg number TP104 issue D
plot date 15/02/2021 5:18:17 PM

Attachment 2 - PLN20/0084-129-135 Bridge Road, Richmond-Decision plans (Section 57A amended)



WITHOUT PREJUDICE

REV	DATE	DETAILS	INIT
D	15/02/21	WITHOUT PREJUDICE	
C	29/10/20	WITHOUT PREJUDICE	
B	13/05/20	COUNCIL RFIs	
A	05/02/20	TOWN PLANNING SUBMISSION	
-	5/12/19	PRE APPLICATION MEETING	

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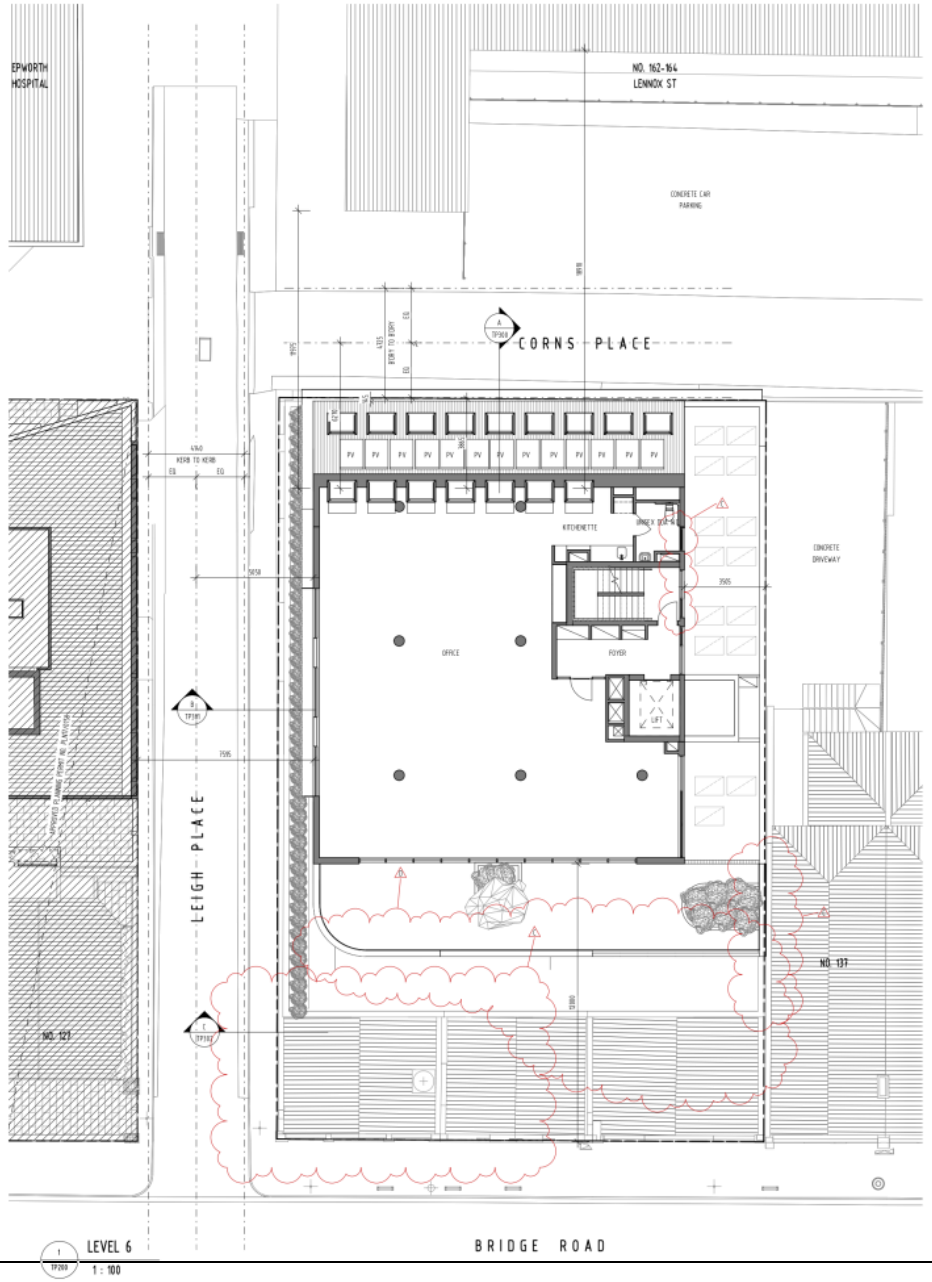
project
PROPOSED DEVELOPMENT

129-135 Bridge Rd Richmond

drawing
LEVEL 5 FLOOR PLAN

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drawn	gb	checked	Checker
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		drg number	TP105
		issue	D
		plot date	15/02/2021 5:18:29 PM

Attachment 2 - PLN20/0084-129-135 Bridge Road, Richmond-Decision plans (Section 57A amended)



ABBREVIATIONS

O OPENABLE WINDOW/DOOR SASH
PV SOLAR PANELS
RH ROOF ACCESS HATCH

WITHOUT PREJUDICE

REV	DATE	DETAILS	INIT
D	15/02/21	WITHOUT PREJUDICE	
C	29/10/20	WITHOUT PREJUDICE	
B	13/05/20	COUNCIL RFIs	
A	05/02/20	TOWN PLANNING SUBMISSION	
-	5/12/19	PRE APPLICATION MEETING	

bg architecture

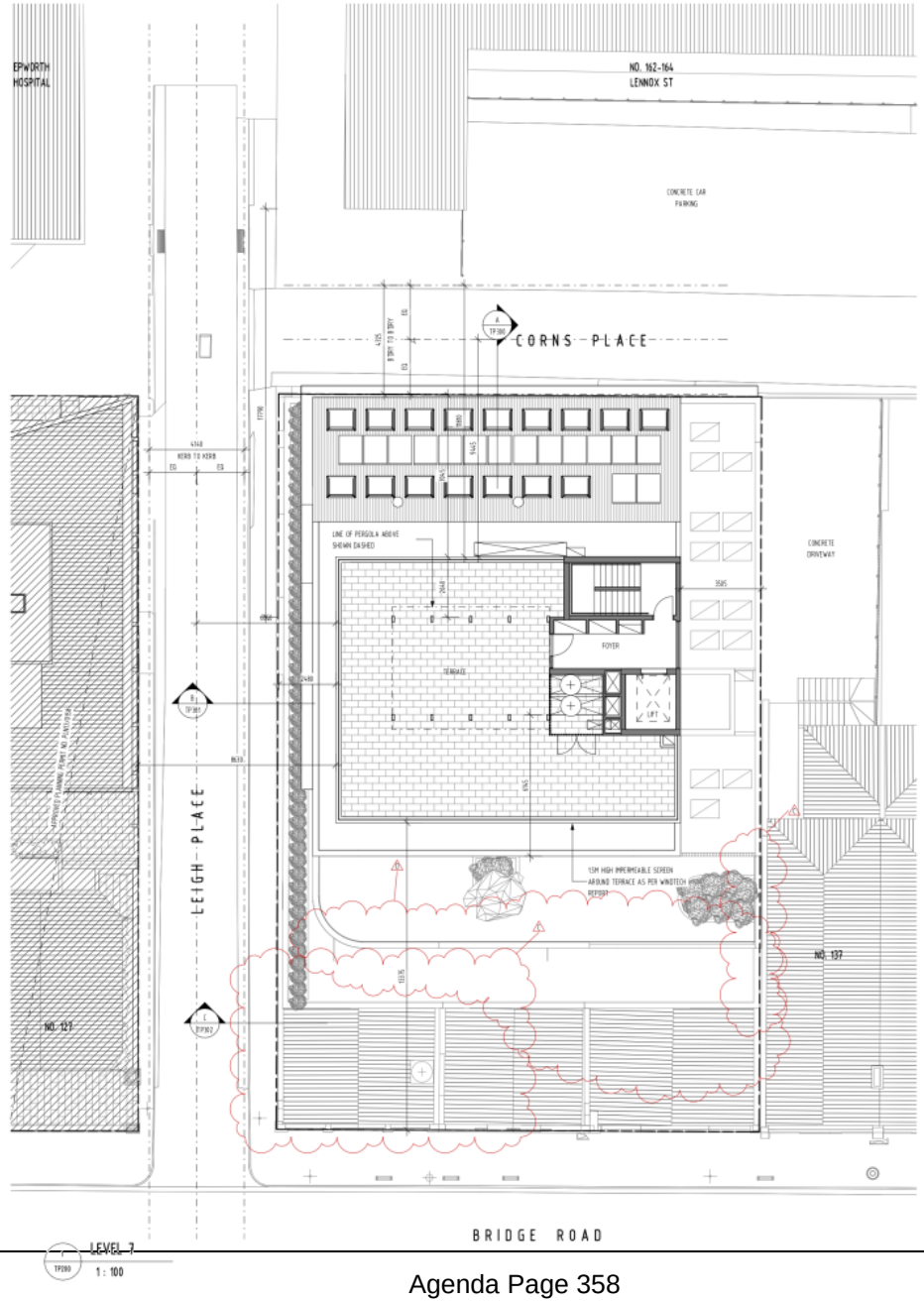
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project
PROPOSED DEVELOPMENT
129-135 Bridge Rd Richmond

drawing
LEVEL 6 FLOOR PLAN

scale 1 : 100 date Issue Date ©
drawn GB checked Checker
job number 17-29
dwg number TP106 issue D
plot date 15/02/2021 5:18:48 PM

Attachment 2 - PLN20/0084-129-135 Bridge Road, Richmond-Decision plans (Section 57A amended)



WITHOUT PREJUDICE

REV	DATE	DETAILS	INIT
D	15/02/21	WITHOUT PREJUDICE	
C	29/10/20	WITHOUT PREJUDICE	
B	13/05/20	COUNCIL RFIs	
A	05/02/20	TOWN PLANNING SUBMISSION	
-	5/12/19	PRE APPLICATION MEETING	

bg architecture

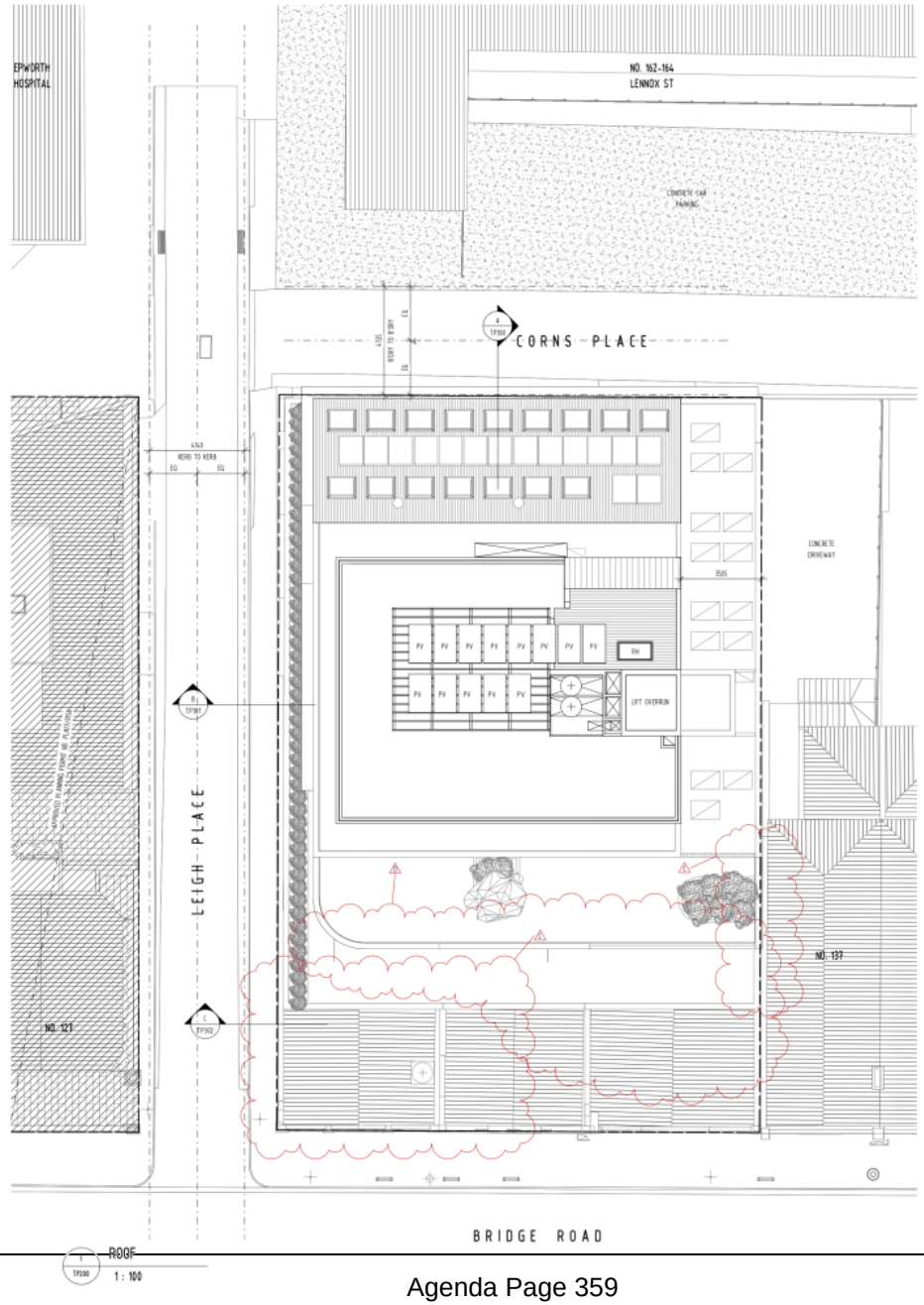
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PROPOSED DEVELOPMENT

129-135 Bridge Rd Richmond

drawing
LEVEL 7 FLOOR PLAN

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drawn GB | checked Checker
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drg number TP107 | issue D
plot date 15/02/2021 5:18:53 PM

Attachment 2 - PLN20/0084-129-135 Bridge Road, Richmond-Decision plans (Section 57A amended)



ABBREVIATIONS

O	OPENABLE WINDOW/DOOR SASH
PV	SOLAR PANELS
RH	ROOF ACCESS HATCH

WITHOUT PREJUDICE

REV	DATE	DETAILS	INIT
D	15/02/21	WITHOUT PREJUDICE	
C	29/10/20	WITHOUT PREJUDICE	
B	13/05/20	COUNCIL RFIs	
A	05/02/2	TOWN PLANNING SUBMISSION	
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-	5/12/12	PRE APPLICATION MEETING	

bg architecture

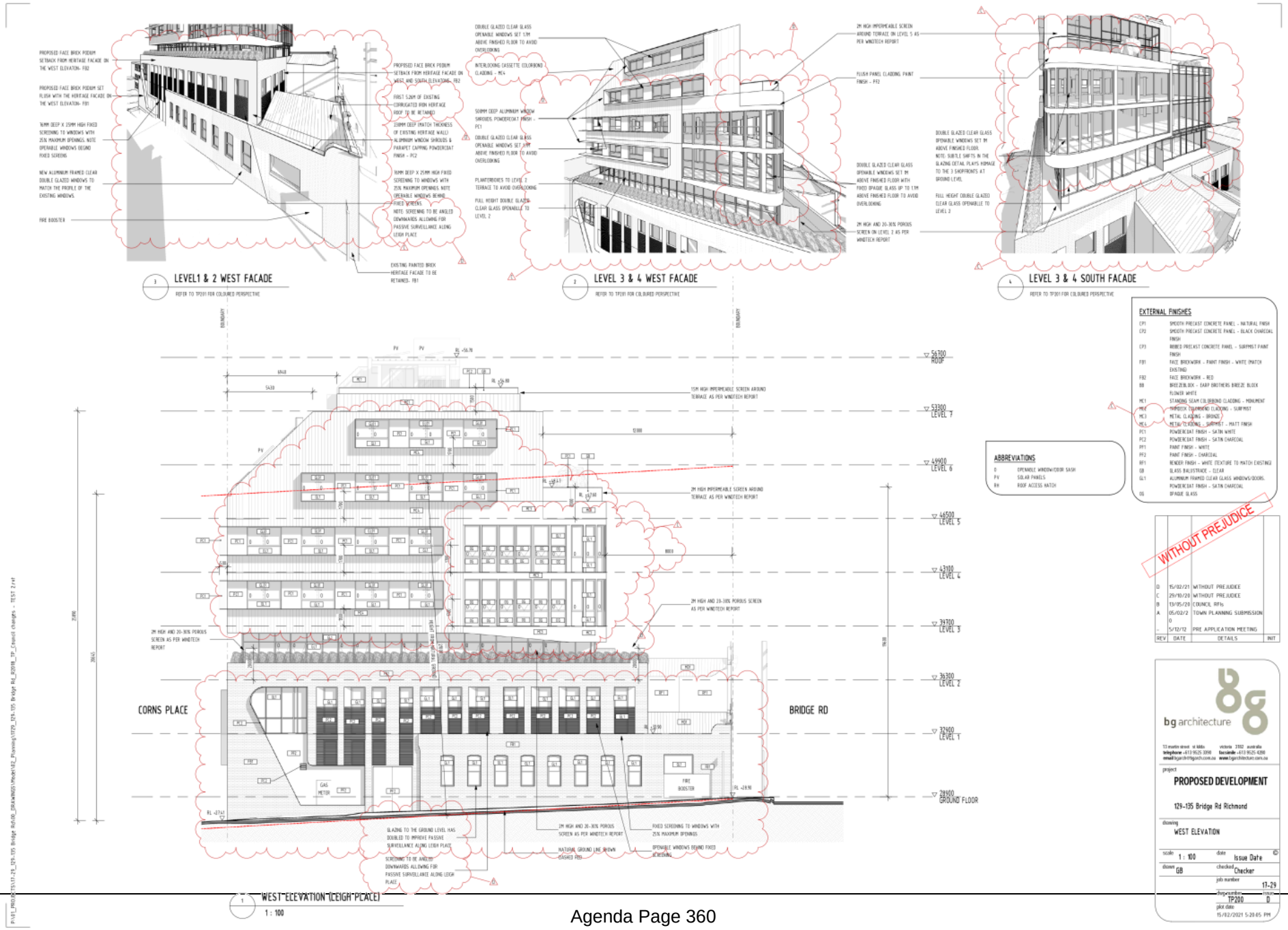
project
PROPOSED DEVELOPMENT

129-135 Bridge Rd Richmond

drawing
ROOF PLAN

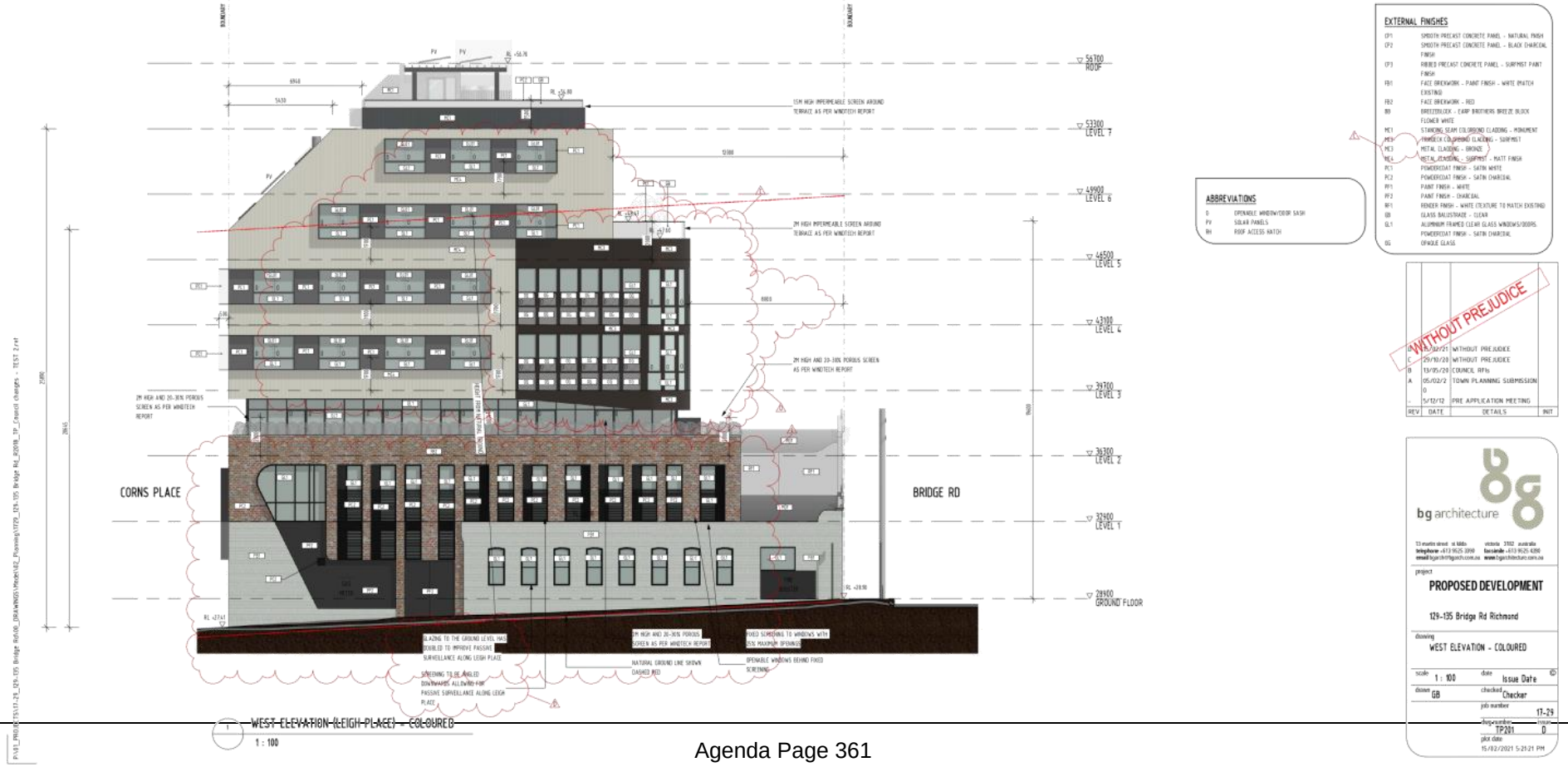
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drawn GB | checked Checker
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plot date 15/02/2021 5:19:08 PM

Attachment 2 - PLN20/0084-129-135 Bridge Road, Richmond-Decision plans (Section 57A amended)

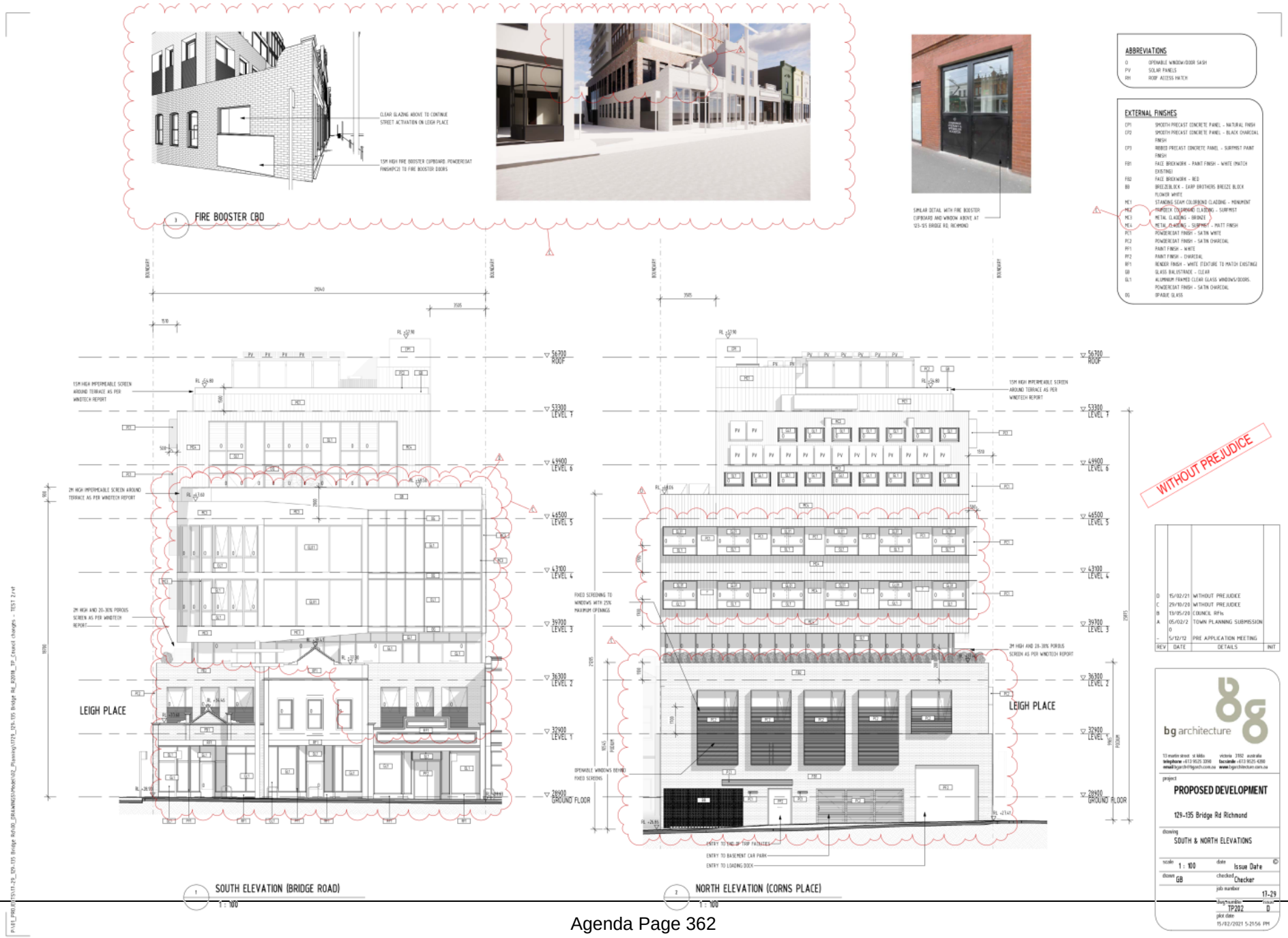


Attachment 2 - PLN20/0084-129-135 Bridge Road, Richmond-Decision plans (Section 57A amended)

