

Agenda

Planning Decisions Committee

6.30pm, Wednesday 12 May 2021

Richmond Town Hall

www.yarracity.vic.gov.au

The Planning Decisions Committee

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

Participating in the Meeting

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

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

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

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

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

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

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

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

Arrangements to ensure our meetings are accessible to the public

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

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

1. Appointment of Chair

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

2. Statement of recognition of Wurundjeri Woi-wurrung Land

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

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

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

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

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

3. Attendance, apologies and requests for leave of absence

Anticipated attendees:

Councillors

Cr Anab Mohamud
Cr Claudia Nguyen
Cr Amanda Stone

Council officers

Mary Osman (Manager Statutory Planning)
Julian Larkins (Co-Ordinator Statutory Planning)
Jessica Sutherland (Acting Senior Planner)
Rhys Thomas (Senior Governance Advisor)
Cindi Johnston (Governance Officer)

4. Declarations of conflict of interest

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

5. Confirmation of Minutes

RECOMMENDATION

That the minutes of the Planning Decisions Committee held on Wednesday 28 April 2021 be confirmed.

6. Committee business reports

Item		Page	Rec. Page
6.1	PLN20/0470 - 4-12 Langridge Street, Collingwood	5	55
6.2	PLN20/0737 - 27 - 31 Gibdon Street Burnley - Full demolition of existing buildings, the construction of ten townhouse dwellings, a vehicle crossover and a reduction in the car parking requirements.	175	221
6.3	PLN18/0328.03 - 459 - 471 Church Street and 20 - 26 Brighton Street Richmond - Section 72 amendment to the permit and plans to amend the approved use of the land as a child care to centre by way of an increase in children from 80 to 104, resulting in a further reduction in the car parking requirements, and associated built form changes to Building C.	317	336
6.4	PLN15/1176.02 – 2 Gough Street, Cremorne – Amendment to the endorsed plans and permit conditions including: Changes to the permit preamble, deletion/amendment of conditions, reconfiguration of building uses including deletion of residential component, internal reconfiguration of buildings, changes to the car parking and bicycle parking provision/allocation and built form changes including façade changes and increase in height.	471	
6.5	VCAT application P1878/2020 - 45 Wangaratta Street Richmond - Amend Planning Permit PLN15/1260 pursuant to section 87A of the Planning and Environment Act 1987 to amend the permit which allows 'Use of the land for office, demolition, and construction of a 7 storey building containing offices and food and drinks premises (café) above one basement level in the Mixed Use Zone and Heritage Overlay, reduction in the car parking requirements in clause 52.06 and in accordance with the endorsed plans' by deleting condition 8 which restricts the operating hours of the office use.	472	482
6.6	PLN20/0168 - 40 - 50 Rokeby Street, Collingwood **(CONFIDENTIAL ITEM)**	509	513

6.1 PLN20/0470 - 4-12 Langridge Street, Collingwood

Executive Summary

Purpose

1. This report provides the Planning Decision Committee (PDC) with an assessment of planning permit application PLN20/0470 against the provisions of the Yarra Planning Scheme (the Scheme) and recommends that Council notify the Victorian Civil and Administrative Tribunal (VCAT) and all parties to the proceeding that Council supports the application, subject to conditions.

Key Planning Considerations

2. Key planning considerations include:
   (a) Interfaces uses policy (Clause 22.05);
   (b) Built form (Clauses 15, 21.05, 22.10 and 34.01-8); 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) Policy and strategic support;
   (b) Built form and urban design;
   (c) On-site amenity (including environmentally sustainable design);
   (d) Off-site amenity;
   (e) Car parking and traffic; and
   (f) Objector concerns.

Submissions Received

4. Seventeen (17) objections were received to the application, these can be summarised as:
   (a) Built form and design (inappropriate height, massing, architectural expression including 'blank' northern wall; out of keeping with heritage);
   (b) Amenity impacts (unacceptable internal amenity, waste arrangements and ESD; public realm overshadowing; drainage impacts);
   (c) Off-site amenity (loss of views, noise and wind impacts);
   (d) Increased traffic and lack of car parking;
   (e) Construction impacts (noise, pollution, impacts to structures of buildings);
   (f) Lack of open space within the area; and
   (g) No need for additional office floor space in area.

VCAT Proceedings

5. On 16 February 2021, Council was informed that the applicant had lodged a Section 79 'failure to determine within the prescribed time' appeal with the Victorian Civil and Administrative Tribunal (VCAT).

6. A total of 2 complete statements of grounds have been received with a total of 1 party having joined the appeal.

7. A Compulsory Conference is listed for 24 May 2021 with a VCAT Full Hearing scheduled for three days beginning on 26 July 2021.

Conclusion

8. Based on the following report, the proposal is considered to comply with the relevant planning policy and should therefore be supported subject to the following key recommendations:
   (a) Deletion of one podium level (Level 01 or Level 02);
   (b) The western elevation of the stair core at the roof terrace level modified to clear glazing; and
   (c) A Façade Strategy and Materials and Finishes Plan.

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

6.1 PLN20/0470 - 4-12 Langridge Street, Collingwood

Reference	D21/36050
Author	Michelle King - Principal Planner
Authoriser	Senior Coordinator Statutory Planning

Ward:	Langridge
Proposal:	Construction of an eight storey building including roof top terrace / services (plus one level of basement) and a reduction of the car parking requirements associated with office and a retail premises (no permit required for uses)
Existing use:	Office/warehouse
Applicant:	Urbis Pty Ltd
Zoning / Overlays:	Commercial 1 Zone / Development Contributions Plan Overlay (Schedule 1)
Date of Application:	14 July 2020
Application Number:	PLN20/0470

Planning History

1. Planning Permit PL10/0331 was issued on 19 November 2012, allowing the construction of a five storey mixed use development with basement, to consist of a shop and office at the ground floor and a total of nine (9) dwellings at the first, second, third and fourth floors, including a reduction in the car parking and waiver of the loading bay requirements.

2. The permit is still valid, with the most recent extension of time granted 23 June 2020. The development approved under this permit must now commence no later than 19 November 2021, be completed no later than 19 November 2023 and the use must commence no later than 19 November 2024.

3. Key features of the approved development included the provision of vehicular access from Little Oxford Street and from the western right-of-way (ROW), a four-storey podium with a maximum height of 15.25 metres with the upper level recessed from the eastern, southern and western boundaries. The development is to be built to the northern boundary for the full five levels. The endorsed elevations are shown below:

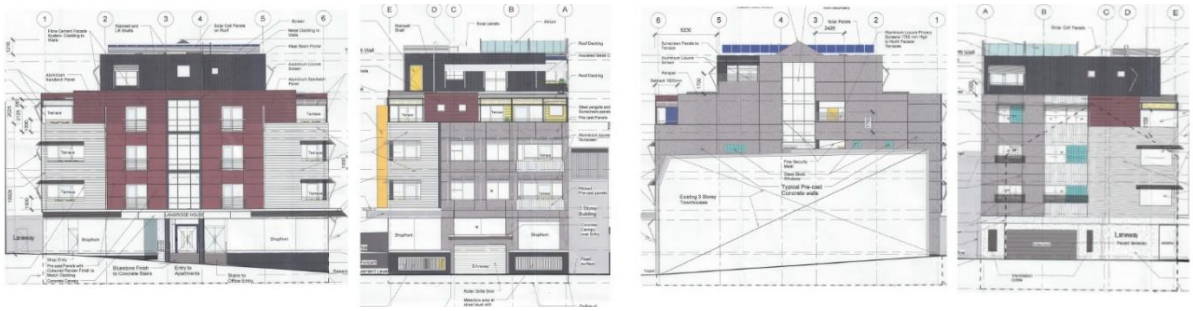


Figure 1
Image: South, East, North and West Elevations of development approved pursuant to Planning Permit PL10/0331
Source: Endorsed Plans to Planning Permit PL10/0331

Background

VCAT Proceedings

4. On 16 February 2021, Council was informed that the applicant had lodged a Section 79 'failure to determine within the prescribed time' appeal with the Victorian Civil and Administrative Tribunal (VCAT).

5. A total of 2 complete statements of grounds have been received with a total of 1 party having joined the appeal.

6. A Compulsory Conference is listed for 24 May 2021 with a VCAT Full Hearing scheduled for three days beginning on 26 July 2021.

Lodgement of additional "without prejudice" documents

7. On 19 October 2020 the applicant provided a response to the referral received from Council's City Works Unit. A sketch plan was provided demonstrating how the waste room could be enlarged in response to the comments received. This sketch plan has been included as an attachment to the report.

8. On 17 December 2020 the applicant provided a response to the referrals received including sketch plans showing the following to respond to the comments of Council's internal Urban Design Unit:

   (a) Deletion of the podium frame to the Level 4 terrace;
   (b) Modification to the rooftop level, including:
      (i) Reduced height of stair core by 1m to achieve RL 57.10;
      (ii) Reduced height of bathroom by 400mm to achieve RL 57.7;
      (iii) To west elevation, replace dark louvre material finish with clear glass; and
      (iv) Replace concrete slab "core lid" with lightweight canopy.
   (c) Information on how the proposal provides an equitable development scenario to the property at No. 64-68 Smith Street, Collingwood.

9. The sketch plans submitted provide additional information and have not been formally substituted. They are provided on a 'without prejudice' basis for information purposes on how the identified urban design issues could be addressed. They have been included as an attachment to the report.

10. On 20 January 2021, the applicant submitted an updated Sustainable Management Plan (SMP). The SMP provides additional information and has not been formally substituted. It has been provided on a 'without prejudice' basis for information purposes on how the identified environmentally sustainable design issues could be addressed.

11. The updated SMP was reviewed by Council's ESD Advisor with their updated comments included as an attachment to this report and referred to in the assessment of the application, where relevant.

The Proposal

12. The proposal is to construct an eight storey building including roof top terrace / services (plus one level of basement) and a reduction of the car parking requirements associated with office and a retail premises (no permit required for uses). Key features of the proposal include:

Use and layout

13. The building has three frontages; to Langridge Street to the south, Little Oxford Street to the east and the right-of-way (ROW) to the west. At the ground floor the building contains a retail premises of 133sqm. The entrance to the retail premises is from Langridge Street, located centrally along the frontage.

14. Also at ground level is the main entrance to the office lobby, interfacing with Langridge Street to the west. Secondary entrances to the building lobby / end of trip facilities and bicycle parking are also located along the western and eastern elevations, at the northern end of the building. The building lobby comprises a 29sqm lounge area and a 19sqm meeting room, as well as a 2.2 metre wide corridor leading to the lift and stair services.

15. The upper levels accommodate 1,552sqm of office floor area. Two terraces with approximate areas of 64 sqm and 44sqm are proposed on the fourth and fifth levels respectively. A roof terrace with an approximate area of 89 sqm is also proposed to service the office building.

16. A total of 13 car spaces are provided within the basement and accessed from Little Oxford Street at the ground level, with 8 spaces accommodated within a car stacker. A total of 30 on-site bicycle spaces for employees and 2 for visitors are provided at the ground floor, with a dedicated bicycle entrance from Little Oxford Street. Associated end-of-trip facilities are provided at the ground floor level also.

Construction

Demolition

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

Construction

Basement

18. The proposed garage is generally constructed to all title boundaries and contains the car parking spaces (as described above), the waste room, services rooms and cupboards as well as the 5,000 litre rainwater tank. Access is gained from a vehicular ramp from Little Oxford Street, at the northern end of the site.

Ground Floor

19. The building is built along the entire northern boundary. To the east, west and south are several columns (approximately 0.9 metres wide) that would abut the street with glazing in between setback approximately 0.25 metres from the boundaries, with the exception of the entrance to the office lobby which is setback approximately 0.665 metres from the southern boundary.

Level 01 to Level 03

20. The building is built along the entire northern boundary. To the east, west and south are several columns (approximately 0.9 metres wide) that would abut the street with glazing in between setback approximately 0.25 metres from the boundaries.

Level 04

21. The columns and building remain as described pursuant to the lower levels, however, the building is now setback a minimum 2 metres from the east and 3.9 metres from the south (for a length of 11.96 metres taken from the eastern boundary), behind the column framing. A terrace is located within this setback area.

Level 05

22. At this level, the building is setback 2 metres from the eastern boundary and 3.9 metres from the southern boundary. There is no podium framing at this level. A terrace is accommodated within the southern setback for a length of 12.22 metres taken from the western boundary.

Level 06

23. Level 06 adopts the setbacks as described in relation to Level 05, with no terraces provided at this level.

Level 07

24. Atop of Level 06 is the roof terrace and services level. The roof terrace is setback 1.3 metres from the southern building edge, 1 metre from the western building edge and 1.3 metres from the eastern building edge. The terrace is located on the southern side of the services and setback in excess of 5 metres from the northern boundary.

25. Along the northern boundary, the on-boundary wall adopts a length of 8.165 metres. The stair is setback from the western boundary by 1.025 metres at this level.

26. A services enclosure is located to the east of the lift lobby and amenities area, for a length of 8.75 metres, the services are located 4.1 metres from the eastern edge of the building.

Elevations

27. To Langridge Street, Little Oxford Street and the ROW, a 18.63 metre (maximum) podium consisting of five storeys is proposed.

28. The building will be eight storeys (inclusive of the rooftop services/terrace level) with an overall height of 29.4 metres (including lift overrun) proposed. The development will be built to the northern boundary.

Materials and finishes

29. The primary material palette for the proposed built form consists of charcoal brick, dark mortar (BR-01) with aged brass metal trim inlayed to brick (MT-03), dark grey metal (MT-01), aged brass finish (MT-02), off-form concrete finish (CON-01), concrete painted to match MT-02 (CON-02), brick formed concrete finish (CON-03) and bluestone cladding (ST-01). A range of glazing types is also proposed throughout.



Figure 2: Image render of the proposed development
Source: Urban Context Report

Existing Conditions

Subject Site

30. The subject site is located on the north-western corner of Langridge and Little Oxford Streets, in Collingwood. The site has frontages to Langridge Street of 24.11 metres and Little Oxford Street of 15.26 metres, resulting in a site area of 367 square metres. The site has a fall of approximately 1.54 metres from west to east.



Figure 3: Aerial photograph of No. 4 – 12 Langridge Street, Collingwood
Source: Nearmap, image capture date: 11 March 2021

31. The land is developed with a two storey brick building covering the western portion of the site, and a single storey brick building to its east. The single storey building is setback from Langridge Street approximately 4.5 metres, with this area being open and concreted. Crossovers are located along both the Langridge and Little Oxford Street frontages. The buildings are used as offices and a warehouse.



Figure 4: Subject site taken from Langridge Street, Collingwood
Source: Applicant Town Planning Report

Title Documents

32. The title submitted with the application does not show any covenants, restrictions or easements.

Surrounding Land

33. The site is partially located within the Smith Street Major Activity Centre (MAC) as identified within Council's Strategic Framework Plan (clause 21.03). The MAC contains a wide range of retail, entertainment, dining and service offerings. Yarra Planning Scheme Amendment C269 seeks to include the entire site and the Collingwood Mixed Use precinct within the Smith Street MAC. The site is located west of the Collingwood Gipps Street precinct, a major employment precinct. A tram route is accessible from Smith Street providing access to the CBD and Bundoora.

34. The built form types in the area are mixed. Evident in the area are buildings industrial in nature reflective of the area's historic uses, intermixed with remnant workers cottages, modern residential developments and warehouse residential conversions. This area has experienced substantial growth encouraged by the Commercial 1 and Mixed Use Zoning of the land. One and two storey buildings are being replaced with 6 to 13 storey buildings.

35. The subject site is located within a Commercial 1 Zone (C1Z) and the existing development in the wider area is mixed, consisting of residential, commercial and industrial uses resulting in diverse built form. The surrounding area and zoning is shown below.

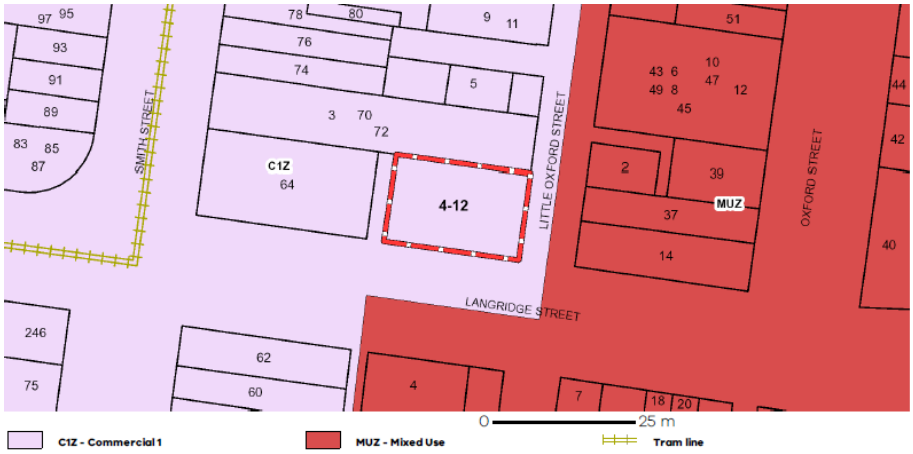


Figure 5: The subject site and surrounding land to the north & west shown as C1Z, with MUZ to the east & south
Source: DELWP



Figure 6: Aerial photograph of the subject site and surrounding built form
Source: Nearmap image capture date: 11 March 2021

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

North

37. Immediately to the north of the site, at No. 3 Little Oxford Street, are two, three storey dwellings. These dwellings face north, and present a blank, three storey wall to the subject site. At No. 5 Little Oxford Street, a single storey substation interfaces with the street. Behind this are two, three storey dwellings also facing north and presenting blank walls to the south.

38. Further north at No. 7-15 Little Oxford Street is an eight storey apartment building with a ground floor commercial premises approved pursuant to Planning Permit PLN14/0860. The development has a three storey podium with a height of 11.6 metres and an overall height of 26.25 metres (not including plant). Above the podium, levels 3 – 6 are setback 2.2 metres from the street with balconies projecting into the setback area. The topmost level is setback 4.2 metres from the street. The Little Oxford Street interface is shown below:

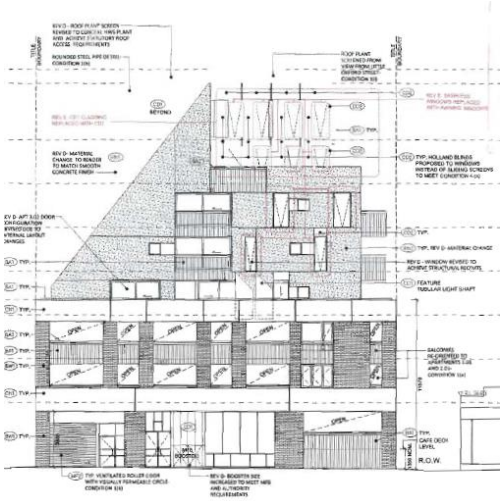


Figure 7: Little Oxford Street Elevation of No. 7-15 Little Oxford Street, Collingwood
Source: Excerpt from the and endorsed plans of PLN14/0860

39. To the north of this site, at No. 88-92 Smith Street and 17-21 Little Oxford Street, Planning Permit PLN15/0637 has been approved, allowing the development of the site for two buildings, one oriented to face Smith Street with one oriented to face Little Oxford Street. The building facing Little Oxford Street is an eight storey apartment building with a ground floor shop. Approved where interfacing with Little Oxford Street is a three storey podium with a height of 10.4 metres. Levels 3 – 5 above are setback 1.8 metres from the street with Levels 6 and 7 setback 4 metres from the street.

40. All of the above properties are located within the Commercial 1 Zone.

South

41. Langridge Street is immediately to the south. This street supports a single lane of traffic and a bicycle lane in each direction. Parallel parking is provided along both sides, interspersed with street trees.

42. Beyond Langridge Street, are a series of one to three storey commercial and residential buildings. Where opposite the site these are located within the Mixed Use Zone.

East

43. To the east, Little Oxford Street is a one-way (north-bound) street with parallel parking on the western side. Buildings on the eastern side of Little Oxford Street are mixed with single storey remnant dwellings, double storey warehouse residential conversions and double storey recent commercial buildings. Commonly, there are also the rear of some properties which face Oxford Street.

44. Opposite the site, No. 14 Langridge Street is double storey building built to all boundaries, appearing to be utilised as a commercial building. At the rear of No. 37 Oxford Street is an open car parking area for two car spaces accessed directly from Little Oxford Street. To the east of the car spaces there appears to be an area of secluded private open space associated with a double storey dwelling fronting Oxford Street. This building is 'individually significant' to Heritage Overlay Schedule 121 (37 Oxford Street, Collingwood).

45. No. 2-4 Little Oxford Street is a single storey dwelling built to the street.

46. All of the above properties are located within the Mixed Use Zone.

47. Further east, and on the northern side of Langridge Street, are the following developments:

(a) The site comprising No. 42-44 Oxford Street, No. 61-63 Cambridge Street and No. 16-20 Langridge Street (currently under construction for an 11 storey building comprising a food and drinks premises, shop, dwellings and a residential hotel pursuant to Planning Permit PLN18/0497). Along Langridge Street, a four storey brick framed podium with a maximum height of 17 metres has been approved and is under construction (shown below). The upper levels (Levels 5 – 8) are setback from the street by 4.4 metres with the topmost level setback 7 metres from the street frontage.

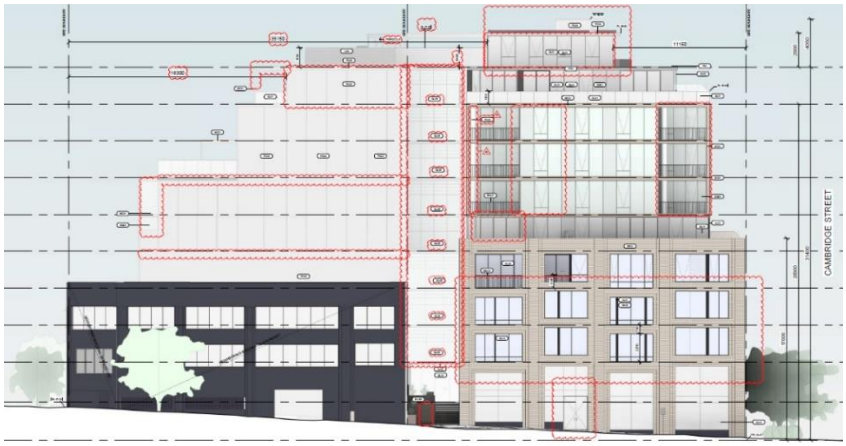


Figure 8: Langridge Street elevation of proposal approved pursuant to PLN18/0497
Source: Endorsed plans of PLN18/0497

(b) The site comprising No. 73 – 77 Wellington has recently been developed under Planning Permit PLN15/1138 for a 10 storey building comprising commercial tenancies and dwellings. Along Langridge Street, the development has a part four and part seven storey podium, ranging in height from 14.1 metres at the western edge to 23 metres at the eastern edge. Above the four storey podium, the upper levels are setback a minimum 2 metres. Above the seven storey podium, the upper levels terrace back with a minimum 2.7 metre setback adopted at Level 7. The Langridge Street elevation is shown below:



Figure: Langridge Street elevation of proposal approved pursuant to PLN15/1138
Source: Endorsed plans of PLN15/1138

West

48. To the west of the subject site is a Right-Of-Way (ROW), approximately 3.2 metres wide and 15 metres in length, interfacing with the entire western boundary of the subject site.

49. On the western side of the ROW is No. 64-68 Smith Street, located at the north-eastern corner of Smith Street and Langridge Street and comprises Forester's Beer and Music Hall. This site is used as a late night venue, including service of food and drinks, the service of alcohol and includes live music entertainment. This building is graded as being 'individually significant' to the Heritage Overlay Schedule 333 (Smith Street Precinct, Fitzroy/Collingwood).

50. To the north-west is the rear of commercial buildings at Nos. 70-72 Smith Street. This commercial premises has access from the northern end of the ROW with the area to the rear utilised as a yard/car parking area.

Broader area

51. There have been planning permit approvals in proximity of the site, some of which are under construction or already constructed, these approvals include:

(a) No. 6-10 Peel Street (6 storeys);
(b) No. 20-22 Peel Street (6 storeys);
(c) No. 33 Peel Street (8 storeys).
(d) No. 41 Peel Street (6 storeys);
(e) No. 132 Smith Street (Banco Development) (9 storeys);
(f) No. 9-17 Smith Street (7 storeys);
(g) No. 7 & 9-15 Little Oxford Street (8 storeys);
(h) No. 1-57 Wellington Street and 71-77 Victoria Parade (11 storeys);
(i) No. 61-71 Wellington Street and No. 37-39 Langridge Street (14 storeys);
(j) No. 73-77 Wellington Street (10 storeys);
(k) No. 93 Wellington Street (10 storeys);
(l) No. 109 Wellington Street (10 storeys);
(m) No. 195 Wellington Street (9 storeys);
(n) No. 27-29 Oxford Street and No. 15-21 Derby Street (8 storeys);
(o) No.42-44 Oxford St, 61-63 Cambridge St &16-20 Langridge St (11 storeys);
(p) No. 107 Cambridge Street (6 storeys);
(q) No. 72 - 94 Cambridge Street (10 storeys);
(r) No. 46-74 Stanley Street & 23-35 Napoleon Street (9 storeys); and
(s) No. 51 Langridge Street (11 storeys).

52. 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 34.01 – Commercial 1 Zone

53. The site is located within the Commercial 1 Zone (C1Z). The relevant purpose of the C1Z is:

(a) *To create vibrant mixed use commercial centres for retail, office, business, entertainment and community uses.*

54. Pursuant to clause 34.01-1, a planning permit is not required to use the land as an office and retail premises.

55. Pursuant to clause 34.01-4, a planning permit is required to construct a building or construct or carry out works. The decision guidelines are set out at Clause 34.01-8.

Overlays

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

56. 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.
57. 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

58. 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 office and retail floor space.

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

Particular Provisions

Clause 52.06 – Car parking

60. 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.

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

62. 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.

63. Before a requirement for car parking is reduced, the applicant must satisfy the Responsible Authority that the provision of car parking is justified having regard the decision guidelines at clause 52.06-6 of the Scheme.

Proposed Use	Quantity/ Size	Statutory Parking Rate*	No. of Spaces Required	No. of Spaces Allocated
Office	1,551 m^2	3.0 spaces per 100 m^2 of net floor area	46	13
Retail	133 m^2	3.5 spaces per 100 m^2 of leasable floor area	4	0
		Total	**50 spaces**	**13 spaces**

64. A total of 13 car spaces are proposed on site, with all allocated to the office use. Therefore the application seeks a total reduction of 33 car spaces associated with the office use and 4 spaces associated with the retail use.

Clause 52.34 – Bicycle Facilities

65. 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.

66. 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	1551 sqm	1 employee space to each 300 sqm of net floor area if the net floor area exceeds 1000 sqm	5 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	133 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			**5 employee spaces**	**30 employee spaces**
			2 visitor spaces	**2 visitor spaces**
Showers / Change rooms		1 to the first 5 employee spaces and 1 to each additional 10 employee spaces	**1 shower / change room**	**5 showers / change rooms**

67. The development proposes a total of 25 additional employee spaces above the statutory requirements of the Scheme. The development also proposes the provision of 2 visitor spaces on-street, which would exceed the visitor rate by two spaces. The proposal also provides four additional showers / change rooms from that required by the Scheme.

68. 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

69. 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

70. 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)

71. Relevant clauses are as follows:

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

72. The objective is:

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

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

73. The relevant objectives of this clause include:

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

Clause 13.05-1S (Noise abatement)

74. The relevant objective of this clause is:

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

75. 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)

76. 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)

77. 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)

78. The objective is:

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

Clause 15.01-2S (Building design)

79. 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.*

80. 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.*

81. 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)

82. 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)

83. 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)

84. The relevant objective of this clause is:

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

85. 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)

86. 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)

87. The objective of this clause is:

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

88. 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)

89. The relevant objective of this clause is:

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

90. The relevant strategies of this clause are:

    (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)

91. The objective of this clause is:

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

92. 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)

93. The relevant objectives of this clause is:

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

94. 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)

95. 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)

96. 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)

97. 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)

98. The objective of this clause is:

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

99. 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)

Municipal Strategic Statement (MSS)

100. The relevant policies in the MSS can be described as follows:

Clause 21.04-2 (Activity Centres)

101. The relevant objectives of this clause are:

    (a) *To maintain the long term viability of activity centres.*

102. Relevant strategies to achieve this objective include:

    (a) *Strategy 5.2 - Support land use change and development that contributes to the adaptation, redevelopment and economic growth of existing activity centres.*
    (b) *Strategy 5.3 - Discourage uses at street level in activity centres which create dead frontages during the day.*

Clause 21.04-3 (Industry, office and commercial)

103. The objective of this clause is:

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

Clause 21.05 (Built Form)

104. 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)

105. 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)

106. The general objective of this clause is:

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

107. 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"*.

108. 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)

109. 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)

110. 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)

111. 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)

112. Relevant objectives include;

    (a) *Objective 32 To reduce the reliance on the private motor car.*
    (c) Objective 33 To reduce the impact of traffic.

Clause 21.07-1 (Ecologically sustainable development)

113. 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

114. 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) *To the south of Johnston Street development is Victorian overlaid with subsequent periods of development. This part of Collingwood is varied in built form and character, ranging from large Victorian factory buildings to small pockets of low rise residential development. The most outstanding feature of the precinct is the Foy and Gibson complex of retail and warehouse of buildings which belong to the suburb's commercial past. The buildings have large dominating built forms with rhythmic facade design. They are imposing and visually cohesive.*

(c) *The Smith Street major activity centre serves multiple roles for local residents whilst attracting visitors from a larger catchment. It is a classic main road strip generally consisting of buildings of two to four storeys interspersed with the occasional building of up to 6 storeys. The subdivision pattern is consistent, and the pattern of the streetscape is generally fine grain. Unlike many other Victorian shopping strips the street is also characterised by the variance in profile and design of buildings. It has a high proportion of individually significant heritage buildings, supported by contributory buildings from the Victorian-era and Edwardian-eras.*

115. As identified at Clause 21.08-5, the following relevant built form strategies include the following:

(a) In the precinct bounded by Johnston Street, Wellington Street, Victoria Parade and Smith Street (including both sides of Smith Street depicted as the 'Smith Street Major Activity Centre' in the Built Form Character Map).

(i) Maintaining the varied profile of the skyline and the built form character of Smith Street.
(ii) Ensuring that no new development presents as a dominating built form along Smith Street.
(iii) Retaining the prominence of the key 'icon' (landmark) buildings in the Smith Street streetscape such as Pattersons, Safeway, Post Office.
(iv) Maintaining the Foy and Gibson complex of buildings as a large dominating visually cohesive group of buildings.
(v) Retaining the uniformity of the streetscapes associated with the Foy and Gibson buildings.
(vi) Ensuring new development respects the scale of adjoining existing clusters of low rise residential development.

Relevant Local Policies

Clause 22.03 – Landmarks and Tall Structures

116. 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

117. 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.*

118. 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

119. 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

120. 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.*

121. 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)

122. 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

123. 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

124. 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.

125. 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)

126. The Melbourne Industrial and Commercial Land Use Plan builds on the relevant policies and actions of Plan Melbourne 2017-2050. It provides an overview of current and future needs for industrial and commercial land across metropolitan Melbourne and puts in place a planning framework to support state and local government to more effectively plan for future employment and industry needs, and better inform future strategic directions.

127. Map 5 within the document shows the commercial land within the inner metro region and identifies the site as being within an existing regionally significant commercial area.



Figure 9: Excerpt from Map 5 of the MICLUP showing the subject site as a red circle.

128. 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

129. 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.

130. 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.

131. In regards to the strategic context of the site, the SEES provides the following:

(a) *The key shaper of Yarra's retail precincts has been the tram network. This will continue to be the strongest influence from a transport perspective on retail development. In particular, the five major retail strips Brunswick Street, Smith Street, Victoria Street, Bridge Road and Swan Street have benefited from this infrastructure. Compared to Hoddle and Johnston Streets, Yarra's main streets with tram lines heritage and quality of place attracts dynamic businesses esp in hospitality and entertainment. These streets have a more fine-grained urban structure, less intrusive traffic and better performing retail precincts.*

132. The strategy includes the following precinct specific directions for the Brunswick Street, Fitzroy and Smith Street, Fitzroy/Collingwood precinct:

(a) *Brunswick Street and Smith Street offer a consolidated core of retail and hospitality for the suburbs of Fitzroy and Collingwood and a wider catchment beyond. The C1 zoning throughout this area allows a range of employment and housing in mixed use developments. The development of the Community Arts Precinct (on Johnston Street) is an emerging trend, supported by state. Council values its arts and culture sector.*

133. In respect of the capacity of the differing precincts to accommodate future growth, with regard to future demand, the following comments are made in respect of the Smith Street Major Activity Centre:

    (a) *Smith Street has undergone rapid gentrification in recent years. It has a well-regarded hospitality offer, and is increasingly considered a destination for people seeking a high quality, diverse food and drink experience. It also accommodates the area's largest supermarket, with a second full line supermarket also opening in recent times, creating two focal points for local retail activity. The northern end of the street lacks the fine-grained characteristics of the southern end, with a significant concentration of homeware stores and factory outlets. The precinct still has capacity to develop, particularly at the precinct's northern end. With strong demand for residential development across the precinct, there is some risk that residential developments could reduce the precinct's employment floor space capacity.*

Yarra Planning Scheme Amendment C269 – Rewrite of Local Policies

134. Amendment C269 proposes to introduce new and revised local planning policies into the Yarra Planning Scheme. The amendment was on public exhibition between 20 August 2020 and 4 December 2020.

135. The revised local planning policy seeks to include the entire site as well as the Collingwood Mixed Use precinct within the Smith Street, Collingwood / Fitzroy Major Activity Centre. The following relevant strategies for the revised Major Activity Centre are provided below:

    (a) *Encourage development that responds to the different built form conditions in Collingwood South precinct, with taller built form towards Wellington St and south of Peel Street and retain the visual dominance and integrity of the existing industrial warehouse buildings north of Peel Street.*

    (b) *Encourage employment through mixed use and commercial development, including in the mixed use zoned land behind Smith Street.*

Amendment C270 – Fitzroy and Collingwood Stage 1 Interim

136. On the 17 December 2019, Council requested the Minister for Planning to consider the approval of proposed interim built form controls through the implementation of several Design and Development Overlays (DDOs) for activity centres in Fitzroy and parts of Collingwood.

137. The subject site is included within the proposed Design and Development Overlay, proposed to be covered by Schedule 30 (DDO30).

138. The proposed DDO30 includes a number of discretionary and mandatory built form guidelines in regards to the street wall, upper level front and side setbacks, overall building height, rear interface, overshadowing and daylight access, common boundary and building separation, building layout, façade design, access and parking and loading areas to achieve the following objectives:

    (a) *To ensure development responds to the heritage character and varied streetscape of Smith Street by supporting:*

        (i) a new lower- to mid-rise character (ranging from 4 to 6 storeys) behind a consistent street wall north of Stanley and St David Streets and south of Gertrude Street; and
        (ii) a new mid-rise character (ranging from 3 to 8 storeys) behind a varied heritage street wall between Stanley and St David Streets and Gertrude and Langridge Street.

(b) *To retain view lines to the former department stores and the prominence and integrity of corner heritage buildings, particularly at the Johnston Street intersection.*

(c) *To ensure development maintains the prominence of the existing heritage street wall and fine-gain heritage character through recessive upper levels and a façade composition and articulation that complements the Smith Street character.*

(d) *To encourage development designs that promote pedestrian activity and passive surveillance, contributes to a high quality public realm, and avoid overshadowing of opposite footpaths on Smith Street, side streets and public spaces.*

(e) *To ensure development responds to sensitive interfaces by ensuring the overall scale and form of new development provides a suitable transition to low scale residential areas and protects these properties from an unreasonable loss of amenity through visual bulk, overlooking and overshadowing.*

139. The proposed DDO30 would introduce a mandatory height limit of 20.8 metres, with the streetwall to not exceed a mandatory height of 14.4 metres along Langridge Street and Little Oxford Street, as shown below:



Figure: Extract from Map 2 of the proposed DDO30 controls, with the subject site indicated with a red dot

140. Amendment C270 is supported by (most relevantly) the Smith Street Built Form Framework prepared by Hansen and the Brunswick-Smith Street Heritage Built Form Review prepared by GJM Heritage.

141. To date, a decision has not yet been made by the Minister for Planning in respect of the Amendment. If approved, the proposed interim DDOs would be temporary only and be included in the Yarra Planning Scheme for approximately 2 years.

142. This control has little weight in the consideration of this application.

Advertising

143. The application was advertised under the provisions of Section 52 of the *Planning and Environment Act (1987)* by 564 letters sent to surrounding owners and occupiers and by signs displayed on site. Council received 17 objections, the grounds of which are summarised as follows:

(a) Built form and design (inappropriate height, massing, architectural expression including 'blank' northern wall; out of keeping with heritage);
(b) Amenity impacts (unacceptable internal amenity, waste arrangements and ESD; public realm overshadowing; drainage impacts);
(c) Off-site amenity (loss of views, noise and wind impacts);
(d) Increased traffic and lack of car parking;
(e) Construction impacts (noise, pollution, impacts to structures of buildings);
(f) Lack of open space within the area; and
(g) No need for additional office floor space.

144. 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

145. The application was not required to be referred to external authorities.

Internal Referrals

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

(a) Urban Design Unit;
(b) Environmentally Sustainable Design (ESD) Advisor;
(c) Streetscapes and Natural Values Unit;
(d) City Works Unit;
(e) Engineering Services Unit;
(f) Strategic Transport Unit;
(g) Strategic Planning Unit; and

External Consultants

(h) Wind Consultant (Vipac).

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

OFFICER ASSESSMENT

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

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

Policy and Strategic Support

149. The proposed development has strong strategic support at State and local level for the construction of a medium-density office building. The subject site is located within a C1Z, with this zone having a key purpose *to create vibrant mixed use commercial centres for retail, office, business, entertainment and community uses.*

150. Consistent with the zone, the proposed uses of the land (office and retail) do not require a planning permit and only the buildings and works are triggered by the zone. This indicates strong strategic support for office use within the precinct and for supporting uses such as the ground floor retail premises which will provide activation along both Langridge and Little Oxford Streets. 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.

151. 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.
152. The site fulfils this criterion, with tram routes along Smith Street, bus routes along Hoddle Street and Johnston Street and Collingwood and North Richmond Stations located approximately 920 metres to the south-east and north-east. Yarra's Copenhagen style bicycle lanes are also located along Wellington Street, providing a better-connected journey for cyclists, encouraging the use of alternative modes of transport to and from the site, rather than encouraging the reliance on motor vehicles. This is encouraged by clauses 18.02 – *Movement Networks*; 21.06-3 – *The Road System and Parking*; and 21.03 – *Vision* of the Scheme.

153. The site is located in an area suitable for redevelopment, with a proposed built form that generally includes elements of a diverse pattern of urban form in the neighbourhood, creates a new built form character and would result in no unreasonable off-site amenity impacts, as outlined later in this report.

154. Having regard to the above, the proposed 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

155. 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

156. Built form in the surrounding area consists of a mixture of architectural styles and materials. Taller buildings are emerging within proximity to the land. The majority of these buildings are robust in design and constructed hard-edged to the street. The Collingwood area is undergoing significant change with regards to building heights and forms, with a clearly emerging character of dense development.

157. Design and Development Overlay - Schedule 30 is proposed to be applied to the land through Amendment C270 (Fitzroy and Collingwood Stage 1 Interim). Council's Strategic Planning Department undertook a review of the proposed development against the provisions, this is included as an attachment.

158. A recent VCAT decision *18 Smith Street Pty Ltd v Yarra CC* [2020] VCAT 1319 discussed the status of Amendment C270 and whether it had any statutory weight, finding the following:

> *[25] Council, in December 2019, requested the Minister for Planning to apply the interim controls. No decision has been made by the Minister. No party relied on Amendment C270. Given the lack of progress on approval of the amendment and the absence of public exhibition, we find no weight can be placed on the provisions proposed.*

Emphasis added.

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

160. Nevertheless, the Built Form Framework has been referenced throughout this assessment as a reflection of Council's strategic position for the site, where appropriate.

Height, scale and massing of the development

161. The majority of the buildings currently under construction or approved within Collingwood are robust in design and constructed hard-edged to the street, with podium/tower typologies dominant. This proposal is however, the first larger development in proximity to Smith Street along a key east-west street.

162. The role of Langridge Street was highlighted by Council's Urban Design Unit, who provided the following commentary:

(a) *Langridge Street is an important east-west movement corridor and plays a key role in connecting this pocket of Collingwood to Abbotsford and Fitzroy, whereas Little Oxford Street plays a secondary role within the street hierarchy. Hence, it is important to give higher consideration to the built form character envisaged for Langridge Street and ensure the proposed development does not overwhelm the street character. Further the width of Langridge Street compared to Little Oxford Street and the location of site on the corner of Langridge Street and Little Oxford Street will make development on the subject site prominently visible from Langridge Street, particularly the corner of Smith Street and Langridge Street. Given this is an important pedestrian intersection the views from this intersection need to be given high consideration as well.*

163. As already outlined in this report, there is no dispute that strategically the subject site is appropriately located for a higher-density development, being partially within a MAC, the overall size of the site, the underutilised development capacity, the lack of heritage constraints, the site's location providing excellent access to cycling networks and various forms of public transport. Based on these attributes, it is a reasonable expectation that this site will experience intensification in the future.

164. Whilst the subject site is partially located within a MAC it is important to acknowledge that the typography of the site is a key constraint that the development needs to have regard to. It is considered that the proposed height of the building at eight storeys results in an unacceptable outcome in terms and transition and bulk when viewed from the west.

165. A more sympathetic height to its location and the development potential of the surrounding properties is required. This will ensure an appropriate transition from the taller forms expected to the east along Wellington Street, whilst providing a graduation of built form to the heritage constrained Smith Street MAC abutting to the west.

166. The proposed building will extend to a maximum height of eight storeys equating to 29.4 metres (including plant), excluding plant the development would adopt an overall height of 28.2 metres.

167. It is acknowledged that the proposed DDO30 proposes a mandatory height of 20.8 metres (excluding service equipment/lift structures, balustrading and the like) and a mandatory podium height of 14.4 metres along Langridge Street and Little Oxford Street.

168. With regard to the proposed DDO30, the current policies that apply to the site and surrounding context, Council's Urban Design Unit recommended that one level be deleted from the podium (either level 2, 3 or 4) and either one level from the upper levels be deleted (level 5 or 6) or the roof terrace level be reduced with further recession of the stairwell.

169. The recommendation regarding the deletion of one level from the podium is supported. This would ensure that the development corresponds with the emerging built form character along both Little Oxford Street and Langridge Street.

170. The applicant provided 'without prejudice' sketch plans on 17 December 2020, showing the deletion of the podium framing around the Level 04 terrace to reduce the street wall height along the Langridge Street and Little Oxford Street frontages in response to the concerns raised by Council's Urban Design Unit.

171. As identified, Council's Urban Design Unit recommended that an entire level be deleted, either Level 2 or 3 or 4. The podium framing at Level 4 however, is an important element of the overall design. Officers therefore do not consider that deletion of the podium framing at this level, as demonstrated in the sketch plans, is an appropriate response. Officers also do not believe deletion of Level 4, in lieu of other lower levels, is an appropriate response.

172. In deleting a level from the podium the composition of the proposed materials is also to be considered to ensure that the outcome maintains an acceptable design response. The horizontal framing of the podium is currently expressed as either 3D profiled spandrel element or dark bricks with a metal inlay profile inlaid into the brickwork, as shown below:



Image10: Podium details
Source: Urban Context Report

173. To ensure that the design detail of the horizontal framing continues to be acceptable, it is recommend that either Level 01 or Level 02 be deleted, with a condition to be included facilitating this. This would result in outcomes generally as shown below:

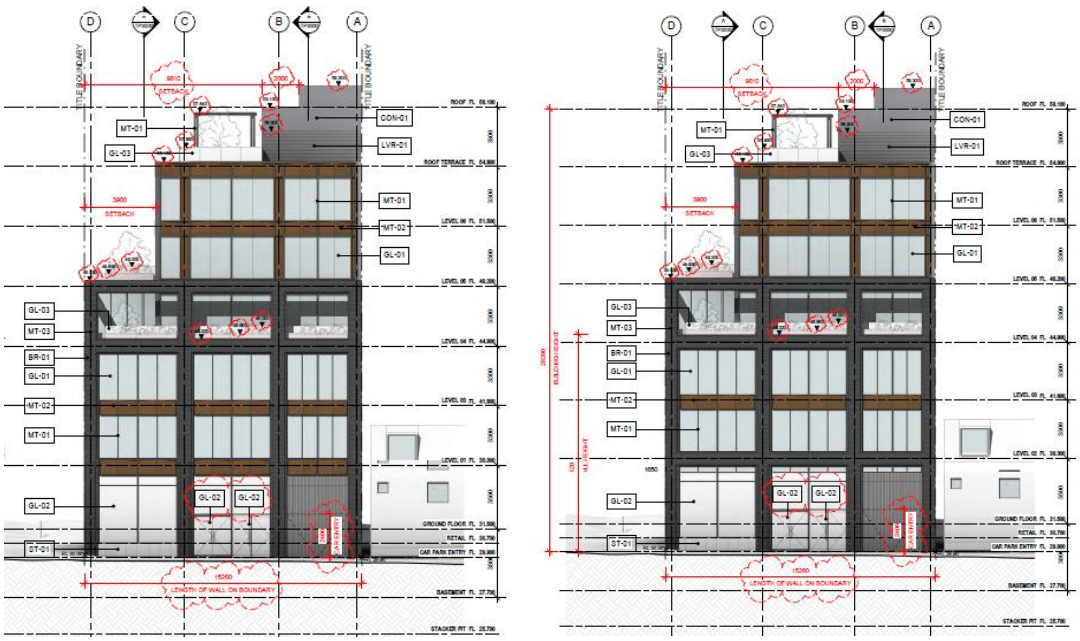


Image 11: Eastern elevation with Level 01 deleted (left) or Level 02 (right)
Source: Development Plans, updated to remove one podium level (note: this is for visual reference only)

174. The proposed deletion of one level from the podium, resulting in a height of 15.26 metres including the framing would provide an adequate transition to the north along Little Oxford Street. This is represented in the above image. Whilst higher than the proposed DDO23 street wall height of 14.4 metres, the deletion of Level 01 or 02 of the podium would ensure that the podium framing around the terrace is retained on the topmost level of the podium.

175. This outcome would provide a sense of openness at the topmost podium level and mitigate any visual bulk impacts associated with the height above that envisioned by the proposed DDO23. It is considered that the corner block location supports the 3.81 metre height difference between the resultant overall podium height and the existing podium of No. 7 – 15 Little Oxford Street. The conditional street wall height is consistent with the current approval on the site (Planning Permit PL10/0331) which approved a podium with a height of 15.25 metres.

176. With respect to the Langridge Street elevation, the deletion of Level 01 or Level 02 would also ensure that the development provides an adequate transition to the individually significant building at No. 64 – 68 Smith Street. Given the heritage grading of this property, it is considered that the existing on-boundary forms would be retained.

177. The resultant podium form (four storeys including the open framed eastern half) would generally match the roofline of the property to the west. Transition would also be afforded to the east. As previously identified, taller forms are anticipated closer to Wellington Street. This is evident through the developments approved, constructed or currently under construction. The reduced podium height of 15.26 metres whilst lower than the podium under construction at No. 42-44 Oxford Street, No. 61-63 Cambridge Street and No. 16-20 Langridge Street (17 metres) would provide a transition in scale to the higher developments and also acknowledge the sloping topography of the land.

178. In terms of upper levels, the applicant circulated ‘without prejudice’ sketch plans on 17 December 2020 showing the height of the stair reduced by 1 metre and the height of the bathroom reduced by 0.4 metres. The louvres on the western elevation of the stair were also shown to be removed and replaced with clear glass with the concrete slab “core lid” also proposed to be replaced with a lightweight canopy. This is shown in the below render:



Image 12: Render provided 'without prejudice' (left) and with initial application (right)
Source: Applicant documentation

179. It is clear from the above renders that the change in material from the louvres to the clear glass provides visual relief and recession to this topmost level when viewed from the west. The height reduction of the stair however, accentuates the lift core behind and therefore is not considered necessary. The other modifications are located centrally on the terrace level and would not make an appreciable change.

180. It is therefore recommended that the western elevation of the stair at the roof terrace level be modified from louvres to clear glass. This change coupled with the reduction of height through the deletion of the podium level will ensure the development provides an acceptable response and transition from Smith Street to the more robust developments occurring to the east closer to Wellington Street.

181. In terms of overall height and within the immediate streetscape, it is acknowledged that the existing building at No. 7 – 15 Little Oxford Street adopts an overall height of 26.25 metres (excluding plant). To the east, the building under construction at No. 42-44 Oxford Street, No. 61-63 Cambridge Street and No. 16-20 Langridge Street adopts an overall height of 34.3 metres (excluding plant).

182. It can be clearly seen that visual bulk associated with the height and robust form of these taller buildings are part of the emerging character of the area. The development would be consistent with the height approved at No. 7 -15 Little Oxford Street, with both sites located 'higher' on the Collingwood Slope than those developments located closer to Wellington Street.

183. Whilst the building at No. 7 – 15 Little Oxford Street has been angled away from the southern boundary above the podium to mitigate overshadowing impacts to the dwellings that exist between this site and the subject site, the subject site is not constrained by such dwellings and it would be logical to adopt the podium and tower typology proposed.

184. The resultant height of 26.1 metres with the deletion of one podium level would be consistent with the emerging character of the area. Furthermore, the proposed development would still meet the following, relevant, objective of the proposed DDO30:

    (a) *a new mid-rise character (ranging from 3 to 8 storeys) behind a varied heritage street wall between Stanley and St David Streets and Gertrude and Langridge Street.*

185. Whilst it is acknowledged that the height of the building will be taller than the existing adjoining developments and the existing form on-site, it is clear this proposal is in-line with the emerging character of the area and consistent with local and state policy.

186. The issue of development which is higher than surrounding built form was further discussed in the Red Dot Tribunal decision, *Pace Developments v Port Phillip CC* (includes Summary) (Red Dot) [2012] VCAT 1277:

[58] We accept that the building will be taller and will be seen, but the notion of respectful development does not mean that new buildings must replicate that which exists nor does it imply that they will not result in change. As we have noted, change must be contemplated in an area where growth is encouraged by the MSS and chance to improve, or perhaps in this case repair, the urban environment.

187. 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.

188. With regard to policy direction under the Scheme, clause 21.05 – *Urban Design* contains Objective 17: *to retain* Yarra's *identity as a low-rise urban form with pockets of higher development.*

(a) Strategy 17.2 reads as follows:

Development on strategic redevelopment sites or within activity centres should generally be no more than 5-6 storeys unless it can be demonstrated that the proposal can achieve specific benefits such as:

(i) Significant upper level setbacks
(ii) Architectural design excellence
(iii) Best practice environmental sustainability objectives in design and construction
(iv) High quality restoration and adaptive re-use of heritage buildings
(v) Positive contribution to the enhancement of the public domain
(vi) Provision of affordable housing

189. In regards to (ii), (iii) and (v), these items are all considered to have been met and will be discussed later in the report. Item (iv) and item (vi) are not relevant, given the site is not subject to the heritage overlay and this is a commercial proposal.

190. It is clear that the proposed height with a reduction of one level from the podium in this location is acceptable. Lastly, the proposed upper level setbacks to the surrounding street frontages are to be considered. The development response to the north and west will be considered later in the report.

191. When viewed from various locations along Langridge Street, Little Oxford Street and the surrounds, the contrast between the brick podium and the glazing of the upper levels would distinguish the two parts of the building. This will create an obvious distinction between the solid masonry street wall and the upper levels maintaining the clarity of the street wall in the streetscape.

192. In respect of upper level street setbacks, to Langridge Street a setback of 3.9 metres for the levels behind the framing and above the podium is provided. The Urban Design Unit supported the setback to Langridge Street, providing the following:

(a) *The development proposes a 3.9m upper level setback along Langridge Street frontage. DDO30 recommends a preferred 6m setback above the streetwall height. The purpose behind providing an upper level setback is to create a clear separation between streetwall and upper form and to ensure the overall form does not visually dominate the streetscape and wider heritage character. The proposed design achieves this and hence from an urban design perspective the proposed upper level setback is acceptable.*

193. In relation to the 2 metre upper level setbacks from Little Oxford Street (behind the framing and above the podium), Council's Urban Design Unit recommended a minimum 4 metre setback be provided with the intention of meeting the objectives of providing a clear separation between the streetwall and upper form and to ensure the overall form does not visually dominate the streetscape and wider heritage character.

194. As determined above, the differing materials utilised within the podium and the upper levels clearly provides a distinct separation between the two forms. This was considered to be an aspect of the Langridge Street interface that had merit and the design remains consistent where presenting to Little Oxford Street.

195. Lastly it must be determined that the 2 metre setback does not visually dominate the streetscape and wider heritage character. There is no wider heritage character relevant to Little Oxford Street. Whilst opposite No. 37 Oxford Street, included within a site specific heritage overlay, this property fronts Oxford Street with car parking interfacing with Little Oxford Street. The heritage character this property provides is therefore associated with Oxford Street with any future development of this property is anticipated to be accommodated fronting Little Oxford Street.

196. This setback is similar to the development existing at No. 7 – 15 Little Oxford Street, which provided a 2.2 metre setback, with balconies encroaching into this setback, for levels 3 – 6 and a setback of 4.2 metres for level 7. By providing similar upper level setbacks, this results in the podium forms along Little Oxford Street as being the main view of passers-by. The proposed 2 metre upper level setback is therefore considered to be acceptable.

197. The generous setbacks of the pergola, stair, lift, services and bathroom facilities from Langridge Street and Little Oxford Street would ensure these elements will not be dominating on the surrounding streetscape.

Architectural Quality

198. The development is considered of high architectural quality and in that regard responds to the design objectives clause 15.01-2. The contemporary design is appropriate and responds well to this part of Collingwood where it is strategically located partially within a constantly evolving MAC.

199. Council's Urban Design Unit was complementary of the proposed design elements, making the following comments:

(a) *The proposal presents a high quality architecture design with an interesting form that responds positively to the character of the area. The proposed material palette provides enough visual interest to the facades from all sides. Even though there is a lot of glazing used the brickwork grids breaks it up and the office areas will receive good amount of natural light.*

(b) *Overall, the new design is seen as a positive architectural and urban design outcome that complements the existing character of the street.*

200. Whilst the northern on-boundary wall is built sheer to the boundary, Council's Urban Design Unit was complementary of the proposed materials and treatment, making the following comment:

    (a) *The provision of blank boundary wall along northern interface is acceptable as it ensure equitable development opportunity to the adjacent site. The materials proposed are acceptable as well.*

201. Council's Urban Design Unit requested the material of the garage door on the Eastern Elevation be annotated, this can be facilitated via condition to be 'LVR02' consistent with the materials schedule. The Unit also requested confirmation that the service cabinet doors will be clad in 'GL02.' This is clearly shown on the elevations and therefore is considered to be satisfied.

202. A façade strategy and materials and finishes schedule is required to be submitted via condition to demonstrate:

    (a) elevations at a scale of 1:20 illustrating typical podium details, entries and doors, and utilities and typical upper level facade details;
    (b) section drawings to demonstrate façade systems, including fixing details and joints between materials or changes in form;
    (c) information about how the façade will be maintained, including any vegetation; and
    (d) a sample board and coloured drawings outlining colours, materials and finishes.

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

    Landmarks, Views and Vistas

204. It is policy at clause 15.01-2S of the Scheme that important landmarks, views and vistas be protected or enhanced. The impact on long range views and vistas are only relevant where they form part of an identified character of an area (within planning policy) and typically apply to landscapes or natural features.

205. The proposed development does not compete with any identified landmarks given its location and is considered to be an acceptable response to the local policy direction under clause 22.03-4 of the Scheme.

    Light, Shade and Public Realm

206. This principle requires the design of interfaces between buildings and public spaces to enhance the visual and social experience of the user. In this respect, the proposal represents an improvement in streetscape, public space quality and perceived safety.

207. Furthermore, a decision guideline of the proposed DDO30 requires consideration of the following:

    (a) *Whether the design of the streetscape interface makes a positive contribution to an active, pedestrian-oriented street environment and/or public realm.*

208. Council's Urban Design Unit was supportive of the ground floor interface to the surrounding streets, providing the following:

(a) *The development proposes pedestrian entrances from Langridge Street and vehicular entrance from Little Oxford Street. The public realm interface along both street frontages is generally supported, with good level of transparency and activation to all the streets (including the right of way). This will majorly contribute in improving the public realm environment and hence is supported.*

209. The site presently contributes little to the street, being a commercial building with limited meaningful entrances and a frontage dominated by car parking. The proposal provides an active frontage, consolidating the crossovers to one along Little Oxford Street to maximise the interactive frontage to the main street of Langridge Street.

210. The proposed services whilst located abutting both Langridge and Little Oxford Streets are proposed to be clad in 'GL-02' and will be integrated with the ground level glazing material used for the balance of the interfaces. The vehicular entrance is also proposed from Little Oxford Street, toward the north, to ensure that all pedestrian entrances are easily identifiable and provided with a high degree of visibility within the streetscape.

211. In respect of the ground floor entrances along Langridge Street, Council's Urban Design Unit made the following comments:

(a) *The ground floor should respond to the topography of the street. The concept of stepping the ground floor to respond to street level is supported, however, the applicant needs to demonstrate that there is a seamless transition between the footpath grading and entry areas. Any height different between footpath and entry doors should be resolved through grading of the paving to ensure no steps are required. It need to be clearly demonstrated that all relevant Australian Standards are met including but not limited to relevant access and mobility standards. Further, it should also clearly demonstrate that all the drainage and storm water requirements have been resolved accordingly. The ground floor plan needs to show existing and proposed levels and spot heights, including but not limited to finished floor levels of buildings and proposed footpath grading.*

212. With regard to the above, it is recommended that the following condition be implemented to resolve the identified issues:

(a) Relative levels of the footpath at building entrances and internal areas at entrances demonstrating a seamless transition between Langridge Street and both the office lobby and retail premises, with any height difference managed with a notation confirming compliance with the Disability Discrimination Act 1992 (DDA).

213. In respect of drainage and storm water requirements, these are not requirements at the planning stage and would be determined if a planning permit were granted through the building permit process. Council's Urban Design Unit also made several recommendations in regard to the reconstruction of footpaths and the installation of the bicycle hoop on Langridge Street. These items will be discussed later in the report.

214. 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 west-facing windows of the development. Furthermore, as shown on the ground floor plan illumination of this ROW will be facilitated by the development.

215. A decision guideline of the proposed DDO30 requires consideration of how buildings and works will impact solar access to footpaths and public open spaces. Specifically, the proposed DDO30 requires the following:

(a) *Development should meet the objective of Clause 55.04-5 Overshadowing for adjoining land within a Neighbourhood Residential Zone and/or General Residential Zone, including where separated by a laneway.*

(b) *New development must not overshadow:*
(i) the opposite footpath of Smith, Johnston, Gertrude and Langridge Streets and side streets over 10 metres wide (boundary to boundary), as applicable, measured as 3.0 metres from the relevant property frontage between 10am and 2pm at 22 September; and
(ii) any opposite kerb outstands, seating and/or planting areas (as applicable), between 10am and 2pm at 22 September.

(c) *New development should not overshadow properties fronting Bedford, Little Oxford Street and Little Smith Street, from the first floor upwards between 10am and 2pm at 22 September.*

216. In respect of item (a) this is not applicable to the subject site. In respect of item (b) Council's Strategic Planning Department identified non-compliance at 10AM in respect of the southern footpath of Langridge Street. A review of the shadow diagrams indicates a minor portion (0.15 metres in width and approximately 0.36m^2) of this footpath would experience increased shadowing. Given the minor non-compliance, this is considered acceptable however it is acknowledged with the conditional height reduction there would not no shadowing of this footpath at 10AM and the development would comply.

217. In respect of item (c), Council's Strategic Planning Unit was of the opinion that the development did not comply as the footpath will experience increased shadowing, however the provision relates to the shadowing of adjoining properties and not the footpath itself. A review of the plans shows that that the eastern footpath of Little Oxford Street would experience increased overshadowing from 1:16 PM. The face of the building on the opposing side of the street would therefore be shadowed later, after 1:16PM.

218. Whilst sectional shadow diagrams have not been submitted, it is considered that the additional shadowing of the face of the building on the opposing corner would be limited. Given the commercial context of the land and the discussion earlier within this report, the height of the development with a reduction of one storey is considered acceptable. This will assist in reducing shadowing in the surrounds and a building of lesser height would not make efficient use of the land, with higher built form supported by Council.

219. Lastly, Objective 5.1.4 of the UDGV requires new buildings within activity centres to minimise adverse wind effects. Furthermore, a decision guideline of the proposed DDO30 is whether the development mitigates negative wind effects.

220. The application was accompanied by a desktop wind assessment prepared by MEL Consultants. The wind assessment identified that walking criterion would be achieved for the surrounding streets whilst standing would be achieved for all building entrances at the ground level. In respect of the outdoor upper level terraces, the report found that walking criteria would generally be achieved with the exception of the northern end of the Level 4 terrace and western end of the Level 5 terrace.

221. This wind assessment was peer reviewed by Council's external wind consultant. The wind consultant agreed with the findings of the report, raising no concerns with the proposed methodology or findings as presented by the applicant.

222. It is considered that the upper level terraces should be designed to achieve walking criterion, at a minimum. This can be facilitated via condition, however landscaping should not be utilised as a wind mitigation measure and this will be specified.

223. Given there have been some modifications to the building via condition, a condition will be included requiring the assessment to be updated to assess the development as amended via Condition 1. A condition would also require amended plans to comply with the requirements of the Wind Impact Assessment.

Site Coverage

224. 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 (C1Z). Commercial buildings in this precinct traditionally have high levels of site coverage with this characteristic being evident throughout Collingwood.

Landscape architecture

225. The proposal includes landscaping on each of the upper level terraces. Landscaping is not a typical feature of developments along Langridge Street and in the broader Collingwood area and as such satisfies objectives at clause 22.10-3.9.

226. No landscaping plan was submitted with the application. Given the development proposes several planter boxes and trees along the terraces, a condition will require a landscape plan to be prepared by a suitably qualified landscape architect, providing further details on the following:

(a) show the type, location, quantity, height at maturity and botanical names of all proposed plants;
(b) indicate the location of all areas to be covered by lawn or other surface materials; and
(c) provide a specification of works to be undertaken prior to planting,

227. The above is considered reasonable. Council's ESD Advisor also requested a landscape plan be submitted to support the assumptions made within the submitted SMP. Subject to the above requirement, it is considered that the proposal will provide an adequate response to landscaping.

228. In regards to street trees, there is one street tree located within the Langridge Street road reserve in front of the subject site. To ensure the protection of this tree during construction, Council's Streetscapes and Natural Values Unit requires a bond for the amenity value of the trees and a tree management plan to be provided. This is considered a typical requirement and will form conditions to ensure that the tree is adequately protected during construction.

229. Lastly, Council's Urban Design Unit identified that Langridge Street is proposed to incorporate increased street tree planting as an outcome of Council's Urban Forest Strategy (2017).

230. Council's Streetscapes and Natural Values Unit requested a contribution of $2000 be provided to facilitate the supply, planting and 2 years establishment maintenance for 4 new footpath trees. These will be planted during Councils planting season post development. Given the scale of development, this can be facilitated via condition.

231. The Design Unit also recommended the deletion of the Langridge Street canopy, however, Council's Arborists confirmed that the canopy could be removed or reduced to a 1.2 metre protrusion (reduction of 0.45 metres). Whilst it is acknowledged that the current approval includes a canopy with a minimum width of 1.6 metres over Langridge Street, it is submitted that this was approved prior to the introduction of the Urban Forest Strategy.

232. A condition will be included requiring the canopies to not extend more than 1.2 metres from the building to ensure that the future trees are afforded with appropriate space for growth, to continue to provide wind protection for pedestrians, and to maintain this important weather protection feature.

On-site amenity including Environmentally Sustainable Design

Environmentally Sustainable Design (ESD)

233. 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.

234. 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.

235. Council's ESD Advisor reviewed the development plans and submitted Sustainable Management Plan (SMP) identifying areas of deficiencies and outstanding information that needed to be provided. Council's ESD Advisor commented that should a permit issue, these should be conditioned to ensure Council's ESD Standards are fully met.

236. The identified deficiencies and outstanding information identified is identified below:

(a) ***Application ESD Deficiencies:***

(i) *A shading strategy is required for east and west glazing.*
(ii) *Commit to producing a Building Users Guide explaining optimal usage of building services to minimise energy and water consumption.*
(iii) *The 4-star Green Star target (45 credits targeted), relies on 4 Innovation credits which while welcome, are not considered innovative – attention should be spent in targeting alternative credits that deliver tangible sustainability outcomes.*

(b) ***Outstanding Information:***

(i) *Clarify provision of natural ventilation (via operable windows) to office spaces on all levels.*
(ii) *Provide a Daylight Assessment Report that - taking into account surrounding development - identifies DF (and VLT used for modelling)*
(iii) *Clarify standards upon which hazardous materials strategies are responding too*
(iv) *Clarify details around building fabric, insulation, glazing, and ventilation to support claim thermal comfort*
(v) *Provide a Section J Assessment with details on building fabric, glazing and services proposed to achieve this – and clarify applicability of NCC 2019.*
(vi) *Clarify system design (and include within Section J Assessment) and consider 3 pipe VRF*
(vii) *Clarify car park ventilation approach*
(viii) *Clarify lighting IPD and improvements upon NCC 2019.*
(ix) *Include solar PV generation analysis within Section J Assessment and GHG emissions calculations.*
(x) *Clarify water and energy metering strategy.*
(xi) *Clarify post-development flow will not exceed pre-development levels.*
(xii) *Clarify area of terrace planter boxes that assist with stormwater diversion.*
(xiii) *Clarify stormwater treatment strategy (filtration) as a condition on permit.*
(xiv) *Confirm timber products will be recycled or from accredited sustainably harvested plantation sources (FSC or AFS).*
(xv) *Confirm extent of PVC strategy (by cost, or weight) and PVC limits/guidelines.*
(xvi) *Ensure waste target is articulated within site-specific Environmental Management Plan.*
(xvii) *Provide a Landscape Plan that details planting schedule.*

237. As identified within the background section, an updated SMP was submitted on a 'without prejudice' basis 20 January 2021. The SMP was amended to show how the deficiencies and outstanding information above could be addressed. Council's ESD Advisor reviewed the document and advised that most items were satisfied with the exception of the natural ventilation and shading strategy concerns as referenced above. Further information was required again on these aspects, however it is considered these are easily addressed through an updated SMP and subsequent amended plans.

238. As the updated 'without prejudice' SMP was not formally submitted it cannot be relied upon and therefore the initially identified deficiencies and outstanding information (as outlined above) can be required to be provided via condition. It is clear in reviewing the 'without prejudice' SMP that these items can be addressed.

Daylight and Ventilation

239. The proposed development is considered to provide a good level of amenity and indoor environmental quality. Specifically, this is achieved through good access to daylight for the office space being located on a corner with a western abuttal to a laneway. The development provides large expanses of glazing at all levels and the provision of a terrace at Level 04, Level 05 and on the rooftop.

240. In terms of daylight, the "without prejudice" SMP identified that the development could achieve an average 2% daylight factor 69.2% of the office floor space. This would exceed the BESS standards that require a daylight factor of 2% for at least 30% of floor area. Council's ESD Advisor identified that daylight within the 'without prejudice' SMP was satisfactorily addressed. It is therefore acknowledged that the development is able to demonstrate a satisfactory response in regards to daylight. This would be required to be provided within an updated SMP, as per the above discussion.

241. The SMP submitted with the application indicates that a ventilation system will be utilised. Council's ESD Advisor raised no concern with the proposed ventilation, however, requested clarification on the provision of outdoor air to office spaces on all levels. Following a review of the 'without prejudice' SMP, this was still an outstanding item. Clarification on this aspect is considered appropriate and can form a condition.
Circulation Spaces

242. The main pedestrian entrance from Langridge Street to the office lobby will provide access to the lift core and stairwell of the building. The building lobby, with lounge area at the corner of Langridge Street and the ROW, will provide adequate visual queues to identify the entrance.

243. The main pedestrian entrance to the retail tenancy is easily identifiable from the main street. The tenancy has been designed to ensure that limited steps from the street to the tenancy are required to be traversed to enter, this is an improvement from the other planning permit approved for the site, which required several steps to access the ground floor tenancy from the street.

244. The dedicated bicycle entrance is from Little Oxford Street. The circulation spaces afford a good level of amenity to future building occupants. Lighting of the entries will be required to ensure appropriate identification and safety.

Facilities

245. Bathrooms are provided at each level for the office tenants. Whilst kitchen facilities are not currently shown on the floor plans, it is considered that this will be designed in the detail design stage once the building becomes tenanted and is acceptable.

246. Bicycle parking and end-of-trip facilities are also incorporated into the design, within the basement level. External terraces are provided at varying levels. These features will further enhance the amenity of the development.

Off-site amenity

247. The relevant policy framework for amenity considerations is contained within clause 22.05 (Interface uses policy) of the Scheme. The decision guidelines at Clause 22.05-6 specify that Council should consider (as appropriate):

(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.*

248. The nearest residential uses occurring within the C1Z are abutting the site to the north. Within the MUZ, and 10 metres from the subject site across Little Oxford Street to the east, a dwelling is located directly opposite at No. 37 Oxford Street (the rear interfaces with Little Oxford Street) and No. 2 Little Oxford Street is built facing the street. A residence also exists on the south-eastern corner of Langridge Street and Little Oxford Street.

249. The appropriateness of amenity impacts need to be considered within their strategic context, with the site being located on land zoned C1Z. With this in mind, the following assessment is provided (waste management will be discussed later in this report).

Noise

250. The use of the land for office and for the retail premises does not require a planning permit within the C1Z and it is considered unlikely that the proposal would result in unacceptable noise emissions to the nearby residential properties.

251. Looking specifically at the noise sources, services/plant equipment are located on the roof and appropriately screened by 1.7 metre high louvres along the northern boundary, 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).

252. Whilst the office and retail premises 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

253. In regards to visual bulk impacts to the dwellings to north at No. 3 and No. 5 Little Oxford Street, the habitable room windows and open space areas of these dwellings face north, away from the subject site, and there would not be any direct views to the subject site.

254. In respect of the apartment building at No. 7 – 15 Oxford Street which does include south-facing windows, it is considered that within this built form context views from windows to built form is not an unreasonable expectation. The separation distance in excess of 20 metres would mitigate bulk concerns.

255. To the east, it is considered that views from the west-facing habitable room windows of No. 37 Oxford Street and No. 2 Little Oxford Street as well as the secluded private open space of the former property would be possible. The width of the street would provide adequate separation distance to mitigate unreasonable visual bulk impacts. The bulk associated with the building is considered typical of development occurring at a zone interface (between MUZ and C1Z).

256. There are some dwellings located on the southern side of Langridge Street that have north-facing windows. The separation distance of the street, approximately 20 metres, would assist in ensuring no unreasonable visual bulk occurs to these properties.

257. Several objections raised loss of views as a primary concern. The Victorian Civil and Administrative Tribunal (VCAT) has consistently found that although impact upon views can be considered amongst the amenity impacts of a proposal, there cannot be considered a right to any particular view. In the absence of particular planning controls which might require the protection of, or sharing of views, loss of views is afforded very limited weight. This is especially the case where a view is obtained across adjoining land and the views are not afforded any special consideration in a planning control.

258. This particular issue was discussed within VCAT decision Harker & Anor v Yarra CC [2009] VCAT 1358 where Member Read made the following comments at paragraph 18:

    (a) …I must also bear in mind that buildings of this proposal's height are now common in this locality and, in some respects, it is fortuitous that a building of at least similar height has not already been constructed or proposed further south. Because there is no planning policy or control in the Yarra Planning Scheme that is designed to identify and protect valued views, I conclude that I would be acting unreasonably if I were to refuse a permit for the proposed building on this ground. This would be an unreasonably and arbitrary imposition on one property owner in order to protect another from a reasonably foreseeable outcome.

    [emphasis added]

259. In this case the development is not considered to intrude unreasonably upon the skyline to reduce the amenity of neighbours through their outlook or access to daylight.

    Overlooking

260. In relation to overlooking, it is an accepted principle that overlooking only occurs between habitable rooms (i.e. bedrooms and living rooms) and private open spaces within a 9 metre radius. The proposed development is for an office and shop, and therefore is not subject to the same requirements.

261. Notwithstanding, the development is separated from dwellings to the east and south by greater than 9 metres due to Little Oxford Street and Langridge Street. There are no habitable room windows or secluded private open space areas to the west.

262. The development is built to the northern boundary with no north-facing windows. There are two terraces at Levels 04 and the roof top level. A review of potential sightlines using Trapeze Software that can scale and measure the plans indicates the following:

    (a) The terrace at Level 04 includes screening between 0.37 metres and 0.77 metres in height along the northern boundary. As shown below, this would allow views downwards within 9 metres. It is likely that due to the location of the secluded private open space areas associated with No. 3 Little Oxford Street (not directly adjacent, but located further west) the sightline would be obscured. This should be confirmed and can be via condition. If overlooking were to occur, screened could be erected along this boundary.

    (b) The useable area associated with the rooftop terrace is setback approximately 5.5 metres from the northern boundary, ensuring that any views to the north downwards within 9 metres would be obscured by the development itself. This would continue to be the case with the conditioned height reduction.



Image 12: The eastern elevation showing potential sightlines within 9 metres from Level 04 and Rooftop terraces
Source: Applicant documentation annotated utilising Trapeze Software

263. Subject to conditions, overlooking would be adequately addressed.

Overshadowing and daylight to existing windows

264. Due to the layout and position of the surrounding residences, no additional shadowing would occur to any area of secluded private open space in the surrounds.

265. In respect of daylight, the proposal is adequately setback from windows associated with the surrounding dwellings to allow for access to daylight. Whilst directly abutting residences to the north, the windows of these dwellings are oriented to face north, away from the subject site and would not be impacted.

Fumes and air emissions, light spillage

266. The majority of the office and the ground floor retail 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.

267. 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 northern boundary would also ensure light spill would be directed away from the majority of the residences existing in the surrounds.

268. Any light spill would be in the context of other uses in the area and the commercial zoning of the land. Whilst direct lighting is proposed along the ROW at the ground level, this is to a commercial interface and will ensure safety and activation of the ROW. There is no direct lighting of the external parts of the building facing north, east and south. There would be no fumes associated with the proposed uses.

Wind Impacts

269. Several objections raised concern with wind deflection from the building into secluded private open space areas, as the wind report submitted with the application identifies the following:

(a) *The north face of the proposed development would be reasonably well shielded from direct wind flow from the upstream buildings and this would limit the volume of downwash from the north face. Furthermore, any downwash from the north face would be expected to be deflected over the roof of 3 Little Oxford Street, which would mitigate the impact in the streetscapes of Little Oxford Street. The downwash wind flow from the south face that would flow around the southeast corner has been discussed in Section 6.1.*

270. The primary secluded private open space areas associated with No. 3 Little Oxford Street are located at the first floor, with secondary balconies also provided at the second floor as seen below:

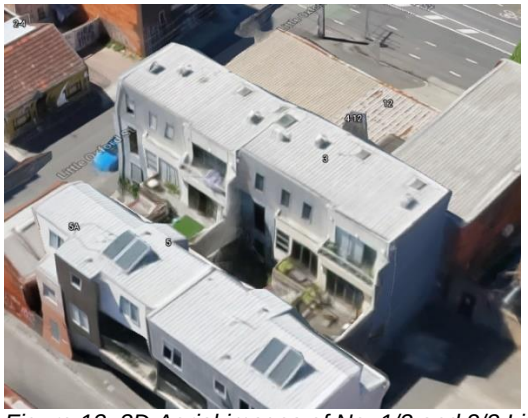


Figure 13: 3D Aerial images of No. 1/3 and 2/3 Little Oxford Street
Source: Google Maps image capture date: 2021

271. Given the lower location of the primary secluded open space areas, it is considered that they would be adequately protected from wind.

Equitable Development

272. 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.

273. 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.

274. The site is separated from land to the south and east by Langridge and Little Oxford Streets, it is considered the separation provided by these road reserves would provide for adequate equitable development on opposing properties.

275. In respect of the interface to the north, the proposed development abuts this boundary for its entire height. This design outcome will ensure that the site to the north is not constrained in its development potential given whatever is built will be against this boundary wall. Given the context of the site, it is considered that future equitable development opportunities are afforded to the northern adjoining site. Council's Urban Design Unit was complementary of the proposed interface.

276. In respect of the interface to the west, Council initially raised concern with the glazed upper levels of the development being built to the western boundary of the ROW. This was also a concern of Council's Urban Design Unit, who commented the following:

    (a) *The development does not propose any upper level setback along the laneway frontage. It needs to take into consideration the development opportunity for 64-68 Smith Street site. The proposed interim DDO30 provides recommendations for rear boundary wall height and building separation. From an urban design perspective it will be acceptable if only the section above the recommended streetwall (4 storeys) is setback by 3m from the centre of the lane.*

277. In response, the applicant submitted sketch plans demonstrating an equitable development scenario with the property at No. 64 – 68 Smith Street, considering the site's potential with particular regard to the 'individually significant' heritage grading of the existing building. The sketch plans demonstrated the following:

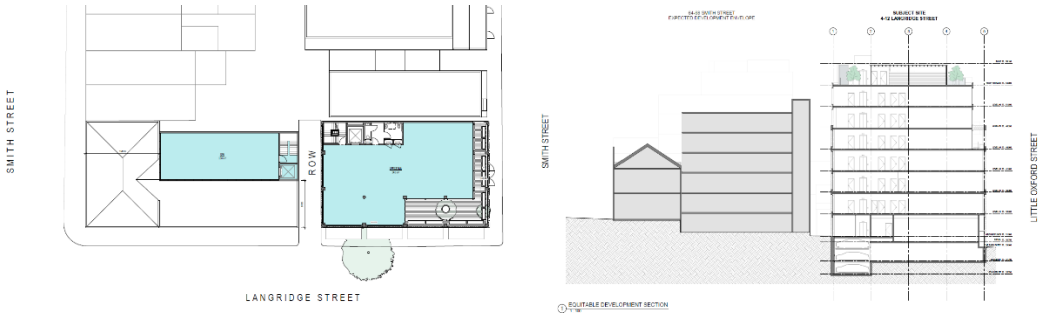


Figure 14: Equitable development scenario between the subject site and No. 64-68 Smith Street
Source: Sketch Plans (12.12.20)

278. As identified by the applicant, development of this property will likely be confined to the north-eastern corner of the site, given the heritage retention and setback requirements. The above drawings demonstrate this results in any additional built form on the site likely to turn its back to the subject site, being the most efficient location for the core.

279. With regard to the above, it is considered that the development as proposed provides an acceptable equitable development response to the west.

Car parking and traffic

280. Under clause 52.06 of the Scheme, the applicant is seeking a parking reduction of 37 car parking spaces, with 13 on-site car parking spaces proposed. This represents a full reduction of car parking for the retail premises and partial reduction for the office use.

Parking Demand

281. 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.

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

289. A Red Dot VCAT decision (*Ronge v Moreland CC [2017]* VCAT 550) made numerous statements with regards to car parking reductions. The Member clearly advocated for a reduction in the statutory car parking provision in inner-city sites such as this. Whilst this decision pertains to a site in Brunswick, the context is similar, being located within proximity to train stations and tram routes. In this instance, the subject site is closer to public transport opportunities and the Melbourne CBD than the review site.

290. Throughout the decision there are a number of relevant statements in support of the reduction and also regarding the limited importance that should be placed on car parking demand assessments, these are provided below:

(a) *State and local planning policies are already acknowledging the change that is required in the way in which people travel with Plan Melbourne 2017-2050 and State policies referring to 20-minute neighbourhoods and greater reliance on walking and cycling.*

(b) 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.

(c) 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.

(d) 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.

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

(f) 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.

(g) 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.

291. The *Ronge v Moreland* decision also confirms that in inner city areas where there is access to alternative forms of transport, there is a need to change how people are currently moving around Melbourne. Providing less car parking spaces encourages people to cycle, walk or use public transport.

283. Furthermore, in the VCAT Decision *Gantal Investments Pty Ltd v Yarra CC [2018]* VCAT 482, in respect of the site to the east at 11 – 13 Pearson Street, the Tribunal made the following statement:

(a) *We are satisfied that the quantum of car parking proposed on-site is appropriate in the context of the review site's location proximate to excellent public transport facilities. We consider that the reduced rate for the office tenancies is consistent with Council's policy framework by supporting sustainable transport alternatives to the motor car, and making provision for accessible on-site bicycle parking*

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

285. 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)

286. Council's Engineering Services unit confirmed that the proposed on-site office parking rate of 0.84 spaces is considered appropriate, having regard to the site's good accessibility to public transport services and proximity to Melbourne CBD.

287. In respect of the retail premises, Council's Engineering Unit is satisfied that staff would be fully aware of the finite availability of long-term parking in the immediate area and would choose to commute to the site via alternative transport modes. Lastly, there is adequate short-stay parking in the area to cater to visitors.

288. Specifically in relation to the particular benefits of the site location, the reduction being sought by the proposal is further supported by the following:

    (a) The site has excellent access to the public transport network, bicycle facilities and a wide range of retail, dining and commercial services within the Smith Street MAC and Gertrude and Johnston Street NACs, which in turn will reduce the dependence on private vehicle by future employees.

    (b) The surrounding area has a good bicycle network and the development 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

289. The applicant's traffic engineers, OneMileGrid, conducted a car parking inventory survey of the car parking available within approximately 200 metres of the site. Due to COVID-19 restrictions in place (mid-2020), on-street parking at that time would not have been representative when under normal operating conditions.

290. The inventory survey identified that within the surrounds there were a total of 217 spaces in the area (including 6 DDA spaces) that are available for short-stay users. The survey confirmed that there was limited car parking in the area for long-stay users.

291. Data is drawn from another development approved in the area pursuant to Planning Permit PLN20/0214 at Nos. 6 – 10 Peel Street. For this application Ratio Consultants conducted an occupancy survey on Thursday 21 November 2019, Friday 22 November 2019 and Saturday 23 November 2019 between 8:00am and 12:00pm. The survey area encompassed sections of Webb Street, Smith Street, Peel Street, Little Oxford Street, Oxford Street and Cambridge Street. Council's Senior Traffic Engineer confirmed that the times and extent of the survey are acceptable.

292. The parking survey found an inventory of 260 publicly available parking spaces. The parking survey determined that the peak parking occupancy was observed on Friday with no fewer than 19 spaces vacant, an on-street parking occupancy of 93%. Council's Senior Traffic Engineer commented in respect of this application, that the results suggested that short stay parking spaces could be found close to the site, but the supply of on-street long stay parking spaces is scarce.

257. With respect to the location of the subject site, 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.

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

    (a) *From a traffic engineering perspective, the waiver of parking for the office retail uses are considered appropriate in the context of the development and the surrounding area. The on-site parking provision rates are consistent with other developments that have been approved in Yarra. The operation of the development should not adversely impact on existing on-street parking conditions in the area.*

Traffic

293. The traffic generation for the site was assessed by the Applicant's Traffic Engineers and reviewed by Council Engineers. This represented 7 movements each within the AM and PM peak period.

294. Council's Traffic Engineers have confirmed that the traffic directional split and distribution assumptions outlined appear reasonable, and that any increase in the volume of traffic generated by the development could be accommodated on the local road network without adversely impacting on the traffic operation of nearby streets.

Access and layout

295. 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.

296. 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 can be addressed by way of conditions:

    (a) To ensure adequate visibility, convex mirrors be installed on either side of the development entrance in lieu of pedestrian sight triangles.
    (b) The bollard within the shared area is to be positioned 800 mm from the aisle as required by AS/NZS 2890.6:2009. The shared area is to be hatched line marked as required by the Standard.

(c) The depth of the column in between the accessible parking space and at-grade parking is to be dimensioned. The setback from the aisle is to be dimensioned.
(d) The 1 in 8 transition grade at the base of the 1 in 4 ramp section is to be lengthened to 2.5 metres in order to allow a B99 design vehicle to traverse without scraping or bottoming out.
(e) A vehicle crossing ground clearance check is required to be submitted.

297. Several engineering conditions in regards to civil works, road asset protection, and construction management, impacts of assets on the proposed development, reinstatement of redundant vehicle crossings and modification to car parking signage have been recommended. These conditions are considered standard and should also be included on any permit issued. It will also form a condition that the plans be updated to show the reinstatement of curbs where existing vehicle crossovers are being made redundant.

298. Overall, the proposed design and configuration of access and car parking areas are considered to achieve a satisfactory outcome and will be further improved with the above details requested by Council's Engineering Unit.

Loading and unloading

299. With regards to the proposed use of the site for office and a ground floor retail premises, it is considered that an on-site loading bay is not required. It is anticipated that loading associated with the office would be infrequent and undertaken by smaller trucks/vans that can utilise the nearest public on-street Loading Zone (on the north side of Langridge Street, east of Smith Street) or public parking within the area.

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

Bicycle facilities and strategic transport

Bicycle parking and facilities

301. The proposal provides a total of 30 bicycle parking spaces on-site for employees provided at the ground 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 5 employee spaces and 16 employee spaces respectively). Furthermore, the proposal would meet AS23890.3 (Australian Standards for bicycle parking facilities) which requires 20% of employee spaces to be horizontal at-grade. The proposed provision of employee bicycle parking is satisfactory.

302. In respect of visitor parking, the proposal provides 2 spaces on-site with 2 spaces off-site, along the Langridge Street frontage. The statutory rate outlined in Clause 52.34 requires 2 visitor spaces and the rate outlined in Category 6 of the BESS recommends 3 spaces. The proposal comfortably exceeds both requirements when considering both on-site and off-site parking.

303. Council's Strategic Transport Unit reviewed the proposed access, safety and layout, advising that the three 'halo racks' (one provided for visitors and two provided for employees) does not appear to comply with the product specification requirements, specifically the aisle width appears to be 990mm when a width of 1500mm is required.

304. The following condition can be included requiring the bicycle racks to comply with the Australian Standard and bicycle rack specifications:

(a) The aisle width for the 2 visitor spaces and 4 employee spaces against the southern wall of the internal EOT facilities room/corridor to comply with AS2890.3 and the requirements of the bicycle rack specifications (halo bicycle rack or similar).

305. Council's Strategic Transport Unit recommended the visitor bicycle parking at the Langridge Street footpath to be installed as per Council's Urban Design bike hoop standard detail. A condition can facilitate this. A further condition can also be included to address the specific requirements in regard to the on-street bicycle hoop as raised by Council's Urban Design Unit.

306. The proposed end-of-trip facilities located on the ground level would exceed the Scheme requirements (1 shower/change room) as well as the BESS requirements (2 showers/ change rooms), through the provision of 5 showers/change rooms. Council's Strategic Transport Unit raised no concerns with this aspect of the design.

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

Electric vehicles

308. 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. This is considered appropriate and can be facilitated via condition.

Green Travel Plan

309. 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.

310. 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

311. The proposal provides for a waste storage room within the south-eastern corner of the basement. The waste room will accommodate 1 x 660 litre bin for garbage, 1 x 660 litre bin for recycling and 1 x 660 litre bin for organics. All waste collection will be private and is intended to be undertaken from Little Oxford Street to the east. The waste vehicle will prop within Little Oxford Street whilst the collection staff transfer bins to the truck and back.

312. Following a review of the Waste Management Plan (WMP) (authored by OneMileGrid and dated 29 June 2020), Council's City Works Unit advised that the WMP be updated to include the following additional information/changes:

    (a) *In order to assess whether enough space has been allocated to form an effective waste system please include the total footprint of the bins allocated and the space available in the bin storage room in M2*
    (b) *Please identify hard waste storage area within the bin storage area diagram*
    (c) *Please identify E waste storage area within the bin storage area diagram*
    (d) *Please provide evidence sufficient space (1.5m) will be available for pedestrians at the proposed bin collection location when bins are presented kerbside.*

313. It is considered that the matters identified above can be addressed via condition requiring an updated WMP. As previously identified, the applicant submitted a sketch plan on 29 October 2020 demonstrating how the waste room could be enlarged to address the above recommendations. It is therefore considered that they could easily be addressed via condition. 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.

314. In addition to the above, it is acknowledged that due to changes in waste service systems recently announced by the State Government the site must consider how the 4 waste streams (food/green waste, glass, comingled recycle and landfill waste) will be managed and ensure adequate space for extra bins, for glass that is currently not included, that will be required. This can be incorporated as a condition.

315. 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

316. Many of the objector issues have been discussed within the body of the report as shown below. Outstanding issues raised are addressed as follows.

(a) *Built form and design (inappropriate height, massing, architectural expression including 'blank' northern wall; out of keeping with heritage)*

This is discussed within paragraphs 161 to 205.

(b) *Amenity impacts (unacceptable internal amenity, waste arrangements and ESD; public realm overshadowing; drainage impacts)*

This is discussed within paragraphs 206 to 223, 233 to 246 and 311 to 315.

(c) *Off-site amenity (loss of views, noise and wind impacts);*

This is discussed within paragraphs 247 to 279.

(d) *Increased traffic and lack of car parking*

This is discussed within paragraphs 280 to 294.

(e) *Construction impacts (noise, pollution, impacts to structures of buildings)*

Whilst this will be handled at the Building Permit stage, a Construction Management Plan will be required via condition to ensure the construction is managed in accordance with Council policies and procedures.

(f) *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.

(g) *No need for additional office floor space*

The use of the land for office does not require a planning permit. Notwithstanding, as identified within the report, the MICLUP anticipates an additional 3.3 million square metres of office floor space will be required across the Inner Metro Region by 2031.

Conclusion

317. The proposed use and development is considered to demonstrate a high level of compliance with policy objectives contained within the Planning Policy Framework and Municipal Strategic Statement. Notably, the proposal achieves the State Government's urban consolidation objectives.

318. 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 submissions and relevant planning policies, the Committee resolves to advise the Victorian Civil and Administrative Tribunal that had it been in the position to, it would have issued a Notice of Decision to Grant a Planning Permit PLN20/0470 for Construction of a multi-storey building and a reduction in the statutory car parking requirement at 4 – 12 Langridge 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 Bayley Ward, Sheets TP0099, TP1000 – TP1010, TP2000 – TP2100, TP3000 – TP3001 and TP4100 – TP4101 dated 17/08/20 but modified to include:

   (a) Deletion of one podium level (Level 01 or Level 02);
   (b) The western elevation of the stair core at the roof terrace level modified to clear glazing;
   (c) Relative levels of the footpath at building entrances and internal areas at entrances demonstrating a seamless transition between Langridge Street and both the office lobby and retail premises, with any height difference managed with a notation confirming compliance with the Disability Discrimination Act 1992 (DDA).
   (d) The material of the garage door annotated on the east elevation, to be 'LVR02.'
   (e) The canopies along Langridge Street to not extend more than 1.2 metres from the building.
   (f) Detailed diagrams demonstrating no overlooking from the Level 04 terrace into secluded private open space areas and habitable room windows to the north within 9m. Any additional screening measures used to achieve compliance are to be shown.
   (g) Convex mirrors installed on either side of the development entrance (in lieu of pedestrian sight triangles).
   (h) The bollard within the shared area is to be positioned 800 mm from the aisle and the shared area hatched, as required by AS/NZS 2890.6:2009.
   (i) The depth of the column in between the accessible parking space and the at-grade parking and the setback from the aisle is to be dimensioned.
   (j) The 1 in 8 transition grade at the base of the 1 in 4 ramp section lengthened to 2.5 metres.
   (k) The aisle width for the 2 visitor spaces and 4 employee spaces against the southern wall of the internal EOT facilities room/corridor to comply with AS2890.3 and the requirements of the bicycle rack specifications (halo bicycle rack or similar).
   (l) The car parking area to be electrically wired to be 'EV ready,' with a notation included on the plans identifying this.
   (m) The bike hoop on the Langridge Street footpath must maintain a minimum 1.5m clear path of travel from the adjacent building line and be offset from the street sign and kerb by 0.6 metres, in accordance with Council's Street Furniture Details 01: Bicycle Hoops.
   (n) Any changes required by the Façade Strategy and Materials and Finishes Plan at Condition 3.
   (o) Any changes required by the Landscape Plan at Condition 5.
   (p) Any changes required by the amended Sustainable Management Plan at Condition 7.
   (q) Any changes required by the amended Waste Management Plan at Condition 9.
   (r) Any changes required by the amended Wind Report at Condition 12.

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 upper level facade details;
   (b) section drawings to demonstrate façade systems, including fixing details and joints between materials or changes in form;
   (c) information about how the façade will be maintained, including any vegetation; and
   (d) a sample board and coloured drawings outlining colours, materials and finishes.

4. As part of the ongoing consultant team, Bayley Ward or an architectural firm to the satisfaction of the Responsible Authority must be engaged to:

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

Landscape Plan

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

   (a) show the type, location, quantity, height at maturity and botanical names of all proposed plants;
   (b) indicate the location of all areas to be covered by lawn or other surface materials; and
   (c) provide a specification of works to be undertaken prior to planting,

   to the satisfaction of the Responsible Authority.

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 16 June 2020, but modified to include or show:

    (a) Assess the proposal as referenced and amended pursuant to Condition 1.
    (b) A shading strategy for east and west glazing.
    (c) Commitment to producing a Building Users Guide explaining optimal usage of building services to minimise energy and water consumption.
    (d) Alternative credits to achieve the 4-star Green Star target (45 credits targeted) (the 4 Innovation credits are not considered innovative).
    (e) Clarification on the provision of natural ventilation (via operable windows) to office spaces on all levels.
    (f) Provision of a Daylight Assessment Report that - taking into account surrounding development - identifies DF (and VLT used for modelling).
    (g) Clarification on the standards upon which hazardous materials strategies are responding too.
    (h) Clarification on details around building fabric, insulation, glazing, and ventilation to support claim thermal comfort.
    (i) Provision of a Section J Assessment with details on building fabric, glazing and services proposed to achieve this – and clarify applicability of NCC 2019.
    (j) Clarification on system design (and include within Section J Assessment) and consider 3 pipe VRF.
    (k) Clarification on car park ventilation approach.
    (l) Clarification on lighting IPD and improvements upon NCC 2019.
    (m) Inclusion of solar PV generation analysis within Section J Assessment and GHG emissions calculations.
    (n) Clarification on water and energy metering strategy.
    (o) Clarification that the post-development flow will not exceed pre-development levels.
    (p) Clarification on the area of terrace planter boxes that assist with stormwater diversion.
    (q) Clarification on stormwater treatment strategy (filtration).
    (r) Confirmation timber products will be recycled or from accredited sustainably harvested plantation sources (FSC or AFS).
    (s) Confirm the extent of the PVC strategy (by cost, or weight) and PVC limits/guidelines.
    (t) Ensure the waste target is articulated within site-specific Environmental Management Plan.
    (u) Provision of a Landscape Plan that details the planting schedule.