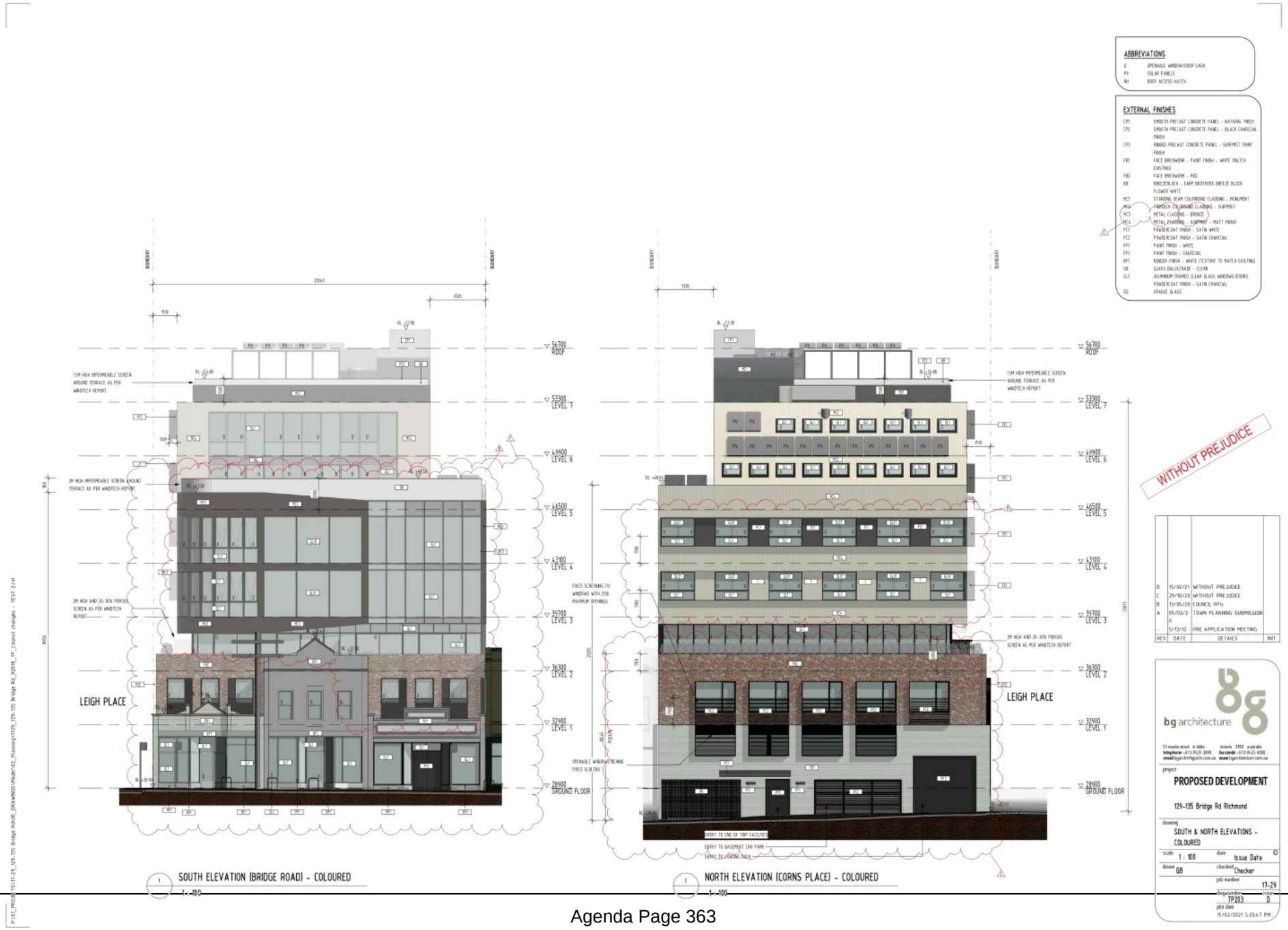




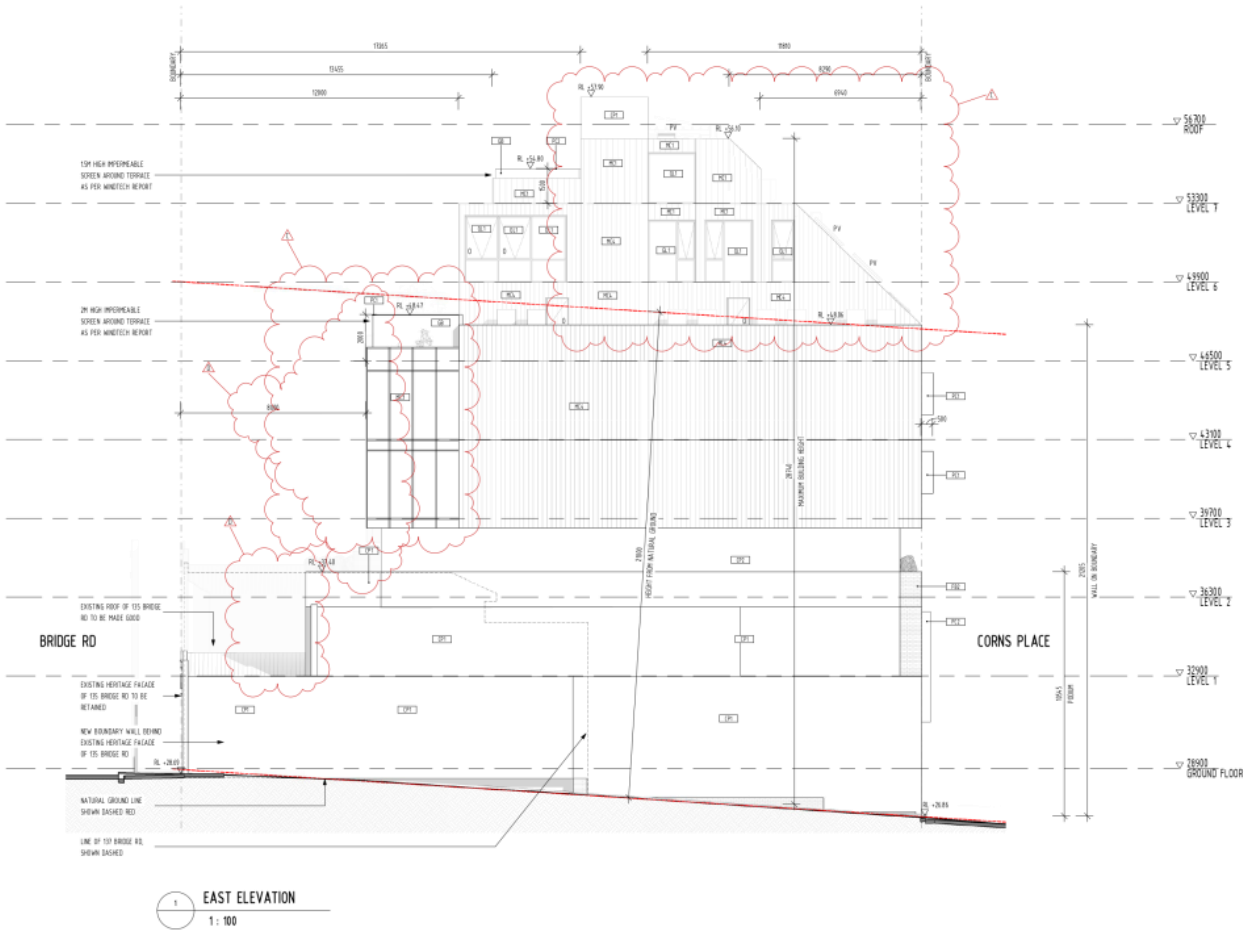
Attachment 2 - PLN20/0084-129-135 Bridge Road, Richmond-Decision plans (Section 57A amended)



Attachment 2 - PLN20/0084-129-135 Bridge Road, Richmond-Decision plans (Section 57A amended)



Attachment 2 - PLN20/0084-129-135 Bridge Road, Richmond-Decision plans (Section 57A amended)



EAST ELEVATION
1 : 100

ABBREVIATIONS

O	OPENABLE WINDOW/DOOR SASH
PV	SOLAR PANELS
RH	ROOF ACCESS HATCH

EXTERNAL FINISHES

CP1	SMOOTH PRECAST CONCRETE PANEL - NATURAL FINISH
CP2	SMOOTH PRECAST CONCRETE PANEL - BLACK CHARCOAL FINISH
CP3	RIBBED PRECAST CONCRETE PANEL - SURFMIST PAINT FINISH
FB1	FACE BRICKWORK - PAINT FINISH - WHITE (MATCH EXISTING)
FB2	FACE BRICKWORK - RED
BB	BREEZEBLOCK - EARP BROTHERS BREEZE BLOCK FLOWER WHITE
MC1	STANDING SEAM COLORBOND CLADDING - MONUMENT
MC2	TRIMDEK COLORBOND CLADDING - SURFMIST
MC3	METAL CLADDING - BRONZE
MC4	METAL CLADDING - SURFMIST - MATT FINISH
PC1	POWDERCOAT FINISH - SATIN WHITE
PC2	POWDERCOAT FINISH - SATIN CHARCOAL
PF1	PAINT FINISH - WHITE
PF2	PAINT FINISH - CHARCOAL
RF1	RENDER FINISH - WHITE (TEXTURE TO MATCH EXISTING)
GB	GLASS BALUSTRADE - CLEAR
GL1	ALUMINIUM FRAMED CLEAR GLASS WINDOWS/DOORS. POWDERCOAT FINISH - SATIN CHARCOAL
OG	OPAQUE GLASS

WITHOUT PREJUDICE

REV	DATE	DETAILS	INIT
D	15/02/21	WITHOUT PREJUDICE	
C	29/10/20	WITHOUT PREJUDICE	
B	13/05/20	COUNCIL RFIs	
A	05/02/20	TOWN PLANNING SUBMISSION	
-	5/12/12	PRE APPLICATION MEETING	

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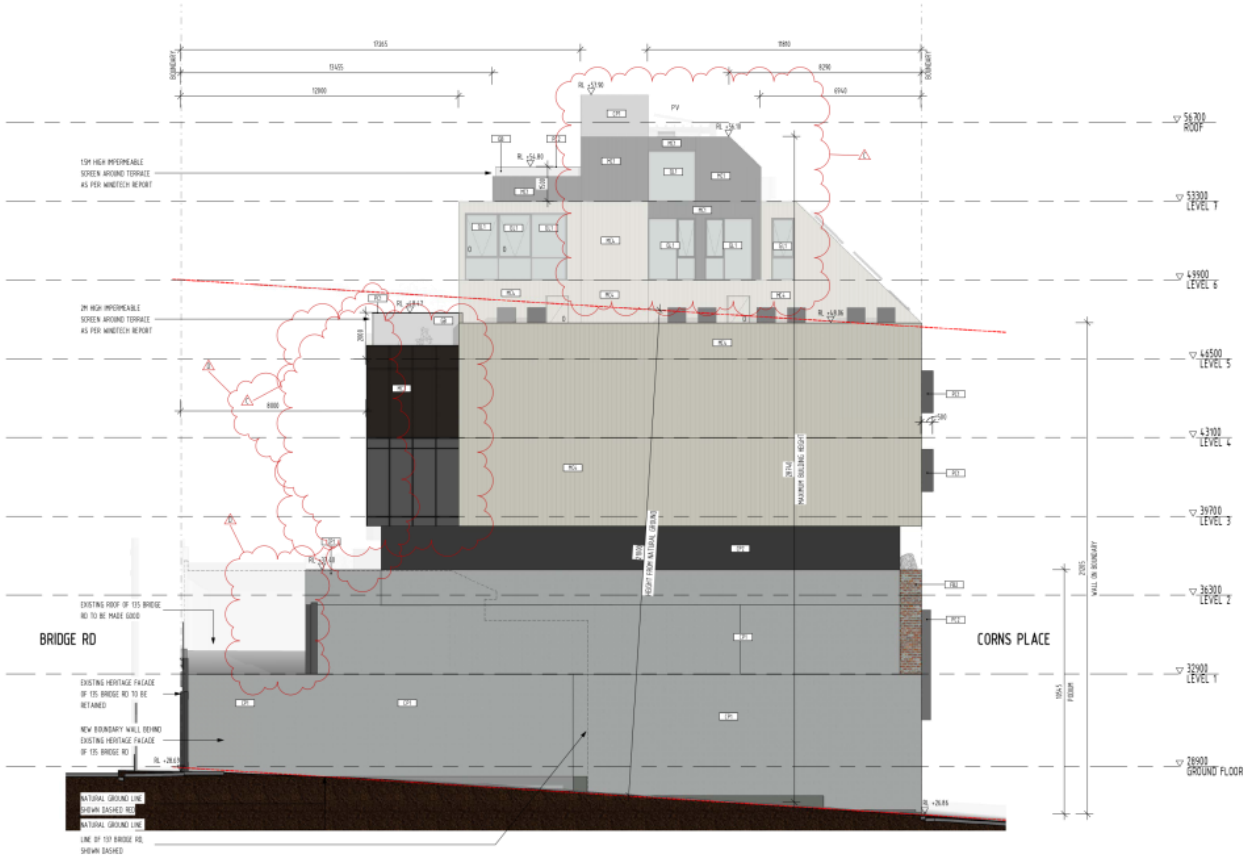
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PROPOSED DEVELOPMENT
129-135 Bridge Rd Richmond

drawing
EAST ELEVATION

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drawn GB checked Checker
job number 17-29
drg number TP204 issue D
plot date 15/02/2021 5:24:18 PM

P:\17_PROJECTS\17-29_129-135 Bridge Rd\00_DRAWINGS\Model\17_Planning\17129_129-135 Bridge Rd_20210B_TP_Council changes - TEST 2.rvt

Attachment 2 - PLN20/0084-129-135 Bridge Road, Richmond-Decision plans (Section 57A amended)



EAST ELEVATION - COLOURED
1 : 100

ABBREVIATIONS

O	OPENABLE WINDOW/DOOR SASH
PV	SOLAR PANELS
RH	ROOF ACCESS HATCH

EXTERNAL FINISHES

CP1	SMOOTH PRECAST CONCRETE PANEL - NATURAL FINISH
CP2	SMOOTH PRECAST CONCRETE PANEL - BLACK CHARCOAL FINISH
CP3	RIBBED PRECAST CONCRETE PANEL - SURFMIST PAINT FINISH
FB1	FACE BRICKWORK - PAINT FINISH - WHITE (MATCH EXISTING)
FB2	FACE BRICKWORK - RED
BB	BREEZEBLOCK - EARP BROTHERS BREEZE BLOCK FLOWER WHITE
MC1	STANDING SEAM COLORBOND CLADDING - MONUMENT
MC2	TIMBERLOOK COLORBOND CLADDING - SURFMIST
MC3	METAL CLADDING - BRONZE
MC4	METAL CLADDING - SURFMIST - MATT FINISH
PC1	POWDERCOAT FINISH - SATIN WHITE
PC2	POWDERCOAT FINISH - SATIN CHARCOAL
PF1	PAINT FINISH - WHITE
PF2	PAINT FINISH - CHARCOAL
RF1	RENDER FINISH - WHITE (TEXTURE TO MATCH EXISTING)
GB	GLASS BALUSTRADE - CLEAR
GL1	ALUMINIUM FRAMED CLEAR GLASS WINDOWS/DOORS. POWDERCOAT FINISH - SATIN CHARCOAL
OG	OPAQUE GLASS

WITHOUT PREJUDICE

REV	DATE	DETAILS	INIT
D	15/02/21	WITHOUT PREJUDICE	
C	29/10/20	WITHOUT PREJUDICE	
B	13/05/20	COUNCIL RFIs	
A	05/02/20	TOWN PLANNING SUBMISSION	
-	5/12/19	PRE APPLICATION MEETING	

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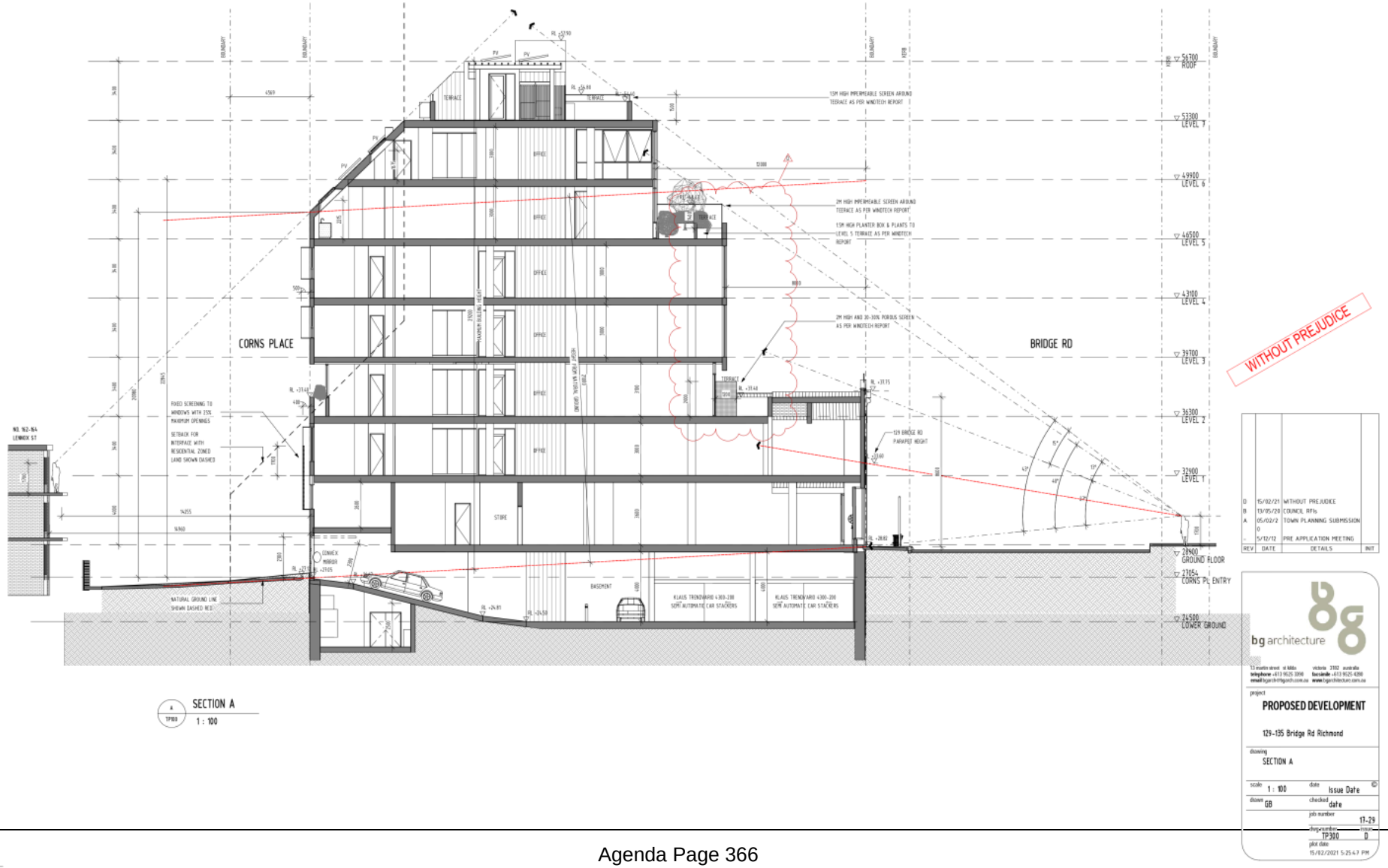
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email bgarch@bgarch.com.au www.bgarchitecture.com.au

project
PROPOSED DEVELOPMENT
129-135 Bridge Rd Richmond

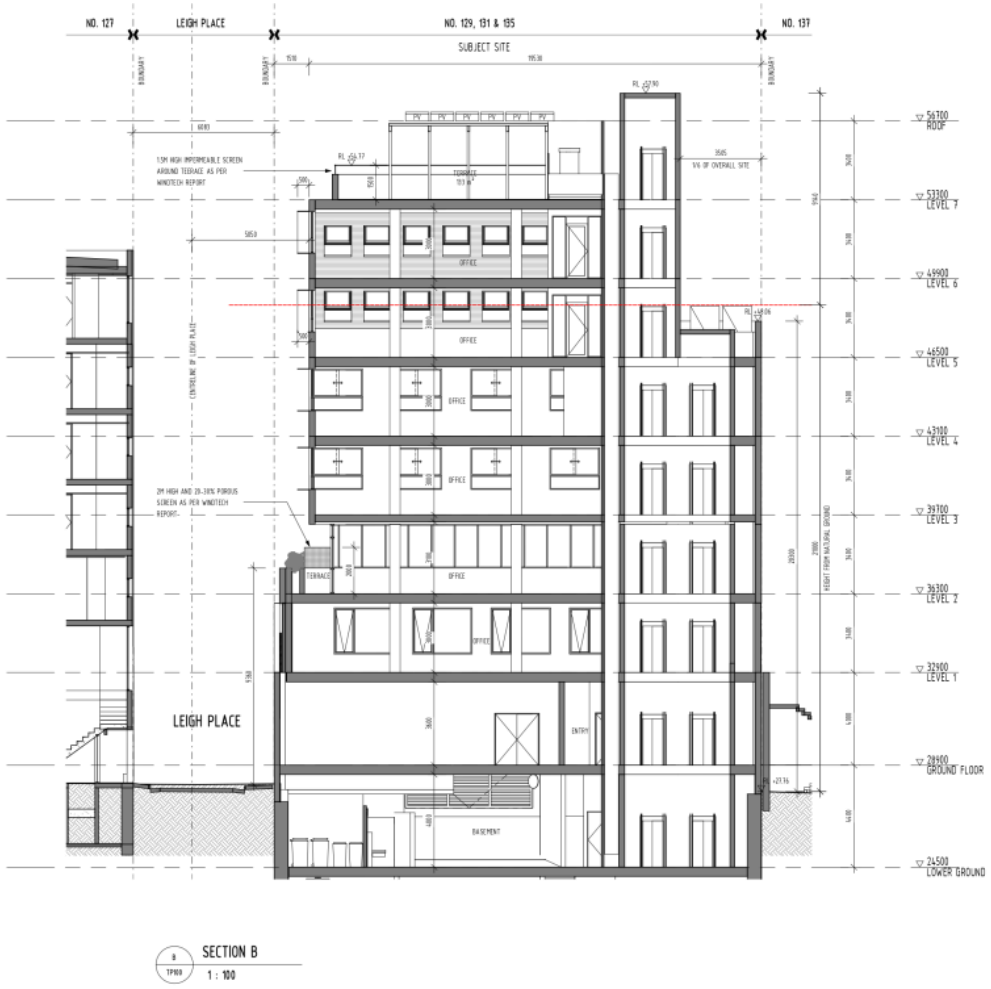
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EAST ELEVATION - COLOURED

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Attachment 2 - PLN20/0084-129-135 Bridge Road, Richmond-Decision plans (Section 57A amended)



Attachment 2 - PLN20/0084-129-135 Bridge Road, Richmond-Decision plans (Section 57A amended)



SECTION B
1 : 100

WITHOUT PREJUDICE

REV	DATE	DETAILS	INIT
D	15/02/21	WITHOUT PREJUDICE	
B	13/05/20	COUNCIL RFIs	
A	05/02/20	TOWN PLANNING SUBMISSION	
0			
-	5/12/19	PRE APPLICATION MEETING	

bg architecture

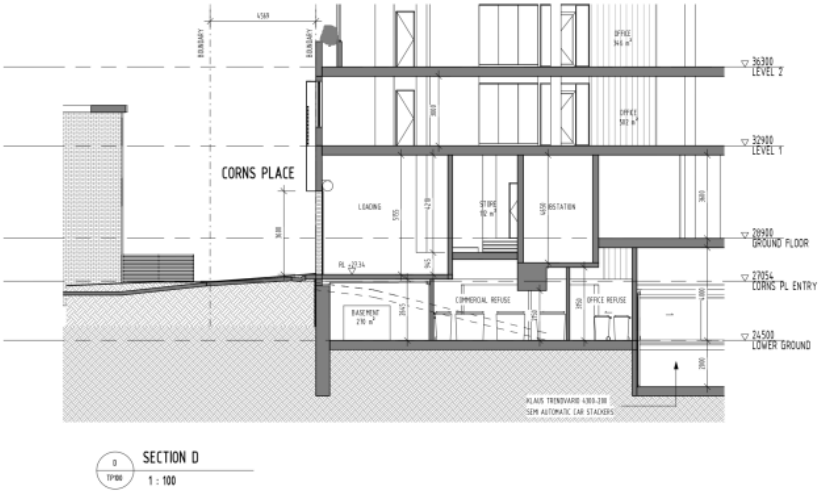
project
PROPOSED DEVELOPMENT
129-135 Bridge Rd Richmond

drawing
SECTION B

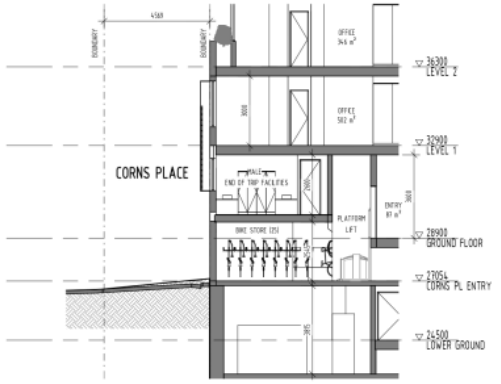
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dwg number TP301 | issue D
plot date 15/02/2021 5:26:05 PM

Attachment 2 - PLN20/0084-129-135 Bridge Road, Richmond-Decision plans (Section 57A amended)





WITHOUT PREJUDICE



REV	DATE	DETAILS	INIT
D	15/02/21	WITHOUT PREJUDICE	
C	29/10/20	WITHOUT PREJUDICE	
B	13/05/20	COUNCIL RFIs	
A	05/02/20	TOWN PLANNING SUBMISSION	
-	5/12/19	PRE APPLICATION MEETING	

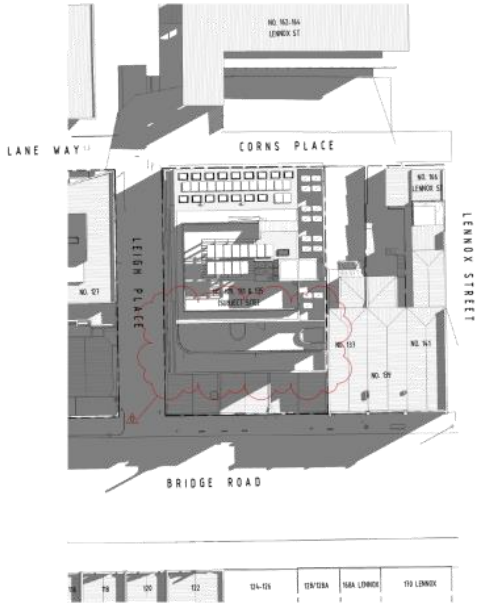
bg architecture

project
PROPOSED DEVELOPMENT
129-135 Bridge Rd Richmond

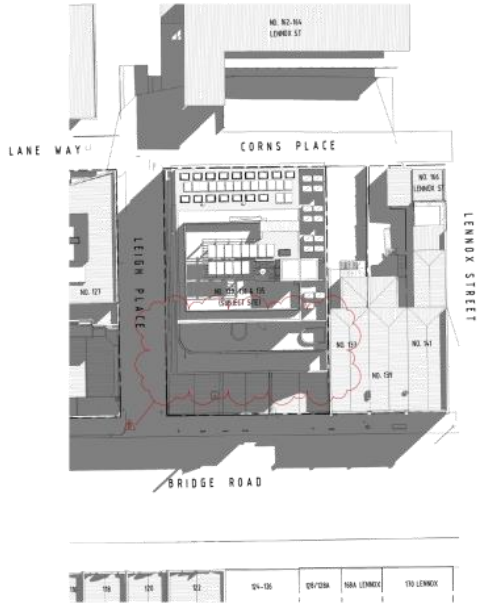
drawing
SECTION C, D & E

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drawn	GB	checked	Checker
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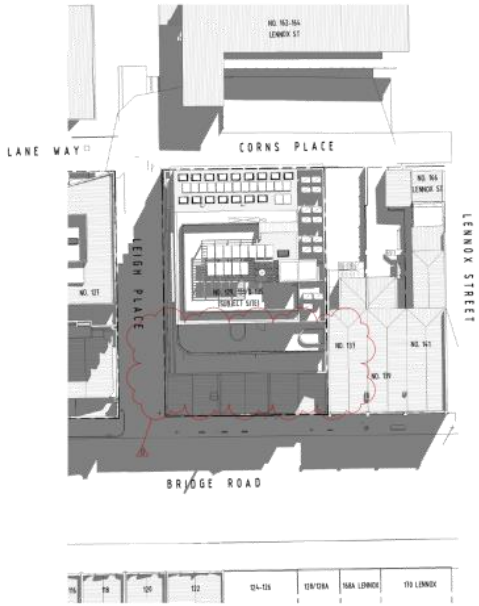
Attachment 2 - PLN20/0084-129-135 Bridge Road, Richmond-Decision plans (Section 57A amended)



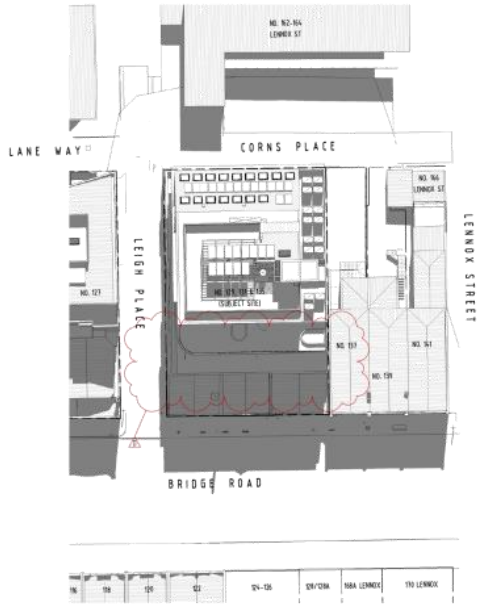
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1 : 300



2 PROP. SHADOW @10AM SEPT EQUINOX
1 : 300



3 PROP. SHADOW @11AM SEPT EQUINOX
1 : 300



4 PROP. SHADOW @12NOON SEPT EQUINOX
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-	5/12/12	PRE APPLICATION MEETING	

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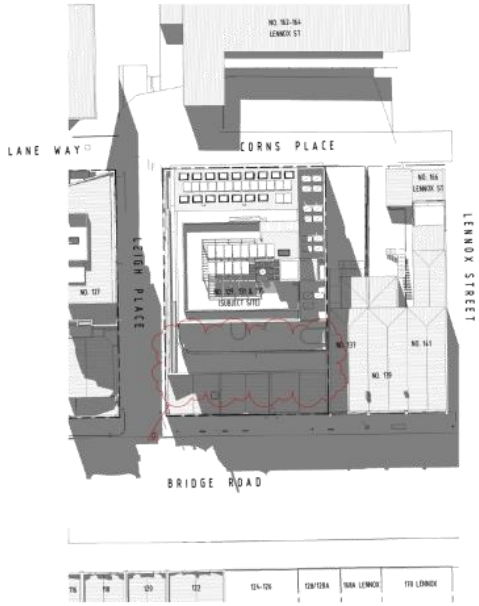
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project
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129-135 Bridge Rd Richmond

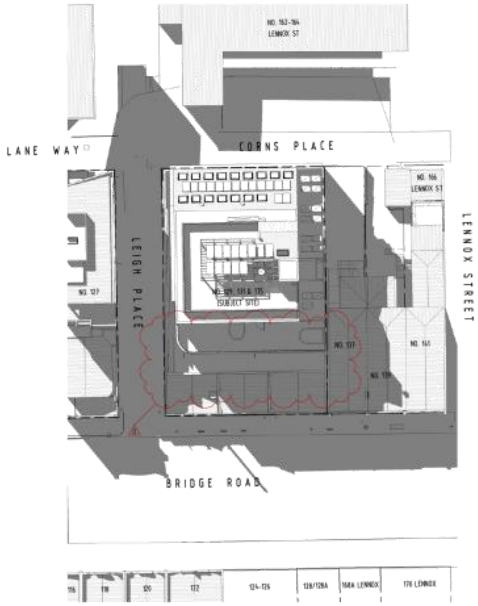
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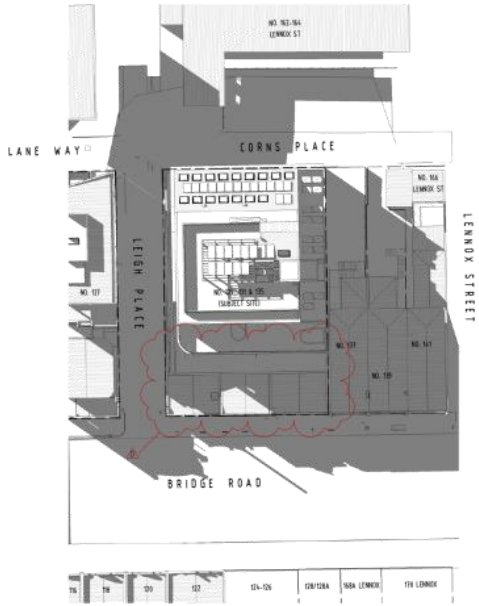
Attachment 2 - PLN20/0084-129-135 Bridge Road, Richmond-Decision plans (Section 57A amended)



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2 PROP. SHADOW @2PM SEPT EQUINOX
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3 PROP. SHADOW @3PM SEPT EQUINOX
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drawing
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dwg number TP401 issue D
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CP1 SMOOTH PRECAST CONCRETE PANEL - NATURAL FINISH



CP2 SMOOTH PRECAST CONCRETE PANEL - BLACK CHARCOAL FINISH



CP3 RIBBED PRECAST CONCRETE PANEL - SURFMIST PAINT FINISH



FB1 FACE BRICKWORK - PAINT FINISH - WHITE (MATCH EXISTING)



FB2 FACE BRICKWORK - RED



OG OPAQUE GLASS



BB BREEZEBLOCK - EARP BROTHERS BREEZE BLOCK FLOWER WHITE



MC1 STANDING SEAM COLORBOND CLADDING - MONUMENT



MC2 TRIMDECK COLORBOND CLADDING - SURFMIST



PC1 POWDERCOAT FINISH - SATIN WHITE



PC2 POWDERCOAT FINISH - SATIN CHARCOAL



MC4 METAL INTERLOCKING CASSETTE PANEL CLADDING - SURFMIST - MATT FINISH



PF1 PAINT FINISH - WHITE



PF2 PAINT FINISH - CHARCOAL



RF1 RENDER FINISH - WHITE (TEXTURE TO MATCH EXISTING)



GB GLASS BALUSTRADE - CLEAR



GL1 ALUMINIUM FRAMED CLEAR GLASS WINDOWS/DOORS. POWDERCOAT FINISH - SATIN CHARCOAL



MC3 METAL CLADDING - BRONZE- SATIN FINISH

WITHOUT PREJUDICE

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project
PROPOSED DEVELOPMENT

129-135 Bridge Rd Richmond

drawing
EXTERNAL FINISHES

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	job number: 17-29
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Attachment 2 - PLN20/0084-129-135 Bridge Road, Richmond-Decision plans (Section 57A amended)



ISSUES			
DATE	REV	DETAILS	INIT
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29/10/20	C	WITHOUT PREJUDICE	
13/05/20	B	COUNCIL RFIs	

PROJECT
PROPOSED DEVELOPMENT
129-135 Bridge Rd Richmond

DRAWING
BRIDGE RD LOOKING WEST

SCALE

DATE Issue Date

JOB NUMBER 17-29

DRAWN Author | CHECKED Checker

DWG NUMBER TP600 | ISSUE D

PLOT DATE 15/02/2021 5:12:43 PM

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Attachment 2 - PLN20/0084-129-135 Bridge Road, Richmond-Decision plans (Section 57A amended)



ISSUES

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PROJECT
PROPOSED DEVELOPMENT
129-135 Bridge Rd Richmond

DRAWING
BRIDGE RD LOOKING EAST

SCALE

DATE Issue Date ©

JOB NUMBER 17-29

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Attachment 2 - PLN20/0084-129-135 Bridge Road, Richmond-Decision plans (Section 57A amended)



ISSUES

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PROJECT
PROPOSED DEVELOPMENT
129-135 Bridge Rd Richmond

DRAWING
STREETSCAPE- ELEVATED

SCALE

DATE Issue Date

JOB NUMBER 17-29

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CHECKED Checker

DWG NUMBER TP602

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Attachment 2 - PLN20/0084-129-135 Bridge Road, Richmond-Decision plans (Section 57A amended)



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29/10/20	C	WITHOUT PREJUDICE	
13/05/20	B	COUNCIL RFIs	

PROJECT
PROPOSED DEVELOPMENT
129-135 Bridge Rd Richmond

DRAWING
STREETSCAPE- PEDESTRIAN LEVEL

SCALE

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29/10/20	C	WITHOUT PREJUDICE	
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PROJECT
PROPOSED DEVELOPMENT
129-135 Bridge Rd Richmond

DRAWING
CNR BRIDE RD & LEIGH PL

SCALE

DATE Issue Date

JOB NUMBER 17-29

DRAWN Author

CHECKED Checker

DWG NUMBER TP604

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ISSUES

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PROJECT
PROPOSED DEVELOPMENT
129-135 Bridge Rd Richmond

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ENTRY VIEW

SCALE

DATE Issue Date

JOB NUMBER 17-29

DRAWN Author

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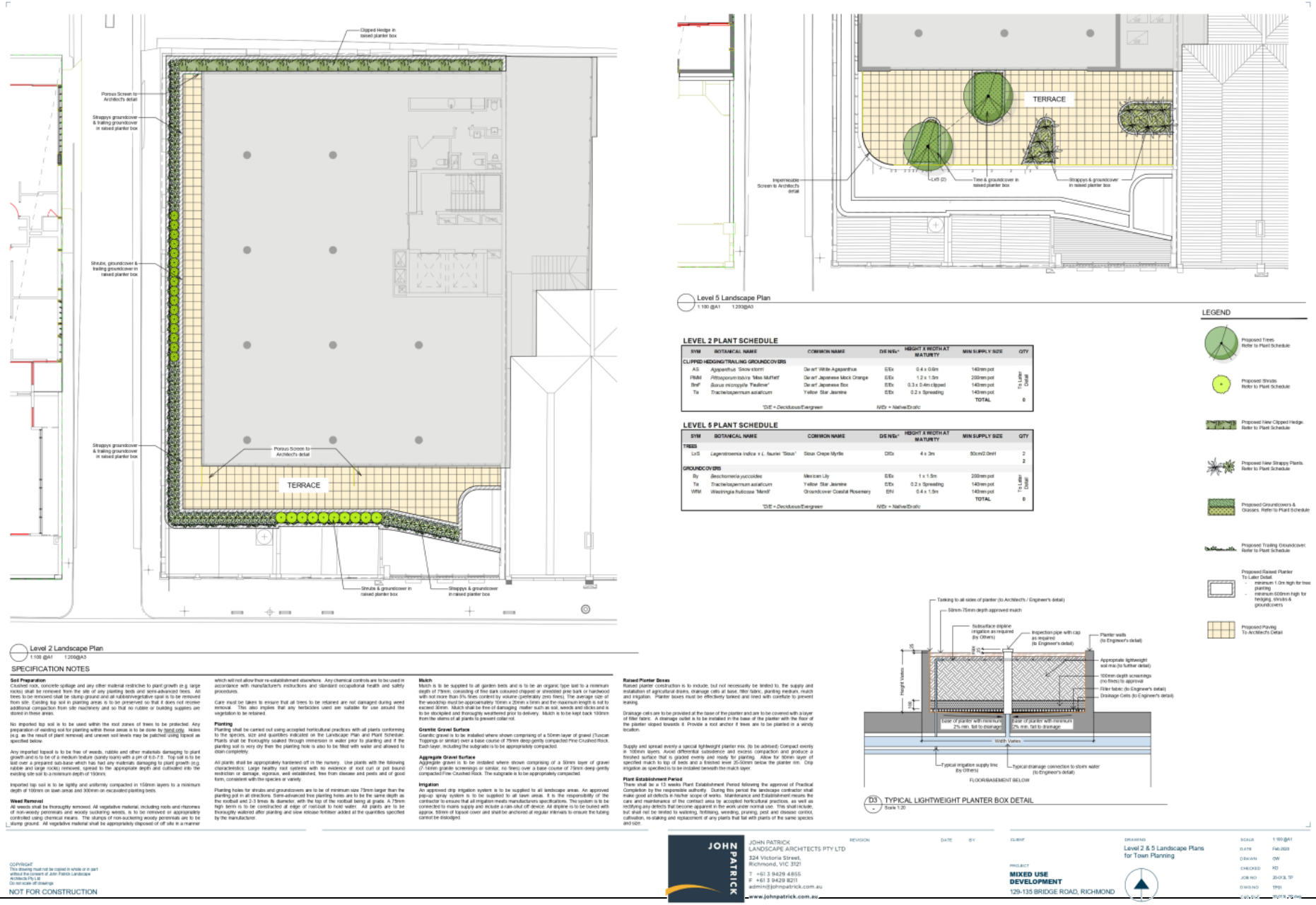
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Attachment 3 - PLN20/0084-129-135 Bridge Road-Landscape plan



Attachment 4 - PLN20/0084-129-135 Bridge Road- External urban design advice (Advertised plans)

Global South

Urban Design Review

Proposed Commercial Office Development, 129-135 Bridge Road, Richmond (Application no. PLN20/0084)

Prepared by Simon McPherson

13 October 2020

Attachment 4 - PLN20/0084-129-135 Bridge Road- External urban design advice (Advertised plans)

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1.0 Introduction

1.1 Process and involvement

On 12 August 2020 I was asked by Yarra City Council officers to prepare an urban design review report, regarding the proposed commercial office development at 129-135 Bridge Road, Richmond **(PLN20/00894).**

In preparing this review, I have:

- Received a concise written brief from Yarra City Council on the project, including summary points from Council's preliminary assessment / further information request;
- Received from Council officers:
  - Further information regarding policy interpretation and nearby developments;
  - Plans for nearby approved and/or completed developments;
  - Photographs of nearby completed developments.
- Accessed and reviewed the advertised plans and supporting documents as follows:
  - Architectural plans (BG Architecture);
  - Heritage Impact Statement (Michael Taylor Architecture & Heritage, 28 May 2020);
  - Landscape Plan (John Patrick Landscape Architects);
  - Town Planning and Urban Context Report (Contour, June 2020).
- Reviewed the applicable provisions of the Yarra Planning Scheme relating to urban design as listed below;
- Carried out a desktop review of the site and context, being prevented from visiting the area under DHHS Stage 4 restrictions currently. The images in this report have been accessed from Google map tools unless specified.

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1.2 Qualifications and experience to prepare this Review

1.2.1 Qualifications and registrations

My academic qualifications are as follows:

- **Executive Masters (MSc) in Cities**, inaugural programme (September 2016 - completed February 2018), London School of Economics and Political Sciences (LSE Cities), UK;
- **Master of Science (MSc): Built Environment - Urban Design** (Distinction), The Bartlett School, University College London, 2005-06, UK;
- **Bachelor of Architecture (BArch)** (First Class Honours), The University of Melbourne, 1996-97;
- **Bachelor of Planning and Design (BPD) (Architecture),** The University of Melbourne, 1992-94.

My professional registrations and memberships are as follows:

- **Registered Architect, Architects Registration Board of Victoria:** individual registration number 15838;
- Member, **Victorian Design Review Panel;**
- Member, **Design Review Panel for South Australia;**
- Member, **Latrobe University Design Review Panel;**
- Global Advisor, United Nations Global Compact – Cities Programme;
- Member, Built Environment Task Force, Smart Cities Council – Australia/New Zealand.

1.2.2 Experience

Professional experience

I hold over 15 years of dedicated professional experience in urban design, including:

- Urban Designer, Victorian State Government (2002-2007, including study leave);
- Director, SJB Urban (2007-2016);
- Director, Global South (2016-present).

I hold approximately 5 years of prior experience in architectural practice, in Australia and the UK.

Project experience

My urban design experience includes the following projects:

- Policy and guidelines:
  - Author/contributor, *Better Placed*, NSW Architecture and Urban Design Policy, Government Architect NSW (2016-17). Benchmark design policy, winner Australia Award for Urban Design 2017;
  - Contributor (State Government employee), Design Guidelines for Higher Density Residential Development, Activity Centre Design Guidelines;
  - Contributor, SA Medium-Density Design Guidelines;
  - Lead consultant, Urban Design Guidelines, Bowden, SA (SJB Urban, 2015);
- Urban Design Advice:
  - Eden/Haven/Sanctuary on the River, Abbotsford, for HAMTON (complete), (SJB Urban, 2010). High-density, mid-rise (9-11 storeys) permeable courtyard

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development, winner UDIA President's Award, High-Density Housing Award (National, Victoria), Masterplanned Development Award (Victoria);
- Richmond Plaza redevelopment, for Coles (SJB Urban, 2014);
- Grocon FCAD redevelopment, Footscray Station Precinct (SJB Urban, 2011).

- Independent reviews:
  - Regular independent reviews of permit applications, for Councils including Melbourne, Yarra, Port Phillip, Banyule, Brimbank, Manningham and Casey.
- Strategic plans, structure plans and Urban Design Frameworks:
  - Footscray Activity Centre Built Form Review 2020, for Maribyrnong City Council;
  - Oakleigh Activity Centre Transport Precinct: Design Review 2018, for Monash City Council;
  - 1160 Sayers Road, Tarneit, Structure Plan for Wyndham City Council (landowner) (SJB Urban 2014-15). Innovative, integrated plan for high-density, walkable precinct in greenfield setting;
  - Footscray Station Precinct Planning and Urban Design Framework (SJB Urban, 2008-09). Winner, PIA Transport Planning Award 2008;
  - Brighton Toyota Site UDF, for LEFTA Corporation;
  - Frankston Transit Interchange Precinct UDF and Master Plan, for DPCD (SJB Urban 2009-2012);
  - Wise Foundation 'Wellness Village' UDF, Mulgrave, for landowners (SJB Urban, 2015-16).
- Master Plans and Concept Designs:
  - Tarneit Major Town Centre Urban Design Review;
  - Caulfield Village Master Plan, for Beck Property / Probuild (SJB Urban, 2012);
  - Greensborough Activity Centre Concept Master Plan, for Banyule City Council (2017);
  - 433 Smith Street (Fitzroy Gasworks) Master Plan, for Places Victoria (SJB Urban, 2015);
  - Master Plan, Binks Ford Site and over-rail deck, Footscray, for Places Victoria (SJB Urban, 2012);
  - Caulfield-Dandenong corridor concept/feasibility studies, for VicTrack (SJB Urban, 2015).

Experience preparing expert evidence

I have presented evidence at VCAT and Planning Panels Victoria on numerous occasions.

Attachment 4 - PLN20/0084-129-135 Bridge Road- External urban design advice (Advertised plans)

2.0 Context

2.1 Subject site

The proposed development at 129-135 Bridge Road, Richmond, would occupy three adjoining, narrow-fronted lots with frontages to the north side of Bridge Road, containing existing single- and double-storey retail buildings.

The westernmost lot is located at the corner of Bridge Road and Leigh Place.

The three parcels forming the subject site also interface to Corns Place at the rear/north.

The subject site is less than 20m west of Lennox Street.

The subject site measures approximately 21m wide at its Bridge Road frontage, and 32m deep along Leigh Place, with a total area of approximately 670sq.m.

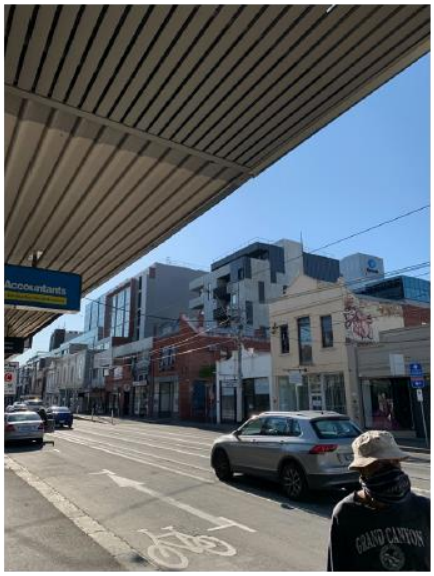


Figure 01: Subject site (three frontage properties from right), looking north-west across Bridge Road (image: City of Yarra).



Figure 02: Subject site in the distance (centre), centred on beige double-storey frontage building (image: City of Yarra).

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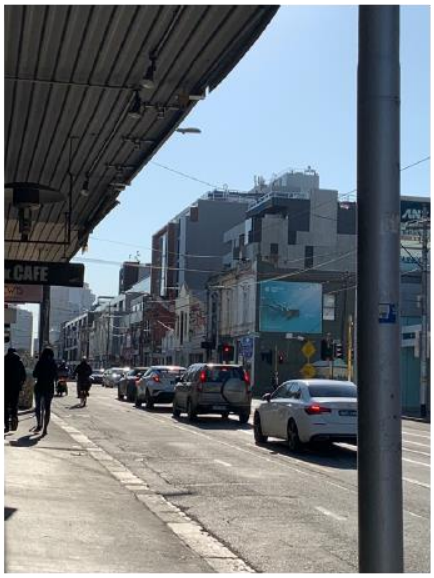


Figure 03: Subject site (centre) in Bridge Road context, looking west (image: City of Yarra)..

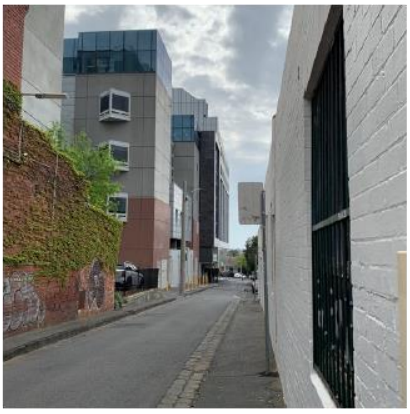


Figure 04: Leigh Place looking north, with sideage of existing on-site building at right (image: City of Yarra).



Figure 05: Leigh Place looking north from the rear of the subject site (image: City of Yarra).

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Figure 06: Rear of the subject site to Corns Place (left) which connects to Lennox Street, and side interface to Leigh Place, looking north towards Bridge Road (image: Google).

2.2 Strategic context

2.2.1 Bridge Road Major Activity Centre

The subject site is positioned within the Bridge Road Major Activity Centre (MAC), which is the focus of DDO21 (see below).



Figure 07: The subject site (centre, red outline), on Bridge Road which runs east-west, and in relation to Punt Road (left), Lennox Street (centre) and Church Street (right) (image source: Yarra City Council).

Attachment 4 - PLN20/0084-129-135 Bridge Road- External urban design advice (Advertised plans)



Figure 08: The subject site (centre, red outline) in its immediate context (image source: Yarra City Council).

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2.2.2 Zoning and Overlays

Zoning

The subject site is situated within the **Commercial 1 Zone (C1Z).** The purposes of this Zone are to:

- *To encourage commercial areas for offices, appropriate manufacturing and industries, bulky goods retailing, other retail uses, and associated business and commercial services.*
- *To ensure that uses do not affect the safety and amenity of adjacent, more sensitive uses.*

DDO21

The site is subject to **Design and Development Overlay DDO21: Bridge Road Activity Centre**. The design objectives of this overlay are as follows:

- *To support a mid rise scale built form character with lower built form at the interfaces with streets and the adjoining low rise residential areas.*
- *To ensure that new development respects the values of heritage buildings and maintains the prominence of the heritage streetscape, heritage buildings and landmark buildings in the streetscape.*
- *To maintain a prominent street wall character along Bridge Road with new development at upper levels setback, visually recessive and clearly distinct.*
- *To provide a comfortable level of street enclosure, maintain solar access to key footpaths, and ensure a high quality built form interface to all streets and public spaces.*
- *To minimise amenity impacts on residential properties adjoining the Bridge Road Activity Centre including overlooking, overshadowing and visual bulk impacts.*

DDO21 provides building height and street wall requirements expressed as both mandatory and preferred, and sets parameters for the potential exceedance of the specified preferred building height and street wall height.

I am advised that the applicable provisions in DDO21 affecting the subject site and proposal are preferred (discretionary), rather than mandatory, including those for building height, upper level front setbacks (including their visibility and proportions, as discussed below).

However, it states that (on page 2, 2nd dot point): *A permit cannot be granted to vary a building height shown as a preferred building height in the relevant precinct Building Heights and Setbacks Plan unless all of the following requirements are met*, which suggests mandatory provisions to my understanding, or at least strong directions.

The subject proposal exceeds the preferred building height, and therefore an assessment against the relevant requirements is warranted.

The requirements for exceeding preferred building heights are as follows, and are addressed below:

- Satisfying the Design Objectives, Heritage Building Design Requirements and relevant Precinct Design Requirements;
- Achieving the preferred future mid0rise character;
- Achieving **all** of: greater building separation, housing diversity, universal access, ESD excellence, and no additional impacts to residential zoned properties.

I am also advised that at Precinct 1, the north side of Bridge Road where the subject site is located is **not** identified as a Significant Heritage Streetscape, and therefore the requirement to retain the heritage frontage and achieve a 6m setback above is not mandatory.

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The subject site is in Precinct 1 (Bridge Road West), with precinct design requirements as follows:

- *retain the visual prominence of heritage buildings in the streetscape and the significant 'High Street' streetscape in the vista along Bridge Road;*
- *retain the visual prominence of the return facades of corner buildings;*
- *be consistent in form, massing and façade treatment as existing upper level development (where this exists) for any upper level development behind rows of identical or similar residences;*
- *maintain and reinforce the prominence of the street wall character of Bridge Road and Church Street;*
- *maintain a sense of openness along Bridge Road and Church Street;*
- *respect the low scale existing development adjoining the activity centre;*
- *provide a transition in height along Lennox Street and Church Street from the taller forms on Bridge Road to the adjacent low rise residential neighbourhoods.*

The applicable controls for the subject site are as follows:

- Maximum building height: 21.0m (preferred/discretionary);
- Frontage: retain heritage frontage;
- Upper level setback: 6m (discretionary).

Heritage Overlay

The site is also located within the Precinct **Heritage Overlay HO310.** The purpose of the Heritage Overlay includes:

- *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.*

2.2.3 Planning Policy Framework

The following clauses are applicable to the subject site and proposal. Relevant content from these clauses is raised below in the context of my assessment of the proposal.

Clause 11 Settlement provides a range of Strategies for development in established Activity Centres, with a focus on quality, amenity, diversity and responding to context.

- **11.03-1R Activity Centres – Metropolitan Melbourne** provides strategies for developing activity centres to accommodate significant growth and support high levels of amenity;
- **11.03-1S** provides strategies for building up Activity Centres as a focus for high-quality development, activity and living.

Clause 15 Built Environment discusses Urban Design objectives and strategies:

- **15.01-1S Urban Design** provides strategies for safe, healthy, functional and enjoyable urban environments. Strategies include:
  - *Require development to respond to its **context in terms of character, cultural identity**, natural features, surrounding landscape and climate.*
  - *Ensure development **contributes to community and cultural life** by improving the quality of living and working environments, facilitating accessibility and providing for inclusiveness.*
  - *Ensure development **supports public realm amenity and safe access** to walking and cycling environments and public transport.*

- *Ensure that the design and location of **publicly accessible private spaces**, including car parking areas, forecourts and walkways, is of a high standard, creates a safe environment for users and enables easy and efficient use.*
- *Ensure that development provides **landscaping** that supports the amenity, attractiveness and safety of the public realm.*

- **15.01-2S Building design** guides buildings which contribute positively to context and enhance the public realm, including responding to the strategic and cultural context of the location.
- **15.01-4R Healthy neighbourhoods - Metropolitan Melbourne** seeks to create a city of 20-minute neighbourhoods;
- **15.01-5S Neighbourhood character** seeks to ensure development responds to its context and reinforces a sense of place and the valued features and characteristics of the local environment and place, including by emphasising the heritage values and built form that reflect community identity.
- **15.02-1S Energy and resource efficiency** promotes consolidation of urban development and integration of land use and transport.

Clause 17.02-1S Business encourages *development that meets the community's needs for retail, entertainment, office and other commercial services*. Strategies include *ensuring commercial facilities are aggregated and provide net community benefit in relation to their viability, accessibility and efficient use of infrastructure*; and *locating commercial facilities in existing or planned activity centres.*

2.2.4 Local Planning Policy Framework

Yarra's Local Planning Policy Framework includes the following clauses applicable to the subject site and proposal. I have not exhaustively reproduced every policy below.

Clause 21.03 Vision states that *Yarra will have a distinctive identity as a low-rise urban form, with areas of higher development and highly valued landmarks*, and that *all new development will demonstrate design excellence.*

Clause 21.04-3 Industry, office and commercial seeks to *increase the number and diversity of local employment opportunities*, including *commercial and office use in existing industrial areas*.

Clause 21.05-1 Heritage seeks to protect and enhance Yarra's heritage places, and supports the restoration of heritage places. Heritage is not my area of expertise, and so this Review not address heritage directly. However, the relevance of heritage considerations in this case has inherent overlap with urban design considerations, and so I consider heritage in the context of a comprehensive urban design review.

Clause 21.05-2 Urban Design includes the following objectives and strategies:

- *To ensure that new development contributes positively to Yarra's urban fabric.*
- *Reflect the fine grain of the subdivision pattern in building design where this is part of the original character of the area.*
- *To enhance the built form character of Yarra's activity centres.*
- *Require development within Yarra's activity centres to respect and not dominate existing built form.*
- *Support new development that contributes to the consolidation and viability of existing activity centres.*

Clause 21.05-3 Built form character seeks to improve the built form character of transport corridors. While Cremorne Street is not a major transport corridor, it is a central linkage through this area.

Clause 21.05-4 Public environment states that new development must add positively to Yarra's overall character and help create a safe and engaging public environment where pedestrian activity and interaction are encouraged. It seeks to ensure that buildings have a human scale at street level.

Clause 21.08 Neighbourhoods states that North Richmond (north of Bridge Road) *is largely residential and Victorian and Edwardian in its origins*, and that *the consistent character of the residential areas must be protected*, but focuses predominantly on the Victoria Street Activity Centre within this Neighbourhood

The Neighbourhood Map for North Richmond locates the subject site in the Bridge Road Major Activity Centre. The Built Form Character Map locates the site in the Heritage Overlay, to *ensure that development does not adversely affect the significance of the heritage place*.