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.

Waste Management Plan

9. 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 OneMileGrid and dated 29 June 2020, but modified to include or show:

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

(b) Inclusion of the total footprint of the bins allocated and the space available in the bin storage room in M2.
(c) Identify the hard waste storage area within the bin storage area diagram.
(d) Identify the E-waste storage area within the bin storage area diagram.
(e) Demonstration sufficient space (1.5m) will be available for pedestrian circulation at the proposed bin collection location when bins are presented kerbside.
(f) A separate waste stream and bin/s for glass.

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

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

Wind Report

12. Before the use and/or development commences, an amended Wind Assessment to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Wind Assessment will be endorsed and will form part of this permit. The amended Wind Assessment must be generally in accordance with the Wind Assessment prepared by MEL Consultants and dated 17 June 2020, but modified to include or show:

(a) Assess the proposal as amended pursuant to Condition 1.
(b) Walking criterion at a minimum to be achieved for the upper level terraces.
(c) Vegetation is not to be used as a wind mitigation measure.

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

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 19 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.

Street Trees

20. Before the use and development commences, a Tree Management Plan to the satisfaction of the Responsible Authority must be prepared by a suitably qualified Arborist and must be submitted to and approved by the Responsible Authority. When approved the Tree Management Plan will be endorsed and will form part of this permit. The Tree Management Plan must make recommendations for the protection of the one street tree located on the Langridge Street frontage, including:

    (a) pre-construction;
    (b) during construction; and
    (c) post construction
    (d) the provision of any barriers;
    (e) any pruning necessary; and
    (f) watering and maintenance regimes,

    to the satisfaction of the Responsible Authority.

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

22. Before the use and development commences, the permit holder must provide a security bond of $5,000 for the retained street trees to the Responsible Authority. The security bond:

    (a) must be provided in a manner, and on terms, to the satisfaction of the Responsible Authority;
    (b) may be held by the Responsible Authority until the works are completed to the satisfaction of the Responsible Authority; and
    (c) in accordance with the requirements of this permit; or
    (d) otherwise to the satisfaction of the Responsible Authority.

23. Before the buildings are occupied, or by such later date as approved in writing by the Responsible Authority, the permit holder must make a one-off contribution of $2,000 to the Responsible Authority for the sourcing, installation and 2 year maintenance of four street trees within Langridge Street.

General

24. 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.

25. 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.

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. 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.

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

29. 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.

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

31. 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

32. 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.

33. 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.

34. 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 Langridge Street and Little Oxford 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.

35. 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.

36. 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.

37. 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.

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

39. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, one bicycle hoop (two spaces) must be installed on Langridge Street:

    (a) at the permit holder's cost;
    (b) in accordance with Street Furniture Details 01: Bicycle Hoops; and
    (c) in a location and manner,

    to the satisfaction of the Responsible Authority.

Development Infrastructure Levy

40. 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

41. 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.

42. 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.

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

44. 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

45. This permit will expire if:

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

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

Notes:

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

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.

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.

Attachments

1 PLN20/0470 - 4 - 12 Langridge Street Collingwood - Decision Plans Part 1

2 PLN20/0470 - 4 - 12 Langridge Street Collingwood - Decision Plans Part 2

3 PLN20/0470 - 4 - 12 Langridge Street Collingwood - Decision Plans Part 3

4 PLN20/0470 - 4 - 12 Langridge Street Collingwood - Without Prejudice Sketch Plans and Reports

5 PLN20/0470 - 4 - 12 Langridge Street Collingwood - Urban Design Unit

6 PLN20/0470 - 4 - 12 Langridge Street Collingwood - ESD Officer

7 PLN20/0470 - 4 - 12 Langridge Street Collingwood - Streetscapes and Natural Values Unit

8 PLN20/0470 - 4 - 12 Langridge Street Collingwood - Strategic Transport Unit

9 PLN20/0470 - 4 - 12 Langridge Street Collingwood - Engineering Unit

10 PLN20/0470 - 4 - 12 Langridge Street Collingwood - City Works Unit

11 PLN20/0470 - 4 - 12 Langridge Street Collingwood - Strategic Planning Unit

12 PLN20/0470 - 4 - 12 Langridge Street Collingwood - External Wind Consultant

Attachment 1 - PLN20/0470 - 4 - 12 Langridge Street Collingwood - Decision Plans Part 1

PROPOSED DEVELOPMENT AT

4-12 LANGRIDGE STREET, COLLINGWOOD VIC

TOWN PLANNING

TP0000	COVER SHEET
TP0001	SITE PLAN
TP0002	SURVEY PLAN
TP0003	DEMOLITION PLAN
TP0099	BASEMENT 1
TP1000	GROUND FLOOR PLAN
TP1001	LEVEL 01-03 PLAN
TP1004	LEVEL 04 PLAN
TP1005	LEVEL 05 PLAN
TP1006	LEVEL 06 PLAN
TP1007	LEVEL 07 PLAN
TP1010	ROOF PLAN
TP2000	SOUTH & EAST ELEVATIONS
TP2001	NORTH & WEST ELEVATIONS
TP2010	MATERIAL SCHEDULE
TP2100	STREETSCAPE ELEVATIONS
TP3000	SECTION AA & BB
TP3001	SECTION CC
TP4000	SHADOW DIAGRAMS
TP4001	SHADOW DIAGRAMS - LT. OXFORD ST. SPOS
TP4002	SHADOW DIAGRAMS - LT. OXFORD ST. SPOS
TP4100	ENTRY DETAIL PLAN
TP4101	ENTRY DETAIL ELEVATION



FIGURED DIMENSIONS SHALL TAKE PRECEDENCE OVER SCALE. CONTRACTOR MUST VERIFY DIMENSION ON JOB BEFORE COMMENCING WORK OR PREPARING SHOP DRAWINGS. ALL DIMENSIONS AND DISCREPANCIES TO BE REPORTED TO BAYLEY WARD ARCHITECTURE + INTERIOR IMMEDIATELY. THIS DRAWING IS COPYRIGHTED.

GENERAL NOTES

Revision

Rev	Description	Date	Drawn
A	ISSUE FOR INFORMATION	15/05/20	AC
B	ISSUE FOR INFORMATION	01/06/20	AC
C	TOWN PLANNING ISSUE	23/06/20	AC
D	TOWN PLANNING RFI RESPONSE	17/08/20	AC

WORK IN PROGRESS

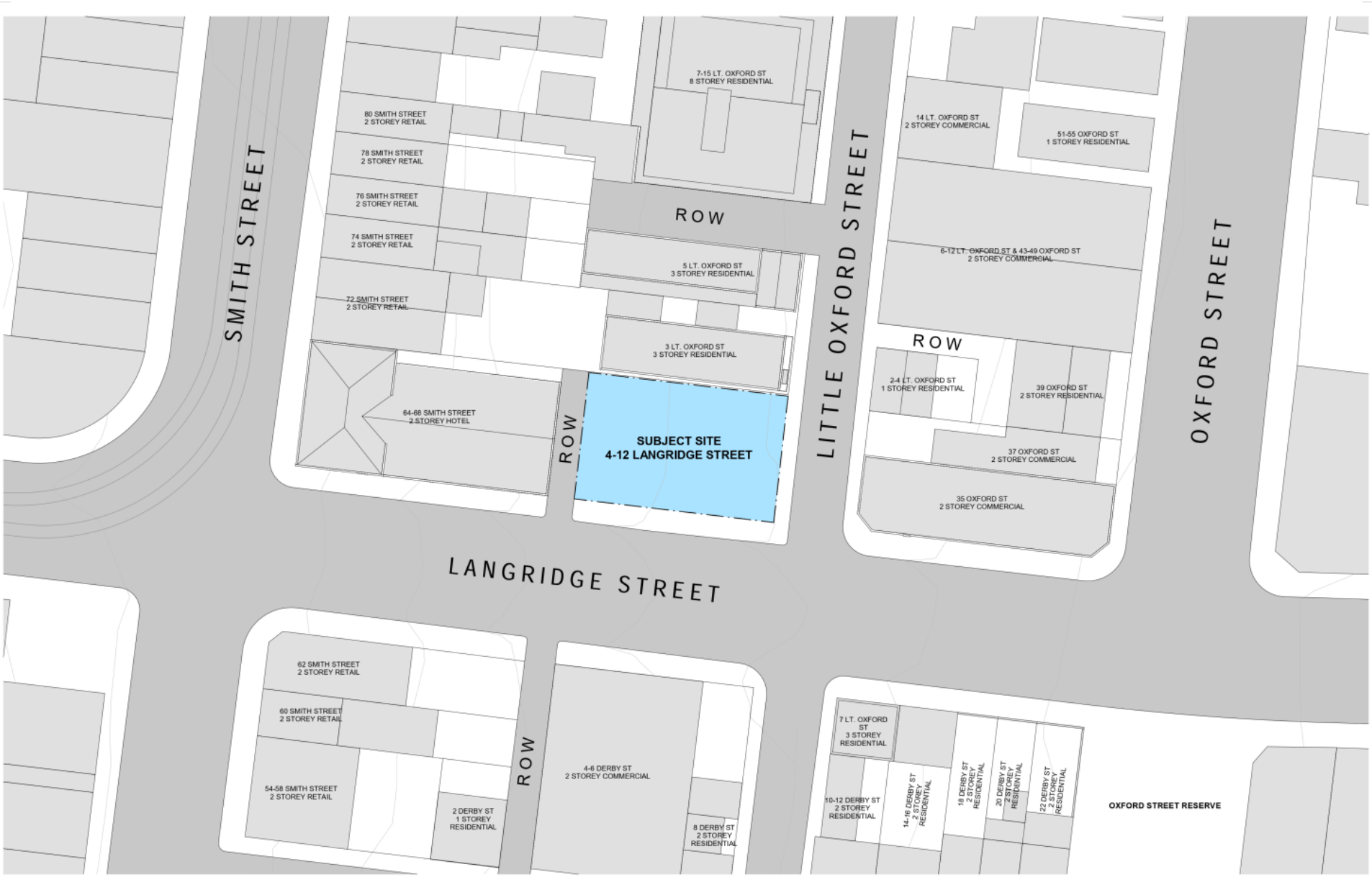
Project
LANGRIDGE STREET
4-12 Langridge Street Collingwood VIC 3066

BayleyWard Architecture + Interiors
21-23 Chessell St
South Melbourne
VIC 3205
T: 03 9695 0222

BAYLEY WARD

Project No 1668
Drawing No TP0000
Drawing name COVER SHEET
Revision
Scale @ A1 50% @ A3
Drawn MS
Approved KG
Plot Date

Attachment 1 - PLN20/0470 - 4 - 12 Langridge Street Collingwood - Decision Plans Part 1



FIGURED DIMENSIONS SHALL TAKE PRECEDENCE OVER SCALE. CONTRACTOR MUST DIMENSION ON JOB BEFORE COMMENCING ANY WORK OR SHOP DRAWINGS. ALL DIMENSIONS AND EXPENDABLES TO BE REPORTED TO BAYLEY WARD ARCHITECTURE + INTERIOR IMMEDIATELY. THIS DRAWING IS COPYRIGHTED.

GENERAL NOTES

Rev	Description	Date	Drawn
A	ISSUE FOR INFORMATION	01/09/20	AC
B	TOWN PLANNING ISSUE	23/06/20	AC
C	TOWN PLANNING RFI RESPONSE	17/08/20	AC

WORK IN PROGRESS

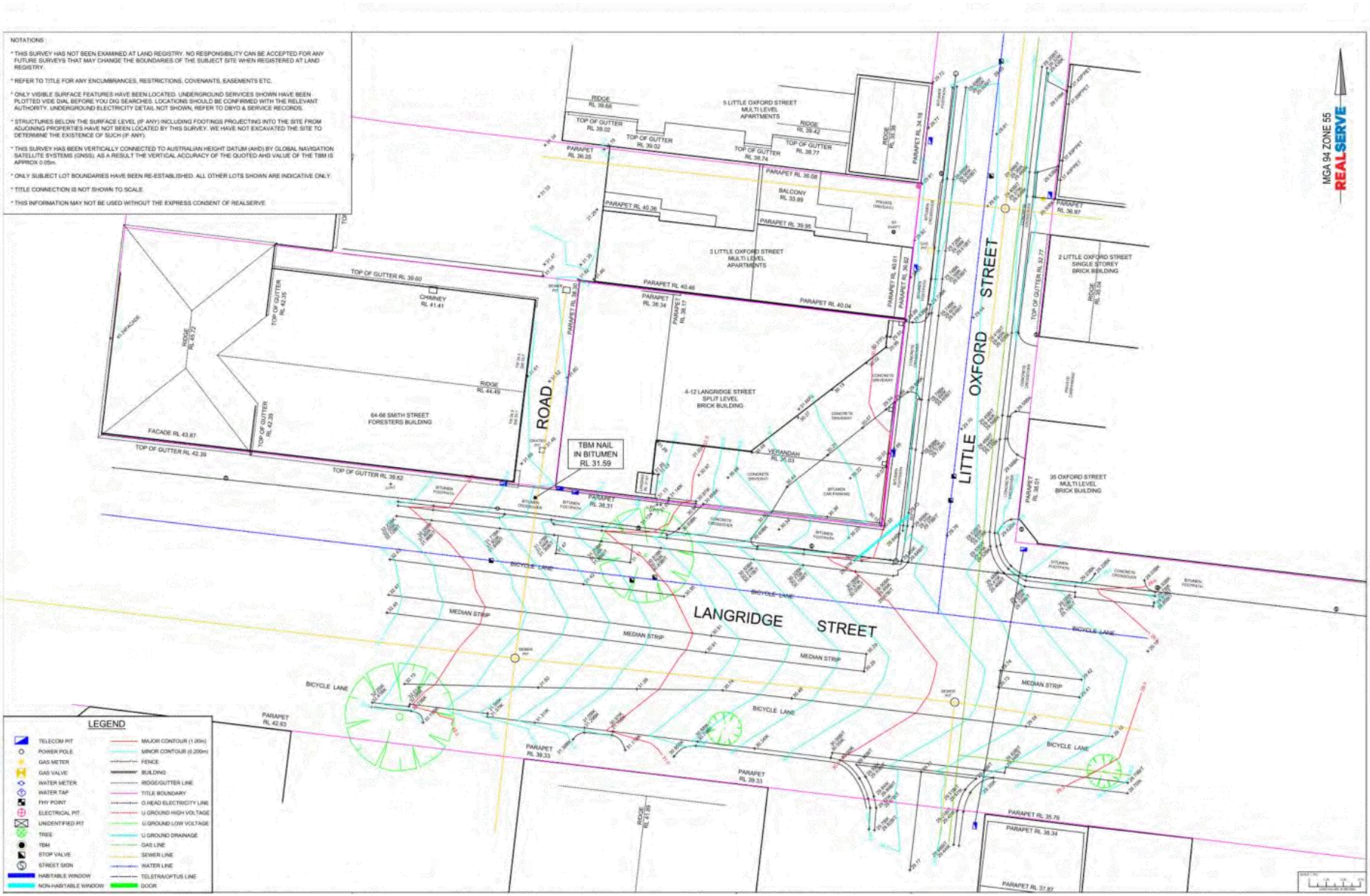
Project
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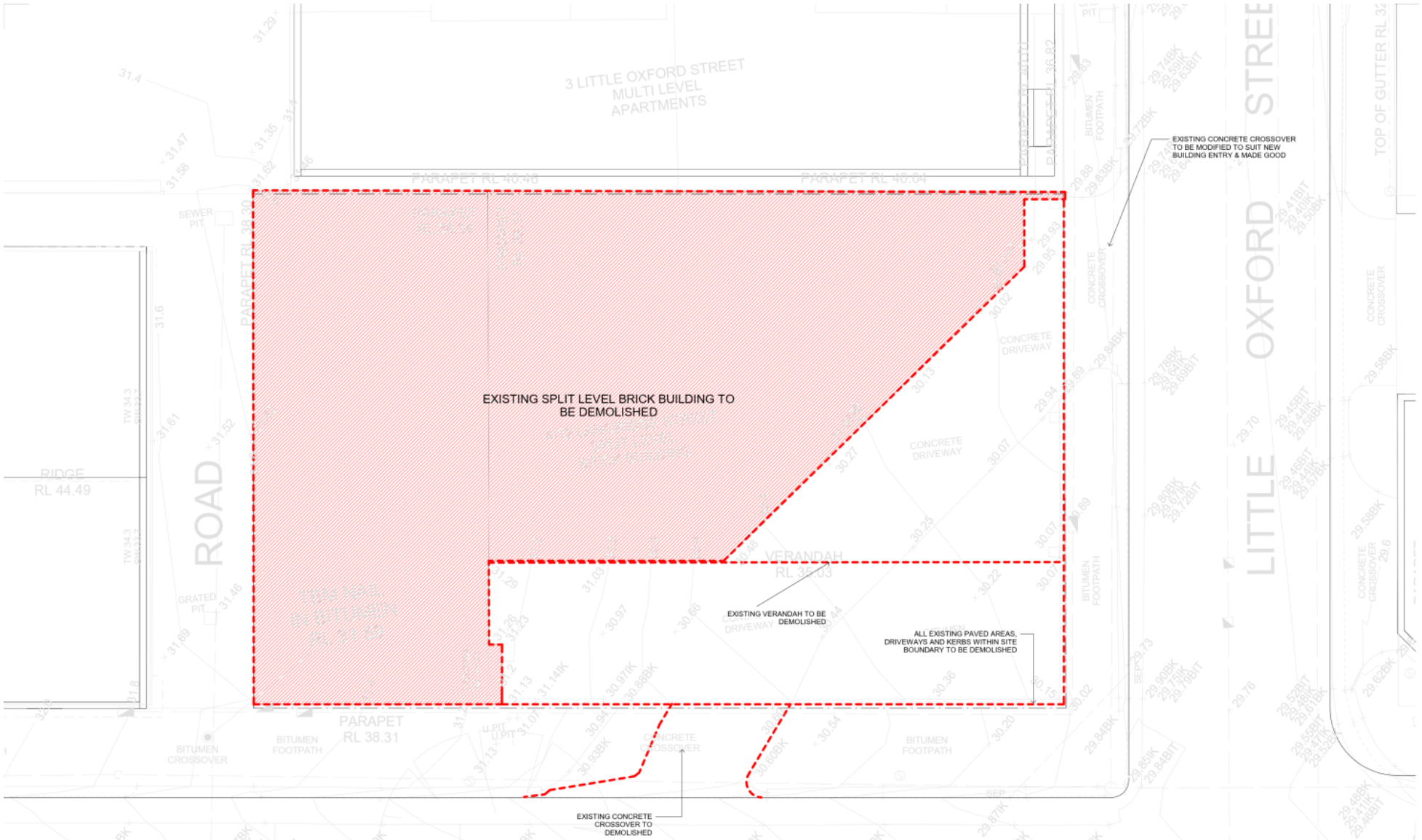
BAYLEY WARD

Project No 1668 Drawing No TP0001 Revision C
Drawing name SITE PLAN
Scale 1 : 200 @ A1, 50% @ A3
Drawn AC Approved Checker Plot Date

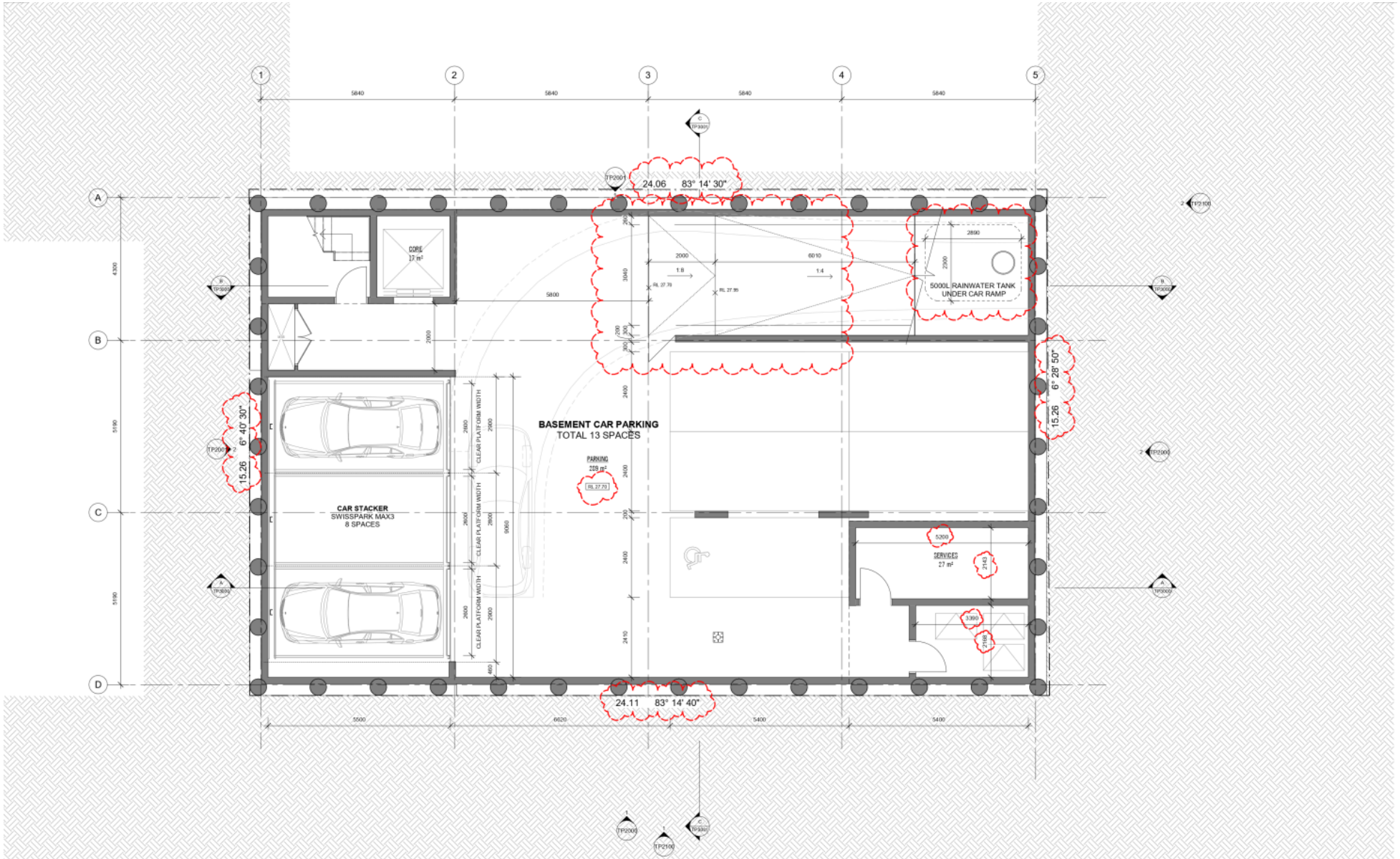
Attachment 1 - PLN20/0470 - 4 - 12 Langridge Street Collingwood - Decision Plans Part 1



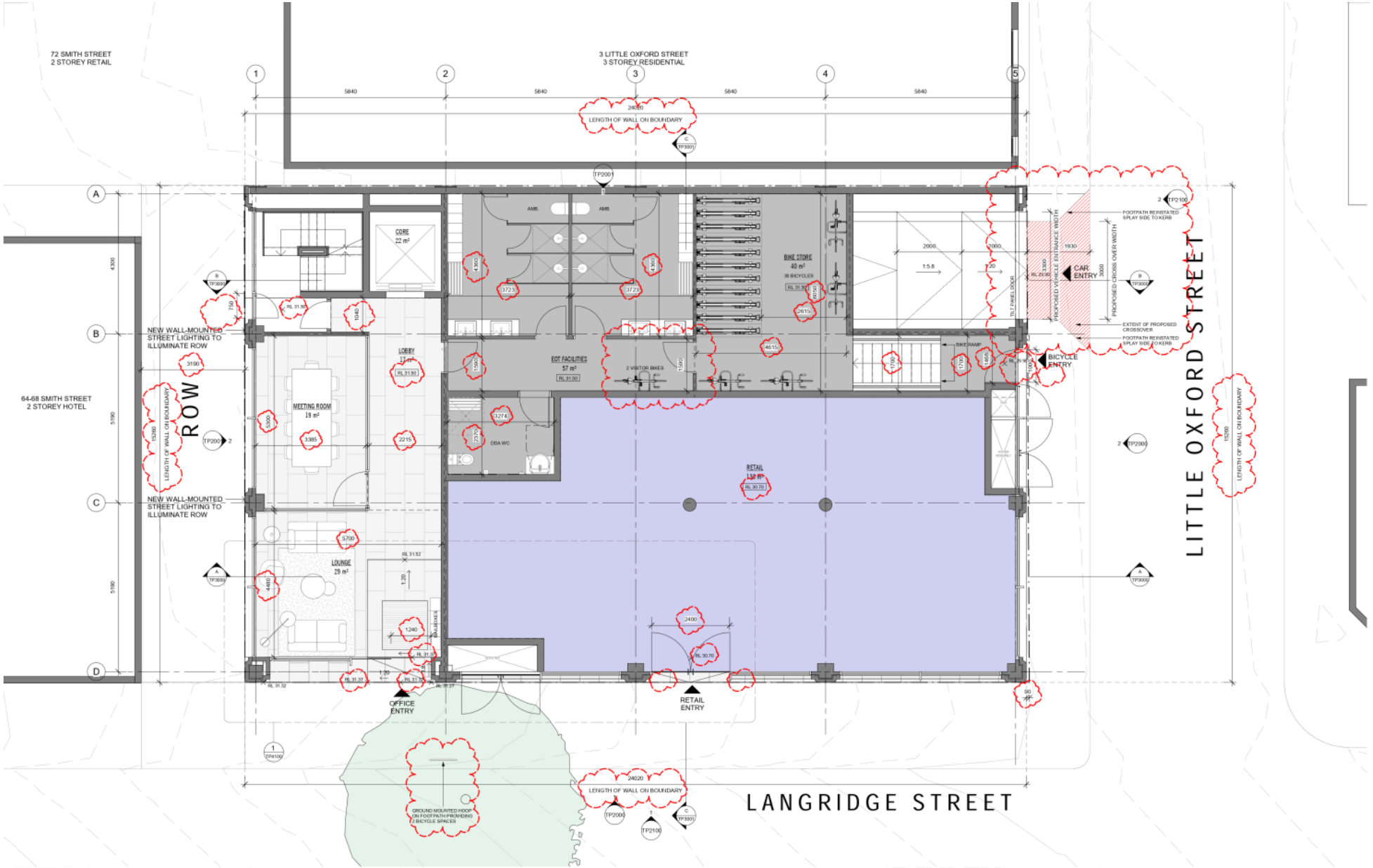
Attachment 1 - PLN20/0470 - 4 - 12 Langridge Street Collingwood - Decision Plans Part 1



Attachment 1 - PLN20/0470 - 4 - 12 Langridge Street Collingwood - Decision Plans Part 1



Attachment 1 - PLN20/0470 - 4 - 12 Langridge Street Collingwood - Decision Plans Part 1



GENERAL NOTES

Rev	Description	Date	Drawn
A	ISSUE FOR INFORMATION	28/03/23	AC
B	FLOOR PLANS FOR DISCUSSION	02/04/23	AC
C	ISSUE FOR INFORMATION	24/04/23	AC
D	ISSUE FOR INFORMATION	15/05/23	AC
E	ISSUE FOR INFORMATION	01/06/23	AC
F	TOWN PLANNING ISSUE	23/06/23	AC
G	TOWN PLANNING RFI RESPONSE	17/08/23	AC

WORK IN PROGRESS

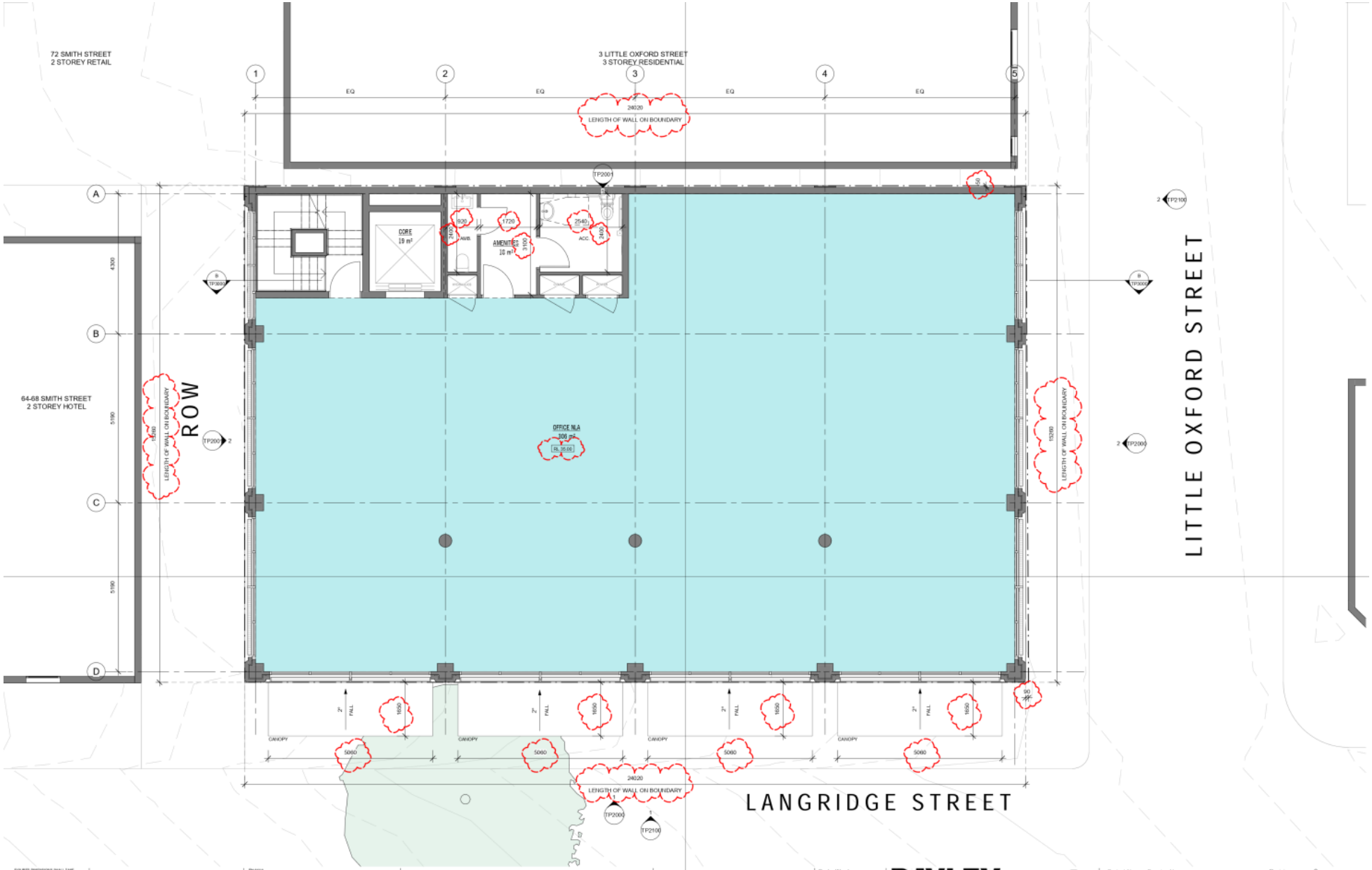
Project
LANGRIDGE STREET
4-12 Langridge Street Collingwood VIC 3066

BayleyWard Architecture + Interiors
21-23 Chessell St
South Melbourne
VIC 3205
T: 03 9695 0222
e: ade@bayleyward.com

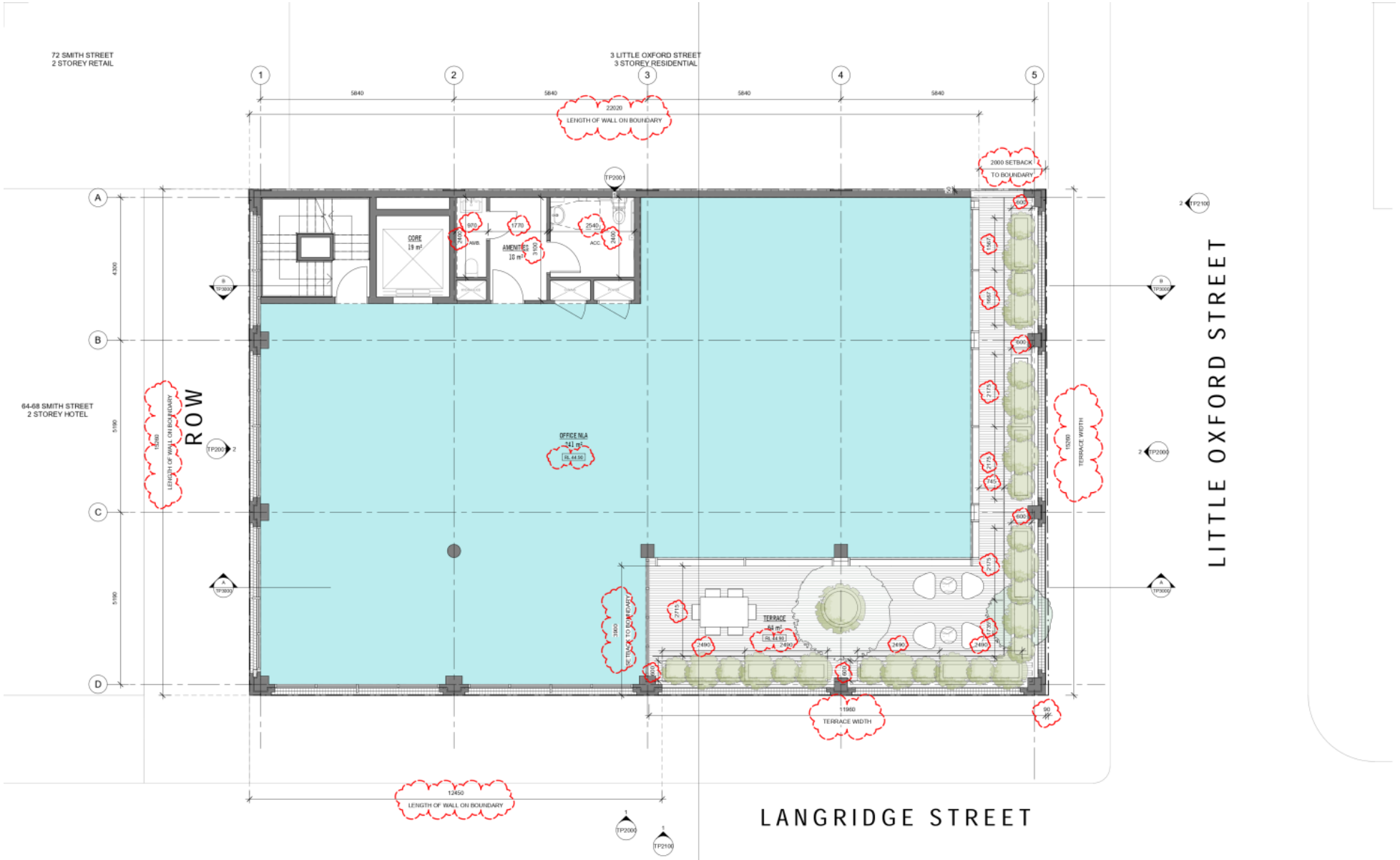
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Project No 1668
Drawing No TP1000
Drawing name GROUND FLOOR PLAN
Revision G
Scale 1 : 50 @ A1
50% @ A3
Drawn AC
Approved AC
Plot Date

Attachment 1 - PLN20/0470 - 4 - 12 Langridge Street Collingwood - Decision Plans Part 1



Attachment 1 - PLN20/0470 - 4 - 12 Langridge Street Collingwood - Decision Plans Part 1



GENERAL NOTES

WORK IN PROGRESS

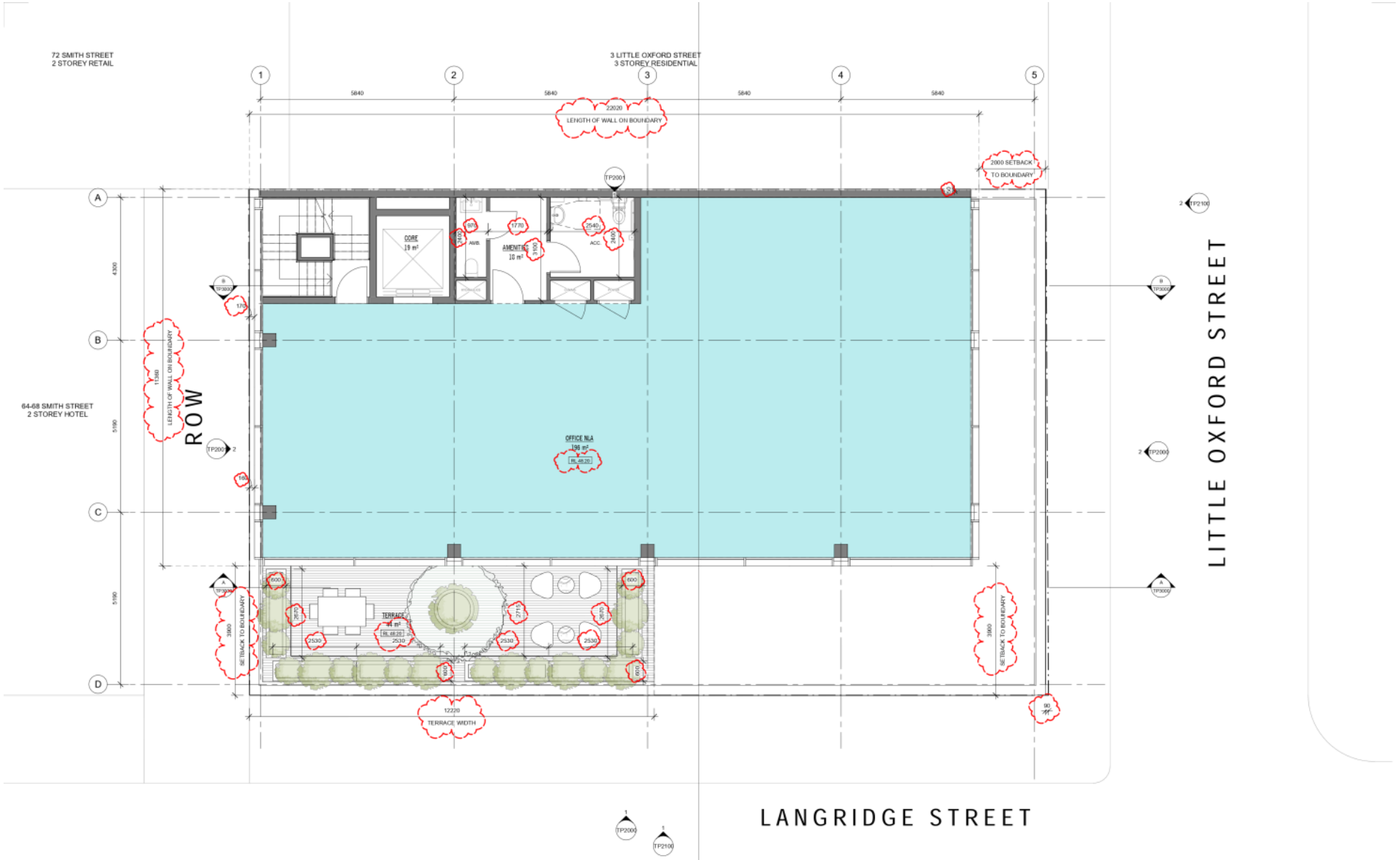
Project
LANGRIDGE STREET
4-12 Langridge Street Collingwood VIC 3066

BayleyWard Architecture + Interiors
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South Melbourne
VIC 3205
T: 03 9695 0222

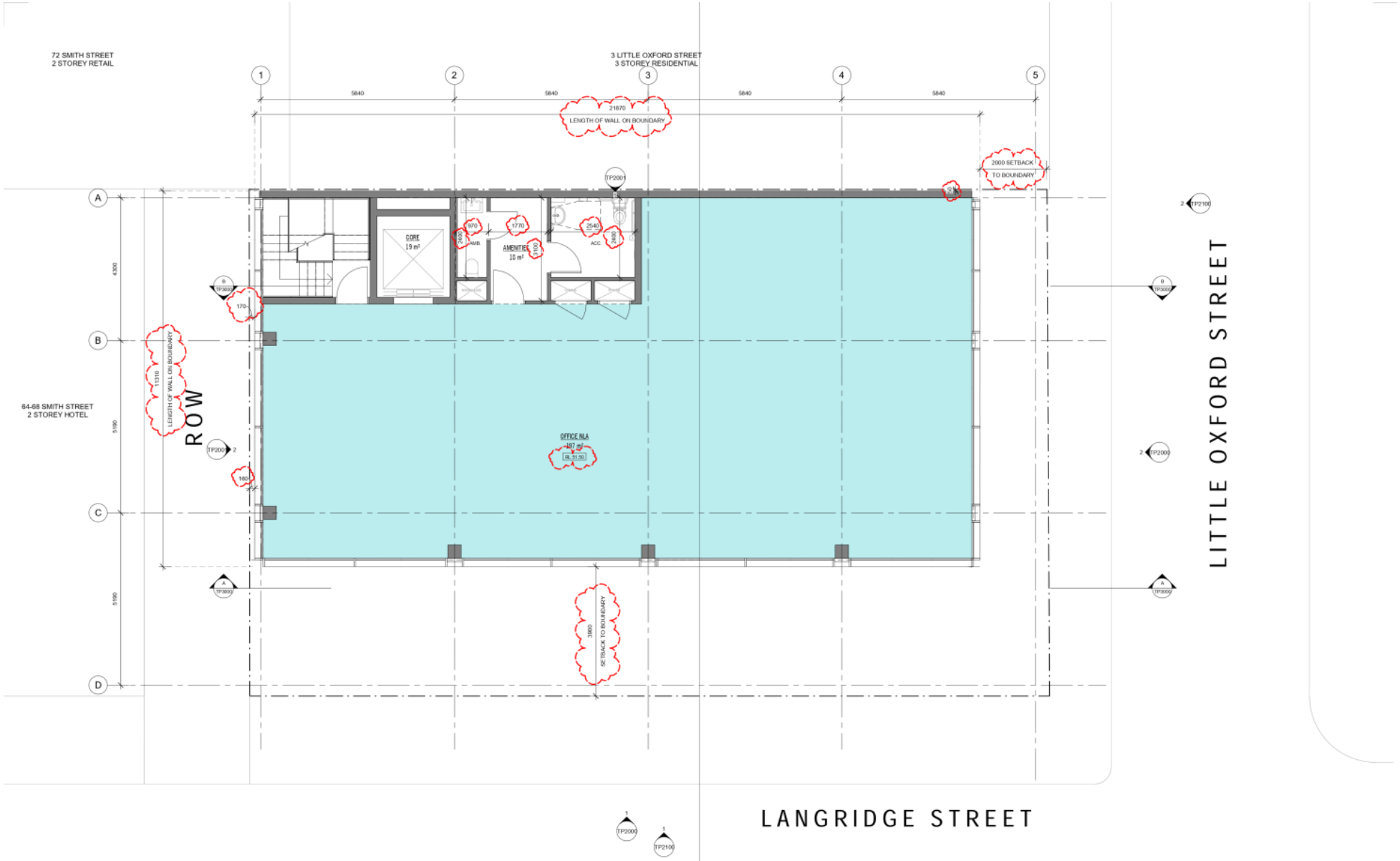
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Project No 1668
Drawing No TP1004
Drawing name
LEVEL 04 PLAN
Revision E
Scale 1 : 50 @ A1
50% @ A3

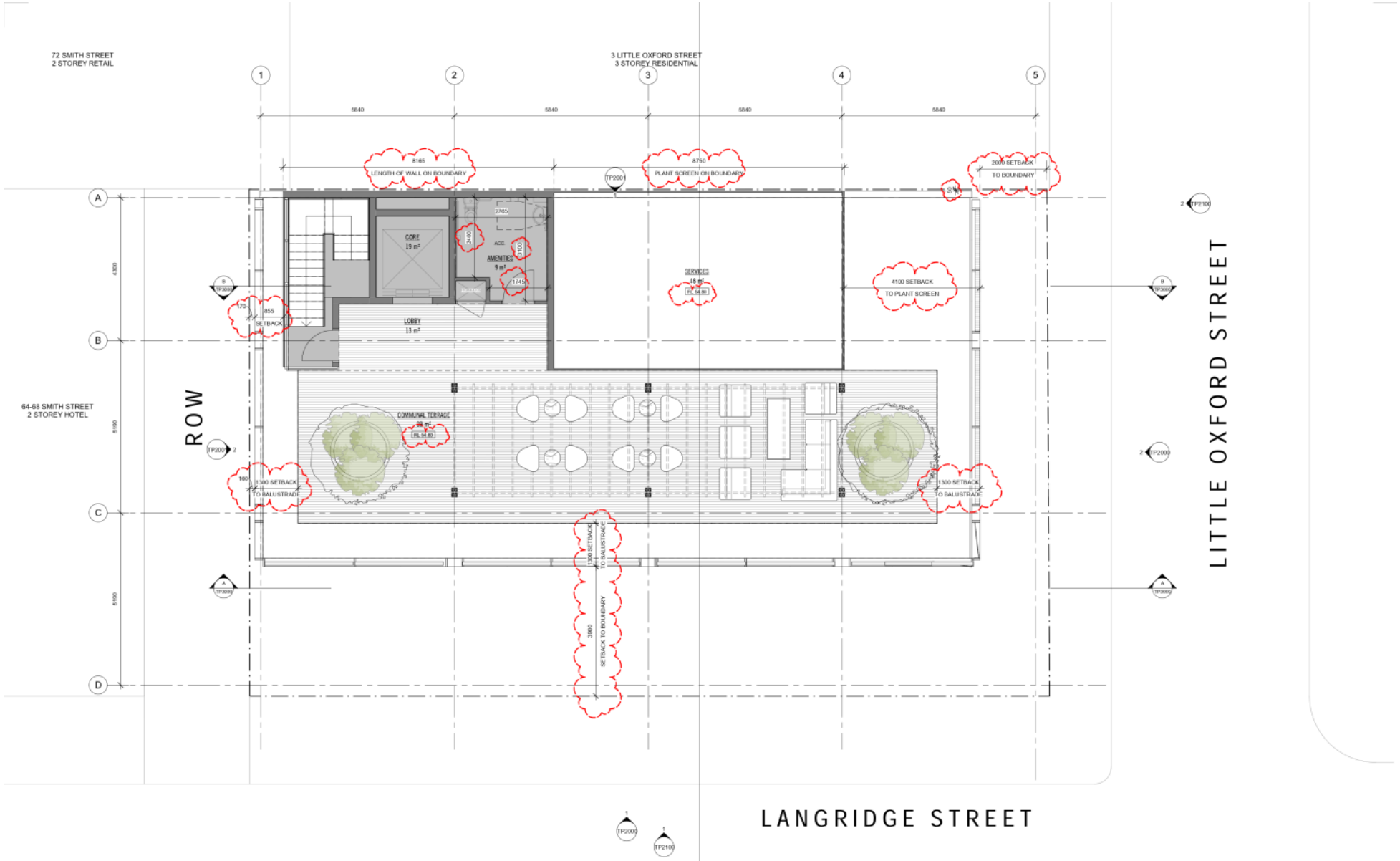
Attachment 1 - PLN20/0470 - 4 - 12 Langridge Street Collingwood - Decision Plans Part 1



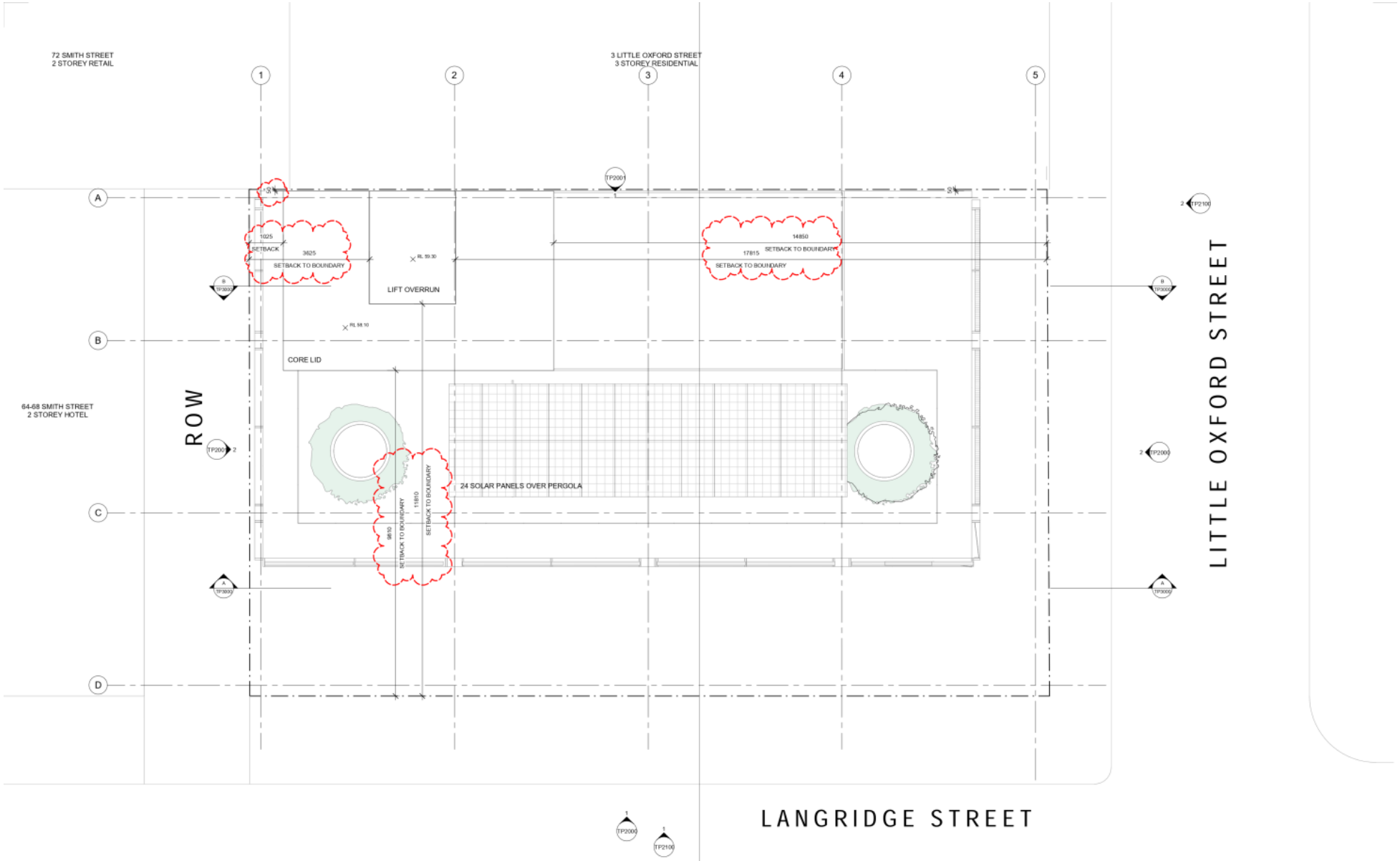
Attachment 1 - PLN20/0470 - 4 - 12 Langridge Street Collingwood - Decision Plans Part 1



Attachment 1 - PLN20/0470 - 4 - 12 Langridge Street Collingwood - Decision Plans Part 1



Attachment 1 - PLN20/0470 - 4 - 12 Langridge Street Collingwood - Decision Plans Part 1



GENERAL NOTES

WORK IN PROGRESS

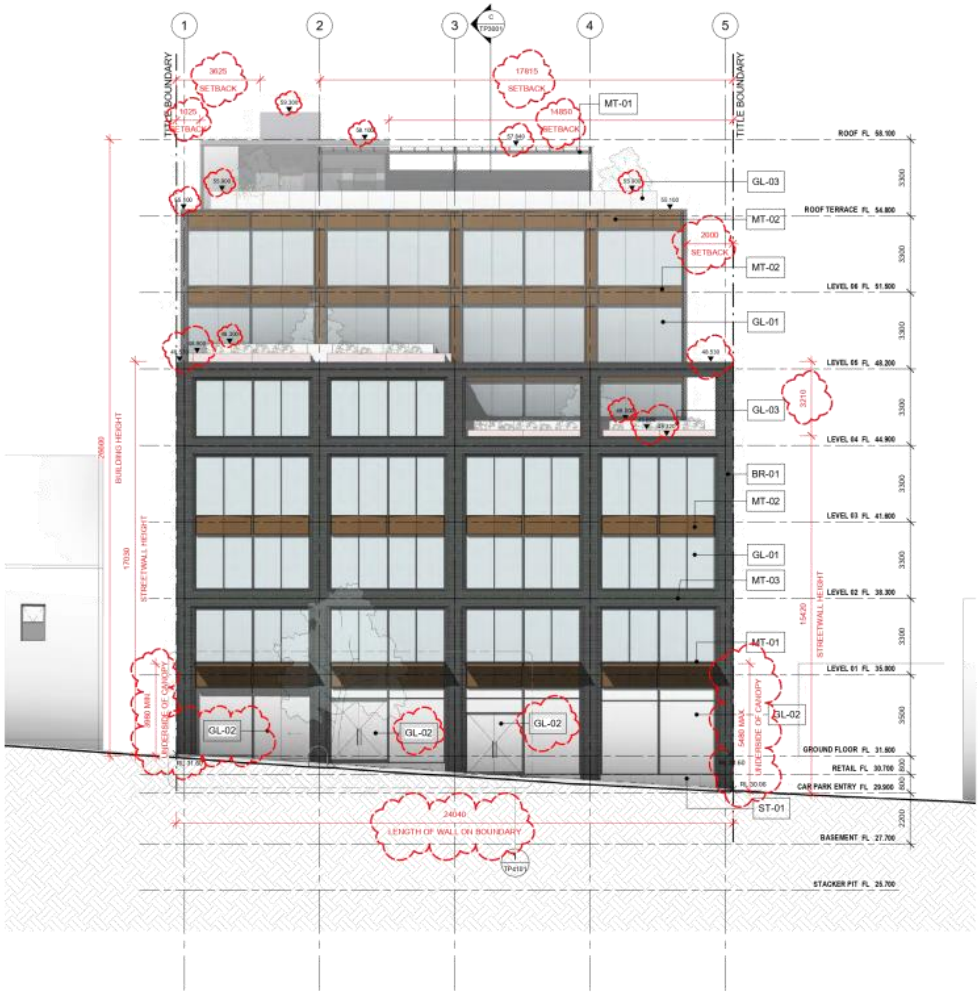
Project
LANGRIDGE STREET
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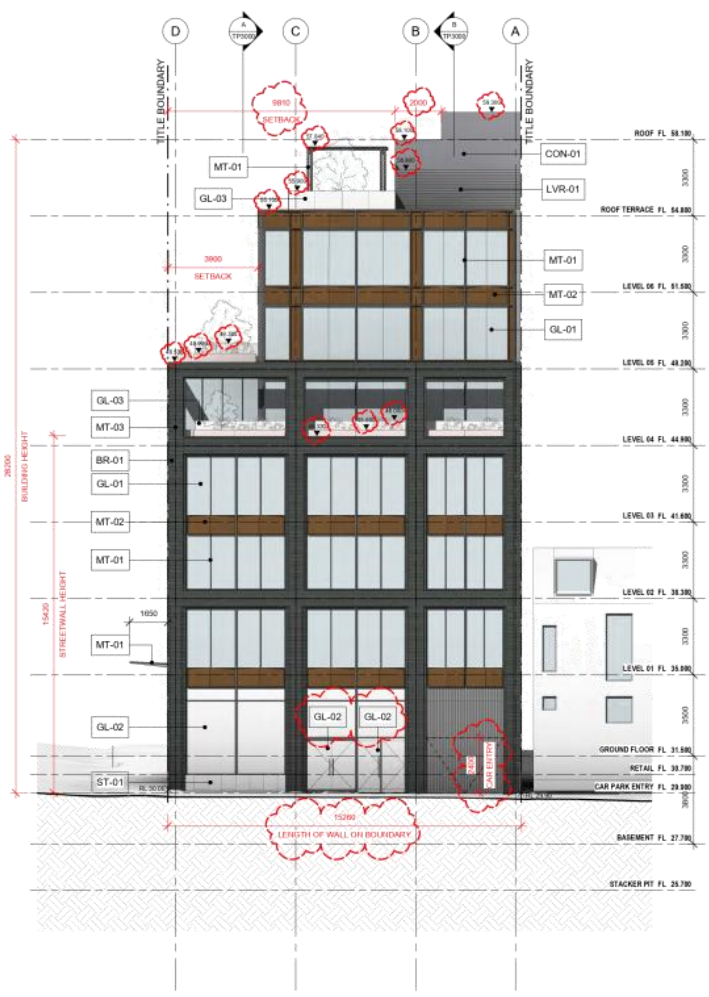
BAYLEY WARD

Project No 1668
Drawing No TP1010
Drawing name ROOF PLAN
Revision C
Scale 1 : 50 @ A1
50% @ A3
Drawn MS
Approved AC
Plot Date

Attachment 2 - PLN20/0470 - 4 - 12 Langridge Street Collingwood - Decision Plans Part 2



1 SOUTH ELEVATION - LANGRIDGE ST
1 : 100



2 EAST ELEVATION - LT. OXFORD ST
1 : 100

GENERAL NOTES

Rev	Description	Date	Drawn
A	ISSUE FOR INFORMATION	15/05/20	AC
B	ISSUE FOR INFORMATION	01/09/20	AC
C	TOWN PLANNING ISSUE	23/06/20	AC
D	TOWN PLANNING RFI RESPONSE	17/08/20	AC

WORK IN PROGRESS

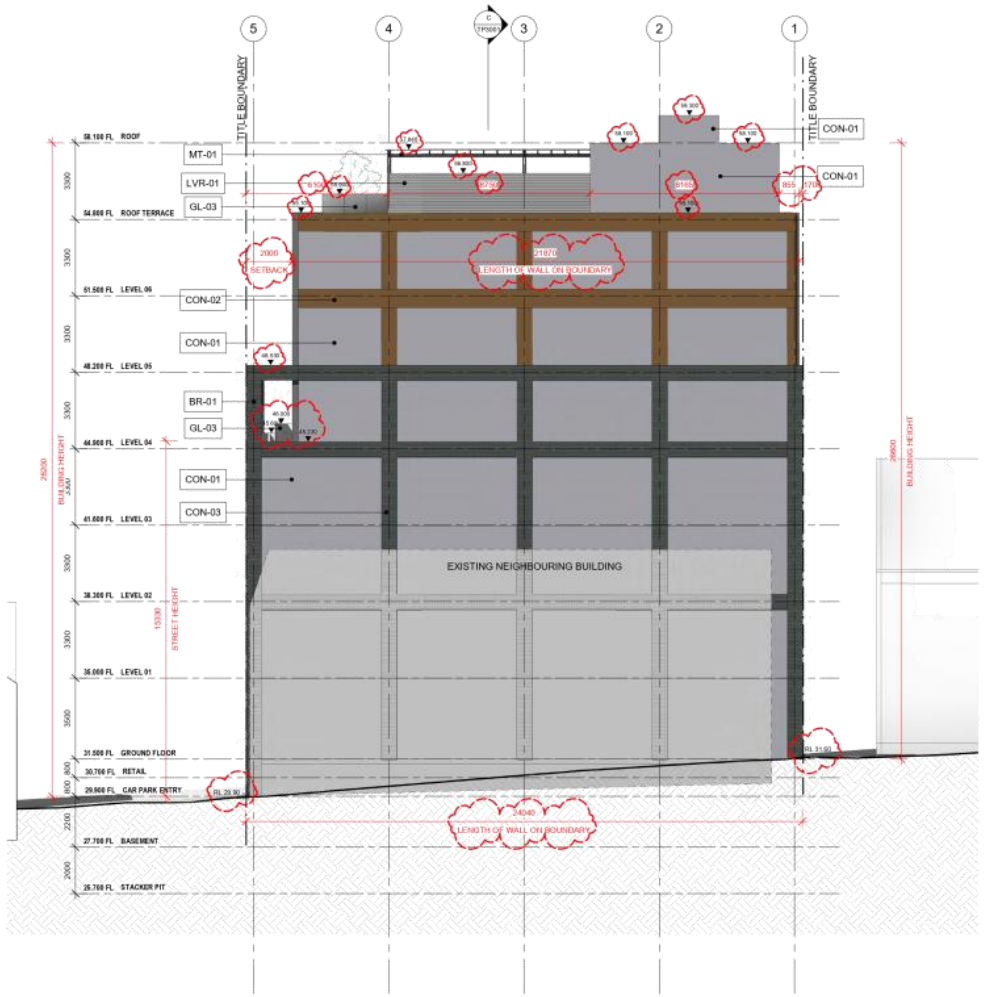
Project
LANGRIDGE STREET
4-12 Langridge Street Collingwood VIC 3066

BayleyWard Architecture + Interiors
21-23 Chessell St
South Melbourne
VIC 3205
T: 03 9695 0222
E: ade@bayleyward.com

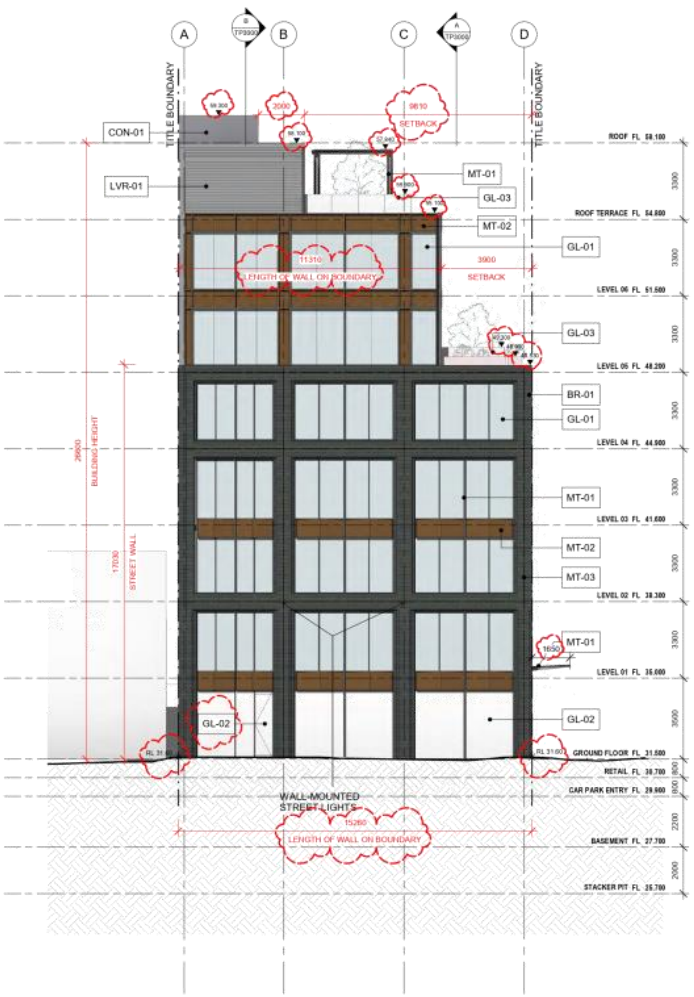
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Project No 1668
Drawing No TP2000
Revision D
Scale 1 : 100 @ A1
50% @ A3
Drawing name
SOUTH & EAST ELEVATIONS
Drawn AC
Approved
Checker
Plot Date

Attachment 2 - PLN20/0470 - 4 - 12 Langridge Street Collingwood - Decision Plans Part 2



1 NORTH ELEVATION
1 : 100



2 WEST ELEVATION
1 : 100

GENERAL NOTES

Rev	Description	Date	Drawn
A	ISSUE FOR INFORMATION	15/05/20	AC
B	ISSUE FOR INFORMATION	01/09/20	AC
C	TOWN PLANNING ISSUE	23/06/20	AC
D	TOWN PLANNING RFI RESPONSE	17/08/20	AC

WORK IN PROGRESS

Project
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BAYLEY WARD

Project No 1668
Drawing No TP2001
Revision D
Scale 1 : 100 @ A1
50% @ A3
Drawing name
NORTH & WEST ELEVATIONS
Drawn AC
Approved KG
Plot Date

Attachment 2 - PLN20/0470 - 4 - 12 Langridge Street Collingwood - Decision Plans Part 2



BR-01

CHARCOAL BRICK
DARK MORTAR



MT-01

DARK GREY METAL



MT-02

AGED BRASS FINISH



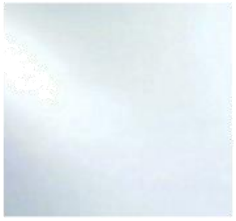
MT-03

AGED BRASS METAL TRIM
INLAYED TO BRICK



GL-01

SILVER LOW-E DOUBLE
GLAZING



GL-02

CLEAR DOUBLE GLAZING



GL-03

CLEAR GLASS BALUSTRADE



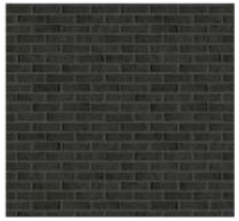
CON-01

OFF-FORM CONCRETE FINISH



CON-02

CONCRETE PAINTED TO
MATCH MT-02



CON-03

BRICK-FORMED CONCRETE
FINSH



ST-01

BLUESTONE CLADDING



LVR-01

DARK METAL LOUVRES (PLANT
SCREEN)



LVR-02

DARK METAL LOUVRES (GARAGE DOOR)

GENERAL NOTES

Rev	Description	Date	Drawn
A	TOWN PLANNING ISSUE	21/08/20	AC
B	TOWN PLANNING RFI RESPONSE	17/09/20	AC

WORK IN PROGRESS

Project
LANGRIDGE STREET
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South Melbourne
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BAYLEY WARD

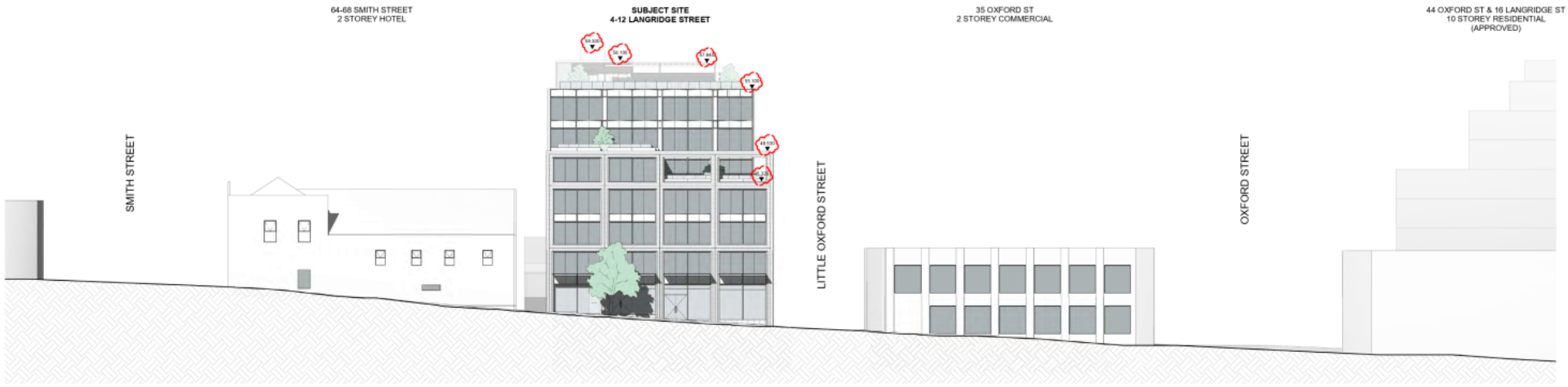
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Drawing name
MATERIAL SCHEDULE

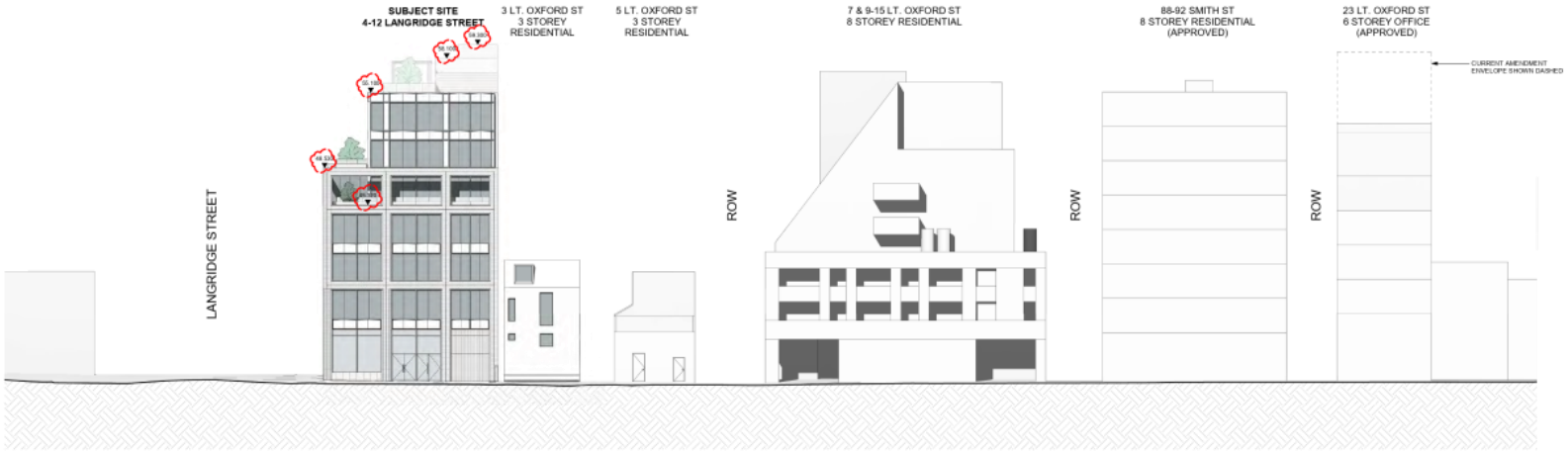
Scale 1 : 100@ A1
50% @ A3

Drawn AC | Approved | Checker | Plot Date

Attachment 2 - PLN20/0470 - 4 - 12 Langridge Street Collingwood - Decision Plans Part 2



1 LANGRIDGE STREET ELEVATION
1 : 200



2 LT OXFORD STREET ELEVATION
1 : 200

GENERAL NOTES

Rev	Description	Date	Drawn
A	ISSUE FOR INFORMATION	15/05/20	AC
B	ISSUE FOR INFORMATION	01/06/20	AC
C	TOWN PLANNING ISSUE	23/06/20	AC
D	TOWN PLANNING RFI RESPONSE	17/08/20	AC

WORK IN PROGRESS

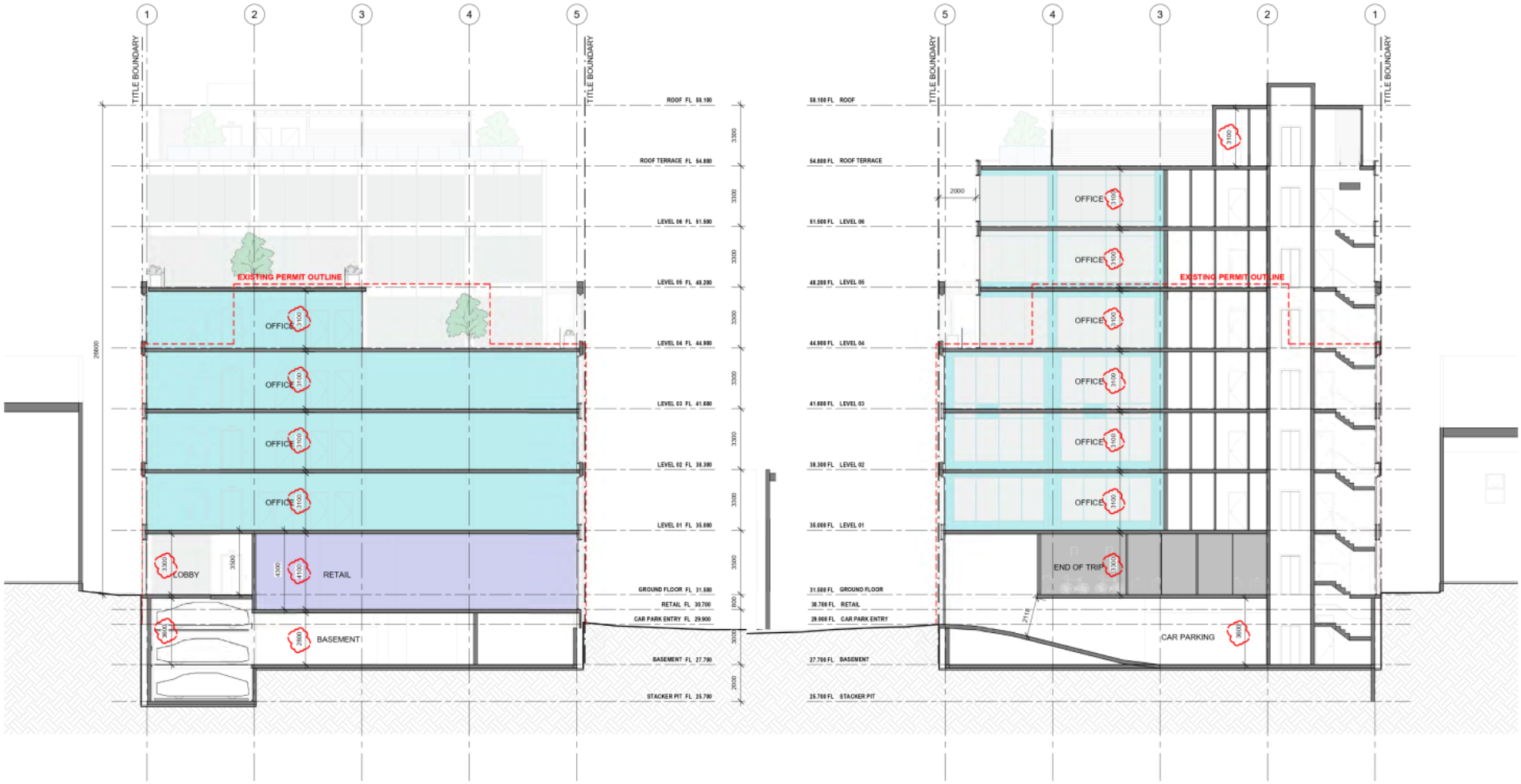
Project
LANGRIDGE STREET
4-12 Langridge Street Collingwood VIC 3066

BayleyWard
Architecture + Interiors
21-23 Chessell St
South Melbourne
VIC 3205
T: 03 9695 0222
e: xxx@bayleyward.com

BAYLEY WARD

Project No 1668
Drawing No TP2100
Revision B D
Drawing name
STREETSCAPE ELEVATIONS
Scale 1 : 200 @ A1
50% @ A3
Drawn AC
Approved AC
Plot Date

Attachment 2 - PLN20/0470 - 4 - 12 Langridge Street Collingwood - Decision Plans Part 2



A SECTION AA
1 : 100

B SECTION BB
1 : 100

GENERAL NOTES

Rev	Description	Date	Drawn
A	ISSUE FOR INFORMATION	28/03/23	AC
B	ISSUE FOR INFORMATION	30/03/23	AC
C	FLOOR PLANS FOR DISCUSSION	02/04/23	AC
D	ISSUE FOR INFORMATION	24/04/23	AC
E	ISSUE FOR INFORMATION	15/05/23	AC
F	ISSUE FOR INFORMATION	01/06/23	AC
G	TOWN PLANNING ISSUE	23/06/23	AC
H	TOWN PLANNING/RFI RESPONSE	17/08/23	AC

WORK IN PROGRESS

Project
LANGRIDGE STREET
4-12 Langridge Street Collingwood VIC 3066

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South Melbourne
VIC 3205
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e: ade@bayleyward.com

BAYLEY WARD

Project No 1668
Drawing No TP3000
Revision H
Drawing name
SECTION AA & BB
Scale 1 : 100 @ A1
50% @ A3
Drawn AC
Approved KG
Plot Date

Attachment 2 - PLN20/0470 - 4 - 12 Langridge Street Collingwood - Decision Plans Part 2



C SECTION CC
1 : 100

GENERAL NOTES

WORK IN PROGRESS

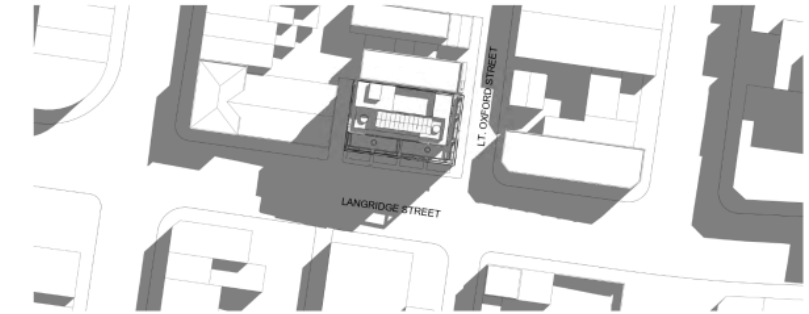
Project
LANGRIDGE STREET
4-12 Langridge Street Collingwood VIC 3066

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BAYLEY WARD

Project No 1668
Drawing No TP3001
Drawing name SECTION CC
Revision B
Scale 1 : 100 @ A1
50% @ A3

Attachment 3 - PLN20/0470 - 4 - 12 Langridge Street Collingwood - Decision Plans Part 3



1 SHADOWS - 22 SEPTEMBER -10AM
1 : 500



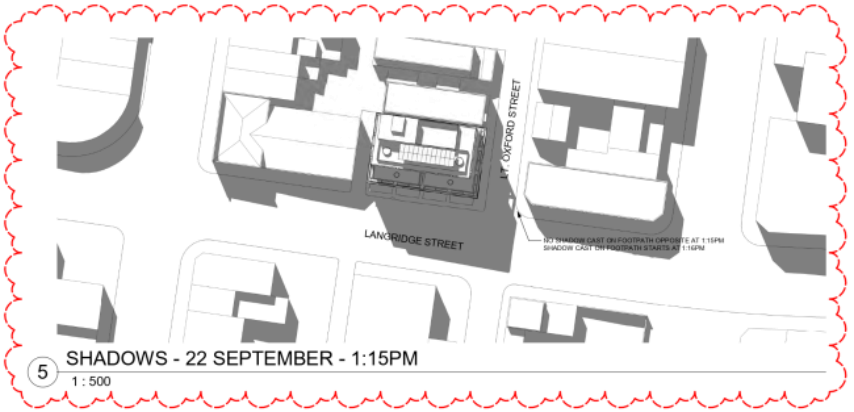
2 SHADOWS - 22 SEPTEMBER - 11AM
1 : 500



3 SHADOWS - 22 SEPTEMBER - 12PM
1 : 500



4 SHADOWS - 22 SEPTEMBER - 1PM
1 : 500



5 SHADOWS - 22 SEPTEMBER - 1:15PM
1 : 500



6 SHADOWS - 22 SEPTEMBER - 2PM
1 : 500

FIGURED DIMENSIONS SHALL TAKE PRECEDENCE OVER SCALE. CONTRACTOR MUST CHECK DIMENSION ON JOB BEFORE COMMENCING WORK OR SHOP DRAWINGS. ALL DIMENSIONS AND EXPENDABLES TO BE REPORTED TO BAYLEY WARD ARCHITECTURE + INTERIOR IMMEDIATELY. THIS DRAWING IS COPYRIGHTED.

GENERAL NOTES

Revisions

Rev	Description	Date	Drawn
A	ISSUE FOR INFORMATION	28/03/23	AC
B	ISSUE FOR INFORMATION	30/03/23	AC
C	ISSUE FOR INFORMATION	15/05/23	AC
D	ISSUE FOR INFORMATION	01/06/23	AC
E	TOWN PLANNING ISSUE	23/06/23	AC
F	TOWN PLANNING RFI RESPONSE	17/08/23	AC

WORK IN PROGRESS

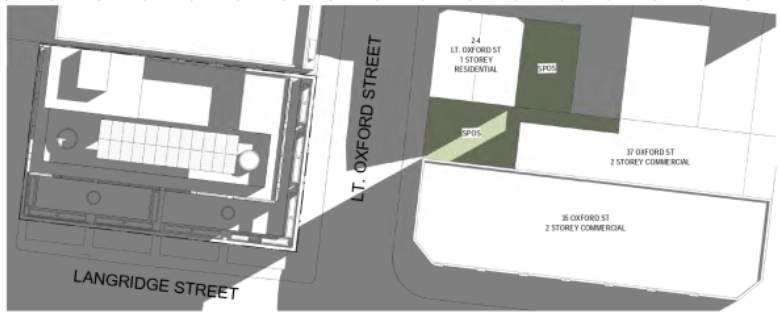
Project
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4-12 Langridge Street Collingwood VIC 3066

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21-23 Chessell St
South Melbourne
VIC 3205
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e-xxx@bayleyward.com

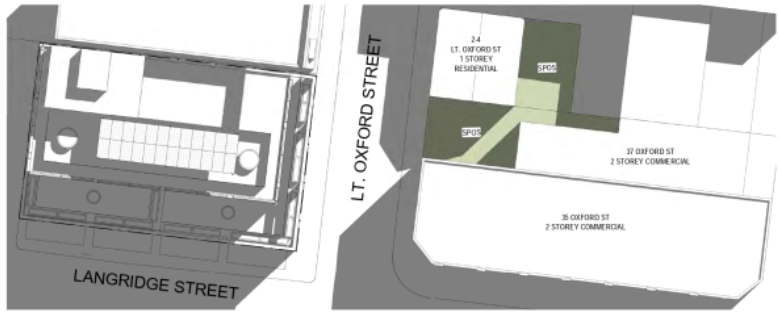
BAYLEY WARD

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Revision F
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50% @ A3
Drawing name
SHADOW DIAGRAMS
Drawn MS
Approved AC
Plot Date

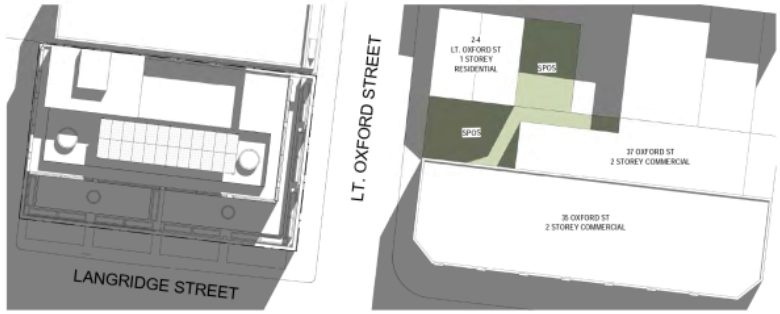
Attachment 3 - PLN20/0470 - 4 - 12 Langridge Street Collingwood - Decision Plans Part 3



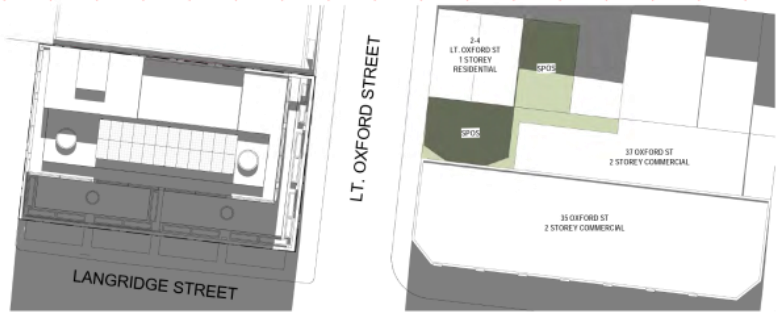
1 LT. OXFORD ST SHADOWS - 22 SEPTEMBER - 9AM
1 : 200



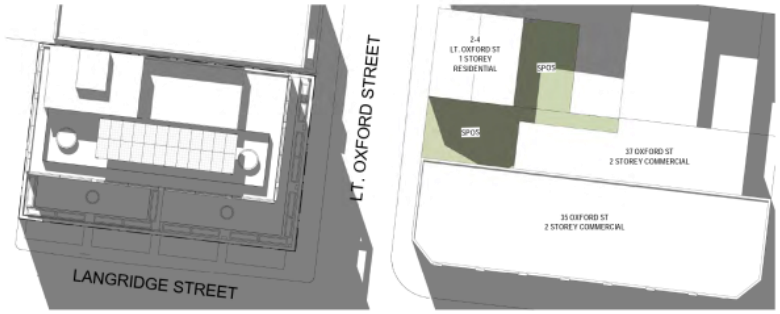
2 LT. OXFORD ST SHADOWS - 22 SEPTEMBER - 10AM
1 : 200



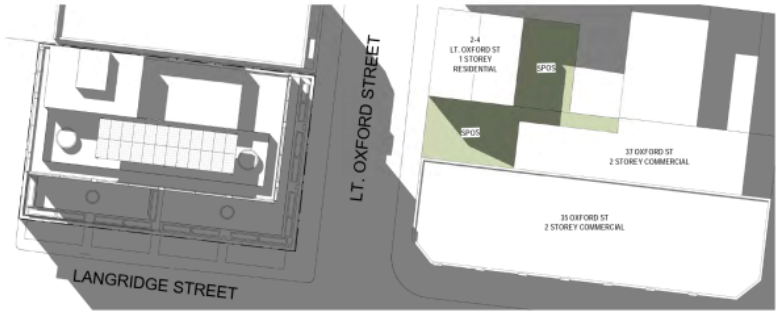
3 LT. OXFORD ST SHADOWS - 22 SEPTEMBER - 11AM
1 : 200



4 LT. OXFORD ST SHADOWS - 22 SEPTEMBER - 12PM
1 : 200



5 LT. OXFORD ST SHADOWS - 22 SEPTEMBER - 1PM
1 : 200



6 LT. OXFORD ST SHADOWS - 22 SEPTEMBER - 2PM
1 : 200

GENERAL NOTES

Rev	Description	Date	Drawn
A	TOWN PLANNING ISSUE	23/06/20	AC
B	TOWN PLANNING RFI RESPONSE	17/08/20	AC

WORK IN PROGRESS

Project
LANGRIDGE STREET
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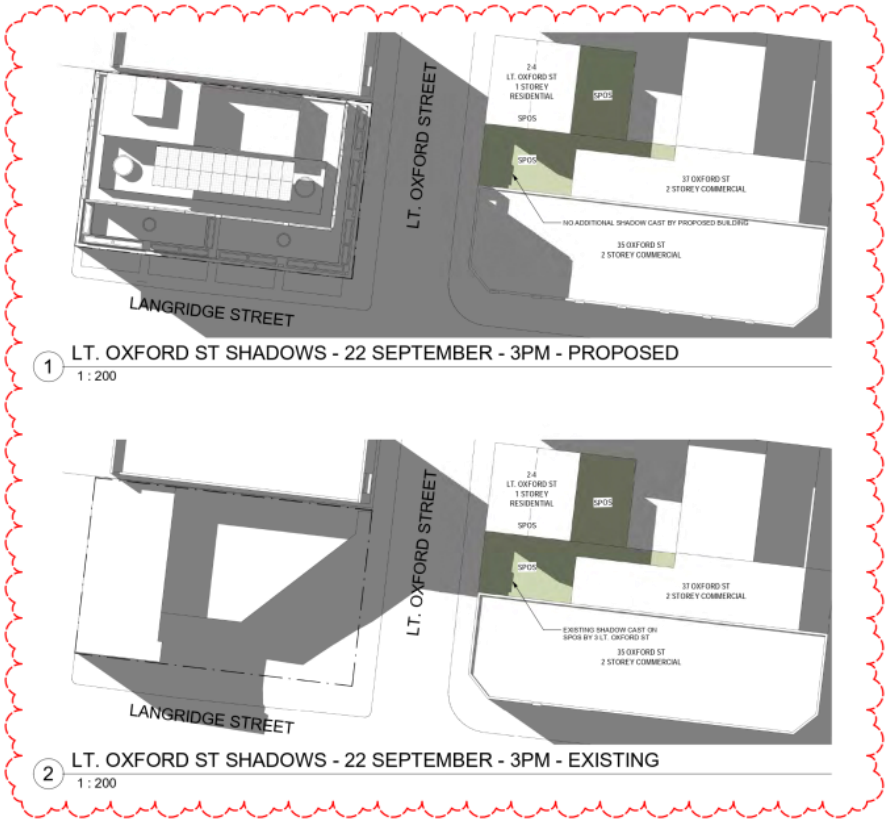
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BAYLEY WARD

Project No 1668 | Drawing No TP4001 | Revision B
Scale 1 : 200 @ A1, 50% @ A3
Drawing name
SHADOW DIAGRAMS - LT. OXFORD ST. SPOS

Drawn — Approved — Checker — Plot Date

Attachment 3 - PLN20/0470 - 4 - 12 Langridge Street Collingwood - Decision Plans Part 3



FIGURED DIMENSIONS SHALL TAKE PRECEDENCE OVER SCALE. CONTRACTOR MUST CHECK DIMENSION ON JOB BEFORE COMMENCING WORK OR SHOP DRAWINGS. ALL DIMENSIONS AND DISCREPANCIES TO BE REPORTED TO BAYLEY WARD ARCHITECTURE + INTERIOR IMMEDIATELY. THIS DRAWING IS COPYRIGHTED.

GENERAL NOTES

Revision

Rev	Description	Date	Drawn
A	TOWN PLANNING ISSUE	23/06/20	AC
B	TOWN PLANNING RFI RESPONSE	17/09/20	AC

WORK IN PROGRESS

Project
LANGRIDGE STREET
4-12 Langridge Street Collingwood VIC 3066

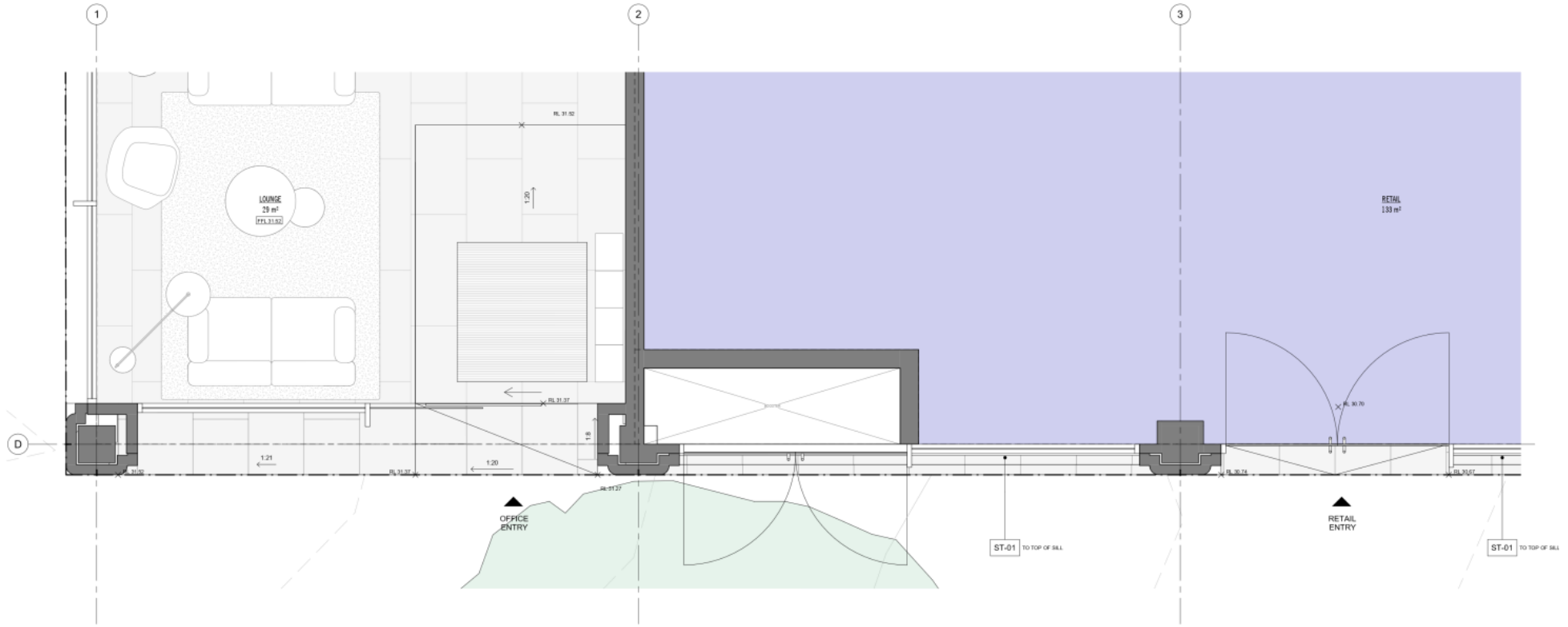
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T: 03 9695 0222
E: ada@bayleyward.com

BAYLEY WARD

Project No 1668 | Drawing No TP4002 | Revision B
Scale 1 : 200 @ A1
50% @ A3
Drawing name
SHADOW DIAGRAMS - LT. OXFORD ST. SPOS

Drawn AC | Approved | Checker | Plot Date

Attachment 3 - PLN20/0470 - 4 - 12 Langridge Street Collingwood - Decision Plans Part 3



GENERAL NOTES

Rev	Description	Date	Drawn
A	TOWN PLANNING RFI RESPONSE	17/08/20	AC

WORK IN PROGRESS

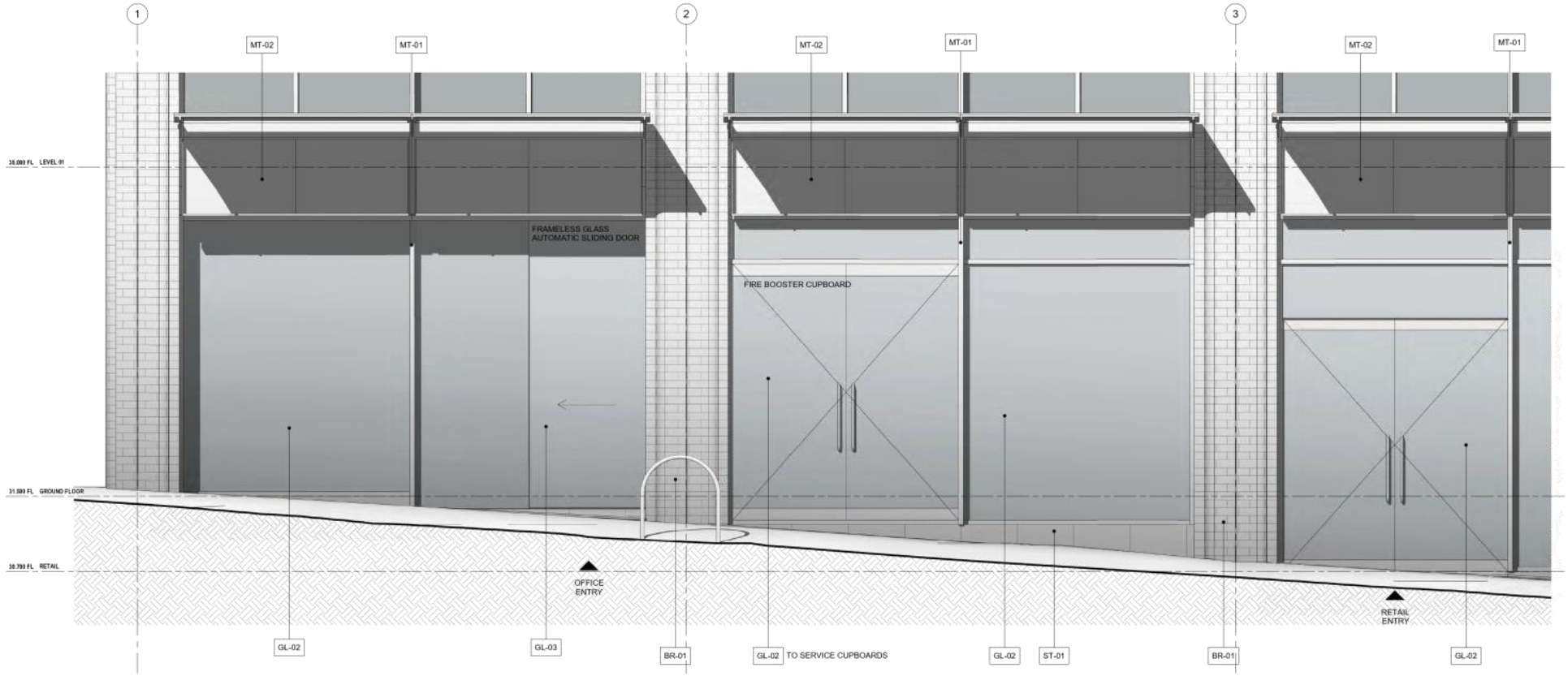
Project
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BAYLEY WARD

Project No 1668 Drawing No TP4100
Revision A
Scale 1 : 20 @ A1
50% @ A3
Drawing name
ENTRY DETAIL PLAN
Drawn Approved Checker Plot Date

Attachment 3 - PLN20/0470 - 4 - 12 Langridge Street Collingwood - Decision Plans Part 3



GENERAL NOTES

Rev	Description	Date	Drawn
A	TOWN PLANNING RFI RESPONSE	17/08/20	AC

WORK IN PROGRESS

Project
LANGRIDGE STREET
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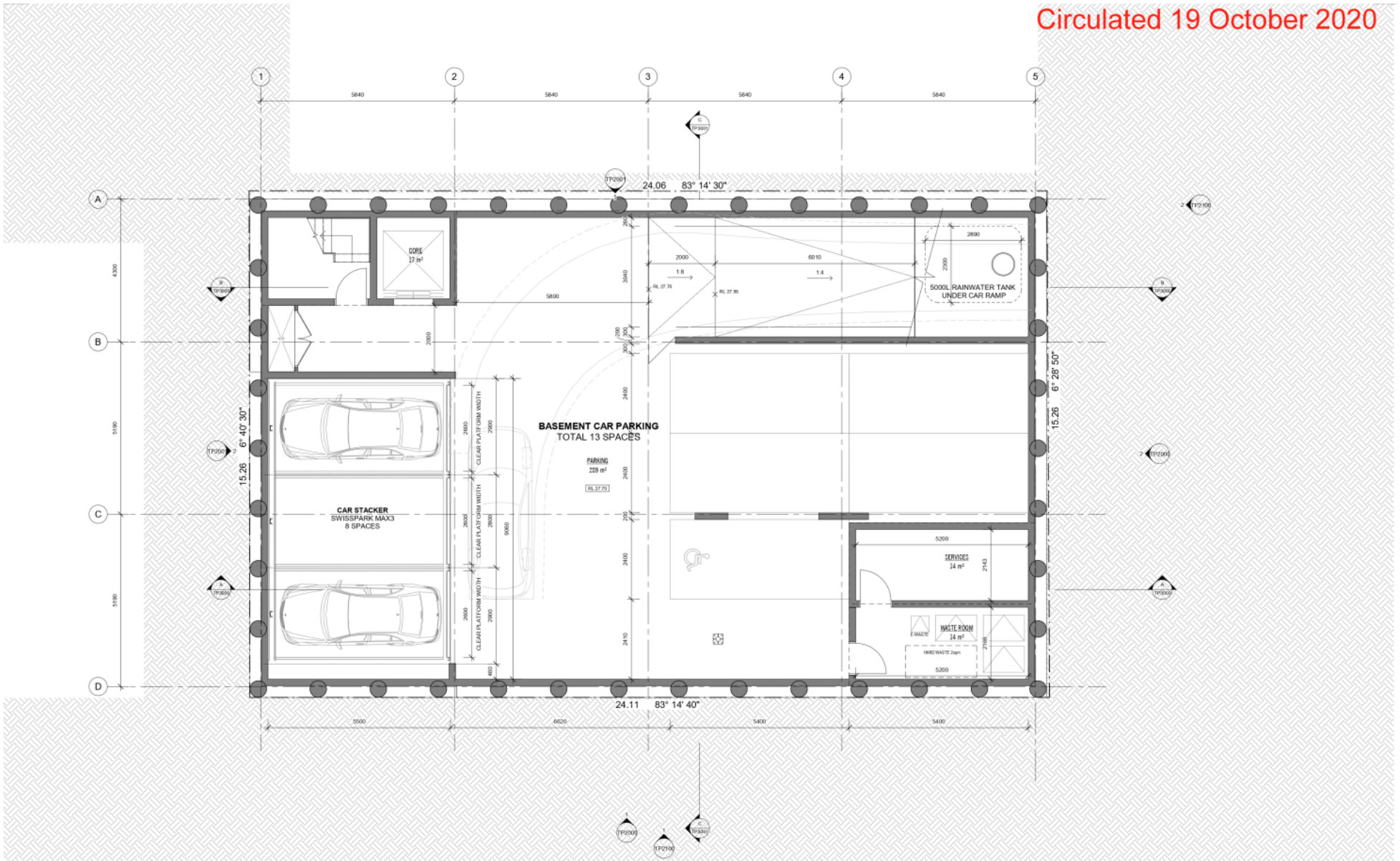
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BAYLEY WARD

Project No 1668
Drawing No TP4101
Revision A
Drawing name
ENTRY DETAIL ELEVATION
Scale 1 : 20 @ A1
50% @ A3
Drawn MC
Approved
Checker
Plot Date

Attachment 4 - PLN20/0470 - 4 - 12 Langridge Street Collingwood - Without Prejudice Sketch Plans and Reports

Circulated 19 October 2020



GENERAL NOTES

WORK IN PROGRESS

Project
LANGRIDGE STREET
4-12 Langridge Street Collingwood VIC 3066

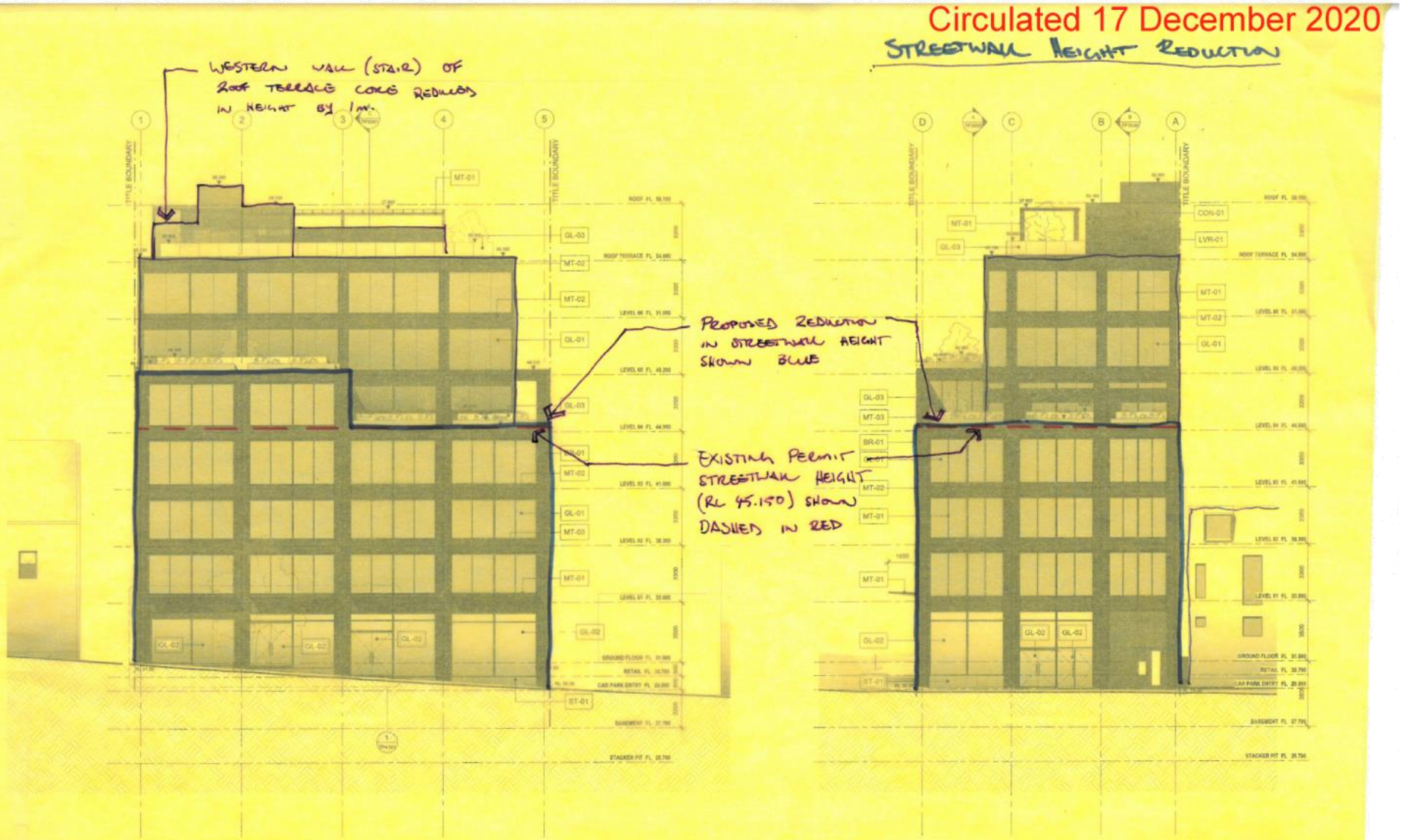
BayleyWard Architecture + Interiors
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South Melbourne
VIC 3205
T: 03 9695 0222

BAYLEY WARD

Project No 1668
Drawing No TP0099
Drawing name BASEMENT 1
Revision H
Scale 1 : 50 @ A1
50% @ A3
Drawn AC
Approved AC
Plot Date

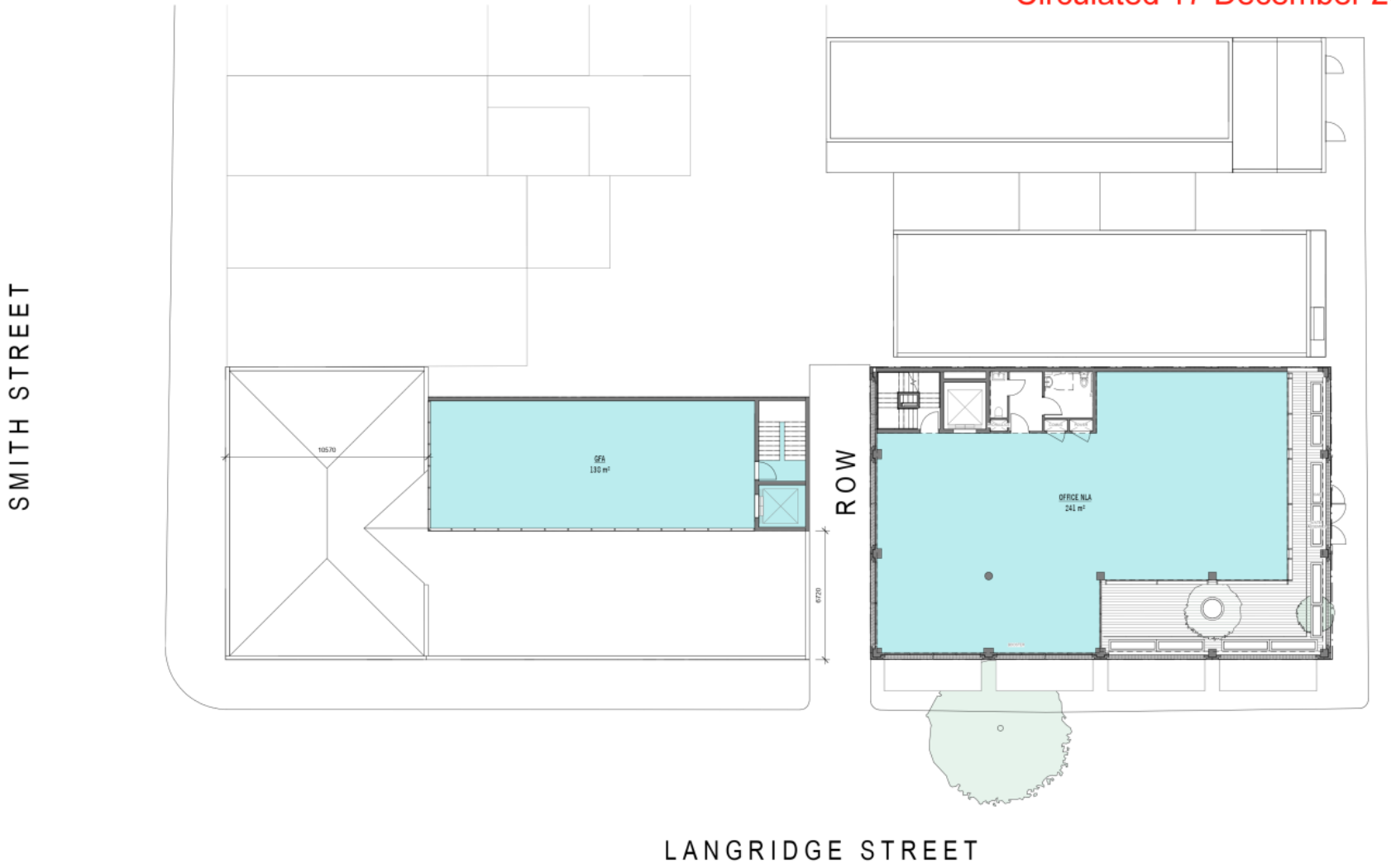
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Attachment 4 - PLN20/0470 - 4 - 12 Langridge Street Collingwood - Without Prejudice Sketch Plans and Reports

Circulated 17 December 2020



GENERAL NOTES

Revision
Rev Description Date Drawn

WORK IN PROGRESS

Project
LANGRIDGE STREET
4-12 Langridge Street Collingwood VIC 3066

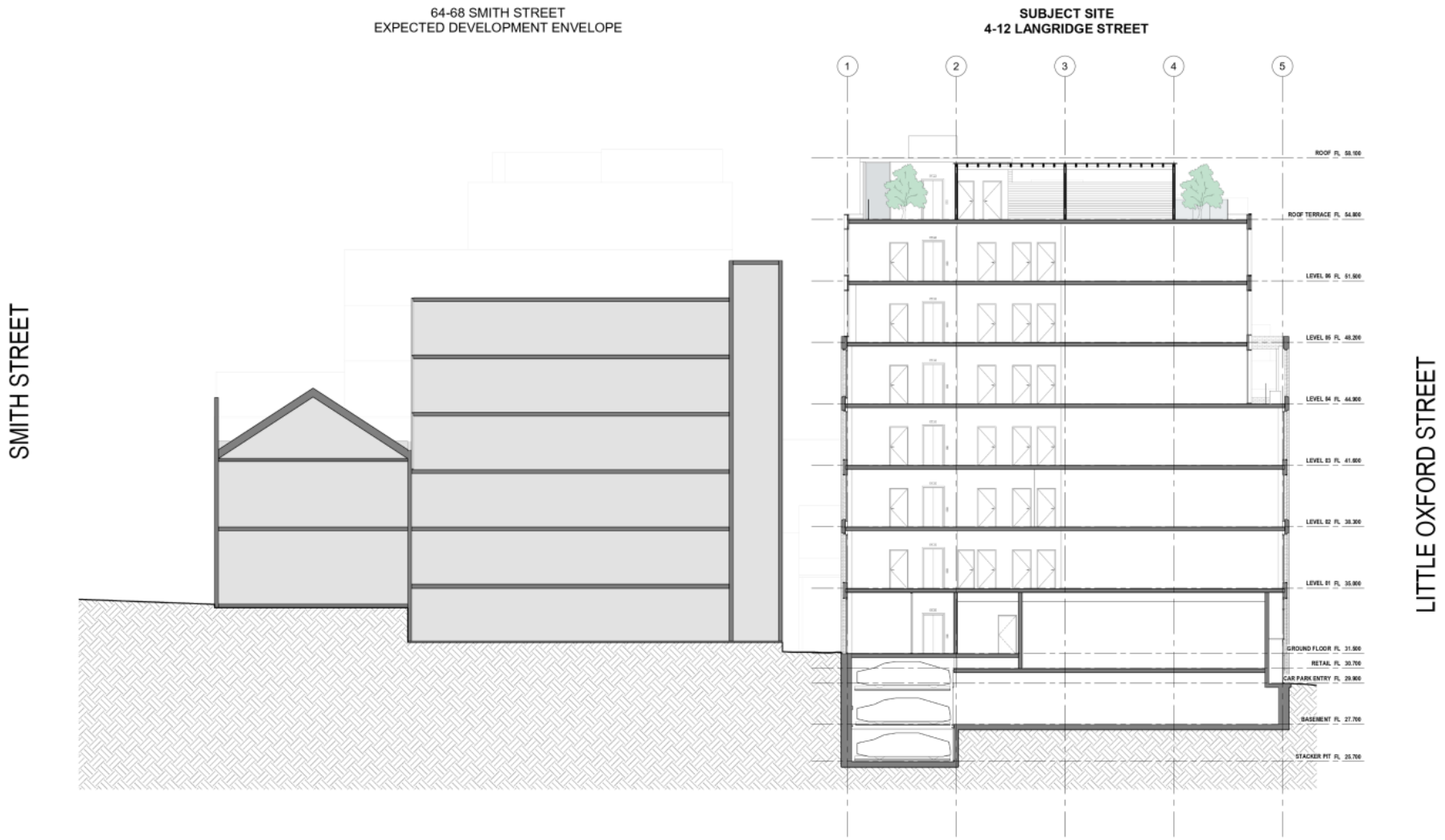
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BAYLEY WARD

Project No 1668
Drawing No SK008
Revision
Scale 1 : 100 @ A1
50% @ A3
Drawing name
EQUITABLE DEVELOPMENT PLAN
Drawn MC
Approved Checker
Plot Date

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1 EQUITABLE DEVELOPMENT SECTION
1 : 100

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GENERAL NOTES

Revision
Rev Description Date Drawn

WORK IN PROGRESS

Project
LANGRIDGE STREET
4-12 Langridge Street Collingwood VIC 3066

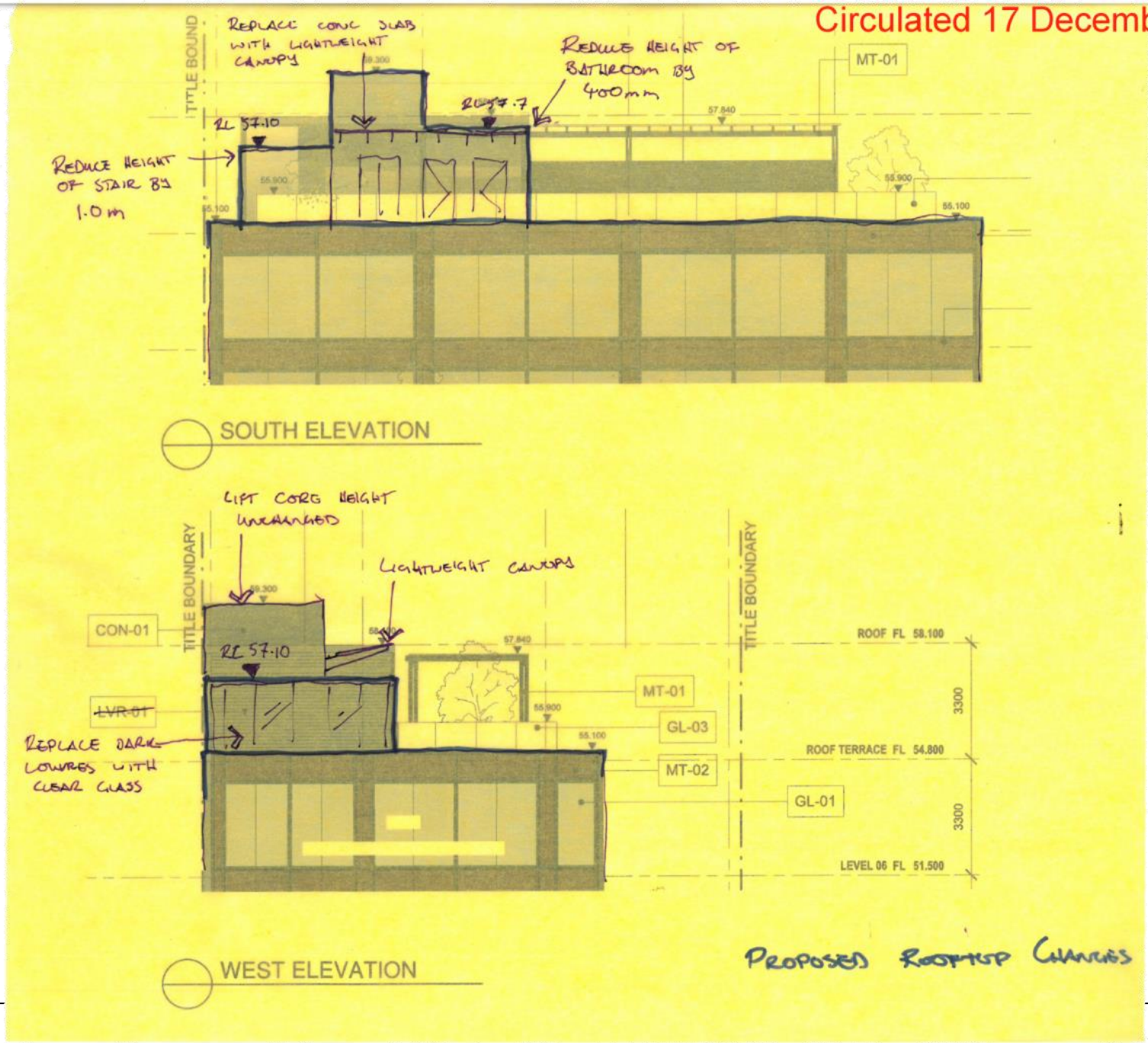
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BAYLEY WARD

Project No 1668
Drawing No SK009
Revision
Scale 1 : 100 @ A1
50% @ A3
Drawing name
EQUITABLE DEVELOPMENT SECTION
Drawn MC
Approved Checker
Plot Date

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Circulated 20 January 2021

PROPOSED COMMERCIAL DEVELOPMENT

4-12 Langridge Street, Collingwood

SUSTAINABLE MANAGEMENT PLAN

&

WATER SENSITIVE URBAN DESIGN RESPONSE

FOR

MCLANGRIDGE PTY LTD

23 December 2020

File 1496A

ark resources

CONTENTS

1. EXECUTIVE SUMMARY 4
2. INTRODUCTION 5
3. SITE DESCRIPTION 6
4. SUMMARY OF KEY ESD INITIATIVES 7
5. DAYLIGHT MODELLING RESULTS 7
6. NABERS ENERGY RATING 8
7. GREEN STAR 8
7.1. GREEN STAR CRITERIA 8
7.2. GREEN STAR PRELIMINARY DESIGN RATING 11
8. CONCLUSION 15

APPENDICES

APPENDIX A. SOLAR PHOTOVOLTAIC SYSTEM 16
APPENDIX B. STORM RESULTS 18
APPENDIX C. RAINWATER HARVESTING 22
APPENDIX D. WSUD MAINTENANCE PROGRAM 24
APPENDIX E. SITE MANAGEMENT PLAN 26
APPENDIX F. NABERS ASSUMPTIONS 27
APPENDIX G. DAYLIGHT MODELLING INPUTS AND RESULTS 32

Attachment 4 - PLN20/0470 - 4 - 12 Langridge Street Collingwood - Without Prejudice Sketch Plans and Reports

Issue	Date	Prepared	Approved	Status
A	12 June 2020	LD	JT	Draft
B	16 June 2020	LD	JT	Final
C	18 December 2020	DO / MR / LD	JT	RFI Draft
D	23 December 2020	DO / MR / LD	JT	RFI Submission

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1. Executive Summary

The proposed commercial development at 4-12 Langridge Street, Collingwood has been designed to meet the objectives of the City of Yarra's Sustainability Policy Clauses 19-03-3S and 22.17 (Environmentally Sustainable Development) of the City of Yarra Planning Scheme. This report demonstrates how the development meets the policy objectives of Clauses 22.17-2, 22.17-4, and 22.16 (WSUD Policy).

This report confirms that a combination of sustainable building management practices, design initiatives, fixtures, systems, appliances, materials and finishes will be integrated into the building in order to attain a 5.5 Star NABERS Energy rating and a **4 star** *Green Star Design & As Built* performance standard. The Green Star standard achieved is defined as Australian Best Practice in terms of environmental design.

The development also meets the *Best Practice* standard for Urban Stormwater Quality and is therefore also consistent with the City of Yarra's Stormwater Management objectives.

Accordingly, the performance outcomes achieved by the proposed development considered to be appropriate for a commercial development of this scale.

2. Introduction

Ark Resources has been engaged by Mclangridge Pty Ltd to provide advice in relation to environmentally sustainable development outcomes from the proposed commercial development at 4-12 Langridge Street, Collingwood.

This report contains a summary of:

- Environmental objectives adopted for the development; and
- Sustainable design initiatives integrated into the design of the project.

Performance outcomes in this report are based on:

- Architectural plans prepared by Bayley Ward set out below:

Description	Drawing No.	Revision	Date
Cover Sheet	TP0000	D	17/8/2020
Site Plan	TP0001	C	17/8/2020
Survey Plan	TP0002	D	17/8/2020
Demolition Plan	TP0003	C	17/8/2020
Basement 1	TP0099	G	17/8/2020
Ground Floor Plan	TP1000	G	17/8/2020
Level 01-03 Plan	TP1001	G	17/8/2020
Level 04 Plan	TP1004	E	17/8/2020
Level 05 Plan	TP1005	F	17/8/2020
Level 06 Plan	TP1006	F	17/8/2020
Level 07 Plan	TP1007	F	17/8/2020
Roof Plan	TP1010	C	17/8/2020
South & East Elevations	TP2000	D	17/8/2020
North & West Elevations	TP2001	D	17/8/2020
Material Schedule	TP2010	B	17/8/2020
Streetscape Elevations	TP2100	D	17/8/2020
Section AA & BB	TP3000	H	17/8/2020
Section CC	TP3001	C	17/8/2020
Shadow Diagrams	TP4000	F	17/8/2020
Shadow Diagrams	TP4001	B	17/8/2020
Shadow Diagrams	TP4002	B	17/8/2020
Entry Detail Plan	TP4100	A	17/8/2020
Entry Detail Elevation	TP4101	A	17/8/2020

3. Site Description

The proposed development comprises:

- Ground floor retail tenancy with a NLA of approximately 133m^2; and
- Upper level office tenancies with a total NLA of approximately 1,551m^2

The building comprises the following uses:

Level	Use
Basement	• Stacker carparking, waste room, services
Ground Floor	• Retail tenancy, Office lobby and meeting room, bike parking and end-of-trip facilities
Level 1 - 6	• Office tenancies
Roof	• Roof terrace, services, solar PV system

The site is located within the City of Yarra.

The development site has an area of approximately 366m^2 and currently contains a single-storey commercial building. The surrounding buildings are a mix of residential and commercial use.

An image of the site and the surrounding locale is shown below.

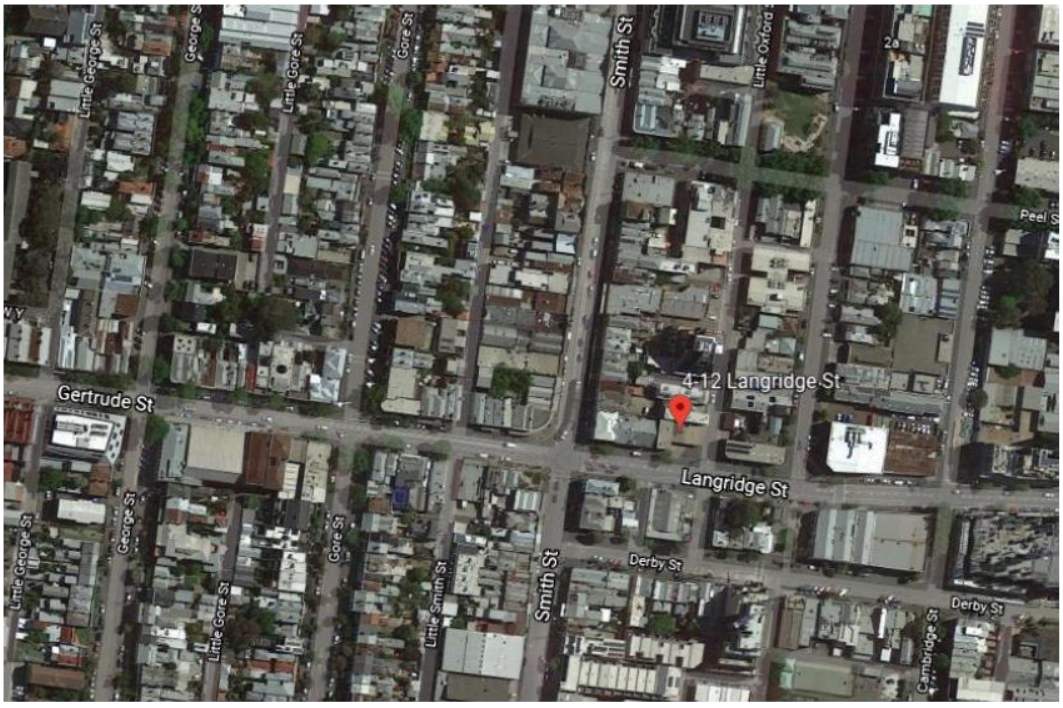


Image ©Google Earth™ (accessed June 2020)

4. Summary of Key ESD Initiatives

The following key sustainable design initiatives have been incorporated into this project:

- Rainwater harvesting system for toilet flushing and irrigation;
- 8.4kWp rooftop solar photovoltaic system;
- High-performance glazing and energy efficient building services, appliances and fixtures; and
- Environmentally preferable internal finishes.

An assessment of sustainable design outcomes of the proposed development has been undertaken with *Green Star Design & As Built* and *STORM* benchmarking tools based on the proposed architectural design and the building services and materials initiatives considered feasible at this stage of the design process.

The information presented in this report demonstrates that:

- The development will achieve a 4 star Green Star Design & As Built v1.2 rating;
- The office component of the development will achieve a 5.5 Star NABERS Energy rating;
- The development meets the *Best Practice* standard for stormwater quality.

5. Daylight Modelling Results

Daylight modelling of all office spaces has been undertaken to demonstrate compliance with Green Star Design & As Built v1.2. Based on current assumptions this simulation indicates that **2 points** are achievable under the daylight credit 12.1.

The Green Star daylight standard is set out below.

Green Star

A specified proportion of the nominated area must be shown to have a Daylight Factor (DF) of at least 2.0% at finished floor level (FFL), or at 720mm above FFL) under either a CIE overcast sky or a CIE uniform sky. Up to 2 points are available where a percentage of the nominated area receives high levels of daylight:

- 40% of the nominated area – 1 point
- 60% of the nominated area – 2 points

Space	Level	Area	% Floor > DF of 2.0
Office	Level 1	306	50.7
Office	Level 2	306	58.2
Office	Level 3	306	65.6
Office	Level 4	241	73.5
Office	Level 5	196	92.1
Office	Level 6	197	92.7
Building Average			**69.2**

Refer to Appendix G for modelling assumptions and detailed results.

6. NABERS Energy Rating

Computer simulation of thermal performance and energy efficiency has been undertaken using *IES Virtual Environment* software in accordance with the NABERS Energy protocol and has confirmed that the development can achieve a NABERS rating of **5.5 stars**. Further modelling will be undertaken during the development phase to guide the specification of building materials and systems to ensure the 5.5 star rating is achieved. The NABERS reverse calculator and proposed building services design parameters are provided in Appendix F.

7. Green Star

The Green Star Design & As Built (Version 1.2) tool has been used as a benchmarking framework for the proposed scheme and demonstrates that the development has the preliminary design potential to achieve a **4 star** standard[1].

A detailed Green Star assessment has been undertaken to confirm the credits achievable by the proposed scheme.

Please note that this analysis is based on the best information currently available in relation to the technical and commercial feasibility of the initiatives proposed. Further investigation will be undertaken during design development which may result in change to the package of initiatives specified in order to meet the 4 star Green Star standard.

The initiatives which contribute to the 4 star Green Star rating are detailed in Section 7.1 below.

7.1. Green Star Criteria

The key design elements and processes which underpin the preliminary Green Star rating are summarised in the table below. The design attributes will be incorporated into the design in accordance with the technical criteria for each credit set out in the Green Star Design & As Built v1.2 Technical Manual.

Further information in relation to key performance outcomes is provided in the Appendices to this report as referenced in the right hand column of the table.

Green Star Element	Design Attribute	Reference
Management	• **Design Intent Report prepared** • **Provide floor-by-floor metering; plus independent metering for all loads >5% of annual building energy use or 100kW; and metering for common water use consuming 10% of development's water use** • **Comprehensive project-specific environmental management plan implemented during construction**	**Conditional Requirements**

[1] Note that a minimum of 45 points must be achieved for a 4 star Green Star rating to be achieved. The development will attain a 4 star Green Star standard however certification of the rating with the Green Building Council will not be undertaken.

Green Star Element	Design Attribute	Reference
	• Green Star Accredited Professional involved from outset to completion • Comprehensive commissioning of building systems • Comprehensive tuning of building systems • Detailed Operations and Maintenance Manual prepared • Detailed guide to building systems provided to building management and tenants • Measurement and reporting of energy and water consumption for at least 80% of GFA by Owners Corporation/property manager • Head contractor to have current ISO 14001 certification • Operational Waste Management Plan prepared including targets and monitoring	
Indoor Environmental Quality	• **Lighting systems comprise flicker free luminaires and a Colour Rendering Index (CRI) greater than 80** • **Strategies to reduce glare incorporated into the design**	**Conditional Requirements**
	• Ventilation systems to comply with ASHRAE 62.1, and pre-cleaned prior to handover • Exhaust systems to directly exhaust pollutants to exterior • Reverberation times in nominated areas must be below maximum stated in Table 1 of AS/NZ 2107:2016 • Lighting systems designed to meet best practice illuminance levels • Average ceiling illuminance of at least 30% of working plane and 90% of ceiling to have reflectance of at least 0.75 • Lighting systems designed for task lighting and brightness control • Primary spaces to have access to high levels of daylight • 60% of primary spaces to have high quality views • Specification of low VOC paints, adhesives, sealants and carpets • Specification of low formaldehyde engineered wood products • Requires PMV between -1 & +1; OR ASHRAE 55 - 80% acceptability	
Energy	• **Commit to minimum 4.5 stars NABERS for Class 5 areas**	**Conditional Requirement**

	• Project to achieve minimum 5.5 star NABERS rating
	• 8.4kWp photovoltaic system
	  ○ Embodied ecological impacts of PV array and support racking will be reduced through use of 350Wp 60-cell modules with efficiency over 40% greater than standard PV modules
	  ○ Embodied impacts of PV modules will be further reduced by procurement from a manufacturer with an above average rating on the current version Silicon Valley Toxics Coalition Solar Scorecard
		Section 0
		Appendix F
		Appendix A

Transport	• Accessible public transport options • Reduced car parking - 13 spaces provided • 30 staff and visitor bicycle racks. More than 20% of the racks provide horizontal storage, installed at grade • End of trip cyclist facilities for staff including 4 showers and 28 lockers • Local amenities within walking distance	

Green Star Element	Design Attribute	Reference

Water	• Water efficient fixtures (WELS 5 star taps, 4 star toilets, 3 star showers)
	• Water efficient dishwashers
	• A rainwater harvesting system will be installed comprising:
	  ○ Stormwater runoff collected from Level 6 and 7 roof areas plus Level 7 terrace (catchment area of approx. 233m2);
	  ○ Filtration and treatment of all rainwater prior to draining into the tank
	  ○ A total storage volume of 5,000 litres;
	  ○ Re-use of water for toilet flushing in ground and level 1 toilets; and
	  ○ Re-use of water for sub-soil drip irrigation system with moisture sensors and timers
	• Cooling towers not used
	• Water-efficient sub-soil drip irrigation system with moisture sensors and timers
	• Fire test system water storage and re-use
		Appendix A

Materials	• 90% of permanent formwork, pipes, flooring, blinds and cable PVC products to meet Best Practice Guidelines for PVC in the Built Environment • Documentation provided on product sustainability credentials for 3% of materials used on the project • Concrete mixes to incorporate at least 50% reclaimed water • 5% reduction in mass of steel reinforcement • Steel to be sourced from Responsible Steel Maker • Divert 90% of demolition and construction waste from landfill. Waste contractors to have compliance measures audited • Feature timber products to be sourced from FSC accredited sustainably harvested plantations	
Land Use & Ecology	• **No endangered or vulnerable species on site at time of purchase** • **Site does not contain old growth forest or wetland of High National Importance**	**Conditional Requirements**
	• Site has been previously developed • All non-trafficable roofs to have initial solar reflectance index of 82.	
Emissions	• **All outdoor lighting to comply with AS4282:1997 for light spill to inhabited boundaries.**	**Conditional Requirement**
	• Design to have an upward light output ratio <5% • Strategies to minimise Legionella impacts from cooling systems implemented	
Innovation	Particularly subject to design development but may include: • Credit 30C: Improving Green Star Benchmarks – Air tightness testing of representative spaces before handover. Air tightness testing to be carried out in accordance with the requirements set out in AS/NZS ISO 9972:2015 Thermal performance of buildings – Determination of air permeability of buildings – Fan pressurisation method. (GBCA Innovation Challenge 2020 approved) • Credit 30D: Main contractor provides high performance site office (GBCA Innovation Challenge 2020 approved)	

7.2. Green Star Preliminary Design Rating

Based on the design attributes and performance outcomes set out above, the following Green Star pathway has been prepared which confirms that the development has the preliminary design potential to achieve a 4 star Green Star standard.

Green Star - Design & As Built v1.2

Project:	4-12 Langridge Street Collingwood
Current Rating:	4 Star - Best Practice

REV B
16/12/2020

Points Available	Total Score Targeted
100	45.0

CATEGORY / CREDIT	AIM OF THE CREDIT / SELECTION	CODE	CREDIT CRITERIA	Points Available	4* pathway
Management				14	
Green Star Accredited Professional	To recognise appointment and active involvement of Green Star AP to ensure rating tool is applied effectively and as intended.	1.0	Accredited Professional	1	1
Commissioning and Tuning	To encourage and recognise commissioning, handover and tuning initiatives that ensure all building services operate to their full potential.	2.0	Environmental Performance Targets	-	Complies
		2.2	Building Commissioning	1	1
		2.3	Building Systems Tuning	1	1
Building Information	Information facilitating understanding of building systems, O&M requirements and targets to optimise performance.	4.1	Building Information	1	1
Commitment to Performance	To recognise practices that encourage building owners, building occupants and FM teams to set targets and monitor	5.1	Environmental Building Performance	1	1
Metering and Monitoring	To recognise the implementation of effective energy and water metering and monitoring systems.	6.0	Metering	-	Complies
		6.1	Monitoring Systems	1	1
Responsible Building Practices	To reward projects that use best practice formal environmental management procedures during construction.	7.0	Environmental Management Plan	-	Complies
		7.1	Formalised Environmental Management System	1	1
Operational Waste	Performance Pathway	8A	Performance Pathway - Specialist Plan	1	1
Total				14	8

Indoor Environment Quality				17	
Indoor Air Quality	To recognise projects that provide high air quality to occupants.	9.1	Ventilation System Attributes	1	1
		9.3	Exhaust or Elimination of Pollutants	1	1
Acoustic Comfort	To reward projects that provide appropriate and comfortable acoustic conditions for occupants.	10.2	Reverberation	1	1
Lighting Comfort	To encourage and recognise well-lit spaces that provide a high degree of comfort to users.	11.0	Minimum Lighting Comfort	-	Complies
		11.1	General Illuminance and Glare Reduction	1	1
		11.2	Surface Illuminance	1	1
		11.3	Localised Lighting Control	1	1
Visual Comfort	To recognise the delivery of well-lit spaces that provide high levels of visual comfort to building occupants.	12.0	Glare Reduction	-	Complies
		12.1	Daylight	2	2
		12.2	Views	1	1
Indoor Pollutants	To recognise projects that safeguard occupant health through the reduction in internal air pollutant levels.	13.1	Paints, Adhesives, Sealants and Carpets	1	1
		13.2	Engineered Wood Products	1	1
Thermal Comfort	To encourage and recognise projects that achieve high levels of thermal comfort.	14.1	Thermal Comfort	1	1
Total				17	12

Energy				22	
Greenhouse Gas Emissions	D. NABERS Pathway	15D.0	Conditional Requirement: NABERS Pathway	-	Complies
Max.5pts achievable via		15D.1	NABERS Energy Commitment Agreement Pathway	20	4
Total				21	4

Transport					**10**	
Sustainable Transport	Prescriptive Pathway	17B.1	Access by Public Transport		3	1
		17B.2	Reduced Car Parking Provision		1	0.5
		17B.4	Active Transport Facilities		1	1
		17B.5	Walkable Neighbourhoods		1	1
Total					**7**	**3.5**

Water					**12**	
Potable Water	Prescriptive Pathway	18B.1	Sanitary Fixture Efficiency		1	1
		18B.3	Heat Rejection		2	2
		18B.4	Landscape Irrigation		1	1
		18B.5	Fire System Test Water		1	1
Total					**6**	**5**

Materials					**14**	
Life Cycle Impacts Points from operational energy reductions capped at 3 out of the 6 points available for	Prescriptive Pathway - Life Cycle Impacts	19B.1	Concrete		3	0.5
		19B.2	Steel		1	1
Responsible Building Materials	To reward projects that include materials that are responsibly sourced or have a sustainable supply chain.	20.1	Structural and Reinforcing Steel		1	1
		20.3	Permanent Formwork, Pipes, Flooring, Blinds and Cables		1	1
Sustainable Products	To encourage sustainability and transparency in product specification.	21.1	Product Transparency and Sustainability		3	1
Construction and Demolition Waste	Fixed Benchmark	22A	Fixed Benchmark		1	1
Total					**12**	**5.5**

Land Use & Ecology				6	
Ecological Value	To reward projects that improve the ecological value of their site.	23.0	Endangered, Threatened or Vulnerable Species	-	Complies
Sustainable Sites	To reward projects that choose to develop sites that have limited ecological value, re-use previously developed land and remediate contaminate land.	24.0	Conditional Requirement	-	Complies
		24.1	Reuse of Land	1	1
Heat Island Effect	To encourage and recognise projects that reduce the contribution of the project site to the heat island effect.	25.0	Heat Island Effect Reduction	1	1
Total				**6**	**2**

Emissions				5	
Stormwater	To reward projects that minimise peak stormwater flows and reduce pollutants entering public sewer infrastructure.	26.1	Stormwater Peak Discharge	1	1
Light Pollution	To reward projects that minimise light pollution.	27.0	Light Pollution to Neighbouring Bodies	-	Complies
		27.1	Light Pollution to Night Sky	1	1
Microbial Control	To recognise implementation of systems to minimise impacts associated with harmful microbes in building systems.	28.0	Legionella Impacts from Cooling Systems	1	1
Total				**5**	**3**

Innovation					10
Improving on Green Star Benchmarks	The project has achieved full points in a Green Star credit and demonstrates a substantial improvement on benchmark required to achieve full points.	30C	Improving on Green Star Benchmarks		10
Innovation Challenge	Where the project addresses an sustainability issue not included within any of the Credits in the existing Green Star rating tools.	30D	Innovation Challenge		
Total					**10**

		4* pathway
CORE POINTS	100	43.0
CATEGORY PERCENTAGE SCORE		43.0
INNOVATION POINTS	10	2.0
TOTAL SCORE TARGETED		45.0
Green Star rating		4 Star

8. Conclusion

This report provides details of a comprehensive package of sustainable design features which will be integrated into the design and specification of the proposed development in order to improve environmental outcomes during occupation.

In terms of performance outcomes, the analysis presented in this report demonstrates that the proposed development will:

- Attain a 4 star Green Star standard based on the Design & As Built v1.2 rating tool
- Achieves a 5.5 star NABERS Energy rating
- Attain the *Best Practice* standard for urban stormwater quality

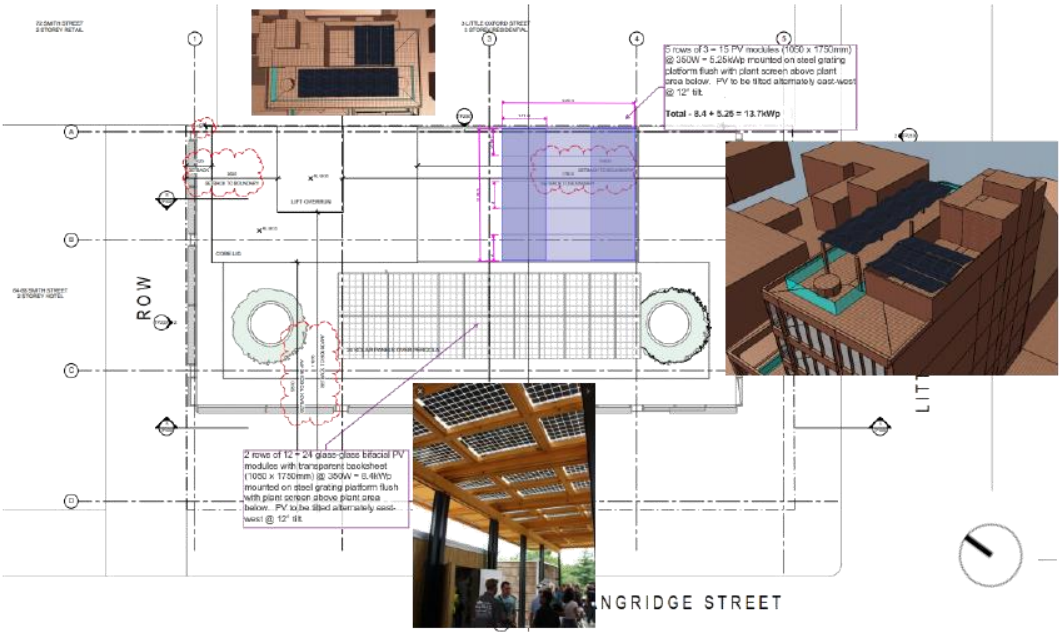
Accordingly, the performance outcomes achieved by the proposed development considered to be appropriate for a commercial development of this scale and are consistent with the objectives set out in Clauses 19.03-3S, 22.16 and 22.17 of the Yarra Planning Scheme.

Jan Talacko
Director

Appendix A. Solar Photovoltaic System

High-efficiency bi-facial solar PV modules with a total capacity of 8.4kWp DC and an inverter capacity of 25kW AC will be installed as an unshaded pergola and high-efficiency solar PV modules with a total capacity of 5.25kWp DC and an inverter capacity of 25kW AC will be mounted on a steel grating platform flush with the plant screen as per the preliminary layout indicated below.

PV modules will be oriented in pairs/rows of 3 to the east and west at 12° tilt and have at least 350Wp capacity. High-efficiency modules deliver more compact arrays with inherently lower embodied ecological impact per unit of generation than standard efficiency modules.



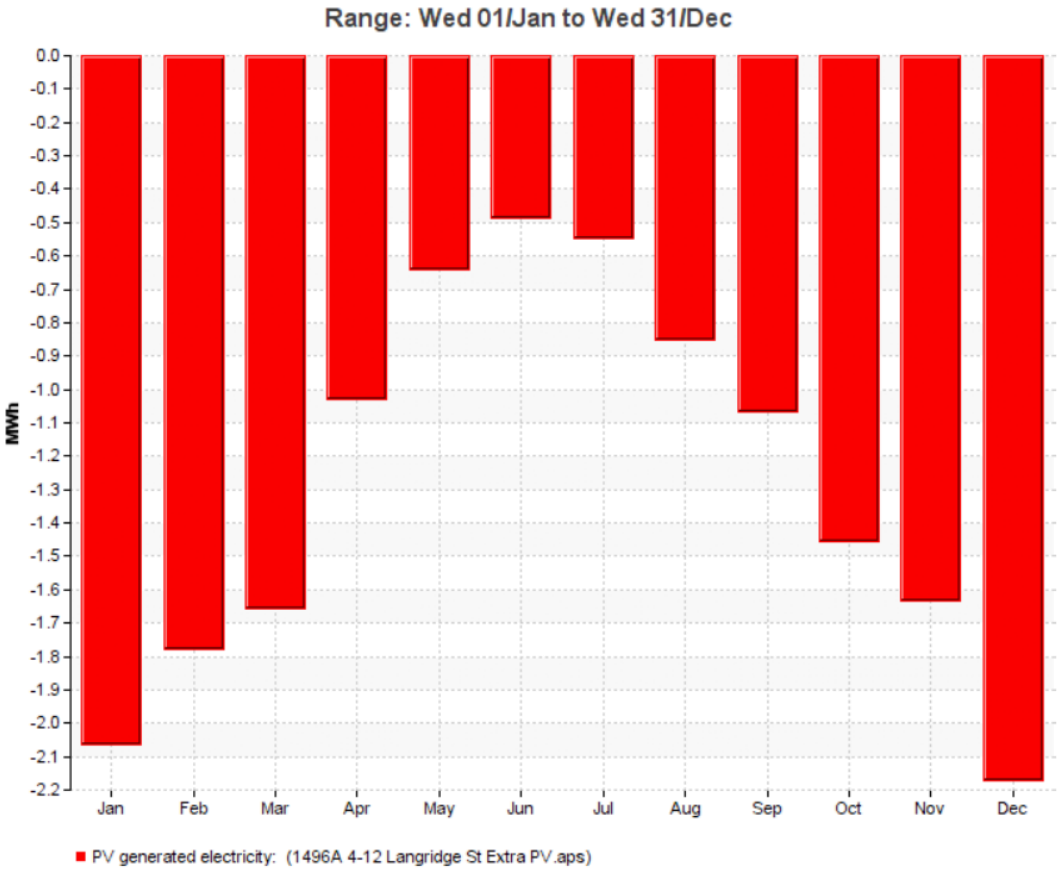
Rooftop PV Array – 24 Bi-facial PV panels and 15 PV panels @ 350W each panel

The undulating east-west configuration prevents self-shadowing of the array and provides a low-profile installation with maximised packing factor. It also helps maximise self-consumption due to its flatter and broader power output yield profile.



Solar PV modelling

Total yield of this array will be 15.39MWh per annum. Array output will be allocated proportionately between landlord and office tenancy loads.



IES Monthly Output 13.65kW East-West orientation

Appendix B. STORM Results

Melbourne Water STORM Rating Report

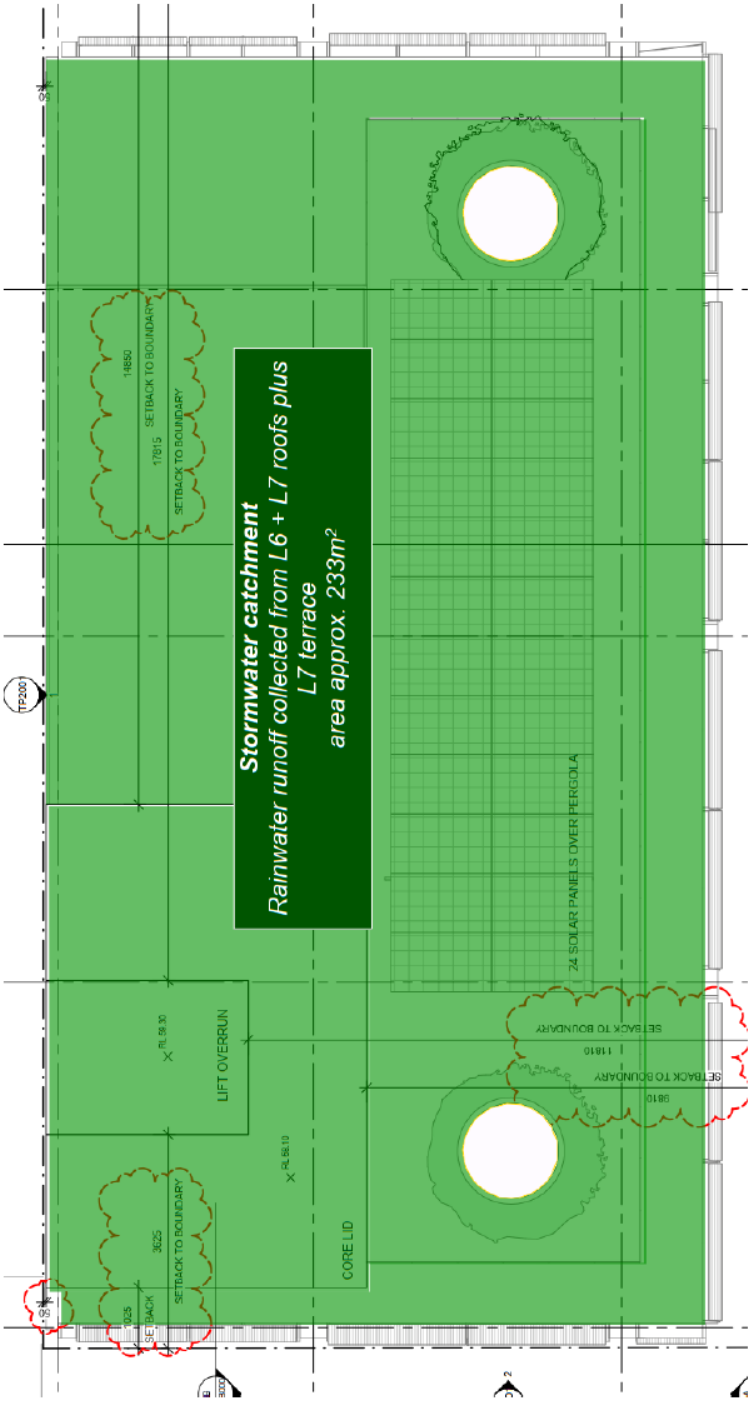
TransactionID:	1081380
Municipality:	YARRA
Rainfall Station:	YARRA
Address:	4-12 Langridge Street
	Collingwood
	VIC
Assessor:	HM
Development Type:	Commercial/Retail
Allotment Site (m2):	366.00
STORM Rating %:	104

Description	Impervious Area (m2)	Treatment Type	Treatment Area/Volume (m2 or L)	Occupants / Number Of Bedrooms	Treatment %	Tank Water Supply Reliability (%)
Roofs L6+L7, L7 terrace	233.00	Rainwater Tank	5,000.00	10	159.50	78.70
Remaining Impervious	124.00	None	0.00	0	0.00	0.00

Date Generated: 17-Dec-2020 Program Version: 1.0.0

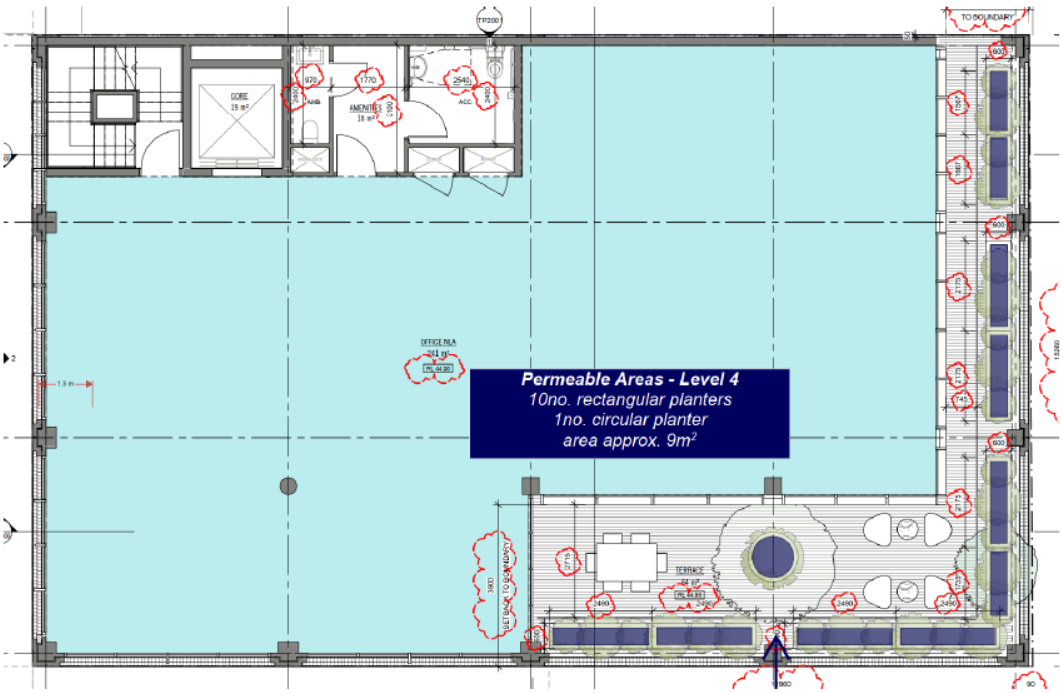
Note that as a consequence of the rainwater harvesting and re-use system the post development peak stormwater discharge will be less than pre-development as the site is currently 100% impervious surface

B.1 RAINWATER CATCHMENT AREAS

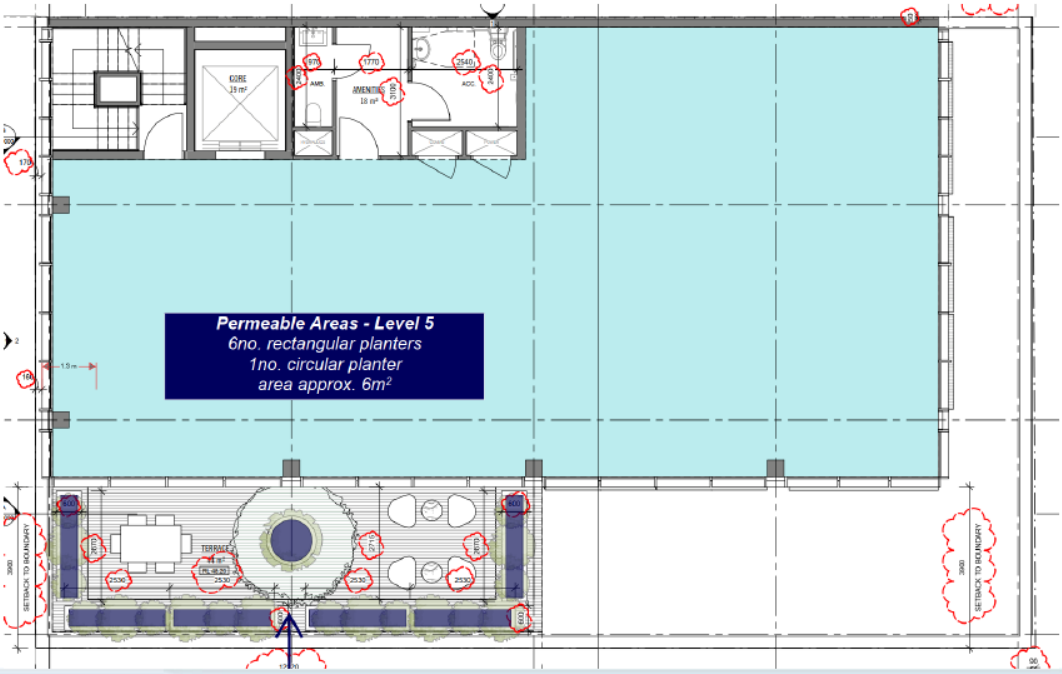


B.2 50% PERMEABLE AREA PLANTER BOXES

Level 4

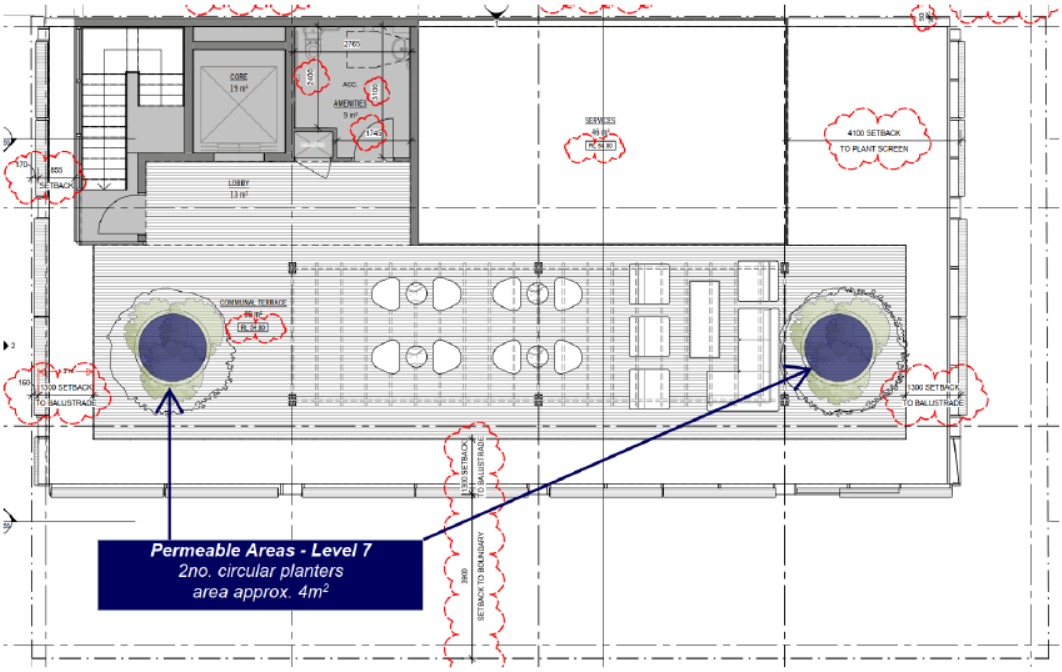


Level 5



Attachment 4 - PLN20/0470 - 4 - 12 Langridge Street Collingwood - Without Prejudice Sketch Plans and Reports

Level 7



Appendix C. Rainwater Harvesting

Property 4-12 Langridge Street, Collingwood
Version

box 1

Inputs:

Commercial	Floor Area - NLA (m2)	439	
	PPL [M / F]	22	22
	Flush/Person/Day [M - Urinal]	2	
	Flush/Person/Day [M / F - WC]	0.3	2.3
	Litres/Flush [Urinal / WC]	1	3.3
	Total Daily usage (litres)	232.23	
Residential	PPL	0	
	Flush/Person/Day	5	
	Litres/Flush	3.3	
	Total Daily usage (litres)	0	
Development	Total Daily usage (litres)	232	
	Roof area (m2)	237	
	Collection Evaporation	5%	
	Tank Capacity (litres)	5,000	
	Irrigation Area (m2)	116	
	T'off if Total Rain (mm)	10	
	in the last	5 days	

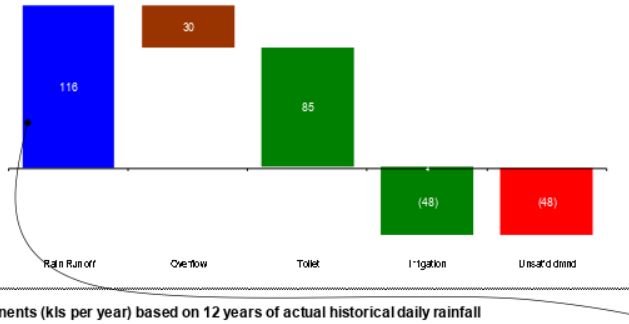
Recalc, update pivots, table and graphs

Irrigation Schedule

l /m2	S	M	T	W	Th	Fr	S
Jan	10	y			y		
Feb	10	y			y		
Mar	10	y			y		
Apr	5	y					
May	5		y				
Jun	5		y				
Jul	5			y			
Aug	5			y			
Sep	5				y		
Oct	5				y		
Nov	10					y	
Dec	10	y				y	

box 2

System components (kls per year)



box 3

System components (kls per year) based on 12 years of actual historical daily rainfall

12 years of Averages
(k l)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Rain Run off	8	10	7	11	10	8	8	10	9	12	12	12	116
Overflow	(1)	(4)	(2)	(3)	(2)	(2)	(1)	(2)	(2)	(4)	(4)	(4)	(30)
Rain Water saved	7	7	5	8	7	7	7	9	7	8	7	8	86
Toilet	(7)	(7)	(7)	(7)	(7)	(7)	(7)	(7)	(7)	(7)	(7)	(7)	(85)
(Shortfall)/Surplus before Irrigation	(1)	0	(2)	1	0	(0)	(0)	1	(0)	1	1	1	1
Irrigation	(9)	(7)	(9)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(3)	(8)	(49)
Unsatisfied Demand	(9)	(7)	(11)	(1)	(2)	(2)	(2)	(0)	(2)	(1)	(3)	(7)	(48)

Actual Years
(k l)

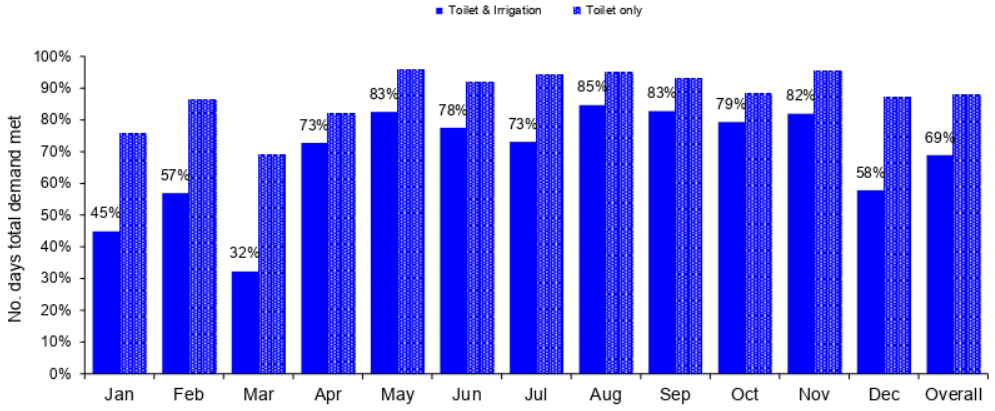
	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	Total
Rain Run off	81	132	137	142	136	89	111	140	133	99	95	94	1,390
Overflow	(8)	(34)	(40)	(50)	(51)	(4)	(25)	(51)	(49)	(14)	(14)	(19)	(359)
Rain Water saved	73	98	97	91	85	86	86	89	83	85	82	75	1,031
Toilet	(85)	(85)	(85)	(85)	(85)	(85)	(85)	(85)	(85)	(85)	(85)	(85)	(1017)
(Shortfall)/Surplus before Irrigation	(12)	13	12	7	0	1	1	5	(1)	(0)	(3)	(10)	13
Irrigation	(55)	(42)	(41)	(46)	(50)	(49)	(52)	(48)	(51)	(44)	(57)	(56)	(590)
Unsatisfied Demand	(67)	(29)	(29)	(39)	(49)	(48)	(50)	(43)	(52)	(44)	(60)	(65)	(577)

box 4

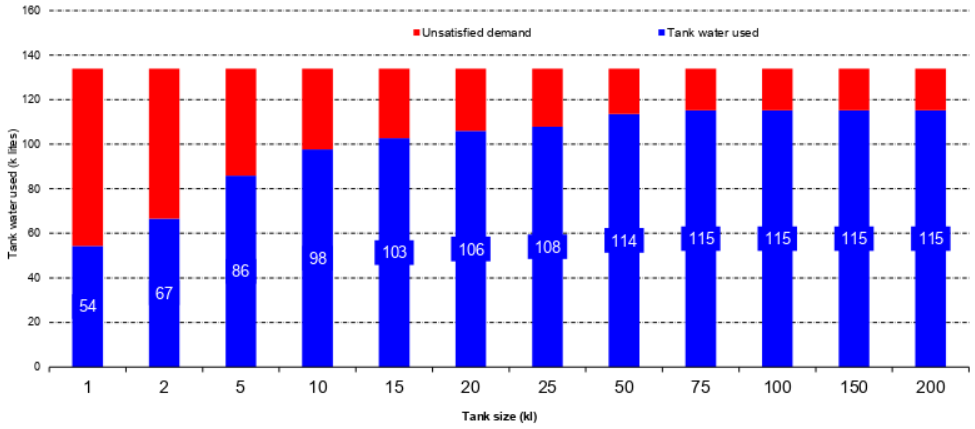
Reliability of supply (daily demand met)- Tank size what ifs

Tank	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Overall
1k	30%	34%	22%	49%	48%	49%	52%	55%	54%	58%	50%	37%	45%
2k	34%	39%	25%	59%	59%	61%	59%	69%	66%	70%	59%	41%	54%
5k	45%	57%	32%	73%	83%	78%	73%	85%	83%	79%	82%	58%	69%
10k	55%	63%	39%	77%	90%	91%	91%	89%	90%	83%	88%	74%	77%
20k	69%	70%	56%	78%	90%	94%	94%	93%	91%	86%	88%	78%	82%
50k	74%	76%	65%	82%	97%	100%	97%	95%	94%	90%	98%	84%	88%
100k	78%	76%	65%	82%	97%	100%	97%	95%	94%	90%	98%	89%	89%
200k	78%	76%	65%	82%	97%	100%	97%	95%	94%	90%	98%	89%	89%

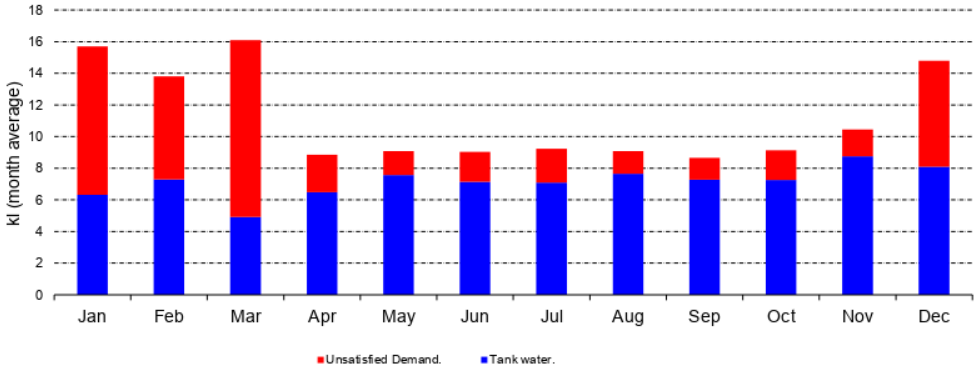
Graph 2 - Reliability of supply from tank (average across 12 years)



Graph 3 -Tank water used (per year) V Tank size
Kls per year



Graph 4 - Tank water used v unsatisfied demand
by month (kls per month)



Appendix D. WSUD Maintenance Program

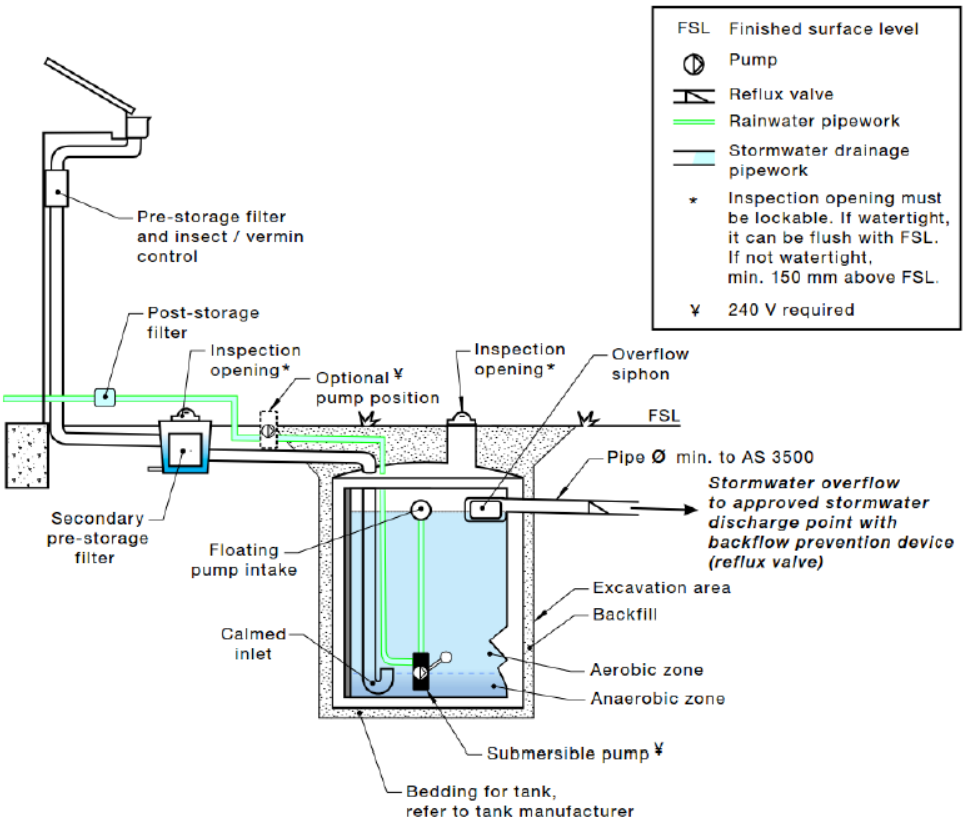
Once installed, a systematic maintenance program will be implemented by the owner's corporation maintenance contractor to ensure the rainwater harvesting system operates as designed and water quality is maintained.

The scope of the maintenance program will include inspection and rectification of issues associated with:

- Roof gutters and downpipes
- First flush screens and filtration devices
- Pumps
- Distribution pipework and reticulation systems
- Overflow systems

Inspections of the system and any maintenance works required will be undertaken on a quarterly basis or as per manufacturers guidelines.

The rainwater harvesting system will be installed in accordance with the guidelines set out in the Rainwater Design & Installation Handbook published by the National Water Commission[2]. A schematic diagram of the rainwater tank installation is provided below.



[2] Rainwater Design & Installation Handbook, National Water Commission, 2008

D.1 MAINTENANCE CHECKLIST

Rainwater Tank Element	Inspection Item	Y/N	Likely Maintenance Task
Roof gutters and downpipes	Is there leaf litter or debris in the gutters?		Remove by hand and dispose responsibly
First flush diverter	Is there anything blocking the first flush diverter (Leaves etc.)?		Remove by hand and dispose responsibly
Potable mains back up device	Is the potable mains back up switch operating correctly?		Repair or replace devise. Consider a manual switching device.
Mesh cover	Has the mesh cover deteriorated or have any holes in is?		Replace mesh cover.
Tank volume	Is there large amounts of sediment or debris sitting in the bottom of the tank, reducing the volume available in the tank to store water?		Remove sediment and dispose responsibly.
Pump	Is the pump working effectively? Have you heard it on a regular basis?		Check the potable mains back up is not permanently on. Repair or replace pump.
Pipes and taps	Are pipes and taps leaking?		Repair as needed.
Overflow	Is the overflow clear and connected to the storm water network?		Remove blockages and/or restore connections to stormwater network.

Maintenance Frequency												
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
All tasks	x			x			x			x		

Appendix E. Site Management Plan

During the construction phase, the key pollutants at risk of entering the stormwater system include:

- Sediments (soil, sand, gravel and concrete washings); and
- Litter, debris etc.

These pollutants arise from factors such as dirt from construction vehicles, stockpiles located close to surface runoff flow paths, and surface runoff from disturbed areas during earthmoving and construction works. It is therefore important to have measures that either prevent or minimise the pollutant loads entering stormwater system during construction.

In order to mitigate the impacts of the above pollutants on the stormwater system, the following stormwater management strategies will be implemented during the construction phase as appropriate:

- Installation of onsite erosion and sediment control measures. All installed control measures shall be regularly inspected & maintained to ensure their effectiveness. Such measures may include (but not limited to):
- Silt fences
- sediment traps
- hay bales
- geotextile fabrics
- Where possible, litter bins with a lid will be used to prevent litter from getting blown away and potentially entering stormwater drains.

Additionally, the following work practices shall be adopted to reduce stormwater pollution:

- Site induction by the head contractor/ builder to make personnel aware of stormwater management measures in place
- Employ suitable measures to reduce mud being carried off-site into the roadways such as installing a rumble grid/ gravel/ crushed-rock driveway (or equivalent measure) to provide clean access for delivery vehicles, removing mud from vehicle tyres with a shovel etc.
- Safe handling and storage of chemicals, paints, oils and other elements that could wash off site to prevent them from entering stormwater drains.
- Where practicable, stockpiles will be covered, located within the site's fence and away from the lowest point of the site where surface runoff will drain to. This initiative will minimise erosion.

Accordingly, the measures presented above are considered appropriate for the proposed development at this stage of the project. The measures will reduce the pollutants entering stormwater system from the site during construction works thereby protecting waterways.

Appendix F. NABERS Assumptions



NABERS

Office of Environment and Heritage
59 Goulburn Street
Sydney NSW 2000
T (02) 8995 6590
E info@environment.nsw.gov.au
nabers.gov.au

NABERS Energy for offices Reverse Calculator

Version: 13 Date: Nov-19

The NABERS Energy for offices reverse calculator helps you calculate the maximum amount of energy an office building can use to achieve a star rating that you specify. To ensure you achieve the rating, you should allow a factor of safety, and not design to the minimum figure for each star band. The output is the maximum amount of energy allowed to be used to achieve the rating you nominate.

Base Building

1. ENTER THE STAR RATING YOU WISH TO ACHIEVE

5.5 STARS

2. ENTER THE BASE BUILDING INFORMATION

Building Postcode		3066
Hours each week with occupancy levels of 20% or more (hrs/week)		50
Net Lettable Area of the building (m2)		1552
Percentage Breakdown of Energy Consumption:	Electricity	92%
	Gas	8%
	Coal	
	Diesel	

RESULTS

NABERS ENERGY

Benchmarking factor at selected rating NA

Maximum Allowable Energy Consumption

Electricity	55,517	kWh per annum
Gas	17,379	MJ per annum
Coal	-	kg per annum
Diesel	-	L per annum

Max total energy use in MJ	217,240	MJ per annum
Max total energy intensity	140	MJ/m2 per annum
Electricity energy intensity	129	MJ/m2 per annum
Gas energy intensity	11	MJ/m2 per annum
Coal energy intensity	-	MJ/m2 per annum
Diesel energy intensity	-	MJ/m2 per annum
Max total greenhouse emissions (raw), Scope 1, 2 & 3	63,140	kg CO2 per annum
Max greenhouse emissions intensity (raw), Scope 1, 2	41	kg CO2/m2 per annum
Electricity greenhouse emissions (raw), Scope 1, 2 & 3	62,179	kg CO2 per annum
Gas greenhouse emissions (raw), Scope 1, 2 & 3	961	kg CO2 per annum
Coal greenhouse emissions (raw), Scope 1, 2 & 3	-	kg CO2 per annum
Diesel greenhouse emissions (raw), Scope 1, 2 & 3	-	kg CO2 per annum
Max total greenhouse emissions (raw), Scope 1 & 2	57,521	kg CO2 per annum
Max greenhouse emissions intensity (raw), Scope 1 & 2	37	kg CO2/m2 per annum
Electricity greenhouse emissions (raw), Scope 1 & 2	56,627	kg CO2 per annum
Gas greenhouse emissions (raw), Scope 1 & 2	893	kg CO2 per annum
Coal greenhouse emissions (raw), Scope 1 & 2	-	kg CO2 per annum
Diesel greenhouse emissions (raw), Scope 1 & 2	-	kg CO2 per annum

F.1 PROPOSED BUILDING SERVICES DESIGN PARAMETERS

Air-Conditioning System

- Type: High-efficiency air-cooled VRF – 3-pipe heat recovery
  - Fully-inverter driven scroll compressors
  - Ducted fan-coil units with maximum 3m of flexible duct
  - Inverter driven DC motor indoor fan coil units
  - Centralised fresh air AHU incorporating cross-flow plate heat-exchanger with 75% efficiency.
- Seasonal Energy Efficiency Rating (SEER) calculated in accordance with AS 3823.4 2014 Amendment 1 for inverter-driven AC in '**Commercial Cold**' climate:
  - **Minimum** SEER of any outdoor unit chassis combination: **6.5**
  - **Minimum weighted average** SEER of all outdoor unit chassis combinations: **6.8**
- Integrated control features:
  - Variable evaporator temperature (6°-15° range) in response to load
  - Plug-and-play commissioning
  - Proportional allocation of tenant energy charges
- Details about equipment and services used, including modelling assumptions made, are provided in Table 1 below.