Clause 22.02 Development Guidelines for Sites Subject to the Heritage Overlay encourages 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 sur-rounding 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.*

2.3 Urban context

Bridge Road is a major east-west roadway and tram corridor, measuring approximately 20m in width, and connecting to the Melbourne CBD to the west via Wellington Parade, and to the eastern suburbs via Burwood Road to the east. As a Major Activity Centre it incorporates a broad mix of uses including retail, food and beverage, commercial and higher-density residential development, as well as the substantial Epworth Hospital close to the subject site.

Lennox Street is approximately 17m wide, extending from Johnston Street in the north (via Nicholson Street) and Swan Street to the south, with a predominantly residential character.

Leigh Place, which runs north-south between Bridge Road and Erin Street to the north with one-way (southerly) vehicle access, is approximately 8.5m wide between property boundaries, and serves as a rear lane to houses fronting Lennox Street north of the site, where they interface with the Epworth Hospital on the west side of Leigh Place.

Corns Place is also a rear access lane, approximately 5m in width, extending from Lennox Street east of the site, and turning into Bridge Road, west of the site.

2.4 Built form context

2.4.1 Site interfaces

The site's immediate interfaces are as follows:

- **North:** Corns Place, a narrow rear lane, interfacing with a 3-storey brick flats building with external walkways and car parking facing the subject site;
- **South:** Bridge Road, with fine-grain, heritage streetscape of generally 2-3 storeys.
- **East:** Gwynne Street, with 2-storey commercial building opposite.
- **West:** Row of four (4) 3-storey commercial units fronting Cubitt Street.

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Figure 09: North interface: Corns Place and flats building with subject site at right.



Figure 10: South interface: Bridge Road streetscape facing the subject site.



Figure 11: West interface: Leigh Place looking south towards Bridge Road, with Epworth building at right.



Figure 12: Epworth Hospital Bridge Road frontage, west of the subject site.



Figure 13: East interface: three 2-storey terrace retail buildings fronting Bridge Road adjacent to the subject site.

2.4.2 Established context

As shown above, the heritage context of Bridge Road is characterised by traditional, fine-grain subdivision patterns and streetscape rhythm, with diverse, heritage built form, of typically 2-storeys, generally with glazed shopfronts and more solid upper level facades, and typically ornate and decorative architecture.

2.5 Emerging context

This historic setting of the MAC is in transition to a higher-density built form condition, reflected in the recent Epworth redevelopment and multiple apartment buildings.

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The images on the following pages indicate the emerging built form context on the north side of Bridge Road, in alignment with DDO21 provisions (noting that some developments were approved prior to DDO21 being gazetted), whereby higher built form is set back from the low-scale frontage, to retain and reinforce the consistent streetscape conditions.

2.5.1 Nearby recent developments

The following recent or approved developments are all located on the north side of Bridge Road in Richmond, arranged from east to west, and so provide useful references for consideration of heights, setbacks and building profiles to Bridge Road.



Figure 14: Recent aerial photo (source: City of Yarra) indicating location of nearby recent developments on the north side of Bridge Road.

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Attachment 4 - PLN20/0084-129-135 Bridge Road- External urban design advice (Advertised plans)

Epworth Hospital, 81-97 Bridge Road

Height: 9 storeys approx.

Front setbacks (approx.): Level 3: 6m; Level 4: 12m; Levels 5-8: 18m approx.



Figure 15: Epworth Hospital, 81-97 Bridge Road (approx.): upper level setbacks approx. 6m, 12m (up to 5 storeys), 18m to main tower (image: Yarra City Council)



Figure 16: Epworth Hospital, 81-97 Bridge Road (right and upper left) with adjacent infill development (image: Yarra City Council).



Figure 17: Infill developments at 77 and 79 Bridge Road, adjoining the Epworth Hospital.

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Attachment 4 - PLN20/0084-129-135 Bridge Road- External urban design advice (Advertised plans)

111-115 Bridge Road (Manetta 115) (complete or under construction)

Height: 7 storeys

Front setbacks: 4.4m (Level 2); 8.0m (Levels 3-5); 10m (Level 6, excluding terrace)

7-level building comprising serviced offices with ground floor shop.

Ground Level and Level 1 are built to the front boundary. Level 2 is set back 4.4m, and Levels 3- 5 are set back 8.0m from the frontage. Level 6 is set back 10m (excluding terrace).



Figure 18: Manetta 115, 111-115 Bridge Road, at 7 storeys with predominantly 8m front setback.



Figure 19: Manetta 115, 111-115 Bridge Road.



Figure 20: Manetta 115 (left), 111-115 Bridge Road.

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Attachment 4 - PLN20/0084-129-135 Bridge Road- External urban design advice (Advertised plans)

123-125 Bridge Road (Claudia Apartments) (complete)

Height: 7 storeys

Front setbacks: 12.6m (Levels 2-6)

This building incorporates the Coles Express at Ground Floor and Level 1, with first floor set back 2.4m from the retained heritage frontage to Bridge Road (2.4m excluding terrace, but with a perforated metal screen approximately 1m or less behind the heritage wall) and a further five (5) levels of apartments set further back (12.6m) from the frontage. This development is built to both side boundaries.



Figure 21: Claudia Apartments (right) behind Bridge Road frontage, with approved site at 127 Bridge Road (2-storey red brick building) in foreground, and Manetta115, 111-115 Bridge Road in background at left.



Figure 22: Claudia Apartments' side interface, viewed from Leigh Place (looking along Corns Place), which presents a 7-storey shear blank wall on the boundary with its neighbouring site at 127 Bridge Road, which faces the subject site. The building at right is part of the Epworth Hospital complex

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Figure 23: Claudia Apartments, looking across Bridge Road.

127 Bridge Road (corner Leigh Place) (approved)

Height: 7 storeys

Front setbacks: 11.36m

This site sits opposite the subject site, across Leigh Place, with its frontage to Bridge Road. It is a narrow site comprising a single existing property, adjacent to the development at 123-125 Bridge Road (below).

The approved envelope is 7-storeys in height, built to both side boundaries, with an upper level setback of 11.36m from the Bridge Road frontage, but with a shear side wall to Leigh Place on the boundary.

Council's Section 72 Planning Application Delegate Report (2 April 2019) states that this envelope was considered acceptable despite its exceedance of the maximum height in DDO21 (which was gazetted 3 months after issue of the planning permit), because the additional height is offset by the large front setback.

In relation to the shear side wall, Council's Planning Permit Application Delegate Report (27 July 2018) states that the Epworth Hospital has a street wall to Leigh Place up to 12m higher that this proposal, and that the shear hard-edged character is already firmly established on this (west) side of Leigh Place. It then states that *the site on the opposite side of Leigh Place (No's 129-133 Bridge Road)* (the subject site*) is much larger than the subject site and guided by the equitable development principles, it would have a greater capacity to provide upper level setbacks to prevent a canyon effect should it be developed in the future.*

The side wall to Leigh Place is up to approximately 23.5m high and 16.98m wide at Levels 3-5, with balconies extending further at each end, and 17.23m wide at Level 6, extending above the northern balcony below.

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Attachment 4 - PLN20/0084-129-135 Bridge Road- External urban design advice (Advertised plans)

153 Bridge Road (Dux Richmond Hill)

Height: 12 storeys, plus Lower-Ground to rear.

Front setbacks: Level 3: 1.3 / 3.8m; Levels 4-7: 13-14m; Level 8: 21.45m; Levels 9-11: 27.2m.

This development is particularly relevant to the subject proposal because:

- It is located on a street corner, on the north side of Bridge Road;
- It's retained frontage includes single-storey built form;
- It contains a stepped front setback profile, with the lower levels positioned close to the Bridge Road frontage;
- It employs dark-coloured metal façade elements at the lower levels above the street wall.

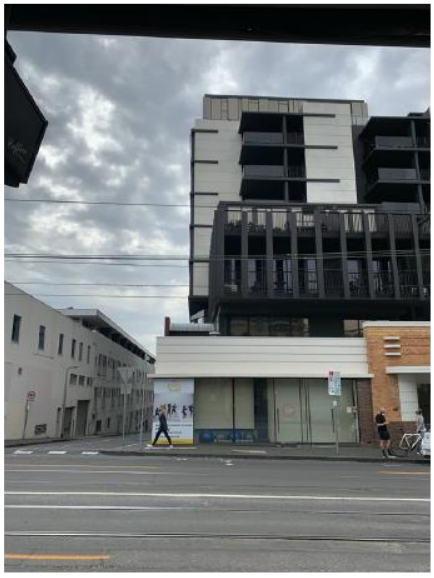


Figure 24: 153 Bridge Road (corner Judd Street), looking north across Bridge Road.



Figure 25: 153 Bridge Road (corner Judd Street), looking across Bridge Road.

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Attachment 4 - PLN20/0084-129-135 Bridge Road- External urban design advice (Advertised plans)



Figure 26: 153 Bridge Road (Judd Street side interface).



Figure 27: 153 Bridge Road (corner Judd Street) (eastern component).

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Attachment 4 - PLN20/0084-129-135 Bridge Road- External urban design advice (Advertised plans)

183-189 Bridge Road

Height: 9 storeys

Front setbacks: 14.5m approx.

This development comprises a new 3-storey street wall with significant setback to the upper level form, and the uppermost level set back a further 3.3m approximately.



Figure 28: 183-189 Bridge Road, looking north-west across Bridge Road (image: City of Yarra).

209 Bridge Road

Height: 7 storeys

Front setbacks (approx.): Level 3: 8m; Levels 4-5: 14m; Level 6: 19.5m; Levels 7-9: 42m approx.

This development is also on a street corner, with the new built form reading as a separate building at the rear.



Figure 29: 209 Bridge Road (corner Bosisto Street): upper level setback 14.9m approx. (image: Google)



Figure 30: 209 Bridge Road (corner Bosisto Street) (image: Google).

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229 Bridge Road

Height: 8 storeys approx.

Front setbacks (approx.): Levels 2-5: 16.5m approx.; Level 7: 18.5m approx. (excluding terrace).

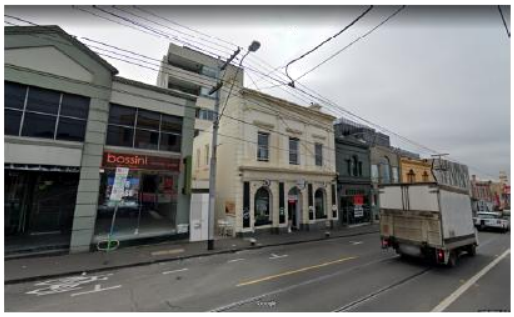


Figure 31: 229 Bridge Road: upper level setback 16.5m approx.



Figure 32: 229 Bridge Road.

ARK, 243-247 Bridge Road

Height: 10 storeys approx.

Front setbacks (approx.): Level 3: 8m; Levels 4-5: 14m; Level 6: 19.5m; Levels 7-9: 42m approx.

This large building occupies a T-shaped site ,allowing the tallest form to be set well back from Bridge Road, and also noteworthily includes a new 3-storey street wall, rather than a retained heritage frontage.



Figure 33: ARK, 243-247 Bridge Road: upper level setbacks 8m, 14m, 19.5m (up to 7 storeys) and 42m approx. to main tower (image: Google)



Figure 34: ARK street frontage, 243-247 Bridge Road (centre) (image: City of Yarra).

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2.6 The proposal

2.6.1 Land use distribution

The proposed development comprises an 8-level building (plus basement), as follows:

- Lower Ground Floor/Basement: car parking and services
- Ground Floor:
  - Entry lobby;
  - Food and Drink Premises;
  - Services, parking access;
- Upper Ground Floor: Amenities, storage;
- Level 1: Office space, amenities, small terrace;
- Level 2: Office space, amenities, wrap-around terrace to south and west;
- Level 3-4: Office space, amenities;
- Level 5: Office space, amenities, terrace, plant;
- Level 6: Office space, amenities;
- Level 7 / Roof: Roof terrace.

2.6.2 Heights

The proposed development extends to 6 storeys, plus semi-enclosed roof terrace.

The Ground Floor is 4.0m in height (floor to floor), Levels 1-7 are 3.4m floor-to-floor.

The overall heights from Bridge Road level are:

- 8.5m to podium level;
- 19.6m to mid-level parapet (screen to terrace);
- 24.4m to upper parapet;
- 25.9m to roof terrace screen.

2.6.3 Setbacks

The proposed front (Bridge Road) setbacks are as follows:

- Ground Level – Level 1: 0m (retained 2-storey heritage wall)
- Levels 2-4: 6m (with increased recess to Level 2);
- Levels 5-6: 12m
- Roof terrace: 13.5m approx.

The proposed side setbacks to Leigh Place (west) are as follows:

- Ground Level – Level 1: 0m (retained and extended 1-storey heritage wall);
- Levels 2-6: 1.51m (with protruding window frames);

The proposed side setbacks to the east are as follows:

- Ground Level – Level 4: 0m
- Levels 5 (behind terrace screen) and 6: 3.505m

The proposed rear (north) setbacks are as follows:

- Ground Level – Level 4: 0m (with recessed Level 2)
- Level 5-6: 3.505m: angled roof form from 21.0m above ground level at om setback, raking back at 45 degrees to 5.43m setback at parapet below roof terrace.

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3.0 Review of the proposed development

3.1 Is the built form siting appropriate?

The proposed built form occupies the full extent of the site. I consider this approach to be appropriate and responsive to the urban context, reflecting the typical built form typology for buildings fronting Bridge Road, creating defined edges to the public realm/street interfaces, and supporting continuous built form frontage to Bridge Road.

I therefore consider the proposed siting to be appropriate.

I consider upper level setbacks and building massing below.

3.2 Is the land use appropriate?

3.2.1 Commercial office

The Commercial 1 Zone encourages *commercial areas for offices... other retail uses, and associated business and commercial services.*

Clause 21.04-3 Industry, office and commercial seeks to increase the number and diversity of local employment opportunities, including commercial and office use in existing industrial areas.

This Major Activity Centre is appropriate for a mix of employment, community and residential uses

I therefore consider the provision of office space to be responsive to the zoning and context.

3.2.2 Food and beverage

The ground floor café/restaurant space will provide for activation and passive surveillance opportunities during daytime and potentially in the evening, depending on the tenant, as appropriate in a retail-focussed street and MAC.

Therefore the food and beverage space at ground floor is also appropriate and supported.

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3.3 Is the building height appropriate?

3.3.1 Parameters for exceeding the preferred height

DDO21 specifies a preferred maximum building height of 21.0m. The proposal exceeds this height by between 3.4m (parapet) and 4.9m (roof terrace screen). The roof terrace canopy roof, foyer and lift/stair extend higher still.

DDO21 states that a permit to vary this height can only be granted if the proposal (noting, as discussed above, that these are **not** mandatory provisions):

- satisfies the Design Objectives;
- satisfies the Heritage Building Design Requirements;
- satisfies the Precinct Design Requirements;
- achieves the preferred mid-rise character;
- achieves each of:
  - Greater building separation;
  - Housing diversity;
  - Greater universal access;
  - ESD excellence;
  - No additional amenity impacts to residential zoned properties.

Therefore, it is appropriate to assess the proposal against these Objectives and Requirements. This is set out below.

It is clear that building setbacks and profile are important factors in assessing the appropriateness or acceptability of the proposed height. However, I consider height and setbacks separately below (as much as possible), for the purposes of report clarity.

Also, the Design Objectives and Heritage Building Design Requirements from DDO21 appropriately focus substantially on heritage outcomes, including conserving and retaining the prominence of existing built fabric.

While heritage is not my area of expertise, it is appropriate to address these requirements from an urban design perspective, understanding that a heritage referral will also be provided for this application.

3.3.2 Assessment against DDO21 Design Objectives

Assessment against the Design Objectives provides a foundational and essential basis for assessing the urban design merits of the proposal, and so warrants reasonable depth.

The recommendations below in this section are considered important for supporting the increased height of this proposal.

Mid-rise scale

The proposal does constitute a moderate **mid-rise scale** at 7 levels plus roof terrace, with lower built form to Bridge Road and Leigh Place, with a higher interface to Corns Place (rear). I consider 'mid-rise' to span approximately 6-12 levels, with some potential variation, as an indicative guide. I therefore consider this Design Objective response to be acceptable.

The scale as perceived from Bridge Road is further moderated by the secondary upper level setback at Level 5, which reduces the visual prominence of the upper two levels. This is reinforced by the lighter colour to the uppermost levels.

I am satisfied with this approach to reinforcing the mid-rise condition.

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Respecting heritage value

The proposal **respects the value of on-site heritage** by establishing **clear distinction** between the heritage frontage and contemporary upper levels, to a reasonable extent, but with some challenges, as discussed below.

The proposal introduces an 'intermediate' design treatment at Level 1, with brickwork facades and prominent arched windows, setback 3m from the Bridge Road frontage and 0m at the Leigh Place frontage (so generally aligned with the retained heritage side wall).

This device tends to 'blur' the distinction between old (heritage) and new, because it uses a traditional material (brickwork) and traditional or referential architectural device (arches), and extends closer to the retained Bridge Road façade, than the preferred minimum setback of 6m from DDO21.

The brickwork and arches are seen to 'fill the gaps' above the single-storey heritage facades to each side of the central, double-storey façade.

I accept the use of exposed face brickwork (assuming that it is 'real' brickwork and not brick 'snaps' on precast concrete panels) because it references the local context, while being visually distinct from the retained facades, which appear to be painted and rendered brickwork.

However, I question the use of arched windows, which look traditional and make historical references, but are not relevant to the retained buildings.

Recommendation 01:

I recommend a different window design for the Level 1 brickwork element facing Bridge Road. While I support the use of brickwork in response to the character and to establish a solid base to the building, the new forms should be more visually distinct and separate from the heritage facades, in my view.

This could be achieved through a more contemporary, rectilinear and perhaps varied window positioning and design.

Prominent street wall

The proposal does maintain a **prominent street wall** along Bridge Road, with upper levels setback at least 6m and clearly distinct from the retained street frontage (except Level 1 as discussed above). The matter of the upper levels being visually recessive (a Design Objective in DDO21) is discussed further below.

The mid-section of the proposal is quite visually prominent, with dark-coloured façade panels and 'ribs', and a curved/faceted corner.

However, it meets the 6m preferred minimum setback, and is clearly contemporary in design, in contrast to the retained facades, so I accept this design aspect, with some recommended refinements as set out below.

As mentioned above, the brickwork façade element at Level 1, set back 3m behind the frontage, creates visual confusion around the definition of the retained street wall.

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Recommendation 02:

I have recommended that the Level 1 window design be modified, to more clearly reinforce the retained street wall condition.

I consider that an increased setback of up to 6m from the front boundary at Level 1 would more clearly distinguish the new upper levels from the heritage frontage, and avoid this visual confusion.

I recognise that Level 1 needs to extend up to the central retained 2-storey façade at Bridge Road, while remaining visually separate from the two single-storey retained frontages.

Therefore, a combination of increased setbacks and modified design expression will support a clearer reinforcement of the retained frontages.

As noted above, heritage is not my area of expertise, but I make these recommendations from an urban design / design quality perspective, which interface with the heritage relationships in this proposal.

Similarly, at the Leigh Place frontage, I consider that the new brickwork wall is appropriate in referencing the heritage character and providing a solid based to the building, again assuming real laid bricks rather than brick 'snaps'. I also note that the Level 1 brickwork facing Leigh Place is slightly set-in above the retained heritage wall, and I support this detail because it helps separate old and new.

However, the large arched openings tend to dominate or overwhelm the retained heritage wall which has much smaller openings. The large arched windows are also substantially covered with fixed screens.

Recommendation 03:

Provide different window openings at Level 1 to Leigh Place, to reinforce the heritage side wall, and avoid overwhelming it.

Street enclosure, solar access, built form interface

Bridge Road:

The 6m front setback, and greater setback to the uppermost levels, is appropriate to ensuring a relatively open streetscape profile, in the context of a mid-rise activity centre condition. The increased setback to the uppermost levels exceeds the DDO21 preferred minimum, which may be considered an 'offset' for the additional proposed height. This is discussed further below.

The shadow diagrams demonstrate that the proposal does not overshadow the southern footpath of Bridge Road at the equinox, in line with DDO21 requirements.

I consider the built form interface to be appropriate at Bridge Road, noting that it meets the 6m minimum upper level setback for Precinct 1 (except at Level 1, as noted above), with additional setback to the uppermost levels, which reduces the potential sense of enclosure in the streetscape, contributing to a reasonably 'open' streetscape profile.

Leigh Place:

I recognise that alongside the approved development across Leigh Place, which incorporates a shear 7-storey side wall interface to Leigh Place, this proposal could contribute to a 'canyon'

effect in this narrow lane. The subject proposal provides a 1.5m setback to Leigh Place above Level 1.

Having considered these conditions, I do not see a clear urban design reason to require an increased upper level setback to this lane, given that:

- The Epworth building to the north establishes a tall, robust interface to this lane;
- The approved development at 127 Bridge Road includes a shear side wall at the lane interface. While that is a narrower site, I do not consider site size to be an appropriate determinant of built form requirements necessarily;
- Leigh Place is not a recognised pedestrian route or high-amenity laneway – it is predominantly a rear access laneway for vehicles;
- The proposed sidewall (setback 1.5m) is set back 5.05m from the centreline of the laneway, which I consider to be acceptable. This achieves a 7.6m separation from the approved development across Leigh Place.

Therefore, I am satisfied with the built form profile to Leigh Place.

Corns Place:

For similar reasons as for Leigh Place, I consider that this rear lane can accommodate a quite robust built form, because the site is part of the MAC, and does not directly impact on residential amenity for the neighbouring building.

Impacts on residential properties

The flats building to the rear of the proposal is in the General Residential Zone (with 11m height limit). It is presumed to be strata-titled which makes redevelopment unlikely, but I am not certain of this. Being to the south of that building, the proposal will not cause any overshadowing impacts.

The proposal positions its rear frontage with windows approximately 8.4m away from three small windows in the Leigh Place frontage component of the neighbouring building, and over 15m from the main (south-facing) windows of that building. I consider this separation acceptable in the context and do not consider that it causes excessive overlooking or privacy impacts.

However, the built form relationship also warrants consideration. The proposal is 21.2m in height at its northern boundary, from which point it angles upwards towards the south as an angled roof at 45 degrees approximately. The neighbouring building appears to be approximately 9-10m in height.

I recognise the significant height difference at this interface across Corns Place, and that the proposal will form a substantial mass within the main outlook for the neighbouring building. However, the 21.2m height at the site's northern boundary generally accords with the preferred height limit under DDO21, and a lower height at the boundary would not significantly increase the outlook for the neighbouring building, if the overall height was retained.

Therefore I accept the proposed height and profile at the northern interface.

Summary

I therefore consider that the proposal generally achieves the Design Objectives of DDO21, but requires limited modification to more effectively address the heritage interface at Level 1, at the Bridge Road frontage in particular, as well as the Leigh Place frontage.

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3.3.3 Assessment against DDO21 Heritage Design Requirements

My assessment against these requirements is as follows, noting again that heritage is not my area of expertise. More detailed assessment of the visual implications is provided below:

- The upper level facades are relatively simple in their design, although the faceted corner form is quite elaborate, with a relatively 'heavy' appearance created by the 150mm deep vertical blades, solid horizontal bands and dark colouring. This middle-section component is relatively low in height, because of the increased setback to the two (2) uppermost levels. The visual implications are assessed below.
- The upper levels adopt strongly vertical proportions, and avoid extensive glazing with horizontal emphasis.
- The upper level façade incorporates reference to the grain of the Bridge Road streetscape through expressed vertical breaks aligned with the subdivision pattern in the streetscape.
- As discussed above, and noting my recommendations for the Level 1 treatment and setbacks, the upper levels are recessive, being set back at least 6m, but the visual implications of the setbacks and design treatment require further consideration, below.
- The primacy of the 3-dimensional heritage built form is partly affected by the brickwork walls and arched windows at Level 1, at both the Bridge Road and Leigh Place frontages. The visual presence of the set-back upper levels also affects this visual primacy, as discussed below.
- The proposal does incorporate relatively lightweight materials, to juxtapose with the heavier masonry of the heritage facades, although this also warrants further discussion.

In summary, I consider that the proposal generally meets the DDO21 Heritage Design Requirements, but that limited design refinement is required to enhance this response.

3.3.4 Are the upper levels adequately recessive visually?

Context

The key focus or intent of the DDO21 Heritage Design Requirements, supported by Clause 22.02, is that new development or interventions in the heritage fabric (which are likely to be much larger in scale) are adequately respectful, recessive and not dominant of the existing heritage fabric.

The renderings at drawings TP600 and TP601 provide 'eye level' views of the Bridge Road frontage, as well as TP603, TP604 and TP605 (lower levels only). I have utilised these views to inform my assessment.

The images below from Google StreetView demonstrate the visual implications of other recessed upper levels on the north side of Bridge Road, acknowledging that it is difficult and problematic to compare these visuals with the renderings in the application package. However, I have noted the approximate upper level setbacks of these buildings where possible.

I note that the subject site's two single-storey frontages make the upper level forms more visible, whereas the examples below all have 2-3 storey street walls.

Opinion

The proposed form has a strong visual presence in the Bridge Road streetscape, and the middle-section appears somewhat heavy and bulky above the retained low-scale heritage street walls.

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Attachment 4 - PLN20/0084-129-135 Bridge Road- External urban design advice (Advertised plans)

In my view, the design expression should be refined, with limited change to the upper level setbacks, to create a simpler, lighter, less obtrusive presentation.

The additional setback for the two (2) uppermost levels is effective and appropriate, given the building height, to mitigate the visual impact on the streetscape.

However, the middle-level form, coupled with the Level 1 masonry form, is quite visually prominent and overt in relation to the retained street wall, while recognising that this outcome is increased by the single-level frontage walls and corner siting, while most of Bridge Road has 2-storey frontages.

However, I consider that some design refinement to the middle-section of the proposal will create lighter, more recessive visual impression, to more effectively address the DDO21 Heritage Design Requirements, in support of the additional height above the preferred maximum.

I recognise that the proposal meets the minimum 6m setback requirement in DDO21 (except at Level 1), but note that it does not meet the additional (preferred) setback requirements based on view angles from across Bridge Road, and the relative height proportions of different setbacks in the upper levels. This is explained further below.



Figure 35: Render from TP600, indicating the visual relationship between the retained street wall and proposed upper level forms.



Figure 36: Render from TP601, indicating the visual relationship between the retained street wall and proposed upper level forms.

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Recommendation 04:

I recommend consideration of the following design refinements to create a visually lighter and more recessive presentation of the upper (middle-level) forms:

- Increase the Level 1 setback up to 6m, and modify the window design, to remove the arched expression;
- Reduce the visual strength of the middle section, through (for example):
  - Lighter colouring;
  - Reduced depth and/or increased spacing of vertical blades, especially close to the corner;
  - Reduction of the thick, dark-coloured banding at balustrade/parapet level.
- Consider an increased setback to the middle-section of the building.

I support the use of clear glass in this part of the building.

3.3.5 Assessment against DDO21 Precinct 1 Design Requirements:

The Precinct 1 requirements largely align with the Heritage Requirements addressed above, so I have not provided a full assessment here.

The requirement for consistency of upper level form is somewhat unclear, and seems to apply to setbacks above residences rather than shops (but the requirement clearly applies to Bridge Road). Some variation in front setbacks and overall form is to be expected in an activity centre context, and some of the recent developments outlined above were i9mplmeneted before the gazettal of DDO21. The proposed front setbacks of 6m (Levels 2-4) and 12m (Levels 5-6) are 'within range' of other recent developments nearby, so I consider this acceptable. Setbacks are discussed further below.

Further, the proposal does reflect the following key general aspects in terms of consistency with nearby developments:

- Significant front setback to Bridge Road of approximately 6-12m, consistent with buildings to the west;
- Overall height of approximately 7 storeys being consistent with nearby developments;
- Limited setback to Leigh Place being consistent with the approved development opposite and the Epworth building to the north.

3.3.6 Concluding assessment of building height

I consider the proposal adequately achieves the Design Objectives, Heritage Design Requirements and Precinct 1 Design Requirements, to support the additional height proposed above the preferred maximum height of 21 storeys, subject to relatively minor recommended design refinements as noted above, to support a more visually recessive, less prominent middle-section form and expression.

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3.4 Are the building setbacks appropriate?

As noted above, it is appropriate that the proposed development occupies the full extent of the site at Ground Level. I also accept the proposed 1.5m setback above Level 1 to the Leigh Place interface. The primary Bridge Road setback of 6m meets the mandatory minimum specified in DDO21, but the additional requirements in DDO21 warrant further assessment.

3.4.1 Assessment against DDO21 additional setback requirements

Visibility of upper levels

DDO21 also states that development on Bridge Road in Precinct 1 *must occupy no more than one quarter of the vertical angle defined by the whole building in the view from a sight line at a height of 1.7 metres above the footpath (on the opposite side of the street).*

This is addressed in Section A at TP300. This analysis shows that the retained 2-storey Bridge Road frontage occupies a 27-degree view angle, while the remainder occupies an additional 15-degree view angle. Therefore, the proposal does not comply with this requirement.

This diagram also shows that, based on the retained 2-storey frontage, the limitation of 9 degrees (being 'one quarter' relative to the 'three quarters' or 27 degrees) meets the 6m setback wall approximately half-way up Level 4 (the upper level of the proposed middle-section).

I note also that if the analysis was applied to one of the two single-level retained frontages, the requirement would be much more restrictive.

Setback / height proportions

An additional requirement is that all development *must adopt the same setback for at least 75% of the height of the proposed built form above the front street wall to avoid repetitive stepped form*.

From the RLs shown in Section A:

- The retained 2-storey form is 8.93m above ground level;
- The 6m setback form is 9.65m above that (to balustrade/parapet level);
- The 12m setback form is 5.9m above that (to Level 7 floor level, excluding roof terrace and lift overrun etc.).

Based on this, the 6m setback form is 62% of the combined height of the two main upper level forms. Therefore, the proposal does not meet the above requirement.

Matching adjoining setbacks

DDO21 also states that *development adjoining a heritage building must match the upper level setback of the adjoining heritage building*. I understand this provision to apply to new buildings positioned adjacent to a heritage building, so not directly applicable here, because the heritage buildings all have zero (0m) setbacks.

3.4.2 Discussion of setback provisions

I note that the view angle requirement potentially conflicts with the mandatory minimum 6m setback control, coupled with the mandatory 21m height control – or is a more stringent requirement that these mandatory controls. That is, it is possible that a proposal meets the 6m minimum, but not the additional visibility requirement.

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I am advised that these 'additional' requirements in the table on page 3 of DDO21 are discretionary rather than mandatory, but I recognise that as additional requirements, which are expressed as "must", they are considered important outcomes.

In effect, these requirements are seeking to ensure that upper level forms above and behind heritage frontages are appropriately recessive and not too prominent or visually dominant, without relying on excessively stepped forms.

As discussed above, I consider that the design of the upper levels at the Bridge Road frontage requires limited refinement to achieve a greater degree of visual recessiveness.

3.4.3 Evaluation of setbacks

Above, I have expressed the opinion that the upper level forms, particularly the Level 1 component and the glazed middle-section, are too visually prominent in relation to the retained heritage street wall.

I have recommended several potential design refinements, including consideration of increased setbacks to the middle-section form.

My assessment against the additional setback requirements above, shows that the proposal does not meet these (discretionary) requirements, but the built form massing is generally commensurate with other recent developments nearby on the north side of Bridge Road.

I consider the built form massing to be generally acceptable based on the above assessment, but reiterate the recommendations for a lighter, less prominent design expression to the frontage at Levels 3-4 in particular.

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3.5 Are the public realm interfaces / frontages appropriate?

The ground floor plan incorporates a large food and drink premises behind the retained glazed shopfronts and recessed entry doors, as well as an entry lobby.

I consider this an appropriate response to the activity centre/main street context, in providing for activity and activation, and passive surveillance/visual interaction opportunities.

The insertion of multiple new windows in the retained side wall to Leigh Place, coupled with large additional windows at Level 1 will support passive surveillance to that interface. Similarly, windows at Level 1 will provide passive surveillance opportunities to the north/Corns Place interface, although the fixed screens across the windows should be designed to permit visual connectivity with the public realm (noting my recommendation above to change the Level 1 arched windows).

3.6 Is the architectural expression appropriate?

I have commented in some depth, above, on the external design expression, in the context of the proposed development's streetscape presentation and visual relationship to the heritage street wall condition.

In general, I consider the architectural design expression to be competent and reasonably resolved.

However, the multiple different materials and treatments do increase the visual complexity of the proposal, which tends to work against a clear sense of design cohesion and integrity.

The combination of exposed face brickwork with large arched windows, vertical glazing with deep steel blades, and two different colourbond cladding types/colours, coupled with a range of forms including a curved front corner with subtle angles, and angled rear wall, with a range of window types, all above the retained heritage wall, create an overly complicated expression, in my view.

This approach tends to attract attention and visually dominate, as opposed to a more simple, consistent, refined and visually 'neutral' expression which is more appropriate in a heritage context.

My recommendation to remove the arched windows will contribute to a more simplified and cohesive expression.

I would prefer to see examples of colourbond cladding in similar buildings, as at this scale, there may be concerns about its longevity and integrity as a wall cladding material. That is, it is relatively unusual to my knowledge in this type of context and building type, and it may become damaged or dented over time. However, I am not sufficiently experienced or knowledgeable about cladding materials to comment further.

The east-facing interface, which will be relatively prominent from the Bridge Road streetscape, incorporates quite large expanses of blank walls on the east boundary at the upper levels, in particular the smooth, dark-coloured concrete wall to the middle-section levels facing Bridge Road.

I accept the application of ribbed concrete to the majority of the eastern boundary wall.

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Attachment 4 - PLN20/0084-129-135 Bridge Road- External urban design advice (Advertised plans)

Recommendation 05:

I recommend adding some articulation to this boundary wall in the dark-coloured middle-section levels, to add visual interest and integrate with the front façade.

I also suggest consideration of windows in the east-facing wall at Level 5, aligned with the windows at Level 6, while recognising that these would look onto mechanical plant (but still provide outlook to the east, and further façade articulation).

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Attachment 4 - PLN20/0084-129-135 Bridge Road- External urban design advice (Advertised plans)

4.0 Conclusion

The proposed development at 129-135 Bridge Road, Richmond is required to respond to a complex physical and strategic context. The imperative and strategic support for intensification and higher-scale development in this Major Activity Centre, is balanced with the requirements to protect and respond sensitively to the heritage streetscape.

In my view, this proposal generally meets the intent of DDO21, but would benefit from limited design revision to more effectively respond to its context, deliver a more cohesive and refined design, and achieve the Objectives and Requirements of DDO21.

I consider that the site can potentially accommodate the additional height proposed above the preferred maximum specified, and I recognise the level of design consideration that has been applied to this proposal. However, the relationship of the upper level forms to the street wall and Bridge Road streetscape requires further consideration and design refinement, to make the middle-section of the proposal more visually recessive and less prominent in the streetscapes, and to further reinforce the retained heritage fabric at the frontages.

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Attachment 5 - PLN20/0084-129-135 Bridge Road-External urban design advice (Section 57A amended plans)

Global South

Urban Design Review: concise commentary (revised plans)

Proposed Commercial Office Development, 129-135 Bridge Road, Richmond (Application no. PLN20/0084)

Prepared by Simon McPherson

12 March 2021

Attachment 5 - PLN20/0084-129-135 Bridge Road-External urban design advice (Section 57A amended plans)

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Attachment 5 - PLN20/0084-129-135 Bridge Road-External urban design advice (Section 57A amended plans)

1.0 Introduction

1.1 Process and involvement

In October 2020 I prepared a comprehensive Urban Design Review of the proposed development at 129-135 Bridge Road, Richmond, for Yarra City Council.

On 3 March 2021, Council asked me to review revised plans and provide brief comments relating to urban design outcomes.

In preparing the following commentary I have received from Council and reviewed the set of 'Without Prejudice' plans dated 15/02/2021, prepared by BG Architecture.

The following commentary should be read in conjunction with the previous, more comprehensive Review report.

1.2 Previous recommendations

In my previous review I made the following recommendations for design changes (in summary), to support a more effective response to the urban context and policy settings:

- Changed window design for Level 1 brickwork element facing Bridge Road, to remove the arched expression;
- Increased setback at Level 1 (up to 6m);
- Changed window design to Level 1 at Leigh Place frontage;
- Visually lighter and more recessive presentation of the upper (middle-level) forms, through (for example):
  - Lighter colouring;
  - Reduced depth and/or increased spacing of vertical blades, especially close to the corner;
  - Reduction of the thick, dark-coloured banding at balustrade/parapet level;
  - Increased setback to the middle-section of the building.
- Added articulation to the east-facing boundary wall in the dark-coloured middle section levels;
- Additional windows in the east-facing wall at Level 5, aligned with the windows at Level 6;
- Potential alternative cladding material to Colourbond at upper levels.

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2.0 Urban Design review of the current plans

The following design modifications have been made to the proposed development since my previous review (based on my reading of the current plans, relative to previously reviewed plans):

Previous recommendations:	Design changes made (with comments):
1. Changed window design for Level 1 brickwork element facing Bridge Road, to remove the arched expression.	Frontage windows at Level 1 are now rectangular and simpler in design, making them less visually prominent, which is appropriate. *Response:* **Supported**
2. Increased setback at Level 1 (up to 6m).	Level 1 setbacks increased from 3.1m to 5.3m approx., (except in middle bay behind 2-storey heritage street wall, which is appropriate) *Response:* **Supported**
3. Changed window design to Level 1 at Leigh Place frontage.	Windows to Leigh Place are now rectilinear, in vertical bands, creating a more contemporary expression and less visual dominance, in relation to the retained heritage façade and its small window openings. *Response:* **Supported**
4. Visually lighter and more recessive presentation of the upper (middle-level) forms, through: ○ Lighter colouring; ○ Reduced depth and/or increased spacing of vertical blades, especially close to the corner; ○ Reduction of the thick, dark-coloured banding at balustrade/parapet level; ○ Increased setback to the middle-section of the building.	The middle-section façade material has been changed to a lighter colour/tone. The vertical ribs in this façade component have been removed, with just vertical mullions in place now, and increased width of frontage glazing panels. The balustrade/parapet banding has been retained, but in the lighter colour. The setback of this middle section has been increased from 6m to 8m, creating a significantly more recessive upper level form, with reduced visibility and prominence in the Bridge Road streetscape. *Response:* **Supported**
5. Added articulation to the east-facing boundary wall in the dark-coloured middle-section levels.	The façade element has been changed from smooth painted concrete panels (charcoal), to metal cladding in bronze finish, with an expressed grid of rectangular panels. *Response:* **Supported**

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6. Additional windows in the east-facing wall at Level 5, aligned with the windows at Level 6.	Recommendation not implemented, bit recognising this is a relatively minor matter. *Response:* **Accepted**
7. Potential alternative cladding material to Colourbond at upper levels.	Cladding to Levels 5 and 6 changed from MC2: TrimDeck Colorbond to MC4: Metal Cladding (Interlocking cassette panel with matte finish). The reference image on drawing TP500 shows this cladding has a smooth finish with expressed joints between panels, and looks appropriately robust and refined. *Response:* **Supported**

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3.0 Conclusion

Based on the above brief assessment, I conclude that the proposal effectively addresses the range of urban design recommendations made previously, and it is my opinion that the proposal now reflects an appropriate and supportable urban design outcome, in its response to the urban context, and to the parameters of DDO21.

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Attachment 6 - PLN20/0084-129-135 Bridge Road Richmond-Heritage advice (Advertised plans)

City of Yarra

Heritage Advice

Application No.: PLN20.0084

Address of Property: 129, 131 and 133 - 135 Bridge Road, Richmond

Planner: Laura Condon

Yarra Planning Scheme References: Clauses 43.01, 21.05, 22.02 and DDO21

I note that the requirements of the schedule to DDO21 cease to have effect after 30 June 2021.

Heritage Overlay No. HO310 **Precinct**: Bridge Road, Richmond.

Level of significance

Nos. 129 Bridge Road, Richmond is a single storey shop and residence, constructed 1900 - 1915, and which is listed as being "Contributory".

No. 131 Bridge Road, Richmond is not listed in Appendix 8.

No. 133 Bridge Road, Richmond is a double storey shop and residence, constructed 1890 - 1910, and which is listed as being "Contributory".

No. 135 Bridge Road, Richmond is a single storey shop and residence, constructed 1870 - 1910, and which is listed as being "Contributory".

(Appendix 8, *City of Yarra Review of Heritage Overlay Areas 2007, Rev. May. 2018*)

The salient points of the Statement of Significance are:

> As a main thoroughfare from Melbourne to the eastern suburbs by the mid 1850s, retail and service trades concentrated at the west end of Bridge Road
>
> **Main development era**
>
> Bridge Road Heritage Overlay Area, Richmond is a predominantly 19th and early 20th century commercial strip.
>
> ***Why is it significant***
>
> As one Richmond's principle thoroughfares that leads to the first bridge to connect Richmond to Hawthorn, retaining many Victorian-era shops;
>
> As an important commercial precinct in Richmond, particularly expressive of the 19th and early 20th centuries and incorporating Richmond's civic hub;
>
> For the architectural continuity and high integrity of upper level façades to their construction date;
>
> For the good and distinctive examples of Victorian and Edwardian-era architectural styles and ornamentation as evocative of the street's premier role in Richmond

For the architecturally significant examples of shop buildings from the 1920s and 1930s that relate well to the dominant Victorian-era and Edwardian-era scale and character;

For the contribution of individually significant or well preserved buildings that express a range of key development periods in the street and the City.

Proposal

It is proposed to demolish everything from 3 metres back from behind the Bridge Road façades, noting that a basement (Lower ground floor) under No. 129 Bridge Road will come up to the property line. Part of the west elevation along Leigh Place will be retained. It is then proposed to construct 8 levels, including a roof terrace at Level 7 and an Upper ground floor.

Drawing Numbers

A set of architectural drawings marked 13/05/20 Council's RFIs, prepared BG Architecture, as per Council's website.

Heritage Impact Statement prepared by Michael Taylor Architecture & Heritage, dated 28 May 2020 and with no Council date stamp.



Figure 1: *Nos. 129, 131 and 133 - 135 Bridge Road, Richmond. Note that the length of the upper level windows of No. 131 Bridge Road vary.*

Attachment 6 - PLN20/0084-129-135 Bridge Road Richmond-Heritage advice (Advertised plans)



Figure 2: The rear of the site.



Figure 3: The rear of the site.

Attachment 6 - PLN20/0084-129-135 Bridge Road Richmond-Heritage advice (Advertised plans)



Figure 4: The Leigh Place (west) elevation.

Context Description

The site is located on the north side of Bridge Road, on the corner of Leigh Place and effectively is on top of the hill. This part of Bridge Road contained within the Heritage Overlay has been subject to recent development on the north side where development has been able to take advantage of the slope down the hill towards the north and in some cases, such as The Ark, extend northwards beyond the boundary of the heritage precinct.

In Bridge Road west of Church Street on the north side, upper level development has overwhelmingly achieved a setback of approximately 13 – 15 metres at the upper levels and there have been VCAT Decisions which supported this. In addressing height in combination with setbacks behind heritage buildings fronting Bridge Road, the principle of what is acceptable is set out well in relation to 203-207 Bridge Road (207 Bridge Road Pty Ltd v Yarra CC [2013] VCAT 1901 (11 November 2013). The Tribunal noted the fine-grain frontage to Bridge Road, a layer of 6-7 storeys at a mid level setback of 13-15 metres and then taller elements with setbacks in excess of 40 metres on sites which are wide and deep and which also slope down the hill to the north. Some of these northern areas are outside the Heritage Overlay. The result is that in the narrower part of Bridge Road these levels have been held back so as to retain the heritage buildings, sometimes *in toto,* and their primacy along the street frontage, and also to hold them back from the principal viewline along Bridge Road i.e. they effectively form a layer further back.
Setbacks at the upper levels nearby in Bridge Road are:

Epworth	Level 4: 12 metres, Levels 5 – 8: approximately 18 metres.
111 – 115 Bridge Road	Levels 3 -5: 8 metres, Level 6: 10 metres.
123 – 125 Bridge Road	Levels 2 - 6: 12+ metres
127 Bridge Road	7 storeys: 11+metres
153 Bridge Road	Levels 4 – 7: 13 -14 metres, Level 8: 21+ metres, Levels 9 -11: 27 + metres.
183 – 189 Bridge Road	9 storeys: 14+ metres

243 – 247 Bridge Road (The Ark) Levels 4 – 5: 14 metres, Level 6: 19+ metres, Levels 7 – 9 approximately 42 metres (part of this site is outside the Heritage Overlay)

In summary, setbacks and heights are critical in this portion of Bridge Road so as to retain its heritage significance. Setbacks which have been achieved on similar sites in Bridge Road and which contain Individually significant buildings, are behind the heritage buildings which have been retained to the extent of original significant fabric including internal plan forms and fabric. Heights of new development in the Heritage Overlay is around 23 metres, noting that 18.7 - 19.6 metres is proposed here.

This is in stark contrast to the subject site where a 6 metre setback is proposed for some levels.

The note on TP002 "Generous setback of tower from Bridge Road minimising visual bulk & continuing the progressive vernacular of Bridge Road" does not accord with my observations, rather it highlights that the proposal is out – of - keeping with its context.

The boundary of HO310, the Bridge Road Precinct runs along the rear site boundary.

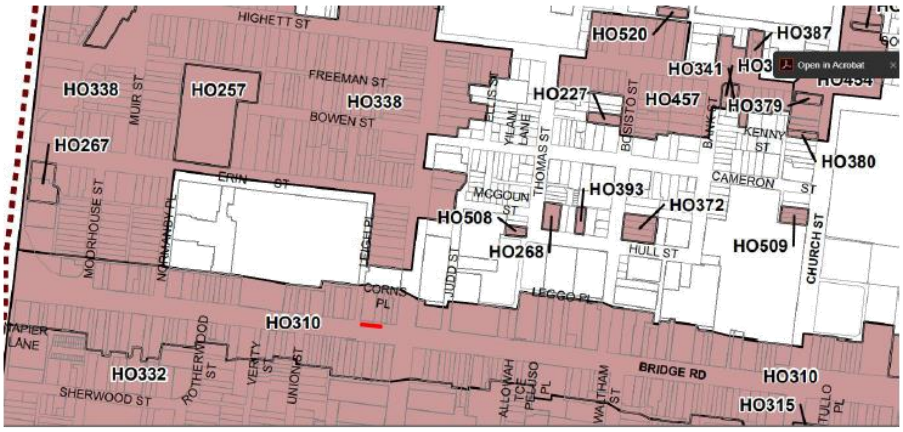


Figure 5 The Heritage Overlay map.

Assessment of Proposed Works

Demolition

It is proposed to demolish Nos. 129, 131 and 133 - 135 Bridge Road from 3 metres back from the property line and to retain part of the main roof of No. 129 Bridge Road and to retain part of the wall to Leigh Place.

There is a note on TP004 viz.: "Protect & preserve section of existing roof & brick walls". For a Contributory building, *inter alia* "the main building form including roof form is [to be] maintained".

There is a note on TP0004 to "Demolish rear portion on No. 135 Bridge Rd" and is drawn as such. However, on TP001 there is a note to the contrary *viz*: "Demolish 135 Bridge Road". I

note that the HIS claims that "Given that evidence has become available which demonstrates that the building does not possess the level of significance originally attributed to it in the incorporated document , any level of demolition of the site is considered appropriate". (p. 8) The HIS cites, "Yarra City council files [presumably the Building Department cards] indicate that the property has undergone significant modifications" to support this claim. (p. 6). These works include the following: 1968: shop front removed and replaced; demolition of internal walls and installation of new floor boards internally [there are no internal controls]; 1990: replacement of shop front, timber flooring, ceiling [there are no internal controls and non-original shopfronts can be replaced without adversely affecting the heritage values of a place] and roof [a typical conservation action if in need of repair/replacement]. Only retained internal brick walls and architraves and doors; 2001: new shop front [with a reproduction style shopfront which is an appropriate heritage action], and hoardings". As is evident above, these works are either appropriate conservation works or are not subject to any permit requirement. The masonry fabric has been retained. In the light of the above analysis the statement that "This evidence reveals that much of the existing building fabric is new" is not correct and certainly does not render "135 Bridge Road of little tangible heritage significance and its contributory significance status potentially unsuitable". The building is "Contributory".

While it appears that there is little fabric at the rear which has intrinsic heritage value, the amount of demolition is insufficient to enable the existing buildings to continue to read as three-dimensional buildings. This will be exacerbated by the overwhelming nature and unrelated design of the upper levels (TP-000, TP002) added to which the setbacks which have been consistently achieved in this part of Bridge Road will not be achieved on this site. The result will be an intrusive and dominant element in the streetscape on a corner site. I note that a deeper setback has been achieved on the opposite corner of Leigh Place and Bridge Road.

The Epworth Hospital cannot be taken as a precedent to justify a proposal on this site which is unacceptable and out – of - context.

I provided advice in relation to No. 127 Bridge Road (PLN 17.0158) i.e. on the north-west corner of Bridge Road and Leigh Place. The proposed building was designed by BG Architecture. With regard to setbacks and height the salient points of my advice were *viz*.:

> The overall height is proposed to be 23 metres compared with 23.52 metres on the abutting site... In this part of Bridge Road this height is not necessarily unacceptable of itself, nevertheless the higher portion (Levels 3-6) will be another highly visible and intrusive element on the skyline above the lower rise shops fronting the street.
>
> The setback of Levels 3-6 is in the order of 12 metres, similarly to the abutting site, ... [but] , in this case given the existing permit for this setback on the abutting site, an increased setback at No. 127 Bridge Road would create an awkward juxtaposition and for this reason only is an acceptable setback.
>
> However, what might be achieved by the 12 metres setback is undermined by the prosed unit (Apt. 2.02) to be constructed 2.63 metres behind the parapet and with the front setback being completely occupied by a terrace. ... This setback does nothing to "Minimise the visibility of new additions" and is unacceptable.
>
> It is not respectful of the heritage place by having an inadequate setback and resulting in removal of the main roof which is also not respectful of the host building. Again it will reduce a 3-dimensional corner building into an obvious façade.

I have similar concerns about this proposal.

Proposed works

Built form (height/setbacks)

Setbacks

According to DDO21, in Precinct 1 the maximum setback is 6 metres. This part of the DDO is one part of the matrix for an assessment of this proposal. (Refer to the Recommendations/Comments at the end of this advice).

There are zero setbacks at the Ground floor which is appropriate.

At Level 1 there is also a zero setback in the centre but with "rebates" 3.0 and 3.1 (partly illegible) metres at either end of the façade. It is not clear what these "rebates are" – part of the retained roof form? (These are continuous (east-west) at the levels above.) At the west end there is also a small terrace behind the "rebate" and a void at the east end. Of themselves they appear to be acceptable because it is unlikely that they will be visible from Bridge Road. However they are within the 6 metre setback of DDO 21 added to which the terrace will occupy an area presently occupied by part of the main roof form. The 3 metre setback needs to be reviewed as discussed elsewhere.

At Level 2 the setback is also 3 metres to a planter which is 985 mm or 1.185 metres (illegible) deep to the back. Behind the planter there is another setback (terrace) of 2.620 metres, making the total setback 6.925 metres deep to the facade. This is neither acceptable nor appropriate and is not in accord with the established setbacks of 11 – 15 metres in this part of Bridge Road. At this level also there is a 2 metre high porous wind protection screen but given the setback and location it is unlikely to contribute to visual bulk.

From Level 2 upwards there is a setback on the west side of 2.22 metres.

At Level 3 the setback to the ribbed/finned façade wall is 6 metres

Level 4 is the same as Level 2 i.e. a setback of 6 metres to the ribbed/finned façade wall.

The effect of the proposed 6 metres setback as compared with adjacent sites is clearly evident on TP000. At Levels 2, 3 and 4 the setback should be increased to at least 12 metres as per Levels 5 and 6.

At Level 5 the setback to the ribbed/finned façade wall is increased to 12 metres which is acceptable.

However, at a setback of 6 metres a clear glazed wind protection screen 2 metres high will be located on the perimeter. (Noted on TP05) It will increase the visual height and visually reduce the setback at this level. Any contribution to the setback as a consequence of the terrace, which is not necessarily unacceptable of itself it, will be somewhat negated by the screen and which will reinforce the façadism approach taken to the retained façades below.

In terms of setbacks Level 6 appears to be the same as Level 5 (12 metres.

Level 7 is mostly occupied by a centrally located terrace which appears to be set back approximately 13.375 metres. However there is proposed to be a 1.5 metre high impermeable screen around the perimeter of the terrace for wind protection. (Noted on TP107) It is likely to be minimally visible.

The setbacks are inadequate in this context.

Height

According to DDO21, in Precinct 1 the maximum building height is 21 metres.

The height to the top of the podium (Level 2) is 10.545 metres which is acceptable.

The height to the top of Level 6 (parapet) is 18.7 metres plus another 900 mm to the top of the wind protection screen making 19.6 metres overall. The parapet curves but at the western side it is 19.1 metres. Given the inadequate setbacks this height is also unacceptable.

What is proposed is a poor heritage outcome. Principally due to inadequate setbacks but also incongruous design, the proposal will not preserve the scale and pattern of the Bridge Road streetscape. (Cl. 22.02-4) Furthermore, the proposal is not respectful of the "pattern, rhythm, orientation to the street, spatial characteristics … and heritage character" of the Bridge Road streetscape. The new building will not be visually recessive rather it will dominate the heritage place and the part of the Bridge Road streetscape in which it is located. Any consideration of the architectural integrity and context of the heritage place has not addressed the salient heritage issues appropriately. (Cl. 22.02-5.7.1)

DDO21 also addresses similar issues *viz.*: "Upper level development on land within a heritage overlay must (above street wall height) 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".

Façade design and Colours/materials

The façade has been designed as three separate elements presumably as a response to each of the three retained façades, however, the ribbed/finned corner element, the curved corner as compared with typical rightangled corners, the detailing and the colours and materials palette are unrelated to the retained facades and each element is unrelated to each other e.g. brickwork, metal-framed screen, arched openings etc. Further, the dark metal (ribs/fins and MC! (Standing Seam Colorbond Cladding – Monument) at the upper levels will exacerbate an already top-heavy design and will be an intrusive element in the streetscape, moreover on a corner site.

Where the retained façades in the Bridge Road streetscape are plain and quiet and generally smooth to the extent of the façade walls, noting that some decorated elements such as architraves and parapets, the proposed upper levels (Levels 3, 4, 5 and 6) of the corner element particularly, are busy and out – of – keeping with the heritage buildings and will draw unwanted attention. The design of the corner element (to Bridge Road and Leigh Place) in particular also reinforces that only the façades have been retained. (TP000)

As drawn (TP203) the brickwork to Bridge Road appears to be mismatching or recycled and clarification is required as to the exact final appearance. Face brickwork on the Bridge Road façades should be of a uniform colour with minimal visible pointing. In any event brickwork as shown on TP200, TP201, TP202 and TP203 is incongruous in this context.

It is proposed also to include arched openings in the façade brickwork which as stated above are incongruous in this context. The fact that there are few arched openings in Bridge Road, most windows being vertically-oriented rectangular windows, has been debated at VCAT, and arched

openings have been deleted on other proposals. The arches should be replaced with vertically-oriented rectangular openings. The same applies to the Leigh Place (west) elevation. Corns Place is effectively a rear lane with a limited outlook and with contemporary development abutting it so there is little concern with arches on the north elevation.



Figure 6 *Montage (TP500). Note the incongruous assemblage of design elements and the dominance of the composition in the heritage streetscape.*



Figure 7 *Montage (TP500). Apart from arches and an incongruous design, the west elevation emphasises the visual bulk and dominance of the upper levels.*



Figure 8 *Montage (TP600). Note the visual dominance of the proposed building and the adverse effect on the heritage streetscape which has been overwhelmed by the proposed upper levels.*



Figure 9 *Montage (TP601). Note the visual dominance of the proposed building and the adverse effect on the heritage streetscape which has been overwhelmed by the proposed upper levels.*

The projecting window hoods along Leigh Place are also distracting and busy elements. Also the Trimdeck Colorbond Cladding (MC2), regardless of colour (Surfmist) is alien to the overwhelmingly masonry nature of the streetscapes and the heritage precinct. This needs to be reviewed.