Item	NABERS Energy Model
Climate Data	Melbourne Test Reference Year (TRY) - VIC_MelbourneRO_71_TRY.fwt Climate Zone 6 (Melbourne)
Operating Conditions	Heating 21°C in all conditioned areas as per NCC 2019 JV3 methodology.
	Cooling 24°C in all conditioned areas as per NCC 2019 JV3 methodology.
Plant Operating Profile	Operational schedule as shown on Appendix 6.1 (Office – Base Building), which is equivalent to 50 hours per week
Internal Gains People	No of people calculated in accordance with default figures of the NABERS Handbook for Estimating Energy Ratings version 1.2 July 2019 as shown on Appendix 6.1 (Office – Base Building) • Office: 10m² per person. • Internal heat gain values as per JV3 values: • Sensible heat gain: 75 W/person • Latent heat gain: 55 W/person Building occupant daily diversity profile modelled according to NABERS Handbook for Estimating Energy Ratings version 1.2 July 2019 as shown on Appendix 6.1 (Office – Base Building).
Lighting	Unless otherwise stated, installed aggregate illumination power is not more than 90% of the maximum illumination power based on the maximum allowable lighting power densities defined in Table J6.2a of NCC2019 10% better than Maximum Illumination Power Density per NCC 2019 Section J (default NCC values scheduled below) • Office (Commercial Spaces): 4.5 W/m² (sensible gains only- no electrical loads) • Common Area Toilets, EoT 3.0 W/m² for toilets • Storage Room: 1.5 W/m² • Plant Room: 2.0 W/m² • Stairs: 2.0 W/m²

Item	NABERS Energy Model
	• Corridor/ Circulation: 5.0 W/m² • Lobby: 9.0 W/m2 • Carpark - entry zone (first 15 m of travel) during the daytime 11.5W/m2 • Carpark - entry zone (next 4 m of travel) during the day 2.5W/m2 • Carpark - entry zone (first 20 m of travel) during night-time 2.5W/m2 • Lighting operating power derated from 100% to 90% where motion detectors control an area of 200 m² or less, and motion sensors control groups of more than 6 fittings (common areas and toilets). • During daylight hours, Lighting operating power derated from 100% to 50% for light fittings adjacent to windows (4m perimeter zone) to account for daylight sensors and dimming control Operation schedule as per NABERS non-after-hours automated lighting
HVAC system	Air Conditioning System VRF system with part load efficiency equivalent to LG Multi V5 Heat Recovery system modelled with 10% derating allowance for pipe length (part load efficiency modelled according to Heating and Cooling Capacity Tables from Engineering Databook) Heat Recovery System (outside air): Outside air heat recovery/ air handling unit with sensible efficiency of 75% CO_2 sensors with DCV ventilation system (<800PPM) VRF Indoor Unit fan power 0.35 W/L/s VRF indoor units with variable speed with a minimum 85% speed (3 speeds: Low-Standard-High) AHU fan power with heat recovery: 1.6W/L/s (supply and exhaust) and Dedicated Outdoor Air System (DOAS) Extract Fans (Fan Power 0.75 W/l/s) Exhaust Air Requirements as per standard AS1668.2: 2012 Appendix B a) Toilet Exhaust fans: Exhaust Flow rate is the greater of 10L/s/m2 or 25L/s/fixture • Total number of toilet units and urinals: 30 (estimated) • Total number of showers: 4 • Total exhaust requirement (per fixture basis) = 850 L/s • Total toilet and EOT facility area: 152m² • Total exhaust requirement per floor area = 2,200 L/s • Required exhaust flow rate: 2,200 L/s Total toilet extract fan power: 1.65kW b) Bin Room Exhaust fan: 100W based on 5L/s/m² c) Gas Meter and plant room exhaust flow rate: 5L/s/m² = 275W d) Storage Room exhaust flow rate: 5L/s/m² = 100W e) Diesel fire pump flue exhaust: 100W based on 5L/s/m²
Outside Air Requirements	• Office Spaces: 7.5 L/s/person • Electrical Meter and Switch Rooms: 4L/s/m² • Common areas (Lobbies, Stairs and Corridors): 1L/s/m² According to standard AS1668.1: 2012 Appendix A

Item	NABERS Energy Model
Equipment Loads	Equipment Loads modelled according to NABERS Handbook for Estimating Energy Ratings version 1.2 July 2019 • 11 W/m^2 (average) – no electrical loads in tenant areas • The default equipment load can be set at 11 W/m^2. Installed equipment loads are likely to vary from zone-to-zone and this should be represented in the model. By default, zone loads could be set at 30%, 40%, 75%, 100% and 125% of design equipment loads in ratios of 1:2:2:1:1. Detailed modelled equipment gains is shown in appendix F
Domestic Hot Water	**qDHW total = 18,857 MJ/year** DHW Pump energy consumption Circulation pump power – 0.05 kW **Annual energy use: 150kWh/year**
Hydraulic Systems	Each installed pump must achieve a pump motor input power per unit of flow rate 10% lower than the reference pump motor input power per unit flow rate calculated from the deemed-to-satisfy requirements of Part J5.7 (b), (c) and (d); (Potable Water and Non-Potable Water pumps) - **3,500 kWh/ year**
Rainwater pump	Estimated annual energy use of 1.25kWh/m^2 NLA – **1,940 kWh/year**
Safety and Emergency Systems	Standard Desktop Computer with operating mode power of 90W and Standby mode power of 5W. This is assumed to be the equivalent electrical load of the safety and emergency systems - **788 kWh/year**
Access Control Systems	Standard Desktop Computer with operating mode power of 90W and Standby mode power of 5W. This is assumed to be the equivalent electrical load of the access control systems - **788 kWh/year**
Building Management Systems	Standard Desktop Computer with operating mode power of 90W and Standby mode power of 5W. This is assumed to be the equivalent electrical load of the BMS systems - **788 kWh/year**
Communications Equipment	Operating mode power of 180W and Standby mode power of 10W. **1,577 kWh/year**
On-site Generators	None assumed.
PV Array	Capacity: 13.65 kW total output (39 x panels with 350W output per PV module) Annual electricity output: 15.39 MWh/year Refer to Appendix B for IESVE Calculation Output

Item	NABERS Energy Model
Lift energy use	Lift energy consumption calculated according to the ISO standard 25745.2:2019 • **Energy Efficiency Class A** • Usage Category 3 (medium sized office up to 10 floors) • n_d: 500 (Number of trips per day) • Q(Rated Load): 1,179Kg • Speed: 1.6m/s • Operating Days: 260/year • Standby Power: 50W • Total number of lifts = 1

Energy efficiency class	Energy consumption per day (Wh)
A	$E_d \leq 0{,}72 \times Q \times n_d \times s_{av}/1\,000 + 50 \times t_{nr}$
B	$E_d \leq 1{,}08 \times Q \times n_d \times s_{av}/1\,000 + 100 \times t_{nr}$
C	$E_d \leq 1{,}62 \times Q \times n_d \times s_{av}/1\,000 + 200 \times t_{nr}$
D	$E_d \leq 2{,}43 \times Q \times n_d \times s_{av}/1\,000 + 400 \times t_{nr}$
E	$E_d \leq 3{,}65 \times Q \times n_d \times s_{av}/1\,000 + 800 \times t_{nr}$
F	$E_d \leq 5{,}47 \times Q \times n_d \times s_{av}/1\,000 + 1\,600 \times t_{nr}$
G	$E_d > 5{,}47 \times Q \times n_d \times s_{av}/1\,000 + 1\,600 \times t_{nr}$

Specific Energy Demand: $0.72 mWh/(kg*m)$

Ed (energy consumption per day) = 0.72 x Q x n_d x s_{av}/1000 + 50 x t_{nr}

where

- s_{av} is the one-way average travel distance for the target installation (m)
- s_{av} = total travel distance x 49% (factor for classification 3) = 15.4m
- t_{nr}= stand-by time per day = 22.5h

Usage category	1	2	3	4	5	6
Usage intensity/ frequency	Very low	Low	Medium	High	Very high	Extremely high
Number of trips per day (n_d) typical range	50 (<75)	125 (75 to <200)	300 (200 to <500)	750 (500 to <1 000)	1500 (1 000 to <2 000)	2 500 (≥2 000)
Typical buildings and usage (operating days per year)	Residential building up to 6 dwellings (360 d) Residential care home (360 d) Small office or administrative building with few operations (260 d) Suburban railway stations (360 d)	Residential building up to 20 dwellings (360 d) Small office or administrative building with 2 to 5 floors (260 d) Small hotels (360 d) Office car parks (260 d) General car parks (360 d) Main line railway stations (360 d) Library (312 d) Entertainment centres (360 d) Stadia (intermittent)	Residential building with up to 50 dwellings (360 d) Medium-sized office or administrative building with up to 10 floors (260 d) Medium-sized hotel (360 d) Airports (360 d) University (260 d) Small hospital (360 d) Shopping centre (360 d)	Residential building with more than 50 dwellings (360 d) Large office or administrative building with more than 10 floors (260 d) Large hotel (360 d)	very large office or administrative building over 100 m height (260 d)	very large office or administrative building over 100 m height (260 d)
Typical rated speed	0,63 m/s	1,00 m/s	1,60 m/s	2,50 m/s	5,00 m/s	5,00 m/s

Eyear (total) = Ed x 260 (260 days operation for offices)

Eyear(total) =1 (lifts) x 0.72 mWh/(Kgm) x 1,179Kg x 500 trips x 15.4m x 260 days/1000 +50W x (22.5h x 260 +24h x 105)

Energy use (total) = 2,570 kWh/year

Appendix G. Daylight Modelling Inputs and Results

G.1 ASSUMPTIONS

The following assumptions have been made for the Visible Light Transmittance (VLT) values for all glazing applicable to this analysis:

ASSUMED GLAZING VISUAL LIGHT TRANSMITTANCE

Glazing Type	Glass VLT
	%
Exterior Office glazing	40

This VLT is based on the following preliminary DGU selection by XO Projects architects:

C.GR-PDE80A02-6 + 12 AR + SCL-6

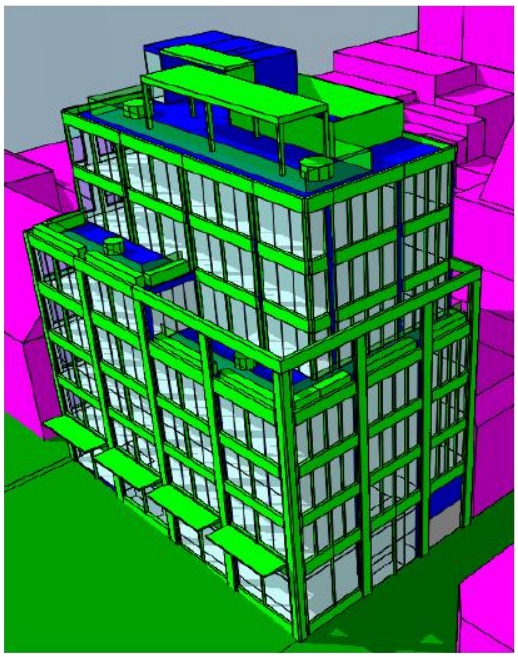
Product Details Specify Order Sample

Visible Light Transmission	53.00	%	Solar Heat Gain Coefficient	0.32	
Visible Light Reflection Out	8.00	%	Shading Coefficient	0.37	
Visible Light Reflection In	12.00	%	U-value (Winter, NFRC)	1.36	W/m^2*K
Total Solar Energy Transmission	28.00	%	U-value (EN673)	1.25	W/m^2*K
Total Solar Energy Reflection	18.00	%	Post-Temperable (Bendable)	Yes	

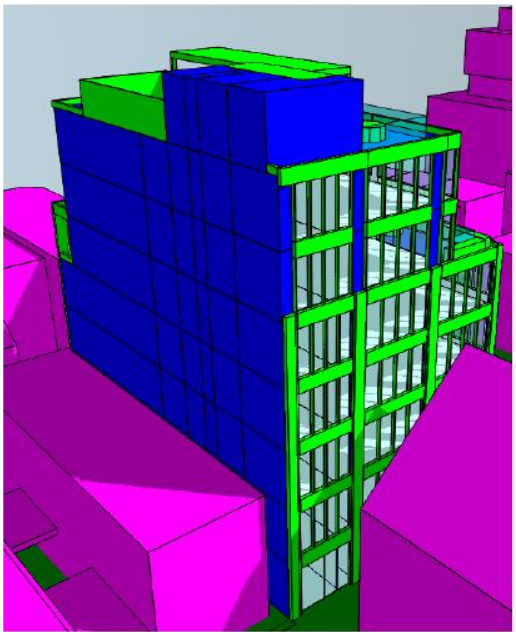
ASSUMED SURFACE REFLECTANCES

Construction Element	Reflectance (%)	Description
Floors	30	Assumes a medium-coloured carpet
Walls	70	Assumes white paint
Ceilings	80	Assumes white paint
External Fabric 1	40	Assumes grey brick
External Fabric 2	40	Assumes bronze coloured spandrel
Adjacent buildings 1	40	Red brick
Adjacent buildings 2	20	Dark coloured paint
External Ground	10	Assumes asphalt
Shading Devices	20	Assumes dark metal finish

G.2 MODEL IMAGES

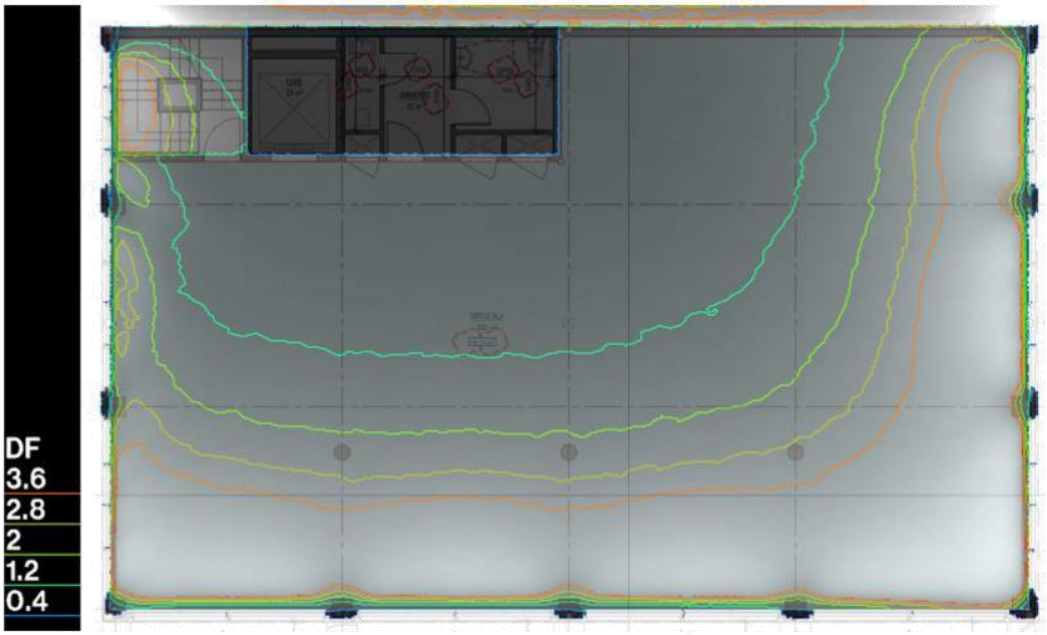


IES Model view from South

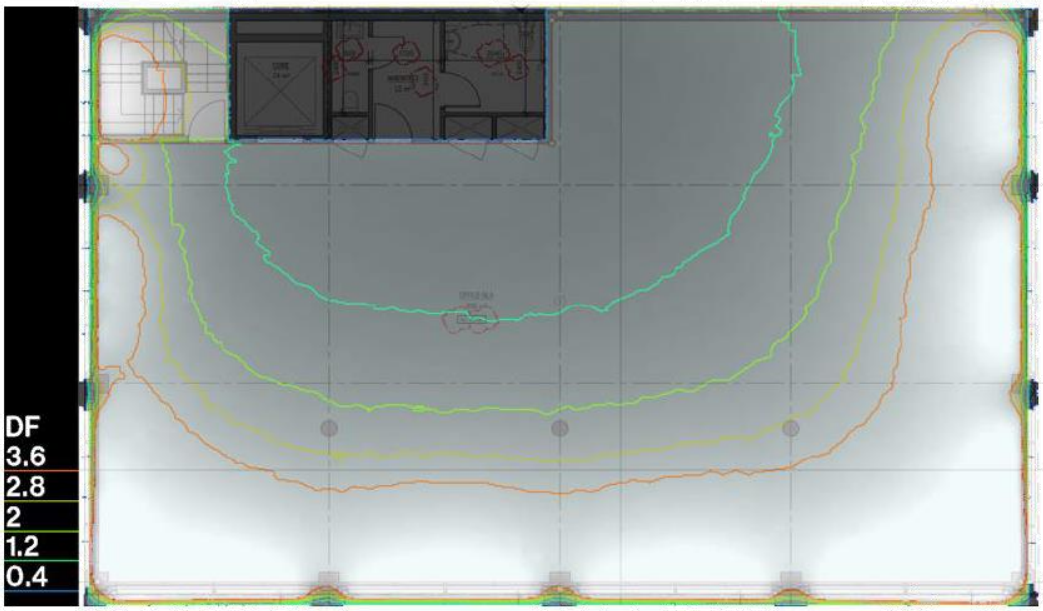


IES Model view from North

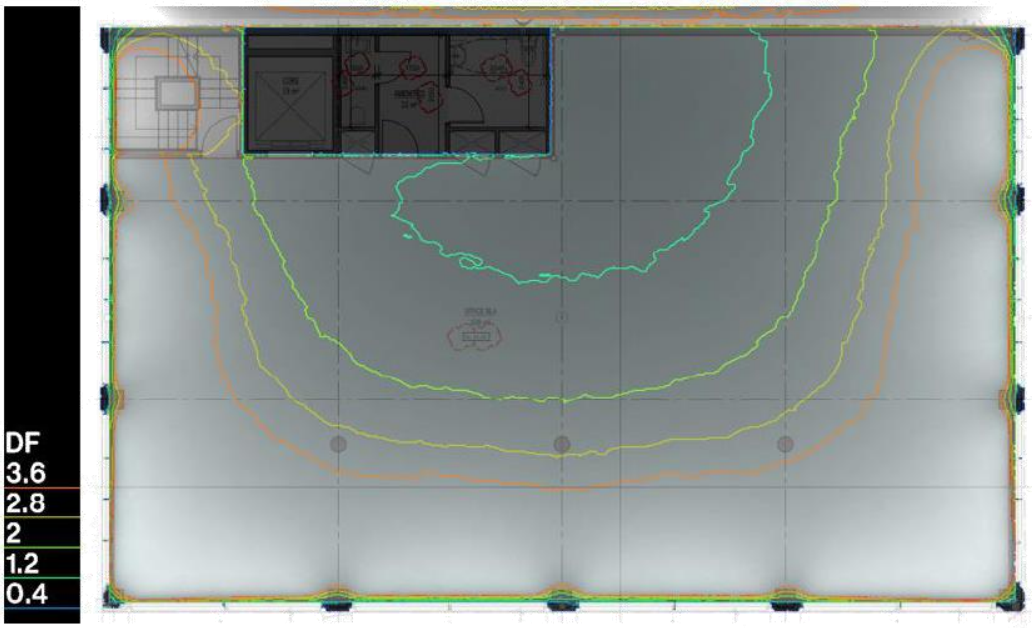
G.3 DAYLIGHT CONTOUR PLOTS



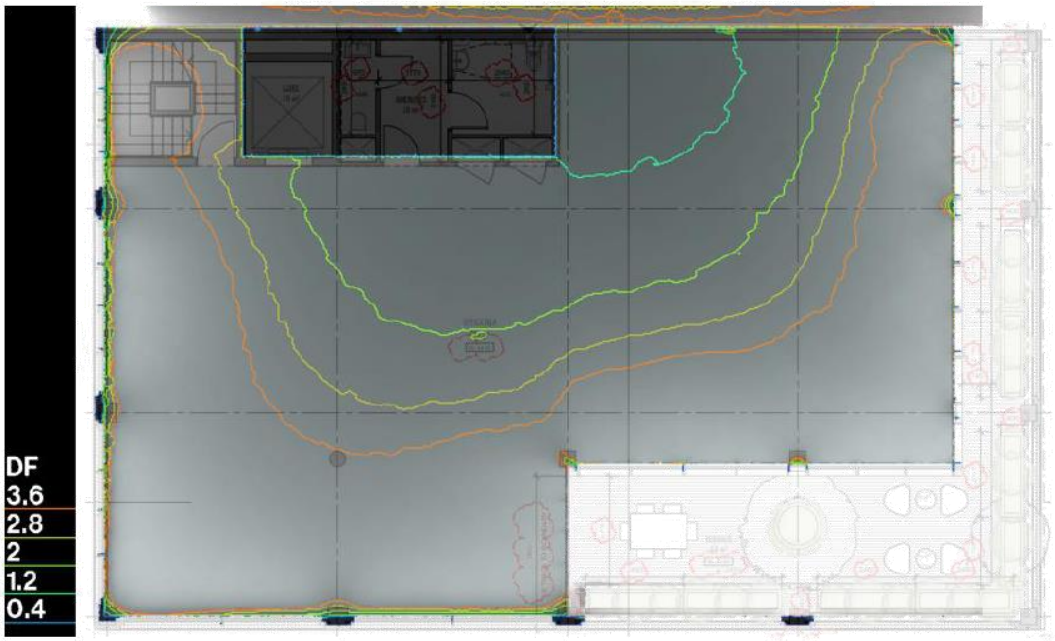
Office 1st Floor Contour Plot



Office 2nd Floor Contour Plot



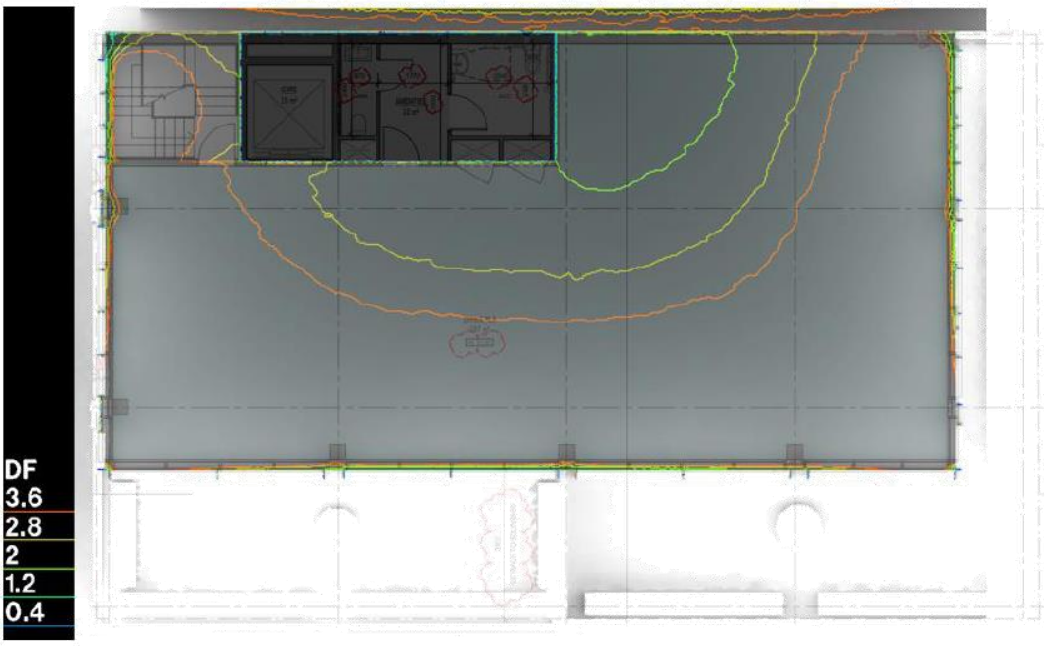
Office 3rd Floor Contour Plot



Office 4th Floor Contour Plot



Office 5th Floor Contour Plot



Office 6th Floor Contour Plot

Attachment 5 - PLN20/0470 - 4 - 12 Langridge Street Collingwood - Urban Design Unit

CITY OF YaRRA

MeMO

TO:	Michelle King (Statutory Planning)
FROM	Amruta Pandhe (Urban Design)
DATE:	28 October 2020
SUBJECT:	4-12 Langridge Street, Collingwood
APPLICATION NO:	PLN20/0470
DESCRIPTION:	Construction of an eight storey building including roof top terrace/services (plus one level of basement) and a reduction of the car parking requirements associated with office and a retail premises (no permit required for uses)

COMMENTS SOUGHT

Urban Design comments have been sought on following matters:

- Height and massing
- Architectural and materiality
- Public realm interface
- Transition of podium to the north
- Treatment on boundary walls
- Streetscapes and capital works

The comments are based on Architectural Plans dated 17th August 2020 (Town Planning RFI Response) and Urban Context Report dated 23 June 2020, both prepared by Bayley Ward.

COMMENTS SUMMARY

The proposal is not supported in its current form. In summary, the following changes are recommended to make the proposal more acceptable from an urban design perspective. The rationale behind these changes is explained in more detail overleaf.

- Reduce the overall height of the development by removing two levels. If the height of the roof terrace level is reduced and the stairwell is recessed then it will be acceptable to have the roof terrace level above a six storey form.
- Reduce the streetwall height by removing one level
- Increase the upper level setback along Little Oxford Street frontage by 2m
- Provide a 3m setback from the centre of the lane above the streetwall height (4 storeys)
- Ensure a seamless transition between the footpath grading and entry areas and that no steps are required

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

URBAN DESIGN FEEDBACK
Additional details and amendments that are required on the drawings are discussed in the relevant sections below and overleaf.

1. Height and massing
1.1 Overall height and streetwall height
The site is within a proposed Design and Development Overlay (DDO 30) which provides guidelines for heights and setbacks. The DDO is not currently implemented into the scheme, however, it provides Council's current position on preferred built form character envisaged in the area. Given the subject site is on a slope the proposed overall height ranges between 26.6m – 28.2m. The DDO recommends a mandatory height of 20.8m and mandatory streetwall height of 14.4m for the subject site. From an urban design perspective the recommended height in the DDO provides an appropriate response to the current and potential future character of the wider area and rationale is explained below.

Langridge Street is an important east-west movement corridor and plays a key role in connecting this pocket of Collingwood to Abbotsford and Fitzroy, whereas Little Oxford Street plays a secondary role within the street hierarchy. Hence, it is important to give higher consideration to the built form character envisaged for Langridge Street and ensure the proposed development does not overwhelm the street character. Further the width of Langridge Street compared to Little Oxford Street and the location of site on the corner of Langridge Street and Little Oxford Street will make development on the subject site prominently visible from Langridge Street, particularly the corner of Smith Street and Langridge Street. Given this is an important pedestrian intersection the views from this intersection need to be given high consideration as well.

The section of Langridge Street between Little Oxford Street and Wellington Street is covered by existing DDO23 for Collingwood South (mixed use) Precinct. Even though the subject site is not covered by DDO23 it provides recommendations for remainder of Langridge Street and hence is given consideration in the urban design assessment.

The DDO states to ensure that the overall scale and form of new buildings are mid-rise and responds to the topography of the precinct, by providing a suitable transition in height as the land slopes upwards. It can be noted that the recommended streetwall and overall height along Langridge Street are highest towards the Wellington Street end and gradually lowers towards Little Oxford Street end. This is primarily in response to the land slope and to provide a gradual transition from heritage sensitive Smith Street character to the emerging character formed by recent taller developments along Wellington Street. Hence, the recommended overall height of 20.8m and streetwall height of 14.4m for the subject site in DDO30 ensures that the future form will fit appropriately within the streetscape character envisaged for Langridge Street as a whole.



Figure 1: Building Heights Framework Plan from DDO23 (Yarra Planning Scheme)

It is acknowledged that there are existing developments along Little Oxford Street that go up to a height of 8 storey. Overall Little Oxford Street character is presented with a stronger built form character created by the Foy and Gibson complex on the north of Peel Street which presents a 6-7 storeys straight up form. This has almost given basis to number of new developments fronting Little Oxford Street in presenting a stronger street profile. However, it is important to understand that in DDO23 the built form outcome envisaged for the east-west connections like Peel Street, Derby Street and Langridge Street takes precedent over character of Little Oxford Street. For example, in response to this the DDO23 recommends a height limit of 20m to 4-8 Derby Street site. This site potentially can accommodate slightly higher form, however, the DDO recommends a mid-rise form to ensure the development responds to Langridge Street streetscape character and the topography of the area.

Hence, the proposed streetwall height and overall height are not acceptable from an urban design perspective. It is recommended to remove two levels, one level in the podium section (level 2 or level 3 or level 4) and one level in the upper form (level 5 or level 6 or roof terrace level). This will reduce the overall height by 6.6m bringing the overall height range approximately between 20m-21.6m and streetwall height range approximately between 13.7m-15.3m which will be acceptable from an urban design perspective.

The roof terrace includes number of structures (lift core, stairwell and amenities room). Currently the roof terrace is dominantly visible from the surrounding, particularly corner of Smith Street and Langridge Street. Further, the colour and material used draws too much attention to the top level. If the height of the roof terrace level is reduced and the stairwell is recessed to ensure it is less visible from the surrounding then it will be acceptable to have the roof terrace level above a six storey built form.



Figure 2: Render from Urban Context Report

1.2 Upper Level Setbacks

The development proposes a 3.9m upper level setback along Langridge Street frontage. DDO30 recommends a preferred 6m setback above the streetwall height. The purpose behind providing an upper level setback is to create a clear separation between streetwall and upper form and to ensure the overall form does not visually dominate the streetscape and wider heritage character. The proposed design achieves this and hence from an urban design perspective the proposed upper level setback is acceptable.

The development proposes a 2m upper level setback along Little Oxford Street frontage. This is not acceptable as it does not achieve the above two objectives. Hence, it is recommended to increase the upper level setback to 4m along Little Oxford Street frontage.

The development does not propose any upper level setback along the laneway frontage. It needs to take into consideration the development opportunity for 64-68 Smith Street site. The proposed interim DDO30 provides recommendations for rear boundary wall height and building separation. From an urban design perspective it will be acceptable if only the section above the recommended streetwall (4 storeys) is setback by 3m from the centre of the lane.

2. Architectural and Materiality

The proposal presents a high quality architecture design with an interesting form that responds positively to the character of the area. The proposed material palette provides enough visual interest to the facades from all sides. Even though there is a lot of glazing used the brickwork grids breaks it up and the office areas will receive good amount of natural light.

Overall, the new design is seen as a positive architectural and urban design outcome that complements the existing character of the street.

3. Public realm interface

The development proposes pedestrian entrances from Langrdige Street and vehicular entrance from Little Oxford Street. The public realm interface along both street frontages is generally supported, with good level of transparency and activation to all the streets (including the right of way). This will majorly contribute in improving the public realm environment and hence is supported.

The ground floor should respond to the topography of the street. The concept of stepping the ground floor to respond to street level is supported, however, the applicant needs to demonstrate that there is a seamless transition between the footpath grading and entry areas. Any height different between footpath and entry doors should be resolved through grading of the paving to ensure no steps are required. It need to be clearly demonstrated that all relevant Australian Standards are met including but not limited to relevant access and mobility standards. Further, it should also clearly demonstrate that all the drainage and storm water requirements have been resolved accordingly. The ground floor plan needs to show existing and proposed levels and spot heights, including but not limited to finished floor levels of buildings and proposed footpath grading.

The development proposes awning along Langridge Street frontage. Yarra's Urban Forest Strategy (2017) aims to reduce the impacts of heat and contribute to improved liveability particularly through planting more street trees. As part of this Langridge Street has identified to be planted as part of Council's street tree planting program. The provision of awning will restrict any footpath tree planting opportunities along the street. Hence, it is recommended to not provide an awning.

The South Elevation and East Elevation shows that the doors for all the service cabinets as GL-02 which is clear double glazing. Please confirm if this is the case. The applicant needs to ensure that any specific building code requirements are met.

Please label the material for garage door in East Elevation – Lt Oxford Street.

4. Transition of podium to the north

The development proposes approximately 28m straight up form along the northern interface. As per the recommendations provided in Section 1 Height and Massing the height along northern interface will be reduced by 6.6m bringing the height down to approximately 21.5m. This new recommended height will be an acceptable outcome.

5. Treatment on boundary walls

The provision of blank boundary wall along northern interface is acceptable as it ensure equitable development opportunity to the adjacent site. The materials proposed are acceptable as well.

6. Streetscape and Capital Works

All pavements along Langridge Street and Little Oxford Street are to be reinstated as asphalt footpaths with sawn bluestone kerbs and channels for the full length of the site as per *City of Yarra's Infrastructure – Road Materials Policy*. All redundant vehicle crossovers are to be demolished. Proposed kerbs and channels,

vehicle crossovers and pedestrian kerb crossing to be shown on drawings as per *Yarra Standard Drawings*. Notes to be added on the drawings.

The development proposes a new bicycle hoop on Langridge Street footpath which is supported. All proposed streetscape fixtures should be as per *Technical Notes: City of Yarra Public Domain Manual*, with all required clearances to be dimensioned. It is recommended to provide an in-ground stainless steel bicycle hoop. The proposed location of the bike hoop is supported, however, it needs to take into consideration the clearance from kerb line, street signs, existing trees, entry doors, on-street parking as shown in the attached UD Standard Details drawing

The YCC standard details are currently being revised to ensure compliance with Australian Standards and required offsets are more apparent. Please refer to UD Standard Details - WIP-Bike Hoops drawing and further consider below set-out dimensions:

- A minimum clearance of 1.5m between the building/property line and bicycle box should be provided to maintain clear path of travel; and
- A preferred distance between bicycle box and street sign should be 0.6m to allow access.

Please show the existing street sign and all required clearances dimensioned on the drawings. The applicant needs to demonstrate that the proposed bike hoop location meets all the standard requirements to make it acceptable for Council.

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.

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



Table of Contents

Assessment Summary: 3
1. Indoor Environment Quality (IEQ) 5
2. Energy Efficiency 6
3. Water Efficiency 7
4. Stormwater Management 8
5. Building Materials 9
6. Transport 10
7. Waste Management 11
8. Urban Ecology 12
9. Innovation 13
10. Construction and Building Management 14
Applicant Response Guidelines 15

Attachment 6 - PLN20/0470 - 4 - 12 Langridge Street Collingwood - ESD Officer

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



Assessment Summary:

Responsible Planner:	Michelle King
ESD Advisor:	Gavin Ashley
Date:	07.10.2020
Subject Site:	PLN20/0470 4-12 Langridge Street, Collingwood, VIC 3066
Site Area:	Approx. 366 m²
Project Description:	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:	• Sustainability Management Plan [16.06.20], Ark Resources • Architectural Plans [17.08.20], Bayley Ward Architecture & Interiors • Waste Management Plan [29.006.20], One Mile Grid • Green Travel Plan [19.08.20] One Mile Grid

The standard of the ESD does not meet Council's Environmental Sustainable Design (ESD) standards. Should a permit be issued, the following ESD commitments (1) and deficiencies (2) should be conditioned as part of a planning permit to ensure Council's ESD standards are fully met.

Furthermore, it is recommended that all ESD commitments (1), deficiencies (2) and the outstanding information (3) are addressed in an updated SMP report and are clearly shown on Condition 1 drawings. ESD improvement opportunities (4) have been summarised as a recommendation to the applicant.

(1) Applicant ESD Commitments:

- The proposal aims to achieve 4-star Green Star equivalent.
- Comprehensive tuning & commissioning of building services, with an Operations and Maintenance manual to be prepared.
- Specifications around VOC, PVC and formaldehyde products and materials.
- A 7.2kWp rooftop solar PV system proposed.
- 30 staff and visitor bicycle racks (More than 20% of the racks provide horizontal storage, installed at grade), and EoT in the form of 4x showers and 28x lockers.
- Water efficient fixtures and fittings.
- A STORM report with a 109% STORM score has been submitted that demonstrates best practice and relies on ~237 m² of roof connected to a 5,000-litre rainwater tank connected to toilet flushing on GF and level 1.
- Water efficient irrigation, and building services (i.e fire-test systems).
- Divert 90% of demolition and construction waste from landfill. Waste contractors to have compliance measures audited.
- All non-trafficable roofs to have initial solar reflectance index of 82.

(2) Application ESD Deficiencies:

- A shading strategy is required for east and west glazing.
- Commit to producing a Building Users Guide explaining optimal usage of building services to minimise energy and water consumption.
- The 4-star Green Star target (45 credits targeted), relies on 4 Innovation credits which while welcome, are not considered innovative – attention should be spent in targeting alternative credits that deliver tangible sustainability outcomes.

(3) Outstanding Information:

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



- Clarify provision of natural ventilation (via operable windows) to office spaces on all levels.
- Provide a Daylight Assessment Report that - taking into account surrounding development - identifies DF (and VLT used for modelling)
- Clarify standards upon which hazardous materials strategies are responding too
- Clarify details around building fabric, insulation, glazing, and ventilation to support claim thermal comfort
- Provide a Section J Assessment with details on building fabric, glazing and services proposed to achieve this – and clarify applicability of NCC 2019.
- Clarify system design (and include within Section J Assessment) and consider 3 pipe VRF
- Clarify car park ventilation approach
- Clarify lighting IPD and improvements upon NCC 2019.
- Include solar PV generation analysis within Section J Assessment and GHG emissions calculations.
- Clarify water and energy metering strategy.
- Clarify post-development flow will not exceed pre-development levels.
- Clarify area of terrace planter boxes that assist with stormwater diversion.
- Clarify stormwater treatment strategy (filtration) as a condition on permit.
- Confirm timber products will be recycled or from accredited sustainably harvested plantation sources (FSC or AFS).
- Confirm extent of PVC strategy (by cost, or weight) and PVC limits/guidelines.
- Ensure waste target is articulated within site-specific Environmental Management Plan.
- Provide a Landscape Plan that details planting schedule.

(4) ESD Improvement Opportunities

- Consider increasing storage size of tank to service toilets throughout.
- Consider the use of products that use post-consumer content (i.e. insulation).
- Consider conducting an LCA for major components (such as steel and concrete) to identify embodied carbon reduced through suggested strategies.
- Consider a small pallet of materials and construction techniques that can assist in disassembly.
- Consider incorporating more footpath bike hoops to service visitors.
- Consider providing some EV charging stations or wiring for future (particularly the two spaces on the east side of the basement).
- Consider expanding the solar reflectance strategy – some concerns around BR-01 (Charcoal Brick, Dark Mortar).
- Consider a green roof or wall to improve the ecological value of this site.

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	No information has been provided.	Clarify provision of natural ventilation (via operable windows) to office spaces on all levels.	3
Daylight & Solar Access	No information has been provided.	Provide a Daylight Assessment Report that - taking into account surrounding development - identifies DF (and VLT used for modelling).	3
External Views	60% of primary spaces to have high quality views.	Satisfactory.	1
Hazardous Materials and VOC	Strategies around VOC, PVC and formaldehyde are mentioned, however specific targets and guidelines are not provided.	Clarify standards upon which hazardous materials strategies are responding too.	3
Thermal Comfort	The SMP identifies 'thermal comfort' in the Green Star pathway, and mentions 'high performance glazing' however no details provided.	Clarify details around building fabric, insulation, glazing, and ventilation to support claim.	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 proposal aims to achieve a 10% improvement in energy performance over the NCC.	Provide a Section J Assessment with details on building fabric, glazing and services proposed to achieve this – and clarify applicability of NCC 2019.	3
Thermal Performance	No information has been provided.	Include within Section J Assessment.	1
Greenhouse Gas Emissions	4 credits have been claimed (when compared to a reference building), however no information has been provided.	Include within Section J Assessment.	1
Hot Water System	No information has been provided.	Clarify system design (and include within Section J Assessment), and consider using a heat pump.	1
Peak Energy Demand	No information has been provided.	Include within Section J Assessment.	1
Effective Shading	Building is largely south facing, however some concerns regarding the western façade.	A shading strategy is required for east and west glazing.	2
Efficient HVAC system	No information has been provided.	Clarify system design (and include within Section J Assessment), and consider 3 pipe VRF.	3
Car Park Ventilation	No information has been provided.	Clarify car park ventilation approach.	3
Efficient Lighting	No information has been provided.	Clarify lighting IPD and improvements upon NCC 2019.	3
Electricity Generation	A 7.2kWp rooftop solar PV system is proposed, capable of generating 6.7MWh/year.	Include solar PV generation analysis within Section J Assessment and GHG emissions calculations.	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 total storage volume of 5,000 litres proposed in basement, with re-use of water for toilet flushing in ground and level 1 toilets.	Consider increasing storage size of tank to service toilets throughout.	4
Water Meter	Water metering claimed in Green Star pathways.	Clarify metering strategy.	3
Landscape Irrigation	Water-efficient sub-soil drip irrigation system with moisture sensors and timers.	Provide system details in Landscape Plan.	3
Other	-	-	

*** Council Assessment Ratings:**

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

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

4. Stormwater Management

Objectives:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
STORM Rating	A STORM report with a 109% STORM score has been submitted that demonstrates best practice and relies on ~237 m² of roof connected to a 5,000-litre rainwater tank connected to toilet flushing on GF and level 1.	Satisfactory.	1
Discharge to Sewer	Appendix C of the SMP identifies some monthly overflow figures.	Clarify post-development flow will not exceed pre-development levels.	3
Stormwater Diversion	A rooftop catchment area of 237 m² diverts rainwater to basement tank.	Clarify area of terrace planter boxes that assist with stormwater diversion.	3
Stormwater Detention	A 5,000-litre rainwater tank is located in the basement.	See previous comments regarding increasing tank size to service more of the buildings water needs.	1
Stormwater Treatment	Filtration is mentioned in the SMP, however no system details provided.	Clarify stormwater treatment strategy (filtration) as a condition on permit.	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	No specific information provided.	Consider the use of products that use post-consumer content (i.e. insulation).	4
Embodied Energy of Concrete and Steel	No specific information provided, however commitment to reduce mass of steel reinforcement by 5% and sourced from a 'Responsible Steel Maker', and concrete mixes to use 50% reclaimed water.	Consider conducting an LCA for major components (such as steel and concrete) to identify embodied carbon reduced through suggested strategies.	4
Sustainable Timber	No information has been provided.	Confirm timber products will be recycled or from accredited sustainably harvested plantation sources (FSC or AFS).	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	Confirm extent of PVC strategy (by cost, or weight) and PVC limits/guidelines.	3

*** Council Assessment Ratings:**

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

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

6. Transport

Objectives:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
Minimising the Provision of Car Parks	Car parking for 13 cars proposed in basement (reduced rate).	Good.	1
Bike Parking Spaces	30 bicycle spaces are proposed in a secure compound on the ground floor, and 2 spaces provided for visitors.	Satisfactory. Consider incorporating more footpath bike hoops to service visitors.	4
End of Trip Facilities	End of trip facilities have been provided in the form of 4x showers and 28 lockers (across male and female), with a DDA shower/toilet provided adjacent.	Good.	1
Car Share Facilities	The Green Travel Plan identifies surrounding car-share locations.	Satisfactory.	1
Electric vehicle charging	The GTP identifies surrounding EV charging locations, however the proposal doesn't include EV charging.	Consider providing some charging stations or wiring for future (particularly the two spaces on the east side of the basement).	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	The SMP identifies a target to Divert 90% of demolition and construction waste from landfill. Waste contractors to have compliance measures audited.	Satisfactory. Ensure waste target is articulated within site-specific Environmental Management Plan.	3
Operational Waste Management	An operational WMP has been provided, with a waste room located in the basement.	Satisfactory.	1
Storage Spaces for Recycling and Green Waste	Space is allocated in the waste room for recycling and organic waste (no 'green' garden waste provision).	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	Planter boxes have been integrated into the proposed design on level 4, 5 and on the rooftop.	Provide a Landscape Plan that details planting schedule.	3
Heat Island Effect	All non-trafficable roofs to have initial solar reflectance index of 82.	Satisfactory. Consider expanding the solar reflectance strategy – some concerns around BR-01 (Charcoal Brick, Dark Mortar).	4
Other		-	
Green wall, roofs, facades	No information has been provided.	Consider a green roof or wall to improve the ecological value of this site.	4

*** Council Assessment Ratings:**

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

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

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 and Green Star pathway identifies 4 targeted Innovation' credits: 30A PV array 20% efficiency gain, 30C ultra-low VOC paint, 30C air-tightness, and 30D indoor plants.	Innovation strategies are welcome but should not be relied upon to meet best practice.	1
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	The SMP identifies a comprehensive commissioning and tuning strategy is to be undertaken.	Satisfactory.	1
Building Users Guide	No information has been provided.	Commit to producing a Building Users Guide explaining optimal usage of building services to minimise energy and water consumption.	2
Contractor has Valid ISO14001 Accreditation	Head contractor to have current ISO 14001 certification.	Satisfactory.	1
Construction Management Plan	The Green Star pathway identifies 'Environmental Management Plan' as complying. (SMP, p. 11)	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 - PLN20/0470 - 4 - 12 Langridge Street Collingwood - ESD Officer

CITY OF YaRRA

MeMO

TO:	**Michelle King**
cc:	
FROM:	**Euan Williamson, ESD Advisor**
DATE:	**23.02.2021**
SUBJECT:	**4-12 Langridge Street - PLN20/0470**

Michelle,

I have reviewed both the *Sustainable Management Plan* prepared by Ark Resources, prepared 23rd December 2020. In summary the SMP addressed all previous concerns raised, but without an updated set of plans the assessment cannot be completed.

The following items require further information to be satisfied:

- **Natural Ventilation.** *Clarify provision of outdoor air to office spaces on all levels via operable windows.*
- **Shading Strategy.** *Vertical fins on the east and west facades have been referred to in correspondance.*

Please provide an updated set of architectural drawings indicating the two items above.

Please ensure that the amended plans are consistent with all aspects of the SMP including;
- stormwater management system components and assumptions,
- energy efficient mechanical and electrical systems and details,
- daylight modelling parameters such as glazing VLT,
- all other items included in the SMP.

The following issues have been addressed by the updated SMP:

- *Building User Guide*. **This requirement is satisfied.**
- *Innovation credits.* **This requirement is satisfied.**
- *Daylight*. **This requirement is satisfied.**
- *Stormwater management.* **This requirement is satisfied.**
- *Sustainable timber.* **This requirement is satisfied.**
- *Section J energy efficiency.* **This requirement is satisfied.**

- *Waste target.* **This requirement is satisfied, further details in EMP to be consistent with SMP**
- *Landscape Plans.* **Provided by permit condition.**

If you or the applicant would like to discuss my comments or recommendations further, please contact me.

Euan Williamson
Environmental Sustainable Development Advisor
City of Yarra PO Box 168 Richmond 3121
T (03) 9205 5366 **F** (03) 8417 6666

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W www.yarracity.vic.gov.au

Attachment 7 - PLN20/0470 - 4 - 12 Langridge Street Collingwood - Streetscapes and Natural Values Unit

Memo

To: Glen Williames

Cc:

From: Justin Bates

Date: 21 September 2020

Subject: PLN20/0470 – 4-12 Langridge St Collingwood

diverse

vibrant

exciting

inclusive

Glen,

- The applicant has not supplied a Tree Protection Management Plan for the street tree. This needs to be supplied and reviewed by Councils Arborist.

- The existing street tree, *Platanus orientalis 'Digitata'* has an amenity value of $3739.00. A tree protection bond of $5000.00 should be taken to ensure protection during development.

- We require a condition on the permit that states, any breach of the TMP (unless authorised by Councils Arborist) or damage to the tree due to activities associated with construction works will result in loss of part, or all of the tree protection bond.

- A contribution to Open Space of $2000.00. This will include supply, planting and 2 years establishment maintenance 4 x new footpath trees. These will be planted during Councils planting season post development.

- The removal or reduction in size of the proposed awning to allow for optimum growing conditions of new footpath trees. The proposed awning is 1650 wide, we propose either removing the awning altogether or reducing the width to 1200 wide.

Planning Referral

To:	Michelle King
From:	Chloe Wright
Date:	12/10/2020
Subject:	Strategic Transport Comments
Application No:	PLN20/0470
Description:	Construction of an eight-storey building including roof top terrace / services (plus one level of basement) and a reduction of the car parking requirements associated with office and a retail premises (no permit required for uses)
Site Address	4 – 12 Langridge 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 4 – 12 Langridge 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	1551 sqm	1 employee space to each 300 sqm of net floor area if the net floor area exceeds 1000 sqm	5 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	133 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			**5 employee spaces**	**30 employee spaces**
			2 visitor spaces	**4 visitor spaces**
Showers / Change rooms		1 to the first 5 employee spaces and 1 to each additional 10 employee spaces	**1 shower / change room**	**5 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 exceeds Council's best-practice rate[1] recommendation of 3 visitor spaces.
- Two of the visitor spaces are provided as one bicycle hoop at the Langridge Street footpath and two are provided within the end of trip facilities area, adjacent to the lobby. Locating two of the visitor spaces within the building is acceptable, on the basis that additional employee bicycle spaces are provided (above the best practice rate) and given there are two existing bicycle hoops at Langridge Street directly opposite the proposed development.
- The position of the internal visitor spaces does not meet clearance requirements (discussed in the section below) and will need to be revised accordingly.
- The bike hoop at Langridge street must be installed as per Council's Urban Design standard bike hoop detail (attached).

Adequacy of employee spaces

Number of spaces

30 employee spaces are proposed, which exceeds Council's best practice rate[2] recommendation of 16 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 ramp from an entrance off Little Oxford Street.
- The provision of the two-tier and halo bicycle racks satisfies the AS2890.3 requirement for at least 20% of bicycle storage spaces must be provided as horizontal at ground-level spaces.
- Dimensions of the employee bicycle parking area clearances are noted on the plans and demonstrate that the two-tier racks comply with access requirements of AS2890.3 and the bicycle rack specifications provided within the Traffic report.
- However, the layout of three of the halo racks (shown below) does not appear to comply with the product specification requirements, specifically the aisle width appears to be 990mm when it should be 1500mm. The layout of these spaces should be revised accordingly.
- Five shower / change rooms are provided for employees, which exceeds the best practice recommendation of 2 shower / change rooms.



3 Halo racks do not meet the product specification clearance requirements

[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*

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 employee and visitor bicycle parking.

Recommendations

The following should be shown on the plans before endorsement:

1. Revised layout of 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

CITY OF YARRA

MEMO

To: **Michelle King**

From: **Mark Pisani**

Date: **5 November 2020**

Subject: **Application No:** **PLN20/0470**
Description: **Eight-Storey Building**
Site Address: **4-12 Langridge Street, Collingwood**

I refer to the above Planning Application received on 15 September 2020 in relation to the proposed development at 4-12 Langridge Street, Collingwood. Council's Civil Engineering unit provides the following information:

Drawings and Documents Reviewed

	Drawing No. or Document	Revision	Dated
Bayley Ward Architecture	TP0002 *Survey Plan*	D	17 August 2020
	TP0003 *Demolition Plan*	C	17 August 2020
	TP0099 *Basement 1*	G	17 August 2020
	TP1000 *Ground Floor Plan*	G	17 August 2020
	TP1001 *Level 01-03 Plan*	G	17 August 2020
	TP2000 *South & East Elevations*	D	17 August 2020
	TP2001 *West & North Elevations*	D	17 August 2020
	TP3000 *Section AA & BB*	H	17 August 2020
	TP3001 *Section BB*	B	17 August 2020
One Mile Grid	*Transport Impact Assessment* report		19 August 2020
	Response to Request for Further Information		19 August 2020

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

Proposed Use	Quantity/ Size	Statutory Parking Rate*	No. of Spaces Required	No. of Spaces Allocated
Office	1,551 m²	3.0 spaces per 100 m² of net floor area	46	13
Retail	133 m²	3.5 spaces per 100 m² of leasable floor area	4	0
		Total	**50 spaces**	**13 spaces**

* Since the site is located within the Principal Public Transport Network Area, the parking rates in Column B of Clause 52.06-5 now apply.

Attachment 9 - PLN20/0470 - 4 - 12 Langridge Street Collingwood - Engineering Unit

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

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

- *Parking Demand for Office Use*. The proposed office would provide on-site parking at a rate of 0.84 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 0.84 spaces per 100 square metres of floor area is fairly consistent with the above rates and is considered appropriate, having regard to the site's good accessibility to public transport services and proximity to Melbourne.

- *Parking Demand for Retail Use*. For the retail use, a staff parking demand of 1 space per 100 square metres of floor area could be adopted. Using this rate would equate to 1 space. Since the site would not be providing on-site parking for the retail component, al staff and customers would park on-street or make other travel arrangements to access the site.
- *Availability of Public Transport in the Locality of the Land*. The following public transport services can be accessed to and from the site by foot:
    - Smith Street-Gertrude Street trams – 50 metre walk
    - Brunswick Street trams – 670 metre walk
    - Victoria Parade trams – 340 metre walk
    - Hoddle Street buses – 770 metre walk
- *Multi-Purpose Trips within the Area*. Clients and customers to the development might combine their visit by engaging in other activities or business whilst in the area.
- *Convenience of Pedestrian and Cyclist Access*. The site has good pedestrian access to public transport nodes and the Smith Street activity centre. The site also has good connectivity to the on-road bicycle network.

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

- *Availability of Car Parking*. One Mile Grid had provided an inventory of publicly available on-street parking spaces within a 200 metre radius of the site. It is acknowledged that due to COVID-19 restrictions in place (mid-2020), on-street parking at that time would not have been representative when under normal operating conditions.
- *Relevant Local Policy or Incorporated Document*. The proposed development is considered to be in line with the objectives contained in Council's *Strategic Transport Statement*. The site is ideally located with regard to sustainable transport alternatives and the reduced provision of on-site car parking would potentially discourage private motor vehicle ownership and use.

- *The Future Growth and Development of an Activity Centre*. Practice Note 22 – *Using the Car Parking Provisions* indicates that car parking should be considered on a centre-basis rather than on a site/individual basis. This is applicable to activity centres, such as nearby Smith Street, where spare on-street car parking capacity would be shared amongst sites within the activity centre.

Adequacy of Car Parking
From a traffic engineering perspective, the waiver of parking for the office retail uses are considered appropriate in the context of the development and the surrounding area. The on-site parking provision rates are consistent with other developments that have been approved in Yarra. The operation of the development should not adversely impact on existing on-street parking conditions in the area.

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

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

Proposed Use	Adopted Traffic Generation Rate	Daily Traffic	Peak Hour	
			AM	PM
Office (13 spaces)	0.5 trips per space in each peak hour	Not Provided	7 trips	7 trips

The traffic generated by the development is low and should not adversely impact the traffic operation of the surrounding road network.

DEVELOPMENT LAYOUT DESIGN
Layout Design Assessment

Item	Assessment
Access Arrangements	
Development Entrance	The development entrance has a width of 3.3 metres and satisfies *Design standard 1 – Accessways* of Clause 52.06-9.
Visibility	Pedestrian sight triangles have not been provided at the development entrance as required by *Design standard 1*.
Headroom Clearance	A minimum headroom clearance of 2.118 metres has been provided, which satisfies *Design standard 1*.
Car Parking Modules and Mechanical Parking	
At-grade Parking Spaces	The at-grade parking spaces (2.4 metres by 5.4 metres) satisfy the Australian/New Zealand Standard AS/NZS 2890.1:2004.
Accessible Parking Space	The dimensions of the accessible parking space and shared area (each 2.4 metres by 5.4 metres) satisfy the Australian/New Zealand AS/NZS 2890.6:2009. The bollard is in the incorrect position and the shared area does not contain any hatched line markings.

Item	Assessment
Aisles	The aisle has a width of 6.62 metres and satisfies AS/NZS 2890.1:2004.
Column Depths and Setbacks	The column depth and setback from the aisle for the column in adjacent to the accessible space, have not been dimensioned.
Clearances to Walls	Clearance of 300 mm have been provided and satisfy *Design standard 2: Car parking spaces*.
Car Stacker Devices	The stacker device to be used in this development is the Swisspark Standard Max-3 175 system. The device is a shuffle type stacker and contains three rows. Each platform has a useable width of 2.6 metres and a length of 5.5 metres.
Floor to Ceiling Height	Within the stacker, there is a floor-to-ceiling height of 3.6 metres which can accommodate the proposed stacker system.
Vehicle Clearance Heights	The stacker device does not satisfy the vehicle height clearance requirement in *Design standard 4: Mechanical parking*. Design standard 4 requires that at 25% of stacker spaces have vehicle height clearances of at least 1.8 metres. One Mile Grid has indicated that the at-grade spaces have headroom clearances that can accommodate vehicles at least 1.8 metres in height. Vehicles that have height clearances of around 1.8 metres would SUV type vehicles. In this instance, there is no objection to a variation of the vehicle clearance height requirement for the stacker, as vehicles with height clearances of 1.8 metres could accommodated in the at-grade spaces opposite the stacker device.
Gradients	
Ramp Grade for First 5.0 metres inside Property	The ramp for the first 2.0 metres inside the property has a grade of 1 in 20, followed by a 2.0 metre section at 1 in 5.8 and a 1 in 4 ramp section. Although this ramp profile does not satisfy the ramp grade requirement for the first 5.0 metres in *Design standard 4 – Gradients*, a ground clearance check undertaken by One Mile Grid confirms that a B99 design vehicle can negotiate the ramp. We are satisfied with the ramp profile for this development
Ramp Grades and Changes of Grade	The ramp grades and the changes of grade satisfy *Table 3 Ramp Gradients* of Clause 52.06-9.
Transition Grade at the Base of the 1 in 4 Ramp Section	The 2.0 metre long transition grade at the bases of the 1 in 4 ramp sections is unsatisfactory for a B99 design vehicle.
Other Items	
Loading Arrangements	For loading arrangements, there is no objection to the use of the existing on-street Loading Zone located on the north side of Langridge Street, just east of Smith Street.
Vehicle Crossing Ground Clearance Check	The existing vehicle crossing on the west side of Little Oxford Street is to be demolished and a new vehicle crossing is to be constructed. A vehicle crossing ground clearance check is to be undertaken by the applicant's designer to confirm that a B99 design vehicle can enter and exit the property without scraping out (Please see under '*Design Items to be Addressed*' section).

Item	Assessment
Swept Path Assessment	
Vehicle Entry and Exit Movements Stacker and At-Grade Spaces SPA100* Revision A SPA101 Revision A	The swept path diagrams for a B85 design vehicle entering and exiting the stacker spaces, at-grade spaces and accessible space are considered satisfactory.
Vehicle Entry and Exit Movements Development Entrance SPA102	The swept path diagrams for a B99 design vehicle entering and exiting the development entrance via Little Oxford Street are considered satisfactory.

* One Mile Grid swept path diagram drawing number.

Design Items to be Addressed

Item	Details
Visibility	It is recommended that convex mirrors be installed on either side of the development entrance in lieu of pedestrian sight triangles.
Accessible Parking Space	The bollard within the shared area is to be positioned 800 mm from the aisle as required by AS/NZS 2890.6:2009. The shared area is to be hatched line marked as required by the Standard.
Column Depth and Setback	The depth of the column in between the accessible parking space and at-grade parking is to be dimensioned. The setback from the aisle is to be dimensioned.
Transition Grade at the Base of the 1 in 4 Ramp Section	The 1 in 8 transition grade at the base of the 1 in 4 ramp section is to be lengthened to 2.5 metres in order to allow a B99 design vehicle to traverse without scraping or bottoming out.
Vehicle Crossing Ground Clearance Check	To assist the applicant, a Vehicle Crossing Information Sheet has been appended to this memo. The ground clearance check requires the applicant to obtain a number of spot levels out on site which includes the reduced level 2.0 metres inside the property, the property boundary level, the bottom of kerb (invert) level, the edge of the channel level and a few levels on the road pavement – in this case, Little Oxford Street. These levels are to be shown on a cross sectional drawing, with dimensions, together with the B99 design vehicle ground clearance template demonstrating access into and out of the development. Providing the ground clearance check early in the design phase can also determine whether further modification works are required, such as lowering the finished floor level inside the property or making any adjustments to Council's footpaths or road infrastructure.

ENGINEERING CONDITIONS
Civil Works

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

- The footpath along the property's footpaths frontage must be reconstructed to Council's satisfaction and at the Permit Holder's cost. The footpath must have a cross-fall of 1 in 40 or unless otherwise specified by Council.
- All redundant vehicle crossings surrounding the site must be demolished and reinstated with paving, kerb and channel to Council's satisfaction and at the Permit Holder's cost.

Vehicle Crossing

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

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

Road Asset Protection

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

Construction Management Plan

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

Impact of Assets on Proposed Development

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

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

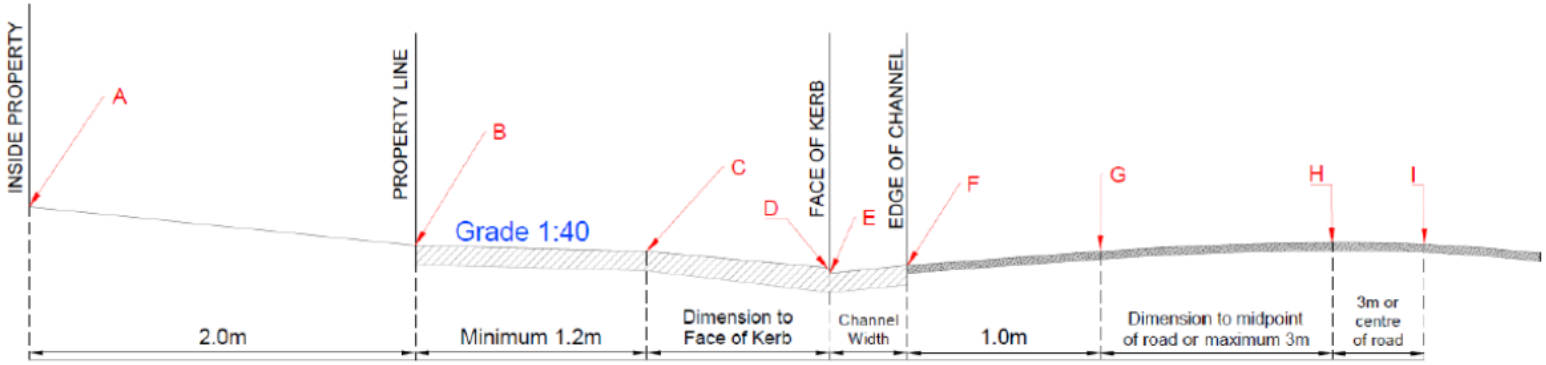
Item	Details
Legal Point of Discharge	The applicant must apply for a Legal Point of Discharge under Regulation 133 – Stormwater Drainage of the *Building Regulations* 2018 from Yarra Building Services unit. Any storm water drainage within the property must be provided and be connected to the nearest 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.

Vehicle Crossing – Cross Section

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

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

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



Attachment 10 - PLN20/0470 - 4 - 12 Langridge Street Collingwood - City Works Unit

King, Michelle

From: Athanasi, Atha
Sent: Tuesday, 29 September 2020 4:11 PM
To: King, Michelle
Subject: RE: PLN20/0470 - 4 - 12 Langridge Street, Collingwood - Engineering / Strategic Transport / Waste referral

Hi Michelle,

The waste management plan for 4 - 12 Langridge Street, Collingwood authored by One mile grid and dated 29/7/2020 is not satisfactory from a City Works Branch's perspective.
Issues to be rectified include, but may not be limited to the following:

1. In order to assess whether enough space has been allocated to form an effective waste system please include the total footprint of the bins allocated and the space available in the bin storage room in M^2
2. Please identify hard waste storage area within the bin storage area diagram
3. Please identify E waste storage area within the bin storage area diagram
4. Please provide evidence sufficient space (1.5m) will be available for pedestrians at the proposed bin collection location when bins are presented kerbside.

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.

15/10/2020

PLANNING APPLICATION REFERRAL TO STRATEGIC PLANNING

PLN20/0470 – 4-12 Langridge Street, Collingwood

The comments in this assessment focus on compliance with the Design and Development Overlay 30 –Smith Street Shops (DDO30). They do not provide commentary on other sections of the planning scheme or assess the internal amenity impacts of the application.

These comments are based on the drawings for the revised application found at:

- https://www.yarracity.vic.gov.au/services/planning-and-development/planning-applications/advertised-planning-applications/2020/09/06/pln200470

Development details

Property address	**4-12 Langridge Street, Collingwood**
Application number	**PLN20/0470**
Referral prepared by	Madeline Riseborough (Strategic Planner)
Description	Demolition of all buildings on site (no permit required); Construction of an eight storey building with an overall height of approx. 29 metres (height including plant); Use for offices with a net lettable floor area of 1,551sqm and a ground floor retail premises with a leasable floor area 133 sqm (orientated to Langridge Street and Little Oxford Street, with access from Langridge Street) (no permit required for uses); A total of 13 car spaces are provided within the basement level. The car parking area is accessed from the Little Oxford Street; and A total of 32 on-site bicycle spaces (30 employee and 2 visitor) and end-of-trip facilities are provided on the ground floor, with a dedicated bicycle entry from Little Oxford Street.
Date of referral	16/10/2020
Status of application	Advertising
Relevant amendment & status	**Interim** On 17 December 2019, Council sought authorisation from the Minister to introduce an interim Design and Development Overlay Schedule (DDO30) to the Yarra Planning Scheme for the area. Interim controls are currently not approved. These controls could be approved and gazetted at any time, as such, we have provided comments on the interim DDO controls. **Permanent** Permanent controls are proposed to be introduced through the full amendment process. These controls are currently in the preliminary planning stage. The current interim controls provide the basis for the preparation of a future structure plan (or equivalent strategy) for the activity centre and would be relied upon at a future Planning Panel considering the permanent DDO schedule.
Existing and proposed controls	**DDO30** C1Z *No heritage overlay*

Attachment 11 - PLN20/0470 - 4 - 12 Langridge Street Collingwood - Strategic Planning Unit

15/10/2020

Strategic Planning comments - Summary

The proposal does not reinforce the mid-rise scale of built form character of Smith Street.

A reduction in height would be supported to result in a development where upper levels are visually recessive and retain the prominence of the adjoining heritage buildings.

Additionally the building has visual bulk and overshadowing/overlooking adjoining land and the opposite footpaths of Little Oxford Street and Langridge Street.

The plans for 4-12 Langridge Street, Collingwood **largely do not comply** with the requirements of the interim DDO. The detailed analysis and breakdown of the requirements in DDO30 can be found in the table and further comments below.

Given the Amendment C270 has not been formally gazetted it is not currently implemented into the scheme or 'seriously entertained'. The proponent notes that the interim DDO is proposed for the land, however, has not considered the provisions in their plans or application.

In conclusion, the proposal would **largely not comply** with the requirements of DDO30 that is currently proposed for the site.

Building Heights and Setbacks

PLN20/0470 -
4-12 Langridge Street, Collingwood



Other comments:

- The requirements in DDO30 are preferred unless the DDO includes the word 'must' plus the wording that "a permit cannot be granted to vary…" or is described as "mandatory".
- Errors – Not applicable.
- Views to landmarks requirement – Not applicable.
- Vehicular access requirement – **Mostly complies.** Vehicular access to the development will be from the Little Oxford Street with pedestrian access to from Langridge and Little Oxford Streets.

Madeline Riseborough
Strategic Planner

Attachment 11 - PLN20/0470 - 4 - 12 Langridge Street Collingwood - Strategic Planning Unit

15/10/2020

Compliance with the proposed amendment:

Strategic Planning comments are provided below and are based on the application drawings dated **December 2019.**

Requirements	Planning Application	DDO30 (Amendment C270)	Assessment of proposal
Building height	28.2m (excluding the lift overrun)	**Mandatory:** 20.8m	**Does not comply.** DDO30 has a mandatory maximum building height control of 20.8m. The development proposes a height of 28.2m m and does not comply with the height control of the interim DDO. Per the DDO, the lift overrun is not included in the overall height. DDO30 includes specific criteria for any plant rooms, lift overruns etc.
Street wall	18.6m	**Mandatory:** 14.4m (both Langridge and Little Oxford Street)	**Does not comply.** Street wall means the façade of a building at the street boundary, or if the existing heritage building is set back from the street boundary, the front of the existing building. Street wall height means the height of the street wall measured by the vertical distance between the footpath at the centre of the frontage and the highest point of the building, parapet, balustrade or eaves at the street edge; or in the case of a heritage building, if it is set back from the street from the centre of the building frontage to the highest point of the building, parapet, balustrade or eaves. The proposal exceed the mandatory street wall height by over 4 metres.
Upper-level setbacks	3.9m	**Preferred:** 6m	**Does not comply.** The setback is the shortest horizontal distance from a building, including balconies, to the property boundary.

15/10/2020

			The development's upper-level setback is 3.9m at levels 4. DDO30 proposes a minimum preferred setback control of 6m for the site. Therefore development does not comply.
Upper-level setback (view lines)	**Not applicable**	**Not applicable**	**Not applicable** Definitions are as above. Requirement is not applicable. Viewlines in DDO are applied to residential zoned land.
Interfaces – Rear Boundary	Development is proposed to the common boundary. Overall height of rear boundaries is also the overall height of the development. No setbacks above the boundary walls.	**Preferred** 11.2m (Whether or not separated by a laneway) Upper level setbacks above the rear boundary wall should be contained within a maximum of two steps (including the setback above the boundary wall below as one step) or be contained within a sloped façade to avoid repetitive stepping of individual levels. Development should respond to existing secluded private open spaces by setting back at upper levels to create a sense of separation, minimise overshadowing and reduce building bulk.	**Does not comply** Rear boundary (northern side) exceeds the 11.2m preferred height.

15/10/2020

Building separation	**Not applicable**	**Not applicable**	**Not applicable** **Complies.** Office development – habitable window requirements do not apply. No controls for commercial properties with no windows proposed to the rear boundary.
Overshadowing	The development overshadows the opposite footpath of Little Oxford Street at 1:16pm until at least 2pm on 22 September	**Mandatory:** New development must not overshadow: • the opposite footpath of Smith, Johnston, Gertrude and Langridge Streets and side streets over 10 metres wide (boundary to boundary), as applicable, measured as 3.0 metres from the relevant property frontage between 10am and 2pm at 22 September; and • any opposite kerb outstands, seating and/or planting areas (as applicable), between 10am and 2pm at 22 September. New development should not overshadow properties fronting Bedford, Little Oxford Street and Little Smith Street, from the first floor upwards between 10am and 2pm at 22 September.	**Does not comply.** The development does overshadow Little Oxford Street between 1:16pm – at least 2pm. This does not comply with the proposed interim DDO30. The development potentially also crosses onto the opposite side footpath of Langridge Street at 10am, however, a more detailed diagram may be needed to assess this.
Heritage building design:	**Not applicable**	**Not applicable**	**Not applicable** **Complies** Proposal is not in a heritage overlay, therefore heritage design requirements do not apply.

Attachment 11 - PLN20/0470 - 4 - 12 Langridge Street Collingwood - Strategic Planning Unit

15/10/2020

Attachment 12 - PLN20/0470 - 4 - 12 Langridge Street Collingwood - External Wind Consultant

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w. www.vipac.com.au | A.B.N. 33 005 453 627 | A.C.N. 005 453 627

City of Yarra

PO Box 168

Richmond, 3121, Australia

24/09/2020

Ref: 30N-20-0215-GCO-6790591-0

Attention: Michelle King

Dear Michelle,

4-12 Langridge Street, Collingwood - Peer Review

This peer review of MEL Consultants "Environmental Wind Assessment" (Report: 115-20-DE-EWA-01) is based on Vipac's experience as a wind engineering consultancy. No wind tunnel studies have been undertaken to support this review.

Vipac has reviewed the Environmental Wind Assessment and the updated drawings (refer to the attached) and have the following comments:

i. The MEL Consultants Environmental Wind Assessment has been prepared based on the drawings dated 01/06/2020 and consultancy experience. No wind tunnel testing has been carried out to support their assessment. We have no issues with this method for a desktop study as this is a common approach to provide architects, developers and responsible authorities advice on the wind impact of the proposed design.
ii. We have no issues with the analysis approach, wind environment and exposure estimate. MEL Consultants have clearly identified the process for the desktop assessment and this is consistent with the approach that Vipac would take.
iii. The report has used the assessment criteria for Melbourne areas developed by MEL Consultants. Vipac has no issues with this, and believe that the criteria is in line and comparable with the council and DELWP guidelines.
iv. The report analysed the wind effects on the streetscapes along Langridge Street, Little Oxford Street etc. It concluded that while the proposed development will increase the existing wind conditions, the wind levels are expected to achieve the recommended walking comfort criterion at the building corners and standing criterion in the middle areas. Vipac agrees with this conclusion.
v. High level terraces on Level 4, Level 5 and the roof top were also analysed in the report. It was concluded that most of these areas are expected to experience wind conditions within the recommended walking comfort criterion. North end of Level 4 terrace, and west side of Level 5 might have wind conditions exceeding the recommended walking criterion. Vipac agrees with this conclusion.

In conclusion, the MEL Consultants Environmental Wind Assessment report used the proper analysis and methodology to analyse the wind effects on the pedestrian level surrounding the proposed development and on the open terraces in detail. The report found that the proposed design would be expected to generate an acceptable wind environment at ground floor. Some areas at Level 4 and Level 5 terraces

Attachment 12 - PLN20/0470 - 4 - 12 Langridge Street Collingwood - External Wind Consultant

might have wind conditions over walking criterion. In general, Vipac has no issues with the report and agrees with the assessment completed by MEL Consultants.

Vipac has reviewed the attached drawings dated 17/08/2020 and found that there are some landscaping and other features proposed at the high level terraces which are expected to reduce the high wind effects at these areas. Therefore, the updated design would be expected to have an acceptable wind environment.

Yours sincerely,

Vipac Engineers & Scientists Ltd

Zhuyun Xu
Senior Wind Engineer

Sophie Lamande
Wind group leader

Attachment 12 - PLN20/0470 - 4 - 12 Langridge Street Collingwood - External Wind Consultant

ATTACHMENTS:

4-12 Langridge Street, Collingwood - Environmental Wind Assessment, (115-20-DE-EWA-01), M.Eaddy, 17/06/2020.

Drawing List (dated 17/08/2020):

TP-1000	Ground Floor Plan
TP-1001	Level 01-03 Plan
TP-1004	Level 04 Plan
TP-1005	Level 05 Plan
TP-1006	Level 06 Plan
TP-1007	Level 07 Plan
TP-1010	Roof floor plan
TP-2000	South and East Elevations
TP-2001	North and West Elevations

f

6.2 PLN20/0737 - 27 - 31 Gibdon Street Burnley - Full demolition of existing buildings, the construction of ten townhouse dwellings, a vehicle crossover and a reduction in the car parking requirements.

Executive Summary

Purpose

1. This report provides Council with an assessment of planning application PLN20/0737 which is for the full demolition of existing buildings, the construction of ten townhouse dwellings, a vehicle crossover and a reduction in the car parking requirements**.** The report recommends approval subject to conditions.

Key Planning Considerations

2. Key planning considerations include:
   (a) Built form, including urban design, heritage and laneway abuttal;
   (b) Off-site amenity impacts; and
   (c) Car parking.

Key Issues

3. The key issues for Council in considering the proposal relate to:
   (a) Policy and strategic Support;
   (b) Heritage;
   (c) Clause 55;
   (d) Car parking; and
   (e) Objector Concerns.

Submissions Received

4. Sixteen objections were received to the application, these can be summarised as:
   (a) Traffic impacts along Barrow Place, including access implications for pedestrians, cars and emergency vehicles;
   (b) Heritage concerns with regard to the proposed design and building footprint;
   (c) Excessive building footprint and height, inconsistent with neighbourhood character;
   (d) Off-site amenity impacts (visual bulk, overlooking, overshadowing and loss of daylight);
   (e) Impacts associated with waste management;
   (f) Noise impacts;
   (g) Equitable development concerns;
   (h) Impacts to property values.

Conclusion

5. Based on the following report, the proposal is considered to comply with the relevant planning policy and should therefore be supported subject to the following key recommendations:
   (a) Deletion of the west-facing, second-floor terrace of dwelling TH06.

CONTACT OFFICER: **Chris Stathis**
TITLE: **Senior Statutory Planner**
TEL: **9205 5352**

6.2 PLN20/0737 - 27 - 31 Gibdon Street Burnley - Full demolition of existing buildings, the construction of ten townhouse dwellings, a vehicle crossover and a reduction in the car parking requirements.

Reference	D21/36299
Author	Chris Stathis - Senior Statutory Planner
Authoriser	Senior Coordinator Statutory Planning

Ward:	Melba Ward
Proposal:	Full demolition of existing buildings, the construction of 10 townhouses, a vehicle crossover and a reduction in the car parking requirements.
Existing use:	Office
Applicant:	Gibdon Street Development Pty Ltd
Zoning / Overlays:	General Residential Zone (Schedule 1) Design and Development Overlay (Schedule 5) Heritage Overlay (Schedule 322) Development Contributions Plan Overlay (Schedule 1)
Date of Application:	13 October 2020
Application Number:	PLN20/0737

Planning History

1. The subject site has the following planning history:
   (a) Planning Permit PL02/0388 was issued on 27 May 2002 for external paint works to the existing building.
   (b) Planning Permit PL05/0083 was issued on 07 July 2005 for *Part demolition of the existing building (including front fence) and development of the land for the construction of a three-storey mixed use building including alterations to the existing building for 11 dwellings (including home occupation use) and use of part of the site for offices with existing use rights and a reduction in the car parking requirement.* The development included a tapered western wall at first floor (towards the southern boundary) in response to the heritage building at No. 45 Gibdon Street to the south. The permit has expired as works were not commenced within the prescribed timeframes set by the permit.

Background

2. The following background information is applicable to the application:

Lodgement of sketch plans

3. On 04 March 2021, sketch plans were submitted by the applicant in response to referral comments received from Council's Urban Design Unit. The sketch plans show the following changes:
   (a) Deletion of columns from the western edge of the ground floor communal car parking area;
   (b) Provision of awnings to the north-facing, ground floor windows of dwellings TH07-TH10 and the second-floor, west-facing dining room window of TH06;
   (c) Landscaping planters to the balconies of dwellings TH01 – TH05 as well as the roof terrace of TH06;
   (d) Reduction in the extent of roof to the northern edge of dwelling TH01;

(e) Reduction in the extent of timber screening to the western edge of the balcony of dwelling TH01;
(f) Operable screens to the western, second-floor façade of dwelling TH01 increased in size;
(g) Reduction in extent of brick at the western, second-floor façade of dwelling TH01;
(h) Linear brick patterning to the northern facades of dwellings TH01 – TH05, and;
(i) Cement sheet replaced with brick at the ground-floor, southern façades of dwellings TH06 - TH10.

4. The changes proposed by the sketch plans are shown and compared to the decision plans below at figure 1.



Figure 1: Rendered images of the decision plans (top) and the sketch plans (bottom) (Applicant submission)

Planning Scheme Amendment C238

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

Aboriginal Cultural Heritage Significance

6. The site is located within an area of Aboriginal cultural heritage significance as it is located within 200m of a waterway (the Yarra River). A Cultural Heritage Assessment, prepared by Andrew Long & Associates, was submitted with the application. The assessment notes that the activity area has been subject to works qualifying as significant ground disturbance in the past including:
(a) Previous agricultural use of the land;
(b) Construction (and subsequent demolition) of the former industrial building on the land;
(c) Construction of the existing office building (c1970s).

7. Based on the demonstrated occurrence of significant ground disturbance, the assessment concludes that a mandatory Cultural Heritage Management Plan (CHMP) in accordance with section 46 of the *Aboriginal Heritage Act 2006* is not required. The assessment also confirms that there are no previously registered Aboriginal cultural heritage places within the study area, nor were there any listings on the Register of the National Estate or the Victorian Aboriginal Places Register. In the event that artefacts are found during construction, the assessment provides clear requirements for the permit holder so as to comply with the relevant provisions of the *Aboriginal Heritage Act 2006.*

The Proposal

8. The proposal is for the full demolition of existing buildings, the construction of 10 townhouses, a vehicle crossover and a reduction in the car parking requirements. The proposal can be described in more detail as follows:

Use

(a) The application proposes to use the land for 10 dwellings, which does not require a planning permit under the General Residential Zone.

Demolition

(b) Full demolition of the existing building on site, as well as all landscaping on site and the southern boundary fence.

Development

General

(c) The application proposes 10, three-storey dwellings across two buildings, with five dwellings in each. The northern block contains dwellings TH01 – TH05 and the southern block contains dwellings TH06 – TH10.
(d) A total of 10 car spaces are proposed, 9 located in a communal garage facility accessed from Barrow Place and one located in a private single garage for TH06, accessed off Gibdon Street;
(e) Pedestrian access to all dwellings (except TH06) is provided via a communal footpath that runs along the south of dwellings TH01-TH05, and is accessed from a communal entry addressing Gibdon Street;
(f) A total of 10 resident and 4 visitor bicycle spaces are proposed;

Building Height

(g) The overall building height proposed is 10.23m, with rooftop solar panels reaching a maximum height of approximately 10.8m.
(h) All dwellings are proposed to be three storeys in height, save for TH06 which is proposed to be three-storeys plus a roof terrace.
(i) The application proposes two eastern boundary walls with heights ranging from 10.03m to approximately 10.2m.

Massing

(j) The development would present to Gibdon Street as two, three-storey built forms with a 6.53m-wide separation between the two forms;
(k) The central building separation includes a communal footpath which provides pedestrian access to all dwellings (except for dwelling TH06). To the south of the communal footpath is the ground floor Secluded Private Open Space (SPOS) of dwellings TH06 – TH10.
(l) The development would be set back 2.64m from the Gibdon Street boundary, save for the ground and first floor of dwelling TH06, which is proposed to be constructed to the Gibdon Street boundary.
(m) The development would present to Barrow Place as a two storey (plus terrace) form with a recessed third storey, with the height of the northern wall being 7.02m.
(n) The application proposes a consistent southern wall, which has a height of 10.23m and is set back 2.03m from the southern boundary.

(o) The application proposes the following building setbacks from the common boundary with Barrow Place (i.e. northern boundary):
  (i) 2.43m (minimum) at ground floor;
  (ii) 0.59m at first floor (with window screens set back approximately 0.3m), and;
  (iii) 0.59m (terrace), 0.1m (overlooking shelf to TH04 and TH05) and 3.3m – 3.8m (northern walls of dwellings) at second floor.

Dwelling Configurations

(p) Each of the dwellings in the northern block (TH01 – TH05) would be configured as follows:
  (i) Pedestrian entrance and bedroom at ground floor (accessed from the communal footpath);
  (ii) Two bedrooms, bathroom and ensuite at first floor, and;
  (iii) Open plan living, dining and kitchen areas and north-facing balconies (ranging between 14sqm and 17sqm in area) at second floor.

(q) Dwelling TH06 is configured as follows:
  (i) Single garage (accessed from Gibdon Street), pedestrian entry, bedroom, bathroom and 41sqm of SPOS at ground floor;
  (ii) Two bedrooms, bathroom and ensuite at first floor;
  (iii) Open plan kitchen living, and dining area, with west-facing terrace at second floor; and
  (iv) Roof terrace (22sqm) connected to living area below at second floor.

(r) Dwellings TH07 – TH10 are configured as follows:
  (i) Open-plan living, kitchen and dining area at ground floor connected to area of SPOS (ranging from 20sqm to 24sqm in size) and a southern service courtyard;
  (ii) Two bedrooms and a bathroom at first floor; and
  (iii) Master bedroom, ensuite, walk-in-robe and study at second floor.

Materials and finishes

(s) The development proposes a mix of brick (in a natural white colour), timber battens (in either a natural or black finish) painted cement sheet (in a grey colour) and metal mesh;
(t) Brick is the principal material of the development and expressed across ground, first and second floors;
(u) Timber battens are applied as the secondary material, largely associated with window screens or shading devices;
(v) The painted cement sheet is limited to the north-facing, second-floor walls of dwellings TH01 – TH05, the eastern boundary walls and the entirety of the southern façades for dwellings TH07 – TH10;
(w) The metal mesh is associated with the western edge of the communal garage area;
(x) Surface materials used across the proposal include brick pavers, washed concrete and compact gravel.

Other Matters

(y) Each dwelling is provided with a solar energy facility at roof level (1kW capacity each)
(z) The development includes a total rainwater tank capacity of 20,000L;
(aa) Front fencing to Gibdon Street is largely 1.4m in height with a visual permeability of 50%;
(bb) The entry gate has a height ranging from 1.56m – 1.78m with a landscaped, open canopy above;
(cc) The application proposes a northwards extension (width of 300mm) of the existing vehicle crossover located towards the southern end of the Gibdon Street frontage; and
(dd) The submitted landscape plan shows dense ground cover planting across the development, with two canopy trees located within the front setback.

Existing Conditions

Subject Site

9. The subject site is located on the southeast corner of Gibdon Street and Barrow Place in Burnley. The site has a frontage of 28.79m to Gibdon Street and a frontage of 29.75m to Barrow Place, with an overall site area of 855sqm. The subject site has a regular, square-shaped allotment with no significant fall across the site.

10. The site is developed with a single-storey, office building constructed of concrete blockwork and metal cladding. The building primarily addresses Gibdon Street, with the principal pedestrian entry facing the street. The building is constructed flush to the eastern boundary and the easternmost section of the southern boundary. Otherwise the building is setback approximately 6.5m from Gibdon Street (measured from front wall); approximately 10m from Barrow Place (measured from northern wall); and set back approximately 1-3m from the southern boundary. The layout of the existing building at the subject site is shown below at figure 2.

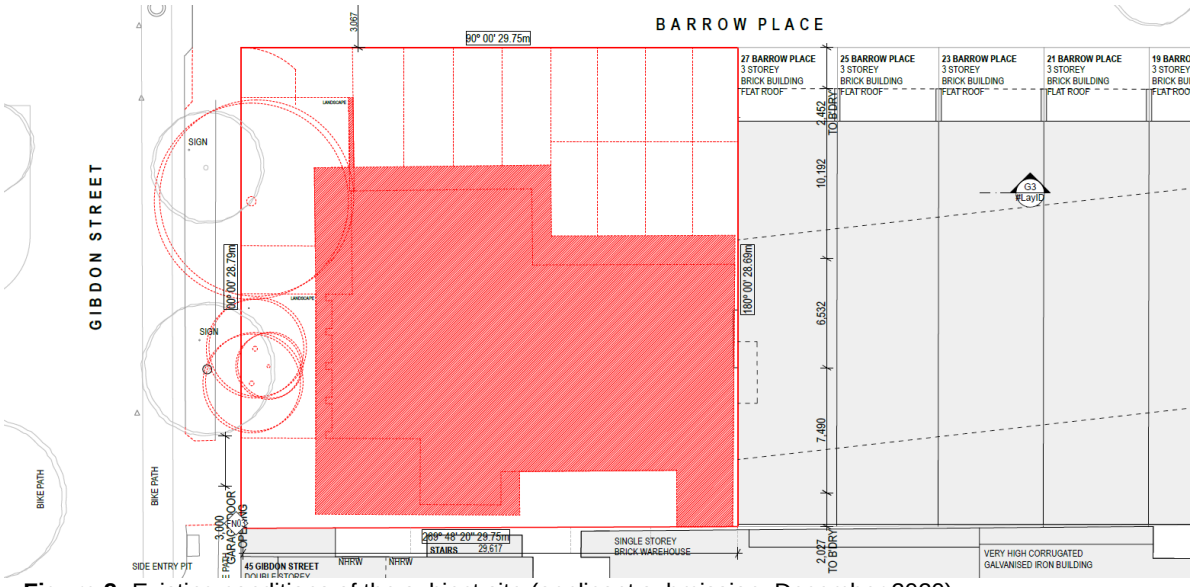


Figure 2: Existing conditions of the subject site (applicant submission, December 2020)

11. Vehicle access to the site is facilitated by:
    (a) a double-width vehicle crossover on Gibdon Street (towards the southern section of the street boundary) which provides access to an undercover car parking area with two car spaces; and
    (b) 12 at-grade car spaces along the northern boundary accessed from Barrow Place.

12. The subject building is currently vacant, however was recently used as an office.

Surrounding Land

13. The land surrounding the subject site is predominantly within the General Residential Zone (GRZ) and Neighbourhood Residential Zone (NRZ), as depicted in Figure 3 below. Further northwest is the Public Park and Recreation Zone (PPRZ), west of this is a small portion of land zoned Commercial 1 Zone.

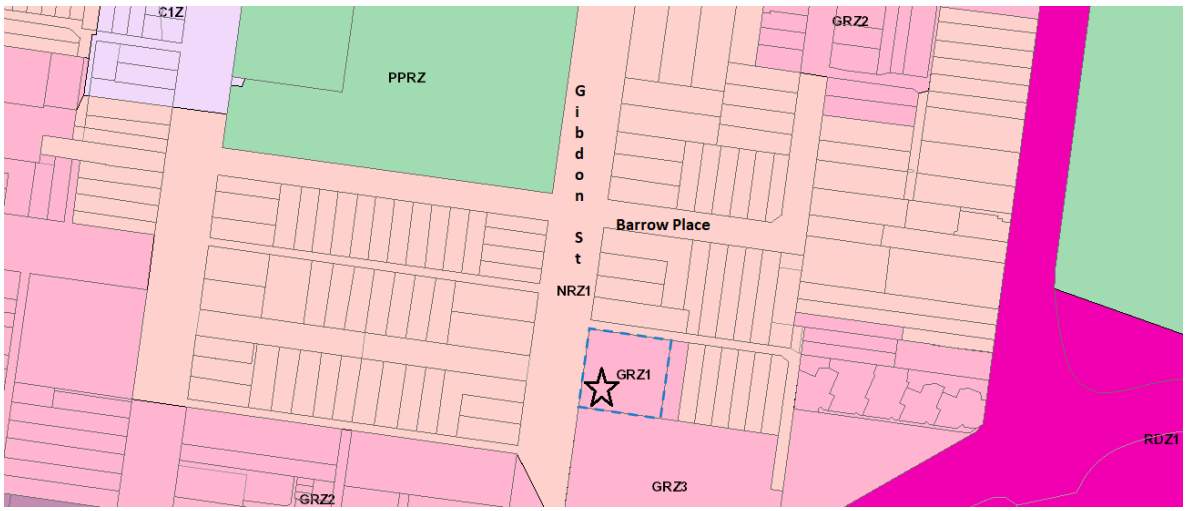


Figure 3: Zoning Context of the subject site and surrounding area (DELWP, April 2021)

14. The GRZ land in the surrounding area is defined by low-rise dwellings and apartment buildings with a mix of architectural styles including those from the Edwardian, post-war and contemporary eras. Common materials found in these areas include concrete, brick and metal cladding.

15. The NRZ land in the surrounding area is defined by single dwellings on narrow allotments typically of the Edwardian-era and covered by the Heritage Overlay. Buildings are typically constructed of red brick, polychrome brick or timber weatherboard.

16. The PPRZ land to the northwest is associated with Golden Square Bicentennial Park, a public open space directly south of Burnley Railway Station.

17. The portion of land in the C1Z is to the west of the above-mentioned park, being a commercial precinct, which includes a small number of hospitality and office-based businesses.

18. The site is located 300m southeast of Burnley Railway Station which connects the site west to Richmond and the CBD, and east to the eastern suburbs of Hawthorn, Camberwell and beyond. The site is also located 400m southwest of the Swan Street Major Activity Centre (MAC) which has tram services and a diversity of hospitality, community and retail offerings

19. The site's more immediate interfaces are outlined below.

South

20. To the south of the subject site is No. 45 Gibdon Street, a complex of buildings on a large site associated with the former Barrett & Burston Maltings site (also known as the 'Burnley Maltings'). The site is heavily built-up and defined by continuous brick walls to all sides, with no setbacks to the western (Gibdon Street) and southern boundaries, and modest setbacks from the north and east boundaries.

21. Construction on the site commenced in the Victorian-era, c.1892. Original construction included the Brewery; a double-storey brick building addressing Gibdon Street (and the subject site) and the Malthouse; a red-brick, triple-storey building adjacent to the site's eastern boundary, which is not visible from Gibdon Street. The original, Victorian-era northern façade of the Brewery building faces the subject site and is visible from the public realm as shown at figure 4 below. This façade has original contributory fabric including three Victorian-era chimneys, gabled roof form and vertical-rectangular, timber-framed windows.

22. Additional structures were added during the 20th century, as follows;

(a) 1930s – A double-storey red-brick Malthouse along the southern boundary (not visible from Gibdon Street);
(b) 1940s – Silos with gabled cap, centrally located (visible in the background at figure 4 below), and;
(c) 1950s – Kilns (1 & 2) located to the west of the Malthouse.



Figure 4: No. 45 Gibdon's north-facing brick facade (left) and western façade facing Gibdon Street (right) (Planning Officer Photos, February 2021)

23. No. 45 Gibdon is the subject of a current planning application (PLN18/0969) for partial demolition and the construction of a mixed-use development for dwellings and office of between three and eight storeys in height. The application is to be decided by the Victorian Civil and Administrative Tribunal ('the Tribunal'), and the hearing is scheduled for July 2021. As a decision is yet to be made, the proposed development under PLN18/0969 is not considered to form part of the existing conditions. An image of the proposed development is provided below at figure 5 as well as the demolition plan for the application, which clearly shows that the western section of the northern wall is proposed to be retained as well as the majority of the western boundary wall, both of which are visible from Gibdon Street.



Figure 5: Demolition plan (left) with sections in green outline showing north and west-facing walls closest to the subject site, and rendered image (right) showing the proposed development under application PLN18/0969 (PLN18/0969 applicant submission, November 2018).

24. Consistent with the buildings on site, the subject site has recently been used as a brewery / malthouse with on-site grain storage. Formal operations on the land associated with the Maltings business ceased towards the end of 2018 and the site is currently vacant (as stated in the officer report for PLN18/0969). A caretaker's dwelling is located at the first floor of the brewery building which faces the subject site. The caretaker's dwelling has two, north-facing windows that are set back approximately 1.6m from the common boundary with the subject site. The caretaker's dwelling is currently vacant given the business on site has ceased, therefore these windows are not classified as habitable room windows (HRWs).

North

25. Directly north of the subject site is Barrow Place, which has a width of 3.07m and provides access to a number of contemporary residential developments to the east. The northern side of Barrow Place has a 'back-of-house' character, defined by rear roller doors, fencing and gates of Nos. 24 – 34 Parkville Street to the north. Barrow Place is a no-through road. Whilst the subject site currently has open, paved areas for vehicle access and parking along the Barrow Place boundary, this land belongs to the subject site (ie. not part of the lane).

26. To the north of Barrow Place is No. 25 Gibdon Street, which is a single-storey, Edwardian-era timber weatherboard dwelling with a double-storey rear extension. The dwelling has a street setback of 6m (i.e. to Gibdon Street) and is constructed flush to its common boundary with Barrow Place. Along its southern boundary, there are the following windows:
    (a) Two ground floor windows associated with the dining room (however these windows are constructed of glass bricks and are therefore obscure); and
    (b) Two non-habitable room windows (NHRWs) at first-floor, associated with the stairwell and hallway.

27. The dwelling has the following areas of SPOS:
    (a) Approximately 60sqm at the rear area which also wraps around the northern side of the dwelling;
    (b) Approximately 10sqm at the north-facing courtyard, and;
    (c) Approximately 6sqm at the north-facing, first floor balcony.

28. Whilst No. 25 Gibdon Street has a street setback of 6m, it relevant to highlight that this is anomalous in the broader Gibdon Street streetscape - most dwellings on the eastern side of Gibdon Street have a street setback of approximately 2m.



Figure 6: No. 25 Gibdon Street, viewed from the southwest (Planning Officer Photo, February 2021)

East

29. To the east of the subject site is a three-storey, rendered concrete townhouse development constructed in the early 2000s. The development gains pedestrian and vehicular access from Barrow Place. Each townhouse of the development presents to Barrow Place with a double-width garage and pedestrian door at ground floor (set back approximately 4m from Barrow Place), and a north-facing balcony at first floor (set back 2.45m from Barrow Place).

30. The nearest townhouse to the subject site is No. 27 Barrow Place which is constructed flush to the subject site save for a narrow, west-facing balcony (area of approximately 4sqm) at second floor which includes a glazed, west-facing door associated with a bedroom and a west-facing bathroom window. The former constitutes a habitable room windows as it is glazed. The second-floor balcony is not the dwelling's primary area of SPOS. Rather, the dwelling has a ground floor area (approximately 10sqm) connected to the rumpus room and a north-facing balcony (approximately 15sqm) at first-floor connected to the living area. The internal layout of No. 27 Barrow Place is shown at figure 7 below.

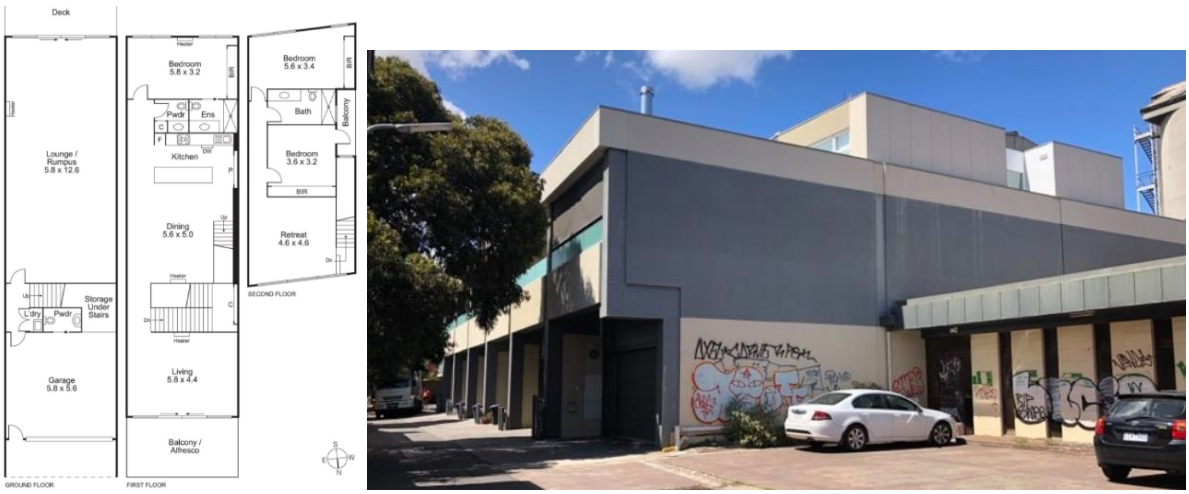


Figure 7: Internal Layout of No. 27 Barrow Place (left domain.com.au, accessed April 2021) and the western and northern facades of No. 27 Barrow Place (right – Planning Officer Photos, February 2021).

West

31. Immediately west of the subject site is Gibdon Street, a north-south, two-way road with a width of approximately 13m, which includes one single northbound lane, one single southbound lane (both with bicycle lanes) and parallel parking on either side.

32. Further west of Gibdon Street are dwellings which front Gibdon Street. These include a mix of apartment, townhouse and single dwelling buildings, the majority of which have shallow street setbacks of between 1-3m. On this side of Gibdon Street, a number of contemporary developments have been either constructed or given planning approval recently, including:
    (a) A two-storey development of 10 townhouses at No. 50 Gibdon Street, constructed in 2009 under Planning Permit PL06/0165.
    (b) Two, three-storey dwellings at No. 60 Gibdon Street, currently under construction, approved under Planning Permit PLN17/0308.
    (c) A three-storey, nine-apartment development at No. 60A Gibdon Street, constructed in 2019 and approved under Planning Permit PLN15/0246.
    (d) A two-storey (plus roof terrace) development of two dwellings at No. 62 Gibdon Street approved under Planning Permit PLN19/0089. Construction is yet to commence.

Planning Scheme Provisions

Zoning

33. The subject site is located in the General Residential Zone (Schedule 1 – Warehouse Sites). The following provisions apply:
    (a) Pursuant to Clause 32.08-6, a planning permit is required to construct two or more dwellings on a lot. A development must meet the requirements of Clause 55 (ResCode).
    (b) Pursuant to Clause 32.08-10 and part 3.0 to Schedule 1 of the zone, the mandatory maximum building height for the site is 10.5m. The development complies with this requirement with a maximum building height of 10.23m.
    (c) Pursuant to part 2.0 of Schedule 1 of the zone, the applicable prescribed site coverage requirement is a maximum of 80% rather than the standard maximum of 60%.
    (d) Pursuant to Clause 32.08-4, the minimum garden area requirement for the lot is 35%, which applies to sites with a lot area of greater than 650sqm. The proposed development complies with this mandatory requirement, with 299.5sqm (35% of the 855sqm lot) dedicated to garden area, as shown at drawing 20014_TP451. The garden area plan shows that the external sheds (each with an area of 2sqm) of TH07 – TH010 are included in the garden area calculation. This is in accordance with Clause 73.01, which defines garden area as inclusive of outbuildings normal to a dwelling with an area of less than 10sqm. The development complies with the garden area requirements for the site.

Overlays

34. The subject site is affected by Schedule 322 to the Heritage Overlay. The following provisions are applicable:
    (a) Pursuant to clause 43.01-1 of the Scheme, a planning permit is required to demolish or remove a building and to construct or carry out works.
    (b) The site is listed in *Appendix 8, City of Yarra Review of Heritage Overlay Areas 2007. (rev. May 2018)* as 'non-contributory' to the heritage overlay.

Design and Development Overlay (Schedule 5)

35. Under Clause 43.02 of the Scheme, a planning permit is not required for the use of the land or for buildings and works. Pursuant to Section 4.0 of the Schedule and the Schedule to Clause 66.06, where a permit is required for the development of the land (in this case under the C1Z), notice of the application must be given to the Environment Protection Authority (EPA), Transurban City Link, and the Roads Corporation (VicRoads). The application was referred in accordance with this provision and comments (where submitted to Council) are provided in the referrals section of this report.

Development Contributions Plan Overlay (Schedule 1)

36. This overlay requires developers to pay a contribution towards essential city infrastructure like roads and footpaths, as well as community facilities. The overlay is applicable to the proposed development as it results in the provision of new dwellings. A condition and a note have been included in the recommendation to require the development contributions to be met prior to commencement of the development.

Particular Provisions

Clause 52.06 – Car Parking

37. Clause 52.06-1 of the Scheme prescribes that a new use must not commence, or the floor area of an existing use must not be increased until the required car spaces have been provided on the land. The table below outlines the car parking requirements for the proposal (pursuant to Table 1 at Clause 52.06-5), the proposed car parking provision on site and the resultant car parking reduction. As the subject site is located within the *Principal Public Transport Network Area,* the applicable column of Table 1 is column B, which has reduced car parking requirements.

Land Use	Units/Area proposed	Rate (Column B)	No. required	No. proposed	Reduction sought
Dwelling (3 bedroom)	10	2 car spaces per 3+ bedroom dwelling	20	10	10

38. As shown in the table above, the development requires a planning permit for a car parking reduction pursuant to Clause 52.06-3. A reduction of 10 spaces is sought.

Clause 52.34 - Bicycle facilities

39. Pursuant to Clause 52.34-1, this provision is not applicable to residential developments of less than four storeys.

General Provisions

40. The decision guidelines outlined at Clause 65 of the Scheme are relevant to all applications. Because a permit can be granted does not imply that a permit should or will be granted. Before deciding on an application, the Responsible Authority must consider a number of matters.

Amongst other things, the Responsible Authority must consider the relevant Municipal Planning Strategy and the Planning Policy Framework., as well as the purpose of the zone, overlay or any other provision. An assessment of the application against the relevant sections of the Scheme is offered in further in this report.

Planning Policy Framework (PPF)

41. Relevant clauses are as follows:

Clause 11.01-1R (Settlement - Metropolitan Melbourne)

42. Relevant strategies include;
    (a) *Develop a network of activity centres linked by transport; consisting of Metropolitan Activity Centres supported by a network of vibrant major and neighbourhood activity centres of varying size, role and function.*
    (b) *Create mixed-use neighbourhoods at varying densities, including through the development of urban-renewal precincts that offer more choice in housing, create jobs and opportunities for local businesses and deliver better access to services and facilities.*

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

43. 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 15.01 (Built Environment and Heritage)

44. This clause outlines the following guidelines;
    (a) *Planning should ensure all land use and development appropriately responds to its surrounding landscape and character, valued built form and cultural context.*
    (b) *Planning must support the establishment and maintenance of communities by delivering functional, accessible, safe and diverse physical and social environments, through the appropriate location of use and development and through high quality buildings and urban design.*
    (c) *Planning should promote development that is environmentally sustainable and should minimise detrimental impacts on the built and natural environment.*
    (d) *Planning should promote excellence in the built environment and create places that:*
        (i) *Are enjoyable, engaging and comfortable to be in.*
        (ii) *Accommodate people of all abilities, ages and cultures.*
        (iii) *Contribute positively to local character and sense of place.*
        (iv) *Reflect the particular characteristics and cultural identity of the community.*
        (v) *Enhance the function, amenity and safety of the public realm.*

Clause 15.01-1S (Urban design)

45. The objective is:
    (a) *To create urban environments that are safe, functional and provide good quality environments with a sense of place and cultural identity.*

Clause 15.01-1R (Urban design - Metropolitan Melbourne)

46. The objective is:
    (a) *To create distinctive and liveable city with quality design and amenity.*

Clause 15.01-2S (Building Design)

47. The objective is:
    (a) *To achieve building design outcomes that contribute positively to the local context and enhance the public realm*.

48. The strategies of this clause are:
    (a) *Ensure the site analysis provides the basis for the consideration of height, scale and massing of new development.*
    (b) *Ensure development responds and contributes to the strategic and cultural context of its location.*
    (c) *Minimise the detrimental impact of development on neighbouring properties, the public realm and the natural environment.*
    (d) *Ensure the form, scale, and appearance of development enhances the function and amenity of the public realm.*
    (e) *Ensure buildings and their interface with the public realm support personal safety, perceptions of safety and property security.*
    (f) *Ensure development provides safe access and egress for pedestrians, cyclists and vehicles.*
    (g) *Ensure development provides landscaping that responds to its site context, enhances the built form and creates safe and attractive spaces.*

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

49. 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)

50. The objective is:
    (a) *To recognise, support and protect neighbourhood character, cultural identity, and sense of place*.