I note that the façade of No. 133 Bridge Road (the central building) has two windows either end of the upper level which are the same size whereas the central window has a lower sill. (TP001) The façade is shown as having all windows the same length but there are no notes (TP202, TP203) which set out exactly what is proposed and why. This needs clarification.

I note that the Precinct design requirements for Precinct 1 (Bridge Road West) include: Development must: retain the visual prominence of heritage buildings in the streetscape and the significant 'High Street' streetscape in the vista along Bridge Road; retain the visual prominence of the return facades of corner buildings; maintain and reinforce the prominence of the street wall character of Bridge Road and Church Street; maintain a sense of openness along Bridge Road and Church Street.

Shopfronts

They appear acceptable and include stallboards.

Fire Booster Cupboard

Located towards the north end of the site in Leigh Place. Acceptable.

Plaques

The following plaques have been affixed to the shop façades as part of an interpretation programme for Bridge Road. If removed temporarily they must be reinstated.

No. 129 Bridge Road: A plaque on the front of the building reads "George Marchant, tinsmith, operated from this site from 1857"

No. 133 Bridge Road: The plaque on the front of the building reads "Thomas Cowlishaw, ironmonger, was operating from this site by 1857".

No. 135 bridge Road. The plaque on the front reads "Joseph Garside, tobacconist, occupied this site in 1894".

There is also an interpretative sign to Leigh Place which refers to the laying of the tram route. If removed temporarily it must be reinstated

Recommendation / Comments:

Not approved.

The policy context in which to assess this application is Clauses 21.05, 22.02, 43.01 and DDO21.

The relevant Objective and Strategies at Clause 21.05 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.]

The relevant Objectives at Clause 22.02-4 are:

> To conserve Yarra's natural and cultural heritage.
>
> To conserve the historic fabric and maintain the integrity of places of cultural heritage significance.
>
> To retain significant view lines to, and vistas of, heritage places.
>
> To preserve the scale and pattern of streetscapes in heritage places.
>
> To ensure the adaptation of heritage places is consistent with the principles of good conservation practice.
>
> To ensure that additions and new works to a heritage place respect the significance of the place.
>
> To encourage the retention of 'individually significant' and 'contributory' heritage places. [Emphasis added.]

In relation to new Development (Clause 22.02-5.7.1) the relevant policy is to:

> **General**
>
> Encourage the design of new development and alterations and additions to a heritage place or a contributory element to a heritage place to:
>
> - Respect the pattern, rhythm, orientation to the street, spatial characteristics, fenestration, roof form, materials and heritage character of the surrounding historic streetscape.
> - Be articulated and massed to correspond with the prevailing building form of the heritage place or contributory elements to the heritage place.

- Be visually recessive and not dominate the heritage place.
- Consider the architectural integrity and context of the heritage place or contributory element. [Emphasis added.]

Clause 22.02-5.7.2 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. [Emphasis added.]

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.]

The relevant decision Guidelines at Clause 43.01-8 are:

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.

The relevant Objectives of DDO 21 are:

- To support a mid rise scale built from character with lower built form at the interfaces with streets and the adjoining low rise residential areas.
- To ensure that new development respects the values of heritage buildings and maintains the prominence of the heritage streetscape, heritage buildings and landmark buildings in the streetscape.
- To maintain a prominent street wall character along Bridge Road with new development at upper levels setback, visually recessive and clearly distinct. [Emphasis added.]

In summary all of the above policies seek to preserve the heritage streetscape and its visual and spatial qualities, seek to ensure that new visible elements are visually recessive and will not dominate the heritage streetscape, require respect for the heritage context/streetscape and its scale, pattern views and vistas.

While complying with the setbacks for Precinct 1 set out in DDO21, as a three-dimensional object and with various elements in its composition, it is self-evident that it does not meet the design objectives of DDO21 and nor does it accord with the Heritage Policy(ies).

The principal issue with this proposal is the inadequate setbacks to Bridge Road which are approximately half the depth of what exists together with visual bulk and height. As a consequence, the proposed building will be a dominating element, will be visually intrusive and out-of-keeping with its immediate context. The setbacks for the highest levels should be approximately 13 – 15 metres from Bridge Road. Noting that "While it appears that there is

Attachment 6 - PLN20/0084-129-135 Bridge Road Richmond-Heritage advice (Advertised plans)

little fabric at the rear which has intrinsic heritage value" a more acceptable approach with regard to the streetscape might be to have a stepped approach e.g. street wall, low rise middle section in accord with setbacks/heights on nearby buildings as set out above and as per VCAT, and a higher rear element at a setback commensurate with what has been achieved in this part of Bridge Road i.e. approximately 13 – 15 metres. There are no heritage concerns regarding the interface at Corns Place. With regard to a stepped approach there still needs to be consideration of the retained buildings reading 3-dimensionally and not just as façades.

The next issue is that the proposed building is bulky and top heavy and out of proportion with the retained façades, principally because of inadequate setbacks, which will also read as façades rather than three dimensional buildings. The top heavy nature and visual bulk of the proposed building will also be emphasised further by the east and west elevations.

In addition, the elevations are busy and unrelated to each other and to the heritage streetscape. There is an incongruous mixture of elements, colours and materials, brickwork, arches, projecting window hoods etc. Like the Bridge Road façade the design needs to be simplified and made more uniform, or at the very least it needs to be co-ordinated rather than being disparate.

Clarify the conflicting notes re demolition in relation to No. 135 Bridge Road.

Clarify what the rebates at Level 1 are.

Clarify the exact final appearance of any face brickwork including brick colour and texture and pointing colour. Preferably delete the brickwork.

Delete all arches and replace the arched openings in the external walls, particularly the south elevation, with vertically-oriented rectangular openings.

Clarify why the façade of No. 133 Bridge Road (the central building) is to be changed to have all of the windows the same size.

All plaques and interpretative signage are to be reinstated if removed.

Signed:



Robyn Riddett
Director – Anthemion Consultancies
Date: 3 November, 2020.

Attachment 6 - PLN20/0084-129-135 Bridge Road Richmond-Heritage advice (Advertised plans)



Figure 10 The plaque on the front of No. 133 Bridge Road.



Figure 11 The plaque on the front of No. 133 Bridge Road.



Figure 12 *The plaque on the front of No. 135 Bridge Road.*



Figure 13 *The interpretative sign on the west elevation of No. 129 Bridge Road is part of a series of interpretative signs along Bridge Road.*

Attachment 7 - PLN20/0084-129-135 Bridge Road,Richmond-Heritage comments (without prejudice plans)

City of Yarra

Heritage Advice – Without Prejudice Plans

Application No.: PLN20.0084

Address of Property: 129, 131 and 133 - 135 Bridge Road, Richmond

Planner: Laura Condon

I provided heritage advice on 3 November, 2020 in relation to a set of architectural drawings marked 13/05/20 Council's RFIs, prepared BG Architecture. I also provided heritage advice on 3 November, 2020. This advice (27 November, 20202) addresses drawings and 3D views labelled Without Prejudice.

As the three sets of advice are intended to be read in conjunction, not all of the information contained in earlier advice is repeated here, rather this advice focusses on changes made and shown on the Without Prejudice drawings.

Yarra Planning Scheme References: Clauses 43.01, 21.05, 22.02 and DDO21

I note that the requirements of the schedule to DDO21 cease to have effect after 30 June 2021.

Heritage Overlay No. HO310 **Precinct**: Bridge Road, Richmond.

Level of significance

Nos. 129 Bridge Road, Richmond is a single storey shop and residence, constructed 1900 - 1915, and which is listed as being "Contributory".

No. 131 Bridge Road, Richmond is not listed in Appendix 8.

No. 133 Bridge Road, Richmond is a double storey shop and residence, constructed 1890 - 1910, and which is listed as being "Contributory".

No. 135 Bridge Road, Richmond is a single storey shop and residence, constructed 1870 - 1910, and which is listed as being "Contributory".

(Appendix 8, *City of Yarra Review of Heritage Overlay Areas 2007, Rev. May. 2018*)

Proposal

It is proposed to demolish everything from 3 metres back from behind the Bridge Road façades, noting that a basement (Lower ground floor) under No. 129 Bridge Road will come up to the property line. Part of the west elevation along Leigh Place will be retained. It is then proposed to construct 8 levels, including a roof terrace at Level 7 and an Upper ground floor.

Drawing Numbers

A set of architectural drawing and 3D montages marked Without Prejudice, prepared BG Architecture.

Attachment 7 - PLN20/0084-129-135 Bridge Road,Richmond-Heritage comments (without prejudice plans)



Figure 1: *Nos. 129, 131 and 133 - 135 Bridge Road, Richmond as it exists.*



Figure 2: *The nearest comparative 3D view of the proposal. The dominance of the "tower" in the streetscape is self-evident.*

Attachment 7 - PLN20/0084-129-135 Bridge Road,Richmond-Heritage comments (without prejudice plans)

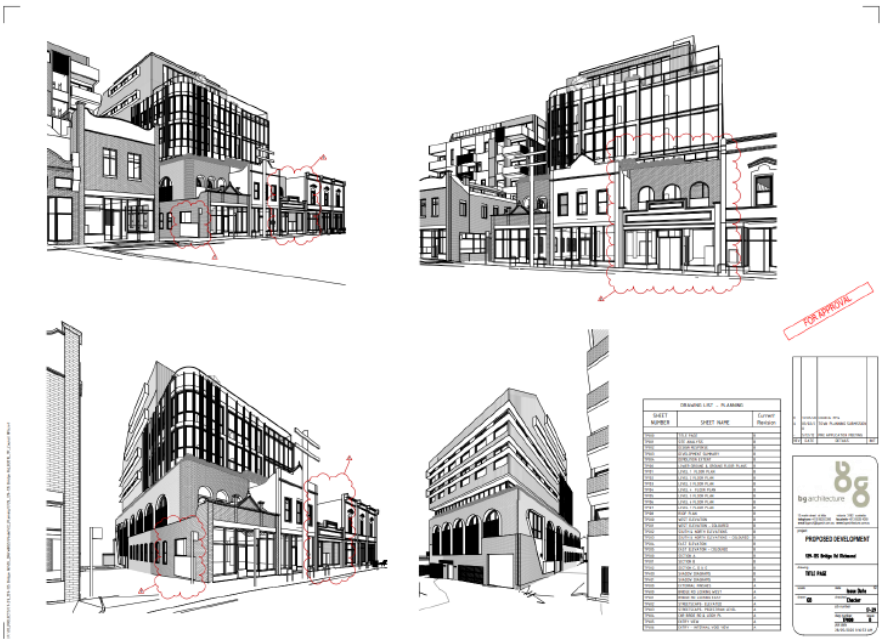


Figure 3: Elevations (TP000) in the "For approval" plans.

Attachment 7 - PLN20/0084-129-135 Bridge Road,Richmond-Heritage comments (without prejudice plans)

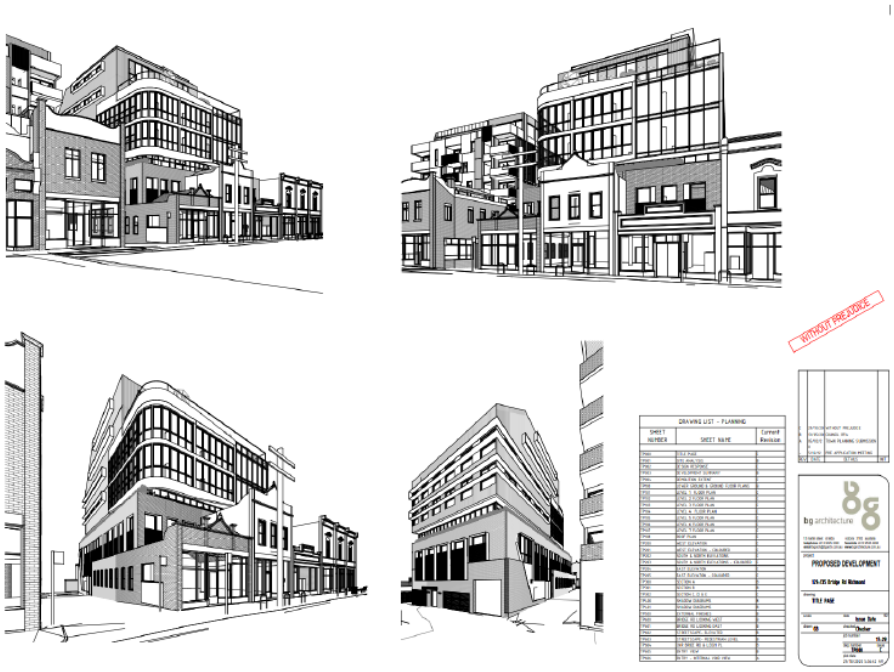


Figure 4: *Elevations (TP000) in the "Without Prejudice" plans. The upper levels will be dominant elements in the streetscape principally due to inadequate setbacks.*

Assessment of Proposed Works

Proposed works

Built form (height/setbacks)

Visual Bulk

It is self-evident from the 3D montage and the elevations that the proposal will result in a dominant element in the streetscape and at a setback which is considerably less than those achieved in this part of Bridge Road. As such it will set an inappropriate precedent.

Brick Wall/Arcade

On TP101 of the "For Approval" plans there is a terrace behind the west rebate which enables only 3 metres of the roof, outside the new built form, to be retained. Behind it is a terrace under/enclosed in an arcade. The setback to the corresponding arcade on the east side is effectively the same and thus the arcade brick wall is in the same plane. On TP101 of the "Without Prejudice Plans" the terrace on the west side has been deleted leaving the "arcade" at a setback of 5.2 metres behind the exposed roof. However, on the east side the setback of the "arcade" remains as previously with the result that the "brick arcades" are not in the same plane thus losing the original symmetry. This is likely to be discordant moreover given the inadequate setbacks in the first place. There is no obvious reason for this change and a standard sightline should be drawn so as to be able to see what might be visible above the retained facades and what the effect will be.

Attachment 7 - PLN20/0084-129-135 Bridge Road,Richmond-Heritage comments (without prejudice plans)



Figure 5: *Elevations (TP601) in the "Without Prejudice" plans. The effects of the lack of an adequate setback and the resultant visual dominance and bulk are self-evident. Note the difference in setback between the development site and Nos. 123 – 125 Bridge Road where the setback is 12+ metres. In this view the west side elevation forms part of the viewscape which is atypical in this part of Bridge Road and which adds to the visual bulk and dominance of the upper levels. A deeper setback would alleviate this to an extent.*

Façade design and Colours/materials



Figure 6 *Montage (TP500) (Drawing marked 13/05/20 Council's RFIs). My previous comment was that the external treatment was an incongruous assemblage of design elements which exacerbated the dominance of the composition in the heritage streetscape.*

Attachment 7 - PLN20/0084-129-135 Bridge Road,Richmond-Heritage comments (without prejudice plans)



Figure 7 Montage (TP602) in the "Without Prejudice" plans. .

My specific comments in relation to the façade treatment are:

RFI Plans	**Without Prejudice Plans**
Façade designed as three separate elements	Acceptable
Ribbed/finned corner element.	Deleted. Now more smooth and somewhat less visually aggressive.
Curved corner as compared with typical rightangled corners.	Still curved and out-of-keeping. Needs to be rightangled.
Detailing and colours and materials palette unrelated to the retained facades and each element is unrelated to each other.	Now more integrated but there are still shortcomings.
Dark colours against the skyline will exacerbate an already top-heavy design and will be an intrusive element in the streetscape.	Now more bronze but shiny unlike the rendered façades or new brick façade elements and is out-of-keeping. While a minor improvement in terms of colour it needs to be more matte.
Brickwork.	Still appears to be mismatching or recycled.
Metal-framed screen	There is a recent one at Nos. 123 - 125 Bridge Road which is out-of-keeping.
Arched opening (arcade) incongruous in this context.	Now vertically-oriented openings. A minor improvement but still out-of-keeping. Need to be more subtle and make the rhythm and proportion more in-keeping with that which exists in Bridge Road. As proposed they compete with the central retained façade.

Attachment 7 - PLN20/0084-129-135 Bridge Road,Richmond-Heritage comments (without prejudice plans)

	Black window framing could be lightened including along Leigh Place.
Projecting window hoods along Leigh Place are distracting and busy elements.	Horizontal window hoods retained but now more akin to the wall colour.

Recommendation / Comments:

Not approved.

My previous comments still stand. The proposed setbacks from Bridge Road is inadequate, is not commensurate with what has been achieved in this part of Bridge Road and does not accord with the Heritage Policies which need to be considered in addition to DDO21. DFO21 is not the sole determinant.

While there have been some improvements, in the overall scheme they are minor and the fundamental issue remains the inadequate setback. With an increased setback commensurate with those on sites in the immediate streetscape, some of the issues discussed above might be less of a concern, or can be rectified more straightforwardly, as with the depth of an increased setback and consequent perspective, any visual strength/impression of particular elements might be lessened or can be changed satisfactorily.

Clarify the reasoning behind different setbacks of the brick arcade walls. Provide a standard sightline diagram so as to be able to see what might be visible above the retained facades and what the effect will be.

Signed:



Robyn Riddett
Director – Anthemion Consultancies
Date: 23 November, 2020.

Attachment 8 - PLN20/0084-129-135 Bridge Road-Strategic Planning comments

11/04/2021

PLANNING APPLICATION REFERRAL TO STRATEGIC PLANNING

PLN20/0084 – 129-135 Bridge Road, Richmond VIC 3121

The comments in this assessment focus on compliance with the Design and Development Overlay 21 – Bridge Road Activity Centre (DDO21). They do not provide commentary on other sections of the planning scheme or assess the internal amenity impacts of the application.

Development details

Property address	**129-135 Bridge Road, Richmond VIC 3121**
Application number	**PLN20/0084**
Referral prepared by	Leonie Kirkwood (Policy and Project Coordinator) Kate Wall (Student Strategic Planner)
Description	Proposed multi-storey mixed-use development
Date of referral	September 2020 (noting the referral was updated on receipt of amended plans)
Status of application	Advertising
Relevant amendment & status	**Interim** On 21 November 2017, Council sought authorisation from the Minister to introduce an interim Design and Development Overlay Schedule (DDO21) to the Yarra Planning Scheme for the Bridge Road Activity Centre. Interim controls (C248) were approved on 15 November 2018. These interim controls are in effect until 30 June 2021. **Permanent** Permanent provisions are proposed to be introduced and will shortly be considered by Council.
Existing and proposed controls	Commercial 1 Zone (C1Z) Design and Development Overlay Schedule 21 (DDO21 – Precinct 1) Heritage Overlay 310 (HO310) – Bridge Road Precinct, Richmond. All three buildings are graded 'contributory'.

Attachment 8 - PLN20/0084-129-135 Bridge Road-Strategic Planning comments

11/04/2021

Strategic Planning comments – Summary

A detailed analysis and breakdown of the requirements in DDO21 can be found in the table and further comments below.

The development exceeds the preferred building height of 21m by approximately a storey on Bridge Road (and 1.5 storeys on Corns Place).

DDO21 provides criteria to assess heights in excess of the preferred building height. While the proposed building height at 24.4m on Bridge Road (while above the preferred height of 21m) is generally in-line with other mid-rise developments in this location, the development achieves some but not all of the criteria outlined in the DDO.

The development does not comply with the sightline requirements which apply to any part of a building above the (retained) front street wall of a building when viewed from the opposite footpath. The intent of the sightline control is to ensure upper-level development ensures the heritage street wall remains prominent and the upper levels are visually recessive and clearly distinct. However, the increase in upper level setbacks from 6m to 8m in the amended plans and substantial changes to the façade design help reduce the prominence of the upper levels. Strategic Planning also consider the revised design (ie the S57A amended plans) provides a better heritage outcome than the advertised plans.

The proposal partially meets the DDO objective which seeks to '*minimise amenity impacts on residential properties adjoining Bridge Road*', but does not meet the preferred interface requirements which apply to the interface with the land zoned General Residential at the rear of the development.

The development is sufficiently separated by Corns Place to ameliorate overlooking issues and will not overshadow the neighbouring apartment building located to its north (164 Lennox Street). However, the key impact will be building bulk. This is exacerbated by the slope of the land and fact the proposed development is higher on the hill than the residential property.

Some building bulk is expected given the different development expectations of the zones ie 21m permitted by DDO21 versus 11m in the GRZ3. Officers also acknowledge that the 162-164 Lennox Street car park on the site opposite provides a less sensitive interface and some justification for a taller interface. However, Strategic planning officers consider it would have been helpful for the applicant to have provided some views from the adjoining Lennox Street property to better assess the bulk impacts.

Leonie Kirkwood
Policy and Project Coordinator

Attachment 8 - PLN20/0084-129-135 Bridge Road-Strategic Planning comments

11/04/2021

Building Heights and Setbacks – Precinct 1





Compliance with the interim DDO:

Requirements	Planning Application	DDO21 (Amendment C248)	Assessment of proposal
Building height	Bridge Road – 24.4m measured to the top of Level 6 Corns Place – 28.7m measured to the top of Level 6	**Preferred:** 21m • *A permit cannot be granted to vary a building height shown as a preferred building height in the relevant precinct Building Heights and Setbacks Plan unless all of the following requirements are met:* • *The built form outcome as a result of the proposed variation satisfies the Design Objectives in Clause 1.0, the*	**Does not comply.** <u>Advertised and without prejudice plans</u> DDO21 has a preferred maximum building height of 21m in Precinct 1. The development exceeds the preferred height of DDO21 and proposes a height of 24.4m on Bridge Road (measured to the top of Level 6). DDO21 provides criteria to assess building heights in excess of the preferred building height. The proposed development does not satisfy all of the criteria set out in the DDO:

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		Heritage Building Design Requirements and the relevant Precinct Design Requirements specified in this schedule; • *the proposed building height achieves the preferred future mid-rise character for the Bridge Road Activity Centre; and* • *the proposal will achieve the following:* – *greater building separation than the minimum requirement in this schedule;* – *housing for diverse households types, including people with disability, older persons, and families, through the inclusion of varying dwelling sizes and configurations;* – *universal access, and communal and / or private open space provision that exceeds the minimum standards in Clauses 55.07 and 58;* – *excellence for environmental sustainable design measured as a minimum BESS project score 70%;*	• While exceeding the preferred height, it generally satisfies Objective 1 – '*To support a mid rise scale built form character with lower built form at the interfaces with streets and the adjoining low rise residential areas'*. A development of 22m has been constructed at 123 Bridge Road with a development of 23m proposed at 127 Bridge Road. In addition, a building at 111-115 Bridge Road has been constructed to 25.5m metres. These developments set the mid-rise context in this area. The proposed building height at 24.4m on Bridge Road (while above the preferred height of 21m) is in-line with other mid-rise developments in this location. • The criteria requires development to provide *'greater building separation than the minimum requirement in this schedule'*. (See Building separation below) The development meets the building separation requirements except the requirement for the portion of the building over 21m on its western side. • The development is an office development and therefore the criteria around diverse housing is not applicable nor are the communal and private open space or the universal access requirements. • It achieves a 70% BESS project score. • The development partially complies with the criteria in relation to amenity impacts which requires '*no additional amenity impacts to residentially zoned properties, beyond that*

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		– *no additional amenity impacts to residentially zoned properties, beyond that which would be generated by a proposal that complies with the preferred building height.* • *The mandatory and the preferred building height and street wall requirements are set out in the relevant precinct Building Heights and Setbacks Plans. Buildings or works must not exceed the maximum building height and street wall height shown in the relevant precinct Building Heights and Setbacks Plans.*	*which would be generated by a proposal that complies with the preferred building height'* See comments below in '*Interfaces to neighbouring residential properties'*. • The S57A amended plans provide a better heritage outcome (See *Heritage Design Requirements* below). The height of service equipment is not included in the overall height. DDO21 includes specific criteria for any plant rooms, lift overruns etc. in 2.1 Definitions. The development complies with these requirements. It minimises the height and roof area occupied by the lift overrun and does not extend higher than 3.6m above the maximum building height.
Street wall	Retains the heritage frontage on Bridge Road.	**Preferred:** Retain heritage frontages on Bridge Road. • *A permit cannot be granted to vary a street wall height shown as preferred in the relevant precinct Building Heights and Setbacks Plan unless the proposal meets the Design Objectives in Clause 1.0, the Heritage Building Design Requirements and the relevant Precinct Design Requirements specified in Schedule 21.* • *The street wall height of development in a heritage overlay or immediately adjoining a heritage overlay must match the parapet height of the adjoining taller heritage building.*	**Complies.** Advertised and S57A amended plans Precinct 1 has a highly defined and consistent street wall. The development retains the three heritage frontages as required by the DDO.

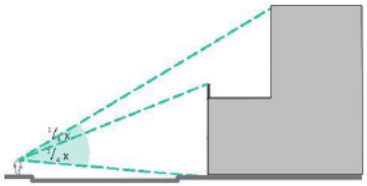
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Upper-level setbacks	The amended plans have increased the developments upper level setbacks at levels 2-4 from 6m to 8m 4 above heritage frontage with a 12m setback proposed to Levels 5 and 6 on Bridge Road.	**Preferred:** 6m setback above heritage frontage. • *A permit cannot be granted to vary a setback shown as a preferred setback in the relevant precinct Building Heights and Setbacks Plan unless the proposal meets the Design Objectives in Clause 1.0, the Heritage Building Design Requirements and the relevant Precinct Design Requirements specified in Schedule 21.* • *Must adopt the same setback for at least 75% of the height of the proposed built form above the front street wall to avoid repetitive stepped form.* • *Development adjoining a heritage building must match the upper level setback of the adjoining heritage building.*	**Complies** Advertised and S57A amended plans The proposed development meets minimum required 6m upper level setback on Bridge Road. The development's upper-level setback (on S57A amended plans) exceeds 8m for Levels 2 to 4 with a 12m setback proposed for Levels 5 and 6. It also complies with the requirement that upper level setbacks match on adjoining buildings. The development shows a consistent upper level setback. **Partially complies** The proposed development does not meet the requirement that at least 75% of the proposed built form above the front street wall is at the same setback. The aim of this control is to avoid a repetitive stepped form. While only 56% of the upper levels meet the same setback, the two uppermost levels are consistently setback 12m. As there are only two steps above the street wall and the top two storeys share the same setback, the design avoids an overly stepped form.
Upper-level setback (view lines)	131 Bridge Road (two storeys) occupies more than ¼ of the vertical angle (34%). 129 & 133-135 Bridge Road (single storey) occupies over half the vertical angle.	**Preferred:** • *Any part of the building above the (retained) front street wall must occupy no more than one-quarter of the vertical angle defined by the whole building in the view from a sightline at a height of 1.7 metres above the footpath (on the opposite side of the street).* (complies) *Figure 1.*	**Does not comply** Advertised and S57A plans The double storey retained heritage street wall of 131 Bridge Road has been retained. The upper levels would occupy more than a third of the vertical angle (exceeding the ¼ requirement). The development retains the single storey street wall for 129 and 133-135 Bridge Road. The proposal would occupy over half of the vertical angle.

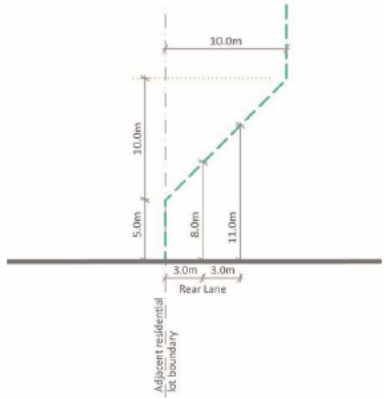
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			Compliance with this requirement for the single storey buildings would result in a building of approximately less than two storeys. While the design does not meet the preferred viewline requirement for the parts of the site at 129 and 133-135 Bridge Road, the development of higher than two storeys for the single storey buildings is considered acceptable. The intention of the viewline provision is to ensure upper-level development ensures the heritage street wall remains prominent and the upper levels are visually recessive and clearly distinct. While the proposal does not strictly meet the sightlines, the increased upper level setbacks in the amended plans (ie on Levels 2-5) and the setback of the two uppermost levels help to reduce the prominence of the upper levels.
Interfaces to neighbouring residential properties	The proposed building abuts (albeit separated by a laneway) land in the General Residential Zone 3. The proposed development is 14m from an existing three storey apartment building at 162-164 Lennox Street in the GRZ3. 	**Preferred:** Buildings must be set back from residentially zoned land (excluding Mixed Use Zone) as set out in Figure 2. *Figure 2*	**Partially complies** <u>Advertised and without prejudice plans</u> The development does not meet the setback requirements outlined in Figure 2 of the DDO for sites abutting residentially zoned land. It proposes a wall of 20.6m on the rear boundary with the two upper levels setback on an approximately 45 degree angle. Corns Place is approximately 4.5m in width. Compliance with Figure 2 would mean the maximum building height on property boundary should be around 9.5m. Above this the building should be set back at a 45 degree angle for a depth of 5.5m to a height of 15m. The proposed development is twice the height on the boundary at 21m and is only set back at its upper two levels.

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			It is noted that the development at 127 Bridge Road has been approved with an approximately 24m wall to the rear boundary and is adjacent to the 5/6 storey Epworth Hospital car park (in a Special Use Zone). Design Objective 1 of DDO21 seeks '*to minimise amenity impacts on residential properties adjoining the Bridge Road Activity Centre including overlooking, overshadowing and visual bulk impacts*.' In addition, Clause 2.3 Precinct 1 – Precinct Design Requirements requires development to '*respect the low scale existing development adjoining the activity centre*' Given the development is to the south of the residentially zoned land and is separated by Corns Place, overshadowing and overlooking are not key concerns. The key concern is visual bulk when viewed from 162-164 Lennox Street. This is exacerbated by fact the land falls from Bridge Road down Lennox Street. Officers acknowledge that the 162-164 Lennox Street car park on the site opposite provides a less sensitive interface and some justification for a taller interface. However it would have been helpful for the applicant to have provided some views from the adjoining Lennox Street property to better assess the bulk impacts.

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Building separation	Building separation ranges from 3.7m-6.8m to the centreline of the Leigh Place carriageway.	**Preferred:** • *Consider future developments – adjacent properties in terms of outlook, daylight and solar access to windows, as well as managing visual bulk* • *Upper level – minimum 4.5m from the common boundary where habitable window or balcony proposed* • *Upper level – 3m from the common boundary where commercial or non-habitable window proposed* • *Laneway – as above (measured from the centre of laneway)* • *In addition to the above, a building that exceeds a height of 21 metres must be setback at least one-sixth of the width of the lot to maintain views to the sky between buildings. Where the boundary is a laneway, the setback is measured from the centre of the laneway.*	**Partially complies** Advertised and S57A amended plans *Western Boundary - Leigh Place* DDO21 requires that non-habitable or commercial upper level windows are set back 3m from a common boundary or the centre of a laneway. There are commercial windows on all levels on the western facade which face on Leigh Place and the approved development opposite. Windows on the ground floor and Level 1 are on the boundary but are located 3.7m from the centreline of the laneway carriageway (3.3m from the true centre). (Noting the centreline of laneway is offset to the west as the laneway has a narrow footpath abutting the proposed development. Leigh Place from property line to property line is 6.3m.) Windows on levels 2 – 6 are set back 1.5m from the site boundary and approximately 5m from the offset centreline of the laneway. The setbacks comply with the DDO. *Eastern boundary* The development is proposed to be built to the eastern boundary. Levels 5 and 6 are set back 3.5 metres from the boundary and comply with the DDO. *Development over 21m* Levels 5 and 6 are over 21m in height. DDO21 requires that in addition to the 3m requirement for commercial windows, buildings exceeding a height of 21m should be set back one-sixth of the width of the lot. In this case, the required setback is an additional 3.5m.

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			(NB – While this requirement applies to a lot, the subject site consists of three lots. It is not considered reasonable to apply to the requirement to each individual lot.) If read literally, the 'in addition' clause requires that the 3.5m setback is in addition to the 3m required for commercial windows. The development complies on the eastern side with a 3.5m setback for the parts of the building over 21m. To comply on the western side, the building should be set back, a total of 3.5m from the boundary (ie 2m further than proposed). However, a further setback from the western boundary is not considered necessary in this case as the site is separated from the adjacent site by a laneway.
Overshadowing	The development does not overshadow the southern footpath of Bridge Road or any part of Church Street and Burnley Street between 11 am and 2 pm on 22nd September. The building overshadows the western side of Lennox Street for a short period between 1pm-2pm, however it does not overshadow the eastern side.	**Mandatory:** Must not overshadow any part of the following between 11 am and 2 pm on 22nd September: - the southern footpath of Bridge Road to a distance of 3.0 metres **Preferred:** Must not overshadow any part of the following between 11 am and 2 pm on 22nd September: • the opposite footpath of Lennox Street to a distance of 2.0 metres.	**Complies.** <u>Advertised and without prejudice plans</u> The development does not overshadow the southern footpath of Bridge Road. The building overshadows the western side of Lennox Street for a short period between 1pm-2pm, however it does not overshadow the eastern side. The development is on the western side of Lennox Street. The requirement therefore technically applies to the eastern side (ie the opposite footpath) and complies.

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Heritage building design: **Building facades and street frontages**	-	**Preferred:** 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.	**Complies.** <u>Advertised and S57A amended plans</u> The proposed development: • proposes clear glazing in the windows of the three 'contributory' heritage buildings • retains solid built form behind the two storey retained façade with rooms rather than balconies behind openings. • appears to retain the inter-floor heights of the existing heritage buildings and does not propose new floor plates or walls cutting through historic openings exist.
Heritage building design: **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	Strategic Planning defers to the views of Council's Heritage Advisor but offers the following comments. <u>Advertised plans</u> The key concerns with the advertised plans are: • The curved exposed brickwork terrace above the single storey heritage building dominates the view of the single corner heritage building and side wall of the two storey heritage building from street wall. • The upper levels do not present as visually recessive and dominate the heritage building. The colours and materials used on these levels are heavy and dominating and draw the eye from the existing heritage façade. • The use of brick and the arched form particularly dominates the single storey

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		significant elements of the heritage building and the heritage streetscape • be articulated to reflect the fine-grained character of the streetscape.	heritage building on the corner of Leigh Place (at 129 Bridge Road). <u>S57A plans</u> The S57A plans and renders show a better outcome in terms of meeting the Heritage Building Design requirements. On Level 1, the S57A amended plans delete the terrace (on the south -eastern side of the building). This has the effect of pushing back the wall on Level 1 to 5.2m to reveal more of the roof of the single storey corner building and the side wall off the central two storey heritage building. The removal of the curved corner and its replacement with an angular corner is also supported. This approach better retains the 3D form of the heritage buildings, especially the single storey corner building. The removal of the arches and replacement with rectangular window openings in the exposed brickwork is supported. The proposed finishes on of the upper levels are simpler and those storeys appear more recessive. The increased mid-level setbacks are also supported.
Building design	-	**Preferred** • incorporate vertical articulation in the street wall that reflects the prevailing pattern of subdivision and buildings. • allow for commercial activity at the ground and first floor (as a minimum) incorporating commercial floor to floor heights of at least 4m,	<u>Advertised and without prejudice plans</u> See comments in 'Upper levels'. 4m high retail spaces are proposed on the ground floor.

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		where heritage elements are not a constraint. • incorporate awnings over the footpath on commercial zoned land for the full width of the lot, continuous with any adjoining awning. • be expressed in the round and provide detail on facades when viewed from all directions. • incorporate an architectural expression at upper levels that is distinct from but complimentary to the street wall.	
Vehicular Access	-	• Provide safe vehicular access from rear lanes or from side streets. • Development with redundant vehicle access points must reinstate the kerb, linemark parking bays, and relocate any parking signs. • Pedestrian access to buildings, including upper level apartments, must be from a street or a shared zone. Where pedestrian access can only be provided from a laneway, the pedestrian entrance must be setback from the rear laneway and well lit to enable safe access.	**Complies** Advertised and S57A amended plans Pedestrian access is provided from Bridge Road with vehicular access provided from Corns Place (ie the rear.)

Attachment 9 - PLN20/0084-129-135 Bridge Road-ESD comments

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



ESD in the Planning Permit Application Process

Yarra City Council's planning permit application process includes Environmentally Sustainable Development (ESD) considerations. This is now supported by the ESD Local Policy Clause 22.17 of the Yarra Planning Scheme, entitled *Environmentally Sustainable Development*.

The Clause 22.17 requires all eligible applications to demonstrate best practice in ESD, supported by the Built Environment Sustainability Scorecard (BESS) web-based application tool, which is based on the Sustainable Design Assessment in the Planning Process (SDAPP) program.

As detailed in Clause 22.17, this application is a 'large' planning application as it meets the category Non-r*esidential 1. 1,000m² or greater*.

What is a Sustainable Management Plan (SMP)?
An SMP is a detailed sustainability assessment of a proposed design at the planning stage. An SMP demonstrates best practice in the 10 Key Sustainable Building Categories and;

- Provides a detailed assessment of the development. It may use relevant tools such as BESS and STORM or an alternative assessment approach to the satisfaction of the responsible authority; and
- Identifies achievable environmental performance outcomes having regard to the objectives of Clause 22.17 (as appropriate); and
- Demonstrates that the building has the design potential to achieve the relevant environmental performance outcomes, having regard to the site's opportunities and constraints; and
- Documents the means by which the performance outcomes can be achieved.

An SMP identifies beneficial, easy to implement, best practice initiatives. The nature of larger developments provides the opportunity for increased environmental benefits and the opportunity for major resource savings. Hence, greater rigour in investigation is justified. It may be necessary to engage a sustainability consultant to prepare an SMP.

Assessment Process:

The applicant's town planning drawings provide the basis for Council's ESD assessment. Through the provided drawings and the SMP, Council requires the applicant to demonstrate best practice.

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Sustainable Management Plan (SMP)

Referral Response by Yarra City Council



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



Assessment Summary:

Responsible Planner:	Laura Condon
ESD Advisor:	Gavin Ashley
Date:	09.09.2020
Subject Site:	PLN20/0084 129-135 bridge Road, Richmond VIC 3121
Site Area:	Approx. 674 m²
Project Description:	Partial demolition and construction of an 8-storey building comprising of a basement carpark, ground floor retail, 6 levels of commercial office space and a rooftop terrace.
Pre-application meeting(s):	Unknown.
Documents Reviewed:	• Sustainable Management Plan [Rev B – 30.01.20], GIW Consultants • Architectural Plans (3 parts) [Rev B – 13.05.20], BG Architecture • Green Travel Plan [V.Rep01F01 – 30.01.20], Ratio Consultants • Waste Management Plan [V.Rep02F01 – 04.08.20], Ratio Consultants • Landscape Plan [confirm], John Patrick Landscape Architects

The standard of the ESD does not meet Council's Environmental Sustainable Design (ESD) standards. Should a permit be issued, the following ESD commitments (1) and deficiencies (2) should be conditioned as part of a planning permit to ensure Council's ESD standards are fully met.

Furthermore, it is recommended that all ESD commitments (1), deficiencies (2) and the outstanding information (3) are addressed in an updated SMP report and are clearly shown on Condition 1 drawings. ESD improvement opportunities (4) have been summarised as a recommendation to the applicant.

(1) Applicant ESD Commitments:

- Equivalent 5-star Green Star Design & As-Built rating: targeting 63 credits, including 7 for innovation.
- Services maintainability review to be conducted and include all major stakeholders.
- Commissioning and air-permeability test to be conducted, and 12-month building tuning period identified.
- A Building Users Guide (BUG) and operations & Maintenance (O&M) manual to be prepared.
- Metering and monitoring strategy applied.
- Commitment to provide an Environmental Management Plan (EMP)
- DF>2.0 for 40% of nominated floor area.
- Low VOC, PVC and formaldehyde products specified.
- Green Star Energy Modelling to illustrate a 10% improvement over benchmark design; including 5% reduction in energy consumption (fabric only), and a 30% reduction in GHG emissions (fabric and services).
- 8.1 kW rooftop solar photovoltaic system.
- 33 bicycle parking spaces and EoT facilities provided.
- Water efficient fixtures and tap – and water efficient fire systems and heat rejection.
- A STORM report with a 168% STORM score has been submitted that demonstrates best practice and relies on ~666 m² of roof connected to a 30,000-litre rainwater tank connected to toilet flushing and landscape irrigation.
- Strategies to increase sustainability of concrete and steel components.

Attachment 9 - PLN20/0084-129-135 Bridge Road-ESD comments

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



- A 2.6% improvement in ecological value calculated through the provision of 35 m^2 of native vegetation.

(2) Application ESD Deficiencies:

(3) Outstanding Information:

- Clarify operable windows on ground floor to create effective cross-ventilation (particularly along the western façade).
- Please provide Daylight Modelling report (including VLT) to support.
- Clarify external shading treatment for north façade similar to the detailed illustrations for south, east and west on TP200).
- Provide modelling to support energy efficiency and greenhouse claims, including comparisons against reference building for the building fabric, fabric with services, and entire proposal.
- Clarify external shading strategy for the north façade, particularly for levels 3-7.
- Clarify basement CO ventilation strategy.
- Clarify lighting improvement (NCC 2016 or NCC 2019).
- Provide modelling from solar to illustrate kWh produced annually and % of buildings energy requirements met on-site.
- Clarify metering for individual tenants.
- Provide more details regarding 'suitable' stormwater filtration strategy.
- Clarify and consider additional materials to include recycled components (i.e. insulation).
- The SMP claims 2x bicycle hoops already existing on bridge Road. (SMP, p. 18). Update to clarify this detail.
- Consider Head contractor to be accredited with ISO14001.

(4) ESD Improvement Opportunities

- Consider using a heat pump – and avoid gas provision as it creates a path dependency on fossil fuels.
- Consider 3 pipe VRF.
- Consider providing an LCA of concrete/steel strategy to highlight embodied carbon reductions.
- Consider a small pallet of materials and construction techniques that can assist in disassembly.
- Consider providing some charging stations or wiring for future (seems to be to the north of the DDA parking space).
- Consider increase ground floor vegetation (i.e. green façade/climbers) to mitigate UHI – and/or specifying a suite of materials/colours (SRI>50) to assist with urban heat.
- Consider a green roof or wall (i.e. ground level climbers) to improve the ecological value of this site.
- Consider shifting focus towards the energy category to make up for these credits (only 6.8 of a possible 22 energy credits are currently achieved).

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 9 - PLN20/0084-129-135 Bridge Road-ESD comments

1. Indoor Environment Quality (IEQ)

Objectives:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
Natural Ventilation and Night Purging	Operable windows largely indicated throughout.	Clarify operable windows on ground floor to create effective cross-ventilation (particularly along the western façade).	3
Daylight & Solar Access	40% of area achieving DF>2.0.	Please provide Daylight Modelling report (including VLT) to support.	3
External Views	The SMP claims 80% of nominated areas have access to high quality internal / external views.	Satisfactory.	1
Hazardous Materials and VOC	95% of all internal sealants and paints, adhesives, and carpets will be low VOC, and 95% of all engineered timber products will meet Green Star limits (table 13.2B).	Satisfactory.	1
Thermal Comfort	Mixed mode ventilation, double glazing.	Clarify external shading treatment for north façade similar to the detailed illustrations for south, east and west on TP200).	3

*** Council Assessment Ratings:**

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

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

2. Energy Efficiency

Objectives:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
NCC Energy Efficiency Requirements Exceeded	The SMP indicates a 10% improvement over a benchmark building using Green Star Energy Modelling. (SMP, p. 17)	As below	3
Thermal Performance	–the SMP indicates a 5% reduction in energy consumption (fabric only).	As below	3
Greenhouse Gas Emissions	The SMP indicates a 30% reduction in GHG emissions (fabric, services and renewable generation).	Provide modelling to support energy efficiency and greenhouse claims, including comparisons against reference building for the building fabric, fabric with services, and entire proposal.	3
Hot Water System	Gas heating hot water boiler with 90% efficiency.	Consider using a heat pump – and avoid gas provision as it creates a path dependency on fossil fuels.	4
Peak Energy Demand	The SMP indicates a 20% reduction in peak electricity demand.	Satisfactory	1
Effective Shading	A comprehensive shading strategy is outlined for the east, west and south facades – minimal details have been provided for the north façade.	Clarify external shading strategy for the north façade, particularly for levels 3-7.	3
Efficient HVAC system	VRF units with COP of 3.5. HRV with min 75% effectiveness	Consider 3 pipe VRF.	4
Car Park Ventilation	No information has been provided. 37 parking spaces.	Clarify basement CO ventilation strategy.	3
Efficient Lighting	A 20% improvement in LPD claimed.	Clarify lighting improvement (NCC 2016 or NCC 2019).	3
Electricity Generation	An 8.1 kWp rooftop solar PV system proposed.	Provide modelling to illustrate kWh produced annually and % of buildings energy requirements met on-site.	3
Other	-	-	

*** Council Assessment Ratings:**

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

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

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Energy Efficiency www.resourcesmart.vic.gov.au

3. Water Efficiency

Objectives:

- to ensure the efficient use of water
- to reduce total operating potable water use
- to encourage the collection and reuse of rainwater and stormwater
- to encourage the appropriate use of alternative water sources (e.g. grey water)
- to minimise associated water costs.

Issues	Applicant's Design Responses	Council Comments	CAR*
Minimising Amenity Water Demand	Minimum WELS star rating of fixtures: • Taps: 5 star • Toilets: 4 star • Showers: 4 star • Dishwashers 5 star • Urinals: 5 star	Satisfactory.	1
Water for Toilet Flushing	30,000 litre rainwater tank proposed. 666 m² of roof area captured. Used for irrigation and flushing toilets.	Satisfactory.	1
Water Meter	Water metering for all common uses, and major uses (>5% of total).	Clarify metering for individual tenants.	3
Landscape Irrigation	Landscape drip irrigation with moisture sensor override to be installed.	Satisfactory.	1
Other	-	-	

*** Council Assessment Ratings:**

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

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

4. Stormwater Management

Objectives:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
STORM Rating	A STORM report with a 168% STORM score has been submitted that demonstrates best practice and relies on ~666 m² of roof connected to a 30,000-litre rainwater tank connected to toilet flushing and landscape irrigation.	Satisfactory.	1
Discharge to Sewer	The SMP claims post-development ARI will not exceed pre-development levels.	Satisfactory. (SMP, p. 6)	1
Stormwater Diversion	A rooftop catchment area of 666 m² proposed to divert rainwater to storage and reuse.	Satisfactory.	1
Stormwater Detention	A 30,000-litre rainwater tank is proposed in the basement.	Satisfactory.	1
Stormwater Treatment	The SMP indicates 'suitable' filtration.	Provide more details regarding 'suitable' filtration strategy.	3
Others	-	-	-

*** Council Assessment Ratings:**

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

References and useful information:
SDAPP Fact Sheet: 4. Stormwater Management
Melbourne Water STORM calculator www.storm.melbournewater.com.au
Water Sensitive Urban Design Principles www.melbournewater.com.au
Environmental Protection Authority Victoria www.epa.vic.gov.au
Water Services Association of Australia www.wsaa.asn.au
Sustainable Landscaping www.ourwater.vic.gov.au

5. Building Materials

Objectives:

- to minimise the environmental impact of materials used by encouraging the use of materials with a favourable lifecycle assessment.

Issues	Applicant's Design Responses	Council Comments	CAR*
Reuse of Recycled Materials	Beyond the retention of 50% of the existing façade, no reuse or recycling information provided. (SMP, p. 20)	Clarify and consider additional materials to include recycled components (i.e. insulation).	3
Embodied Energy of Concrete and Steel	No specific information provided, however concrete mixes to include 50% reclaimed water, and contain 40% crushed slag or 25% manufactured or similar. 95% of steel (by mass) sourced from Responsible Steel Maker, and 60% reinforcing steel manufactured using energy-reducing processes.	Consider providing an LCA of concrete/steel strategy to highlight embodied carbon reductions.	4
Sustainable Timber	95% of all timber (by cost) will be certified by a forest certification scheme that meets GBCA essential criteria (or from a reused sourcea).	Satisfactory.	1
Design for Disassembly	No information has been provided.	Consider a small pallet of materials and construction techniques that can assist in disassembly.	4
PVC	90% (by cost) of all permanent formwork, pipes, flooring, blinds anf cables will either contain no PVC, or meet GBCA's best practice guidelines.	Satisfactory.	1

*** Council Assessment Ratings:**

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

References and useful information:
SDAPP Fact Sheet: 5. Building Materials
Building Materials, Technical Manuals www.yourhome.gov.au
Embodied Energy Technical Manual www.yourhome.gov.au
Good Environmental Choice Australia Standards www.geca.org.au
Forest Stewardship Council Certification Scheme www.fsc.org
Australian Green Procurement www.greenprocurement.org

6. Transport

Objectives:

- to minimise car dependency
- to ensure that the built environment is designed to promote the use of public transport, walking and cycling.

Issues	Applicant's Design Responses	Council Comments	CAR*
Minimising the Provision of Car Parks	The SMP indicates a maximum of 37 carparking spaces, while the plans show a total of 29 spaces in the basement/lower ground (TP100).	Satisfactory.	1
Bike Parking Spaces	25x secure bicycle spaces provided at ground level, with 2x new hoops provided on Bridge Road (4x parking spaces).	The SMP claims 2x bicycle hoops already existing on bridge Road. (SMP, p. 18). Update to clarify this detail.	3
End of Trip Facilities	End of trip facilities have been provided in the form of 2x male, 3x female showers, and 1x DDA unisex facility – and locker /changerooms provided.	Satisfactory.	1
Car Share Facilities	Details provided in GTP.	Satisfactory.	1
Electric vehicle charging	No information has been provided.	Consider providing some charging stations or wiring for future (seems to be to the north of the DDA parking space).	4
Green Travel Plan	A Green Travel plan has been provided.	Satisfactory.	1

*** Council Assessment Ratings:**

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

References and useful information:
SDAPP Fact Sheet: 6. Transport
Off-setting Car Emissions Options www.greenfleet.com.au
Sustainable Transport www.transport.vic.gov.au/doi/internet/icy.nsf
Car share options www.yarracity.vic.gov.au/Parking-roads-and-transport/Transport-Services/Carsharing/
Bicycle Victoria www.bv.com.au

7. Waste Management

Objectives:

- to ensure waste avoidance, reuse and recycling during the design, construction and operation stages of development
- to ensure long term reusability of building materials.
- to meet Councils' requirement that all multi-unit developments must provide a Waste Management Plan in accordance with the *Guide to Best Practice for Waste Management in Multi-unit Developments 2010*, published by Sustainability Victoria.

Issues	Applicant's Design Responses	Council Comments	CAR*
Construction Waste Management	A project-specific Environmental Management Plan (EMP) has been indicated, with credits claimed for compliance with the Green Star Construction and Demolition Waste Report Criteria – and a 90% (by mass) of waste to be diverted from landfill. (SMP, p. 13 & 21)	Satisfactory.	1
Operational Waste Management	An operational WMP has been provided, and separate waste rooms for office, commercial and hard waste provided.	Satisfactory.	1
Storage Spaces for Recycling and Green Waste	The WMP and ground floor facilities cater for both recycling and organic waste management.	Satisfactory.	1
Others	-	-	-

*** Council Assessment Ratings:**

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

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

8. Urban Ecology

Objectives:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
On Site Topsoil Retention	There is no productive topsoil on this site.	-	N/A
Maintaining / Enhancing Ecological Value	The SMP indicates a 2.6% improvement in ecological value through the provision of 35 m² of native vegetation.	Satisfactory.	1
Heat Island Effect	No information has been provided.	Consider increase ground floor vegetation (i.e. green façade/climbers) to mitigate UHI – and/or specifying a suite of materials/colours (SRI>50) to assist with urban heat.	4
Other		Note: I cannot read the landscape plan due to pixilation.	
Green wall, roofs, facades	No information has been provided.	Consider a green roof or wall (i.e. ground level climbers) to improve the ecological value of this site.	4

*** Council Assessment Ratings:**

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

References and useful information:
SDAPP Fact Sheet: 8. Urban Ecology
Department of Sustainability and Environment www.dse.vic.gov.au
Australian Research Centre for Urban Ecology www.arcue.botany.unimelb.edu.au
Greening Australia www.greeningaustralia.org.au
Green Roof Technical Manual www.yourhome.gov.au

9. Innovation

Objective:

- to encourage innovative technology, design and processes in all development, which positively influence the sustainability of buildings.

Issues	Applicant's Design Responses	Council Comments	CAR*
Significant Enhancement to the Environmental Performance	7 innovation (Green Star) credits have been claimed of which: 30C - ultra low VOC paint and 30E - High Speed Broadband & Wireless Local Area Network (2x credits) while great initiatives, are not considered 'innovative'.	Consider shifting focus towards the energy category to make up for these credits (only 6.8 of a possible 22 energy credits are currently achieved).	4
Innovative Social Improvements	-	-	-
New Technology	-	-	-
New Design Approach	-	-	-
Others	-	-	-

*** Council Assessment Ratings:**

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

References and useful information:
SDAPP Fact Sheet: 9. Innovation
Green Building Council Australia www.gbca.org.au
Victorian Eco Innovation lab www.ecoinnovationlab.com
Business Victoria www.business.vic.gov.au
Environment Design Guide www.environmentdesignguide.com.au

Attachment 9 - PLN20/0084-129-135 Bridge Road-ESD comments

10. Construction and Building Management

Objective:

- to encourage a holistic and integrated design and construction process and ongoing high performance

Issues	Applicant's Design Responses	Council Comments	CAR*
Building Tuning	All nominated energy and water management systems will be commissioned in accordance with the manufacturer's specifications – and a 12-month tuning period has been indicated.	Satisfactory.	1
Building Users Guide	A Building Users Guide explaining optimal usage of building services to minimise energy and water consumption.	Satisfactory.	1
Contractor has Valid ISO14001 Accreditation	No information has been provided.	Consider Head contractor to be accredited with ISO14001.	3
Construction Management Plan	A project-specific Environmental Management Plan (EMP) has been indicated, with credits claimed for compliance with the Green Star Construction and Demolition Waste Report Criteria – and a 90% (by mass) of waste to be diverted from landfill. (SMP, p. 13 & 21)	Satisfactory.	1
Others	-	-	-

*** Council Assessment Ratings:**

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

References and useful information:
SDAPP Fact Sheet: 10. Construction and Building Management
ASHRAE and CIBSE Commissioning handbooks
International Organization for standardization – ISO14001 – Environmental Management Systems
Keeping Our Stormwater Clean – A Builder's Guide www.melbournewater.com.au

Attachment 9 - PLN20/0084-129-135 Bridge Road-ESD comments

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



Applicant Response Guidelines

Project Information:

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

Environmental Categories:

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

Objectives:

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

Issues:

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

Assessment Method Description:

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

Benchmarks Description:

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

How does the proposal comply with the benchmarks?

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

ESD Matters on Architectural Drawings:

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

Attachment 10 - PLN20/0084-129-135 Bridge Road-ESD further clarification memo

CITY OF YaRRA

MEMO

To:	**Laura Condon**	
From:	**Euan Williamson ESD officer**	
Date:	**March 2021**	
Subject:	**Application No:**	**PLN20/0084**
	Description:	**Seven Storey Building – Mixed Use**
	Site Address:	**129-135 Bridge Road, Richmond**

I refer to the above Planning Application and provide the following clarification sought by planning officers in relation to which of the "Outstanding issues" raised in ESD referral comments warranted being addressed by way of permit conditions. The "Outstanding issues" raised in ESD referral comments are provided below in italics with further responses provided below:

Clarify operable windows on ground floor to create effective cross-ventilation (particularly along the western façade).

- Or if no operable windows to leigh Place require fresh air supply to be min 50% above AS 1668.

- *Please provide Daylight Modelling report (including VLT) to support.*
  - Having reconsidered, it is no longer necessary to require this. With windows provided to three sides of the building on all levels, daylight quality is likely to satisfy the VLT details provided in the SMP.

- *Clarify external shading treatment for north façade similar to the detailed illustrations for south, east and west on TP200).*
  - Having reconsidered, it is no longer necessary to require this. There is sufficient detail already provided on plan to show effective shading from ground to level 4. With level 5 and 6 northern windows being smaller and on a raked wall, they are unlikely to result in overheating of the building. As such it is not necessary to require a shading strategy for them.