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

Clause 15.02 (Sustainable Development)
Clause 15.02-1S (Energy and resource efficiency)

52. The objective is:
    (a) *To encourage land use and development that is consistent with the efficient use of energy and the minimisation of greenhouse gas emissions.*

Clause 15.03 (Heritage)
Clause 15.03-1S (Heritage conservation)

53. The objective is:
    (a) *To ensure the conservation of places of heritage significance.*

54. Strategies include:
    (a) *Encourage appropriate development that respects places with identified heritage values.*
    (b) *Retain those elements that contribute to the importance of the heritage place.*
    (c) *Encourage the conservation and restoration of contributory elements of a heritage place.*
    (d) *Ensure an appropriate setting and context for heritage places is maintained or enhanced.*

(e) *Support adaptive reuse of heritage buildings where their use has become redundant.*

Clause 18.02-1S – (Sustainable personal transport)

55. The objective is:
    (a) *To promote the use of sustainable personal transport.*

56. Relevant strategies are:
    (a) *Encourage the use of walking and cycling by creating environments that are safe and attractive.*
    (b) *Develop high quality pedestrian environments that are accessible to footpath-bound vehicles such as wheelchairs, prams and scooters.*
    (c) *Require the provision of adequate bicycle parking and related facilities to meet demand at education, recreation, transport, shopping and community facilities and other major attractions when issuing planning approvals.*
    (d) *Ensure provision of bicycle end-of-trip facilities in commercial buildings*

Clause 18.02-1R (Sustainable personal transport- Metropolitan Melbourne)

57. 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)

58. The objective is:
    (a) *To facilitate greater use of public transport and promote increased development close to high-quality public transport routes.*

Clause 18.02-2R (Principal Public Transport Network)

59. 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)

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

61. 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)

62. The following LPPF provisions of the Scheme are relevant:

Clause 21.05-1 (Heritage)

63. Relevant objectives and strategies include;
    (a) *Objective 14 To protect and enhance Yarra's heritage places:*
        (i) *Strategy 14.3 Protect the heritage skyline of heritage precincts.*
        (ii) *Strategy 14.4 Protect the subdivision pattern within heritage places.*
        (iii) *Strategy 14.6 Protect buildings, streetscapes and precincts of heritage significance from the visual intrusion of built form both within places and from adjoining areas.*

(iv) *Strategy 14.8 Apply the Development Guidelines for Heritage Places policy at clause* 22.02

Clause 21.05-2 (Urban design)

64. The relevant objectives and strategies are:
    (a) *Objective 16 To reinforce the existing urban framework of Yarra;*
    (b) *Objective 17 To retain Yarra's identity as a low-rise urban form with pockets of higher development:*
    (c) *Objective 18 To retain, enhance and extend Yarra's fine grain street pattern;*
    (d) *Objective 20 To ensure that new development contributes positively to Yarra's urban fabric;*
    (e) *Objective 21 To enhance the built form character of Yarra's activity centres;*
        (i) *Strategy 21.1 Require development within Yarra's activity centres to respect and not dominate existing built form; and*
    (f) *Objective 22 To encourage the provision of universal access in new development.*

Clause 21.05-4 (Public environment)

65. The relevant objective and strategies are:
    (a) *Objective 28 To a provide a public environment that encourages community interaction and activity:*
        (i) *Strategy 28.1 Encourage universal access to all new public spaces and buildings*
        (ii) *Strategy 28.2 Ensure that buildings have a human scale at street level.*
        (iii) *Strategy 28.3 Require buildings and public spaces to provide a safe and attractive public environment.*

Clause 21.06 (Transport)

66. This clause builds upon the objectives outlined at clause 18, promoting cycling, walking and public transport as alternatives to private motor vehicle usage.

Clause 21.06-1 (Walking and cycling)

67. This clause builds upon the Objectives outlined at Clause 18, promoting cycling, walking and public transport as alternatives to private motor vehicle usage.
    (a) *Objective 30 To provide safe and convenient bicycle environments:*
        (i) *Strategy 30.2 Minimise vehicle crossovers on street frontages.*

Clause 21.06-2 (Public transport)

    (b) *Objective 31 To facilitate public transport usage.*
        (i) *Strategy 31.1 Require new development that generates high numbers of trips to be easily accessible by public transport.*

Clause 21.06-3 (The road system and parking)

    (c) *Objective 32 To reduce the reliance on the private motor car.*

Clause 21.07-1 (Environmentally sustainable development)

68. The relevant objective of this clause is:
    (a) *Objective 34 To promote ecologically sustainable development:*
        (i) *Strategy 34.1 Encourage new development to incorporate environmentally sustainable design measures in the areas of energy and water efficiency, greenhouse gas emissions, passive solar design, natural ventilation, stormwater reduction and management, solar access, orientation and layout of development, building materials and waste minimisation;*

Clause 21.08-2 Neighbourhoods (Burnley, Cremorne & South Richmond)

69. The following relevant commentary is offered at this clause:
    (a) *the area east of Burnley Street includes the Golden Square residential area which comprises predominantly cottages of heritage significance.*

Relevant Local Policies

Clause 22.02 (Development Guidelines for sites subject to Heritage Overlay)

70. The relevant objectives of this clause are as follows
    (a) *To retain significant view lines to, and vistas of, heritage places.*
    (b) *To preserve the scale and pattern of streetscapes in heritage places.*
    (c) *To ensure that additions and new works to a heritage place respect the significance of the place.*

71. The relevant parts of this clause are as follows:

Clause 22.02-5.1 (Demolition)

    (a) *Generally encourage the retention of a building in a heritage place, unless*
        (i) *The building is identified as being not contributory.*

Clause 22.02-5.7 (New Development, Alterations or Additions)
Clause 22.02-5.7.1 (General)

72. The relevant objectives of this clause are as follows
    (a) *Encourage the design of new development and alterations and additions to a heritage place or a contributory element to a heritage place to:*
    (b) *Respect the pattern, rhythm, orientation to the street, spatial characteristics, fenestration, roof form, materials and heritage character of the surrounding historic streetscape.*
    (c) *Be articulated and massed to correspond with the prevailing building form of the heritage place or contributory elements to the heritage place.*
    (d) *Be visually recessive and not dominate the heritage place.*
    (e) *Be distinguishable from the original historic fabric.*
    (f) *Not remove, cover, damage or change original historic fabric.*
    (g) *Not obscure views of principle façades.*
    (h) *Consider the architectural integrity and context of the heritage place or contributory element.*

Clause 22.05 (Interface Uses Policy)

73. The relevant policy is:
    (a) *New residential use and development in or near commercial centres and activity centres and near industrial uses includes design features and measures to minimise the impact of the normal operation of business and industrial activities on the reasonable expectation of amenity within the dwellings.*

Clause 22.07 (Development abutting laneways)

74. This policy applies to applications for development that is accessed from a laneway or has laneway abuttal, with the relevant objectives as follows;
    (a) *To provide an environment which has a feeling of safety for users of the laneway.*
    (b) *To ensure that development along a laneway acknowledges the unique character of the laneway.*
    (c) *To ensure that where development is accessed off a laneway, all services can be provided to the development. To ensure that development along a laneway is provided with safe pedestrian and vehicular access.*

Clause 22.16 Stormwater Management (Water Sensitive Urban Design)

75. This policy applies to (as relevant) new buildings and contains the following objectives;
    (a) *To achieve the best practice water quality performance objectives set out in the Urban Stormwater Best Practice Environmental Management Guidelines, CSIRO 1999 (or as amended).*
    (b) *Currently, these water quality performance objectives require:*
        (i) *Suspended Solids - 80% retention of typical urban annual load*
        (ii) *Total Nitrogen - 45% retention of typical urban annual load*

(iii) *Total Phosphorus - 45% retention of typical urban annual load*
(iv) *Litter - 70% reduction of typical urban annual load*

(c) *To promote the use of water sensitive urban design, including stormwater re-use.*
(d) *To mitigate the detrimental effect of development on downstream waterways, by the application of best practice stormwater management through water sensitive urban design for new development.*
(e) *To minimise peak stormwater flows and stormwater pollutants to improve the health of water bodies, including creeks, rivers and bays.*
(f) *To reintegrate urban water into the landscape to facilitate a range of benefits including microclimate cooling, local habitat and provision of attractive spaces for community use and well being.*

Clause 22.17 (Environmentally Sustainable Design)

76. 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

77. The application was advertised under the provisions of Section 52 of the *Planning and Environment Act (1987)* by 119 letters sent to surrounding owners and occupiers and by two signs displayed on site. Council received sixteen (16) objections the grounds of which are summarised as follows:
    (a) Traffic impacts along Barrow Place, including access implications for pedestrians, cars and emergency vehicles;
    (b) Heritage concerns with regard to the proposed design and building footprint;
    (c) Excessive building footprint and height, and inconsistent with neighbourhood character;
    (d) Off-site amenity impacts (visual bulk, overlooking, overshadowing and loss of daylight);
    (e) Impacts associated with waste management;
    (f) Noise impacts;
    (g) Equitable development concerns; and
    (h) Impacts to property values.

78. A planning consultation meeting was not held in response to public health safety risks with regard to the COVID-19 pandemic.

Referrals

79. The referral comments are based on the decision plans (i.e. the advertised plans).

External Referrals

80. The application was not referred externally, however the following external authorities were provided notice of the application under Section 52 of the Act:
    (a) Department of Transport; and
    (b) Transurban.

81. No response was received from either authority.

Internal Referrals

82. The application was referred to the following units within Council:
    (a) Engineering Services Unit;
    (b) Heritage Advisor;
    (c) ESD Advisor;

(d) Strategic Transport Unit;
(e) Civil Works (Waste) Unit;
(f) Streetscapes and Natural Values Unit;
(g) Open Space Unit.

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

OFFICER ASSESSMENT

84. The primary considerations for this application are as follows:
(a) Policy and strategic support;
(b) Heritage;
(c) Clause 55 (Rescode);
(d) Car parking, traffic, loading and waste;
(e) Bicycle facilities,
(f) Other matters; and
(g) Objector concerns.

Policy and strategic support

85. The proposed development achieves the various objectives outlined in the Scheme and is in accordance with relevant State and local planning policies applicable to the redevelopment of sites within areas such as this. The proposed development benefits from strong strategic and policy support.

86. The subject site is within proximity (approximately 300m) to Burnley Railway Station and 400m to the Swan Street MAC, which provides a wide range of retailing, community and hospitality offerings with good public transport links. This ensures that the site is well serviced by public transport, local infrastructure and commercial uses.

87. The subject site is located within the General Residential Zone, a key purpose of which is *to encourage a diversity of housing types and housing growth particularly in locations offering good access to services and transport.* The proposed development will add 10 new dwellings in an area that has good access to services and public transport, thereby achieving this intention of the zone. The site falls under Schedule 1 of the zone, which is reserved for warehouse sites and allows for a higher maximum building height of 10.5m (higher than the 9m associated with the parent clause), which indicates that the site can handle robust, three-storey forms.

88. Furthermore, State and local policies encourage the concentration of development in and around activity centres, with more intense development on sites well connected to public transport, thereby ensuring the efficient use of existing infrastructure. The site is well connected to public transport opportunities as previously outlined, which will encourage the use of alternative modes of transport to and from the site and reducing reliance on motor vehicles, as encouraged by clauses 18.02 (Transport), 21.03 (Vision), 21.06-3 (The road system and parking) and 21.07 (Environmental sustainability).

89. Notwithstanding the above, policy support for more intensive development needs to be balanced with built form and heritage guidance at clauses 15.03, 21.05-1 and 21.05-2 of the Scheme. These policies call for development that responds to the surrounding context with regard to urban character and cultural heritage. More specifically, Council's local policy at Clause 22.02 seeks to maintain and conserve the significant historic character of the area. Strategic support also needs to be tempered with consideration of amenity impacts to nearby sensitive uses.

90. As will be discussed in detail within this report, it is considered that the proposal achieves a good balance of State and local policy in relation to high quality developments and protection of heritage values and off-site amenity.

Heritage

91. The following heritage assessment is based upon the decision guidelines of the Heritage Overlay at clause 43.01-7 and local heritage policy at clause 22.02. This section of the report will assess the built form from a heritage perspective only. A more general, urban-design based assessment will be undertaken within the Clause 55 section of this report.

Demolition

92. Prior to ascertaining if the proposed development of the land is acceptable, consideration of the extent of demolition is required. As outlined in Council's heritage advice, the office building on the land appears to have been constructed c. 1960-70s, and is listed as 'not-contributory' on the *Appendix 8, City of Yarra Review of Heritage Overlay Areas 2007. (rev. May 2018).*
On this basis, the full demolition of the existing buildings is supported by local heritage policy at clause 22.02-5.1. Council's Heritage Advisor confirmed that there is no issue with the proposed demolition.

Height and Massing

93. The subject site is listed as 'not-contributory' to the heritage precinct as previously outlined. Therefore, from a heritage perspective, issues of height and massing relate only to how they impact nearby heritage sites and the streetscape more broadly. The subject site is bound by:
    (a) A 'contributory' building to the north at No. 25 Gibdon Street on the opposite side of Barrow Place;
    (b) A 'not-contributory' contemporary townhouse development to the east at No. 27 – 35 Barrow Place;
    (c) An 'individually-significant' Victorian-era brewery to the south at No. 45 Gibdon Street.

94. The proposed overall height of the development (10.23m) is supported given that it generally matches the height of the pitched roof form of the brewery building at No. 45 Gibdon Street (save for the roof terrace of dwelling TH06 which protrudes slightly above this height) as shown by the green line at figure 8 below. The overall height is also well-below the taller built form further east at No 45 Gibdon Street, as shown by the purple line at figure 8.

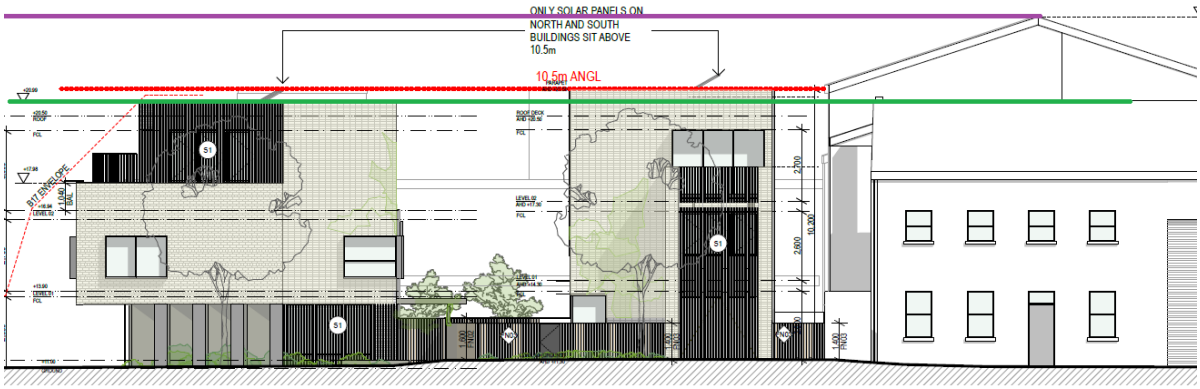


Figure 8: West Streetscape Elevation (Applicant submission, December 2021)

95. Whilst the overall height is supported from a heritage perspective, there is concern for the loss of views to the heritage fabric of the northern façade of the brewery building at No. 45 Gibdon Street. Council's Heritage Advisor, recommended that the façade (in this case referring to the western boundary wall of dwelling TH06) be reduced to no greater than the façade height (i.e. western boundary wall height) of No. 45 Gibdon Street. This recommendation will be pursued to ensure that public views of the northern façade of the brewery building are not compromised.

96. Whilst the street tree along Gibdon Street (outside the subject site) blocks some views of the brewery building, there are still important, unencumbered vantage points from the western footpath of Gibdon Street and the northern footpath of Crimea Street, as shown in figure 9 below. The most effective way to respond to the heritage recommendation is to delete the west-facing, second-floor terrace to dwelling TH06, which will block the aforementioned views of the brewery building because of its height (7.3m) as it has a 0m setback to Gibdon Street. As shown at figure 9 below, the terrace will block a substantial portion of these view lines, concealing important heritage fabric from the public realm. For these reasons, a condition will require deletion of the terrace - this will not unreasonably affect the internal amenity of dwelling TH06 as it has a substantial roof terrace connected to the living area as well as SPOS located at ground floor.

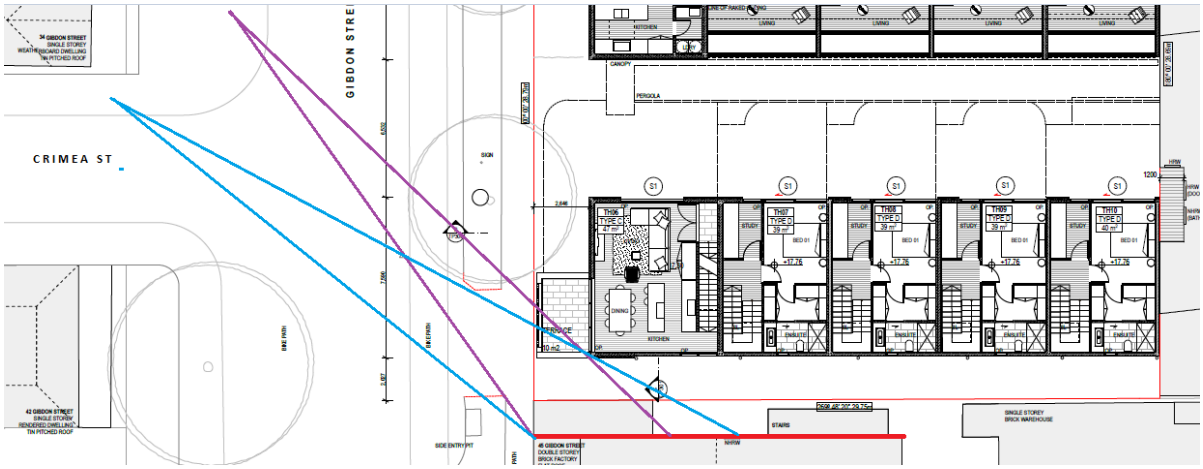


Figure 9: View lines (purple and blue) to the northern brewery façade of No. 45 Gibdon Street (red) (Applicant submission, December 2021).

97. In terms of massing, the application proposes two, three-storey townhouse forms which generally adopt a consistent 2.65m street setback from Gibdon Street, save for the ground and first floor of dwelling TH06 which is proposed to be partly constructed to the Gibdon Street boundary. The development also proposes a consistent southern setback of 2.03m.

98. Other than the second-floor terrace of dwelling TH06, the proposed massing of the development is supported from a heritage perspective for the following reasons:

(a) The southern setback (2.03m) is appropriate and enables continued views of the eastern section of the northern façade of the brewery building at No. 45 Gibdon Street and allows for appropriate building separation between the development and No. 45 Gibdon Street.
(b) The street setback (2.65m) from Gibdon Street is consistent with the prevailing street setbacks in the area, which generally range from 1m – 3m.
(c) The development will block views of No. 27 Barrow Place, however this is of no consequence given it is 'not contributory'.
(d) Views of the southern façade of No. 25 Gibdon Street will be preserved by the 3m width of Barrow Place, which separates No. 25 from the subject site. In addition, the proposal drops in scale from three-stories down to two-stories towards the northern boundary to provide transition to the double-storey dwelling.

99. With respect to massing, Council's Heritage Advisor recommended that the proposed second floor of dwellings TH01 and TH06 be deleted to ensure that the upper-most levels are more recessive from the public realm. This recommendation will not be pursued given the merits listed above and that the recommendation would result in a disjointed, awkwardly-massed development.

Materials and design detail

100. As it presents to the public realm, the proposed materiality largely consists of brick (in a an off-white colour) and timber batten screening (in black paint or natural finish) as well as limited sections with painted concrete panel (in a grey colour). This materiality is supported from a heritage perspective as it will provide a contemporary interpretation of materials found in the surrounding heritage precinct, consistent with local heritage policy at clause 22.02. The Golden Square Heritage Precinct is dominated by brick buildings, and therefore the large proportion of brick is supported. The southern wall of dwellings TH06 – TH10 is dominated by painted concrete panel, however this is supported as most of this façade will be concealed by the brewery building at No. 45 Gibdon Street and that the western-most section of this aspect will be constructed of brick, consistent with the front façade, ensuring the development is read 'in the round'.

101. Council's Heritage Advisor made the following recommendations for the materiality of the development:

    (a) *the external colouring/materials of the proposed new building must be modified to be reflective of the materials that characterise this heritage precinct… which are face brick (red, bichrome and polychrome), or stucco walls.*
    (b) *the external cladding of the proposed third floor level (L-02) must be finished in a pale grey material similar to the appearance of unpainted galvanised steel.*

102. With regard to (a), the development currently provides a sympathetic response to the precinct through the use of brick and timber batten screens. The materiality is also a good heritage response as reflective materials have been minimised, consistent with local heritage policy at clause 22.02. Furthermore, it is not necessary to replicate the same colour brick as the surrounding area. Clause 22.02 calls for sympathetic materiality that allows for distinction between new development and the surrounding precinct.

103. With regard to (b), the application is for a new development rather than an extension to an existing heritage building. This recommendation would be useful in the context of an extension, but for a new development it would be illogical and result in an unnecessarily 'busy' material palette. The design response is successful in providing a simple material palette that is reflective of the surrounding heritage precinct. By changing the materials at second floor, this aspect of the design would be compromised.

104. In terms of fenestration across the Gibdon Street façade, the development has successfully responded to local heritage policy at clause 22.02 by providing windows and window screens that are largely vertical-rectangular in format, which references the fenestration of contributory buildings in the heritage precinct. The design response has also ensured that glazing takes up approximately 40% of the Gibdon Street façade, which is consistent with the proportion of glazing in the precinct and has the added benefit of minimising reflective surfaces, consistent with local heritage policy at clause 22.02. A similar effect is achieved across the Barrow Place façade.

Other Heritage Matters

105. The development proposes front fencing located off the Gibdon Street boundary that is generally low in height (1.4m) with a visual permeability of 50%, consistent with local heritage policy at clause 22.02 which states that front fence height should reach a height of up to 1.5m if a visual permeability of 50% is achieved.

106. The gate associated with communal pedestrian entry is taller at 1.56m – 1.78m, however this is supported as the land slopes in the section of the site and the gate has a limited width of only 1.8m. Council's Heritage Advisor recommended that the front fencing be relocated to the Gibdon Street boundary so as to reflect the traditional pattern of front fencing dwellings in the heritage precinct. This recommendation will not be pursued for the following reasons:
    (a) The design response has strategically positioned the front fencing to allow for the front landscaping to contribute to the public realm as much as possible in line with other front gardens in the street. The recommendation would compromise this aspect of the design and would affect the legibility of the communal pedestrian entry which would be a poor urban design outcome;
    (b) The subject site is currently a non-residential building. As such, there is no historic prevalence of front fencing at the subject site; and
    (c) The abutting property at No. 45 Gibdon Street has no front fencing.

107. In relation to the vehicle crossover, the application proposes a modest, northwards extension of approximately 300mm to the Gibdon Street crossover to allow for access to the garage of dwelling TH06. This will have a negligible impact on the heritage streetscape and is supported. Council's Heritage Advisor raised no issue with this aspect of the design.

108. In summary, the proposed development has responded well to the surrounding heritage precinct and will provide a new build that is contemporary whilst sympathetic to nearby heritage buildings. A condition for the deletion of the western terrace of dwelling TH06 will ensure no unreasonable loss of views to the Victorian-era, north-facing façade of No. 45 Gibdon Street.

Clause 55 (ResCode)

109. Clause 55 comprises 48 design objectives and standards to guide the assessment of new residential development. The provisions of Clause 55.07 do not apply, as this proposal is not for an apartment development. This assessment will also consider, where relevant, clauses 22.05, 22.07, 22.16 and 22.17.

110. Given the site's location within a built-up, inner-city residential area, strict application of the standard is not always appropriate, whether the proposal meets the objective is the relevant test. The following objectives are not relevant to this application:

    (a) *North-facing windows objective* – there are no north-facing windows of a dwelling which address the subject site. There has previously been a caretaker's dwelling associated with No. 45 Gibdon Street to the south, however this is vacant under existing conditions and has been vacant since late 2018 (expired use rights).

Clause 55.02-1 Neighbourhood character objective and Clause 55.06-1 Design Detail

111. Much of the neighbourhood character is defined by heritage policy objectives and has been discussed in the earlier heritage section of this report. The proposal will appropriately respond to the character of the area, which includes predominately Victorian and Edwardian-era built form.

112. Design detail elements have been designed to express a contemporary interpretation of those found in the surrounding area, as outlined in the heritage assessment of this report. The materiality presents to the public realm as a largely brick form punctuated with timber-batten-screened windows and selected use of painted concrete panels. The prevalence of brick across the development is highly responsive to the brick buildings found in the surrounding area. The use of timber battens and concrete create an integrated, contemporary form that will enhance the architectural composition of the building.

113. Whilst the overall materiality is supported, the southern facades of dwellings TH07 – TH10 is entirely composed of cement sheeting, which lacks articulation. This issue has been addressed by the sketch plans which incorporate brick into the ground floor of the façade, which will provide an acceptable degree of articulation. A condition will require this sketch plan change.

114. The sketch plans also show larger operable screening to the western, second-floor façade of dwelling TH01. This is a positive change that will be conditioned. The sketch plans also show deletion of the columns associated with the western edge of the communal car parking area. This is supported from a neighbourhood character perspective given that these are not expressive of the surrounding neighbourhood character and that they will improve passive surveillance to the public realm. A condition will require this change.

Clause 55.02-2 Residential policy objectives

115. The construction of ten dwellings on this site will contribute to provision of housing within Yarra. The proposed development meets the relevant PPF and LPPF objectives with regard to providing increased housing diversity and housing choice, meeting forecast increases in resident and household numbers, providing higher density housing within proximity to public transport and commercial services and taking advantage of the existing local infrastructure associated with the residential neighbourhood.
The strategic merits of the application have been discussed in greater detail under the *Strategic and Policy Support* section of this report. The objective has been met.

Clause 55.02-4 Infrastructure objectives

116. The proposal is located within an established urban area where access to existing utility services and infrastructure can be readily extended to accommodate additional dwellings on site. It is considered that the provision of 10 dwellings on the subject land would not overload existing infrastructure services. The objectives have been met.

Clause 55.02-5 Integration with the street objective, Clause 55.03-7 Safety objective & Clause 55.05-2 Dwelling entry objective

117. These objectives call for new development to integrate with the existing street network, with good pedestrian links, visible entry points and provision of passive surveillance opportunities to provide a sense of safety for occupants and an activated public realm.

118. The development proposes a wide, communal footpath in the centre of the site which gives access to the pedestrian entry points of all dwellings (except for TH06 which has it's own entrance). A strong sense of address to this communal footpath is provided by the gate facing Gibdon Street which has a canopy above it, and an open pergola structure above the walkway. The proposal also provides curved bench seating towards the western boundary which 'guides' pedestrians into this entry point. The curved front fencing to dwelling TH06 achieves a similar effect. The aforementioned pergola structure is provided with landscaping and extends east along the communal footpath, these elements will further add to the sense of address for all dwellings.

119. In terms of individual dwelling entries, these will be highly visible from the communal footpath (other than dwelling TH06). More specifically:

    (a) The entries for dwellings TH01 – TH05 are accessed directly off the communal footpath, with a change in surface material (washed concrete) to further identify each entry for pedestrians when walking along the communal footpath. Furthermore, habitable room windows front the communal footpath which will provide further sense of activation to each entry.

(b) The entries for dwellings TH07 – TH10 are provided in the form of recessed gates, with curved fencing to help identify each entry. The recessed entries will also have a designated surface material (washed concrete) which will further delineate each entry from the communal footpath. The use of the recesses will also ensure good pedestrian circulation along the communal footpath.

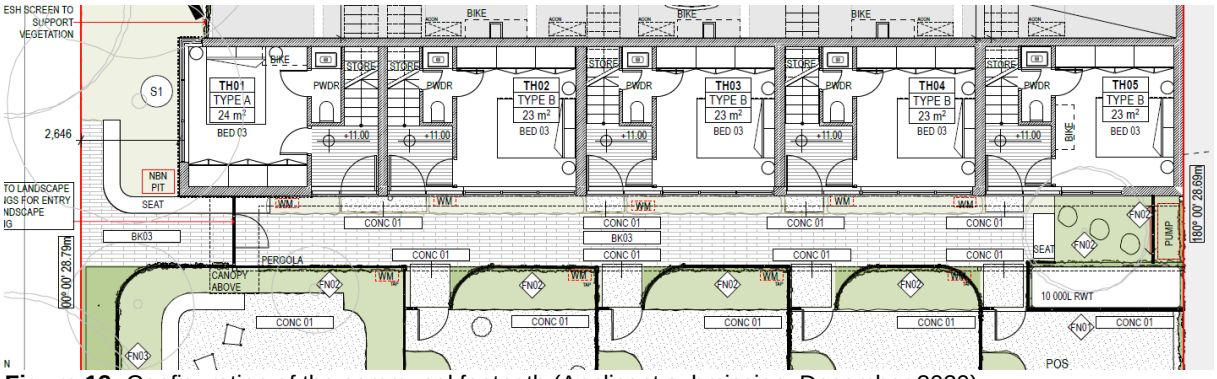


Figure 12: Configuration of the communal footpath (Applicant submission, December 2020)

120. Council's Urban Design Unit recommended that the entrance door of dwelling TH01 be re-oriented to face Gibdon Street. This recommendation will not be pursued given that the current design allows for a large proportion of glazing (associated with bedroom 03) to present to the street, providing a strong connection to the street.
The recommendation would also require a reduction in the extent of landscaping across the Gibdon Street frontage, substantial changes to the layout of the ground floor of the dwelling and would likely cut off' the dwelling from interacting with the communal footpath.

121. Council's Urban Design Unit also recommended that the mailboxes be clearly shown as part of the communal entrance. This recommendation will be pursued by way of condition as it will further enhance the legibility of the entrance point. Conditions will also require that the communal entry pergola be:
    (a) provided with solid roofing to provide shelter for occupants upon entry to the site (the proposed 'canopy' is actually open and lined with landscaping, which will not provide shelter) and;
    (b) provided with lighting to ensure a sense of address and safety at night.

122. With regard to dwelling TH06m, the entry is accessed from a separate gate within its front fencing. The dwelling entry will not be highly visible from the public realm however this is supported as the dwelling provides a habitable room window facing Gibdon Street and the separate gate will also help to 'announce' the dwelling's entry. The garage of dwelling TH06 will be set forward of the pedestrian entrance which is generally not encouraged from an urban design perspective. However in this case, it is supported as the development is utilising the existing vehicle crossover on Gibdon Street and the garage is located at the southern edge of the site's Gibdon Street frontage, adjacent to the robust built form and largely blank western façade of No. 45 Gibdon Street. Furthermore, the design response has ensured that the garage will have a sense of activation by incorporating 40% visual permeability into the garage door.

123. With respect to the first and second floor of the Gibdon Street façade, passive surveillance opportunities will be achieved through the following:

    (a) Three large HRWs will face the street at first floor;
    (b) Two large HRWs will face the street, and the balcony of dwelling TH01 will be visible from the street;
    (c) Window screening to selected west-facing windows will have a visual permeability of 40%, ensuring that the screens do not block views to the street, whilst also satisfying ESD requirements for west-facing windows, and;

(d) Occupants using the roof terrace at dwelling TH06 will have views down to Gibdon Street and will therefore engage with the public realm.

124. Council's Urban Design Unit recommended that an additional window be provided across the western façade at first or second floor. This recommendation will not be pursued given the merits listed above and because additional windows at the western façade could result in excessive heat gain to dwellings TH01 and TH06, contrary to local ESD policy at Clause 22.17. The new window would also be a poor heritage outcome as it would increase the proportion of reflective surfaces. Furthermore, the sketch plans have shown a number of improvements with respect to passive surveillance including:

(a) Deletion of columns from the western edge of the ground floor communal car parking area, which will provide greater passive surveillance between the communal car parking area and the street;

(b) Reduction in the extent of roof to the northern edge of dwelling TH01 and reduction in the extent of timber screening to the western edge of the balcony of dwelling TH01, both of which will open the TH01 balcony up to the public realm.

125. These sketch plan improvements will be required by condition.

126. Whilst a named roadway, Barrow Place has the width and character of a typical laneway found in the municipality. Thus, it is relevant to assess the development against local policy at Clause 22.07 (Development Abutting Laneways). The northern façade of dwellings TH01 – TH05 provide an effective response to Barrow Place and satisfy local policy at Clause 22.07 for the following reasons:

(a) At ground floor, the development is set back 2.43m from the northern boundary which will provide good vehicular movements and pedestrian circulation across Barrow Place as encouraged by Clause 22.07;

(b) The garage doors spanning the ground floor frontage to Barrow Place will have a visual permeability of 50%, ensuring a sense of façade activation to the public realm, and a substantial improvement compared to the solid roller doors that front Barrow Place at the townhouse development immediately east;

(c) The proposal will present largely as a two-storey (plus balcony balustrade) form to Barrow Place. The second floor of dwellings TH01 – TH05 have been set back between 3.01 and 3.78m from the northern boundary so as not to overwhelm the public realm. This is consistent with other development on Barrow Place, in accordance with local policy at Clause 22.07.

(d) The first-floor, north-facing windows and second floor balconies of dwellings TH01 – TH05 will provide an additional source of passive surveillance to Barrow Place without resulting in unreasonable overlooking impacts to nearby dwellings in accordance with clause 22.07 (refer to the overlooking objective section of this assessment for further details).

127. Council's Urban Design Unit was supportive of the response to Barrow Place, however made the following recommendations:

(a) *Introduce subtle vertical articulation along the northern façade (level 1), distinguishing individual townhouses to reduce the visual bulk of the proposal;*

(b) *Provide further detail of the proposed garage treatment material and ensure appropriate lighting is provided to enhancer the safety of Barrow Place.*

128. With regards to (a), the sketch plans have shown a subtle change in brick pattern to provide vertical delineation of the northern townhouses. Upon review of the sketch plans, Council's Urban Design Unit confirmed that the approach was supported but recommended that the vertical elements be provided with a recess of at least 100mm to ensure that the delineation is textured and three-dimensional. A condition will require this change as well as the sketch plan change itself.

129. With regard to (b), a condition will require clarification of the garage door material. Another condition will require details of lighting to Barrow Place to ensure a sense of safety is achieved for Barrow Place.

130. The development also satisfies these three objectives in that low, visually-permeable front fencing is proposed. Further assessment of the proposed front fencing is provided in the following section of this report.

Clause 55.06-2 Front fences objective

131. The front fencing associated with dwelling TH06 is proposed to reach a height of 1.4m and feature a visual permeability of 50%. This complies with the Standard (a maximum height of 1.5m) and will enable views from the public realm into the site, providing passive surveillance between the ground floor of dwelling TH06 and the public realm.

132. The pedestrian entry gate has a height ranging from 1.56m to 1.78m (increasing in height with the slope of natural ground level). This section of fencing, however is set back greater than 3m from Gibdon Street and therefore the Standard is not applicable. In any case, the proposed fence / gate height is supported given the slope of the land at the gate area and that the height will provide a sense of security to the communal footpath. However, a condition will require that the entry gate be provided with a minimum visual transparency of 50% to ensure views from the street into the communal footpath are possible. A condition will also require that all front fencing shown on the West Elevation be updated to be shown graphically as 50% visually permeable (the elevations show the fencing to be roughly 25% visually permeable, discordant with the materials schedule for material acronym FN03, which states that they are 50% visual permeable).

Clause 55.06-3 Common property objectives

133. These objectives call for common property to be designed efficiently and with functionality so as to avoid future management difficulties of these areas. The proposal includes the following common property:
    (a) A central communal footpath, which provides pedestrian access to all dwellings;
    (b) Landscaped areas along the Gibdon Street setback and at the eastern end of the communal footpath,
    (c) Ground floor setback from Barrow Place which provides vehicle access for the communal garage; and
    (d) A waste/services storage area along the southern boundary.

134. The proposal has satisfied these objectives through:
    (a) Providing appropriate space for vehicle access and parking within the ground floor Barrow Place setback and the communal garage area as confirmed by Council's Engineering Services Unit, and;
    (b) Clearly delineating common property from private property through use of fencing as shown on the ground floor plan.

Clause 55.06-4 Site services objective

135. The ground floor plan shows space for bin storage within the southern setback of dwelling TH06, which will be common property, set behind front fencing. This is considered appropriate as it will ensure that bins are not visible from the public realm, other than on collection days. Further details of waste management will be assessed later in this report.

136. The plans show air conditioning units for each dwelling provided:

    (a) Above the car spaces of dwellings TH02, TH03, TH04 and TH07;
    (b) In the rear service yards of dwellings TH07 – TH10;
    (c) At the roof terrace of TH06.

137. These are well-resolved locations that will have minimal views from the public realm, in accordance with the objective.

138. The plans show that all dwellings will be provided with a clotheslines that are largely obscured from the public realm.

139. Mailboxes have not been shown on the plans. As previously discussed, this detail will be required to be shown on the plans, as recommended by Council's Urban Design Unit.

Clause 55.03-1 – Street setback objective

140. The objective is *to ensure that the setbacks of buildings from a street respect the existing or preferred neighbourhood character and make efficient use of the site.* Gibdon Street is the front street. Given that Barrow Place is a named roadway, it will be considered as the side street for the purposes of this assessment.

141. The proposed development has been assessed against the Standard in the following table:

Street	**Prescribed setback**	**Proposed setback**	**Shortfall / Surplus**	**Complies?**
Gibdon St	0m	0m – 2.65m	0m to +2.65m	Yes
Barrow Pl (ground floor)	2m	2.54m	+0.54m	Yes
Barrow Pl (first floor)	2m	0.59m	-1.51m	No
Barrow Pl (second floor balconies)	2m	0.59m	-1.51m	No
Barrow Pl (second floor walls)	2m	3.01m - 3.78m	+1.01m to +1.78m	Yes

142. The development complies with the Standard with respect to Gibdon Street, noting that the design response has effectively responded to the prevailing street setback character as shown below.

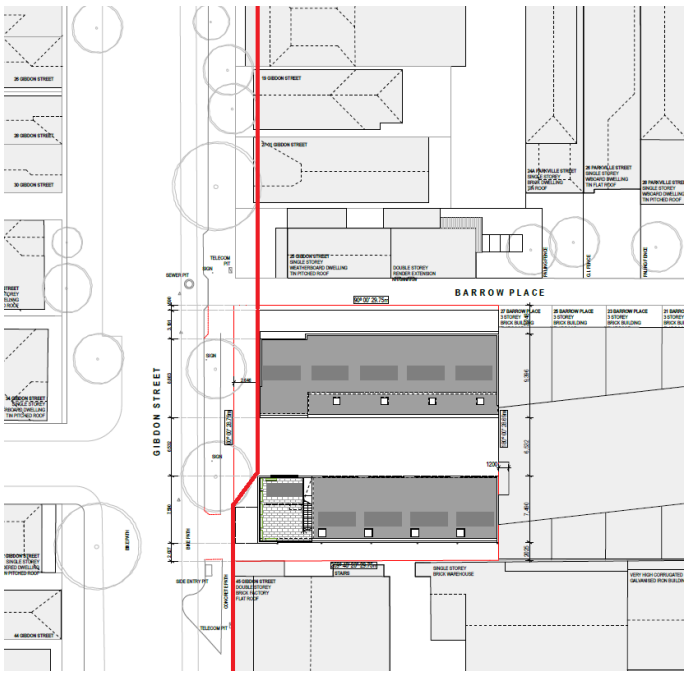


Figure 11: The proposed street setbacks along Gibdon Street provide a smooth transition between nearby properties (Applicant submission, December 2020)

143. Whilst the development complies with the Standard, Council's Urban Design Unit recommended that the second floor of dwelling TH01 be provided with a greater street setback in order to improve the transition to the 1-2storey residential forms to the north. This recommendation will not be pursued for the following reasons:

    (a) As outlined above, the development complies with the Standard.
    (b) No. 25 Gibdon Street has an anomalously deep street setback of 6m – all other dwellings along the eastern side of Gibdon street have shallow street setbacks of between 1-3m.
    (c) The design response has enabled good transition to the double-storey dwelling at No. 25 Gibdon Street through the provision of a generous northern setback of 3.78m for dwelling TH01.
    (d) Barrow Place adds a further sense of transition in that it forms a 3.07m wide buffer between the subject site and No. 25 Gibdon Street.

144. In response to the Urban Design Unit's advice, the sketch plans show a reduction in the extent of brick at the western, second-floor façade of the dwelling TH01 (as well as reducing he extent of timber screen at this level). This change will assist the second floor of dwelling TH01 in appearing more recessive and will be required by condition.

145. With respect to Barrow Place, the development exceeds the requirement at ground floor, which will ensure generous space is provided for pedestrian and vehicular movements along Barrow Place. The development also exceeds the requirement with respect to the north-facing walls at second floor which will provide a sense of spaciousness when viewed from Barrow Place. The application seeks a variation to the Standard at first floor and the second-floor balconies. These variations are supported for the following reasons:
    (a) Whilst a named road, Barrow Place functions more as a laneway, with a back of house character along its northern edge and no footpath. It is therefore not considered to function in the same way as a typical 'side' street to Gibdon Street such as Crimea Street;
    (b) Development abutting narrow roadways such as Barrow Place often provides 0m or shallow street setbacks in the surrounding area;
    (c) The inner-city context where robust development and shallow street setbacks are part of the neighbourhood character, and;
    (d) The design response has responded to Barrow Place with;

(i) a deep setback at ground floor to ensure good pedestrian circulation and vehicle movements along Barrow Place.
(ii) a 2.65m street setback to Gibdon Street with substantial landscaping which will open up view lines into Barrow Place from the west.
(iii) generous Barrow Place setbacks for the north-facing walls at second floor will help the development to read as a double-storey (plus balcony) form, ensuring that the second floor does not overwhelm the public realm along Barrow Place.

Clause 55.03-2 Building height objective

146. The application proposes a maximum building height of 10.23m, which complies with the mandatory maximum building height of 10.5m, as prescribed by Schedule 1 to the zone.

147. The proposed solar panels reach a height of approximately 10.5m (northern block) and 10.8m (southern block). The roof services and solar panels are not included in the definition of 'building height' at Clause 73.01 (General Terms) and therefore are permitted to exceed the mandatory 10.5m building height requirement.

148. The roof level plan shows that dwelling TH06 will be provided with a clothesline and a screen separating the solar panels from the roof terrace. No detail has been provided on the height of these structures. A condition will require the heights of these to be clarified, with a maximum height of 10.5m to the screen in accordance with the Schedule to the zone.

Clause 55.03-3 – Site coverage objective

149. The proposal will result in site coverage of approximately 64%, which is less than the maximum 80% prescribed by Standard (as per Schedule 1 to the zone) and therefore complies with the Standard.

Clause 55.03-4 Permeability objective

150. The proposal will result in a permeability rate of 22.3%, which complies with the Standard (minimum 20%).

151. Clause 22.16 (Stormwater Management [Water Sensitive Urban Design]) applies to new buildings. The submitted STORM Rating Report demonstrates that the proposal achieves a storm rating of 108% through six rainwater tanks (total capacity of 18,000 litres) including:

(a) Five 2,000L tanks located in service yards of TH06 – TH10, and;
(b) A communal, 10,000L tank located at the eastern end of the communal footpath.

152. The Sustainable Management Plan (SMP) submitted with the application confirms that the smaller tanks associated with dwellings TH07 – TH10 will be connected to landscape irrigation and toilets. The tank of dwelling TH06 will be connected to landscape irrigation only. The communal tank will be connected to landscape irrigation and all toilets of dwellings TH01 – TH05.

153. The development thus satisfies Clause 22.16 as the prescribed 100% STORM score is exceeded. The plans show a total of 20,000L tank capacity – this is of no concern as it exceeds the minimum (18,000L) stated in the STORM Report. A condition will require notations to clarify connection details as per the SMP.

Clause 55.03-5 Energy efficiency objectives

154. The submitted SMP shows that the proposal incorporates a number of ESD features to improve the overall energy efficiency of the dwellings. As summarised within the Sustainable Management Plan (SMP) these include the following:
(a) Individual metering;

(b) Individual solar panel systems (with a capacity of 1kW each) provided to the roof of each dwelling (total capacity 10kW);
(c) Maximising passive solar access to living spaces and primary areas of SPOS;
(d) Double-glazing (or better) applied to all windows;
(e) High-performance lighting, hot water systems, HVAC systems and water fixtures.
(f) All dwellings will have natural cross ventilation;
(g) Comprehensive shading strategy including awnings and external shading provided to the majority of north and west-facing windows;
(h) Water tanks (total capacity of 18,000L) for connection to landscape irrigation and toilet flushing achieving a STORM score of 108;
(i) A total of 10 bicycle spaces provided for residents;
(j) A total of 4 bicycle spaces provided for visitors within the front setback of the development; and
(k) All dwellings provided with outdoor clothes drying rack / clothesline.

155. Where relevant, these items are shown on the plans.

156. The SMP includes a BESS Report which demonstrates that the development will achieve a BESS score of 64%, which exceeds best practice (50%) with all four critical categories exceeding 50% (water, energy, stormwater and IEQ).

157. Council's ESD Advisor reviewed the SMP and plans and made the following recommendations with regard to ESD deficiencies:

(a) *The City of Yarra suggests a 10% improvement (minimum) upon the NCC requirements. Consider targeting a weighted average of 6.6-stars across the townhouses;*
(b) *In addition, the annual energy loads in the BESS report do not match those in the preliminary NatHERS report. Clarify and amend;*
(c) *Concerns regarding the significant cooling load for TH06 (35.4 MJ/m2) – consider additional insulation and/or shading treatments (for west-facing dining window) and shading or vegetation on the rooftop terrace for TH06 to reduce heat gain;*
(d) *Amend material schedule to delineate between natural and black timber battens (currently both 'TIM01') and amend elevations;*
(e) *This size PV system is not readily available. Recommend increasing to 2.5kW per unit,* and;
(f) *Confirm a target recycling rate of >80% of construction and demolition waste be adopted for the construction phase of the development to minimise the volume of waste to landfill.*

158. These recommendations can generally be included as conditions for an updated SMP. Item (a) will not be pursued as item (e) will substantially improve energy efficiency by the total solar capacity from 10kW up to 25kW. With regards to item (c), this has been addressed by the sketch plans through the provision of an awning to the west-facing dining room window of TH06 and planter boxes to the dwellings roof terrace. These changes will be required by condition.

159. Council's ESD Advisor also made the following recommendations with regard to additional information required:
(a) *Provide breeze paths and indicate ALL operable windows on elevations.*
(b) *Provide a daylight assessment (modelled or hand-drawn) to clarify access.*
(c) *Confirm materials strategy in terms of hazardous materials (i.e. formaldehyde in engineered timber) and VOC*
(d) *Provide high level analysis to support peak demand statement.*
(e) *Clarify total provision of rainwater storage. While the SMP and STORM report indicate 18,000-litres – the plans identify a total of 20,000-litres (1x 10kl and 5x 2kl tanks). Opt for larger capacity and amend SMP/STORM.*

(f) *Confirm post-development discharge will not exceed pre-development levels.*
(g) *See above regarding comments to clarify provision (18kL in SMP/STORM or 20kL on plans).*
(h) *Clarify additional stormwater treatments (if any).*
(i) *Clarify approach to reducing the embodied energy associated with concrete and steel. Recycled aggregates or use of slag and reclaimed water are quite mainstream – as is steel sourced from an ethical manufacturer. Best practice includes conducting an LCA to calculate reduced embodied carbon.*
(j) *Clarify extent of timber products/materials to be recycled or from accredited sustainably harvested plantation sources (FSC or AFS).*
(k) *Clarify location/design of bicycle storage for TH05 and TH01, which appear to be located within bedrooms (TP110) – and consider alternative wall-mounted storage solutions. Consider locating visitor parking spaces closer to townhouse entrances for passive security and convenience.*
(l) *Clarify ownership / use of EV charge point for all residents.*
(m) *Clarify all energy and water management systems will be commissioned in accordance with the manufacturer's specifications*
(n) *A statement is required to demonstrate how material choices have reduced urban heat island effect.*

160. Most of the above items can be included as conditions for an updated SMP. With regard to (a), breeze paths will not be required on the plans as this is an information requirement that relates to clause 58 (i.e. apartment developments) and therefore not applicable to the subject development. With regard to item (k), this will be addressed separately under the *Bicycle Facilities* section of this assessment. A condition will also require the plans be updated to show any necessary information associated with the updated SMP.

161. Council's ESD Advisor recommended a number of optional opportunities for improvement from an ESD perspective. These will not be included as conditions given that they have been recommended as optional. However, the permit applicant could include these changes in the updated SMP should they choose to do so.

162. Clause 55.03-5 requires an assessment of overshadowing impacts to existing solar energy facilities on nearby lots. Aerial imagery from March 2021 (figure below) shows that the nearest solar energy facility is located on the roof of No. 19 Barrow Place which is a three-storey townhouse located 27m due east of the subject site. Given the orientation, distance and height of this facility, there will be no equinox overshadowing caused by the proposed development.

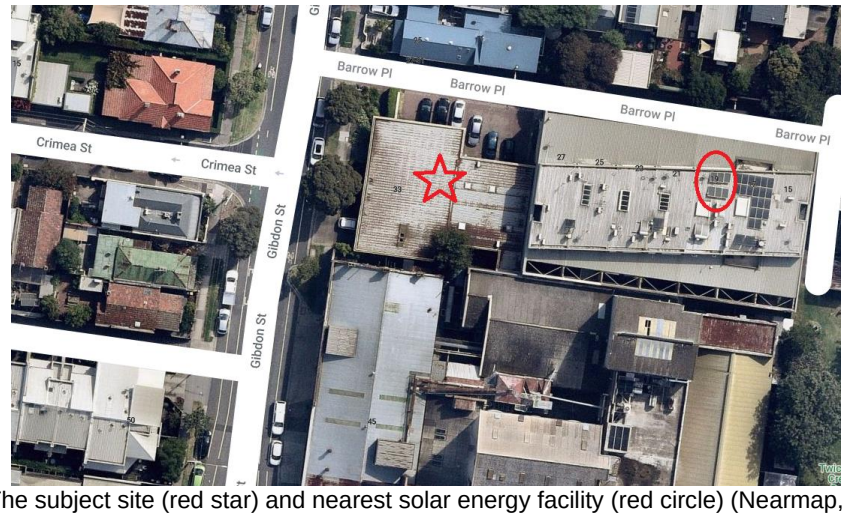


Figure 12: The subject site (red star) and nearest solar energy facility (red circle) (Nearmap, March 2021)

163. It is considered that the proposal adequately meets the Objective of this clause (as well as local ESD policy at Clauses 22.16 and 22.17, subject to the recommended changes from Council's ESD Advisor.

Clause 55.03-8 Landscaping objectives

164. These objectives call for new development to provide appropriate landscaping and respond to any established landscape character of the surrounding area. A review of Gibdon, Crimea and Parkville Streets identifies that most properties provide modest front setbacks for garden areas that are visible from the public realm.

165. The proposed development provides good landscaping opportunities with the Gibdon Street setback primarily dedicated to landscaping including two canopy trees and publicly-accessible bench seating in front of dwelling TH01, as shown on the submitted landscape plan. The ground floor areas of SPOS for dwelling TH06 – TH10 will also be partially visible from the public realm, enhancing the landscape quality of the overall development. Furthermore, climbing plants will be provided to the pergola structures associated with the communal entrance and footpath, which will enhance the sense of address for the development. Climbing plants are also proposed along the northern façade of dwellings TH01 – TH05, which will help to soften the development when viewed from Barrow Place.

166. Council's Open Space Unit were supportive of the landscape plan, which confirms that the landscaping proposal if one of high quality. The sketch plans show landscaping planters to the balconies of dwellings TH01 – TH05 and the roof terrace of dwelling TH06. A condition for an amended landscape plan will require these details to be shown. A condition will also require the sketch plan itself be shown on the development plans.

Clause 55.03-9 Access objectives

167. This standard requires the width of an accessway or car parking space to not exceed 40% of the street frontage, with no more than a single-width crossover provided for each dwelling fronting a street. The Standard also encourages the retention of on-street car parking spaces.

168. In this case, both Gibdon Street and Barrow Place frontages require an assessment, which is undertaken in the table below.

Frontage (width)	Prescribed max. width	Proposed width	Complies?
Gibdon St (28.8m)	11.5m	3m	Yes
Barrow Pl (29.8m)	11.9m	29.7m	No

169. The development complies with the Standard with respect to Gibdon Street, providing 8.5m less than prescribed, which will ensure that the vehicle access will not dominate the principal street frontage. A variation is sought for Barrow Place, however this is supported for the following reasons:
    (a) Barrow Place is a laneway, and has a high proportion of frontages used for vehicle access including the townhouse development directly east which is dominated by solid, garage roller doors;
    (b) The design response has ensured that the presentation to Barrow Place will have a sense of activation through the use of garage doors with a visual permeability of 50%.
    (c) The ground floor garage doors have been set back generously from Barrow Place, which will make them read as secondary to the first-floor form of the development, when viewed from Barrow Place.
    (d) By providing vehicle access for 90% of dwellings along Barrow Place, it ensures that the principal street frontage (Gibdon Street) is not compromised by multiple accessways.

Clause 55.03-10 Parking location objectives

170. These objectives call for convenient parking to be provided in a manner that minimises vehicular noise impacts. The Standard states that car parking facilities should:
    (a) *Be reasonably close and convenient to dwellings and residential buildings;*
    (b) *Be secure, and;*
    (c) *Be well ventilated.*

171. The garage car space for dwelling TH06 will be conveniently located with access into the ground floor of the development. Given that it is a private garage, it will also be secure and well-ventilated.

172. The communal garages of all other dwellings (accessed off Barrow Place) will also meet the objective given that the garage:

    (a) Will be conveniently accessed, with occupants having to walk a maximum of 50m along Barrow Place and Gibdon Street footpath to get from car space to front entrance.
    (b) Will be secure in that garage doors are provided along Barrow Place, ensuring that it can be locked with access only provided to occupants;
    (c) Will be well-ventilated through the use of 50% a mesh screen to the western edge;
    (d) No problematic noise issues are anticipated as a car stacker system is not being used and a solid wall is proposed to separate the communal garage area from the ground floor bedrooms of TH01 – TH05.

173. The proposed car parking arrangements comply with the Standard and meet the objectives.

Clause 55.04-1 Side and rear setbacks objective

174. The proposed development has been assessed against the associated Standard in the table below:

Wall	Wall Height	Proposed Setback	Prescribed Setback	Shortfall/ Surplus	Complies?
Southern wall of southern block (second floor TH06 terrace)	7.34m*	2.03m	2.43m	-0.4m	No
Southern wall of southern block (second floor TH07 – TH10)	10.23m	2.03m	5.32m	-3.29m	No
Northern garage wall (ground floor TH01 – TH05)	2.35m	2.54m	1m	+0.54m	Yes
Northern balconies (second floor TH01 – TH05)	7.02m	0.59m	2.11m	-1.52m	No
Northern wall (second floor TH01)	10.03m	3.78m*	5.12m	-1.34m	No
Northern wall (second floor TH02 - TH05)	10.03m	3.01m*	5.12m	-2.11	No

*scaled dimensions

175. As identified by the above table, the proposal seeks a variation to the Standard, which is supported for the following reasons:

(a) Barrow Place provides a 3.07m-wide buffer between the subject site and the north-adjacent dwelling at No. 25 Gibdon Street, which will alleviate visual bulk impacts when viewed from the dwelling's rear area of SPOS. The design response has set back built form off the northern boundary so that the development would comply with the Standard when taking into account the width of Barrow Place, as shown below. The actual impact to No. 25 Gibdon Street will therefore be consistent with that prescribed by the Standard, which is a rare outcome in an inner-city context.

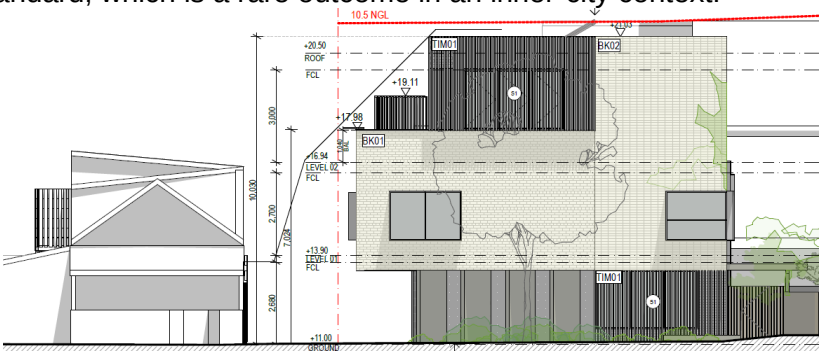


Figure 13: West Elevation of Dwelling TH01 showing setback link associated with the Standard when measured from the northern edge of Barrow Place (applicant submission, December 2020)

(b) Further to the above, the interface of No. 25 Gibdon Street to the subject site is largely non-sensitive, with boundary walls located along the majority of the dwelling's southern boundary. The ground floor HRW of No. 25 Gibdon Street will not have any visual bulk impacts because this window is constructed of obscure glass bricks and therefore does not benefit from clear external views. Furthermore, the dwelling at No. 25 Gibdon Street has been designed to benefit mostly from its northern aspect (rather than its southern aspect), with the ground floor area of SPOS wrapping around the northern side of the dwelling as well as a separate, north-facing courtyard and a first floor, north-facing balcony.

(c) The variation to the Standard associated with the southern walls of the southern block are supported because the southern interface at No. 45 Gibdon Street has no sensitive interfaces at ground floor. A caretaker's residence is located at first-floor of No. 45 Gibdon Street, however this type of interface does not have the same amenity expectations of a dwelling. Furthermore, as the caretaker's residence is located at first floor, the visual bulk impacts will not be unreasonable. As stated earlier in the report, the caretaker's residence is vacant and has been so since late 2018; and

(d) More generally, the setbacks provided are consistent with development in the surrounding inner-city area, where shallow building setbacks are prevalent.

Clause 55.04-2 Walls on boundaries objective

176. To meet the standard, any new wall constructed on the boundary should not abut the boundary for a length more than 10 metres plus 25 per cent of the remaining length of the boundary of an adjoining lot. In terms of height, new on boundary walls should not exceed an average 3.2 metres in height with a maximum height of 3.6 metres at any one point.

177. The proposed boundary walls have been assessed in the following tables (wall length followed by wall height).

Wall	Proposed Length	Prescribed Maximum Length	Shortfall/ Surplus	Complies?
Eastern Wall	19.54m	14.67m	+4.87m	Yes

Wall	Proposed Height	Prescribed Max Height	Shortfall/ Surplus	Complies?
Eastern wall	10.03m - 10.23m	3.6m	-6.43m to -6.63mm	No

178. The proposed boundary wall lengths comply with the Standard and the objective has been met.

179. The boundary wall heights seek a variation to the Standard, however are supported for the following reasons:

(a) The eastern boundary wall is largely opposite boundary-wall construction at No. 27 Barrow Place, ensuring minimal amenity impacts. Part of the eastern boundary wall is located opposite a balcony with a HRW of No. 27 Barrow Place, however the impact to this interface has been found to be appropriate as discussed under the *Daylight to existing windows objective* section of this report.

(b) More generally, boundary walls are prevalent in this inner-city context.

Clause 55.04-3 - Daylight to habitable room windows objective

180. This objective seeks to ensure development does not unreasonably impact daylight to existing habitable room windows (HRWs) that address the subject site. The proposal will continue to provide in-excess of the minimum light court requirements (3sqm, minimum dimension 1m) for all abutting windows, thereby complying with the light court component of the Standard. The proposal has been assessed against the setback component of the Standard in the following table:

Wall	Wall Height	Prescribed Setback	Proposed Setback	Shortfall / Surplus	Complies ?
Eastern boundary wall (opposite west-facing, second-floor HRW of No. 27 Barrow Pl)	3.8m*	1.9m	1.2m	-0.7m	No
Northern, first-floor wall TH04 (opposite south-facing, ground floor HRW of No. 25 Gibdon St)	7.02m	3.51m	3.66m	+0.15m	Yes
Northern, second-floor wall TH04 (opposite south-facing, ground floor HRW of No. 25 Gibdon St)	10.03m	5.02m	6.08m	+1.06m	Yes

*scaled dimension, height measured from approximate sill height of the affected window

181. The proposal largely complies with the Standard, the only variation being the eastern boundary wall opposite the HRW of No. 27 Barrow Place. This is supported for the following reasons:

(a) The design response has minimised daylight impacts to the window by locating only a small section (approximately 0.2m) of the proposed boundary wall opposite the window thereby allowing continued daylight access. The majority of the HRW will have no development opposite it.

(b) The inner-city context, where lots are typically small and existing walls often do not comply with the prescribed setbacks of the Standard.

Clause 55.04-5 Overshadowing open space objective

182. This objective requires that new development does not significantly overshadow existing areas of SPOS. The Standard prescribes that:

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

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

183. The proposal will not result in any new overshadowing to any nearby areas of SPOS, other than the small, west-facing, second-floor balcony of No. 27 Barrow Place. This is supported for the following reasons:

(a) The balcony does not function as the dwelling's principal area of SPOS given its small size, narrow width and lack of connection to a living room.
(b) The dwelling will continue to benefit from solar access from its principal area of SPOS, which is the north-facing balcony at first floor.
(c) The design response has minimised shadows to the small balcony by locating the eastern boundary wall of dwelling TH10 towards the southern half of the balcony, allowing for penetration of sunlight to the balcony.

Clause 55.04-6 Overlooking objectives

184. The purpose of the overlooking objective is to *limit views into existing secluded private open space and habitable room windows.*

185. The Standard prescribes that:

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

186. The only dwellings within 9m of the subject site are No. 27 Barrow Place (which has a north-facing balcony at first floor and a smaller, west-facing balcony at second floor) and No. 25 Gibdon Street (which has a rear, ground floor area of SPOS and a north-facing, first-floor balcony). To the south there is a caretaker's dwelling (currently vacant since late 2018) at No. 45 Gibdon Street which is located at first floor and has a north-facing HRW within 9m of the subject site.

187. With regard to No. 27 Barrow Place:

(a) Dwelling TH05 is provided with a 2.2m-high screen along its eastern edge. The screen is set back approximately 0.3m from the northern edge of TH05's balcony. This setback will result in some views to the balcony of No. 27 Barrow Place, and therefore a condition will require compliance with the objective of clause 55.04-6;

(b) The plans and elevations do not confirm the maximum transparency of the screens to the balconies of dwellings TH01 – TH05 therefore a condition will require that they have a maximum transparency of 25% (to a height of at least 1.7m above finished floor level) in accordance with the Standard.

(c) There will be no views into the second-floor balcony (or HRWs) from the first floor of any proposed dwelling given that the balcony of No. 27 Barrow Place is at a higher level. In addition these windows are screened to ensure no overlooking between dwellings within the development. At second floor of dwellings TH01 – TH05, there will be no views into the balcony (and HRWs) because the south-facing windows of these dwellings at second floor are part of a raked wall and have sill heights of 1.7m above finished floor level in accordance with the Standard (as measured using Council software). A condition will require this dimension to be shown on the plans.

(d) For the north-facing, second-floor windows of dwellings TH06 – TH09, there will be no overlooking into the west-facing balcony of No. 27 Barrow Place (and south-facing HRW) as they are not located within a 9m / 45-degree arc from these windows.

(e) From the north-facing, second-floor window of bedroom 01 of TH10, there will be clear views into the balcony and south-facing window of No. 27 Barrow Place, as shown below. These windows are provided with 40% transparent screens, however this level of transparency will allow unreasonable views. A condition will require this window to be screened in accordance with the overlooking objective to ensure no unreasonable overlooking. The north-facing study window of dwelling TH10 will not result in any unreasonable overlooking as the balcony of No. 27 Barrow Place does not fall within its 9m / 45-degree arc.

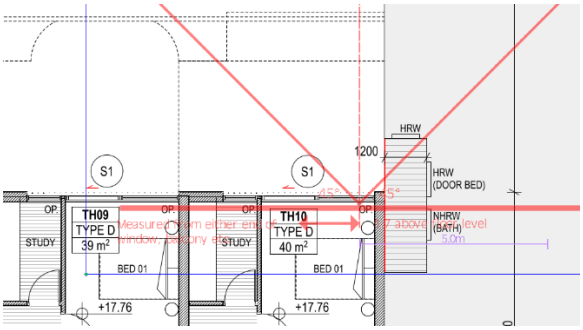


Figure 14: the west-facing, second-floor balcony and associated HRW of No. 27 Barrow Place and views from the second floor of dwelling TH10.

188. With regard to No. 25 Gibdon Street:

(a) There will not be any views into the south-facing, ground floor HRW as this window is constructed of obscure glass bricks;

(b) There will not be any views into the rear SPOS or first-floor balcony from the first-floor bedroom window / second floor balcony of TH04 as the double-storey southern boundary wall of No. 25 Gibdon Street will obscure views from this window, as shown below.

(c) There will be direct views from the first-floor bedroom 01 window of TH05 because the window has been provided with obscure glazing to a height of only 1.5m above finished floor level (in lieu of 1.7m as prescribed by the Standard). Given that the window is directly opposite the ground floor SPOS of No. 25 Gibdon Street, a condition will require the window to be screened in accordance with the overlooking objective. This condition will also address any overlooking from this window into the first-floor balcony of No. 25 Gibdon Street.

(d) Views from the second-floor balconies of dwellings TH04 and TH05 will be obscured by the overlooking 'shelf' proposed as part of the balcony balustrade, ensuring no overlooking into the ground floor SPOS or first-floor balcony of No. 25 Gibdon Street, as shown by figure 15 below. However, there would be views achievable from TH05 terrace where the eastern screen does not run the full extent of the terrace. The condition mentioned earlier to prevent overlooking into No. 27 Barrow Place will also address this issue.

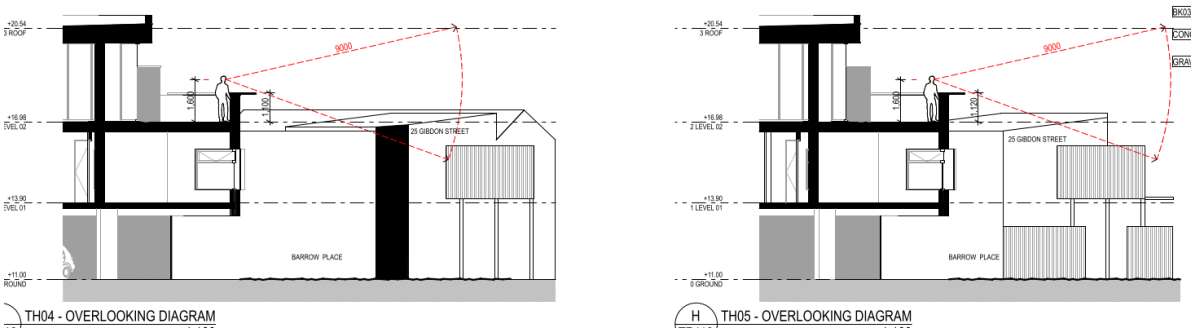


Figure 15: Sectional diagrams showing mitigation of overlooking from the second-floor terraces of dwellings TH04 (left) and TH05 (right).

Clause 55.04-7 Internal views objective

189. The purpose of this objective is to *limit views into the secluded private open space and habitable room windows of dwellings and residential buildings within a development.*

190. With respect to dwellings TH01 – TH05, the objective has been met through the provision of 2.2m-high screens which separate the second-floor balconies of each of these dwellings. The plans however, fail to specify the maximum transparency of these screens, and the screens fall short of the full extent of the terraces. As previously mentioned, a condition will require these screens to have a maximum transparency of 25% in accordance with Standard B22 and will be conditioned to run the full length of the terrace. Furthermore, the south-facing, second-floor, raked windows of TH01 – TH05 all have a sill height of 1.7m above finished floor level, as confirmed by scaling the plans on Council software. A condition will require the sill height dimension to be shown on the plans. This will ensure no unreasonable overlooking into the ground-floor areas of SPOS of dwellings TH06 – TH10.

191. With respect to dwellings TH06 – TH10, there will be limited internal views from the first and second-floor north-facing windows into the ground-floor areas of SPOS of the five dwellings. The design response has minimised internal overlooking through the use of external screens to the northern façade of the dwellings which have a maximum visual permeability of 40%. This however, is not sufficient as views to more than 50% of the lower level areas of SPOS will be possible. A condition will therefore require compliance with the internal overlooking objective with respect to dwellings TH06-TH10.

Clause 55.04-8 Noise impact objectives

192. Noise generated by the proposal will be residential in nature. The site is located within a residential zone and it is considered that the proposed development will not generate unreasonable noise impacts on surrounding sites.

193. Clause 22.05 requires that new residential development be designed to manage existing noise from nearby commercial or industrial uses. Given that the south-abutting property at No. 45 Gibdon Street has previously been used as a brewery (and that it is a purpose-built complex of industrial buildings), an assessment against Clause 22.05 is necessary. The design response has minimised sensitive interfaces along the southern aspect of dwellings TH06 – TH10 in the following ways:

(a) providing non-sensitive functions along the southern wall including:
    (i) the garage and bathroom for TH06, service courtyards for dwellings TH07 – TH10 at ground floor;
    (ii) Ensuites for dwellings TH07 – TH10 at second floor.
(b) Providing limited window openings across the southern façade of dwellings TH06-TH10;
(c) Commitment to double-glazing or better as confirmed in the submitted SMP.

194. Whilst these aspects of the design are supported, there is still concern regarding the habitable rooms of dwelling TH06-TH10 that are located at the southern wall, including the living areas of dwellings TH07 – TH10 at ground floor, the south-facing bedrooms of dwellings TH06 – TH10 at first floor and the kitchen / dining area of TH06 at second floor. A condition will therefore require that details of the glazing thickness and operability seals for all south-facing HRWs of dwelling TH06 – TH10 and the west-facing HRWs of dwelling TH06 for the purpose of minimising noise entering these windows.

Clause 55.05-1 Accessibility objective

195. The grade and width of the dwelling entries of the ground floor of all dwellings will be accessible to people with limited mobility, meeting the Standard requirement.

Clause 55.05-3 Daylight to new windows objective

196. All new habitable room windows are located to face an outdoor space clear to the sky with a minimum area of 3sqm and minimum dimension of 1 metre, in accordance with the Standard. This will ensure that all windows will have access to good amounts of natural daylight.

Clause 55.05-4 Private open space objective

197. The proposal provides the following areas of secluded private open space to each dwelling:

Dwelling	Type	Area	Minimum dimension	Location
TH01	Balcony	17sqm	2.96m*	Second-floor, connected to living area
TH02	Balcony	14sqm	2.39m*	Second-floor, connected to living area
TH03	Balcony	14sqm	2.39m*	Second-floor, connected to living area
TH04	Balcony	14sqm	2.39m*	Second-floor, connected to living area
TH05	Balcony	14sqm	2.39m*	Second-floor, connected to living area
TH06	Ground level Terrace Terrace	35sqm* 10sqm 23sqm	4.68m* 2.27m* 4.67m*	Ground-floor, connected to bedroom Second-floor, connected to living area Roof level, connected to living area by stairwell
TH07	Ground level Ground level	25sqm 10sqm	4.68m* 2.03m*	Ground-floor, connected to living area Second-floor, connected to bedroom
TH08	Ground level Ground level	25sqm 11sqm	4.68m* 2.03m*	Ground-floor, connected to living area Ground-floor, connected to living area
TH09	Ground level Ground level	24sqm 11sqm	4.68m* 2.03m	Ground-floor, connected to living area Ground-floor, connected to living area
TH10	Ground level	20sqm 9sqm	4.68m* 2.03m	Ground-floor, connected to living area Ground-floor, connected to living area

Dwelling	Type	Area	Minimum dimension	Location
	Ground level			

*scaled dimensions

198. As detailed in the above table, dwellings TH01 – TH05 are all provided with second-floor balconies that substantially exceed the minimum area (8sqm) and minimum dimension (1.6m) prescribed by the Standard. All five balconies are located adjacent to the second-floor living / dining area of each dwelling, ensuring convenient access to each living room as prescribed by the Standard.

199. Dwelling TH06 complies with the Standard as it includes the following:

    (a) A balcony at second floor, connected to the living area and exceeding the minimum area (8sqm) and minimum dimension (1.6sqm) prescribed by Standard.
    (b) A roof terrace, connected to the living area by stairwell and exceeding the minimum area (10sqm) and minimum dimension (2m) prescribed by the Standard.

200. The above provision of SPOS exceeds the minimum requirements, and therefore TH06 complies with the Standard. As previously outlined in the heritage section of this report, the second-floor terrace will be deleted by way of condition. This will not affect the internal amenity of the dwelling as the roof terrace alone will continue to exceed the minimum requirements of the Standard. In addition, TH06 is provided with 35sqm of SPOS at ground level, although this is not connected to the living area.

201. Dwellings TH07 and TH08 comply with the Standard as 25sqm of SPOS at ground level has been provided with a minimum dimension of greater than 3m. These dwellings will also benefit from a 10-11sqm service yard along the southern boundary.

202. Dwellings TH09 and TH10 do not comply with the Standard in that the prescribed 25sqm of ground level SPOS with minimum dimension of 3m has not been provided. This variation to the Standard is supported for the following reasons:

    (a) TH09 is provided with 24sqm of SPOS (with a minimum dimension of 4.68m), therefore the shortfall of 1sqm is considered to be negligible. Dwelling TH10 is provided with 20sqm of SPOS, which is also considered to be appropriate in this inner-city context, where lots are small and areas of SPOS are typically less than 25sqm.
    (b) The SPOS of both dwellings have a minimum dimension of 4.68m which exceeds the minimum of 3m prescribed by the Standard. This aspect of the design has ensured that the areas of SPOS will be functional in meeting the recreational needs of occupants.
    (c) Both dwellings are provided with rear service yards of 10sqm and 11sqm complete with storage sheds. This will ensure that equipment and services do not take up space in the primary SPOS area.
    (d) The areas of SPOS are north-facing, and as will be discussed in a latter section of this report, will receive amenable levels of solar access.
    (e) Access to public open space, including the Golden Square Bicentennial Park, is within 60m of the subject site.

    Clause 55.05-5 Solar access to open space objective

203. The Standard prescribes that the southern boundary of secluded private open space to be set back from any wall on the north of the space by at least (2 + 0.9h) metres, where ‘h’ is the height of the wall and on the northern side of the dwelling if appropriate. The purpose of the objective is to provide amenable solar access to proposed areas of SPOS.

204. TH01 – TH05 have their areas of SPOS (second-floor balconies) located on the northern side with no walls to the north. As such, these SPOS will receive optimal solar access in accordance with the Standard. The objective has been met for these dwellings.

205. For TH06, the dwelling will be provided with two areas of SPOS (connected to a living area) that will have no walls along their northern sides – the west-facing terrace at second floor and the roof terrace. The southern wall of dwelling TH01 will overshadow the ground floor area of SPOS for TH06, however this is supported as the ground floor SPOS is not the dwelling's primary area of SPOS (as it is not connected to a living area). The objective has been met with regard to dwelling TH06.

206. For dwellings TH07 – TH10, the ground-floor areas of SPOS will be located to the north of the dwellings in accordance with the Standard, however they will be impacted by shadow generated by dwellings TH01 – TH05 to the north. As such, a detailed assessment of the response is provided in the tables below.

Southern walls of dwelling TH01

Wall opposite areas of SPOS	Wall height	Proposed Setback from SPOS	Prescribed setback from SPOS	Shortfall / Surplus	Complies?
Kitchen and Laundry (second floor)	10.03m	6.63m	11.03m	-4.4m	No

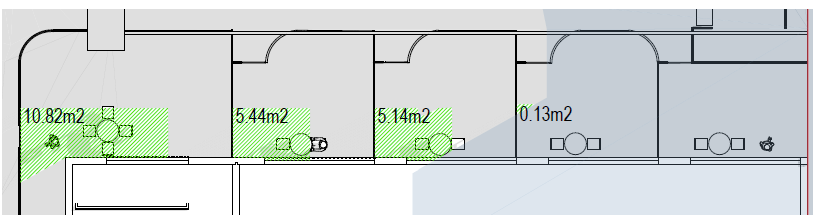
Southern walls of dwellings TH02 – TH05

Wall opposite areas of SPOS	Wall height	Proposed Setback from SPOS	Prescribed setback from SPOS	Shortfall / Surplus	Complies?
Bedroom 02 and stairwell landing (first floor)	5.73m	6.63m	7.16m	-0.53m	No
Living room (second floor – top of raked roof form)	9.23m	8.27m	10.31m	-2.04m	No

207. The proposed variations to the Standard, as shown in the above tables are supported for the following reasons:

(a) The design response has considered solar access to the areas of SPOS of TH07-TH10 through the provision of a raked southern wall at second floor to dwellings TH02 – TH05. This allows for equinox sunlight to penetrate the areas of SPOS of TH07-TH10.

(b) Further to the above, the raked southern wall will allow for solar access to the SPOS of dwellings TH07 – TH10. As shown below, these dwellings will retain sizeable portions of solar access at equinox. The dwelling with the lowest solar access is TH07, however even this dwelling will receive good solar access, with roughly 7.5sqm at 10am, 9sqm at 11am, 10sqm at 12pm and 6sqm at 1pm. Furthermore, the section with the highest proportion of solar access is towards the south of each SPOS, close to the sliding doors of each respective living area, which is most likely to be used for occupants.



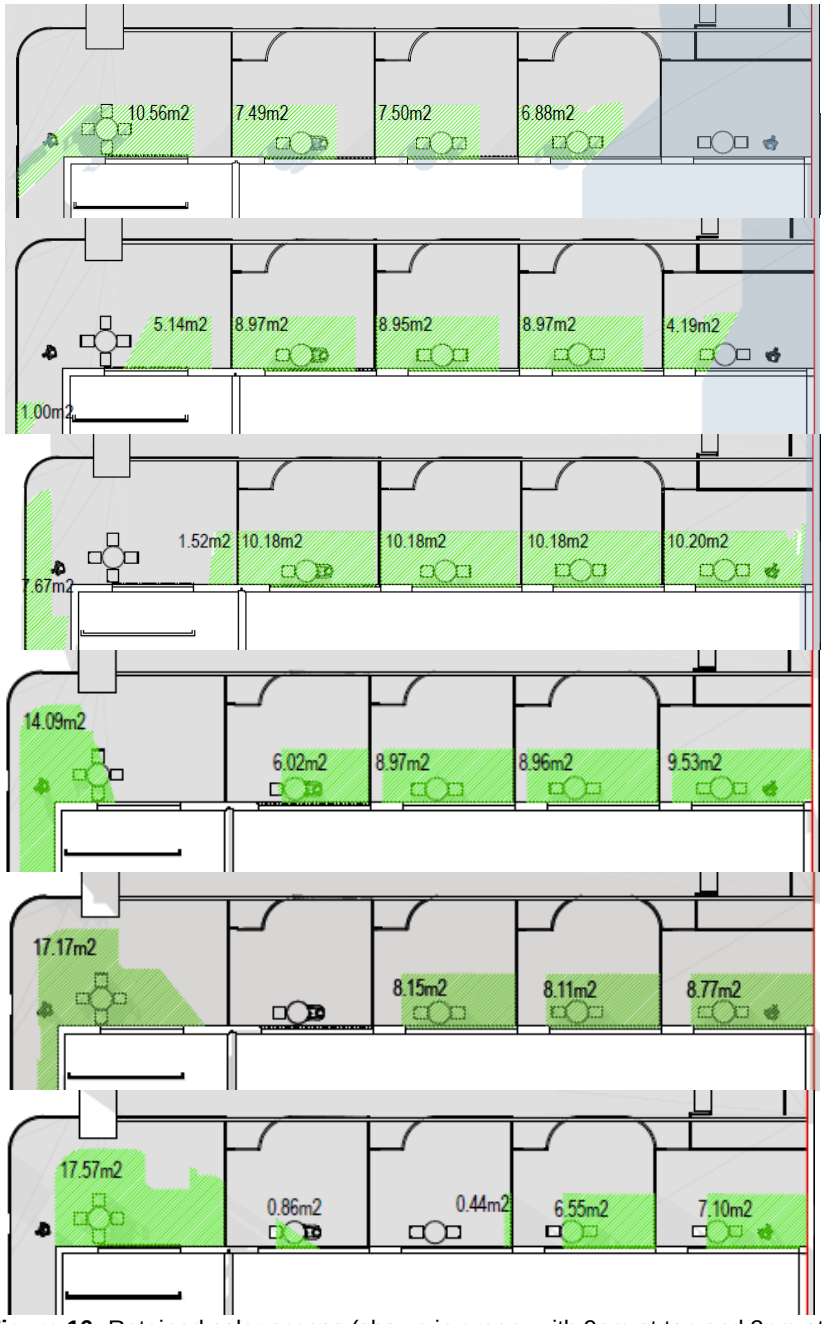


Figure 16: Retained solar access (shown in green, with 9am at top and 3pm at bottom) to the ground floor areas of SPOS of dwellings TH06 – TH10 (Applicant submission, December 2020)

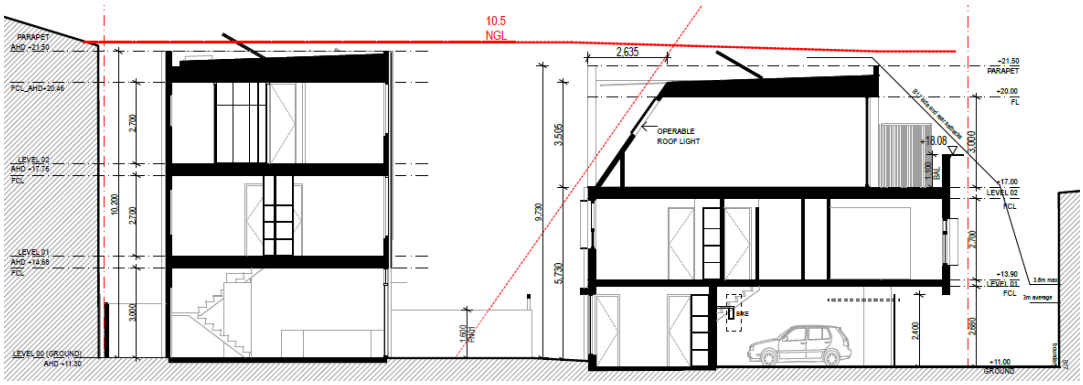


Figure 17: Raked southern walls of TH02 – TH05 shown in section (applicant submission, December 2020)

Clause 55.05-6 Storage objective

208. The Standard prescribes that each new dwelling is provided with 6 cubic metres of externally-accessible storage. An assessment of storage space for each dwelling is shown in the following table:

Dwelling	Shed	Internal Storage	Bicycle space
TH01	-	25m^3	Located in ground floor bedroom
TH02	-	23m^3	Located above car space
TH03	-	23m^3	Located above car space
TH04	-	23m^3	Located above car space
TH05	-	23m^3	Located in ground floor bedroom
TH06	-	19m^3	Located in garage
TH07	3m^3	16m^3	Located in shed
TH08	3m^3	16m^3	Located in shed
TH09	3m^3	16m^3	Located in shed
TH10	3m^3	16m^3	Located in shed

209. All dwellings seek a variation to the Standard, with dwellings TH01- TH06 being provided with no externally accessible storage, and dwellings TH07 – TH10 being provided with 3m^3 in the form of sheds.

210. With regards to dwellings TH01 – TH05, the proposed provision of 0 cubic metre of externally accessible storage is not supported. The applicant's Planning Report submits that the proposed variation to the Standard is acceptable because of the high level of internal storage areas provided to each dwelling as shown in the table above. High levels of *internal* storage are not considered to warrant the provision of zero *externally* accessible storage. A condition will therefore require that each dwelling (of TH01 – TH05) be provided with a minimum of 3 cubic metres of storage within each balcony. While the 3 cubic metres falls short of the prescribed 6 cubic metres, this will provide an adequate level of externally accessible storage, particularly given that these dwellings do not have any garden areas to maintain.

211. Dwellings TH01 and TH05 have provided bicycle spaces internally at the ground floor bedroom of each dwelling. This is not supported as it will affect the internal amenity of these rooms and is impractical. A condition will require that they be located above their respective car spaces.

212. With regard to dwelling TH06, the provision of zero externally accessible storage is not supported, particularly given that this dwelling has the largest ground-floor area of SPOS to maintain. A condition will require a storage shed to be provided at the ground floor area of SPOS with a minimum capacity of 3m3. This will not affect the garden area provision as outbuildings with a floor area of less than 10sqm constitute garden area pursuant to the provided definition at Clause 73.01 (General Terms).

213. With regards to dwellings TH07 – TH08, the proposed 3 cubic metre sheds are supported given that these dwellings do not have large outdoor areas for maintenance.

Car Parking, traffic, loading and waste

Provision of Car parking

214. The proposed development would provide a total of ten spaces, nine within a communal garage accessed off Barrow Place and one in a private single garage for dwelling TH06. Accordingly, the plans show that each of the ten proposed dwellings will be provided with one on-site car space. As previously outlined, the proposal seeks a car parking reduction of 10 spaces pursuant to the applicable car parking rate at Clause 52.06.

215. The proposed car parking reduction is supported for the following reasons:

(a) The excellent access to public transport, including Burnley Railway Station (within 300m) and tram services on Swan Street (within 400m), which will make occupants less likely to need more than one car per dwelling.

(b) On-street car parking in the surrounding area consists largely of 2-hour and 4-hour spaces with some permit-restricted spaces on the western side of Parkville Street. The 2-hour and 4-hour spaces are considered to provide for visitors of the proposed development who choose to drive. Further, the permit-restricted spaces in the area will continue to protect car parking availability for existing, permit-holding residents as no parking permits will be issued to the proposed development.

(c) The provision of bicycle infrastructure in the surrounding area, including the Main Yarra Trail (200m south), is a highly utilised commuter and recreational route for cyclists. There are also bicycle lanes incorporated into surrounding streets, including Gibdon and Stawell Streets. Further, the proposed resident / visitor bicycle spaces proposed will encourage occupants / visitors to travel to / from the site.

(d) Occupants of new developments such as the proposed development are not permitted to obtain parking permits. Given the complete lack of unrestricted on-street car parking in the surrounding area, it is unlikely that occupants would choose to use more than one car per dwelling.

(e) The provision of less car spaces on site allows for a lower level of traffic generated by the proposal. This is important as traffic is an issue affecting the broader Burnley, Richmond and Cremorne neighbourhoods.

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

(g) Council's Engineering Services Unit reviewed the car parking provision and found it to be appropriate, raising no objection to the proposed car parking reduction.

Vehicle Access

216. As previously detailed, vehicle access to the communal garage area is provided off Barrow Place. The single garage for dwelling TH06 is accessed off Gibdon Street via a 300mm northward extension to the existing vehicle crossover on site. In general, Council's Engineering Services Unit were largely supportive of the proposed access arrangements, with minor changes and additional details required as follows;
    (a) Delete the waste collection point from the drawings (a dedicated on-street parking bay is not supported for waste vehicles);
    (b) The surface material for the ground-floor Barrow Place setback should be of a different material than that of Barrow Place, and;
    (c) A vehicle crossing ground clearance check for the Gibdon Street crossover (servicing Barrow Place) is to be undertaken for each new vehicle crossing by the applicant's designer to confirm that a B99 design vehicle can enter and exit the property without scraping out.

217. All three of the above recommendations will be included as conditions.

218. A number of additional recommendations were provided by Council Engineers; these relate to various infrastructure requirements immediately surrounding the site that should be undertaken to Council's satisfaction and at the Permit Holders cost. These recommendations can be captured under standard infrastructure, drainage and construction management conditions and/or notes.

Traffic

219. The traffic report provided a break-down of potential traffic generated by the proposed development, with an anticipated 50 daily trips, with the AM and PM peak hours each having an estimate of 5 trips. Council's Engineering Services Unit reviewed this and found it to be satisfactory, stating that this is *not unduly high and should not adversely impact on the traffic operation of the surrounding road network.*

Loading and waste

220. Loading and unloading are not anticipated to be significant issues for the development, particularly given the residential use. Removalists (or couriers) for occupants would be able to make use of the 2-hour and 4-hour car spaces along Gibdon Street outside the subject site.

221. Waste will be collected by a private contractor from the on-street car spaces on the eastern side of Gibdon Street, as confirmed by the submitted Waste Management Plan (WMP). The WMP shows that waste will be distributed across four streams – garbage, recycling / cardboard, organics and glass, which is a good outcome for waste management. The WMP confirms that each stream will be collected only once per week, which is consistent with Council collection and will therefore not unreasonably impact the amenity of the surrounding area. Waste will be stored within the open waste area located towards the southwest corner of the site. Council's Waste Unit reviewed the WMP and plans and confirmed that the proposed waste management was satisfactory.

Bicycle Facilities

222. Whilst Clause 52.34 (Bicycle Facilities) is not applicable to residential developments of this scale. Notwithstanding this, the proposal provides:
    (a) A total of ten resident spaces, one per dwelling, located in the:
        (i) communal garage area (dwellings TH02 – TH04)
        (ii) ground floor bedroom (dwellings TH01 and TH05)
        (iii) private garage to TH06, or;
        (iv) rear shed for dwellings TH07 – TH10
    (b) A total of four visitor spaces in the form of two horizontal hoops located in the street setback of the site towards the northwest corner of the lot.

223. With regards to the number of resident spaces, Council's Strategic Transport Officer confirmed that the provision of 10 spaces meets Council's best practice rate, and was generally supportive of the proposed locations, except for the internal spaces located within the ground floor bedrooms of TH01 and TH05. A condition will require these spaces to be located above the car space of these dwellings in the communal garage. No access issues were identified by the Unit with respect to the resident spaces.

224. Council's Strategic Transport Unit were also supportive of the proposed visitor spaces, noting that the provision is double that of Council's best practice rate (two spaces). No issues were raised, evidence of well-resolved visitor parking.

Other Matters

225. The following are additional matters that need to be assessed from a planning perspective:

Error on Plan

226. The East Elevation erroneously shows that the eastern boundary wall of TH10 extending further north than that shown on the plans. This will be addressed by way of condition. In addition, the adjacent built form obscures the proposal, and a condition will require this to be removed from the elevation.

Street Trees

227. The subject site has two street trees along its western boundary on Gibdon Street. In order to provide vehicle access to dwelling TH06, the application seeks a north-wards extension of the existing Gibdon Street crossover (the proposed crossover extension would have a width of approximately 300mm), which would result in the crossover encroaching slightly into the canopy spread of the southern street tree. This aspect of the development was reviewed by Council's Streetscapes and Natural Values Unit, who confirmed that the crossover extension can be supported as long as a Tree Management Plan is provided to include a commitment that if any tree roots are found during the crossover construction, Council arborists must be contacted and engaged to prune the roots, at the permit holders expense. A condition will therefore require a Tree Management Plan to be provided as recommended. The Tree Management Plan will also need to assess general management of both street trees along Gibdon Street to ensure that the trees are protected during construction.

Equitable Development

228. To ensure the 'fair, orderly, economic and sustainable development of land' in accordance with the objective of the *Planning and Environment Act* (1987), matters of equitable development must be considered.

229. In this instance, the site is separated from land to the west by Gibdon Street. This roadway is sufficiently wide (13m) to ensure reasonable equitable development opportunities for land to the west (regardless of the built form proposal).

230. Land to the east at No. 27 Barrow Place is located within the General Residential Zone (Schedule 1), which has a mandatory maximum building height of 10.5m and has already achieved this building height with the existing three-storey townhouse development on the land. In any case, the development proposes blank walls along the eastern boundary, ensuring equitable development opportunities to No. 27 Barrow Place in the unlikely event that the site is redeveloped.
231. The site to the south (No. 45 Gibdon Street) is located in the General Residential Zone (Schedule 3), which allows for a maximum height of 9m (although the upcoming Tribunal hearing will decided upon whether this can be exceeded due to the height of existing buildings on site). In any case, the proposed development at the subject site responds appropriately to No. 45 Gibdon Street by providing a southern setback of 2.03m, which will ensure that the south-facing windows of the proposed development can access daylight from within its own title boundaries and in accordance with the daylight to new windows objective, as detailed in the Clause 55 section of this report.

Objector Concerns

232. Objector concerns have been addressed throughout the report as follows:

(a) *Traffic impacts along Barrow Place, including access implications for pedestrians, cars and emergency vehicles* – discussed at paragraphs 126-130, 145, 167 – 169 and 216-219.

(b) *Heritage concerns* - discussed at paragraphs 91 – 108.

(c) *Excessive building footprint and height, and inconsistent with neighbourhood character* - discussed at paragraphs 111-114, 140-144 and 146-153.

(d) *Off-site amenity impacts (visual bulk, overlooking, overshadowing and loss of daylight)* - discussed at paragraphs 174-188.

(e) *Impacts associated with waste management* - discussed at paragraphs 220-221.

(f) *Noise impacts* - discussed at paragraphs 192-194.

(g) *Equitable development concerns* - discussed at paragraphs 228-231.

(h) *Impacts to property values* – this is not a planning matter.

Conclusion

233. The proposed development for ten new townhouse dwellings has strong strategic and policy support, providing new housing in an area that is well-serviced by public transport and employment opportunities. The proposed design is well-resolved, however a number of conditions will ensure a good heritage outcome and mitigation of any outstanding off-site amenity issues.

RECOMMENDATION

That having considered all objections and relevant planning policies, the Committee resolves to issue a Notice of Decision to Grant Planning Permit PLN20/0737 for the full demolition of existing buildings, the construction of ten townhouse dwellings, a vehicle crossover and a reduction in the car parking requirements at 27 – 31 Gibdon Street, Burnley, subject to the following conditions:

1. Before the development starts, amended plans to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plans will be endorsed and will then form part of the permit. The plans must be drawn to scale, with dimensions, and three copies must be provided. The plans must be generally in accordance with the decision plans (prepared by MA Architects, dated 11 December 2020) but modified to show the following:

    (a) The following changes in accordance with the sketch plans (prepared by MA Architects, dated 03 March 2021);
        (i) Deletion of columns from the western edge of the ground floor communal car parking area;
        (ii) Provision of awnings to the north-facing, ground floor windows of dwellings TH07-TH10 and the second-floor, west-facing dining room window of TH06;
        (iii) Landscaping planters to the balconies of dwellings TH01 – TH05 as well as the roof terrace of TH06;
        (iv) Reduction in the extent of roof to the northern edge of dwelling TH01;
        (v) Reduction in the extent of timber screening to the western edge of the balcony of dwelling TH01;
        (vi) Operable screens to the western, second-floor façade of dwelling TH01 increased in size;
        (vii) Reduction in extent of brick at the western, second-floor façade of dwelling TH01;

(viii) Linear brick patterning to the northern facades of dwellings TH01 – TH05, and;
(ix) Cement sheet replaced with brick at the ground-floor, southern façades of dwellings TH06 - TH10.

But further modified to show:

(b) Deletion of the west-facing, second-floor terrace to dwelling TH06;
(c) The following windows screened in accordance with the objective of Clause 55.04-6:
  (i) First-floor, north-facing, bedroom 01 window of TH05;
  (ii) Second-floor, north-facing balcony of TH05;
  (iii) Second-floor, north-facing, bedroom 01 window of TH10;
(d) East and west-facing screens associated with the balconies of dwellings TH01 – TH05 provided with a maximum transparency of 25% to a minimum height of 1.7m above finished balcony floor level and to continue the full extent of the terraces.
(e) Dimensions to confirm minimum sill heights of 1.7m above finished floor level for the south-facing, second-floor windows of dwellings TH02-TH05.
(f) Northern facades of dwellings TH06 – TH10 screened to comply with Clause 55.04-7 (internal views objective);
(g) The following changes to the communal pedestrian entry point:
  (i) Solid roofing to the entry pergola;
  (ii) Details of lighting;
  (iii) Entrance gate with a visual permeability of no less than 50%;
  (iv) Details of mailboxes.
(h) All front fencing depicted on elevations with a visual transparency of 50%;
(i) Clarify material for Barrow Place garage doors (maintaining 50% transparency);
(j) Details of lighting along ground floor, Barrow Place façade;
(k) Materials schedule acronyms updated to delineate between natural and black timber battens;
(l) Notations to clarify connection to rainwater tanks (in accordance with the satisfactory Sustainable Management Plan as required by condition 3).
(m) A minimum capacity of 2.5kW for each dwelling's solar energy facility;
(n) Show all operable windows on elevations;
(o) Clarify height of clothesline and screen at the roof terrace of dwelling TH06, with the screen to be no higher than 10.5m above ground level;
(p) Provision of a 100mm recess to the vertical dwelling delineation strips across the northern façade of dwellings TH01 – TH05 as shown on the sketch plans referenced in condition 1(a);
(q) Deletion of reference to a waste collection bay on Gibdon Street;
(r) Surface material for the ground floor setback to Barrow Place to be visually distinguishable from the concrete surface of Barrow Place;
(s) Vehicle crossing ground clearance sections to show no vehicle scraping for a B85 standard vehicle (crossover to dwelling TH06) and a B99 vehicle (crossover servicing Barrow Place);
(t) Dwelling TH01 – TH05 provided with a minimum of 3 cubic metres of storage within each balcony;
(u) Dwelling TH06 provided with a minimum of 3 cubic metres of storage at the ground floor area of secluded private open space;
(v) The bicycle spaces of dwellings TH01 and TH05 relocated to be above their respective car spaces;
(w) Eastern boundary walls depicted on the East Elevation corrected to match the plans and to remove adjacent built form (ie. show full extent of east elevation of proposal).
(x) Details (including glass thickness, window seals and operability) on the south-facing windows of TH06-TH10 and the west-facing habitable room windows of TH06 to ensure mitigation of noise impacts from nearby commercial uses.
(y) Any change required by the endorsed Sustainability Management Plan (as required by condition 3), where relevant to show on the plans;

(z) Any change required by the endorsed Landscape Plan (as required by condition 5), where relevant to show on the plans;
(aa) Any change required by the endorsed Tree Management Plan (as required by condition 9), where relevant to show on the 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. 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 Sustainable Management Plan prepared by GIW Environmental Solutions and dated 27 November 2020, but modified to show or include:

(a) Update the annual energy loads in the BESS report and preliminary NatHERS report so that they are consistent;
(b) Nominate minimum solar energy capacity of 2.5kW to each dwelling;
(c) Confirm a target recycling rate of no less than 80% of construction and demolition waste for the construction phase of the development;
(d) Provide a daylight assessment (modelled or hand-drawn) to clarify daylight access;
(e) Confirm materials strategy in terms of hazardous materials (i.e. formaldehyde in engineered timber) and volatile organic compounds;
(f) Provide high level analysis to support peak energy demand statement.
(g) Confirm a minimum stormwater tank capacity of 20,000L;
(h) Confirm post-development stormwater discharge will not exceed pre-development levels.
(i) Clarify additional stormwater treatments (if any);
(j) Clarify approach to reducing the embodied carbon associated with concrete and steel, including a life cycle assessment;
(k) Clarify extent of timber products/materials to be recycled or from accredited sustainably harvested plantation sources (FSC or AFS).
(l) Clarify ownership / use of EV charge point for all residents.
(m) Clarify that all energy and water management systems will be commissioned in accordance with the manufacturer's specifications
(n) A statement to demonstrate how material choices have reduced urban heat island effect.

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

5. Before the development commences, an amended Landscape Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Landscape Plan will be endorsed and will form part of this permit. The amended Landscape Plan must be generally in accordance with the Landscape Plan prepared by Rupert Baynes and dated November 2020, but modified to include (or show) the following:

(a) Full details (including dimensions, plant media, maintenance) of the planter boxes to the balconies of dwellings TH01-TH05 and the roof terrace of TH06 as shown on the sketch plans (prepared by MA Architects, dated 03 March 2021).

To the satisfaction of the Responsible Authority.

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

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

    to the satisfaction of the Responsible Authority.

7. Before the development commences, the Waste Management Plan (prepared by RB Waste Consulting and dated 26 November 2020) must be submitted to and approved by the Responsible Authority. When approved, the Waste Management Plan will be endorsed and will form part of this permit.

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

9. Before the development commences, a Tree 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 Tree Management Plan must show or include:

    (a) Details of how the two street trees on the Gibdon Street frontage will be protected during before, during and post construction;
    (b) Commitment that if any roots are found during construction of the southern crossover extension, Council arborists will be engaged to prune the roots, with all associated costs borne by the permit holder.

    To the satisfaction of the Responsible Authority.

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

11. Before the development commences, the permit holder must provide an Asset Protection Bond of $10,000 (ex GST) for the trees along Gibdon Street adjacent the frontage of the development to the Responsible Authority. The security bond:
    (a) must be provided in a manner, and on terms, to the satisfaction of the Responsible Authority;
    (b) may be held by the Responsible Authority until the works are completed to the satisfaction of the Responsible Authority; and
    (c) in accordance with the requirements of this permit; or
    (d) otherwise to the satisfaction of the Responsible Authority.

12. Before the buildings are 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.

13. Before the buildings are 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.

14. Before the buildings are occupied, or by such later date as approved in writing by the Responsible Authority, all portions of redundant vehicular crossing must be demolished and re-instated with paving, nature strip, kerb and channel:

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

to the satisfaction of the Responsible Authority. Oh

15. Before the buildings are 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.

16. Before the buildings are occupied, or by such later date as approved in writing by the Responsible Authority, external lighting capable of illuminating the external car parking area and dwelling entrances must be provided within the property boundary. Lighting must be:
(a) located;
(b) directed;
(c) shielded; and
(d) of limited intensity,

to the satisfaction of the Responsible Authority.

17. 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.

18. Before the buildings are 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.

19. 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.

20. 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.

21. 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.

22. 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 5095 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.

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

A local law permit (e.g. Asset Protection Permit, Road Occupation Permit) may be required before development is commenced. Please contact Council's Construction Management Branch on Ph. 9205 5585 to confirm.

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

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

Any services poles, structures or pits that interfere with the proposal must be adjusted, removed or relocated at the permit holder's expense after seeking approval from the relevant authority.

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.

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

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

The 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.

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

Attachments

1 PLN20/0737 - PDC Attachment - Decision Plans

2 PLN20/0737 - PDC Attachment - Shadow Diagrams

3 PLN20/0737 - PDC Attachment - Sketch Plans (March 2021)

4 PLN20/0737 - PDC Attachment - Urban Design Comments

5 PLN20/0737 - PDC Attachment - ESD Comments

6 PLN20/0737 - PDC Attachment - Engineering Comments

7 PLN20/0737 - PDC Attachment - Strategic Transport Comments

8 PLN20/0737 - PDC Attachment - Open Space, Waste and Streetscapes Comments

Attachment 1 - PLN20/0737 - PDC Attachment - Decision Plans



27-31 GIBDON ST BURNLEY
VICTORIA 3121 AUSTRALIA

DRAWING LIST

TP001	COVER SHEET
TP005	PERSPECTIVES
TP006	PERSPECTIVES
TP007	PERSPECTIVES
TP110	L00 PLAN
TP111	L01 PLAN
TP112	L02 PLAN
TP113	ROOF PLAN
TP200	STREET ELEVATIONS
TP201	ELEVATIONS
TP202	ELEVATIONS
TP203	ELEVATIONS
TP204	ELEVATIONS
TP300	SECTIONS
TP301	SECTIONS
TP400	DESIGN RESPONSE DIAGRAMS
TP450	SITE COVERAGE
TP454	FLOOD LEVEL
TP500	DETAILS
TP701	TYPE A
TP702	TYPE B
TP703	TYPE C
TP704	TYPE D
TP900	SHADOW DIAGRAMS - SHEET 01
TP901	SHADOW DIAGRAMS - SHEET 02
TP902	SHADOW DIAGRAMS - SHEET 03

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TYPICAL TH AREAS

TH TYPE	AREA m²	POS m²
TH01	139	17
TH02	138	14
TH03	138	14
TH04	138	14
TH05	141	14
TH06	159 (GARAGE INCLUDED)	55
TH07	117	35
TH08	116	35
TH09	117	35
TH10	120	30
	1,323 m²	170m²

	AREA m²	%
SITE AREA	855m²	
SITE COVERAGE	542m²	64%
GARDEN AREA	299.5m²	35%
SITE PERMEABILITY	191.10m²	22.3%

Number	Revision	Date
A	TOWN PLANNING	13.08.2020
B	REVISED TOWN PLANNING	26.11.2020
C	REVISED TOWN PLANNING	25.11.2020
D	REVISED TOWN PLANNING	03.12.2020
E	RFI RESPONSE	11.12.2020

ALL DIMENSIONS TO BE CONFIRMED ON SITE PRIOR TO COMMENCING WORK. ANY DISCREPANCIES TO BE REFERRED TO MAA. DO NOT SCALE DRAWINGS.

DRAWINGS TO BE READ IN CONJUNCTION WITH ALL PROJECT DRAWINGS, SCHEDULES AND THE SPECIFICATION.

General Notes

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Client CADRE

CADRE

Project	20014 CADRE	Stage	TOWN PLANNING - RFI RESPONSE
Address	27-31 GIBDON ST BURNLEY VICTORIA 3121 AUSTRALIA	Title	COVER SHEET
Checked	--	Drawn	--
Printed Date	11/12/20	Scale	As shown
Drawing No.			20014_TP001_E

Attachment 1 - PLN20/0737 - PDC Attachment - Decision Plans

LEGEND

NEIGHBOURING BUILDINGS

1. 25 GIBDON STREET SINGLE STOREY WEATHERBOARD
2. 27-31 GIBDON STREET SINGLE STOREY WEATHERBOARD
3. 45 GIBDON STREET DOUBLE STOREY BRICK FACTORY



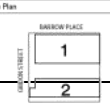
ARTISTIC IMPRESSION - LOOKING FROM THE SOUTH ALONG GIBDON STREET

Number	Revision	Date
A	TOWN PLANNING	13.10.2020
B	REVISED TOWN PLANNING	26.11.2020
C	REVISED TOWN PLANNING	25.11.2020
D	REVISED TOWN PLANNING	03.12.2020
E	RFI RESPONSE	17.12.2020
	MATERIAL PALETTE AMENDED OF NEIGHBOURING BUILDING	

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Location Plan



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Client CADRE

CADRE

Project	20014 CADRE	Stage	TOWN PLANNING - RFI RESPONSE
Address	27-31 GIBDON ST BURNLEY VICTORIA 3121 AUSTRALIA	Title	PERSPECTIVES
Checked	--	Drawn	--
Printed Date	17/12/20	Scale	As shown
Drawing No.			20014_TP005_E

Attachment 1 - PLN20/0737 - PDC Attachment - Decision Plans

LEGEND

NEIGHBOURING BUILDINGS

1. 25 GIBDON STREET SINGLE STOREY WEATHERBOARD
2. 27-31 GIBDON STREET SINGLE STOREY WEATHERBOARD
3. 45 GIBDON STREET DOUBLE STOREY BRICK FACTORY



ARTISTIC IMPRESSION - GIBDON STREET

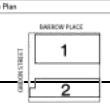
Number	Revision	Date
A	TOWN PLANNING	10.10.2020
B	REVISED TOWN PLANNING	26.11.2020
C	REVISED TOWN PLANNING	25.11.2020
D	REVISED TOWN PLANNING	03.12.2020
E	RFI RESPONSE	17.12.2020

MATERIAL PALETTE AMENDED OF NEIGHBOURING BUILDING

ALL DIMENSIONS TO BE CONFIRMED ON SITE PRIOR TO COMMENCING WORK. ANY DISCREPANCIES TO BE REFERRED TO MAA. DO NOT SCALE DRAWINGS.

CONSTRUCTION TO BE READ IN CONJUNCTION WITH ALL PROJECT DRAWINGS, SCHEDULES AND THE SPECIFICATION.

Location Plan



General Notes

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Client CADRE

CADRE

Project	20014 CADRE	Stage	TOWN PLANNING - RFI RESPONSE
Address	27-31 GIBDON ST BURNLEY VICTORIA 3121 AUSTRALIA	Title	PERSPECTIVES
Checked	--	Drawn	--
Printed Date	17/12/20	Scale	As shown
Drawing No.			20014_TP006_E

Attachment 1 - PLN20/0737 - PDC Attachment - Decision Plans

LEGEND

NEIGHBOURING BUILDINGS

① 25 GIBDON STREET
SINGLE STOREY WEATHERBOARD

② 27-31 GIBDON STREET
SINGLE STOREY WEATHERBOARD

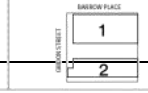
③ 45 GIBDON STREET
DOUBLE STOREY BRICK FACTORY



VIEW LOOKING TOWARDS THE SOUTH - GIBDON STREET

Number	Revision	Date
A	REVISED TOWN PLANNING	24.11.2020
B	REVISED TOWN PLANNING	25.11.2020
C	REVISED TOWN PLANNING	03.12.2020
D	RFI RESPONSE	11.12.2020
	MATERIAL PALETTE SENSITIVITIES OF NEIGHBOURING BUILDING	

Location Plan



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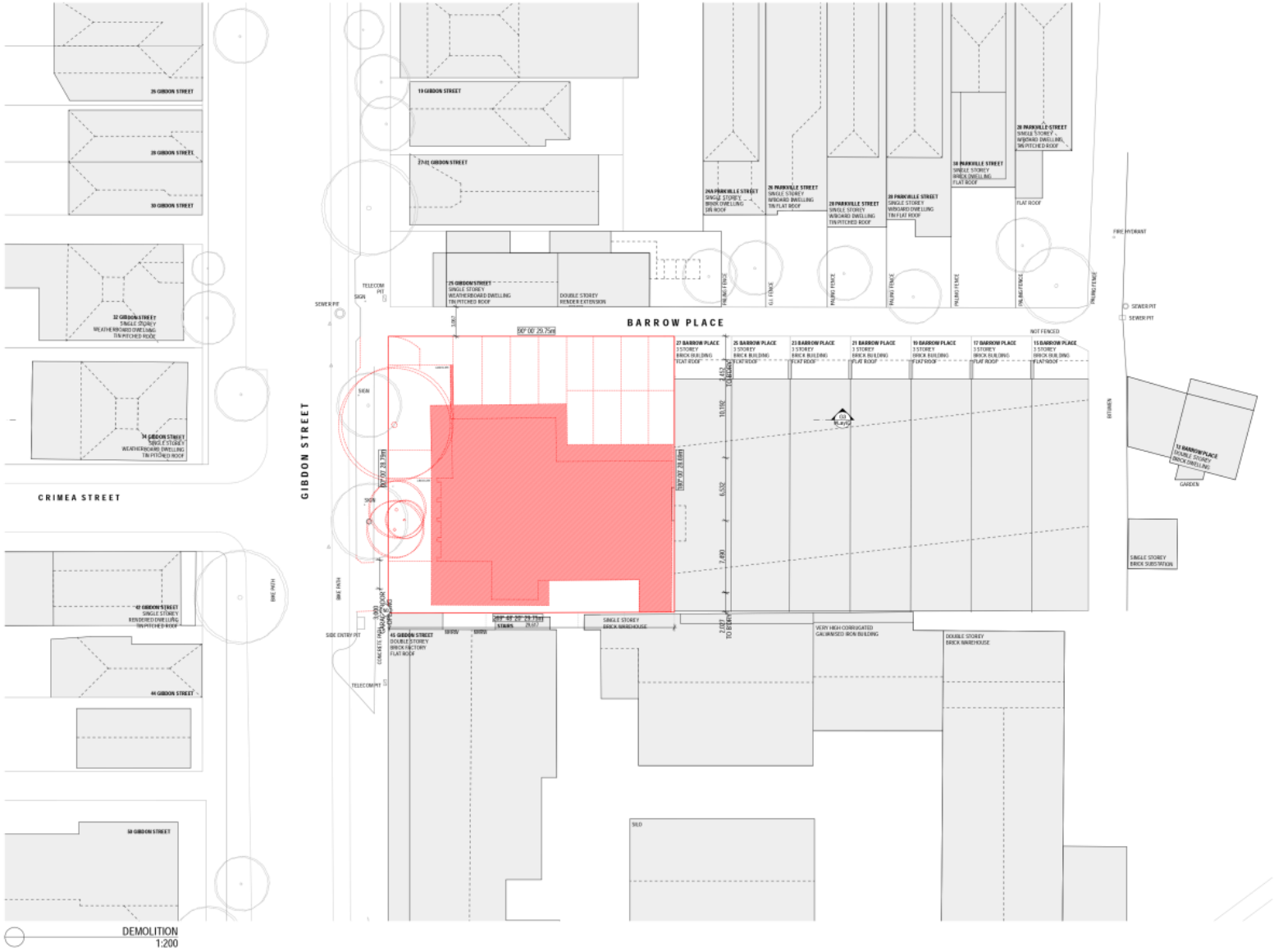
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Client CADRE

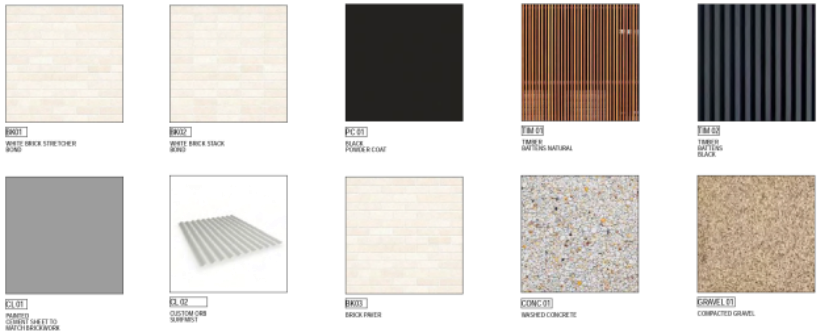
CADRE

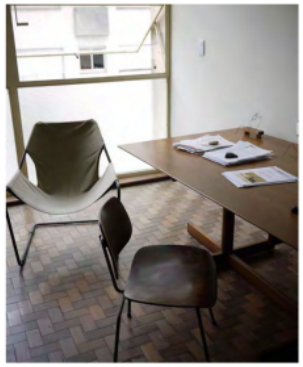
Project	20014 CADRE	Stage	TOWN PLANNING - RFI RESPONSE
Address	27-31 GIBDON ST BURNLEY VICTORIA 3121 AUSTRALIA	Title	PERSPECTIVES
Checked	--	Drawn	--
Printed Date	11/12/20	Scale	As shown
Drawing No.			20014_TP007_D

Attachment 1 - PLN20/0737 - PDC Attachment - Decision Plans

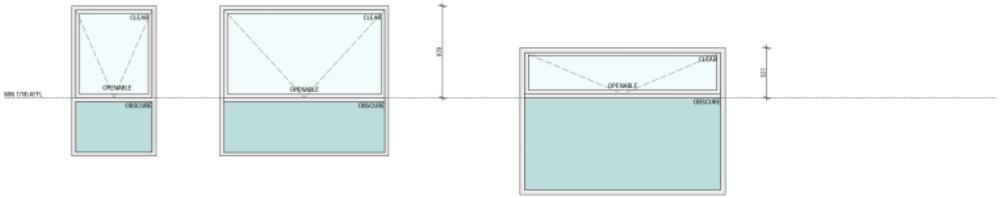


Attachment 1 - PLN20/0737 - PDC Attachment - Decision Plans





REFERENCE IMAGE



TW1 WINDOW ELEVATION
1:25
BLOCK 1 NORTH AND SOUTH

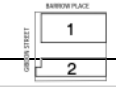
TW2 WINDOW ELEVATION
1:25
BLOCK 1 NORTH AND SOUTH

TW3 WINDOW ELEVATION
1:25
BLOCK 1 NORTH

PLEASE NOTE: DOUBLE GLAZING OR BETTER WILL BE APPLIED
ONLY WINDOWS WITH INTEGRATED PRIVACY SCREENING
DETAILED.

Number	Revision	Date
A	TOWN PLANNING	10.10.2020
B	REVISED TOWN PLANNING	24.11.2020
C	REVISED TOWN PLANNING	25.11.2020
D	REVISED TOWN PLANNING	03.12.2020

Location Plan



General Notes

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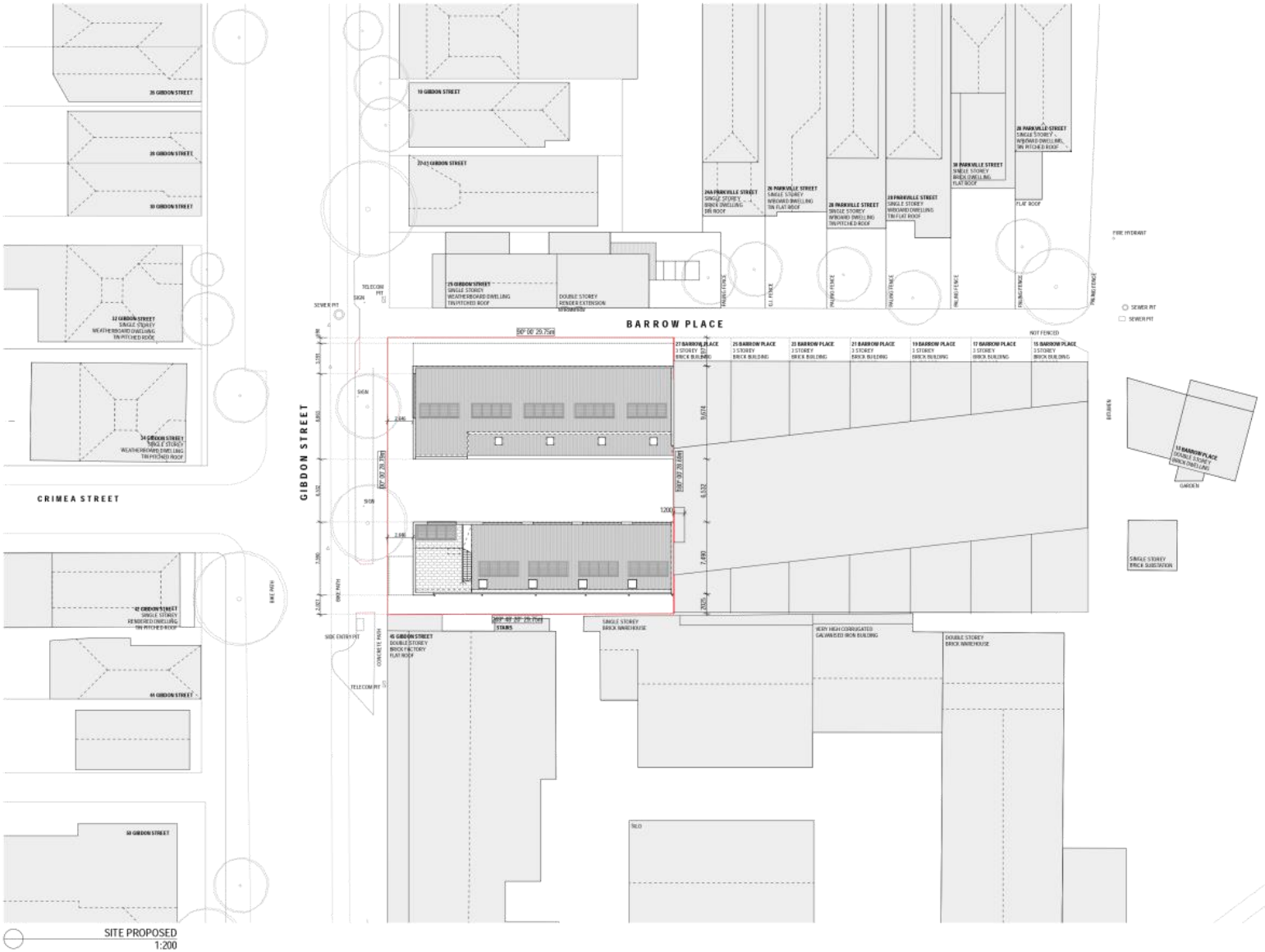
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Client CADRE

CADRE

Project	20014 CADRE	Stage	TOWN PLANNING - RFI RESPONSE
Address	27-31 GIBSON ST BURNLEY VICTORIA 3121 AUSTRALIA	Title	FINISHES AND DETAILS
Checked	--	Drawn	--
Printed Date	17/12/20	Scale	As shown
Drawing No.			20014_TP090_D

Attachment 1 - PLN20/0737 - PDC Attachment - Decision Plans



Number	Revision	Date
A	TOWN PLANNING	13.10.2020
B	REVISED TOWN PLANNING	24.11.2020
C	REVISED TOWN PLANNING	26.11.2020
D	REVISED TOWN PLANNING	03.12.2020
E	RFI RESPONSE UPDATED ROOF TO INCREASE DAYLIGHT TO BLOCK02	11.12.2020

Location Plan

General Notes

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Client CADRE

CADRE

Project	20014 CADRE
Stage	TOWN PLANNING - RFI RESPONSE
Address	27-31 GIBDON ST BURNLEY VICTORIA 3121 AUSTRALIA
Title	SITE PLAN
Checked	--
Drawn	--
Printed Date	11/12/20
Scale	As shown
Drawing No.	20014_TP100_E

Attachment 1 - PLN20/0737 - PDC Attachment - Decision Plans



Attachment 1 - PLN20/0737 - PDC Attachment - Decision Plans

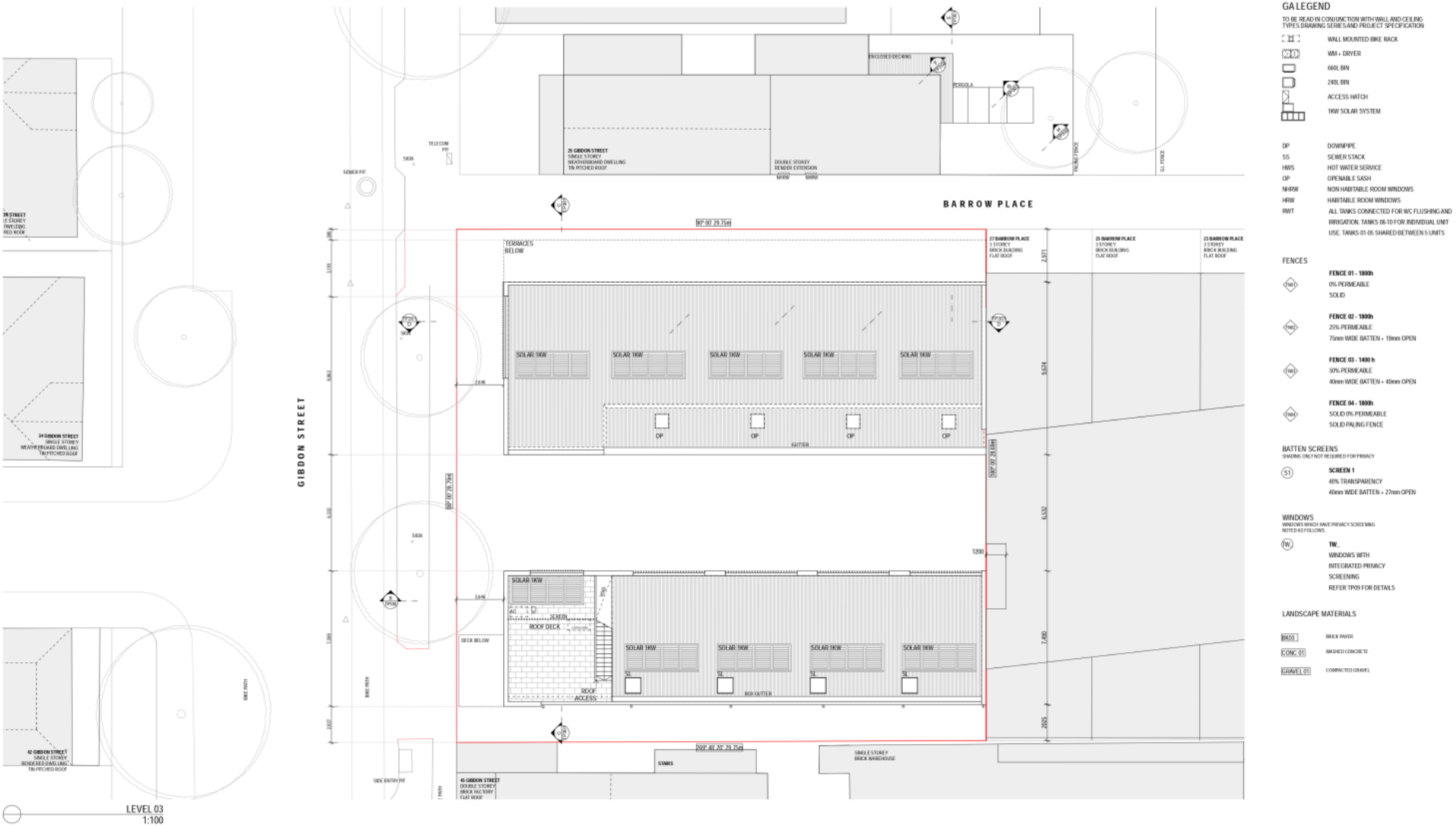


Attachment 1 - PLN20/0737 - PDC Attachment - Decision Plans



Number	Revision	Date	Number	Revision	Date	Number	Revision	Date	Location Plan	General Notes	MA Architects Pty Ltd	Client CADRE	Project 20014 CADRE		Stage TOWN PLANNING - RFI RESPONSE				
A	TOWN PLANNING	10.10.2020							BARROW PLACE	BUILDERS / CONTRACTORS SHALL VERIFY ALL DIMENSIONS BEFORE ANY WORK COMMENCES. DIMENSIONS SHOWN ARE NOMINAL. FIGURED DIMENSIONS SHALL TAKE PRECEDENCE OVER SCALED DIMENSIONS. ANY DISCREPANCIES ARE TO BE MADE KNOWN TO THE ARCHITECTS / DESIGNERS OFFICE PRIOR TO ANY WORKS COMMENCING ON SITE. ALL SHOP DRAWINGS SHALL BE SUBMITTED FOR REVIEW AND MANUFACTURE SHALL NOT COMMENCE PRIOR TO THE RETURN OF UNAMENDED SHOP DRAWINGS	MA	CADRE	Address 27-31 GIBBON ST BURNLEY VICTORIA 3121 AUSTRALIA		Title LO2 PLAN				
B	REVISED TOWN PLANNING	24.11.2020							1										
C	REVISED TOWN PLANNING	25.11.2020							GIBBON STREET				Checked --	Drawn --					
D	REVISED TOWN PLANNING	03.12.2020							2										
E	RFI RESPONSE	11.12.2020											Printed Date 11/12/20	Scale As shown	Drawing No. 20014_TP112_E				
	LIVING SPACES INCREASED TO ALLOW CHAMFERED ROOF																		
	LIVING AND DINING MIRRORED																		
	ROOF ANNOTATED																		

Attachment 1 - PLN20/0737 - PDC Attachment - Decision Plans



GA LEGEND

TO BE READ IN CONJUNCTION WITH WALL AND CEILING TYPES DRAWING SERIES AND PROJECT SPECIFICATION

- WALL MOUNTED BIKE RACK
- WM + DRYER
- 660L BIN
- 240L BIN
- ACCESS HATCH
- 1KW SOLAR SYSTEM

- DP DOWNPIPE
- SS SEWER STACK
- HWS HOT WATER SERVICE
- OP OPENABLE SASH
- NHRW NON HABITABLE ROOM WINDOWS
- HRW HABITABLE ROOM WINDOWS
- RWT ALL TANKS CONNECTED FOR WC FLUSHING AND IRRIGATION. TANKS 06-10 FOR INDIVIDUAL UNIT USE. TANKS 01-05 SHARED BETWEEN 5 UNITS

FENCES

- **FENCE 01 - 1800h** 0% PERMEABLE SOLID
- **FENCE 02 - 1800h** 25% PERMEABLE 75mm WIDE BATTEN + 19mm OPEN
- **FENCE 03 - 1400 h** 50% PERMEABLE 40mm WIDE BATTEN + 40mm OPEN
- **FENCE 04 - 1800h** SOLID 0% PERMEABLE SOLID PALING FENCE

BATTEN SCREENS

SHADING ONLY NOT REQUIRED FOR PRIVACY

- S1 **SCREEN 1** 40% TRANSPARENCY 40mm WIDE BATTEN + 27mm OPEN

WINDOWS

WINDOWS WHICH HAVE PRIVACY SCREENING NOTED AS FOLLOWS.

- TW **TW_** WINDOWS WITH INTEGRATED PRIVACY SCREENING REFER TP09 FOR DETAILS

LANDSCAPE MATERIALS

- BK01 BRICK PAVER
- CONC 01 WASHED CONCRETE
- GRAVEL 01 COMPACTED GRAVEL

Number	Revision	Date
A	TOWN PLANNING	31.10.2020
B	REVISED TOWN PLANNING	24.11.2020
C	REVISED TOWN PLANNING	25.11.2020
D	REVISED TOWN PLANNING	03.12.2020
E	RFI RESPONSE	11.12.2020
	UPDATED ROOF TO INCREASE DAYLIGHT TO BLOCK02	

Location Plan: BARROW PLACE, GIBDON STREET, 1, 2

General Notes

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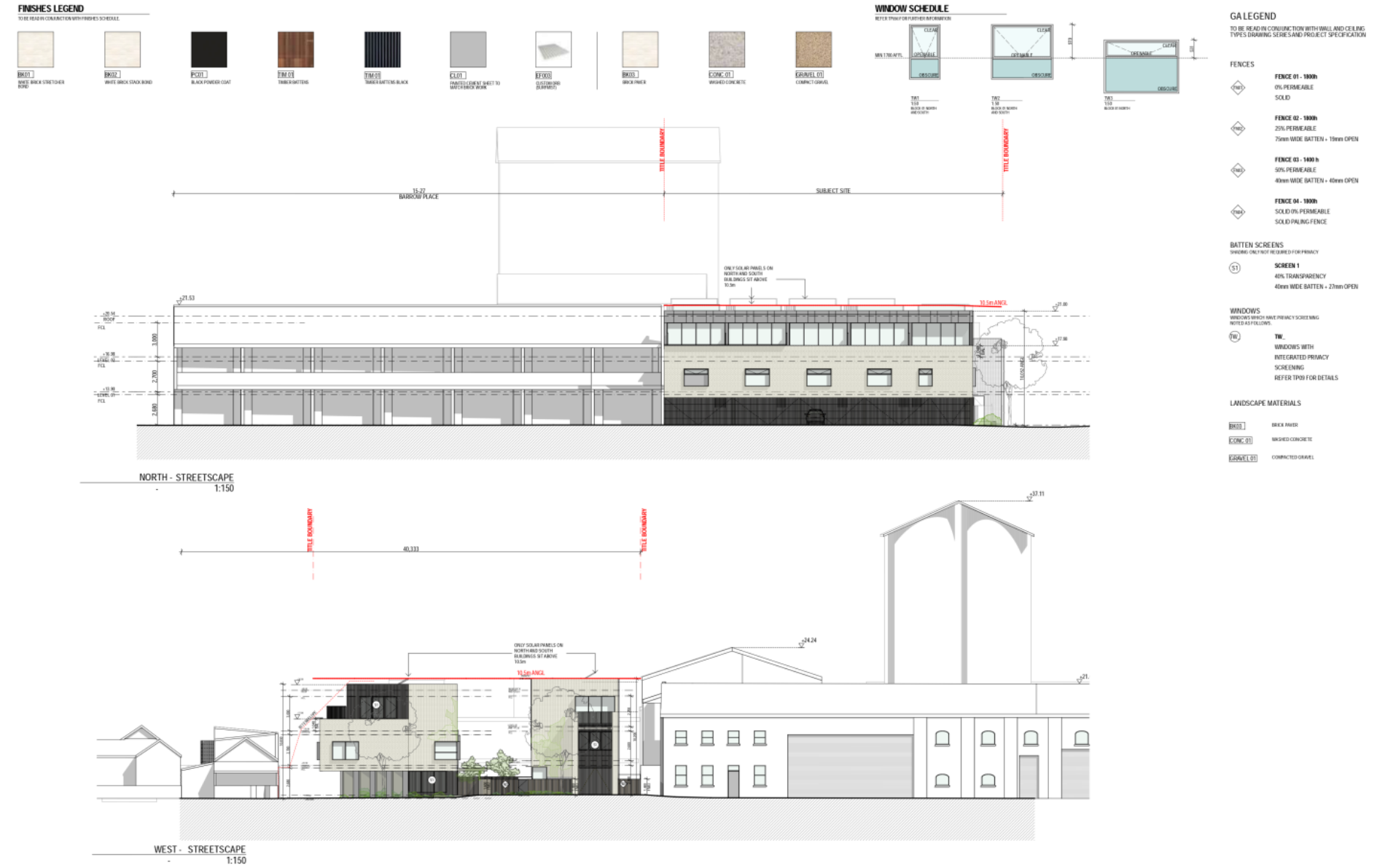
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Client CADRE

CADRE

Project	20014 CADRE	Stage	TOWN PLANNING - RFI RESPONSE
Address	27-31 GIBDON ST BURNLEY VICTORIA 3121 AUSTRALIA	Title	ROOF PLAN
Checked	--	Drawn	--
Printed Date	11/12/20	Scale	As shown
Drawing No.			20014_TP113_E

Attachment 1 - PLN20/0737 - PDC Attachment - Decision Plans



Attachment 1 - PLN20/0737 - PDC Attachment - Decision Plans



Number	Revision	Date
A	TOWN PLANNING	10.10.2020
B	REVISED TOWN PLANNING	24.11.2020
C	REVISED TOWN PLANNING	25.11.2020
D	REVISED TOWN PLANNING	03.12.2020
E	RFI RESPONSE	11.12.2020

Location Plan: GIBDON STREET; BARROW PLACE; 1; 2

General Notes

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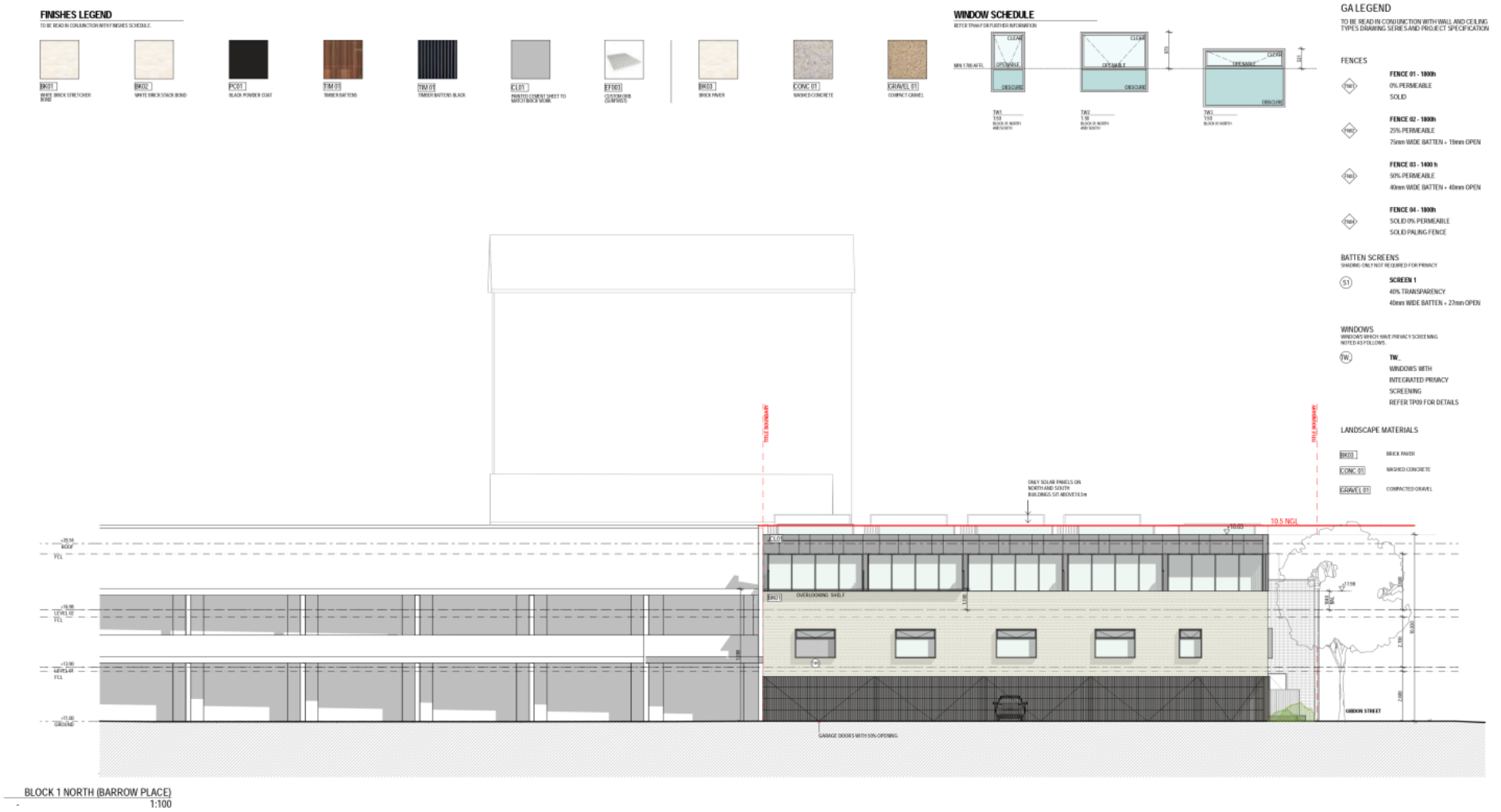
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Client CADRE

CADRE

Project	20014 CADRE	Stage	TOWN PLANNING - RFI RESPONSE
Address	27-31 GIBDON ST BURNLEY VICTORIA 3121 AUSTRALIA	Title	ELEVATIONS
Checked	--	Drawn	--
Printed Date	11/12/20	Scale	As shown
Drawing No.	20014_TP201_E		

Attachment 1 - PLN20/0737 - PDC Attachment - Decision Plans



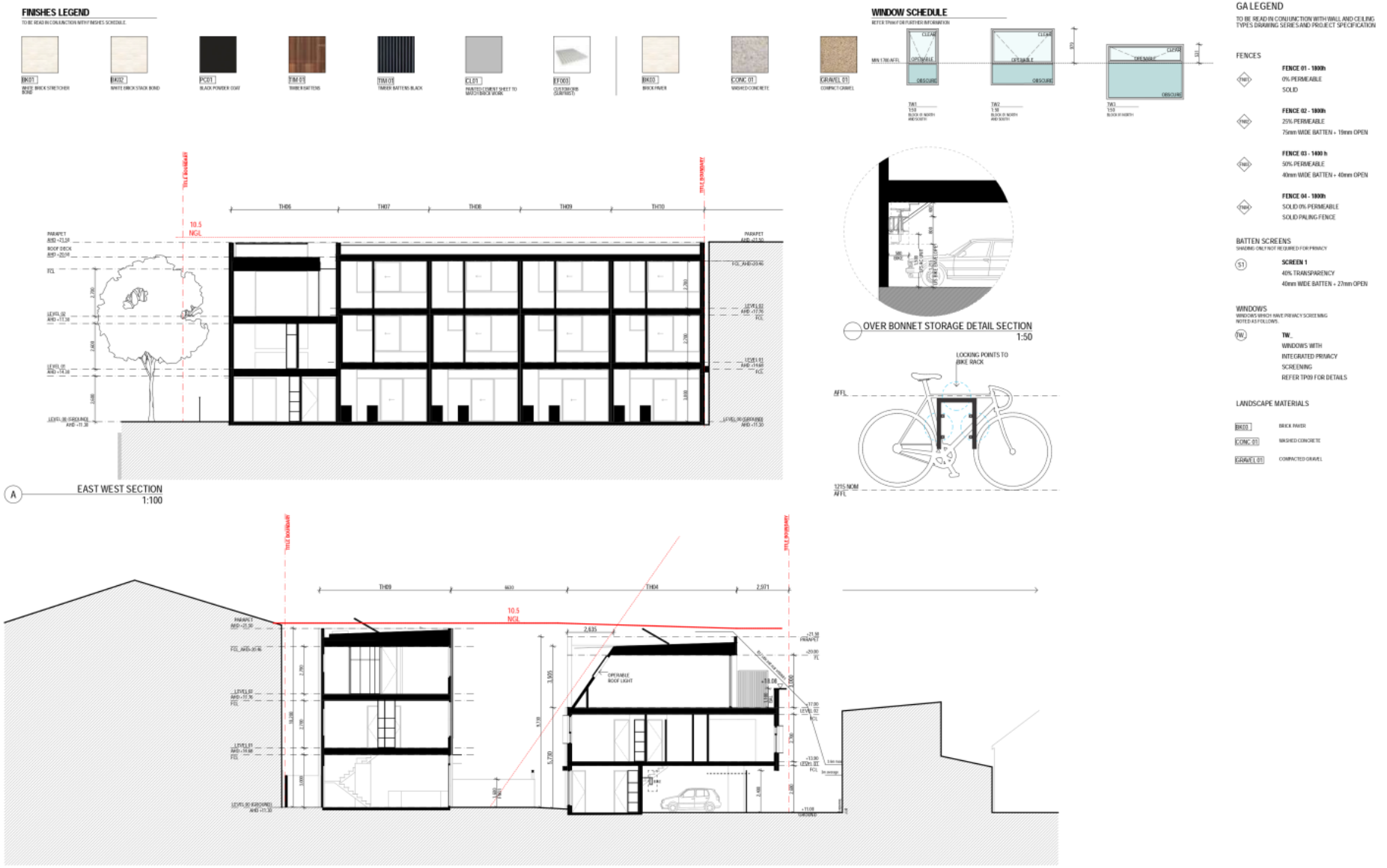
Attachment 1 - PLN20/0737 - PDC Attachment - Decision Plans



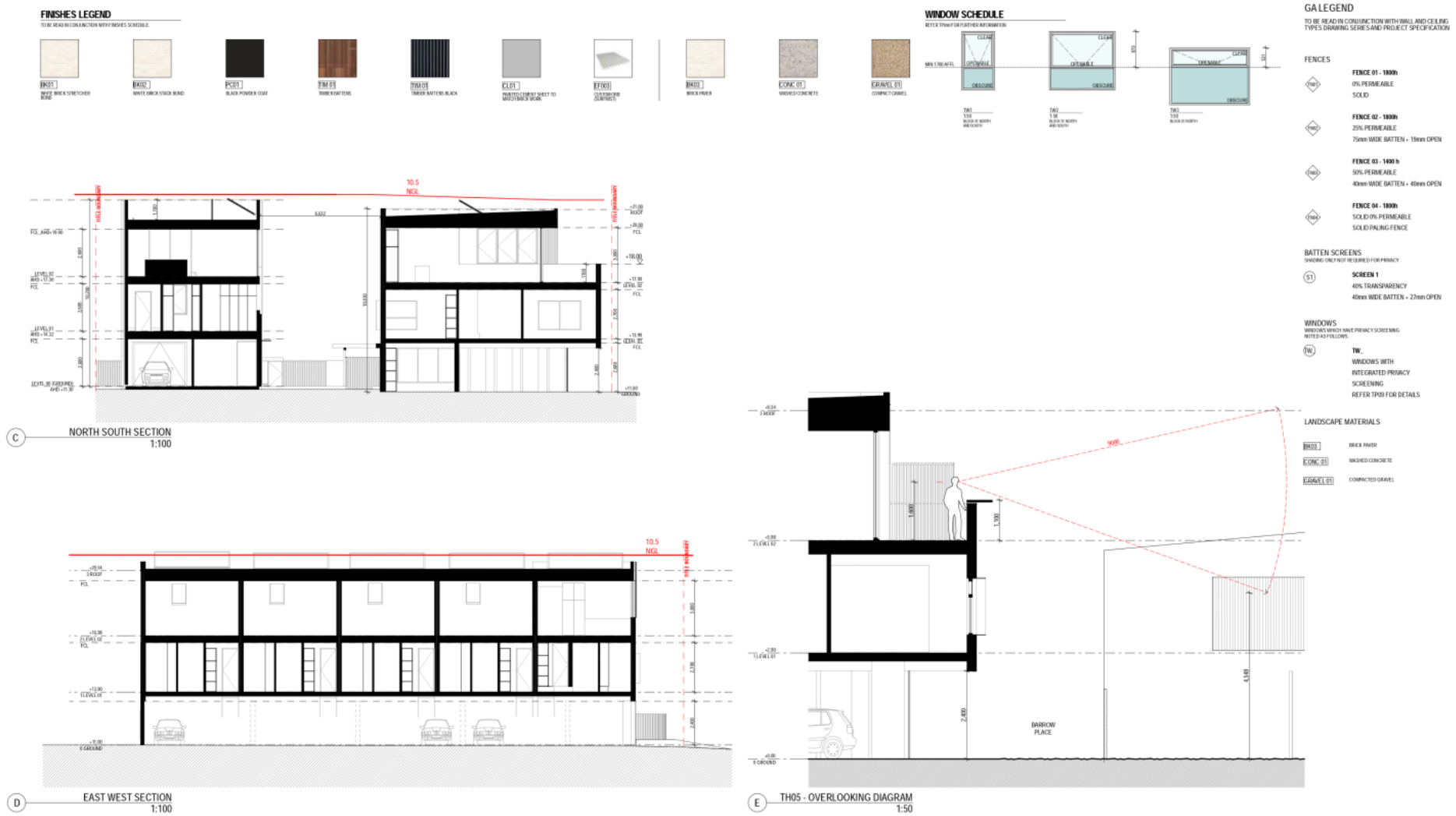
Attachment 1 - PLN20/0737 - PDC Attachment - Decision Plans



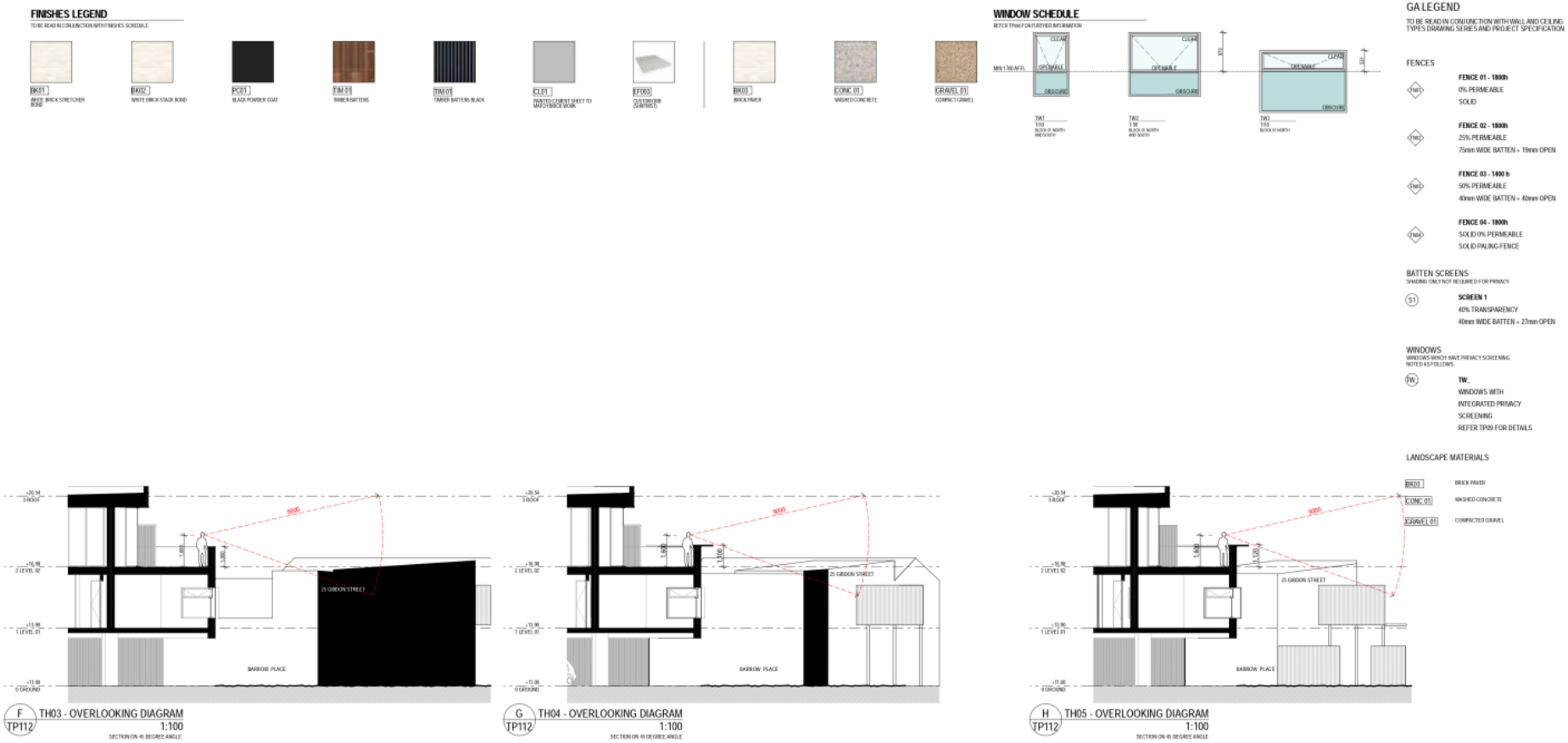
Attachment 1 - PLN20/0737 - PDC Attachment - Decision Plans



Attachment 1 - PLN20/0737 - PDC Attachment - Decision Plans

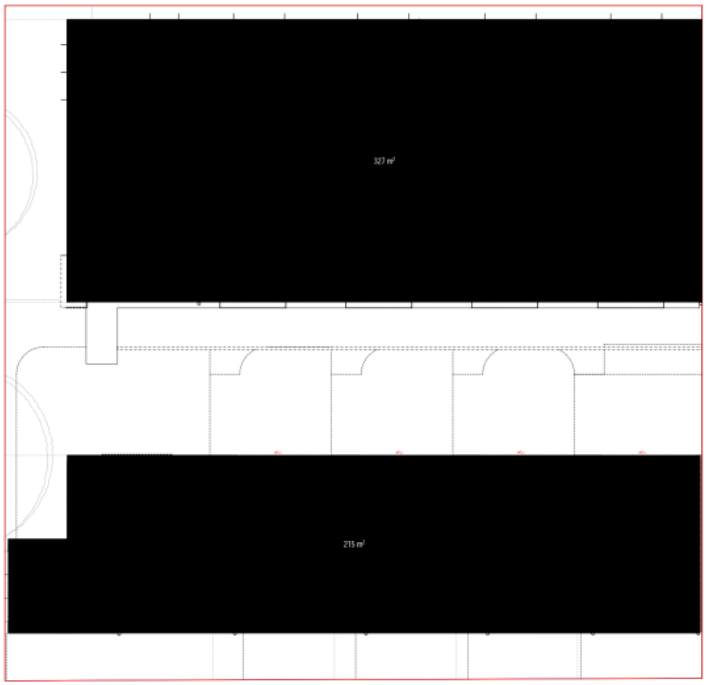


Attachment 1 - PLN20/0737 - PDC Attachment - Decision Plans



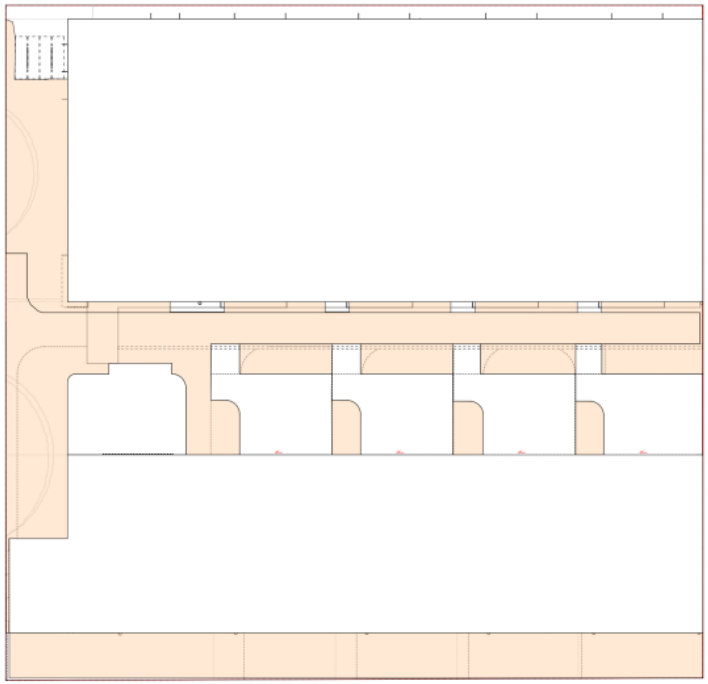
| | | |

Attachment 1 - PLN20/0737 - PDC Attachment - Decision Plans



SITE COVERAGE
1:100

TOTAL SITE COVERAGE: 542m² (64%)



SITE PERMEABILITY
1:100

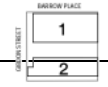
TOTAL SITE PERMEABILITY: 191.10m² (22.3%)

Number	Revision	Date
A	TOWN PLANNING	13.10.2020
B	REVISED TOWN PLANNING	24.11.2020
C	REVISED TOWN PLANNING	25.11.2020
D	REVISED TOWN PLANNING	03.12.2020

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THIS DRAWING TO BE READ IN CONJUNCTION WITH ALL PROJECT DRAWINGS, SCHEDULES AND THE SPECIFICATION.

Location Plan



General Notes

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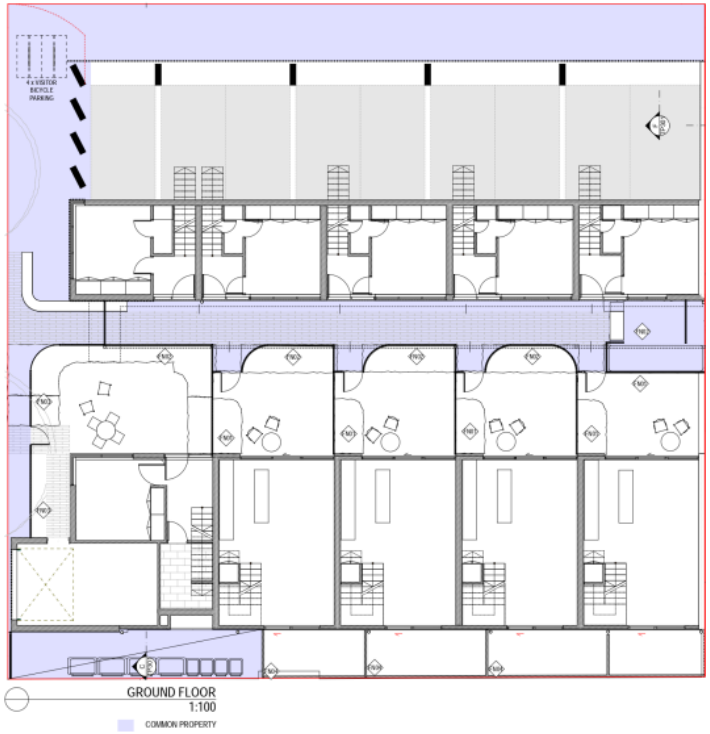
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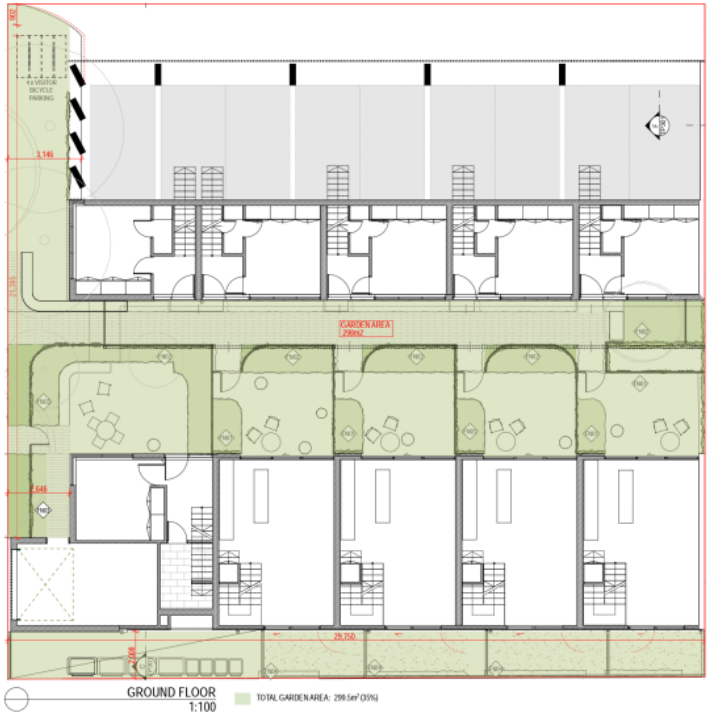
Client CADRE

CADRE

Project	20014 CADRE	Stage	TOWN PLANNING - RFI RESPONSE
Address	27-31 GIBDON ST BURNLEY VICTORIA 3121 AUSTRALIA	Title	SITE COVERAGE
Checked	--	Drawn	--
Printed Date	19/12/20	Scale	As shown
		Drawing No.	20014_TP450_D

Attachment 1 - PLN20/0737 - PDC Attachment - Decision Plans





Number Revision Date
A REVISED TOWN PLANNING 24.11.2020
B REVISED TOWN PLANNING 25.11.2020
C REVISED TOWN PLANNING 03.12.2020

Location Plan
BARROW PLACE
GIBSON STREET
1
2

General Notes
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Victoria 3121 Australia

Client CADRE

Project 20014 CADRE
Stage TOWN PLANNING - RFI RESPONSE
Address 27-31 GIBDON ST BURNLEY VICTORIA 3121 AUSTRALIA
Title COMMON PROPERTY + GARDEN AREA
Checked --
Drawn --
Printed Date 19/12/20
Scale As shown
Drawing No. 20014_TP451_C

Attachment 1 - PLN20/0737 - PDC Attachment - Decision Plans

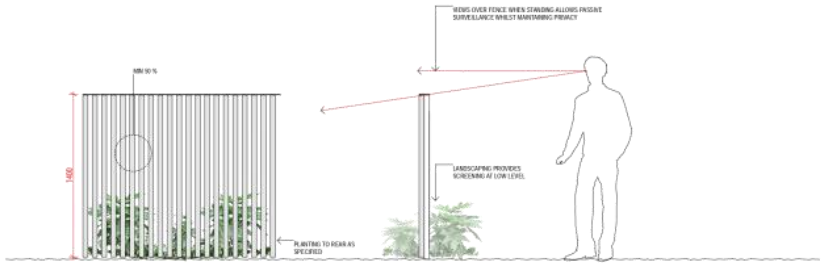


ENTRY DETAIL REFERENCE
MAA PROJECT WITH SIMILAR ENTRY DETAIL TO PROPOSAL
WALSH STREET, SOUTH YARRA



TIMBER SCREEN REFERENCE - INTERNAL VIEW
PROJECTS WITH SIMILAR SCREENING PROVIDING SUN PROTECTION BUT MAINTAINING PASSIVE SURVEILLANCE

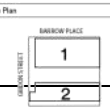




FRONT FENCE DETAIL
1:20

Number	Revision	Date
A	REVISED TOWN PLANNING	24.11.2020
B	REVISED TOWN PLANNING	25.11.2020

Location Plan



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Client CADRE

CADRE

Project	20014 CADRE	Stage	TOWN PLANNING - RFI RESPONSE
Address	27-31 GIBDON ST BURNLEY VICTORIA 3121 AUSTRALIA	Title	DETAILS
Checked	--	Drawn	--
Printed Date	19/12/20	Scale	As shown
Drawing No.			20014_TP500_B

Attachment 2 - PLN20/0737 - PDC Attachment - Shadow Diagrams

City of Yarra
Heritage Advice

Application No.:	*PLN20/0737*
Address of Property:	***27-31 Gibdon St Burnley***
Planner:	*Chris Stathis*
Yarra Planning Scheme References:	• *Clause 15.03 Heritage* • *Clause 21.05-1 Built Form (Heritage)* • *Clause 22.02 Development Guidelines for sites subject to the Heritage Overlay* • *Clause 43.01 Heritage Overlay* • *Clause 59.07 Applications Under A Heritage Overlay*
Heritage Overlay No. & Precinct:	*HO322 Golden Square Precinct, Richmond*
Level of significance:	*Office/warehouse, Not contributory, constructed 1970-1980 (City of Yarra Review of Heritage Areas 2007 Appendix 8 (as updated from time to time)*
General description:	*Full demolition of existing buildings, the construction of ten townhouse dwellings*
Drawing Nos.:	*Set of 30 drawings, entitled "20014 CADRE ", prepared by MA Architects Pty Ltd, received by Council and dated December 2020*

CONTEXT IMAGES:



Attachment 2 - PLN20/0737 - PDC Attachment - Shadow Diagrams







ASSESSMENT OF PROPOSED WORKS:

Comments regarding proposed demolition:

The extent of demolition proposed by this application includes the full demolition of the existing building.

The key consideration for assessing this aspect of the works is whether the proposed demolition will adversely affect the significance of the heritage building or the broader heritage precinct.

The full demolition proposed is supported in accordance with Clause 22.02-5.1 of the Yarra Planning Scheme as the building is identified as being not contributory.

Full demolition should however be subject to a replacement building that is appropriate within its heritage context.

Comments regarding new development, alterations and additions:

The extent of new works proposed by this application includes development of ten three-storey townhouse dwellings with roof terraces.

Regarding the new development:

The key consideration for assessing this aspect of the works is whether the proposed new development will:

- Be in keeping with the character or appearance of nearby heritage buildings of contributory significance; AND
- Not adversely affect the significance of the broader heritage precinct.

Scale/height:

Clause 22.02-5.7.1 of the Yarra Planning Scheme encourages:

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

The three-storey street façade height of the proposed new building will not satisfy this policy requirement. Even if the height of the higher adjacent building was adopted as a design reference, the height of the proposed faced of the new building is too high.



Above: Extract from Drawing no. 20014_TP201_E. Façade heights of adjacent properties shown shaded in red. Dashed blue line shows maximum height of façade that will be supported.

The proposed façade height must be reduced to be no greater in height than the Individually significant heritage façade of nos. 33-45 Gibdon Street. To satisfy the policy requirement of the façade height, the

proposed third floor level (L-02) of Townhouse 01 and 06 will need to be deleted. The additional heights of the townhouses further back would be acceptable.

Setbacks:

Clause 22.02-5.7.1 of the Yarra Planning Scheme encourages:

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

The proposed front and side sets respond to the established setbacks of the adjoining buildings.

Roof form:

The proposed roof form of the new development will be flat.

Clause 22.02-5.7.1 states that the design of new development must respect, amongst a number of things, the roof form of the surrounding historic streetscape.

The proposed new building sits within a context of mixed roof forms. On this basis, the flat roof form is considered acceptable for a building of contemporary appearance.

Appearance:

Clause 22.02-5.7.1 of the Yarra Planning Scheme encourages the design of new development to:

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

A contemporary design approach has been adopted for the proposed new building. This approach is not unacceptable provided that adequate respect is given to the heritage character of the surrounding area through details such as external materials, proportions and fenestration.

The predominant external material for the façade will be white bricks and black timber battens. These materials are acceptable however the colours do not reflect the face brick (red, bichrome and polychrome), or stucco walls that characterise this heritage area. In particular the proposed stark white face brickwork may be contemporary bricks however they should be based on the red unpainted bricks at the side of the adjacent individually significant building no. 33-45 Gibdon Street. The third floor level (L-02) should be finished in a pale grey material similar to the appearance of unpainted galvanised steel.

Fencing:

The proposed timber batten fencing is supported however the position of the fence must be relocated onto the street boundary of the site, which is the traditional location for fencing in the heritage streetscape.

RECOMMENDATIONS:

1. On heritage grounds the works proposed in this application should be modified as follows prior to further considerations:

	Suggested condition	***Explanation***
1.	That the façade of the new building must be reduced to no greater than the façade height of nos. 33-45 Gibdon Street.	*The façade of the new building should be of similar façade heights to the adjoining contributory elements in the street (Clause 22.02-5.7.1).*
2.	That the proposed third floor level (L-02) of Townhouse 01 and 06 must be deleted	*This is to reinforce the contribution of the remaining two-storey scale of the façade to the streetscape (Clause 22.02-5.7.1).*
3.	That the external colouring/materials of the proposed new building must be modified to be reflective of the materials that characterise this heritage precinct.	*The appearance of the new development must respect the materials and heritage character of the surrounding historic streetscape which are face brick (red, bichrome and polychrome), or stucco walls (Clause 22.02-5.7.1)*
4.	That the external cladding of the proposed third floor level (L-02) must be finished in a pale grey material similar to the appearance of unpainted galvanised steel.	*This is to ensure that the additional overall height of the new building is visually recessive and will not dominate the heritage streetscape (Clause 22.02-5.7.1)*
5.	That the proposed front fencing must be erected along the front site boundary.	*To be consistent with the traditional location of fencing which identified site boundaries*

SIGNED:



Diahnn McIntosh

DATED: 9 February 2020

Attachment 3 - PLN20/0737 - PDC Attachment - Sketch Plans (March 2021)



27-31 GIBDON ST BURNLEY
VICTORIA 3121 AUSTRALIA

DRAWING LIST

TP001 COVER SHEET
TP005 PERSPECTIVES
TP006 PERSPECTIVES
TP007 PERSPECTIVES
TP090 FINISHES AND DETAILS
TP100 SITE PLAN
TP110 L00 PLAN
TP111 L01 PLAN
TP112 L02 PLAN
TP113 ROOF PLAN
TP200 STREET ELEVATIONS
TP201 ELEVATIONS
TP202 ELEVATIONS
TP203 ELEVATIONS
TP204 ELEVATIONS
TP301 SECTIONS
TP302 SECTIONS
TP451 COMMON PROPERTY + GARDEN AREA
TP453 WSUD
TP454 FLOOD LEVEL
TP500 DETAILS
TP501 DETAILS
TP701 TYPE A
TP702 TYPE B
TP703 TYPE C
TP704 TYPE D

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E. ROBERTBURR4@BIGPOND.COM
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TYPICAL TH AREAS

TH TYPE	AREA m²	POS m²
TH01	139	17
TH02	138	14
TH03	138	14
TH04	138	14
TH05	141	14
TH06	159	55
TH07	117	35
TH08	116	35
TH09	117	35
TH10	120	30
	1,323 m²	170m²

	AREA m²	%
SITE AREA	859m²	
SITE COVERAGE	542m²	64%
GARDEN AREA	299.5m²	35%
SITE PERMEABILITY	191.10m²	22.3%

Number	Revision	Date
A	TOWN PLANNING	13.10.2020
B	REVISED TOWN PLANNING	24.11.2020
C	REVISED TOWN PLANNING	25.11.2020
D	REVISED TOWN PLANNING	03.12.2020
E	RFI RESPONSE	11.12.2020
F	AMENDED TOWN PLANNING	03.03.2021

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DRAWINGS ARE TO BE READ IN CONJUNCTION WITH ALL OTHER CONTRACT DRAWINGS, SCHEDULES AND THE SPECIFICATION.

General Notes

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Client CADRE

Project 2001M CADRE

Stage TOWN PLANNING - RFI RESPONSE

Address 27-31 GIBDON ST BURNLEY VICTORIA 3121 AUSTRALIA

Title COVER SHEET

Checked --

Drawn --

Printed Date 3/3/21

Scale AS SHOWN

Drawing No. 2001M_TP001_F

Attachment 3 - PLN20/0737 - PDC Attachment - Sketch Plans (March 2021)

LEGEND

NEIGHBOURING BUILDINGS

1. 25 GIBDON STREET SINGLE STOREY WEATHERBOARD
2. 27-31 GIBDON STREET SINGLE STOREY WEATHERBOARD
3. 45 GIBDON STREET DOUBLE STOREY BRICK FACTORY



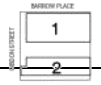
ARTISTIC IMPRESSION - LOOKING FROM THE NORTH ALONG GIBDON STREET

Number	Revision	Date
A	TOWN PLANNING	13.10.2020
B	REVISED TOWN PLANNING	24.11.2020
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Location Plan



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Client CADRE

CADRE

Project 200W CADRE

Address 27-31 GIBDON ST BURWLEY VICTORIA 3121 AUSTRALIA

Stage TOWN PLANNING - RFI RESPONSE

Title PERSPECTIVES

Checked --

Drawn --

Printed Date 3/3/21

Scale AS SHOWN

Drawing No. 20074_TP005_F

Attachment 3 - PLN20/0737 - PDC Attachment - Sketch Plans (March 2021)

LEGEND

NEIGHBOURING BUILDINGS

1. 25 GIBDON STREET SINGLE STOREY WEATHERBOARD
2. 27-31 GIBDON STREET SINGLE STOREY WEATHERBOARD
3. 45 GIBDON STREET DOUBLE STOREY BRICK FACTORY



ARTISTIC IMPRESSION - GIBDON STREET

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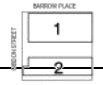
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Number Revision Date

Number Revision Date

Location Plan



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Client CADRE

CADRE

Project 200W CADRE

Stage TOWN PLANNING - RFI RESPONSE

Address 27-31 GIBDON ST BURNLEY VICTORIA 3121 AUSTRALIA

Title PERSPECTIVES

Checked --

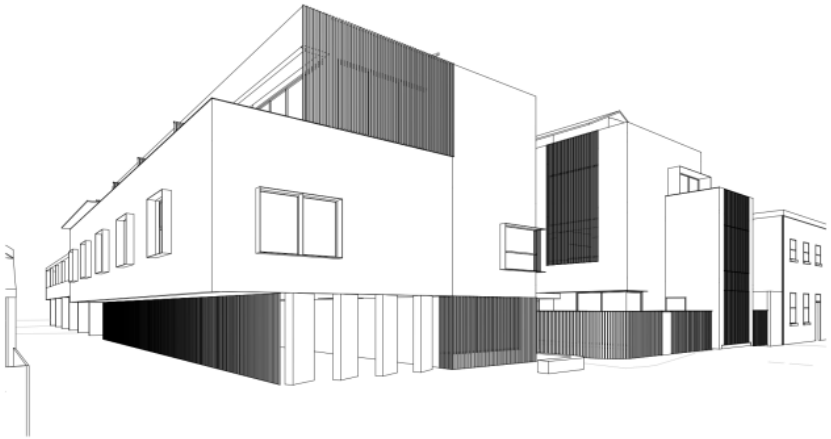
Drawn --

Printed Date 3/3/21

Scale AS SHOWN

Drawing No. 20074_TP006_F

Attachment 3 - PLN20/0737 - PDC Attachment - Sketch Plans (March 2021)



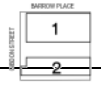
PREVIOUS PROPOSAL
NORTH CORNER



REVISED PROPOSAL
NORTH CORNER

Number	Revision	Date
A	AMENDED TOWN PLANNING	03.02.2021

Location Plan



General Notes

BUILDERS / CONTRACTORS SHALL VERIFY ALL DIMENSIONS BEFORE ANY WORK COMMENCES. DIMENSIONS SHOWN ARE NOMINAL. FIGURED DIMENSIONS SHALL TAKE PRECEDENCE OVER SCALED DIMENSIONS. ANY DISCREPANCIES ARE TO BE MADE KNOWN TO THE ARCHITECTS / DESIGNERS OFFICE PRIOR TO ANY WORKS COMMENCING ON SITE. ALL SHOP DRAWINGS SHALL BE SUBMITTED FOR REVIEW AND MANUFACTURE SHALL NOT COMMENCE PRIOR TO THE RETURN OF UNAMENDED SHOP DRAWINGS

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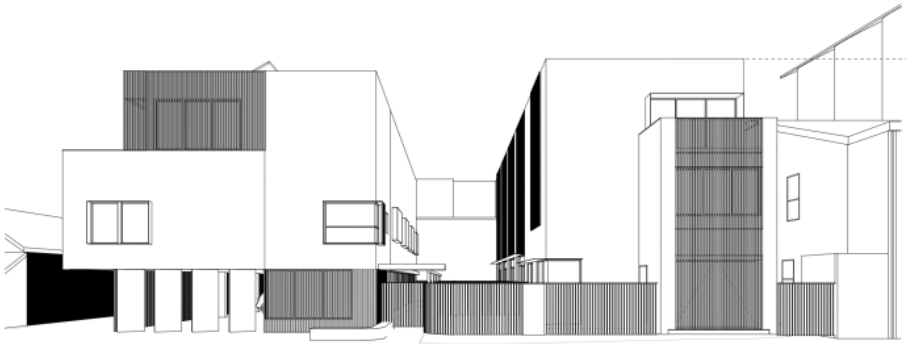
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Client CADRE

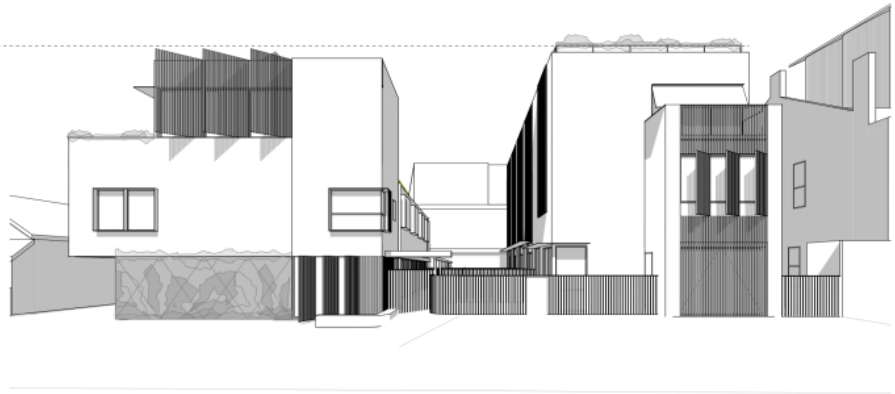
CADRE

Project 200W CADRE
Address 27-31 GIBSON ST BURNLEY VICTORIA 3121 AUSTRALIA
Stage TOWN PLANNING - RFI RESPONSE
Title PERSPECTIVES
Checked --
Drawn --
Printed Date 03.02.21
Scale AS SHOWN
Drawing No. 20074_TP008_A

Attachment 3 - PLN20/0737 - PDC Attachment - Sketch Plans (March 2021)

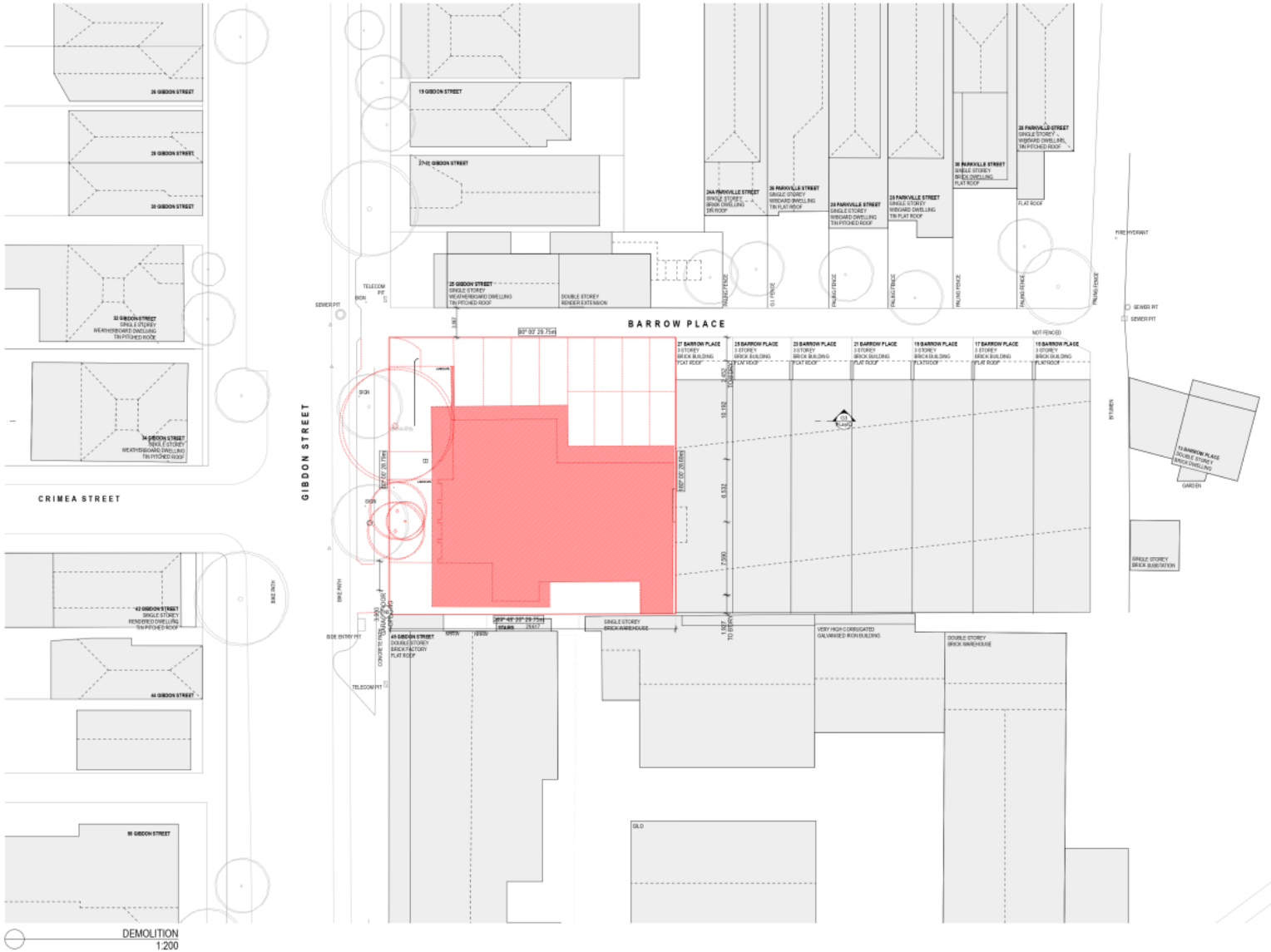


PREVIOUS PROPOSAL
WEST FACADE



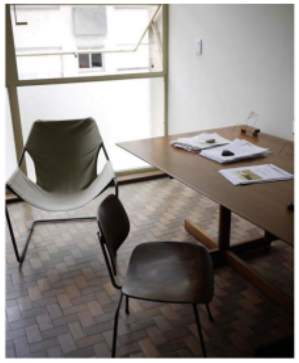
REVISED PROPOSAL
WEST FACADE

Attachment 3 - PLN20/0737 - PDC Attachment - Sketch Plans (March 2021)

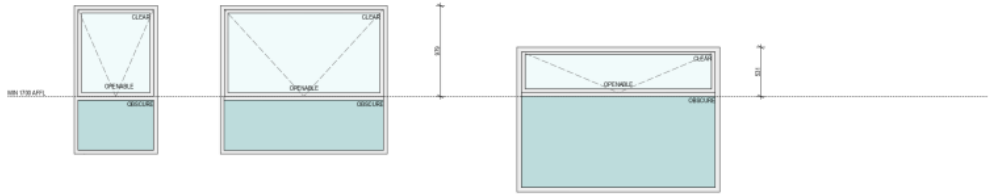


Attachment 3 - PLN20/0737 - PDC Attachment - Sketch Plans (March 2021)





REFERENCE IMAGE



TW1 WINDOW ELEVATION
1:25
BLOCK 1 NORTH AND SOUTH

TW2 WINDOW ELEVATION
1:25
BLOCK 1 NORTH AND SOUTH

TW3 WINDOW ELEVATION
1:25
BLOCK 1 NORTH

PLEASE NOTE: DOUBLE GLAZING OR BETTER WILL BE APPLIED
ONLY WINDOWS WITH INTEGRATED PRIVACY SCREENING
DETAILED.

ALL DIMENSIONS TO BE CONFIRMED ON SITE PRIOR TO COMMENCING WORK. ANY DISCREPANCIES TO BE REFERRED TO MAA. DO NOT SCALE DRAWING.

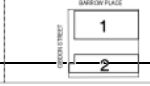
DRAWINGS ARE TO BE READ IN CONJUNCTION WITH ALL OTHER CONSULTANTS DRAWINGS, SCHEDULES AND THE SPECIFICATION.