- *Provide modelling to support energy efficiency and greenhouse claims, including comparisons against reference building for the building fabric, fabric with services, and entire proposal.*

1

- *Clarify basement CO ventilation strategy.*
- *Clarify lighting improvement (NCC 2016 or NCC 2019).*
- *Provide modelling from solar to illustrate kWh produced annually and % of buildings energy requirements met on-site.*
- *Clarify metering for individual tenants.*
- *Provide more details regarding 'suitable' stormwater filtration strategy.*
- *Clarify and consider additional materials to include recycled components (i.e. insulation).*
- *The SMP claims 2x bicycle hoops already existing on bridge Road. (SMP, p. 18). Update to clarify this detail.*
- *Consider Head contractor to be accredited with ISO14001.*
    - It is necessary to provide all of the above information. Please require by way of permit conditions.

CITY OF YARRA

MEMO

To: **Laura Condon**

From: **Artemis Bacani / Daniel Chila**

Date: **9 September 2020**

Subject: **Application No:** **PLN20/0084**
Description: **Seven Storey Building – Mixed Use**
Site Address: **129-135 Bridge Road, Richmond**

I refer to the above Planning Application received on 12 August 2020 in relation to the proposed development at 129-135 Bridge Road, 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	Rep02F01	4 August 2020
	Waste Management report	REP02F01	4 August 2020
BG Architecture	TP100 *Lower Ground & Ground Floor Plans*	B	28 May 2020
	TP203 *South & North Elevations – Coloured*	B	28 May 2020
	TP300 *Section A*	B	28 May 2020
	TP302 *Section C, D & E*	B	28 May 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	2,262 m²	3 spaces per 100 m² of leasable floor area	67	26
Food and Drink	303 m²	3.5 spaces per 100 m² of leasable floor area	10	3
		Total	**77**	**29**

* 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 forty-eight car spaces is sought by the applicant. The applicant has not provided information on the parking allocation for the development.

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

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

- *Parking Demand for Office Use.*
  The office component would be provided with 26 spaces for the total 2,262 square metres of office floor area. This would equate to a rate of 1.14 spaces per 100 square metres. Throughout the municipality, a number of developments have been approved with reduced office rates, as shown in the following table:

Development Site	Approved Office Parking Rate
Cremorne	
60-88 Cremorne Street PLN17/0626 issued 21 June 2018	0.85 spaces per 100 m^2 (233 on-site spaces; 27,306 m^2)
9-11 Cremorne Street PLN16/0171 (Amended) issued 13 June 2017	0.85 spaces per 100 m^2 (20 on-site spaces; 2,329 m^2)
Collingwood	
2-16 Northumberland Street PLN16/1150 issued 14 June 2017	0.89 spaces per 100 m^2 (135 on-site spaces; 15,300 m^2)

  The proposed on-site office parking rate of 1.14 spaces is higher compared to the rates shown in the above table. The site's good accessibility to public transport services and proximity to Melbourne would encourage visitors and clients to the site to utilise more sustainable forms of transportation such as catching public transport or riding a bicycle or car-pooling.

- *Parking Demand for Food & Drink Use.*
  The three on-site car spaces would be allocated to staff. A staff parking demand of 1 space per 100 square metres of floor area could be adopted. Using this rate would equate to three spaces. Parking for customers that choose to drive to the site would be accommodated off-site. Staff from the above offices would be a porimary source of patronage for the food and drink use. The venue would also attract customers from nearby businesses and residences.

- *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:
  - Bridge Road trams – 50 metre walk
  - Hoddle Street trams – 350 metre walk
  - Punt Road buses – 350 metre walk
  - Church Street trams – 450 metre walk
  - West Richmond railway station – 550 metre walk
  - Richmond railway station – 1,000 metre walk

- *Multi-Purpose Trips within the Area.*
  Clients and customers 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 has very good access to shops, businesses, essential facilities and public transport nodes. The site also has good connectivity to the Principal 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*.
  To determine the car parking demand in the surrounding streets from the site, the applicant has sourced previous parking occupancy surveys conducted by Trans Traffic Surveys. The parking occupancy surveys were undertaken on Thursday 21 November 2019 between 8:00am and 6:00pm. The survey area included sections of Bridge Road, Lennox Street, Union Street, Erin Street, Normanby Place and Rotherwood Street. The time and extent of the survey is considered appropriate. An inventory of between 268 to 362 publicly available parking spaces were identified. The results of the survey indicate that the peak parking occupancy in the study area had occurred at 12:00pm with 92 % of spaces occupied or 28 vacant spaces. The survey data suggests that any shortfall of parking from the site can be accommodated in the surrounding streets.

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

- *Access to or Provision of Alternative Transport Modes*
  The site has very good accessibility to public transport and connectivity to the on-road bicycle network. The site is also in proximity to on-street car share pods. A GoGet car share pod is located in Lennox Street, approximately 100 metres north of the site.

Adequacy of Car Parking
From a traffic engineering perspective, the reduction of forty-eight spaces associated with the mixed use development is considered appropriate in the context of the development and the surrounding area. The site is close to public transport nodes and located along an activity centre.

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

TRAFFIC IMPACT
Trip Generation
The trip generation for the site as adopted by Ratio Consultants is as follows:

Proposed Use	Adopted Traffic Generation Rate	Peak Hour	
		AM	PM
Office (26 spaces)	0.5 trips per space during the AM and PM peak period.	13	13
Food and drink (3 spaces)	1 vehicle movement per space during the AM and PM peak period.	3	3
	Total	**16**	**16**

The traffic volumes generated by the site are not unduly high and should not have a detrimental impact on the traffic operation of the surrounding road network.

DEVELOPMENT LAYOUT DESIGN
Layout Design Assessment

Item	Assessment
Access Arrangements	
Development Entrance	The width of the doorway entrance to the car park is not dimensioned on the drawings.
Internal Ramped Accessway	The width of the vehicle access ramp and the kerbs are not dimensioned on the drawings.
Visibility	In-lieu of visibility splays, a convex mirror is mounted on the east side of the doorway entrance. The Civil Engineering unit has no objection to the use of the convex mirror to improve pedestrian visibility along Corns Place.
Headroom Clearance	A headroom clearance of 2.3 metres is provided at the doorway entrance to the basement car park.
Vehicle Turning Movements – Via Corns Place	The swept path diagrams for a B99 design vehicle adequately demonstrate vehicle turning movements into and out of the development off Corns Place.
Mechanical Car Parking	
Car Stacker Device	The development would be using the Klaus Trendvario 4300-200. This device is available with a platform width of 2.4 metres or greater and can accommodate a B85 design vehicle.
Floor to Ceiling Height	A floor to ceiling height of 4.0 metres is provided inside the basement car park.
Vehicle Clearance Height	The Trendvario 4300-200 model can provide a vehicle clearance height of 2.05 metres for the ground level platform which would satisfy *Design standard 4 – Mechanical parking*.
Pit Depth	A pit depth of 2.0 metres is provided to accommodate the nominated car stacker model.
Accessible Parking Space	The width and depth of the accessible car space and adjacent shared area is not dimensioned on the drawings.
Aisles	A minimum aisle width of 6.78 metres is provided to satisfy *Table 2* of *Design standard 2 – Car parking spaces*.
Vehicle Turning Movement – Car Stackers	The swept path diagram for a B85 design vehicle adequately demonstrate turning movements into and out of the stacker platforms.
Gradients	
Ramp Grade for First 5.0 metres inside Property	A 1 in 8 ramp grade followed by a 1 in 4 ramp grade is provided inside the property. The length of each ramp section is not dimensioned on the drawings. The ramp grades are considered too steep and do not satisfy *Design standard 3 – Gradients*.
Ramp Grades and Changes of Grade	The 1 in 8 ramp grade at the base of the 1 in 4 ramp section should have a minimum length of 2.5 metres.

Layout Design Assessment

Item	Assessment
Other Items	
Proposed Vehicle Access – Via Corns Place	To demonstrate the provision of the 40 mm lip from the edge of Corns Place 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 Corns Place, the centreline of Corns Place, the edges and invert of the bluestone drain and the finished floor level of the slab.
Waste Collection Arrangement	The applicant has proposed for waste collection to be undertaken inside the basement car park area. The swept path diagram for a 6.34 metre long Mini-Rear Loader vehicle demonstrates adequate turning movements into and out of the basement car park area via Corns Place.

Design Items to be Addressed

Item	Details
Development Entrance	The width of the doorway entrance to the car park is to be dimensioned on the drawings.
Internal Ramped Accessway	The width of the vehicle access ramp and the kerbs on either side are to be dimensioned on the drawings.
Accessible Parking Space	The accessible car space and adjacent shared area are to be dimensioned on the drawings.
Ramp Grade for First 5.0 metres inside Property	The ramp grades are to be re-designed to satisfy *Design standard 3 – Gradients*.
Ramp Grades and Changes of Grade	The 1 in 8 ramp grade at the base of the 1 in 4 ramp section is to be a minimum length of 2.5 metres.
Proposed Vehicle Access – Via Corns Place	To demonstrate the provision of the 40 mm lip from the edge of Corns Place 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 Corns Place, the centreline of Corns Place, the edges and invert of the bluestone drain and the finished floor level of the slab. These levels are to be shown on a 1 in 20 scale cross sectional drawing, with dimensions, together with the B99 design vehicle ground clearance template demonstrating access into and out of the development. 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.
Service Cabinet Doors	Any service cabinet door opening onto a Public Highway must swing180-degrees and be latched to the building when opened.
Bicycle Considerations	The bicycle requirements for this development are to be referred to Council's Strategic Transport unit for assessment.

Design Items to be Addressed

Item	Details
Window Screening – Corns Place	The height clearance of the window screenings are to be dimensioned on the drawings. The measurements are to be taken from the pavement level to the underside of the window screening.

Non-Engineering Comments (Urban Design)

Item	Details
Street Signs	There are number of street signs along the site frontages which create accessibility issues (people with prams and in wheelchair/scooter) and clutter the corner of the intersection. It is recommended to take advice from the Engineering team to consider consolidation of some of these signs and/or relocation to provide some clear path of travel.

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 Bridge Road and Leigh Place road frontages must be reconstructed to Council's satisfaction and at the Permit Holder's cost.
- The footpath along the property's Bridge Road and Leigh Place road frontages must be reconstructed to Council's satisfaction and at the Permit Holder's cost. The footpath must have a cross-fall of 1 in 40 or unless otherwise specified by Council.
- The half-width road pavement of Bridge Road (from the edge of the tram line to the north kerb) along the property frontage must be profiled (grounded by 50 mm) and re-sheeted to Council's satisfaction and at the Permit Holder's cost.
- The full-width road pavement of Leigh Place (from the west kerb to the east kerb) along the property frontage must be profiled (grounded by 50 mm) and re-sheeted to Council's satisfaction and at the Permit Holder's cost.
- The full-width road pavement of Corns Place (from the north edge to the south edge) along the property frontage must be profiled (grounded by 50 mm) and re-sheeted to Council's satisfaction and at the Permit Holder's cost. The channel along the south side of Corns Place is to be reconstructed to Council's satisfaction and at the Permit Holder's cost.

Road Asset Protection

- Any damaged roads, footpaths and other road related infrastructure adjacent to the development site as a result of the construction works, including trenching and excavation for utility service connections, must be reconstructed to Council's satisfaction and at the developer's expense.

Construction Management Plan

- A Construction Management Plan must be prepared and submitted to Council. The Plan must be approved by Council prior to the commencement of works. A detailed dilapidation report should detail and document the existing and post construction conditions of surrounding road infrastructure and adjoining private properties.

Impact of Assets on Proposed Development

- Any services poles, structures or pits that interfere with the proposal must be adjusted, removed or relocated at the owner's expense after seeking approval from the relevant authority.
- Areas must be provided inside the property line and adjacent to the footpath to accommodate pits and meters. No private pits, valves or meters on Council property will be accepted.

Discharge of Water from Development

- Only roof runoff, surface water and clean groundwater seepage from above the water table can be discharged into Council drains.
- Council will not permit clean groundwater from below the groundwater table to be discharged into Council's drainage system. Basements that extend into the groundwater table must be waterproofed/tanked.

Removal, Adjustment, Changing or Relocation of Parking Restriction Signs

- No parking restriction signs or line-marked on-street parking bays are to be removed, adjusted, changed or relocated without approval or authorisation from Council's Parking Management unit and Construction Management branch.
- Any on-street parking reinstated as a result of development works must be approved by Council's Parking Management unit.
- The removal of any kerbside parking sensors and any reinstatement of parking sensors will require the Permit Holder to pay Council the cost of each parking sensor taken out from the kerb/footpath/roadway. Any costs associated with the reinstatement of road infrastructure due to the removal of the parking sensors must also be borne by the Permit Holder.

Car Stacker Device

- The car stacker devices must be installed, operated and maintained in accordance with the manufacturer's specifications and requirements.
- No pipes, ducting or protrusions from the ceiling or walls are to be installed above or within the space clearance envelopes for the car stacker devices.

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 Bridge Road, close to the property boundary. The developer needs to ensure that the building has adequate clearances from overhead power cables, transformers, substations or any other electrical assets where applicable. Energy Safe Victoria has published an information brochure, *Building design near powerlines*, which can be obtained from their website: http://www.esv.vic.gov.au/About-ESV/Reports-and-publications/Brochures-stickers-and-DVDs

Attachment 12 - PLN20/0084-129-135 Bridge Road-Traffic Engineering comments (Section 57A amended plans)

CITY OF YaRRA

MEMO

To:	**Laura Condon**	
From:	**Artemis Bacani**	
Date:	**March 2021**	
Subject:	**Application No:**	**PLN20/0084**
	Description:	**Seven Storey Building – Mixed Use**
	Site Address:	**129-135 Bridge Road, Richmond**

I refer to the above Planning Application received and the section 57A amended plans (plan plot dates 12 February 2021). Council's Civil Engineering unit provides the following information on these plans and the clarification sought by planning officers on a number of items:

Response to planning officers request whether the required replacement kerb and channel should be concrete or bluestone to match the existing bluestone.

- Where practicably possible, the original bluestone kerbs are to be retained. Any damaged bluestone kerb is to be replaced with a similar bluestone kerb to Council's satisfaction.

Response to planning officers request for clarification on the maximum permitted protrusions to the privacy screening overhanging the boundary to Corns Place.

- The Building Regulations 2018 – Reg 99 requires an architectural feature of a building on a narrow street (6m or less in width) must not project beyond the street alignment; however, an architectural feature may project beyond a narrow street no more than 240mm horizontally beyond the street alignment and at a height of at least 2.7m above the level of the street if
    - Any footpath or kerb forming part of the street is not more than 240 mm in height above the street level (with very narrow footpath present to Corns Place at approx 250mm wide and less than 240mm in height).

Discussion of ramp grades issue

- The section 57A amended plans provide the requested ramp grades and width. The width of the ramp is satisfactory.

- In response to our concerns that the ramp grades are too steep, I understand that the applicant is seeking a variation for the ramp grades. The applicant's reasons for the variation includes the basement car park entrance is off Corn Place, which does not contain a footpath.

Attachment 12 - PLN20/0084-129-135 Bridge Road-Traffic Engineering comments (Section 57A amended plans)

- It is proposed for a ramp grade (for the first 5 metres inside the property line) of 1 in 8 for 2.5 metres, followed by a 1 in 4 for 7.4 metres.

- The *Design standard 3 – Gradients* in the *Planning Scheme* requires the ramp grade for the first 5 metres inside the property line to be a maximum of 1 in 10. The 1 in 10 gradient ensures that full visibility of pedestrians and vehicles are maintained.

- Any modifications on the proposed ramp grades to satisfy *Design standard 3* are likely to require the applicant to provide a longer access ramp, which is not possible in this case.

- To consider the applicant's request for a variation, the proposed ramp grades and the 1 in 10 required grade have both been compared using AutoCAD.

- The assessment shows that the proposed 1 in 8 and 1 in 4 grades would be acceptable (although slightly steeper than required) given the absence of a footpath in Corn Place.

- As a precautionary measure, it is recommended for the applicant to install a convex mirror on both sides of the car park entrance to improve safety.

- Given the above, the Engineering unit has no objection with the variation of the ramp grades as depicted on the submitted drawings.

Response to applicant concerns with engineering request to regrade and resheet the Leigh and Corns Place regardless of whether it is damaged or not during construction.

- I fully support the recommendation for the developer to reinstate the road pavement only if it is deemed necessary by Council. I want to avoid the Conditions becoming too onerous on the developer.

Response to applicant concerns with engineering request to regrade and resheet the Bridge Road road pavement.

- We had a peer review for this development and looked at the development in context and scale of works. Subsequently, we have decided to reconsider this Condition item.

- For this development, the footpath would sustain damage due to occupation of the footpath with the operation and movement of machinery, plant, equipment, and use of scaffolding, to undertake construction activities and works.
-
- The road pavement of Bridge Road is located some distance from the construction site. The probability of damage caused on Bridge Road would be less compared to the footpath. On that basis we are happy to not include this item as a Condition. However, should the road pavement of Bridge Road be damaged the developer would be responsible to resurface the Bridge Road road pavement to the relevant authority's satisfaction and at the Permit Holder's cost.

- I am happy for the requested cross-sectional diagram to the development vehicle entry to be provided by way of permit condition.

2

Attachment 13 - PLN20/0084-129-135 Bridge Road, Richmond-Transport Engineers comments

MEMO

From **Lander Chy- Transport Engineer**
To **Laura Condon**

Application No: **PLN20/0082**
Description: **Development of the land for partial demolition, buildings and works to construct a multi-storey building to the rear of the existing shops and a reduction of the car parking requirements associated with food and drink premises and office uses (no permit required for land uses).**

Address: **129-135 Bridge Road, Richmond**

I refer to the above application. Council's planning department has requested comments in relation to the position and number of signs on the footpath adjacent to the site. This issue was raised as a concern in the referral comments provided by Council's Civil Engineers and Urban Design Unit who recommended the advice of Council Transport Engineers could be sought.

The following comments on this matter were provided by Council's Traffic Engineers and Urban Design unit:





Attachment 13 - PLN20/0084-129-135 Bridge Road, Richmond-Transport Engineers comments



Existing street signs on Bridge Road and Leigh Place

Item	Details
Street Signs	There are number of street signs along the site frontages which create accessibility issues (people with prams and in wheelchair/scooter) and clutter the corner of the intersection. It is recommended to take advice from the Engineering team to consider consolidation of some of these signs and/or relocation to provide some clear path of travel.

In response to the above, I provide the following comments:

- In relation to the number and possible consolidation of signs, all of the existing signs at this location are required and it is considered that they cannot be further consolidated.
- The location of the 'Leigh Place' street sign and post on the Bridge Road footpath is considered appropriate and it is recommended that this sign and post is retained in its current position.
- The 'No Stopping' sign and post, as well as the 'End 40 Area' and 'No Stopping' signs and post located on the Leigh Place footpath are appropriately positioned to maximise the available area for clear path of travel. It is recommended that they are retained in their current position.
- The 'Stop', '40 Ahead' and 'No Entry' signs and post is currently located in the middle of the Leigh Place footpath and does restrict a clear path of travel at this point. To improve this and to maximise the available clear path area, it is recommended that this sign is repositioned to be as close as practicable to the south-west corner of the building at 129 Bridge Road.

Attachment 13 - PLN20/0084-129-135 Bridge Road, Richmond-Transport Engineers comments

- Parking restriction signs are not to be removed, adjusted, changed or relocated without approval or authorisation from Council's parking management unit and construction management branch.
- The relocation of signage posts must take into consideration any underground services to ensure existing services are not impacted.

Yours sincerely,

Lander Chy
Transport Engineer
City Works and Assets

Attachment 14 - PLN20/0084-129-135 Bridge Road, Richmond-Strategic Transport comments

Planning Referral

To:	Laura Condon
From:	Chloe Wright
Date:	03/12/2020
Subject:	Strategic Transport Comments
Application No:	PLN20/0084
Description:	Development of the land for partial demolition, buildings and works to construct a multi-storey building to the rear of the existing shops (seven storeys with roof terrace - over one partially submerged basement level resulting in 8 storeys Corn Place) and a reduction of car parking associated with food and drink premises and office uses
Site Address	129 – 135 Bridge Road, Richmond

I refer to the above Planning Application and the accompanying Traffic report prepared by Ratio Consultants in relation to the proposed development at 129 – 135 Bridge Road, Richmond. 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	2,262 sqm	1 employee space to each 300 sqm of net floor area if the net floor area exceeds 1000 sqm	7 employee spaces	
		1 visitor space to each 1000 sqm of net floor area if the net floor area exceeds 1000 sqm	2 visitor spaces	
Food and Drink	303 sqm	1 employee space to each 300 sqm of net floor area	1 employee spaces	
		1 visitor space to each 500 sqm of net floor area	1 visitor spaces	
Bicycle Parking Spaces Total			**8 employee spaces**	**25 employee spaces**
			3 visitor spaces	**4 visitor spaces**
Showers / Change rooms		1 to the first 5 employee spaces and 1 to each additional 10 employee spaces	**2 shower / change room**	**6 showers / change rooms**

Adequacy of visitor spaces

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

- 4 visitor spaces are proposed, which meets Council's best-practice rate[1] recommendation.
- The visitor spaces are provided as two bicycle hoops at the Bridge Road footpath. Given there are already 2 bicycle hoops (providing four spaces) at this section of the footpath and Bridge Road has a high level of pedestrian activity, provision of additional bicycle hoops is not supported.
- As such, it is recommended that the two proposed bicycle hoops are removed. It is understood that this advice is consistent with Council's Urban Design unit comments and recommendations.

Adequacy of employee spaces

Number of spaces

25 employee spaces are proposed, which meets 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 ground floor, with access via Corns Place.
- A 'platform lift' and staircase provide access from the bicycle parking area to the foyer / entry area. The end of trip facilities at the upper level appear to only be accessible via a staircase from the bicycle parking area, however 1 DDA shower / change room is provided within the bicycle parking area at the ground floor.
- Four employee spaces are provided as horizontal at-grade spaces, which satisfies the AS2890.3 requirement for at least 20% of bicycle storage spaces to be provided as horizontal at ground-level spaces.
- The layout of bicycle spaces appears to comply with access requirements of AS2890.3 and the bicycle rack product specification sheets.
- Six shower / change rooms are provided for employees, which exceeds the best practice recommendation.

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

It is noted the applicant has supplied a Green Travel Plan (GTP). The GTP is generally acceptable, however should be modified to include:

a) Provisions for the GTP to be updated not less than every five years.

Details regarding bicycle parking should also be updated to reflect final endorsed plans (deletion of two bicycle hoops provided at the Bridge Rd footpath).

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

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

Recommendations

The following should be shown on the plans before endorsement:

1. Removal of the proposed visitor spaces at the Bridge Road footpath.

A Green Travel Plan should be provided with the information outlined previously.

Regards

Chloe Wright
Sustainable Transport Officer
Strategic Transport Unit

Attachment 15 - PLN20/0084-129-135 Bridge Road-Wind comments

22 CLEELAND ROAD
SOUTH OAKLEIGH VIC 3167
AUSTRALIA

M E L
CONSULTANTS

(ACN 004 230 013)

Ref: 160-20-DE-REV-00

15 September 2020

City of Yarra
PO Box 168
Richmond VIC 3121
Attn: Laura Condon

Dear Laura,

129-135 Bridge Road, Richmond
Review of Windtech Pedestrian Wind Environment Statement
Windtech Report Number: WF234-01F02(REV4) – WS Report (13 January, 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 Environment 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 desktop wind impact assessment. Windtech provide a brief description of the

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development but make no reference to the drawings that were used for their assessment. MEL Consultants assume the drawings used are those submitted to the City of Yarra with the application.

- Windtech have recommended criterion for circulation of wind conditions of 5m/s with a 20% probability of exceedance for all areas around the development. Windtech define these areas are for circulation. This criterion is similar to the DELWP/MCC DDO10 and Better Apartments Design Standards but is incorrectly defined. The DDO10/BADS criteria is defined as follows:

  Unsafe wind conditions means the hourly maximum 3 second gust which exceeds 20 metres/second with a probability of exceedance of 0.1% from all wind directions combined.

  Comfortable wind conditions means a mean wind speed from all wind directions combined with a probability of exceedance less than 20% of the time, equal to or less than:
  - 3 metres/second for sitting areas
  - 4 metres/second for standing areas
  - 5 metres/second for walking areas

  Mean wind speed means the maximum of:
  - Hourly mean wind speed, or
  - Gust equivalent mean wind speed (3 second gust wind speed divided by 1.85)

Windtech have not considered that the 20% exceedance is for all wind directions combined, not for a given wind direction.

Furthermore, there are there entrances along Bridge Road (two entrances to the food & drink premises and the Main Entrance to the office building) which would be recommended to satisfy the standing criterion.

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- Windtech discuss the wind flow along Leigh Place and Bridge Road and the shielding provided by the surrounding buildings. However, Section 5.1 of the Windtech report makes not assessment of the wind conditions in these streetscapes with the proposed development against the recommended criterion. The first paragraph of Section 5.1 does mention existing conditions at the site location but this is associated with the exposure to the to the northerly, southerly, and westerly winds. Windtech will need to provide an assessment of the wind conditions against the recommended criteria.

- MEL Consultants agree that the recessed location of the Level 1 terrace would protect it from adverse wind conditions. However, the wind conditions should be assessed against the criteria rather than the statement 'suitable for its intended use', which is a subject assessment.

- MEL Consultants have no issue with the discussion of the wind mitigation strategies for the Level 2 external terrace. However, in Section 5.3 Windtech have not assessed the expected wind conditions against the recommended wind criterion and the report will need to be updated to include this assessment.

- Similar to the Level 2 terrace, the Windtech discusses the wind flow of the Levels 5 and 7 terraces and suggested mitigation strategies, but have not provided an assessment of the expected wind conditions against the recommended criteria. Again, the report needs to be updated to include these assessments.

- MEL Consultants note that BG Architecture have included the wind mitigation strategies recommended by Windtech. Windtech have also recommended that wind tunnel testing be undertaken to verify the wind conditions and assist with the design of the wind mitigation strategies. MEL Consultants have no issue with this recommendation.

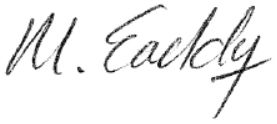
In conclusion, the Windtech Pedestrian Wind Environment Assessment has been prepared based on the consultant's experience of wind flow around buildings and structures. We have no issues with the Analysis Approach, Site Exposure, Regional

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Wind Climate, and description of the development used in the preparation of the assessment. These are consistent with the approach MEL Consultants would take to prepare a similar desktop environmental wind assessment. The definition of the wind criterion used is not consistent with the definition used by DELWP/MCC and the Better Apartment Design Standards, which would have been expected to be the intention of Windtech. Windtech have made no assessment of the expected wind conditions at ground level and on the terraces against the recommend criterion and the report will need to be updated to include this assessment. MEL Consultants would support Windtech's recommendation of wind tunnel testing to quantify the wind conditions and the effectiveness of the proposed wind mitigation strategies.

Yours sincerely,





A. Loie
MEL Consultants Pty Ltd

M. Eaddy

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Attachment 16 - PLN20/0084-129-135 Bridge Road-Contracts Services comments

CITY OF YaRRA

MEMO

To:	**Laura Condon**	
From:	**Atha Athanasi Contract Management Services**	
Date:	**24/08/2020**	
Subject:	**Application No:**	**PLN20/0084**
	Description:	**Seven Storey Building – Mixed Use**
	Site Address:	**129-135 Bridge Road, Richmond**

The waste management plan for 129-135 Bridge Road, Richmond authored by Ratio consultants and dated 4/8/20 is satisfactory from a City Works Branch's perspective.

1

Attachment 17 - PLN20/0084-129-135 Bridge Road-Landscape comments

CITY OF YaRRA

MEMO

To:	**Laura Condon**	
From:	**Julia Mardjuki Open Space Services**	
Date:	**08/09/2020**	
Subject:	**Application No:**	**PLN20/0084**
	Description:	**Seven Storey Building – Mixed Use**
	Site Address:	**129-135 Bridge Road, Richmond**

I've reviewed the landscape plans from John Patrick dated Feb 2020 and the Architectural Plans from BG Architecture dated 28 May 2020.

My only concern was around maintenance for the northern planters on level 2, but it seems like there will be access from the windows on that side, so providing this is the case, I think the landscape plans are good.

If there is no window access for maintenance, some notes on how the planters will be accessed should be included in the schedule. Otherwise the landscape plans are acceptable.

1