Number	Revision	Date
A	TOWN PLANNING	13.10.2020
B	REVISED TOWN PLANNING	24.11.2020
C	REVISED TOWN PLANNING	25.11.2020
D	REVISED TOWN PLANNING	03.12.2020
F	AMENDED TOWN PLANNING	03.02.2021

Number	Revision	Date

Number	Revision	Date

Location Plan



General Notes

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Client CADRE

CADRE

Project 200W CADRE

Stage TOWN PLANNING - RFI RESPONSE

Address 27-31 GIBSON ST BURNLEY VICTORIA 3121 AUSTRALIA

Title FINISHES AND DETAILS

Checked --

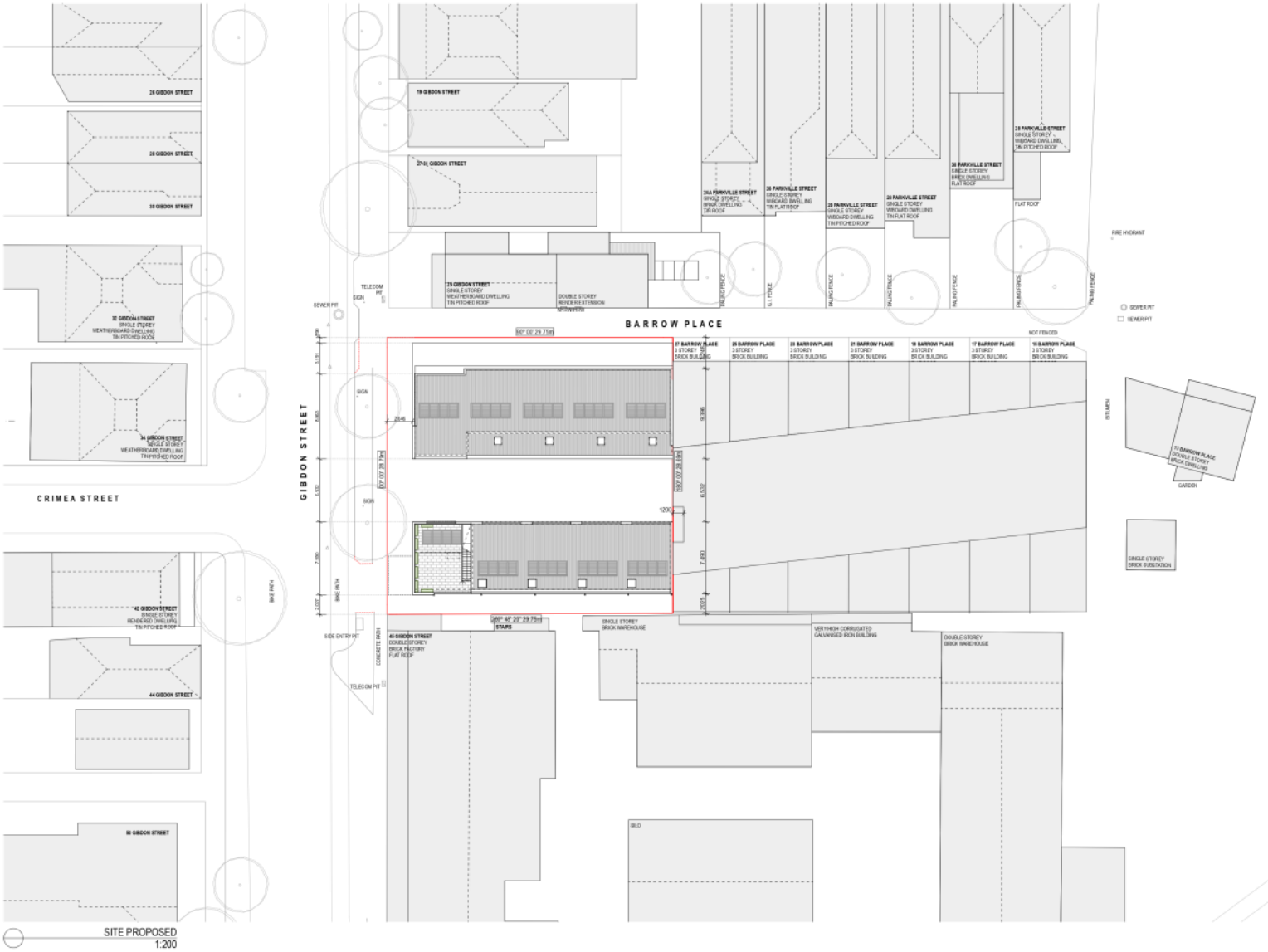
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Printed Date 3/3/21

Scale AS SHOWN

Drawing No. 20074_TP090_F

Attachment 3 - PLN20/0737 - PDC Attachment - Sketch Plans (March 2021)



Attachment 3 - PLN20/0737 - PDC Attachment - Sketch Plans (March 2021)



Attachment 3 - PLN20/0737 - PDC Attachment - Sketch Plans (March 2021)



Attachment 3 - PLN20/0737 - PDC Attachment - Sketch Plans (March 2021)

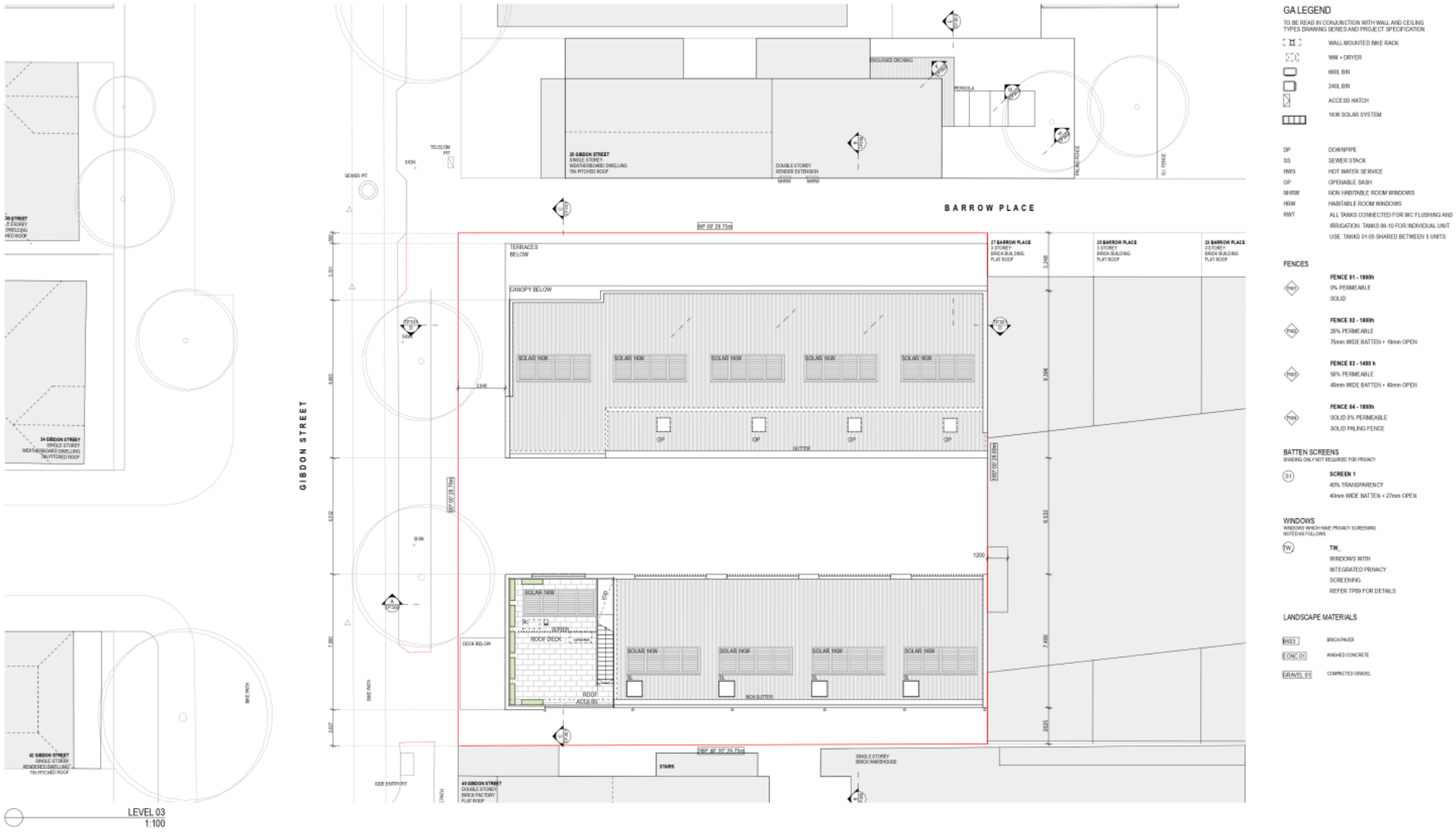


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Client CADRE

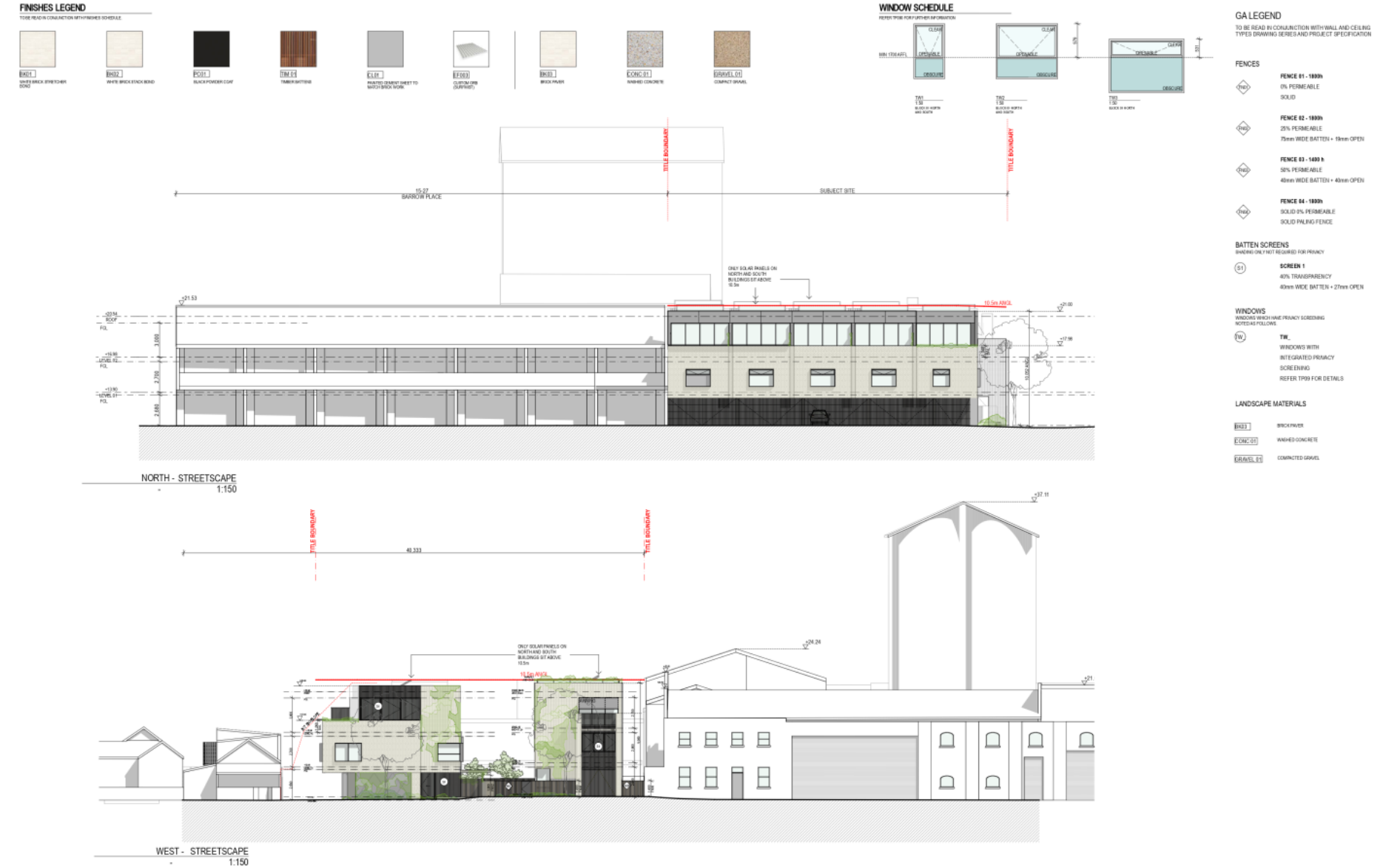
Project 200W CADRE
Address 27-31 GIBDON ST BURWLEY VICTORIA 3121 AUSTRALIA
Stage TOWN PLANNING - RFI RESPONSE
Title LOI PLAN
Checked --
Drawn --
Printed Date 2/3/21
Scale AS SHOWN
Drawing No. 20014_TP112_F

Attachment 3 - PLN20/0737 - PDC Attachment - Sketch Plans (March 2021)



| | | |

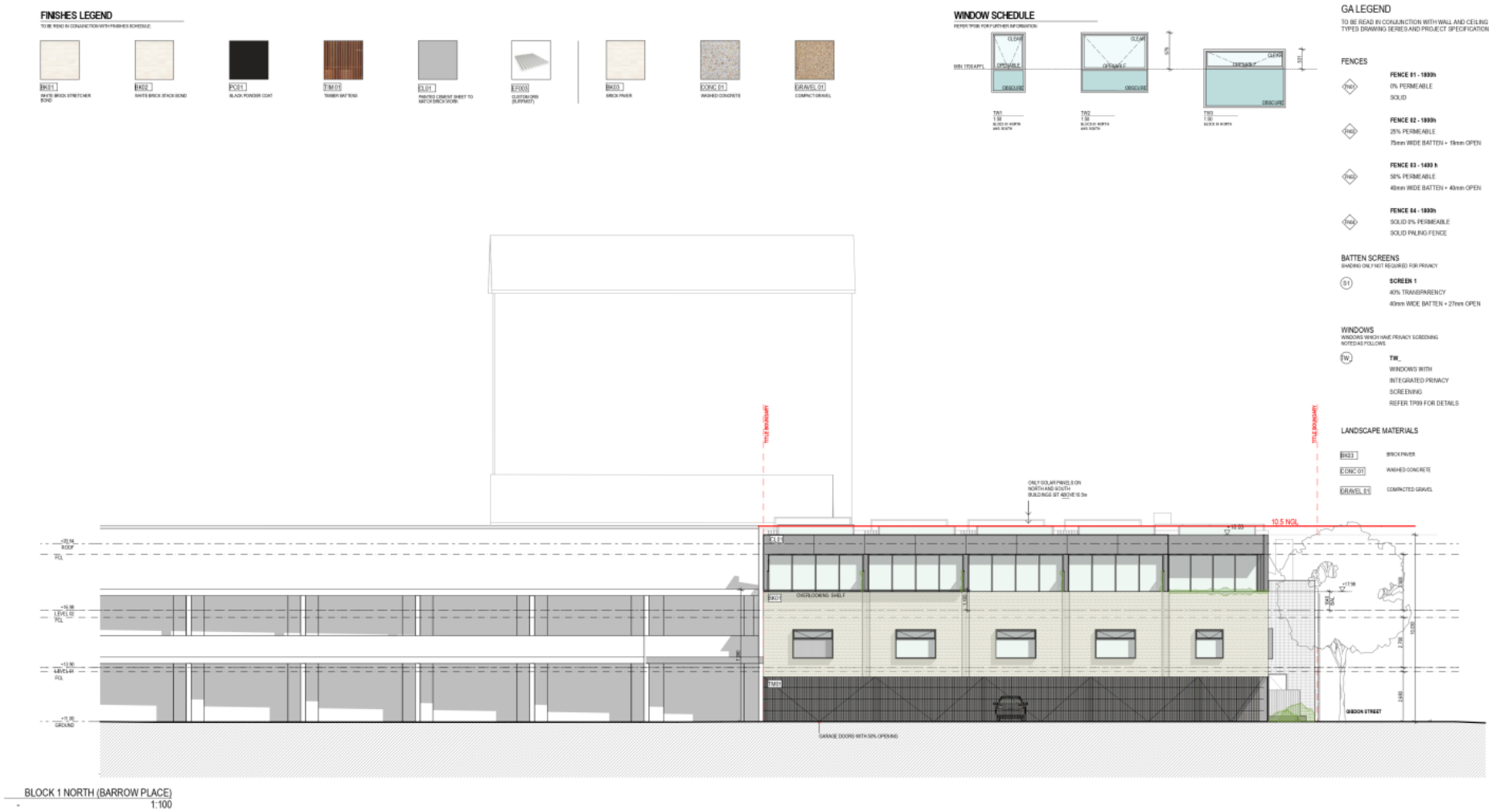
Attachment 3 - PLN20/0737 - PDC Attachment - Sketch Plans (March 2021)



Attachment 3 - PLN20/0737 - PDC Attachment - Sketch Plans (March 2021)



Attachment 3 - PLN20/0737 - PDC Attachment - Sketch Plans (March 2021)



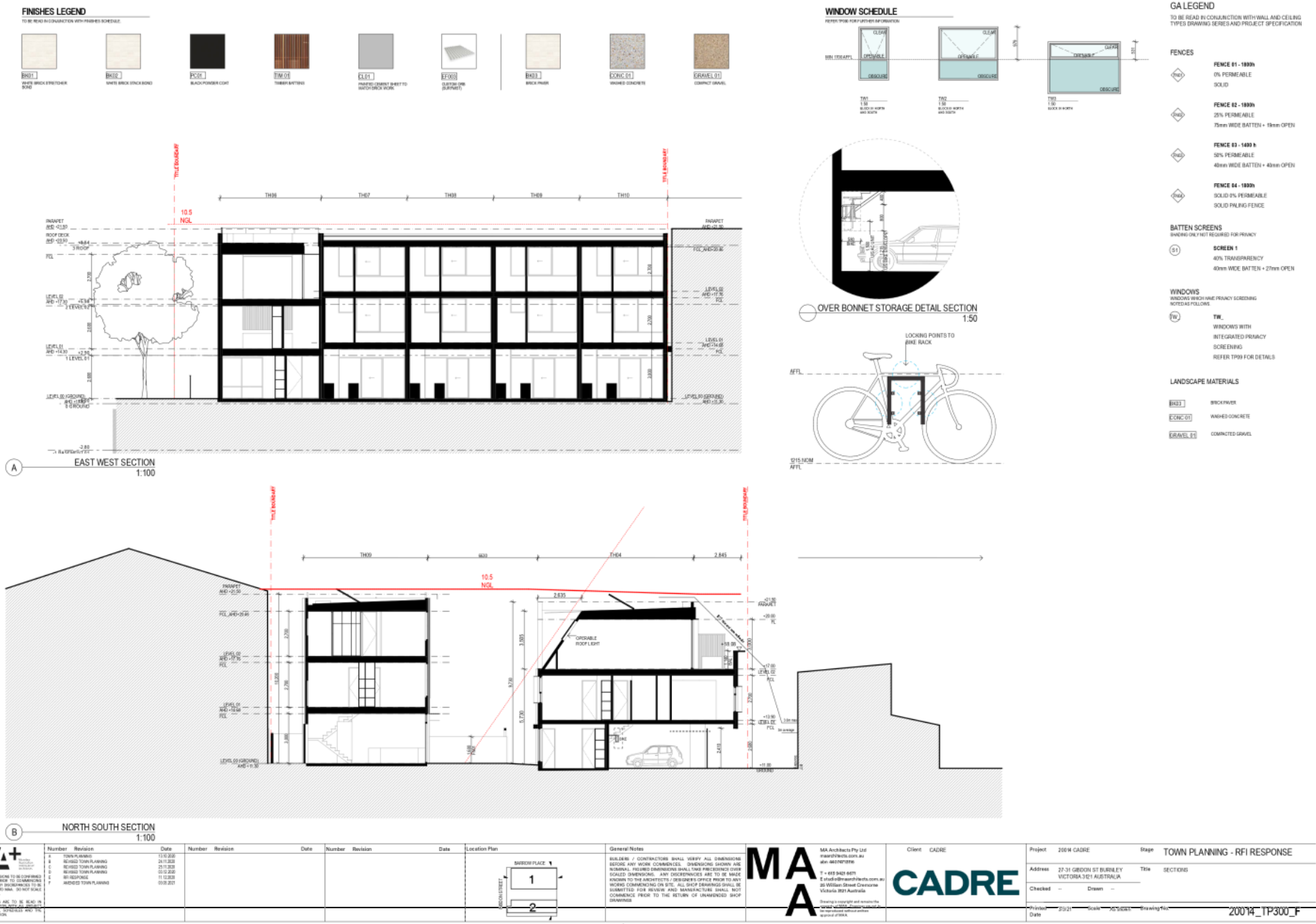
Attachment 3 - PLN20/0737 - PDC Attachment - Sketch Plans (March 2021)



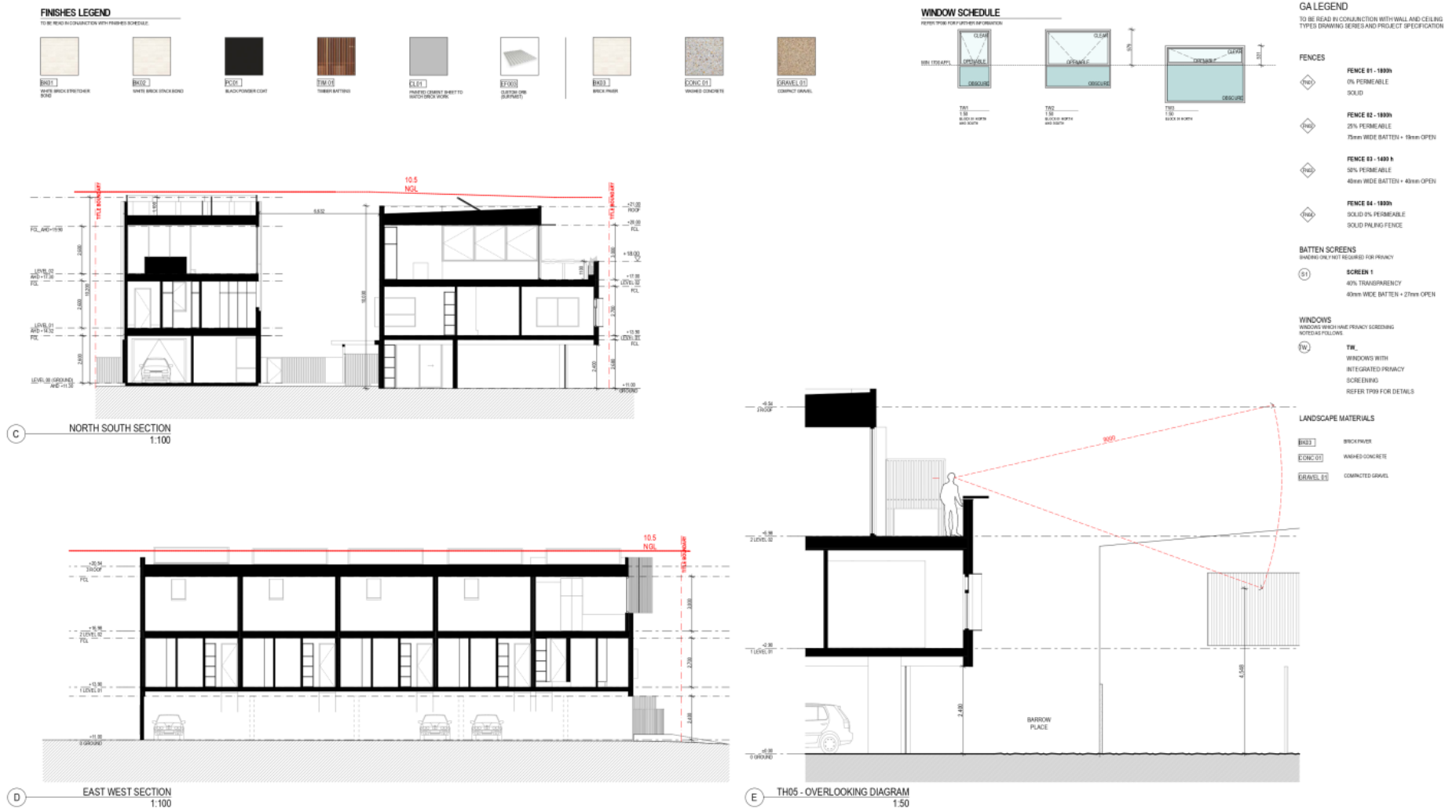
Attachment 3 - PLN20/0737 - PDC Attachment - Sketch Plans (March 2021)



Attachment 3 - PLN20/0737 - PDC Attachment - Sketch Plans (March 2021)



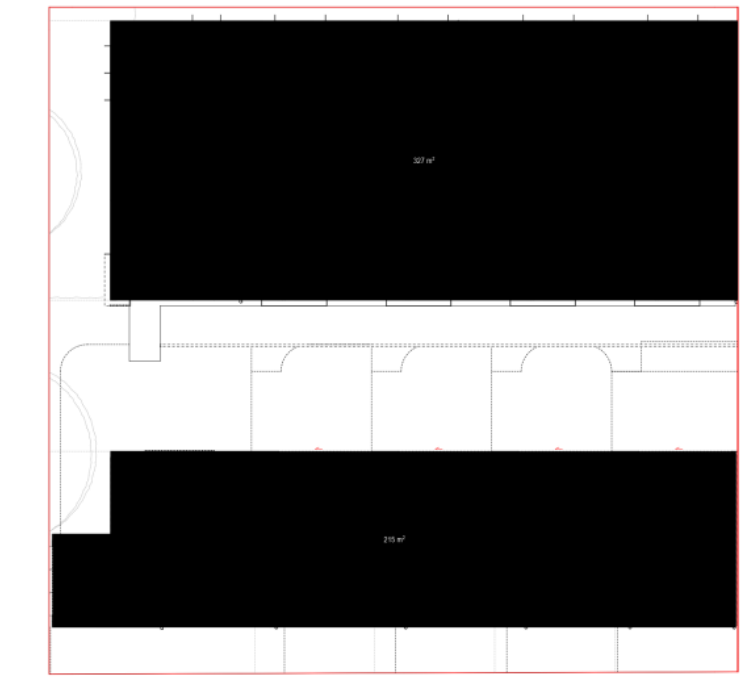
Attachment 3 - PLN20/0737 - PDC Attachment - Sketch Plans (March 2021)



Attachment 3 - PLN20/0737 - PDC Attachment - Sketch Plans (March 2021)

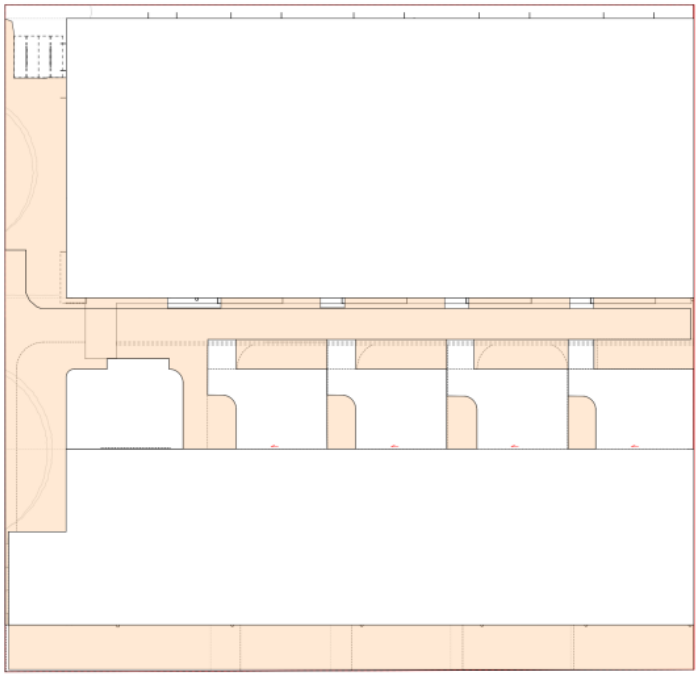


Attachment 3 - PLN20/0737 - PDC Attachment - Sketch Plans (March 2021)



SITE COVERAGE
1:100

TOTAL SITE COVERAGE: 542m² (64%)



SITE PERMEABILITY
1:100

TOTAL SITE PERMEABILITY: 191.10m² (22.3%)

Number	Revision	Date
A	TOWN PLANNING	13.10.2020
B	REVISED TOWN PLANNING	24.11.2020
C	REVISED TOWN PLANNING	25.11.2020
D	REVISED TOWN PLANNING	03.12.2020
E	AMENDED TOWN PLANNING	03.02.2021

Location Plan: BARROW PLACE, GIBSON STREET, 1, 2

General Notes: BUILDERS / CONTRACTORS SHALL VERIFY ALL DIMENSIONS BEFORE ANY WORK COMMENCES. DIMENSIONS SHOWN ARE NOMINAL. FIGURED DIMENSIONS SHALL TAKE PRECEDENCE OVER SCALED DIMENSIONS. ANY DISCREPANCIES ARE TO BE MADE KNOWN TO THE ARCHITECTS / DESIGNERS OFFICE PRIOR TO ANY WORKS COMMENCING ON SITE. ALL SHOP DRAWINGS SHALL BE SUBMITTED FOR REVIEW AND MANUFACTURE SHALL NOT COMMENCE PRIOR TO THE RETURN OF UNAMENDED SHOP DRAWINGS

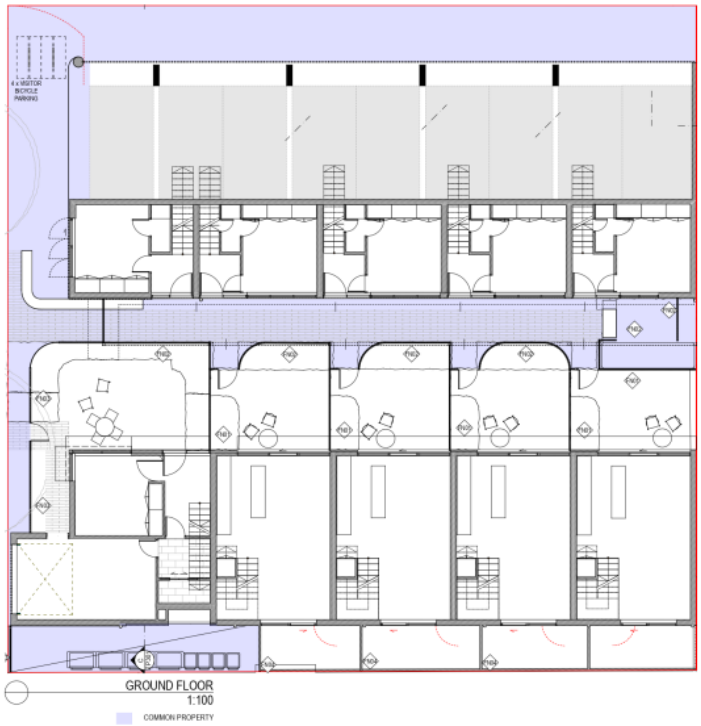
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E studio@maarchitects.com.au
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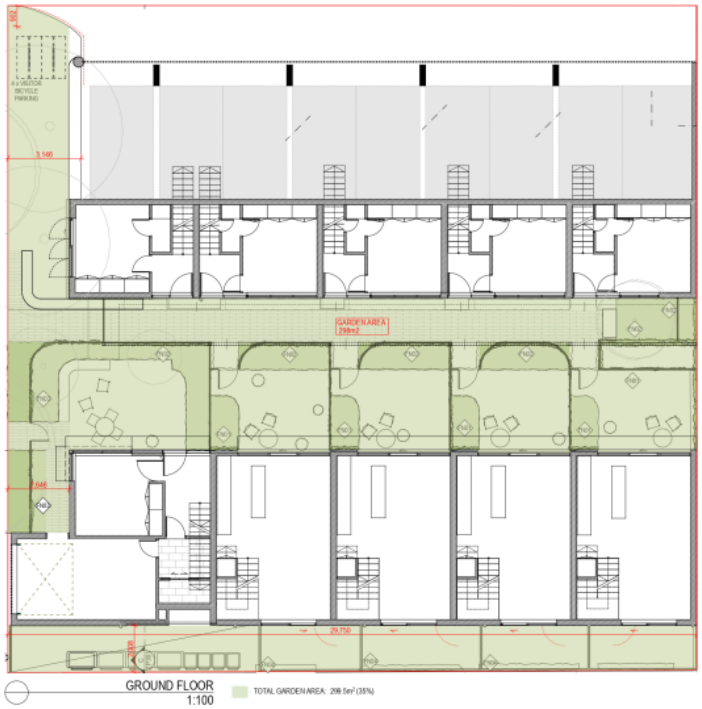
Client: CADRE

Project: 2001M CADRE
Address: 27-31 GIBDON ST BURWLEY VICTORIA 3121 AUSTRALIA
Checked: --
Drawn: --
Printed Date: 2/3/21
Scale: AS SHOWN
Drawing No.: 20014_TP450_E

Stage: TOWN PLANNING - RFI RESPONSE
Title: SITE COVERAGE

Attachment 3 - PLN20/0737 - PDC Attachment - Sketch Plans (March 2021)





Number	Revision	Date
A	REVISED TOWN PLANNING	24.11.2020
B	REVISED TOWN PLANNING	25.11.2020
C	REVISED TOWN PLANNING	03.12.2020
D	AMENDED TOWN PLANNING	03.05.2021

Location Plan: BARROW PLACE; GIBSON STREET; 1; 2

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Client: CADRE

Project: 2001M CADRE
Address: 27-31 GIBDON ST BURNLEY VICTORIA 3121 AUSTRALIA
Checked: --
Drawn: --
Stage: TOWN PLANNING - RFI RESPONSE
Title: COMMON PROPERTY + GARDEN AREA
Printed Date: 3/5/21
Scale: AS SHOWN
Drawing No.: 20014_TP451_D

Attachment 3 - PLN20/0737 - PDC Attachment - Sketch Plans (March 2021)





TIMBER SCREEN REFERENCE - INTERNAL VIEW

PROJECTS WITH SIMILAR SCREENING PROVIDING SUN PROTECTION BUT MAINTAINING PASSIVE SURVEILLANCE





ENTRY DETAIL REFERENCE

MAA PROJECT WITH SIMILAR ENTRY DETAIL TO PROPOSAL

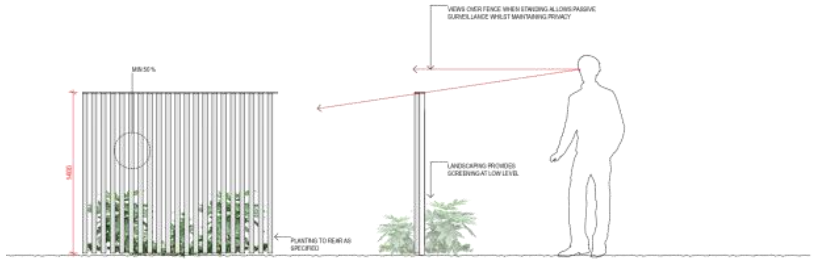
WALSH STREET, SOUTH YARRA



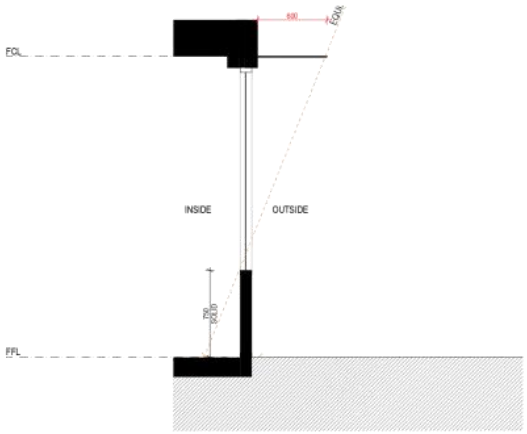
PLANTERS AND AWNING REFERENCE

MAA PROJECT

SMITH STREET, FITZROY



FRONT FENCE DETAIL
1:20



TH06 - L00 CORNER WINDOW DETAIL
1:20

Number	Revision	Date
A	REVISED TOWN PLANNING	24.11.2020
B	REVISED TOWN PLANNING	25.11.2020
C	AMENDED TOWN PLANNING	03.02.2021

Location Plan: BARROW PLACE; GIBSON STREET; 1; 2

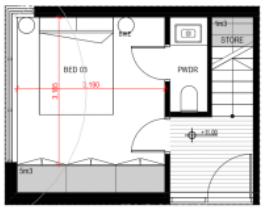
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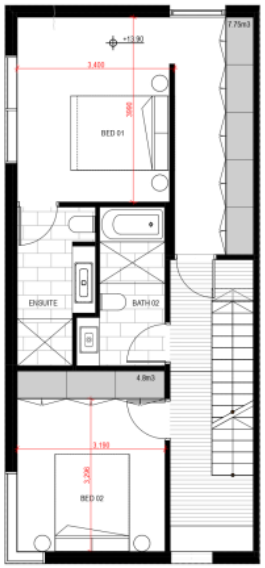
Client: CADRE

Project: 2001M CADRE
Address: 27-31 GIBDON ST BURWLEY VICTORIA 3121 AUSTRALIA
Checked: --
Drawn: --
Printed Date: 2/2/21
Scale: AS SHOWN
Stage: TOWN PLANNING - RFI RESPONSE
Title: DETAILS
Drawing No.: 20074_TP500_C

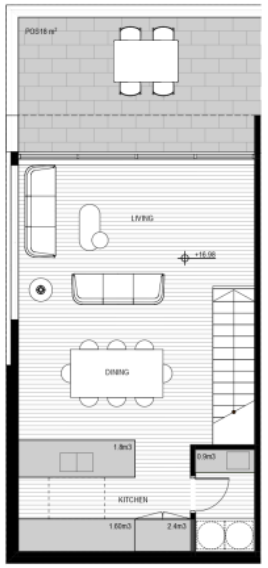
Attachment 3 - PLN20/0737 - PDC Attachment - Sketch Plans (March 2021)



TYPE A - L00
1:50



TYPE A - L01
1:50



TYPE A - L02
1:50

TH01
3 BED, 2 BATH

AREA
138m²

STORAGE
25.25m³(int)

POS
16m²

Number	Revision	Date
A	TOWN PLANNING	13.10.2020
B	REVISED TOWN PLANNING	24.11.2020
C	REVISED TOWN PLANNING	25.11.2020
D	REVISED TOWN PLANNING	03.12.2020
F	AMENDED TOWN PLANNING	03.03.2021

General Notes

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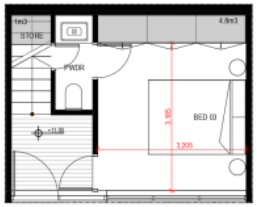
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26 William Street Cremorne
Victoria 3121 Australia

Client CADRE

Project 200W CADRE
Address 27-31 GIBDON ST BURWLEY VICTORIA 3121 AUSTRALIA
Checked --
Drawn --
Printed Date 2.03.21
Scale AS SHOWN
Stage TOWN PLANNING - RFI RESPONSE
Title TYPE A
Drawing No. 20074_TP701_F

Attachment 3 - PLN20/0737 - PDC Attachment - Sketch Plans (March 2021)



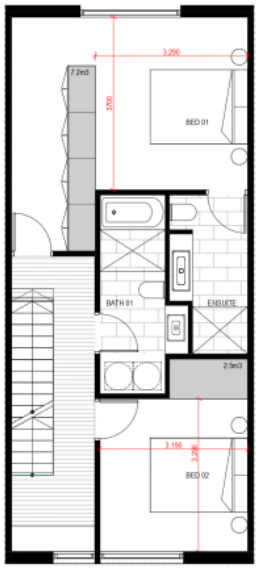
TYPE B - L00
1:50

TH02,TH03,TH04,TH05
3 BED, 2 BATH

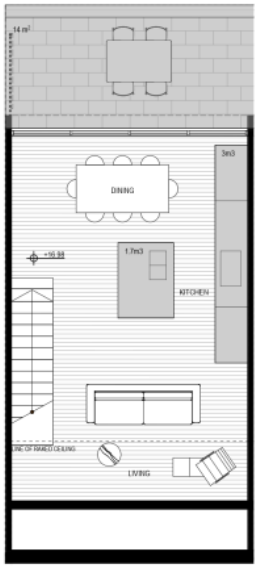
AREA
152m²

STORAGE
23.3m³(9m)

POS
17m²

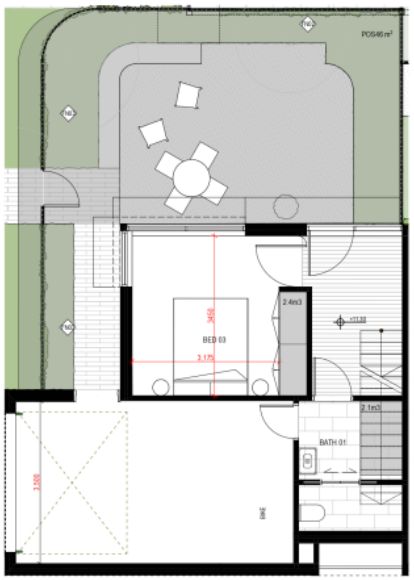


TYPE B - L01
1:50

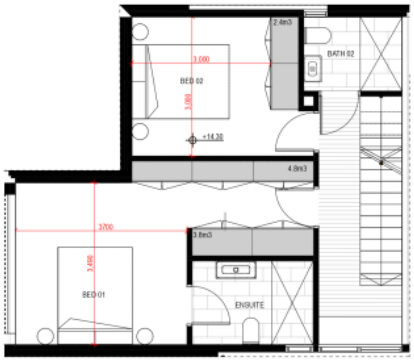


TYPE B - L02
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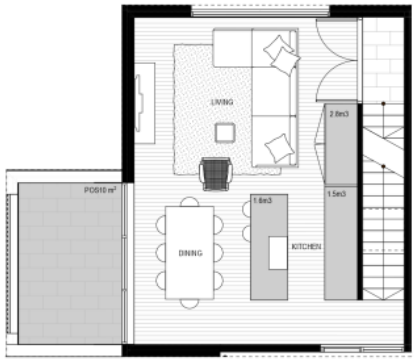
Attachment 3 - PLN20/0737 - PDC Attachment - Sketch Plans (March 2021)



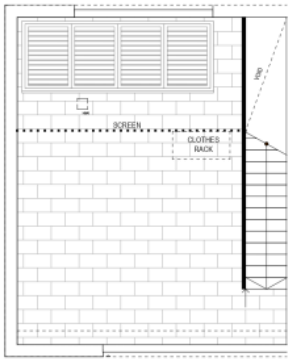
TYPE C - L00
1:50



TYPE C - L01
1:50



TYPE C - L02
1:50



TYPE C - ROOF
1:50

TH06
3 BED, 2 BATH

AREA
139m²

STORAGE
19.3m³ (tot)

POS
59m²

Number	Revision	Date
A	TOWN PLANNING	13.10.2020
B	REVISED TOWN PLANNING	24.11.2020
C	REVISED TOWN PLANNING	25.11.2020
D	REVISED TOWN PLANNING	03.12.2020
F	MARKED TOWN PLANNING	03.02.2021

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DRAWINGS ARE TO BE READ IN CONJUNCTION WITH ALL OTHER CONSULTANTS DRAWINGS, DETAILS AND THE SPECIFICATION.

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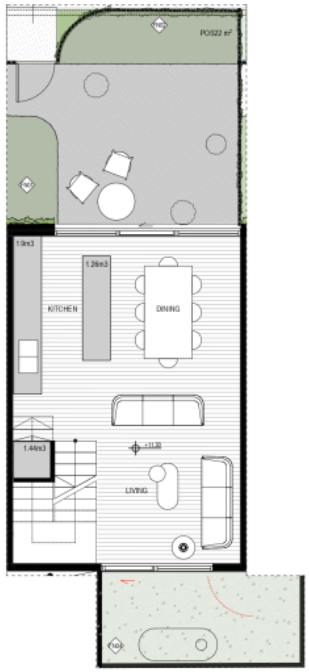
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Client CADRE

CADRE

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Stage TOWN PLANNING - RFI RESPONSE
Title TYPE C
Checked --
Drawn --
Printed Date 3.02.21
Scale AS SHOWN
Drawing No. 20074_TP703_F

Attachment 3 - PLN20/0737 - PDC Attachment - Sketch Plans (March 2021)



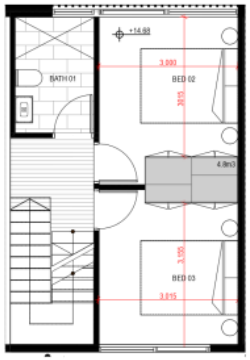
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TH07,TH08,TH09,TH10
3 BED, 2 BATH

AREA
120m²

STORAGE
16.4m³ (Int)

POS
20m²

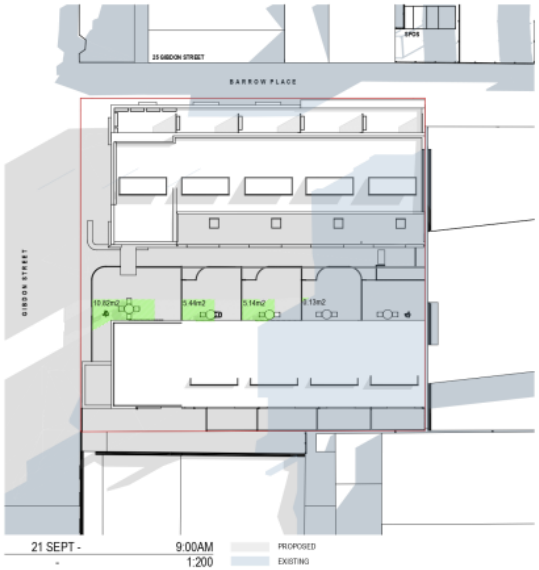


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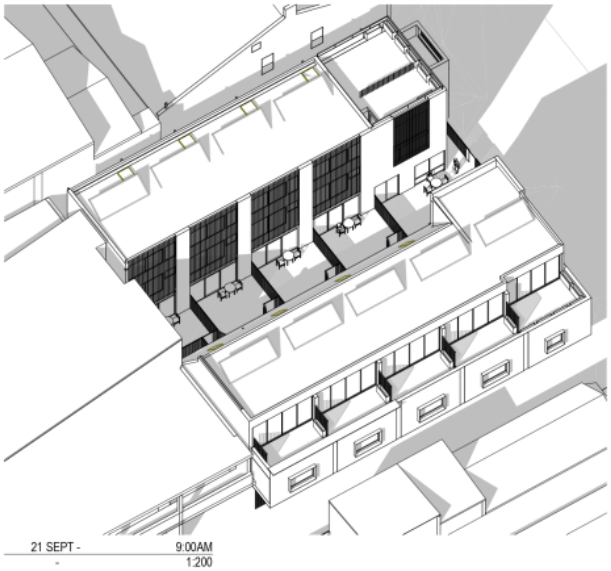


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Attachment 3 - PLN20/0737 - PDC Attachment - Sketch Plans (March 2021)













Number	Revision	Date
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B	REVISED TOWN PLANNING	24.11.2020
C	REVISED TOWN PLANNING	25.11.2020
D	REVISED TOWN PLANNING	09.12.2020
E	RFI RESPONSE	11.12.2020
F	AMENDED TOWN PLANNING	03.03.2021

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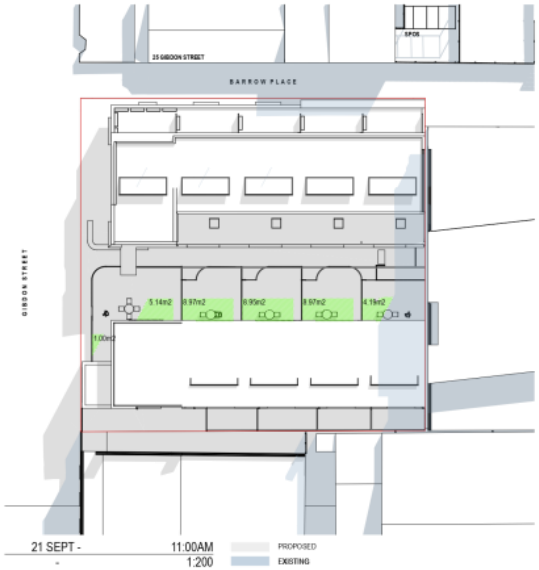
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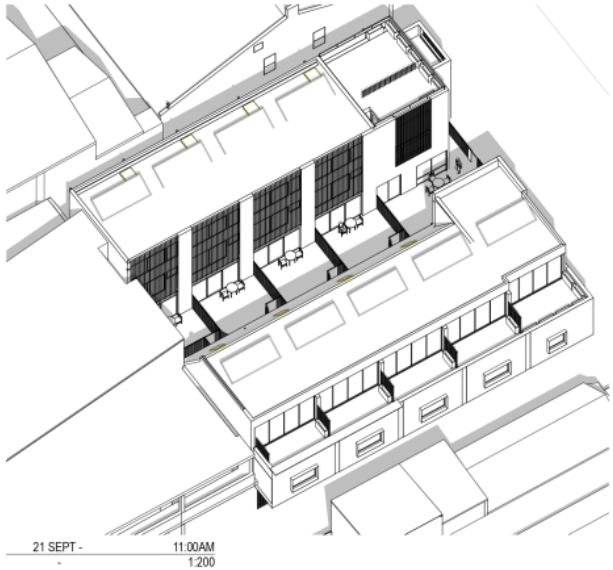
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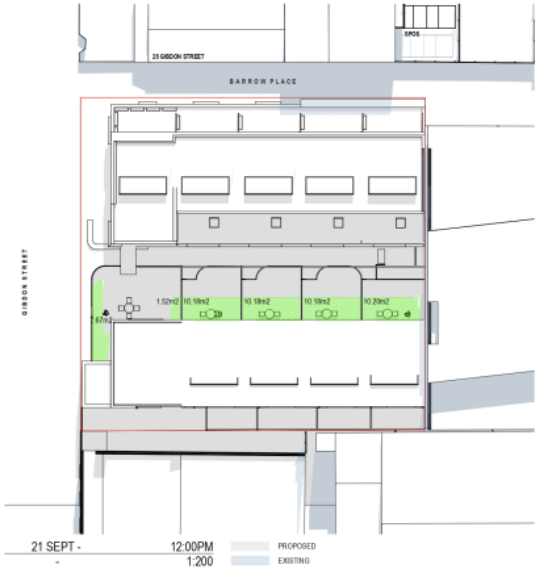
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Drawn --
Printed 2020.21
Date
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Stage TOWN PLANNING - RFI RESPONSE
Title SHADOW DIAGRAMS - SHEET 01
Drawing No. 20014_TP900_F

Attachment 3 - PLN20/0737 - PDC Attachment - Sketch Plans (March 2021)

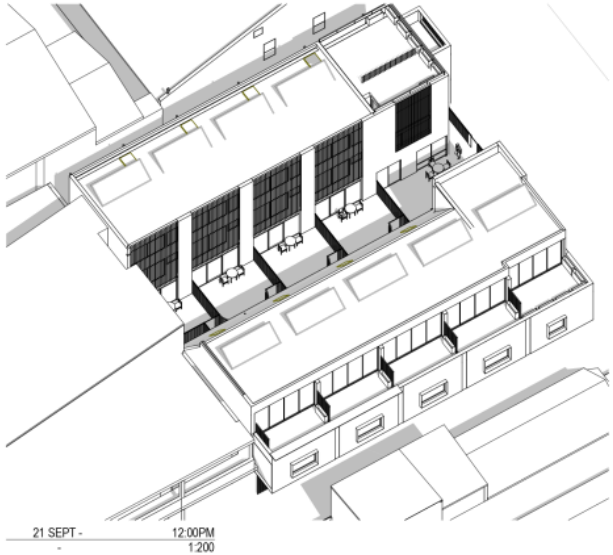












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C	REVISED TOWN PLANNING	25.11.2020
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F	AMENDED TOWN PLANNING	03.03.2021

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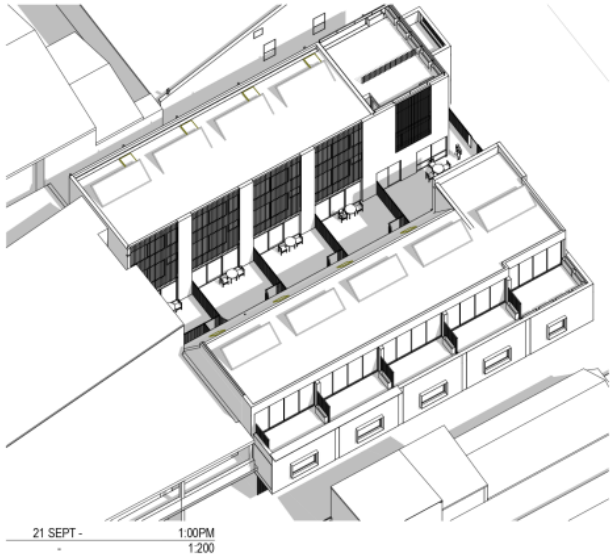
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Printed 2.03.21
Date
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Stage TOWN PLANNING - RFI RESPONSE
Title SHADOW DIAGRAMS - SHEET 02
Drawing No. 20014_TP901_F

Attachment 3 - PLN20/0737 - PDC Attachment - Sketch Plans (March 2021)

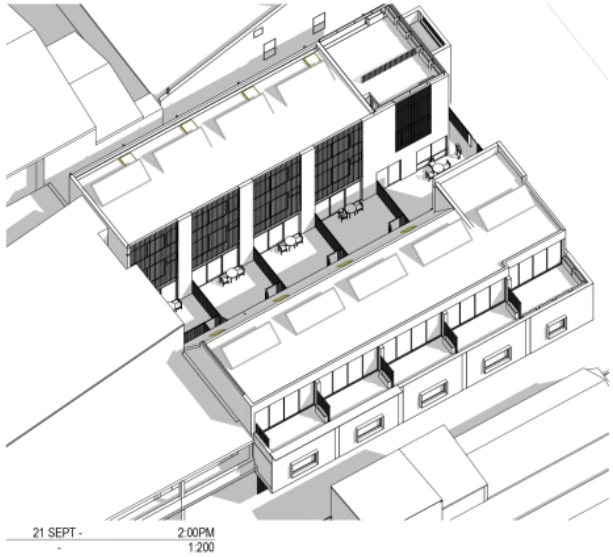












Number	Revision	Date
A	REVISED TOWN PLANNING	24.11.2020
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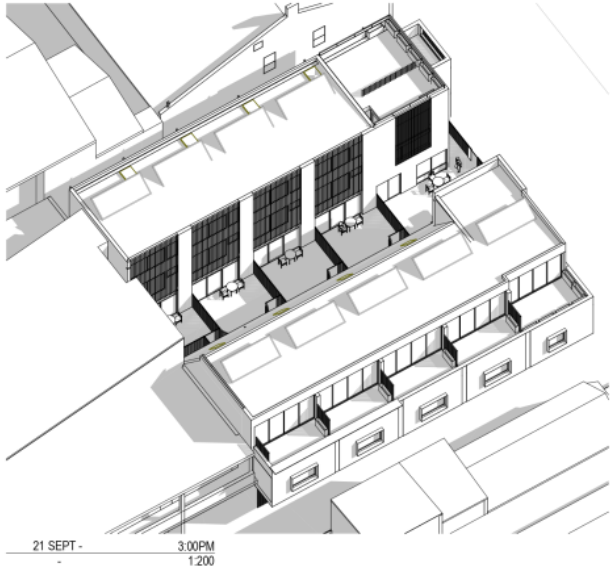
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Printed 23.03.21
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Stage TOWN PLANNING - RFI RESPONSE
Title SHADOW DIAGRAMS - SHEET 03
Drawing No. 20074_TP902_E

Attachment 3 - PLN20/0737 - PDC Attachment - Sketch Plans (March 2021)







Number	Revision	Date
A	REVISED TOWN PLANNING	24.11.2020
B	REVISED TOWN PLANNING	25.11.2020
C	REVISED TOWN PLANNING	03.12.2020
D	RFI RESPONSE	11.12.2020
E	AMENDED TOWN PLANNING	03.03.2021

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Address 27-31 GIBDON ST BURWLEY VICTORIA 3121 AUSTRALIA
Checked --
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Printed 2.03.21
Date
Scale AS SHOWN

Stage TOWN PLANNING - RFI RESPONSE
Title SHADOW DIAGRAMS - SHEET 04
Drawing No. 20074_TP903_E

Attachment 4 - PLN20/0737 - PDC Attachment - Urban Design Comments

MEMO

To:	Chris Stathis (Statutory Planning)
From:	Lucy Stratton (Urban Design)
Date:	2 February 2021
Site Address:	27-31 Gibdon Street, Burnley
Application No:	PLN20/0737
Description:	Full demolition of existing buildings, the construction of ten townhouse dwellings, a vehicle crossover and a reduction in the car parking requirements.

COMMENTS SOUGHT

Urban Design comments have been sought on following matters:

- Height and massing
- Public realm interface
  - Extent of active frontages
  - Presentation to Barrow Place
- Architectural and materiality

COMMENTS SUMMARY

The proposal is not supported in its current form. The following recommendations and clarifications are required to strengthen the proposal from an urban design perspective. The rationale behind these changes is explained in detail overleaf.

- Ensure an appropriate transition in streetscape scale is provided to the north (1-2 storey residential forms) through the introduction an upper level setback to the northern townhouse row (Level 02 TH01).
- Improve the streetscape interface of the northern townhouse row with Gibdon Street, consider re-orientating TH01 to front Gibdon Street, providing an additional direct street entrance and fenestration at upper levels.
- The impact on oblique street views to the northern elevation (gabled profile and chimneys) of the Maltings Building (No.45 Gibdon Street) should be referred to heritage for comment. Massing amendments to the southern townhouse row may be required from a heritage perspective.
- Introduce subtle vertical articulation along the northern façade (Level 1), distinguishing individual townhouses, to reduce the visual bulk of the proposal.
- Townhouse mailboxes should be annotated on the relevant Plans and Elevations and be located to enhance the legibility of the central communal entrance.
- Provide further detail of the proposed garage treatment material and ensure appropriate lighting is provided to enhance the safety of Barrow Place.
- Consider integrated balcony planters to soften and enhance the proposal and ensure climbers are viable for the undercroft along Barrow Place.

MEMO

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

These comments are provided on Architectural Plans (MA Architects, 11 December 2020) and Planning Report (Ask Planning Services, December 2020).

SITE & CONTEXT

The subject site is located on the corner of Gibdon Street and Barrow Place. The site is generally square with has a frontage of 28.8m to Gibdon Street and depth of 29.8m, equating to approximately 855sqm. The site has the following immediate interfaces:

- To the north is Barrow Place, a 3m wide, east west laneway connecting Gibdon Street to properties to the east and Twickenham Crescent Reserve. Further north at 25 Gibdon Street is a single storey weatherboard dwelling, with a rear double storey extension setback approximately 6m from the street frontage (contributory).
- To the east at 15-27 Barrow Place is a row of seven, three storey townhouses. Townhouses front Barrow Place, with individual garages and entrances. The two storey form is built to all boundaries (100% site coverage), with a recessed third storey.
- To the south at 45 Gibdon Street is the former Barrett and Burston Maltings (Burnley Brewery) complex (individually significant), comprising of a series of multi-storey buildings and structures associated with the former brewery. The original Victoria-era brewery building front Gibdon Street, presenting as a double storey brick frontage (gable roof RL 10.07). The north elevation (common boundary with the subject site) features a gabled profile and three chimneys, the building is setback from the boundary. Concrete malt silos are located central to the site and are visible from Gibdon Street.

The subject site is located within the General Residential Zone – Schedule 1 (GRZ1) and is affected by Design and Development Overlay Schedule 5 – City Link Exhaust Stack Environs (DDO05) and Heritage Overlay – Golden Square Precinct (HO322).

PROPOSAL

The proposed development comprises of ten (10), three storey townhouses, configured in two linear east-west rows with a central accessway. The proposal has an overall building footprint of 542sqm (64%) and garden area of 299.5sqm (35%). Townhouses (TH01-05 and 07-10) have under croft parking off Barrow Place and are accessed via the central pedestrian walkway.TH06 fronts Gibdon Street with a single garage via a proposed crossover to the south of the site.

Contextual Response

Gibdon Street Setback

The site has two varied immediate adjacencies which require considerate setbacks and massing responses. A residential landscape setback is typical of dwelling along Gibdon Street, north of the subject site and on the opposite side of the street. With setbacks in the range of 2-6m within the block directly north (15-25 Gibdon Street). To the south the former brewery building is built to the street frontage. Broadly Clause 22.02 (Development Guidelines for Sites Subject to the Heritage Overlay) seeks principal street setbacks similar to adjoining contributory buildings.

The northern townhouse row adopts a front setback of 2.65m to Gibdon Street. The southern row proposes a stagged setback ranging from 2.65m to zero. The garage and level 1 of TH06 is proposed to be built to boundary, for a width of 4m along the southern portion of the site (setback approximately 2m from adjacent brick warehouse at 45 Gibdon Street).

MEMO

The wide frontage and massing approach of two rows, allows for a graduated setback that responds to each of the adjacent building conditions. While not comparable to the setback to the north (at approx.. 6m, this is an irregularly deep setback), the proposed 2.65m is sufficient when considering the wider street condition setback range.

Height and Massing

With the exception of the former brewery complex, dwellings in the Gibdon Street context are typically one to two storeys in height. Schedule 1 to the GRZ requires a mandatory maximum height of 10.5m from NGL. The proposal has an overall height of 10.2m. Transitional massing, to the varied adjacent conditions should be provided to ensure the development does not dominate the streetscape heritage context and scale (Clause 22.02).

Northern Townhouse Row (TH01-05): The proposal current presents as sheer two - three storeys to Gibdon Street. It is recommended to reduce bulk of third storey (TH01), through the provision of a setback at Level 2 from the frontage. Distinction in materiality between the two-storey base and upper level along the entire frontage would also assist in defining the two storey scale.

Southern Townhouse Row (TH06-10): The two-storey (plus terrace) component has a comparable street wall height to the parapet of the adjacent brick building (approx. 7.3m). The third storey component is setback 2.65m in line with the northern block. The impact on views to the prominent chimneys along the northern elevation of the Malting Buildings (No. 45 Gibdon Street) should be referred to Council's heritage advisor for comment.

Public Realm

Gibdon Street

The proposal presents minimal engagement with Gibdon Street frontage. A large portion of the northern townhouse row frontage to Gibdon Street is to be screened car parking. To improve the streetscape outcome, it is recommended that TH01 be orientated to front Gibdon Street with a direct residential entrance (in addition to above massing recommendations). Providing additional activation to the streetscape and reducing the extent of inactive screening.

The proposed front fence height ranges from 1.4m to 1.6m. A pergola defines the central communal entrance, with seating provided within the front setback. Townhouse mailboxes should be located on the relevant Plans and Elevations.

Barrow Place

The common undercroft car parking (TH01-05 and 07-10) is located along Barrow Place. Garage doors are setback 2.4m from the boundary, with Level 01 cantilevering 1.8m above. Garages doors span the length of the ground floor interface (approx. 27m), the proposed treatment has not been specified (only the level of transparency at 50%).

The proposed configuration and allocation of car spaces results in a relatively equal distance for each townhouse to access respective entrances (approximately 35m along the laneway, Gibdon Street and through the central access way). If this parking configuration and access arrangement is to be pursued, safety measures such as lighting must be provided.

Architecture & Materiality

The proposed material palette consists of white brick (stretcher BK01 and bond BK02), timber battens (natural TIM01 and black TIM02), cement sheet (CL01) and corrugated cladding (EF003). Broadly, the material composition is supported from an urban design perspective, subject to the clarifications and recommendations discussed above.

Attachment 4 - PLN20/0737 - PDC Attachment - Urban Design Comments

MEMO

The proposals presentation to Barrow Place at Level 1 (cantilevering over the car park below), lacks vertical articulation to break up the length and bulk. It is suggested that vertical breaks be introduced to define the individual townhouses along this interface.

The landscape proposal utilises climber planting along fences, elevations and screening. Integrated landscaping that softens the proposal is supported and could be enhanced through additional balcony planters. Ensure are feasible along the garage undercroft, considering the cut-out size, extent of garage entrance doors and undercroft nature of the space.

Attachment 5 - PLN20/0737 - PDC Attachment - 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.

Attachment 5 - PLN20/0737 - PDC Attachment - ESD Comments

Sustainable Management Plan (SMP)

Referral Response by Yarra City Council



Table of Contents

Assessment Summary: 3
1. Indoor Environment Quality (IEQ) 6
2. Energy Efficiency 7
3. Water Efficiency 9
4. Stormwater Management 10
5. Building Materials 11
6. Transport 12
7. Waste Management 13
8. Urban Ecology 14
9. Innovation 15
10. Construction and Building Management 16
Applicant Response Guidelines 17

Attachment 5 - PLN20/0737 - PDC Attachment - ESD Comments

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



Assessment Summary:

Responsible Planner:	Chris Stathis
ESD Advisor:	Gavin Ashley
Date:	19.01.2021
Subject Site:	PLN20/0737 27-31 Gibdon Street, Burnley VIC 3121
Site Area:	Approx. 855 m²
Project Description:	Full demolition of existing buildings, the construction of ten (10) 3-bedroom townhouse dwellings.
Pre-application meeting(s):	Unknown.
Documents Reviewed:	• Sustainability Management Plan (Rev E – 29.11.20), by GIW Solutions • Architectural Plans (Rev E – 11.12.20), by MA Architects • Landscape Plan (Nov 2020), by Rupert Baynes • Waste Management Plan (26.11.20), by RB Waste Consulting Services

The standard of the ESD does not meet Council's Environmental Sustainable Design (ESD) standards. Should a permit be issued, the following ESD commitments (1) and deficiencies (2) should be conditioned as part of a planning permit to ensure Council's ESD standards are fully met.

Furthermore, it is recommended that all ESD commitments (1), deficiencies (2) and the outstanding information (3) are addressed in an updated SMP report and are clearly shown on Condition 1 drawings. ESD improvement opportunities (4) have been summarised as a recommendation to the applicant.

(1) Applicant ESD Commitments:

- The Proposal achieves a total BESS score of 64%, with no mandatory category below 50% (SMP, p. 6).
- Extensive natural ventilation and shading strategy (SMP, p. 6).
- Individual water and electricity meters provided to each dwelling and communal areas (SMP, p. 6).
- A STORM report with a 108% STORM score has been submitted that demonstrates best practice and relies on ~419 m² of roof connected to 18,000 litres of rainwater storage servicing toilet flushing in all dwellings (except for TH06) (SMP, p. 14).
- Provision of 10x bicycle parking spaces for residents, and 4x spaces for visitors (SMP, p. 6).
- A Building User's Guide will be provided to all occupants explaining the correct use of installed equipment and building systems (SMP, p. 8).
- Metering and monitoring strategy applied (SMP, p. 9).
- Preliminary section J analysis provided with an average NatHERS rating of 6.3-stars achieved (SMP, p. 10).
- Energy efficient lighting 20% improvement on NCC 2019 lighting power densities (SMP, p. 13).
- Each townhouse provided with a 1-kW rooftop solar PV system, providing 35% of household energy use (SMP, p. 13).
- All balconies or private open space have been provided with a tap and floor waste allowing residents to cultivate their own gardens – with 13% of the site area provided as vegetation (SMP, p. 19).

(2) Application ESD Deficiencies:

- The City of Yarra suggests a 10% improvement (minimum) upon the NCC requirements. Consider targeting a weighted average of 6.6-stars across the townhouses.
-

Attachment 5 - PLN20/0737 - PDC Attachment - ESD Comments



- In addition, the annual energy loads in the BESS report do not match those in the preliminary NatHERS report. Clarify and amend.
- Concerns regarding the significant cooling load for TH06 (35.4 MJ/m2) – consider additional insulation and/or shading treatments (for west-facing dining window) and shading or vegetation on the rooftop terrace for TH06 to reduce heat gain.
- Amend material schedule to delineate between natural and black timber battens (currently both 'TIM01') and amend elevations.
- This size PV system is not readily available. Recommend increasing to 2.5kW per unit.
- Confirm a target recycling rate of >80% of construction and demolition waste be adopted for the construction phase of the development to minimise the volume of waste to landfill.

(3) Outstanding Information:

- Provide breeze paths and indicate ALL operable windows on elevations.
- Provide a daylight assessment (modelled or hand-drawn) to clarify access.
- Confirm materials strategy in terms of hazardous materials (i.e. formaldehyde in engineered timber) and VOC
- Provide high level analysis to support peak demand statement.
- Clarify total provision of rainwater storage. While the SMP and STORM report indicate 18,000-litres – the plans identify a total of 20,000-litres (1x 10kl and 5x 2kl tanks). Opt for larger capacity and amend SMP/STORM.
- Confirm post-development discharge will not exceed pre-development levels.
- See above regarding comments to clarify provision (18kL in SMP/STORM or 20kL on plans).
- Clarify additional stormwater treatments (if any).
- Clarify approach to reducing the embodied energy associated with concrete and steel. Recycled aggregates or use of slag and reclaimed water are quite mainstream – as is steel sourced from an ethical manufacturer. Best practice includes conducting an LCA to calculate reduced embodied carbon.
- Clarify extent of timber products/materials to be recycled or from accredited sustainably harvested plantation sources (FSC or AFS).
- Clarify location/design of bicycle storage for TH05 and TH01, which appear to be located within bedrooms (TP110) – and consider alternative wall-mounted storage solutions. Consider locating visitor parking spaces closer to townhouse entrances for passive security and convenience.
- Clarify ownership / use of EV charge point for all residents.
- Clarify all energy and water management systems will be commissioned in accordance with the manufacturer's specifications
- A statement is required to demonstrate how material choices have reduced urban heat island effect.

(4) ESD Improvement Opportunities

- Consider using a heat pump. Including gas within the development creates path dependency on fossil fuels.
- Consider a raingarden (or two) to capture runoff from balconies (currently not captured).
- Consider use of recycled materials (i.e. bricks) or materials with recycled content (i.e. insulation) to reduce environmental impacts associated with construction.
- Consider a small pallet of materials and construction techniques that can assist in disassembly.
- Consider pipes, cabling, flooring to do not contain PVC or meeting best practice guidelines for PVC.
- Consider vegetation for the roof deck for TH06 and the use of climbing vegetation over exposed masonry elements to improve thermal performance (and ecological value).
- See above – climbing vegetation over masonry elements will assist with reducing immediate UHI impacts.
- Consider a green roof or wall to improve the ecological value of this site.
- Consider Head contractor to be ISO 14001 accredited.
- Consider an Environmental Management Plan be developed by the building contractor to monitor and control activities undertaken during construction.

Attachment 5 - PLN20/0737 - PDC Attachment - ESD Comments

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



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

1. Indoor Environment Quality (IEQ)

Objectives:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
Natural Ventilation and Night Purging	The SMP claims all of the development's townhouses are naturally cross- ventilated, with windows on opposite or adjacent facades (SMP, p. 15).	Provide breeze paths and indicate ALL operable windows on elevations.	3
Daylight & Solar Access	No information has been provided.	Provide a daylight assessment (modelled or hand-drawn) to clarify access.	3
External Views	No information has been provided.	-	
Hazardous Materials and VOC	No information has been provided.	Confirm materials strategy in terms of hazardous materials (i.e. formaldehyde in engineered timber) and VOC.	3
Thermal Comfort	Mixed mode ventilation, double glazing, insulation and external shading.	Satisfactory	1

*** Council Assessment Ratings:**

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

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

2. Energy Efficiency

Objectives:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
NCC Energy Efficiency Requirements Exceeded	A preliminary NatHERS assessment has been submitted which indicates an average rating of 6.3-stars (SMP, p. 10 & 26-49).	The City of Yarra suggests a 10% improvement (minimum) upon the NCC requirements. Consider targeting a weighted average of 6.6-stars across the townhouses. In addition, the annual energy loads in the BESS report do not match those in the preliminary NatHERS report. Clarify and amend.	2
Thermal Performance	Assessed townhouses (sample of 3) range from 6 to 6.7 NatHERS (SMP, p. 10).	Concerns regarding the significant cooling load for TH06 (35.4 MJ/m²) – consider additional insulation and/or shading treatments (for west-facing dining window) and shading or vegetation on the rooftop terrace for TH06 to reduce heat gain.	2
Greenhouse Gas Emissions	The BESS report claims a 57% reduction in GHG emissions (Credit 2.1).	Satisfactory. Confirm following amendments to BESS/NatHERS report.	1
Hot Water System	The development is to utilise individual gas hot water systems, with 7 Star energy rating for instantaneous units (SMP, p. 12).	Consider using a heat pump. Including gas within the development creates path dependency on fossil fuels.	4
Peak Energy Demand	While not listed in the BESS credits, the SMP claims 'A high-performance thermal envelope in conjunction with high efficiency HVAC systems and lighting systems reduce energy demand at peak times' (SMP, p. 12).	Provide high level analysis to support peak demand statement.	3
Effective Shading	Vertical timber batten screens and overhanging roofs are used throughout to provide shading.	Amend material schedule to delineate between natural and black timber battens (currently both 'TIM01') and amend elevations. See above regarding additional shading treatments for TH06 to reduce cooling load.	2
Efficient HVAC system	The efficiency of the air conditioning system is 'to be within 1-star rating of best available under MEPS Post-October 2012 measurement standard.' (SMP, p. 12).	Satisfactory	1
Car Park Ventilation	Naturally ventilated car parks.	Satisfactory.	1
Efficient Lighting	The maximum illumination power density (W/sqm) is at least 20% lower than NCC 2019 requirements (SMP, p. 13).	Satisfactory.	1

Attachment 5 - PLN20/0737 - PDC Attachment - ESD Comments

Electricity Generation	Individual 1kW Solar PV systems are to be located on the roof of each townhouse. The individual system is expected to generate approximately 1,340kWh and will be provide 35% of the electricity demand of the townhouse (SMP, p. 26).	This size PV system is not readily available. Recommend increasing to 2.5kW per unit.	2
Other	-	-	

*** Council Assessment Ratings:**

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

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

3. Water Efficiency

Objectives:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
Minimising Amenity Water Demand	Minimum WELS star rating of fixtures: (SMP, p. 9) • Taps: 6-star • Toilets: 4-star • Showers: 3-star • Dishwashers 5-star	Satisfactory.	1
Water for Toilet Flushing	A total of 18,000-litres of rainwater storage to be connected to WCs and landscape irrigation (SMP, p. 20).	Clarify total provision of rainwater storage. While the SMP and STORM report indicate 18,000-litres – the plans identify a total of 20,000-litres (1x 10kl and 5x 2kl tanks). Opt for larger capacity and amend SMP/STORM.	3
Water Meter	Water metering is to be provided to each individual townhouse (SMP, p. 8).	Satisfactory.	1
Landscape Irrigation	The Landscape Plan indicate pressure regulated sub-surface drip irrigation for landscaped areas – serviced by rainwater storage (LP, p. 2).	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 108% STORM score has been submitted that demonstrates best practice and relies on ~419 m² of roof connected to 18,000 litres of rainwater storage servicing toilet flushing in all dwellings (except for TH06) (SMP, p. 14).	Satisfactory.	1
Discharge to Sewer	No specific details provided however water demand (433kL) is greater than rainwater supply (156kL) (SMP, p. 23).	Confirm post-development discharge will not exceed pre-development levels.	3
Stormwater Diversion	A rooftop catchment area of 419 m² will divert rainwater to storage tanks (SMP, p. 21).	Consider a raingarden (or two) to capture runoff from balconies (currently not captured).	4
Stormwater Detention	The SMP/STORM report identifies 18,000-litres of rainwater storage (SMP, op. 21).	See above regarding comments to clarify provision (18kL in SMP/STORM or 20kL on plans).	3
Stormwater Treatment	Rainwater tanks – not other details provided.	Clarify additional stormwater treatments (if any).	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	No information has been provided.	Consider use of recycled materials (i.e. bricks) or materials with recycled content (i.e. insulation) to reduce environmental impacts associated with construction.	4
Embodied Energy of Concrete and Steel	No information has been provided.	Clarify approach to reducing the embodied energy associated with concrete and steel. Recycled aggregates or use of slag and reclaimed water are quite mainstream – as is steel sourced from an ethical manufacturer. Best practice includes conducting an LCA to calculate reduced embodied carbon.	3
Sustainable Timber	No information has been provided.	Clarify extent of timber products/materials to be recycled or from accredited sustainably harvested plantation sources (FSC or AFS).	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	No information has been provided.	Consider pipes, cabling, flooring to do not contain PVC or meeting best practice guidelines for PVC.	4

*** Council Assessment Ratings:**

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

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

6. Transport

Objectives:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
Minimising the Provision of Car Parks	Car parking for 10 cars proposed (TP110).	Satisfactory.	1
Bike Parking Spaces	10 bicycle parking spaces for residents, and 4 visitor spaces provided (SMP, p. 17).	Clarify location/design of bicycle storage for TH05 and TH01, which appear to be located within bedrooms (TP110) – and consider alternative wall-mounted storage solutions. Consider locating visitor parking spaces closer to townhouse entrances for passive security and convenience.	3
End of Trip Facilities	-	-	
Car Share Facilities	No information has been provided.	-	
Electric vehicle charging	One EV charge point has been located at ground level (SMP, p. 17).	Clarify ownership / use of EV charge point for all residents.	3
Green Travel Plan	A Green Travel plan has not been provided.	-	

*** 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	No information has been provided.	Confirm a target recycling rate of >80% of construction and demolition waste be adopted for the construction phase of the development to minimise the volume of waste to landfill.	2
Operational Waste Management	An operational Waste Management Plan has been provided, with waste storage location along the southern boundary (TP110).	Satisfactory.	1
Storage Spaces for Recycling and Green Waste	Recycling and organic waste are included within the WMP and waste storage location (TP110).	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	Landscaped area is to be located at ground floor POS and adjacent to Gibdon St – with a total area of vegetation is 13% of the site area (SMP, p. 19).	Consider vegetation for the roof deck for TH06 and the use of climbing vegetation over exposed masonry elements to improve thermal performance (and ecological value).	4
Heat Island Effect	No information has been provided.	See above – climbing vegetation over masonry elements will assist with reducing immediate UHI impacts.	4
Other			
Green wall, roofs, facades	No information has been provided.	Consider a green roof or wall to improve the ecological value of this site.	4

*** Council Assessment Ratings:**

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

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

9. Innovation

Objective:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
Significant Enhancement to the Environmental Performance	-	-	-
Innovative Social Improvements	-	-	-
New Technology	-	-	-
New Design Approach	-	-	-
Others	-	-	-

*** Council Assessment Ratings:**

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

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

10. Construction and Building Management

Objective:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
Building Tuning	No information has been provided.	Clarify all energy and water management systems will be commissioned in accordance with the manufacturer's specifications.	3
Building Users Guide	A Building User's Guide will be provided to all occupants explaining the correct use of installed equipment and building systems (SMP, p. 8).	Satisfactory.	1
Contractor has Valid ISO14001 Accreditation	No information has been provided.	Consider Head contractor to be ISO 14001 accredited.	4
Construction Management Plan	No information has been provided.	Consider an Environmental Management Plan be developed by the building contractor to monitor and control activities undertaken during construction.	4
Others	-	-	-

*** Council Assessment Ratings:**

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

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

Attachment 5 - PLN20/0737 - PDC Attachment - ESD Comments



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 - PLN20/0737 - PDC Attachment - Engineering Comments

CITY OF YARRA

MEMO

To:	**Chris Stathis**	
From:	**Mark Pisani**	
Date:	**11 February 2021**	
Subject:	**Application No:**	**PLN20/0737**
	Description:	**Construction of Ten Townhouse Dwellings**
	Site Address:	**27-31 Gibdon Street, Burnley**

I refer to the above Planning Application received on 21 December 2020 in relation to the proposed development at 27-31 Gibdon Street, Burnley. Council's Engineering Referral team provides the following information:

Drawings and Documents Reviewed

	Drawing No. or Document	Revision	Dated
MA Architects	20014_TP110_E *L00 Plan*	E	11 December 2020
	20014_TP111_D *L01 Plan*	D	3 December 2020
	20014_TP300_E *Sections*	E	11 December 2020
	20014_TP301_E *Sections*	E	11 December 2020
Quantum Traffic	*Traffic Impact Assessment Report*	A(Final)	9 October 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
Three-bedroom dwelling	10	2 spaces per dwelling	20 spaces	10 spaces

* Since the site is located within the Principal Public Transport Network Area, the parking rates in Column B of Clause 52.06-5 now apply.

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

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

- *Parking Demand for the Three-Bedroom Dwellings*. Each three-bedroom dwelling (townhouse) would be provided with one on-site parking space. Impact Traffic consultants have sourced car ownership data for Burnley and the Yarra municipality from the 2016 ABS Census. The data suggests that the average car ownership for a townhouse type dwelling ranges from 1.4 to 1.6 cars per household and the proportion of three-bedroom dwellings owning one or less cars is 43%. Car ownership would be influenced by a site's proximity to public transport services, access to shops, essential facilities and place of employment, to name a few. It is agreed that the provision of one space per dwelling would not disadvantage occupants in terms of their transport needs.
- *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:
    - Burnley railway station – 570 metre walk
    - Swan Street trams – 470 metre walk
- *Convenience of Pedestrian and Cyclist Access*. Residents of the dwellings would have good pedestrian links to the Swan Street activity centre and nodes to public transport services. The site also has good connectivity to the on- and off-road bicycle network.

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

- *Relevant Local Policy or Incorporated Document*. The proposed development is considered to be in line with the objectives contained in Council's *Strategic Transport Statement*. The site is ideally located with regard to sustainable transport alternatives and the reduced provision of on-site car parking would potentially discourage private motor vehicle ownership and use.
- *Other Relevant Considerations*. Residents of the new dwellings will not be eligible to apply for on-street residential and visitor parking permits.

Adequacy of Car Parking
From a traffic engineering perspective, the waiver of parking associated with the townhouses is considered appropriate in the context of the development and the surrounding area. Since each dwelling would have one on-site space, it is agreed that residents would not be disadvantaged in terms of transport.

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

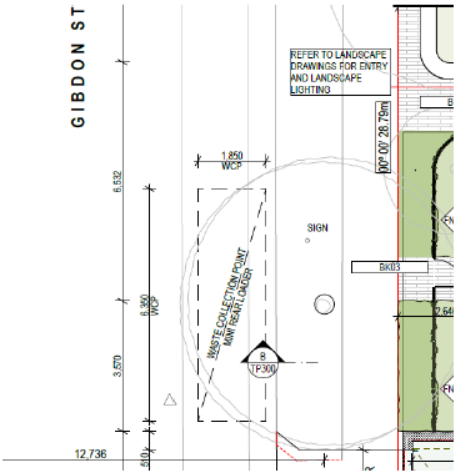
TRAFFIC IMPACT
Trip Generation
The trip generation for the site adopted by Impact Traffic is as follows:

Proposed Use	Adopted Traffic Generation Rate	Daily Traffic	Peak Hour	
			AM	PM
Dwellings	5 trips per dwelling in each peak hour Peak hour traffic is 10% of daily traffic volume	50 trips	5 trips	5 trips

The volume of traffic generated by this site is not unduly high and should not adversely impact on the traffic operation of the surrounding road network.

Attachment 6 - PLN20/0737 - PDC Attachment - Engineering Comments

DEVELOPMENT LAYOUT DESIGN
Layout Design Assessment

Item	Assessment
Access Arrangements	
Vehicle Turning Movements into Individual Garages	The individual garages for the dwellings are set back from the south alignment of Barrow Place (a Council controlled laneway) by 2.432 metres. The total manoeuvring width is 5.498 metres. The swept path diagrams prepared by Quantum Traffic satisfactorily demonstrate that a B85 design vehicle can enter and exit the car parking spaces via Barrow Place.
Headroom Clearance	The headroom clearance of 2.2 metres satisfies the Australian/New Zealand Standard AS/NZS 2890.1:2004.
Car Parking Modules	
At-grade Parking Spaces	The dimensions of the car parking spaces (2.75 to 3.019 metres by 5.93 metres) satisfy AS/NZS 2890.1:2004.
Column Depths and Setbacks	The columns are positioned outside the parking space clearance envelopes as per Figure 5.2 of AS/NZS 2890.1:2004 (i.e. – the Australian Standards' equivalent diagram of *Diagram 1 Clearance to car parking spaces* found in Clause 52.06-9).
Other Items	
Waste Collection Point Bay Gibdon Street Kerbside	The waste collection point bay must be deleted from the drawings. Whilst a waste collection vehicle could legally collect waste from the kerbside, a dedicated on-street parking bay is not supported. 
Setback Area Material	The material for the setback area should be different to that of Barrow Place.
Vehicle Crossing Ground Clearance Check – Gibdon Street	A vehicle crossing ground clearance check is to be undertaken for each new vehicle crossing by the applicant's designer to confirm that a B99 design vehicle can enter and exit the property without scraping out (Please see under '*Design Items to be Addressed*' section).

Design Items to be Addressed

Item	Details
Vehicle Crossing Ground Clearance Check	To assist the applicant, a Vehicle Crossing Information Sheet has been appended to this memo. The ground clearance check requires the applicant to obtain a number of spot levels out on site which includes the reduced level 2.0 metres inside the property, the property boundary level, the bottom of kerb (invert) level, the edge of the channel level and a few levels on the road pavement – in this case, Gibdon Street These levels are to be shown on a cross sectional drawings, with dimensions, together with the B85 design vehicle ground clearance template demonstrating access into and out of Townhouse 06. The B99 design vehicle ground clearance template is to be used for the reconstructed vehicle crossing servicing Barrow Place. Providing the ground clearance check early in the design phase can also determine whether further modification works are required, such as lowering the finished floor level inside the property or making any adjustments to Council's footpaths or road infrastructure.

ENGINEERING CONDITIONS
Civil Works

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

- All portions of redundant vehicle crossing must be demolished and reinstated with paving, nature strip, kerb and channel to Council's satisfaction and at the Permit Holder's cost.

Vehicle Crossings

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

- In accordance with any requirements or conditions imposed by Council.
- Demonstrating satisfactory access into and out of the site with a vehicle ground clearance check using the B85 design vehicle (for Townhouse TH06) and the B99 design vehicle (for the vehicle crossing servicing Barrow Place), and be fully dimensioned with actual reduced levels (to three decimal places) as per Council's Vehicle Crossing Information Sheet;
- At the Permit Holder's cost; and
- To the satisfaction of Council.

Road Asset Protection

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

Construction Management Plan

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

Impact of Assets on Proposed Development

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

Discharge of Water from Development

- Only roof runoff, surface water and clean groundwater seepage from above the water table can be discharged into Council drains.
- Council will not permit clean groundwater from below the groundwater table to be discharged into Council's drainage system. Basements that extend into the groundwater table must be waterproofed/tanked.

Removal, Adjustment, Changing or Relocation of Parking Restriction Signs

- No parking restriction signs or line-marked on-street parking bays are to be removed, adjusted, changed or relocated without approval or authorisation from Council's Parking Management unit and Construction Management branch.
- Any on-street parking reinstated as a result of development works must be approved by Council's Parking Management unit.
- The removal of any kerbside parking sensors and any reinstatement of parking sensors will require the Permit Holder to pay Council the cost of each parking sensor taken out from the kerb/footpath/roadway. Any costs associated with the reinstatement of road infrastructure due to the removal of the parking sensors must also be borne by the Permit Holder.

ADDITIONAL ENGINEERING ADVICE FOR THE APPLICANT

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

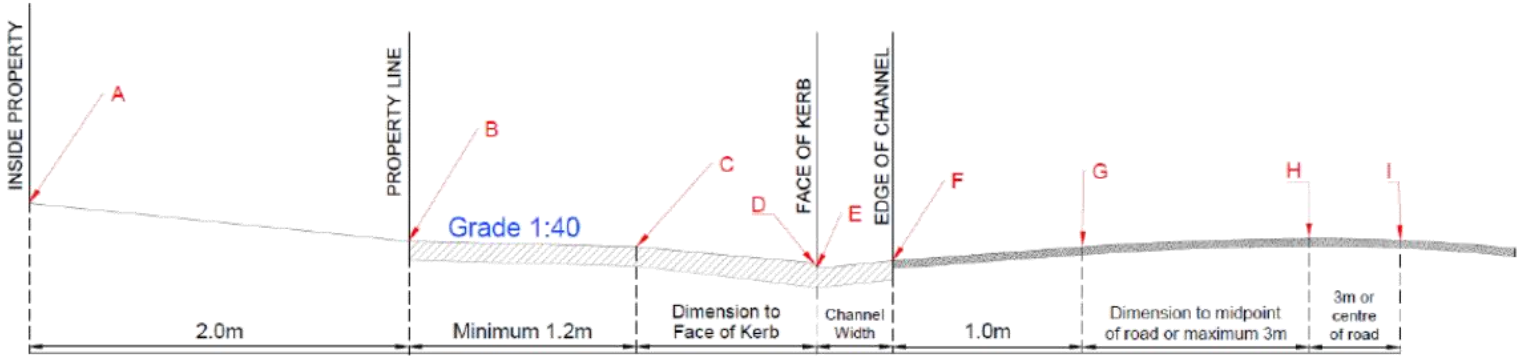
Attachment 6 - PLN20/0737 - PDC Attachment - Engineering Comments

Vehicle Crossing – Cross Section

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

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

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



Attachment 7 - PLN20/0737 - PDC Attachment - Strategic Transport Comments

Planning Referral

To:	Chris Stathis
From:	Chloe Wright
Date:	04/02/2021
Subject:	Strategic Transport Comments
Application No:	PLN20/0737
Description:	Full demolition of existing buildings, the construction of ten townhouse dwellings, a vehicle crossover and a reduction in the car parking requirements.
Site Address	27 – 31 Gibdon Street, Burnley

I refer to the above Planning Application and the accompanying Traffic report prepared by Quantum Traffic in relation to the proposed development at 27 – 31 Gibdon Street, Burnley. 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
Dwellings	10 dwellings	In developments of four or more storeys, 1 resident space to each 5 dwellings	0 resident spaces	
		In developments of four or more storeys, 1 visitor space to each 10 dwellings	0 visitor spaces	
Bicycle Parking Spaces Total			**0 resident spaces**	**10 resident spaces**
			0 visitor spaces	**4 visitor spaces**

Adequacy of visitor spaces

The following comments are provided in relation to visitor bicycle parking:

- Four visitor spaces are proposed, which exceeds Council's best-practice rate[1] recommendation of 2 visitor spaces.

[1] *Category 6 of the Built Environment Sustainability Scorecard (BESS) recommends "Residential developments should provide 0.25 visitor spaces per dwelling."*
[2] *Category 6 of the BESS offers the following for best-practice guidance for resident bicycle parking rates: "As a rule of thumb, at least one bicycle space should be provided per dwelling for residential buildings"*

- The visitor spaces are provided as 2 bike hoops and are located within the property boundary at the corner of Gibbon Street and Barrow Place, which is supported.
- It is noted that there is a discrepancy between the number of visitor spaces shown on the architectural plans, landscape plans and traffic report; four visitor bicycle spaces as shown on the architectural plans, the landscape plans do not show any visitor spaces and the Traffic report notes 2 visitor spaces. Documentation should be updated to reflect accurate provision of bicycle spaces.
- The layout of visitor spaces appears to meet access and clearance requirements of AS2890.3

Adequacy of residential spaces

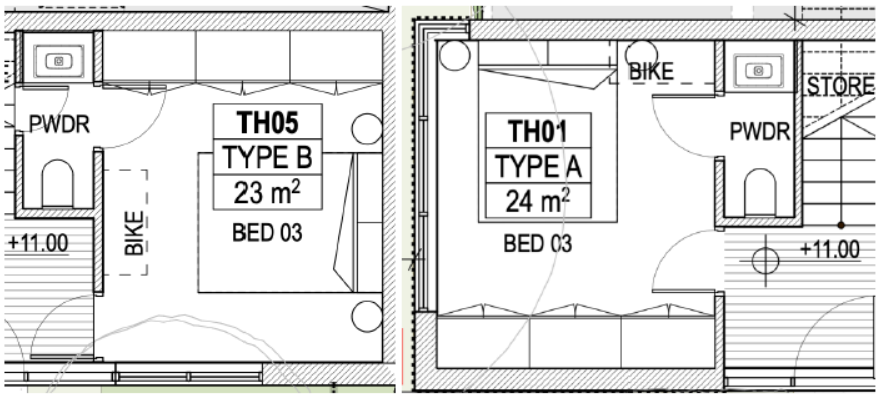
Number of spaces

10 residential spaces are proposed, which exceeds the statutory rate and meets Council's best-practice rate[2].

Design and location of resident spaces and facilities

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

- A combination of towel racks and hanging over bonnet racks are provided within car parking areas and ground floor storage areas.
- The location of resident bicycle spaces is acceptable, however there appears to be an error in the location of the two bicycle spaces documented on the ground floor plan (as shown below) which should be corrected.



Location of bicycle spaces should be updated.

Electric vehicles

Council's BESS guidelines encourage the use of fuel efficient and electric vehicles (EV). It is noted that 1 electric vehicle charging space is provided, which is supported. To allow for easy future provision for electric vehicle charging, all car parking areas should be electrically wired to be 'EV ready'. A minimum 40A single phase electrical sub circuit should be installed in all car parking areas for this purpose.

Recommendations

The following should be shown on the plans before endorsement:

1. Each garage must be electrically wired to be Electric Vehicle ready. A minimum 40A single phase electrical sub circuit should be installed to these areas for this purpose.

Regards

Chloe Wright
Sustainable Transport Officer
Strategic Transport Unit

Attachment 8 - PLN20/0737 - PDC Attachment - Open Space, Waste and Streetscapes Comments

OPEN SPACE COMMENTS

Hi Chris

I've had a look at the landscape plans provided by Rupert Baynes dates November 2020 and they're fine. No items to raise.

I think the only landscape element required might be a tree management plan for the two street trees, but Glen's team will need to sign that off.

Thanks
Julia

WASTE COMMENTS

Hi Chris,

The waste management plan for 27 - 31 Gibdon Street, Burnley authored by RB Waste Consulting Service and dated 26/11/2020 is satisfactory from a City Works Branch's perspective.

Regards,

Atha Athanasi
Contract Management Officer

Yarra Waste Services - City Works Branch
168 Roseneath St CLIFTON HILL VIC 3068
T (03) 9205 5547 F (03) 8417 6666
Atha.Athanasi@yarracity.vic.gov.au
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STREETSCAPES AND NATURAL VALUES COMMENTS

I have reviewed the following documentation provided on the link below and raise the following points.

https://www.yarracity.vic.gov.au/services/planning-and-development/planning-applications/advertised-planning-applications/2020/12/17/pln200737

- *Plans Part 1*
- *Landscape Plans*

1. *A Tree Management Plan will be required to demonstrate the two trees viability pre, during and post construction.*
2. *A tree protection bond will be required to ensure the TMP is adhered to.*

Amenity Values:
Northern Tree - $6883
Southern Tree - $7589
Total = $14472

Attachment 8 - PLN20/0737 - PDC Attachment - Open Space, Waste and Streetscapes Comments

Bond amount - $10000

3. *The proposed crossover is to be reinstalled no closer to the tree than where it is currently outside of the drip line of the tree.*

Following further discussions with the Unit, the following comments were provided on 25 March 2021:

Hi Chris,

Thank you for your time this morning.

As discussed, if the footprint of the new crossover is to be 300mm closer towards the existing tree, I am happy to sign this off with a condition that any roots encountered (if any) are referred to council to inspect and prune if required. Applicant/builder is not to prune any roots without council consent.

Let me know if you need anything else.

Mark Russell
Arborist – Open Space Services
City Works and Assets

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6.3 PLN18/0328.03 - 459 - 471 Church Street and 20 - 26 Brighton Street Richmond - Section 72 amendment to the permit and plans to amend the approved use of the land as a child care to centre by way of an increase in children from 80 to 104, resulting in a further reduction in the car parking requirements, and associated built form changes to Building C.

Executive Summary

Purpose

1. This report provides Council with an assessment of an application at No. 459 – 471 Church Street and 20 – 26 Brighton Street Richmond to amend the permit and plans to amend the approved use of the land as a child care centre by way of an increase in from 80 to 104, resulting in a further reduction in the car parking requirements, and associated built form changes to Building C.

Key Planning Considerations

2. Key planning considerations include:
   (a) Use - Clause 32.08 (General Residential Zone) and Clause 22.05 (Interfaces uses policy)
   (b) Built form – Clause 15.01 (Built environment), Clause 21.05 (Built form) and Clause 22.10 (Built form and design policy)
   (c) Car parking – Clause 52.06 (Car parking) and Clause 18.02-4S (Car parking)

Key Issues

3. The key issues for Council in considering the proposal relate to:
   (a) Use (Child care centre)
   (b) Built form
   (c) Car parking and traffic
   (d) Objector concerns
   (e) Other matters

Submissions Received

4. Ten (10) objections were received to the application, these can be summarised as:
   (a) Traffic and car parking impacts
   (b) Building design (streetscape)
   (c) Noise from use
   (d) Child care already exists on Brighton Street
   (e) Acoustic wall on southern boundary (height, amenity impacts)
   (f) Construction outside of permitted hours

Conclusion

5. Based on the following report, the amended proposal is considered to comply with the relevant planning policy and should therefore be supported subject to the conditions as outlined in the recommendation of this report.

CONTACT OFFICER: **Jessica Sutherland**
TITLE: **Statutory Planner**
TEL: **9205 5365**

6.3 PLN18/0328.03 - 459 - 471 Church Street and 20 - 26 Brighton Street Richmond - Section 72 amendment to the permit and plans to amend the approved use of the land as a child care to centre by way of an increase in children from 80 to 104, resulting in a further reduction in the car parking requirements, and associated built form changes to Building C.

Reference	D21/27578
Author	Jessica Sutherland - Statutory Planner
Authoriser	Coordinator Statutory Planning

Ward:	Melba ward
The Permit	The use of the land as a child care centre, the construction of a building, alterations of access and buildings and works to a Road Zone Category 1 and the reduction in the number of car parking spaces pursuant to Clause 52.06 of the Yarra Planning Scheme.
The Proposal:	Section 72 amendment to the permit and plans to allow for an increase in children (associated with the approved child centre) to 104 from 80, resulting in a further reduction in the car parking requirements and various built form changes to Building C.
Existing use:	Previously warehouses (currently under construction)
Applicant:	Human Habitats
Zoning / Overlays:	General Residential Zone (Schedule 2) and Commercial 2 Zone Design and Development Overlay (Schedule 2 and 5) City Link Project Overlay Development Contributions Plan Overlay (Schedule 1)
Date of Application:	23 December 2020
Application Number:	PLN18/0328.03

Planning History

No. 459 – 471 Church Street Richmond

1. Planning permit No. 981362 was issued for the land at No. 459 – 471 Church Street Richmond on 8 February 1999 for *building and works to an existing warehouse*.
2. Planning permit No. 990572 was issued for the land at No. 459 – 471 Church Street Richmond on 9 June 1999 for *business identification signage*.
3. Planning application PLN16/0379 was withdrawn on 19 July 2016 for a change of use to a place of assembly (exhibition and function centre), restaurant (greater than 100sqm), shop, studio and an office, and a reduction in the association car parking, bicycle and loading bay requirements of the Yarra Planning Scheme.
4. Planning Permit PLN18/0246 was for the land at No. 459 – 471 Church Street Richmond issued 6 September 2018 for *display of business identification signage*.
5. Planning Application PLN20/0657 was submitted to Council on 21 September 2020 to allow for the construction of 29 business identification signs across the north and west facades of the 9 and 5 storey buildings approved by the subject permit (PLN18/0328) at No. 459 – 471 Church Street Richmond. The application was advertised in February 2021 and is currently being processed by Council at the time of this report.

No. 459 – 471 Church Street and 20 – 26 Brighton Street Richmond

6. Planning Permit PLN18/0328 was issued for the land at No. 459 – 471 Church Street and No. 20 – 26 Brighton Street Richmond, at the direction of the VCAT on 15 May 2019 for:

   - *the use of the land for 'childcare centre' under clauses 32.08 and 34.02;*
   - *the construction of a building or the construction or carrying out works associated with a section 2 use under clause 32.08;*
   - *the construction of a building or construction or carrying out of works under clause 34.02 and 43.02;*
   - *alteration of access and building and works to a Road Zone Category 1 Road under clause 52.29; and*
   - *the reduction in the number of car parking spaces under clause 52.06-3.*

7. The following are matters of process from the original application which are relevant to the amendment:

   (a) On 8 October 2018, Council received notice that an application had been lodged at the VCAT by the Applicant under section 79 of the *Planning and Environment Act* 1987 (the Act) for the failure of Council to determine the application in the statutory time period.

   (b) On 18 January 2019, the planning application was presented at Council's internal Development Assessment Panel (DAP) meeting where it was determined that, had Council been in a position to, it would have issued a Notice of Refusal to Grant a Planning Permit.

   (c) A compulsory conference was occurred on 22 January 2019. No agreement was reached.

   (d) The Application for Review was amended on 3 February 2019 by the permit applicant in accordance with the VCAT Practice Note No. 9. Of relevance, the amendment decreased the number of children associated with the child care centre from 100 to 80.

   (e) On 27 February 2019, the amendment application was presented at Council's Internal Development Approvals Committee where it was determined that Council would advise the VCAT that it did not support the substituted plans, and that had it been in a position to, it would have issued a Notice of Refusal.

   (f) The VCAT hearing took place over five days, beginning on the 18 March 2019.

   (g) On 16 May 2019, Planning Permit PLN18/0328 was issued at the direction of the VCAT.

   (h) Pursuant to Sections 73 and 74 of the Act the permit was amended on 4 March 2020 to amend the wording of Condition 38 to allow for the widening of Shamrock Street to occur within 6 months of the commencement of the development.

   (i) An application was submitted to Council on 18 December 2020 to amend the permit pursuant to Section 72 of the Act. The amendment relates to the approved buildings A and B and proposes the following:

      (i) amendments to the uses, notably to change the ground floor tenancies from restricted retail (as of right) to food and drinks premises (permit required):

      (ii) introduction of restricted recreation premises (gym) in the basement (permit required use):

      (iii) minor built form changes in association with the new use premises:

      (iv) introduction of the sale and consumption of liquor (restaurant and café licence) for all the food and drinks premises (both approved and proposed):

(v) further reduction to the car parking requirements of the Yarra Planning Scheme as a result of the amended uses.

(j) The amendment was advertised in March of 2021 and is currently being processed by Council at the time of this report.

Background

8. The subject amendment application was submitted on 23 December 2020. Following the submission of further information on 4 February 2021, the application was advertised and ten (10) objections were received.

9. No consultation meeting was held as a result of the state of emergency declared in Victoria of the current health advice related to the Covid-19 pandemic.

Planning Scheme Amendments

10. Amendment C238 was introduced into the Yarra Planning Scheme on 1 February 2021 and inserts Clause 45.06 (Development Contributions Plan Overlay) with Schedule 1 into the Scheme. This overlay applies to all land in the City of Yarra and it applies to new development where there is an increase in the number of dwellings and/or an increase in retail, commercial and industrial floor space. It requires a monetary contribution from the developer.

11. This will be discussed further within the body of this report.

The Proposal

12. The amendment proposes the following changes to the approved child care centre:

Use

13. An increase in the number of children from 80 to 104 (and amend Condition 6 accordingly).

14. No other changes relating to the operating hours or number of staff proposed.

15. No changes to the car parking provided (which remains to be 12 spaces).

Built form

16. The southern area of outdoor play space to increase from 93sqm to 129sqm through the reduction of the planter box.

17. The entry along the northern elevation rearranged to:

(a) Delete the plant room and introduce glazing.

(b) Rotate the pram store.

(c) Shift the doorway to the west, along the elevation.

(d) Move the bicycle spaces to the northern side of the linkage (in lieu of the southern side).

(e) All resulting in additional glazing to the entry façade.

18. The pergola on the fourth floor of the child care deleted.

19. Self-supporting “Equitone’ panels on the southern elevation at second floor and the roof overhang (to the east) deleted.

20. An additional screen, constructed above the existing and retained masonry wall on the southern boundary, with a length of 2.6 metres and angled at 30 degrees to the north into the subject site. It is noted that this screen was included in the Endorsed Acoustic Report as required by the permit issued at the direction of the VCAT but the screen was not included in the Endorsed Plans.

Existing Conditions

Subject Site

21. The subject site is located on the eastern side of Church Street and is bound by Shamrock Rock Street to the north and Brighton Street in the east, in Richmond. The site is generally rectangular in shape, save for a cut-out in the north-eastern corner associated with No. 16 Brighton Street which is not part of the subject site.

22. The site has a frontage to Brighton Street of 32.84 metres.

23. The site is currently being developed in accordance with Planning Permit PLN18/0328 which approves:

    (a) Building A: a ten storey building constructed to the west to Church Street.

    (b) Building B: a six storey building constructed central to the site and abutting Shamrock Street.

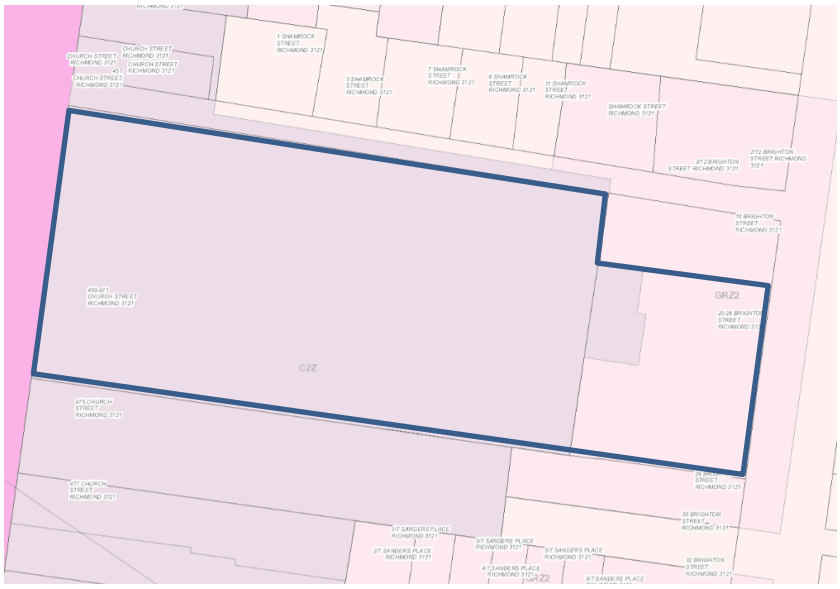
    (c) Building C: a four storey building constructed to the east to Brighton Street.

24. The subject application relates solely to the use and development of Building C.

25. The subject site is made up of 18 lots, none of which show any covenants, restrictions or easements.

Surrounding Land

26. The subject land is located within two zones – Commercial 2 and General Residential (Schedule 2). The existing development in the wider area is mixed and consists of residential, commercial and industrial uses, resulting in a diversity or built form. Land zoned residential is located to the east and partially to the south and north of the subject site. A map of the immediate zoning is provided below.



27. Further north of the site is East Richmond Train Station and the Swan Street Major Activity Centre (**MAC**) which includes various commercial uses.

North

28. Shamrock Street is a one-way street (entering from Church Street and exiting onto Brighton Street. Along the northern side of Shamrock Street are commercial properties to the west (occupied by furniture showroom, a bike shop, restaurant and pub) and residential properties to the east, closest to Brighton Street. The dwellings, Nos 1 – 11 Shamrock Street and No. 12 Brighton Street display small front setbacks.

29. Immediately abutting the northern boundary of the subject site is No. 16 Brighton Street which is currently developed with a single storey dwelling with private open space at the rear (west). Planning Permit PLN11/0673 was issued on 21 May 2012 and allows for four, part-two, part-three storey townhouses (with basements). The works have not yet commenced however, a recent extension of time was issued (letter dated 9 June 2020) so that works must now commence no later than 21 May 2021.

East

30. To the east, across Brighton Street which is 15 metres wide, are dwellings facing Brighton Street and the subject site. Generally, the dwellings and single storey, semi-attached and with narrow side setbacks. Typically, small private open space (**POS**) areas are provided to the rear (east). The dwellings are generally not provided on-site car parking.

South

31. Immediately to the south of the subject site, facing Brighton Street is No. 28 Brighton Street, which is developed with a single storey, double fronted dwelling graded as 'Contributory' to the Barkly Garden Heritage Precincts. The dwelling is constructed to the shared boundary for a length and is then setback approximately 1.5 metres for the remainder. Private open space is provided to the rear (west) and habitable room windows (associated with an open plan living room face west to the POS and highlight window facing north to the subject site.

32. Further south are dwellings fronting east to Brighton Street or south to Sanders Place.

West

33. To the west of the subject site is Church Street which is a Category 1 Road Zone with a tram route running north to south and parking either side. On the opposite side of Church Street are larger sites developed with commercial buildings.

General

34. Car parking within the area includes:
    (a) 2P free parking (7am – 7pm) on the western side of Brighton Street.
    (b) Permit zone on the eastern side of Brighton Street.
    (c) 2P free parking (7am – 7pm) on the northern side of James Street.
    (d) Permit zone on the southern side of James Street.
    (e) No parking in Shamrock Street.
35. Bike lanes are provided on either side of Brighton Street.
36. Nearby public transport routes include:
    (a) Tram routes 78 along Church Street and 70 along Swan Street, 100 metres west and 300 metres north west of the subject site respectively.
    (b) Richmond Train Station and East Richmond Train Station, 200 metres west and 700 metres north-west of the site respectively.

Legal Provisions

37. The amendment has been requested pursuant to Section 72 of the Planning and Environment Act 1987 (the Act). Section 72 of the Act states:

    (1) A person who is entitled to use or develop land in accordance with a permit may apply to the responsible authority for an amendment to the permit.

    (2) This section does not apply to –

a. *a permit or a part of a permit issued at the direction of the Tribunal, the Tribunal has directed under section 85 that the responsible authority must not amend that permit or that part of the permit (as the case requires); or*

b. *a permit issued under Division 6.*

38. Planning Permit PLN18/0328 was issued on 15 May 2019. The Tribunal has not directed that the responsible authority must not amend the permit, nor was the permit issued under Division 6 of the Act.

39. Section 73 of the Act states that Sections 47 to 62 of the Act apply to the amendment application. This allows the Responsible Authority to apply the abovementioned sections of the Act to the amendment application as it was an application for a permit.

Planning Scheme Provisions

Zoning

40. The site is a zoned *General Residential Zone (Schedule 2)* to the east and *Commercial 2 Zone* to the west. The following is applicable to the proposed amendments.

Commercial 2 Zone

41. Pursuant to Clause 32.04-1, the use of the land as a Child care centre is a Section 2 use and thus a planning permit is triggered. A small section of the child care use is located in the Commercial 2 Zone.

42. Pursuant to Clause 32.04-4, a permit is required to construct a building or construct and carry out works.

General Residential Zone (Schedule 2)

43. Pursuant to Clause 32.08-2, the use of the land as a child care centre is a Section 2 use and thus a planning permit is triggered.

44. Pursuant to Clause 32.08-9, a permit is required to construct a building or to construct or carry out works associated with a Section 2 use.

Overlays

Design and Development Overlay (Schedule 2 and 5)

45. Schedule 2 relates to the western portion of the site and thus does not affect the amendment.

46. Pursuant to 43.02-2, a permit is required to construct a building or construct or carry out works, unless a schedule to this overlay specifically states that a permit is not required.

47. Pursuant to Clause 2.0 of Schedule 5 (City link Exhaust Stack Environs) of the overlay, buildings and works are specifically exempt from requiring a planning permit.

48. Pursuant to Clause 4.0 of Schedule 5, where a permit is required to use and or for the construction of a building or the construction or carrying out works under another provision in this scheme, notice must be given under section 52(1)(c) of the Planning and Environment Act 1987 to the person or body to be notified in Clause 66.06 or schedule to the clause.

49. A planning permit is triggered for the amended use and buildings and works under the zones and City Link Project Overlay (CLPO), thus, notice of the application must be given to the Environment Protection Authority, Transurban City Link Limited and the Roads Corporation (VicRoads).

City Link Project Overlay

50. Pursuant to Clause 45.07-1 of the Scheme, a permit is required to develop land, given that the development is not part of the Melbourne City Link Project or the Exhibition Street Extension Project.

51. Pursuant to Clause 45.07-6, the Roads Corporation (VicRoads) is listed as being a section 55 referral authority.

Development Plan Contributions Overlay

52. Pursuant to Clause 45.06-1, a permit granted must:

(a) Be consistent with the provisions of the relevant contributions plan.

(b) Include any conditions required to give effect to contribution or levies imposed, conditions or requirements set out in the relevant schedule to this overlay.

53. An application does not benefit from transitional provisions, however, as a building permit has been issued and this amendment application is not increasing the additional gross floor area of the child care centre from what is approved, the requirements are not applicable to the application.

Particular Provisions

Clause 52.06 Car Parking

54. Pursuant to Clause 52.06-1, the clause applies to a new use or an increase in the existing use by the relevant measure specified in Column C of Table 1 in Clause 52.06-5, which in this instance is the number of permitted children.

55. The amendment application proposes to increase the number of children from 80 to 104 and will continue to provide 12 car parking spaces within the basement. The following table outlines the car parking requirements of the amended proposal:

Use	Quantity/ Size	Statutory Parking Rate	No. of Spaces Required by the Scheme	No. of Spaces Allocated	Reduction Required
Permitted					
Childcare	80 children	0.22 spaces to each child.	17	12	**5**
Overall application including amendment (which increases the floor area by 199.7sqm)					
Childcare	104 children	0.22 spaces to each child.	22	12	**10**
Additional Car Park reduction required from the amendment					**5**

56. Pursuant to Clause 52.06-3, a permit is required to reduce the number of car parking spaces required by Clause 52.06-5. As such, the amendment application requires planning permission to further reduce the car parking spaces required by 5.

General Provisions

Clause 65 – Decision Guidelines

57. The decision guidelines outlined at Clause 65 of the Scheme are relevant to all applications. Because a permit can be granted does not imply that a permit should or will be granted. Before deciding on an application, the Responsible Authority must consider a number of matters. Amongst other things, the Responsible Authority must consider the relevant State and Local Planning Policy Frameworks, as well as the purpose of the zone, overlay or any provision.

Cause 66.02 Use and development referrals

58. Pursuant to Clause 66.02-11, an application to construct a building or construct or carry out works in association with an education centre must be referred to the relevant determining authority (Head, Transport for Victoria).

Planning Policy Framework (PPF)

Clause 11.02 (Managing Growth)

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

60. Relevant strategies are:

    (a) *Support the development and growth of Metropolitan Activity Centres by ensuring they:*

        (i) *Are able to accommodate significant growth for a broad range of land uses.*

        (ii) *Are supported with appropriate infrastructure.*

        (iii) *Are hubs for public transport services.*

        (iv) *Offer good connectivity for a regional catchment.*

        (v) *Provide high levels of amenity.*

61. *Clause 13.05-1S (Noise abatement)*

62. The objective is:

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

Clause 15.01 (Built Environment and Heritage)

63. *Clause 15.01-1S (Urban design)*

64. 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.*

65. *Clause 15.01-1R (Urban design – Metropolitan Melbourne)*

66. The objective is:

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

67. *Clause 15.01-2S (Building design)*

68. The objective of this clause is '*to achieve building design outcomes that contribute positively to the local context and enhance the public realm'*.

Clause 17 (Economic Development)

69. *Clause 17.01-1S (Employment)*

70. The objective of this is:

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

71. Relevant strategies include:

    (a) *Protect and strengthen existing and planned employment areas and plan for new development 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.*

72. *Clause 17.02.-1S (Business)*

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

74. *Clause 18.01-1S (Land use and transport planning)*

75. The objective of this clause is:

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

76. 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*.

77. *Clause 18.02-1S (Sustainable personal transport)*

78. The objective of this clause is:

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

79. *Clause 18.02-1R (Sustainable personal transport – Metropolitan Melbourne)*

80. Strategies of this policy are:

    (a) *Improve local travel options for walking and cycling to support 20 minute neighbourhoods.*

81. *Clause 18.02-2S (Public transport)*

82. 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.*

83. *Clause 18.02-2R (Principal Public Transport Network)*

84. 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.*

85. *Clause 18.02-4S (Car parking)*

86. The objective of this clause is:

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

87. 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)

Clause 21 – Municipal Strategic (MSS)

88. *Clause 21.04-2 – Activity centres*

89. The relevant objective of this clause is:

    (a) *To maintain the long term viability of activity centres.*

90. Relevant strategies to achieve this objective include:

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

91. *Clause 21.05-2 – Industry, office and commercial*

92. The objective of this clause is '*to increase the number and diversity of local employment opportunities*'.

93. *Clause 21.05-2 – Urban design*

94. A relevant objective of this clause is to 'encourage the provision of universal access in new development.

95. *Clause 21.06 – Transport*

96. This clause builds upon the objectives outlined at Clause 18, through promoting cycling, walking and public transport as alternatives to private motor vehicle usage.

97. *Clause 21.06-1 – Walking and cycling*

98. This clause builds upon the objectives outlined at Clause 18, through promoting cycling, walking and public transport as alternatives to private motor vehicle usage and provides the following relevant objectives:

    (a) *Objective 32 – To reduce the reliance on private motor car.*

    (b) *Objective 33 – To reduce the impact of traffic.*

99. *Clause 21.08-2 - Burnley – Cremorne - South Richmond*

100. Figure 8 of the clause identifies the subject site as 'non-residential area' where the built form character objective is to improve the interface of development with the street.

Relevant Local Policies

101. *Clause 22.05 – Interface uses policy*

102. This policy applies to applications for use or development within Commercial Zones (amongst others).

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

104. 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 propose 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.*

105. *Clause 22.10 – Built form and design policy*

106. This policy provides guidelines to assess the scale, form and appearance of new development in areas where heritage overlay controls do not apply.

107. The policy aims to ensure that the design of new buildings limit the impact on the amenity of surrounding land while making a positive contribution to the streetscape through high standards in architecture and urban design.

Advertising

108. The application was advertised under the provisions of Section 52 of the *Planning and Environment Act (1987)* by 55 letters sent to surrounding owners and occupiers and by two (2) sign displayed on site. Council received ten (10) objections, the grounds of which are summarised as follows:

    (a) Traffic and car parking impacts

    (b) Building design (streetscape)

    (c) Noise from use

    (d) Child care already exists on Brighton Street

    (e) Acoustic wall on southern boundary (height, amenity impacts)

    (f) Construction outside of permitted hours

109. No consultation meeting was held as a result of the state of emergency declared in Victoria of the current health advice related to the Covid-19 pandemic

Referrals

External Referrals

110. The application was referred to the following authorities:

    (a) Head, Transport for Victoria

    (b) Roads Corporation (VicRoads)

    (c) Transurban

    (d) Environmental Protection Authority (EPA)

111. Council did not receive responses from these referral authorities.

Internal Referrals

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

    (a) Engineering Services Unit

    (b) Waste Management Unit

    (c) External Acoustic Consultants (SLR)

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

OFFICER ASSESSMENT

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

    (a) Use (Child care centre)

    (b) Built form

    (c) Car parking and traffic

    (d) Objector concerns

    (e) Other matters

Use (Child care centre)

115. The amendment application proposes to increase the number of children from 80 to 104 at any one time. The other conditions of the existing permit relating to the approved use, including operating hours and number of staff are not proposed to be amended. The operating hours will continue to be 7.00am to 7.00pm Monday to Friday and there are to be no more than 22 staff on the land at any one time. These conditions will carry on to the amended permit.

116. As discussed previously in this report, the Applicant reduced the number of children proposed from 100 to 80 prior to the VCAT hearing, and at their own volition. The VCAT have not directed under Section 85 of the *Planning and Environment Act* (1987) that the Responsible Authority must not amend the permit (or part of the permit). As such, it is open to Council to process an application pursuant to Section 72 of the Act, even if the amendment acts to rescind the reduction to the number of children which was submitted prior to the VCAT hearing.

117. The Council Officer's report (dated 11 May 2018) supported the use of the land with 100 children proposed. Further, Council did not include the use of the land as a child care centre, or any matter relating to the scale or functioning of the use, as a point of refusal.

118. The Officer's report substantiated that the use of the land as a child care centre is compatible with the adjacent residential use and would provide a service to local residents, employees within the Church Street commercial precinct, and the future employees of buildings A and B of the subject development. This is further supported by the strategic projections and information data provided by Council's Spatial Economic and Employment Strategy (SEES) and Housing Strategy (HS) which identify the Church Street South precinct as a Major Employment Precinct and predict an increase in the number of families with children in Yarra for the following 15 year period.

119. A child care centre provides necessary community facilities and services for an established and growing inner-city area whilst also being compatible with the residential zoning of the subject site, located on the border to a commercial activity centre. This is supported by the purposes of the General Residential Zone which includes '*to allow educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs in appropriate locations'*. It continues to be Council Officer's position, as was supported by the VCAT, that the subject site is an appropriate location for a child-care centre, subject to the appropriate management and scale of the use.

120. Clause 22.05 (Interface uses policy) of the Scheme identifies that there is a need to support commercial uses and ensure they are well managed with regard to amenity impacts and their proximity to residential uses. As demonstrated above, the location of the use is supported in a strategic sense, however, policy also recognises that when residents are located in and nearby to commercial areas there are '*inherent interface conflicts [resulting] where some uses are not well managed or inappropriate uses are permitted'* (Clause 21.40-2 Activity Centres). As such, Clause 22.05 requires that new non-residential use and development is designed and managed to minimise noise and amenity impacts upon nearby, existing residential properties. The policy provides decision guidelines which, relevant to the proposed amendment, includes noise and rubbish removal (noting that car parking and traffic will be discussed later in this report).

Noise

121. The Applicant submitted an amended acoustic report (prepared by Cundall and dated 21 December 2020) to address the proposed increase in children from 80 to 104. The amended report was referred to Council's acoustic consultants (SLR).

122. With regards to the overall noise impact resulting from the increase in children, Cundall set a design noise level of 53 dB L_{aeq} based on the lowest measured background noise + 10 dB. This approach was relied upon for the original acoustic assessment and is supported by SLR acoustic consultants.

123. Cundall submitted the following predicted sound power levels (dB L_{AW}) for the proposed 104 children and have assigned a maximum number of children in the external play areas of the child care centre (based on the sqm area).

Outdoor area location	Area, m²	Number of children	Total sound power level, dB L_{Aw}
Ground level east	126	13	91
Ground level south	127	13	91
First floor	236	39	96
Second floor	137	13	91
Roof	215	26	94

124. The amended acoustic report, prepared by Cundall and dated 21 December 2020, prepared modelling based on the above predicted sound levels and the following proposed acoustic screening:

    (a) Each of the above ground floor play areas with 2 metre high perimeter acoustic barrier

    (b) The existing 2.1 metre high masonry wall along the southern boundary to No. 28 Brighton Street with an additional screen with a 30 degree inward angle and a minimum length of 2.6 metres

    (c) The northern elevation of the first floor balcony to be enclosed fully (either by a solid barrier, or by providing glass between the top of the barrier and the second floor soffit above), or, the entire ceiling of the first floor balcony area is to be provided with an acoustically absorptive finish with a minimum acoustic absorption performance of NRC 0.8.

125. It is noted that the above acoustic measures vary from the requirements outlined at Condition 21 (Acoustic report) of the permit issued at the direction of the VCAT. Condition 21 requires that the southern boundary wall be retained, and that 1.6 – 1.7 metre high screening be included on the north and east side of the ground floor eastern play area, south and east side of the first floor play area, east side of the second floor play area and every elevation of the roof play area.

126. However, Condition 22 of the permit required that the amended acoustic report (Condition 21 of the permit) make further recommendations to limit the noise impacts in accordance with SEPP N-1, SEPP N-2 and the child care voice noise targets nominated in the Acoustic Report (prepared by Cundall and dated 27 April 2018). As such, the amended acoustic report (submitted to comply with Condition 21) recommended that an additional 2.6 metre long screen be included on top of the retained southern boundary wall to No. 28 Brighton Street in order to meet the child care voice noise targets. This recommendation was included in the amended acoustic report, which has since been endorsed by Council in accordance with Condition 21 of the permit. However, the 2.6 metre screen was not shown in the Endorsed Plans and has thus been included in the subject amendment. The implications of this screen, on noise impacts and off-site amenity, will be discussed later in this report.

127. Aside from the aforementioned acoustic screen on the southern boundary, the amended proposal increases the height of all screening and introduces new screening to the southern elevations to provide greater acoustic attenuation.

128. Cundall's acoustic report (prepared 21 December 2020) prepared modelling that determined, based on the worst-case sound pressure level, that the set design noise level of 53 dB L_{aeq} would be met for the sound receivers at the properties of No 32 – 34 Brighton Street, No. 12 Brighton Street and No. 7 Sanders Place. However, the modelling predicted that the noise level would be exceeded by 1 dB L_{aeq} to the upper level window of No. 28 Brighton Street (to the south) and by 2 dB L_{aeq} the upper level windows of the proposed townhouse at No. 16 Brighton Street (to the north).

129. SLR acoustic consultants reviewed the predicted sound power levels and modelling and considered the predictions to be reasonable. SLR consider that the 1 – 2 dB exceedance to be marginal, particularly in the context of a highly variable noise source such as children's voices and do not consider that further noise controls measures are warranted in this instance. They also note that the acoustic assessment undertaken by Cundall is based on conservative 'worst-case voice noise levels' which is 3 dB higher than the current Association of Australasian Acoustical Consultants (AAAC) guidelines and as such, there may not be an actual exceedance to the set targets. The post-construction acoustic report required by Condition 24 of the permit will assist in determining this.

130. Council agrees with SLR's position and consider that the marginal exceedance of the noise sound power levels is supportable given that:

    (a) No. 16 and 28 Brighton Street border onto a commercial activity centre where noises associated with commercial activity can be expected.

    (b) The operating hours are limited to 7am – 7pm during weekdays and it is likely that children will utilise the outdoor playing areas through the middle of the traditional work week which are typically less sensitive times for residential areas (with regard to noise).

131. Nevertheless, further consideration must be given to the appropriateness of the proposed 2.6 metre screen on-top of the retained southern boundary. Although this screening measure was recommended in the Endorsed Acoustic Report it is not shown in the Endorsed Plans and thus forms part of this amendment application. Where possible, acoustic attenuation methods should be included near to the source of the noise, and in this instance the location of the proposed screen on the boundary to a sensitive interface could result in an unreasonable detriment to the southern abutting neighbour (discussed further under *Built Form*).

132. Council has considered the relocation of the screen to the noise source (the proposed building), however, the Applicant has submitted that regulations regarding outdoor space requirements for child care centres prohibit the upper level terraces from being further enclosed by acoustic screening. Further, SLR acoustic consultants note that should the screen be deleted entirely it will likely expose the highlight windows of No. 28 Brighton Street to higher voice levels from noise sources from the upper floors, irrespective to proposed increase of children from 80 to 104.

133. Council Officers consider that there is an opportunity to reduce impact of the screen on the dwelling at No. 28 Brighton Street through increasing the angle of the screen away from the southern dwelling, whilst still attenuating the noise from the child care in accordance with the permit issued by the VCAT. This will be discussed further under *Built Form*.

134. Moreover, the entire ceiling of the first floor balcony area could be provided with an acoustically absorptive finish with a minimum acoustic absorption performance of NRC 0.8. These are methods that would not impact the neighbour but ensure there are no unreasonable noise impacts post construction. As such they will be required via condition if a permit is to issue.

135. Finally, it is considered that noise from a source such as children can be further managed through additional mitigation methods other than built form controls. As such, a Management Plan will be required via condition and will be required to include the following details/commitments relating the child care use:

    (a) General programs/schedules for outdoor play, accounting for discrepancies in season, which should be made publicly available for parents and neighbours.

    (b) A contact phone number for the centre's management should be made available to neighbours to facilitate communication and resolve concerns.

    (c) The number of children playing outside be limited to the numbers outlined in the acoustic report.

(d) Noise minimisation methods to be undertaken by staff, such as comforting crying children and taking them indoors.

(e) Details of staff training.

136. These management methods should appropriately moderate the variations to the established noise limits set by Cundall and should ensure that any noise impacts resulting from the increase in children from 80 to 104 are not unreasonable.

Waste removal

137. The Waste Management Plan (prepared by Irwin Consultants and dated 9 February 2021) was referred to Council Waste Services Uni who considered the report to be satisfactory.

Built form

138. With regards to the built form changes, the majority of the changes are inconsequential and result in a reduction in the built form.

139. The alterations to the northern entry and ground floor façade improve the functionality of the entry to the building and increase the visibility of the entry walkway from inside the childcare.

140. The deletion of the fourth floor pergola and second floor, eastern overhanging roof result in a reduction in the built form from what is approved and thus will not detrimentally impact neighbouring amenity or result in an adverse impact on the appearance of the building within the Brighton Street streetscape.

141. The proposed increase to the southern play area from 93sqm to 129sqm, achieved through the reduction in the eastern planter box area, is supported. Although green space within developments is encouraged, the planter box is not s specific commitment in the Endorsed Sustainable Management Plan. Moreover, the reduced size of the eastern planter box is consistent with the Endorsed Landscape Plan. The amendment to the planter box would not be perceptible from the street interface and the area would continue to contribute to the landscape character of the child care centre within Brighton Street.

142. Finally, as discussed, an additional screen a length of 2.6 metres and angled 30 degrees into the site is proposed to be constructed on top of the southern boundary wall. This screening partially abuts the built form (in the form of a blank well) of the dwelling at No. 28 Brighton Street but is also partially opposite north-facing highlight windows and the dwelling's area of private open space at the rear. Although Clause 54 (ResCode) does not specifically apply to buildings and works associated with the use of the land as a child care centre, the decision guidelines of the General Residential Zone include the Standards and objectives of Clause 54 as considerations for any proposed development.

143. The Applicant submitted shadow diagrams which demonstrate that the additional screen will contribute 0.2% of additional shadows to the private open space at 9am on the Equinox only. This is a negligible impact with regards to shadow impacts.

144. Nonetheless, the screen may restrict solar access to the north-facing highlight windows at No. 28 Brighton Street and result in an unreasonable visual bulk when viewed from the neighbouring southern property. Although Clause 54 (Rescode) is not directly applicable to a child care centre, it is recommended that a condition be included on any amended permit requiring that the screen be angled to comply with Standard A10 (Side and Rear Setbacks) of Clause 54 of the Yarra Scheme. This would require that the angle of the screen be increased to approximately 35 – 40 degrees (in lieu of 30 degrees). It is also noted that plans found in Council records for the extension at No. 28 Brighton Street show the existing masonry wall on the shared boundary to be between 2.4 – 2.9 metres in height (rather than the 2.1 metres shown in plans). As such, the additional screen will be shorter and therefore likely be less visually intrusive once constructed.

145. In light of the above, a condition will require that the height of the retained masonry wall be shown correctly, the proposed acoustic screening be shortened in length accordingly and angled to comply with the Standard A10 (side and rear setbacks) of Clause 54.04-1 of the Yarra Planning Scheme.

Car parking and traffic.

146. As outlined in the particular provisions section of this report, the existing permit approved a waiver of five (5) car parking spaces, providing 12 car parking spaces for a child care centre which allows for 80 children and 22 staff. The endorsed plans commit to six (6) spaces being allocated to staff and eight (8) to visitors. The subject amendment is not varying this car parking arrangement, however, proposes to increase the number of children by 24 (from 80 to 104) and thus triggers and additional reduction of the car parking requirements of Clause 52.06 by five (5) car parking spaces.

147. Pursuant to Clause 21.06-2 and 18.02-2R of the Yarra Planning Scheme, a reduction in the reliance on the private motor vehicle is one of the broader strategic objectives of Council's Municipal Strategic Statement and promotes development near to high-quality public transport routes. Allowing for a reduction in the car parking provision for new development, where strategically appropriate, can assist in achieving the policy objective. As outlined in the site description, the subject site has excellent access to various public transport modes and is provided with the required infrastructure to promote cycling and walking and as such, is identified as an appropriate location to considered reductions in the car parking requirements of Clause 52.06.

148. A Traffic Impact Assessment (prepared by Impact and dated 7 October 2020) was submitted with the amendment application and provides an empirical study of transit patterns and car parking demand for inner-city child care centres located in Brunswick and Northcote. Based on the data collected, the study predicts a peak demand of 0.13 spaces per child in attendance which was recorded to occur over a period of no more than 15 minutes. This figure was broken down further to show a demand for 0.07 spaces per child for the morning drop off, 0.11 spaces per child for the evening pick up and 0.02 spaces per child for staff.

149. Based on these expectations, it is forecast that a child care centre with 104 children would generate an actual demand for between 9 – 13 car parking spaces.

150. Moreover, there is an expectation given the location of the subject site on a border to an employment precinct and commercial activity centre, that child care drop off and pick up would occur in conjunction to a multi-purpose trip to nearby workplaces or other commercial uses. Accounting for this scenario where trips would rely on off-site car parking spaces (such as a parents office building nearby) the report forecast that the child care centre would generate a demand of between 6 to 10 spaces, that being less than the 12 spaces provided. It is also noted that this demand would be limited to the peak drop off and pick up times and that the use would not generate near to that demand outside of these hours.

151. The amendment application and Traffic Impact Assessment was referred to Council's Engineering Services Unit who considered the assessment prepared by Impact to be consistent with their expectations of a child care centre. The Traffic Unit submitted that a rate of 0.1 spaces per child was generally applicable to child care uses within the Yarra municipality, and thus, the 12 spaces provided would exceed the likely demand generated by 104 children. On this basis, Council's Engineering Services Unit did not object to the further reduction to the car parking requirement associated with the proposed increase in children to 104.

152. Further, Impact Traffic Engineering has recommended a number of changes to on-street car parking restrictions and parking bay line markings on the west side of Brighton Street (found in the Appendix of the Traffic Impact Assessment prepared by Impact). This includes six (6) ¼ hour parking spots along the western side of Brighton Street, two in front of the subject site, and two on either side of the site in front on neighbouring properties. Any changes to on-street parking restrictions and marked parking bays is subject to approval by Council's Parking Management Unit and cannot be considered within a planning application. Nevertheless, Council Officers note the owners of No. 28 Brighton Street object to the proposed short-term parking in front of their dwelling and therefore encourage that the Applicant pursue the two spaces immediately in front of the subject site. It is considered that even the two short-term spaces in front of the subject site would be beneficial as short-term parking to assist the movement of traffic through peak demand periods.

153. In summary, the further reduction in the car parking requirements is considered appropriate and should not result in an adverse impact on existing car parking conditions in the area. The site is well placed for easy pedestrian and bicycle access, lessening the potential for traffic and congestion near to the site. This is further supported by the location of the site near to both housing and commercial employment precinct which are likely to be the key catchment areas for the child care use. Given the notable proximity of the site to the Church Street Activity and Swan Street Major Activity Centre there is a great potential for multi-purpose trips, reducing the need for on-site car parking to service the amended use. For these reasons, the further reduction to the car parking requirements of Clause 52.06 is supported.

Objector concerns

Traffic and car parking impacts

154. This concern has been discussed at paragraphs 146 – 153 and is considered to meet the relevant policy guidelines of the Yarra Planning Scheme. The reduction of an additional five (5) car parking spaces is considered appropriate given the inner-city location adjacent to activity centres and access to sustainable transport options.

Building design (streetscape)

155. This concern has been discussed at paragraphs 138 – 141. The built form considerations of the amendment are minor and generally have an inconsequential impact on the appearance of the building within the streetscape.

Noise from use

156. This concern has been addressed at paragraphs 121 – 141. It is considered, subject to condition, the acoustic attenuation methods will appropriately mitigate noise impacts to nearby sensitive uses.

Child care already exists on Brighton Street

157. As noted in the VCAT decision for the original application, a child care centre is a permitted use with a General Residential Zone and Commercial 2 Zone and the commercial viability of the child care centres is not a planning consideration. There is nothing to suggest that the provision of more than one child care centre within a neighbourhood area would result in a detrimental cumulative impact.

Acoustic wall on southern boundary (height, amenity impacts)

158. This concern has been discussed at paragraphs 126 - 127 and 142 - 145 and it has been recommended that a condition be included on the permit to delete the acoustic screen.

Construction outside of permitted hours

159. Condition 55 of the planning permit outlines Council's permitted hours for demolition or construction under Council's local laws. Any demolition or construction outside of these permitted hours is a compliance matter and should be dealt with through the appropriate department. Matters relating to construction are not relevant to the assessment of the amended planning permit application.

Other matters

160. If an amended permit were to issue, the following is noted:

(a) The permit preamble will not be amended.

(b) Condition 1 of the permit preamble would be replaced to reflect the most recent decision plans.

(c) Condition 6 would be amended to allow for 104 children.

(d) Condition 21 (renumbered to 22) would be amended to reflect the acoustic commitments submitted in the Acoustic Report dated 21 December 2021 and prepared by Cundall.

(e) Condition 7 would be included to require a Management Plan in association with the child care centre and the remaining conditions renumbered accordingly.

(f) Plans DA1003, DA1004, DA1007, DA2003, DA2001A, DA2002, DA1006 and the External Finishes Schedule would be superseded and replaced. The remainder of the endorsed set would be carried over and read in association with any revised endorsed plans.

Conclusion

161. Based on the report, the proposal is considered to generally comply with the relevant policies of the Yarra Planning Scheme and is recommended for approval, subject to the above condition being amended/included on any amended permit issued.

RECOMMENDATION

That having considered all objections and relevant planning policies, the Committee resolve to issue a Notice of Decision to Amend a Planning Permit PLN18/0328 at No. 459 – 471 Church Street & 20 – 26 Brighton Street Richmond, with no change to the permit preamble but with the following amendments to the permit conditions:

Conditions (amended and new conditions in bold):

1 Before the development commences, amended plans to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plans will be endorsed and will then form part of this permit. The plans must be drawn to scale with dimensions and three copies must be provided. The plans must be generally in accordance with the architectural plans prepared by Architectus, drawing nos. DA1003, DA1004, DA1007, DA2003, DA2001A, DA2002, DA1006 and the External Finishes Schedule, dated 18 December 2020, but modified to show:

(a) retention of the entirety of the existing boundary wall to 28 Brighton Street and its height shown correctly.

(b) the proposed screen on-top of the southern boundary wall shortened in response to Condition 1(a) and angled to demonstrate compliance with Standard A10 (Side and rear setbacks) of Clause 54.04-1 of the Yarra Planning Scheme.

(c) any requirement of the endorsed Acoustic Report under condition 22 (where relevant to show on plans).

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

3 As part of the ongoing consultant team, Architectus or an architectural firm to the satisfaction of the Responsible Authority must be engaged to:

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

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

Childcare Centre Use

4 Except with the prior written consent of the Responsible Authority, the childcare centre use authorised by this permit may only operate between the hours of 7am and 7pm, Monday to Friday.

5 Except with the prior written consent of the Responsible Authority, no more than 22 staff are permitted on the land at any one time.

6 Except with the prior written consent of the Responsible Authority, no more than 104 children are permitted on the land at any one time.

7 Before the child care use commences, a Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Management Plan will be endorsed and will form part of this permit. The Management Plan must include (or show, or address):

(a) General programs/schedules for outdoor play, accounting for discrepancies in season, which should be made publicly available for parents and neighbours.

(b) A contact phone number for the centre's management should be made available to neighbours to facilitate communication and resolve concerns.

(c) The number of children playing outside be limited to the numbers outlined in the acoustic report.

(d) Noise minimisation methods to be undertaken by staff, such as comforting crying children and taking them indoors.

(e) Details of staff training.

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

Sustainable Management Plan

8 Before the development commences, an amended Sustainable Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Sustainable Management Plan will be endorsed and will form part of this permit. The amended Sustainable Management Plan must be generally in accordance with the Sustainable Management Plan prepared by Cundall in April 2018 and the provisions of the evidence statement of Mr Talacko of Ark Resources dated 4 March 2019, but modified to include or show:

(a) a 5 Star Green Star Design and As Built rating generally in accordance with the Statement of Evidence provided by Ark Resources (prepared on 4 March 2019);

(b) a 5 Star NABERS Energy rating generally in accordance with the Statement of Evidence provided by Ark Resources (prepared on 4 March 2019);

(c) compliance with the Urban Stormwater Best Practice Environmental Management Guidelines generally in accordance with the Statement of Evidence provided by Ark Resources (prepared on 4 March 2019);

(d) more information on the expected daylight performance of the buildings and ensure that 30% of floor area can reach a minimum 2% df standard, and provide a suitable VLT for each area to assist achieve this standard generally in accordance with the Statement of Evidence provided by Ark Resources (prepared on 4 March 2019);

(e) a completed JV3 energy modelling report, or equivalent, demonstrating the 6 points or 30% improvement in NCC requirements;

(f) include all MUSIC model inputs and outputs including catchment area, storage locations and volume and location and number of toilet connections to ensure that best practice in WSUD can be met;

(g) ensure the WMP has sufficient spaces allocated to recycling and all waste streams. Ensure recycling is just as convenient at general garbage;

(h) the provision of a composting system or provision of an organic waste collection service; and

(i) the provision of any electric vehicle charging facilities.

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

SMP Implementation Report

10 Before the development is occupied or by such later date as agreed to by the responsible authority in writing, a report from the author of the Sustainability Management Plan, approved under this permit, or similarly qualified person or company, must be submitted to the Responsible Authority. The report must be to the satisfaction of the Responsible Authority and must confirm all measures specified in the Sustainability Management Plan have been implemented in accordance with the approved plan.

Waste Management Plan

11 Before the development commences, an amended Waste Management Plan prepared 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 Irwin Consult (dated 4 May 2018), but modified to include:

(a) the collection for the waste associated with Building C to occur within title boundaries as confirmed within the Waste Management Plan prepared by Irwin Consult (dated 4 March 2019); and

(b) details of how food waste will be diverted from the waste stream from the remaining areas of the development.

(c) Provision for any waste collected from the childcare to occur from its basement only, and outside peak operating hours of 7 – 9am and 3 – 6pm weekdays.

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

Landscape Plan

14 Before the development commences, an amended Landscape Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Landscape Plan will be endorsed and will form part of this permit. The amended Landscape Plan must be generally in accordance with the Landscape Plan prepared by MALA Studio prepared on 28 February 2019, but modified to include (or show, or address):

(a) a detailed planting plan indicating the location and quantity of the species proposed;

(b) confirm mulch used on the higher levels is a wind tolerant material;

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(c) further details on the raised planter beds such as information on drainage, waterproofing, irrigation and mulch;

(d) details on the custom furniture proposed;

(e) deletion of Pennisetum clandestinum on Plant Mix C and replacement with a suitable alternative species;

(f) additional details regarding the mounded planter beds such as maintenance and how to ensure there is no mulch run off from the slope of the garden bed to the adjacent paving areas;

(g) additional details regarding the relationship between the Jacarada mimosifolia, associated garden bed and decking in the courtyard including the provision of a section;

(h) additional details regarding the landscape feature proposed at the corner of Church and Shamrock Streets;

(i) deletion of where the internal paving from the courtyard is shown encroaching into the public realm and replace the public realm paving with an asphalt treatment;

(j) that the 300mm bluestone kerb is maintained (provide a section through that treatment);

(k) street tree cut outs as being 1m depth x1.5m width and sitting directly behind the bluestone pitcher;

(l) confirmation that there is sufficient circulation space around the eastern most proposed street tree and the building, with the minimum path of travel and deletion of any obstructions.

15 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 to the satisfaction of the Responsible Authority including 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.

Tree Management Plan

16 Before the development commences, a Tree Management Plan to the satisfaction of the Responsible Authority must be prepared by a suitably qualified Arborist and must be submitted to and approved by the Responsible Authority. When approved the Tree Management Plan will be endorsed and will form part of this permit. The Tree Management Plan must make recommendations for the protection of the Manchurian Pear trees located on the adjacent property at 28 Brighton Street:

(a) pre-construction;

(b) during construction; and

(c) post construction

(d) the provision of any barriers;

(e) any pruning necessary; and

(f) watering and maintenance regimes,

to the satisfaction of the Responsible Authority.

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

Street Trees

18 Before the development commences, the permit holder must provide an Asset Protection Bond of $10,000 (ex GST) for the three (3) trees in Church Street adjacent the frontage of the development and one (1) tree opposite 22 Brighton Street to the Responsible Authority. The security bond:

(a) must be provided in a manner, and on terms, to the satisfaction of the Responsible Authority;

(b) may be held by the Responsible Authority until the works are completed to the satisfaction of the Responsible Authority; and

(c) in accordance with the requirements of this permit; or

(d) otherwise to the satisfaction of the Responsible Authority.

19 Before the development commences, the permit holder must make a one off contribution of $17,633.25 to the Responsible Authority to be used for:

(a) the cost of supply, planting and establishment maintenance four trees (one in Church St and three in Brighton St).

Wind

20 Before the development commences an updated wind assessment must be submitted and approved by the responsible authority.

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

Acoustic report

22 Before the development commences, an amended Acoustic Report to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Acoustic Report will be endorsed and will form part of this permit. The amended Acoustic Report must be generally in accordance with the Endorsed Acoustic Report and updated to include the commitments relating to the child care centre in the acoustic report prepared by Cundall and dated 21 December 2020, but further modified to include (or show, or address):

(a) the 2.6 metre long angled screen on top of the retained masonry wall on the southern boundary to No. 28 Brighton Street as required by Condition 1(a) of this permit;

(b) confirmation that any acoustic fencing, screening and boundary walls may be constructed of any suitable cladding material so long as it has a mass of at least 10kg/m²;

(c) The northern elevation of the first floor balcony to be enclosed fully (either by a solid barrier, or by providing glass between the top of the barrier and the second floor soffit above), and the entire ceiling of the first floor balcony area is to be provided with an acoustically absorptive finish with a minimum acoustic absorption performance of NRC 0.8;

(d) confirmation that acoustic fencing and screening will have no gaps or holes in it, or the likelihood of such occurring through natural causes, landscaping or deformations, thus allowing noise to easily pass through.

23 The acoustic report must make recommendations to limit the noise impacts in accordance with the State Environment Protection Policy (Control of noise from industry, commerce and trade) No. N-1 (SEPP N-1), State Environment Protection Policy (Control of music noise from public premises) No. N-2 (SEPP N-2), the childcare voice noise targets nominated in the report and to any other accepted criteria or requirement to the satisfaction of the Responsible Authority.

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

25 Within 3 months of occupying the building, an updated post-occupation Acoustic Report to the satisfaction of the Responsible Authority must be prepared by a suitably qualified acoustic engineer and must be generally in accordance with the endorsed acoustic report. The report must be submitted to and approved by the Responsible Authority. When approved, the updated post-occupation Acoustic Report will be endorsed and will form part of this permit. The Acoustic Report must (assess) address the following:

(a) Confirm the recommendations of the endorsed acoustic report required as part of **Condition 22** have been implemented;

(b) Assess mechanical plant noise to SEPP N-1; and

(c) If non-compliance with **Condition 22b** is measured, additional acoustic measures as recommended by the amended post-occupation acoustic report are to be implemented within one month of the date of the amended acoustic report.

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

Transport for Victoria Conditions

27 The permit holder must take all reasonable steps to ensure that disruption to tram operation along Church Street is kept to a minimum during the construction of the development. Foreseen disruptions to tram operations during construction and mitigation measures must be communicated to Yarra Trams and Public Transport Victoria thirty five days (35) prior.

28 The permit holder must ensure that all track, tram and overhead infrastructure is not damaged. Any damage to public transport infrastructure must be rectified to the satisfaction of the Public Transport Victoria at the full cost of the permit holder.

VicRoads Conditions

29 Before the use approved by this permit commences the following roadworks on Church Street, Richmond must be completed at no cost to and to the satisfaction of the Roads Corporation:

(a) The provision of Keep Clear line-marking at the intersection of Church Street and Shamrock Street, Richmond.

30 Prior to the commencement of the development, excluding demolition works, an Engineering report from a suitably qualified Engineer outlining the design, management and construction techniques to be implement prior, during and following excavation to prevent any impact on the Burnley Tunnel is to be submitted to VicRoads and CityLink for approval. Once approved, the Engineering Report will form part of the planning permit. Without limiting the scope of the report, it must consider all relevant structural and geotechnical issues, including, but not limited to, demonstrating:

(a) That the development will not compromise the structural integrity of the Burnley Tunnel;

(b) What is the load applied to the ground by the development;

(c) What is the depth of the excavation;

(d) That the development will not cause changes to groundwater conditions that will result in adverse effect on the Burnley Tunnel.

(e) Any holding points requiring VicRoads and CityLink inspection and approval prior to releasing the hold points.

31 Prior to the commencement of and during the course of construction the following details must be submitted to the satisfaction of VicRoads and CityLink for approval:

(a) Initial groundwater level;

(b) Expected and confirmation of actual flows and total volume drained during the construction of the basement;

(c) if the completed basement is tanked or drained;

(d) If drained, confirm flow rate into the basement and the height and extent of the permanent lowering of the water-table.

(e) Temporary or permanent groundwater drawdown greater than 2 metres below existing levels requires the developer to demonstrate the impact of the proposed development on the regional groundwater regime. The developer shall describe how groundwater drawdown will be managed, and demonstrate that there will be an insignificant impact on CityLink assets.

Road Infrastructure

32 Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, any redundant vehicular crossing must be demolished and re-instated as standard footpath and kerb and channel:

(a) at no cost to the Responsible Authority (inclusive of the cost of modifying any parking signs or road markings for parking bays (where required); and

(b) to the satisfaction of the Responsible Authority.

33 Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, any roads, footpaths and other road related infrastructure adjacent to the development site damaged as a result of the construction works, including trenching and excavation for utility service connections must be reconstructed and re-sheeted as single full width areas (with any areas of pavement failure as a consequence of construction traffic must be reinstated with full depth pavement):

(a) at no cost to the Responsible Authority; 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 footpath immediately outside the subject site's Brighton Street, Shamrock Street and Church Street road frontages must be reconstructed:

(a) with the footpath having a cross-fall of 1 in 40 or unless otherwise specified by Council;

(b) at no cost to the Responsible Authority; and

(c) 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 new vehicular crossing on the west side of Brighton Street and the new vehicle crossing on the properties Shamrock Street road frontage must be constructed:

(a) to satisfy the vehicle ground clearance requirements for the B99 design vehicle;

(b) at no cost to the Responsible Authority; and

(c) to the satisfaction of the Responsible Authority.

Streetscape Improvement Plan

36 Before the development commences, or by such later date as approved in writing by the Responsible Authority, a Streetscape Improvement plan for the development's Shamrock Street frontage (inclusive of the widening of Shamrock Street) to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority.

37 Before the building is occupied, all works associated with the Streetscape Improvement plan as shown on the endorsed plans and Streetscapes Improvement plan (referred to in **Condition 36**) must be fully constructed and completed, at no cost to the Responsible Authority and to the satisfaction of the Responsible Authority.

Drainage

38 Before the development commences, an amended Drainage Investigation report to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Drainage Investigation will be endorsed and will form part of this permit. The amended Drainage Investigation must be generally in accordance with the Drainage Investigation prepared by Northrop Pty Ltd prepared on 31 January 2019, but modified to include (or show, or address):

(a) a plan showing the location of the pits referenced in the CCTV report prepared by Rapid Cam dated 2 November 2018;

(b) the use of a back-up system such as a flood gate at the driveway or an internal pump system which discharges to Church Street through the property stormwater; and

(c) an updated flood risk assessment using a 200mm diameter pipe to determine if this will affect the flood level results.

Widened section of Shamrock Street

39 Within 6 months of the commencement of development, the design of the widened section of Shamrock Street must be prepared by an independent and suitably qualified engineering professional to the satisfaction of the Responsible Authority and in consultation with the Responsible Authority. The design must be submitted to and approved by the Responsible Authority. The design of the widening of Shamrock Street must provide details including pavement widths, surface treatment, road infrastructure items, landscaping (where applicable) and drainage including the installation of any additional drainage pits and associated connecting drainage to the satisfaction of the Responsible Authority.

40 Before the building is occupied, all works associated with the widening of Shamrock Street (referred to in **Condition 39)** must be carried out, at no cost to the Responsible Authority and to the satisfaction of the Responsible Authority.

41 Within six months of the commencement of works, the owner (or another person in anticipation of becoming the owner) must enter into an agreement with the Responsible Authority under section 173 of the *Planning and Environment Act 1987*, providing for the following:

(a) The Owner must provide unfettered 24 hour public access over (and inclusive of the provision of lighting) over that part of the land to be used for the widened section of Shamrock Street between Church Street and the eastern boundary of the development's Shamrock Street frontage;

(b) The owner is responsible for maintaining at all times the areas that are private land open to the public described in **condition 41(a)** at the cost of the owners of the site and to the satisfaction of the Yarra City Council;

(c) The owner(s) must obtain and maintain insurance, approved by Yarra City Council, for the public liability and indemnify Yarra City Council against all claims resulting from any damage, loss, death or injury in connection with the public accessing the land described in **condition 41(a).**

42 The owner, or other person in anticipation of becoming the owner, must meet all of the expenses of the preparation and registration of the agreement, including the reasonable costs borne by the Responsible Authority.

Car parking

43 Before the development is occupied, a Car Park Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Car Park Management Plan will be endorsed and will form part of this permit. The Car Park Management Plan must address, but not be limited to, the following:

(a) the management of any visitor car parking spaces and security arrangements for occupants of the development, including details on how visitors are to access car parking;

(b) details of way-finding, cleaning and security of end of trip bicycle facilities;

(c) the number and allocation of storage spaces;

(d) any policing arrangements and formal agreements;

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(e) a schedule of all proposed signage including directional arrows and signage, informative signs indicating location of disabled bays and bicycle parking, exits, restrictions, pay parking system etc;

(f) the collection of waste and garbage including the separate collection of organic waste and recyclables, which must be in accordance with the Waste Management Plan required by **Condition 11**; and

(g) details regarding the management of loading and unloading of goods and materials.

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

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

(a) constructed and available for use in accordance with the endorsed plans;

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

(c) treated with an all-weather seal or some other durable surface; and

(d) line-marked or provided with some adequate means of showing the car parking spaces,

all to the satisfaction of the Responsible Authority.

46 Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, a notice showing the location of car parking must be placed in a clearly visible position near the entry to the land. The notice must be maintained thereafter to the satisfaction of the Responsible Authority.

Green Travel Plan

47 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 Green Travel plan will be endorsed and will form part of this permit. The amended Green Travel Plan must be generally in accordance with the Green Travel Plan prepared by Impact Traffic Engineering prepared on 2 July 2018, but modified to include (or show, or address):

(a) deletion of any language such as ‘could be introduced’ and instead of ‘should’ or otherwise committing to a particular action;

(b) the Action Plan at Appendix A to references to all actions included in the report, including any carpooling actions;

(c) the promotion of various public transport smartphone apps such as the Public Transport Victoria app and/or train or tram tracker;

(d) a description of the location in the context of alternative modes of transport;

(e) employee welcome packs (e.g. provision of Myki/transport ticketing);

(f) the provision of real time passenger information displays for nearby stops within each lobby;

(g) sustainable transport goals linked to measurable targets, performance indicators and monitoring timeframes;

(h) a designated 'manager' or 'champion' responsible for coordination and implementation;

(i) details of bicycle parking and bicycle routes;

(j) details of GTP funding and management responsibilities;

(k) the types of bicycle storage devices proposed to be used for employee and visitor spaces (i.e. hanging or floor mounted spaces);

(l) the types of lockers proposed within the change-room facilities, with at least 50% of lockers providing hanging storage space;

(m) security arrangements to access the employee bicycle storage spaces;

(n) signage and wayfinding information for bicycle facilities and pedestrians pursuant to Australian Standard AS2890.3;

(o) reference to a minimum 40A single phase electrical sub circuit should be installed to the car park areas for 'EV readiness'; and

(p) provisions for the Green Travel Plan to be updated not less than every 5 years.

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

Lighting

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

(a) located;

(b) directed;

(c) shielded; and

(d) of limited intensity,

all to the satisfaction of the Responsible Authority.

General

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

51 The amenity of the area must not be detrimentally affected by the development and use, including through:

(a) the transport of materials, goods or commodities to or from land;

(b) the appearance of any buildings, works or materials;

(c) the emission of noise, artificial light, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil, or

(d) the presence of vermin.

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

53 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.

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

55 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.

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

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

(b) Saturdays and public holidays (other than ANZAC Day, Christmas Day and Good Friday) before 9am or after 3pm; or

(c) Sundays, ANZAC Day, Christmas Day and Good Friday at any time.

Construction Management

57 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.

(q) In preparing the Noise and Vibration Management Plan, consideration must be given to:

(i) using lower noise work practice and equipment;

(ii) the suitability of the land for the use of an electric crane;

(iii) silencing all mechanical plant by the best practical means using current technology;

(iv) fitting pneumatic tools with an effective silencer;

(v) other relevant considerations; and

(vi) any site-specific requirements.

58 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.

Time expiry

59 This permit will expire if:

(a) the development is not commenced within two years of the date of this permit; or

(b) the development is not completed within four years of the date of this permit; or

(c) the child care centre use has not commenced within five years of the date of this permit.

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

NOTES:

A building permit maybe required before development is commenced. Please contact Council's Building Services on 9205 5095 to confirm.

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

Provision must be made for drainage of the site to a legal point of discharge. Please contact Council's Building Services on 9205 5585 for further information.

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

Any services poles, structures or pits that interfere with the proposal must be adjusted, removed or relocated at the 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.

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

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

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

The 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.

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

Contaminated ground water seepage into basements from above the water table must be discharged to the sewer system through a trade waste agreement with the relevant authority or in accordance with EPA guidelines.

Contaminated groundwater from below the water table must be discharged to the sewer system through a trade waste agreement from the relevant sewer authority.

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

Overhead power lines run along the east side of Church Street and west side of Brighton 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

VicRoads Note

Separate consent may be required from VicRoads (the Roads Corporation) under the Road Management Act 2004 for buildings and works (i.e. canopies and architectural features/ projections) undertaken outside the title boundary within a Road Zone Category 1 (i.e. Church Street). Please contact VicRoads prior to commencing any works.

Attachments

1. PLN18/0328.03 - 459 - 471 Church Street and 20 - 26 Brighton Street Richmond - Site map
2. PLN18/0328.03 - 459 - 471 Church Street and 20 - 26 Brighton Street Richmond - Advertised Plans
3. PLN18/0328.03 - 459 - 471 Church Street and 20 - 26 Brighton Street Richmond - Endorsed Plans
4. PLN18/0328.03 - 459 - 471 Church Street and 20 - 26 Brighton Street Richmond - Planning Permit
5. PLN18/0328.03 - 459 - 471 Church Street and 20 - 26 Brighton Street Richmond - Advertised Acoustic Report
6. PLN18/0328.03 - 459 - 471 Church Street and 20 - 26 Brighton Street Richmond - Advertised Traffic Assessment Report
7. PLN18/0328.03 - 459 - 471 Church Street and 20 - 26 Brighton Street Richmond - Traffic Engineering referral comments
8. PLN18/0328.03 - 459 - 471 Church Street and 20 - 26 Brighton Street Richmond - Acoustic referral comments

Attachment 1 - PLN18/0328.03 - 459 - 471 Church Street and 20 - 26 Brighton Street Richmond - Site map

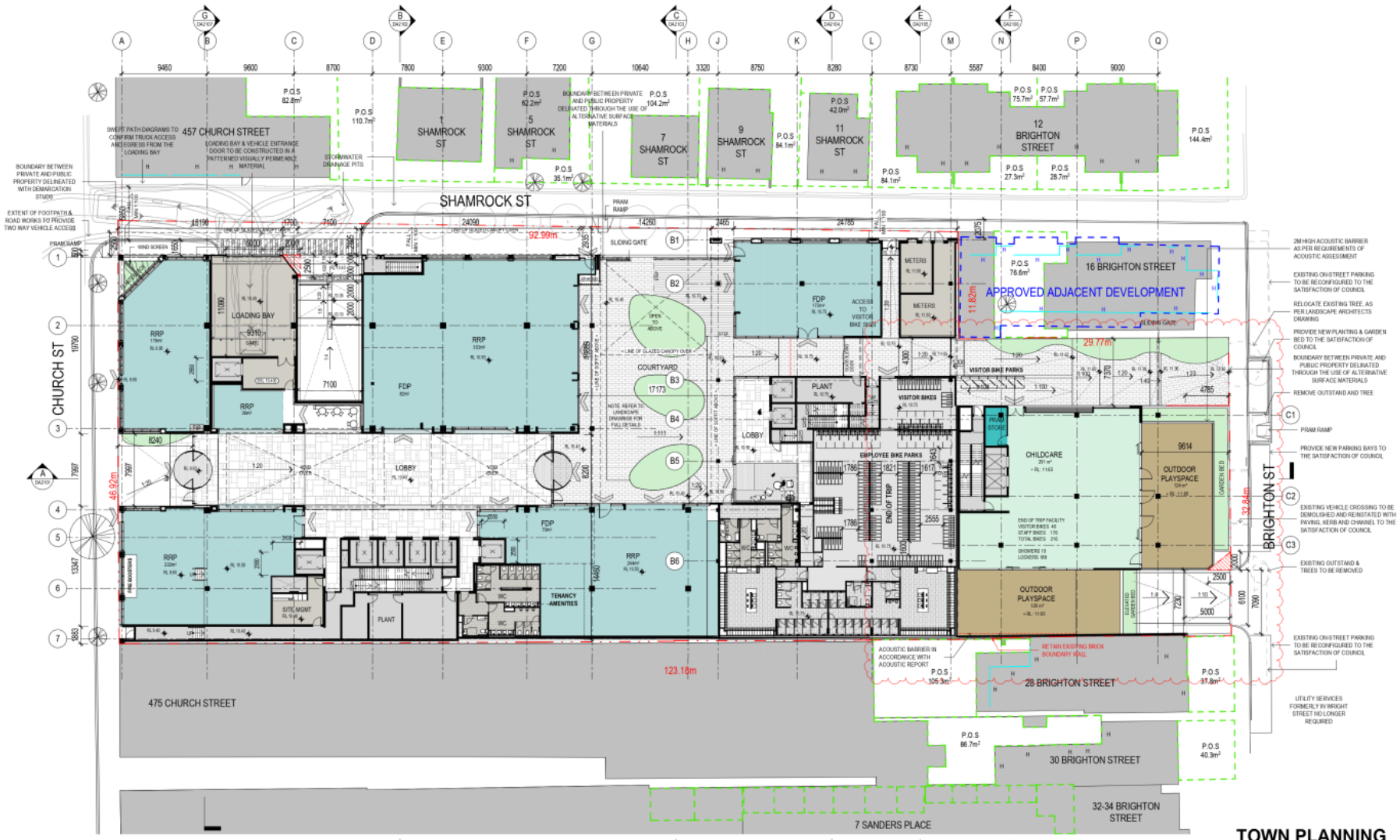
SUBJECT LAND: 459 – 471 Church Street and 20 – 26 Brighton Street Richmond



⇧ North

★ Subject Site

Attachment 2 - PLN18/0328.03 - 459 - 471 Church Street and 20 - 26 Brighton Street Richmond - Advertised Plans



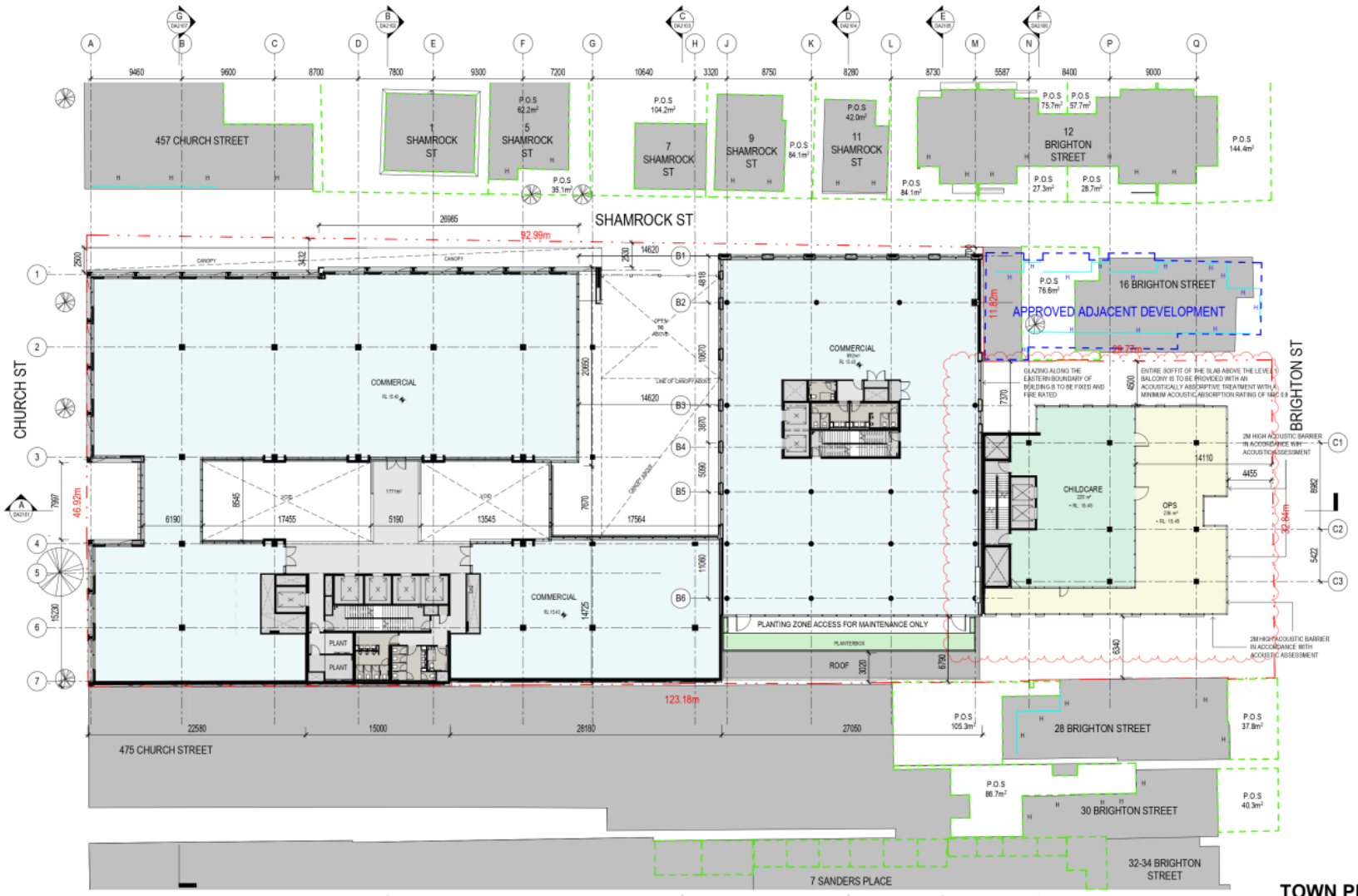
TOWN PLANNING

Church Street, Richmond

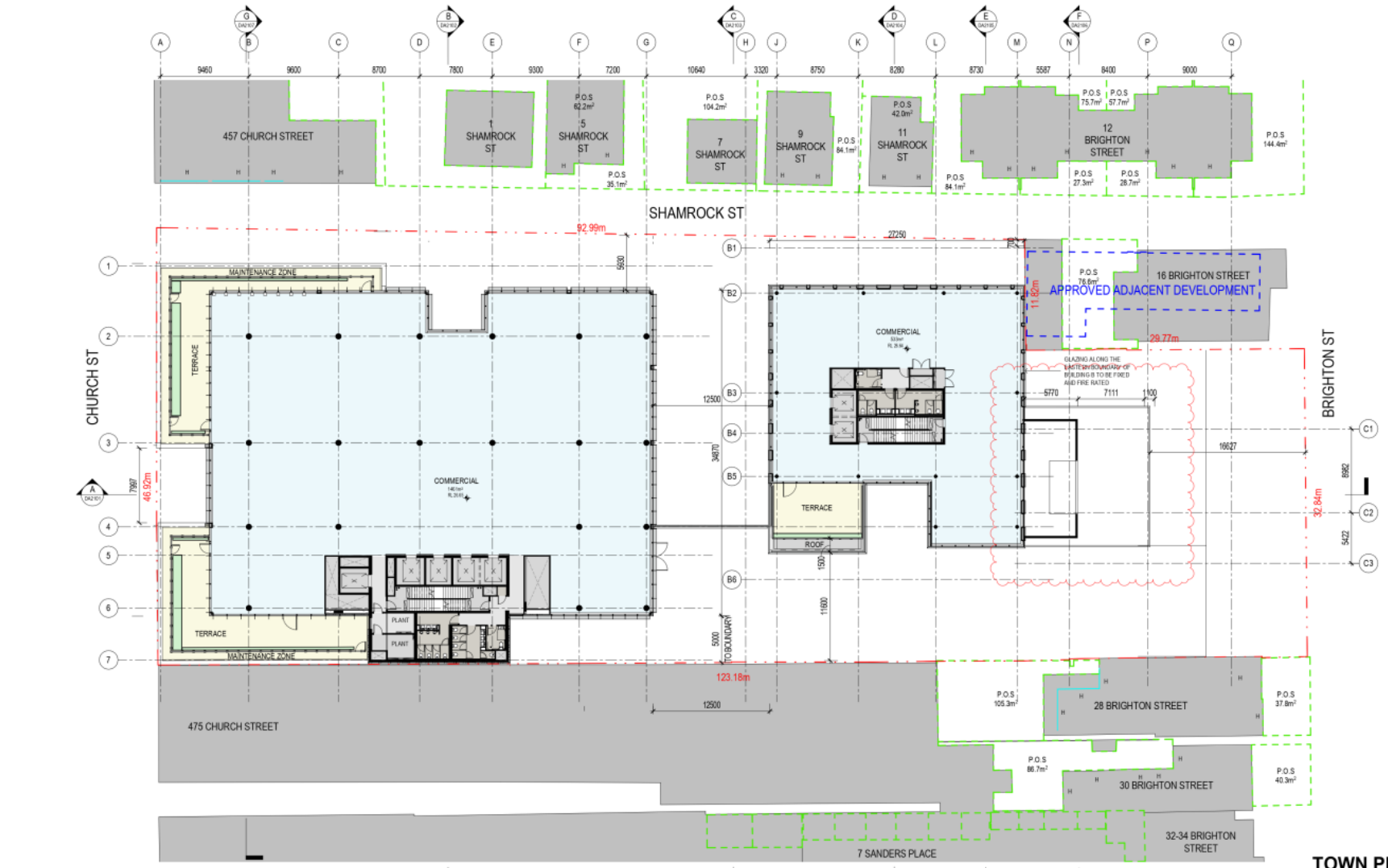
L-00 - Ground Floor

DA1003 N

Attachment 2 - PLN18/0328.03 - 459 - 471 Church Street and 20 - 26 Brighton Street Richmond - Advertised Plans



Attachment 2 - PLN18/0328.03 - 459 - 471 Church Street and 20 - 26 Brighton Street Richmond - Advertised Plans



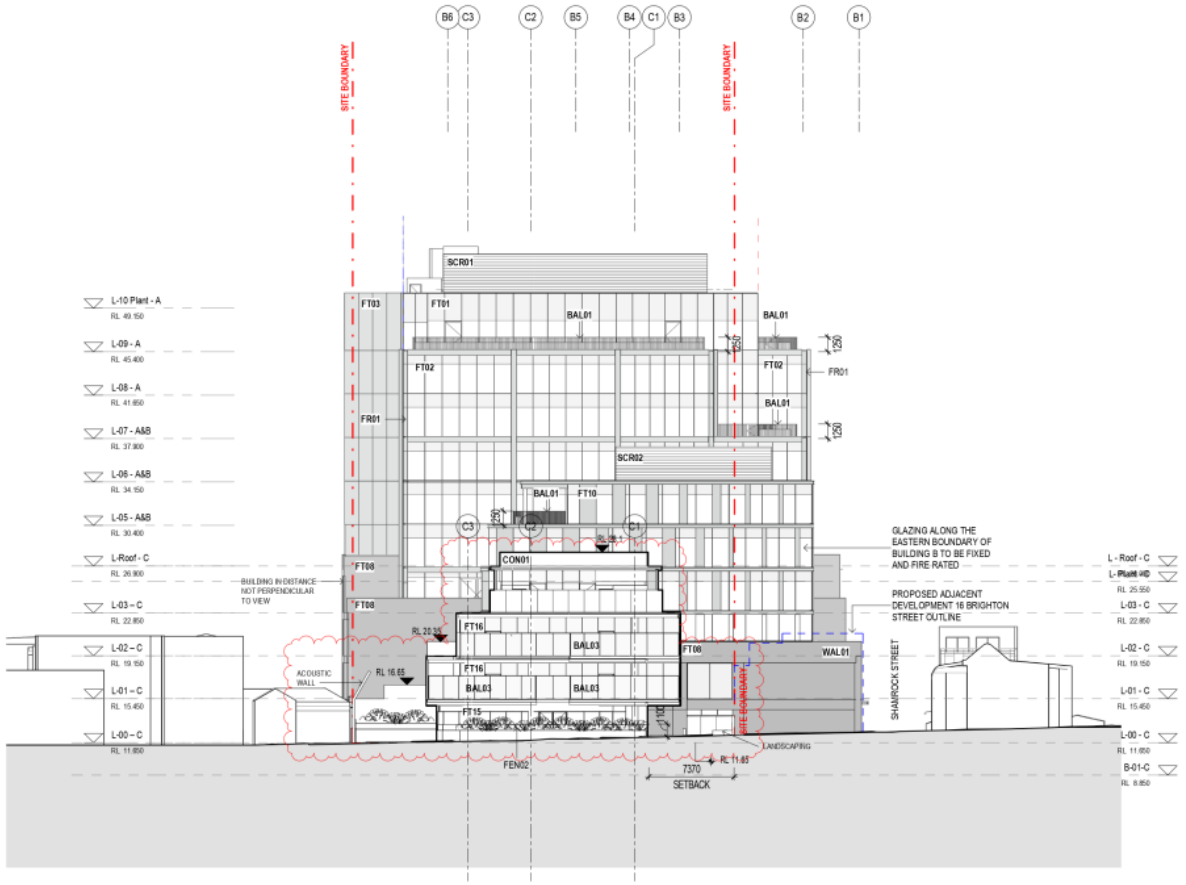
TOWN PLANNING

Church Street, Richmond

L-04 - Fourth Floor

DA1007

Attachment 2 - PLN18/0328.03 - 459 - 471 Church Street and 20 - 26 Brighton Street Richmond - Advertised Plans



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Nominated Architect
Ray Brown, NSWARB 6359

issue	amendment	date
A	TP DRAFT ISSUE	27.04.2018
B	TP ISSUE	04.06.2018
C	TP RFI RESPONSE	07.06.2018
D	VCAT ISSUE	01.02.2019
E	VCAT ISSUE - CORRECTIONS	28.02.2019
F	TOWN PLANNING ISSUE	12.06.2019
G	TOWN PLANNING ISSUE	21.02.2020
H	TOWN PLANNING ISSUE	16.11.2020

Do not scale drawings. Verify all dimensions on site

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project no. 170358

TOWN PLANNING

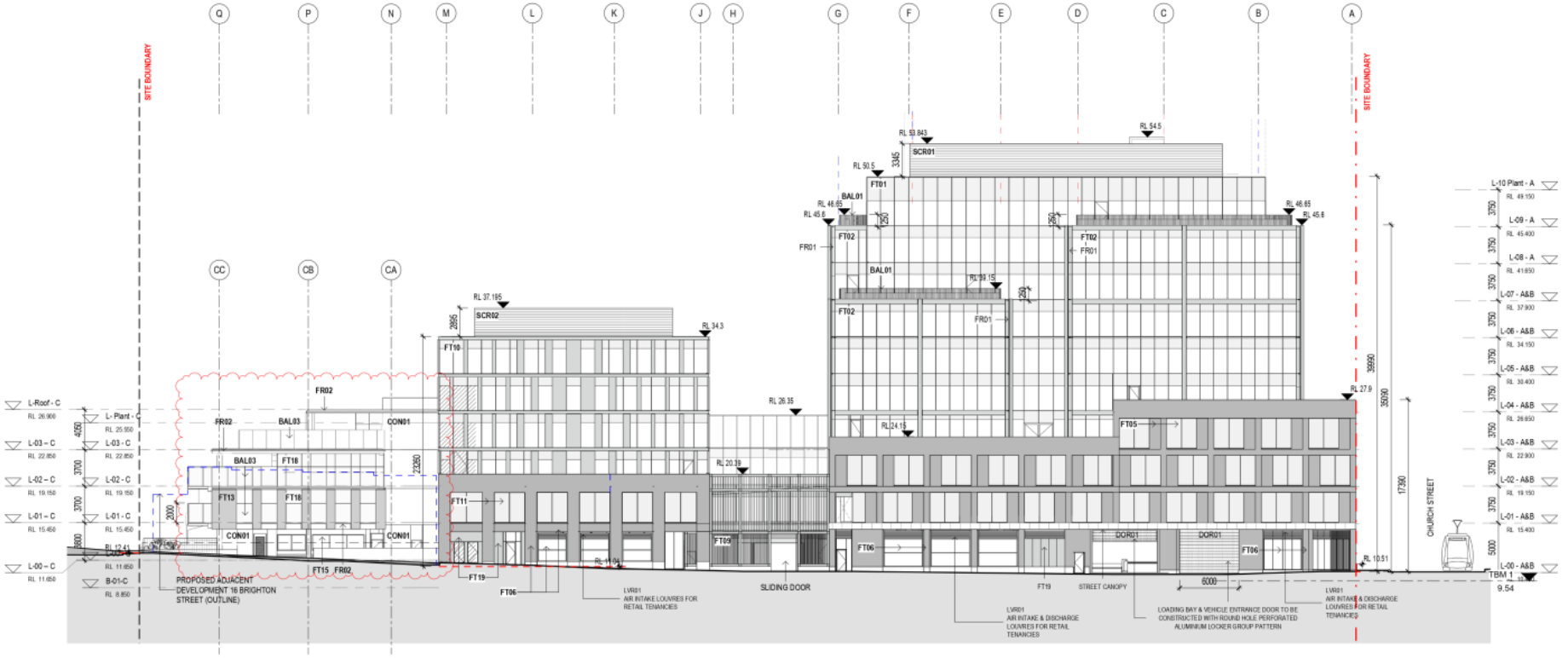
project
Church Street, Richmond

drawing
Site Elevation (East)

drawing no. DA2003
issue H

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Attachment 2 - PLN18/0328.03 - 459 - 471 Church Street and 20 - 26 Brighton Street Richmond - Advertised Plans



UNCONTROLLED DOCUMENT

TOWN PLANNING

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Nominated Architect
Ray Brown, NSW/ARB 6359

issue	amendment	date
A	VCAT ISSUE - CORRECTIONS	28.02.2019
B	TOWN PLANNING ISSUE	12.06.2019
C	STREET CANOPY EXTENSION	26.07.2019
D	TOWN PLANNING ISSUE	04.09.2019
E	TOWN PLANNING ISSUE	13.09.2019
F	TOWN PLANNING ISSUE	21.02.2020
G	TOWN PLANNING ISSUE	16.11.2020

Do not scale drawings. Verify all dimensions on site

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Sydney
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checked JO scale
drawn MB/MH/IS project no. 170356

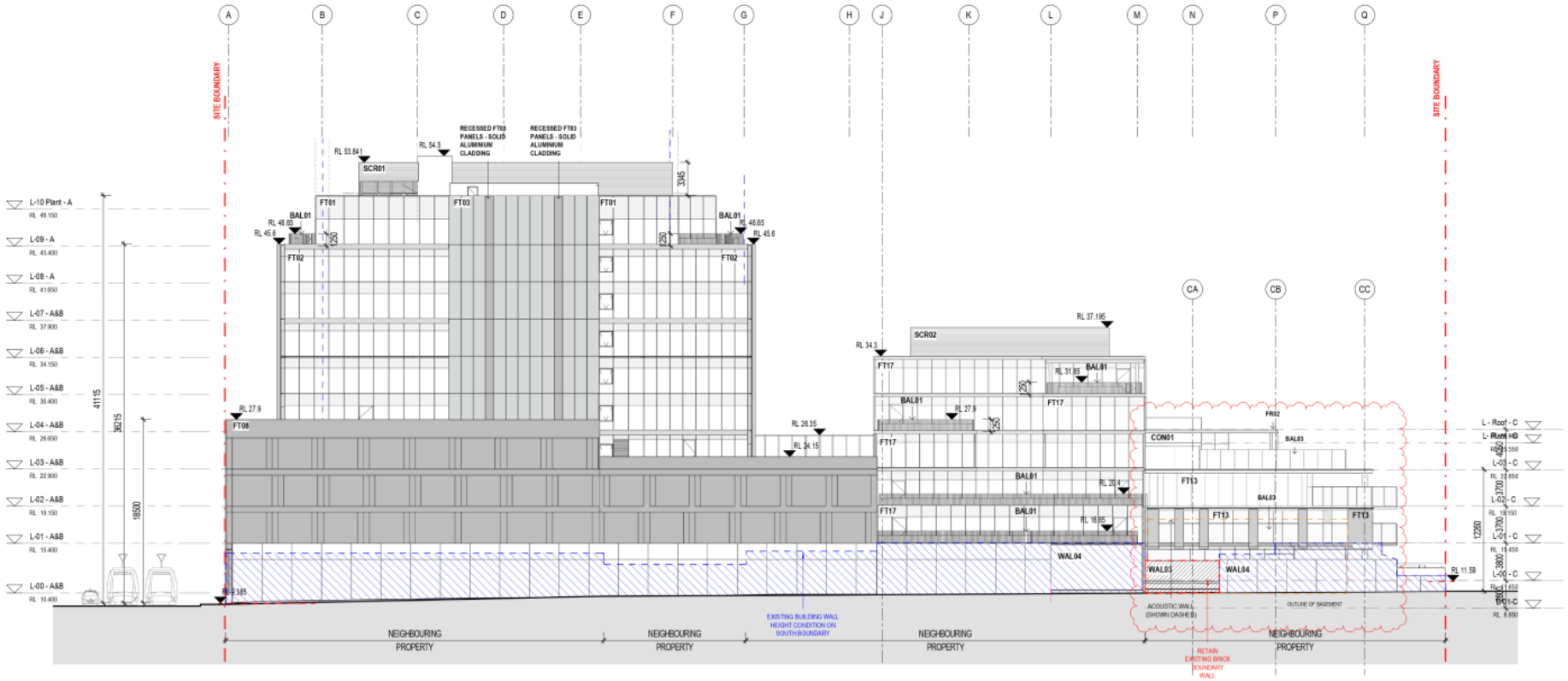
project
Church Street, Richmond

drawing
Site Elevation (North) Option 2

drawing no. DA2801A issue C

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Attachment 2 - PLN18/0328.03 - 459 - 471 Church Street and 20 - 26 Brighton Street Richmond - Advertised Plans



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B	TP ISSUE	04.05.2018
C	TP RFI RESPONSE	07.06.2018
D	TP RFI RESPONSE	25.06.2018
E	VCAT ISSUE	01.02.2019
F	VCAT ISSUE - CORRECTIONS	28.02.2019
G	TOWN PLANNING ISSUE AMENDMENT	13.06.2019
H	TOWN PLANNING ISSUE	13.09.2019
I	TOWN PLANNING ISSUE	21.02.2020
J	TOWN PLANNING ISSUE	16.11.2020

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checked JO scale 1 : 200@A1
drawn MS/MB project no. 170358

TOWN PLANNING

project
Church Street, Richmond

drawing
Site Elevation (South)

drawing no. DA2002 issue J

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Attachment 2 - PLN18/0328.03 - 459 - 471 Church Street and 20 - 26 Brighton Street Richmond - Advertised Plans

DA9901 External Finishes Schedule

Project: 459 - 471 Church St | Richmond

Rev H 13.10.20

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1.0 Façade Types

Masonry			
Code	**Location**	**System**	**Description**
FT01	Building A upper tower façade	Structurally glazed façade	Silver grey glass type. Structurally glazed curtain wall with blind mullions and high performance IGU. Integrated shadowbox spandrel panel. GL01, PC01
FT02	Building A tower façade	Structurally glazed façade with expressed horizontal and vertical features	Light grey glass. Structurally glazed curtain wall with blind mullions and high performance IGU. Integrated shadowbox spandrel panel. Expressed black metal horizontal and vertical features as indicated in drawings. GL02, PC01
FT03	Building A core	Finished solid aluminimum sheet core cladding	Solid metal cladding with expressed joints as indicated on elevations PC01
FT04	Podium façade	Structurally glazed façade with expressed horizontal and vertical features	Light grey glass. Structurally glazed curtain wall with blind mullions and high performance IGU. Integrated shadowbox spandrel panel. Expressed black metal horizontal and vertical features as indicated in drawings. GL02, MAS02, CON01
FT05	Podium façade	Brick podium façade with infill windows	Brick façade with infill windows. Angled brick recesses as indicated in drawings. Structurally glazed blind mullions. Integrated balustrade and landscape planter. MAS01, GL02, PC01
FT06	Podium retail façade	Shopfront glazing, brick piers, concrete base	Clear shopfront glazing at ground level. Structurally glazed blind mullions, steel structure. Doors as indicated on drawings. Brick piers as indicated on drawings, angled concrete hob. MAS01, GL03, PC01, CON01, steel to finished match PC01
FT07	Podium lobby façade	Clear glazing to lobby	Clear glazing at ground level. Structurally glazed blind mullions, steel structure. Door systems integrated into façade as indicated. GL03, PC01, steel to match PC01
FT08	Podium south façade Building A	Brick wall	Solid brick façade with expressed depth. Setout of panels to match general podium façade. MAS02
FT09	Courtyard entry	Steel Frame with Metal cables	Metal cables with black finish and landscape planting treatment. Cables sit within steel metal framing. To match PC01
FT10	Building B	Structurally glazed façade	Glazing to Building B with expressed metal slab edge. Structural glazing, integrated shadowbox spandrel panel. Light grey glass. Fixed metal panels integrated into façade system. GL02, PC01, MET01

Attachment 2 - PLN18/0328.03 - 459 - 471 Church Street and 20 - 26 Brighton Street Richmond - Advertised Plans

DA9901 External Finishes Schedule

Project: 459 - 471 Church St | Richmond

Rev H 13.10.20

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1.0 Façade Types

FT11	North façade Building B	Podium brick façade with infill windows	Brick clad façade system with metal framed infill windows. Windows and doors as set out in drawings. GL02, MAS01, PC01
FT12	Building C	Building C façade	Metal framed façade with glazed panels and infill feature panels and feature mesh as indicated in drawings. GL04, FC01, GAL01, SCR04
FT13	Building C	Building C feature panels	Infill Equitone panels to Building C façade. FC01
FT15	Building C	Building C - glazing to ground level	Clear glazing at ground level, structurally glazed blind mullions. Door systems integrated into façade as indicated. GL04, GAL01, CON01
FT16	Building C	Building C - glazed window wall	Clear glass, structurally glazed blind mullions with expressed metal fins as indicated in drawings. GL04, GAL01, PC02
FT17	Building B	Structurally glazed façade	Glazing to south façade of Building B with expressed metal slab edge. Structural glazing, integrated shadowbox spandrel panel. Light grey glass. GL02, PC01, MET01
FT18	Building C	Building C - glazed window wall with opaque panels	Clear glass, structurally glazed blind mullions with expressed metal fins as indicated in drawings. Opaque glazed panel to 2000m above floor level to address overlooking. GL04, GAL01, FC01
FT19	All	Metal cladding to service locations	Solid metal cladding - infill within podium. Expressed joints, dark grey finish. PC01

Attachment 2 - PLN18/0328.03 - 459 - 471 Church Street and 20 - 26 Brighton Street Richmond - Advertised Plans

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459-471 Church Street, Richmond

AREA SCHEDULE

18.12.2020

Building C (Childcare)

Rev H

A9502

Town Planning Issue

LEVEL	PROGRAM	R.L.	Floor to Floor Height m	GBAm² **	GFAm² *	CORE / CIRC m²	NLAm² ****	NET FLOOR AREA***	EXTERNAL m²	OUTDOOR PLAY SPACE m²	-	BOH	EFFICENCY	CAR PARKING AREA m²	CAR SPACES
Basement 01	Carpark	8.85	2.80	701		50						112		539	12
Ground	Childcare / Drop-off	11.65	3.80	689	397	106	291	334	39	253	-		73%		
Level 01	Childcare	15.45	3.70	540	412	192	220	228		236	-		53%		
Level 02	Childcare	19.15	3.70	536	412	173	239	247		137	-		58%		
Roof	Childcare	22.85	4.05	492	183	54				215	-				
Plant	Childcare	26.90	0.50												
	TOTAL		**15.75**	**2,918**	**1,404**	**575**	**750**	**809**	**39**	**841**		**112**		**539**	**12**

NOTE:

- -

2 Core / Circulation is estimated area of circulation core only and are not inclusive of other back of house facilities

3 All figures have been based on preliminary information and are subject to verification

4 The material contained herein is indicative only and may be subject to approval by the responsible authority(s), or other factors beyond the control of Architectus; receiving parties should not use this material to form the basis of any financial feasibility, contractual negotiation or sale documents.

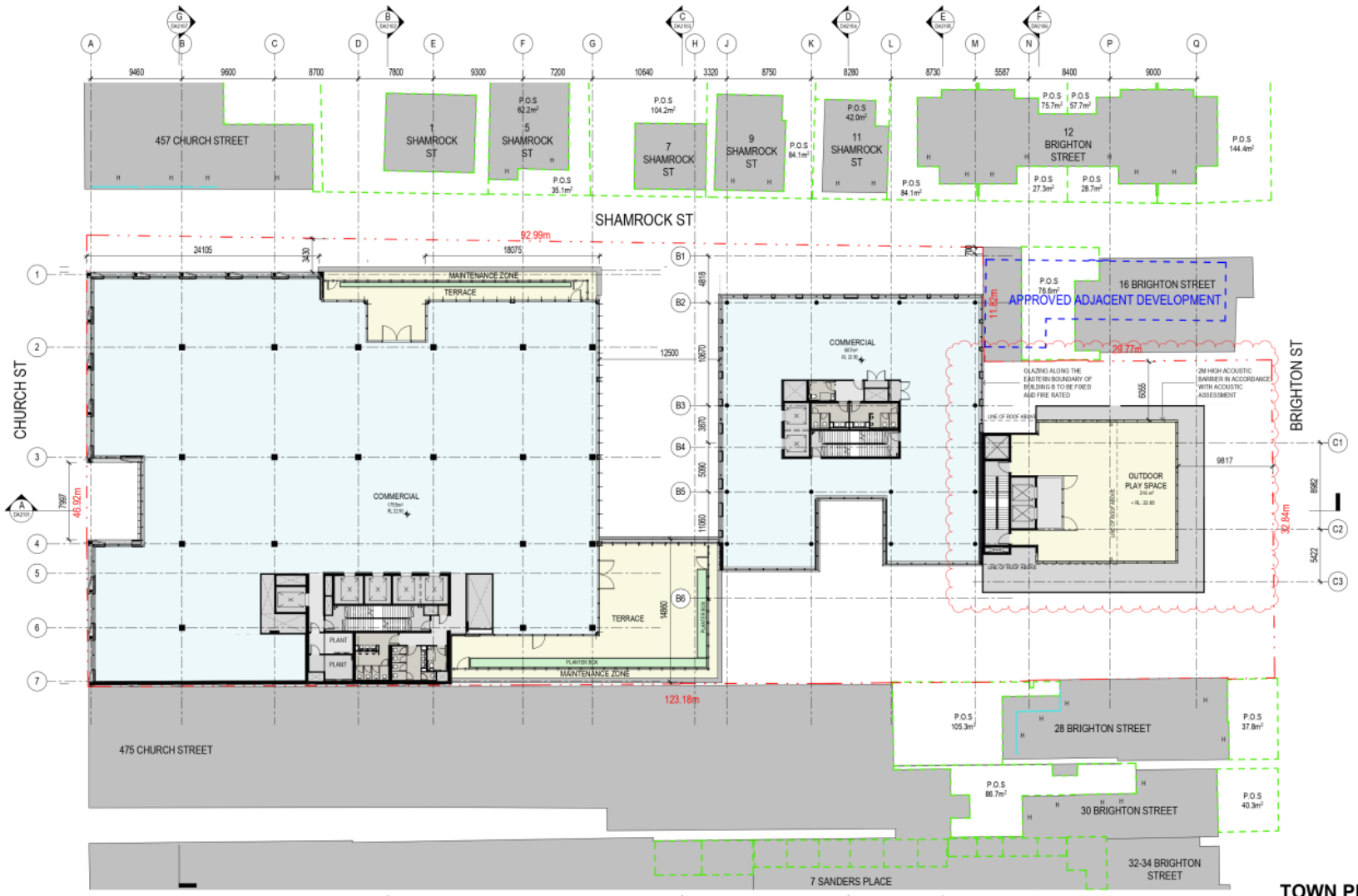
* 5 Gross Floor Area * is calculated in accordance with the definition supplied in the General Terms of the Yarra Planning Scheme

**** 6 NLA (Net Leasable Area****) is calculated in accordance with the Property Council of Australia guidelines as defined in PCA Method of Measurement for Lettable Area - Commercial

**** 8 NLA designated under the specific condition 'Childcare' includes toilets/facilities/BOH/bins etc.

** 7 GBA ** = Gross Building Area including voids and basement car parking

Attachment 2 - PLN18/0328.03 - 459 - 471 Church Street and 20 - 26 Brighton Street Richmond - Advertised Plans



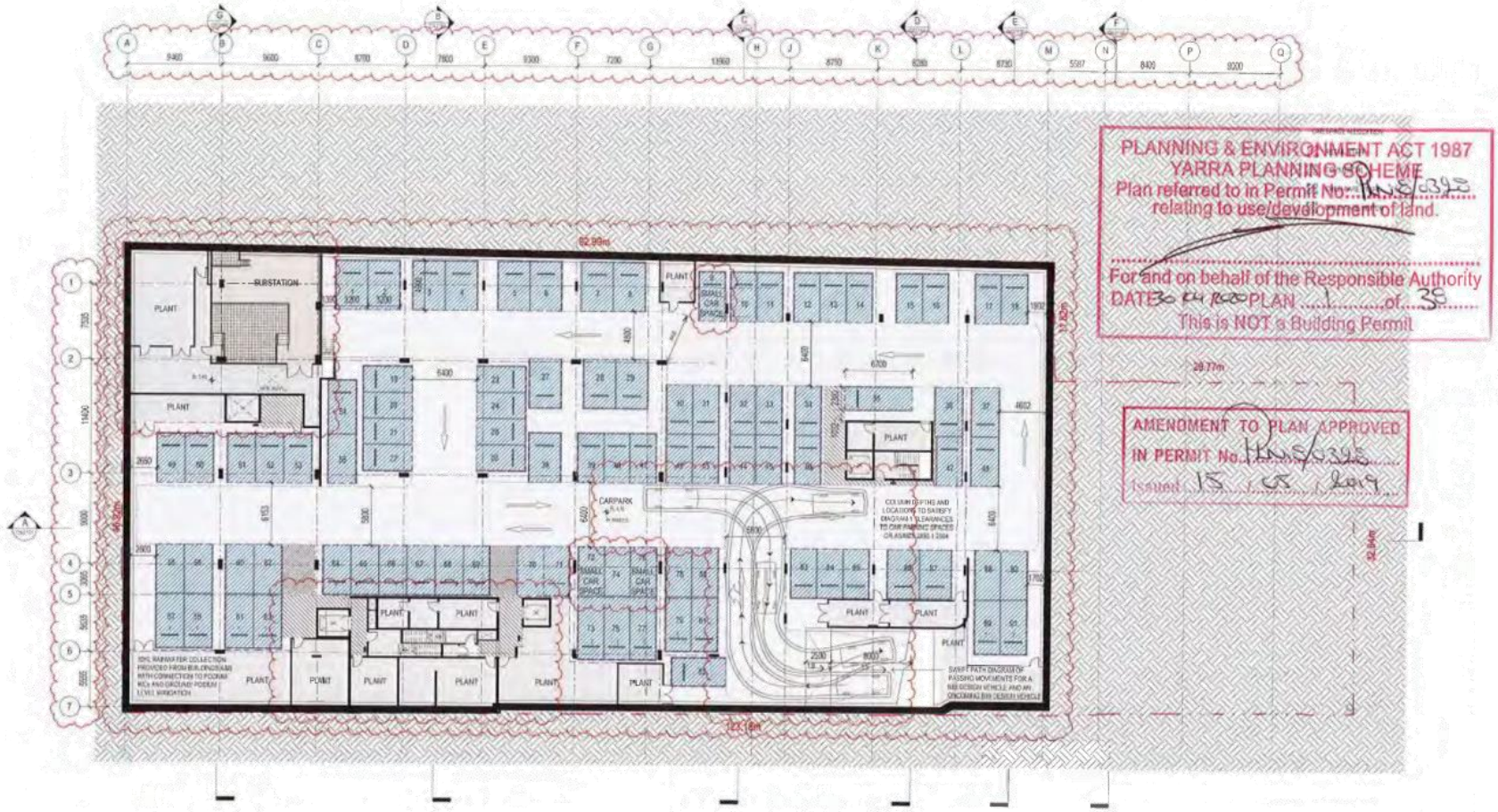
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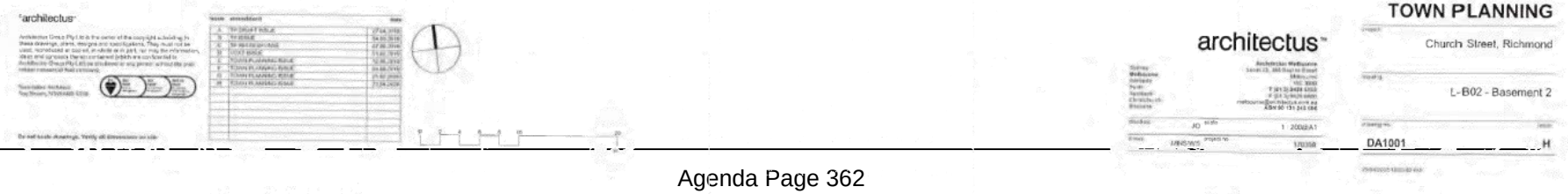
Church Street, Richmond

L-03 - Third Floor

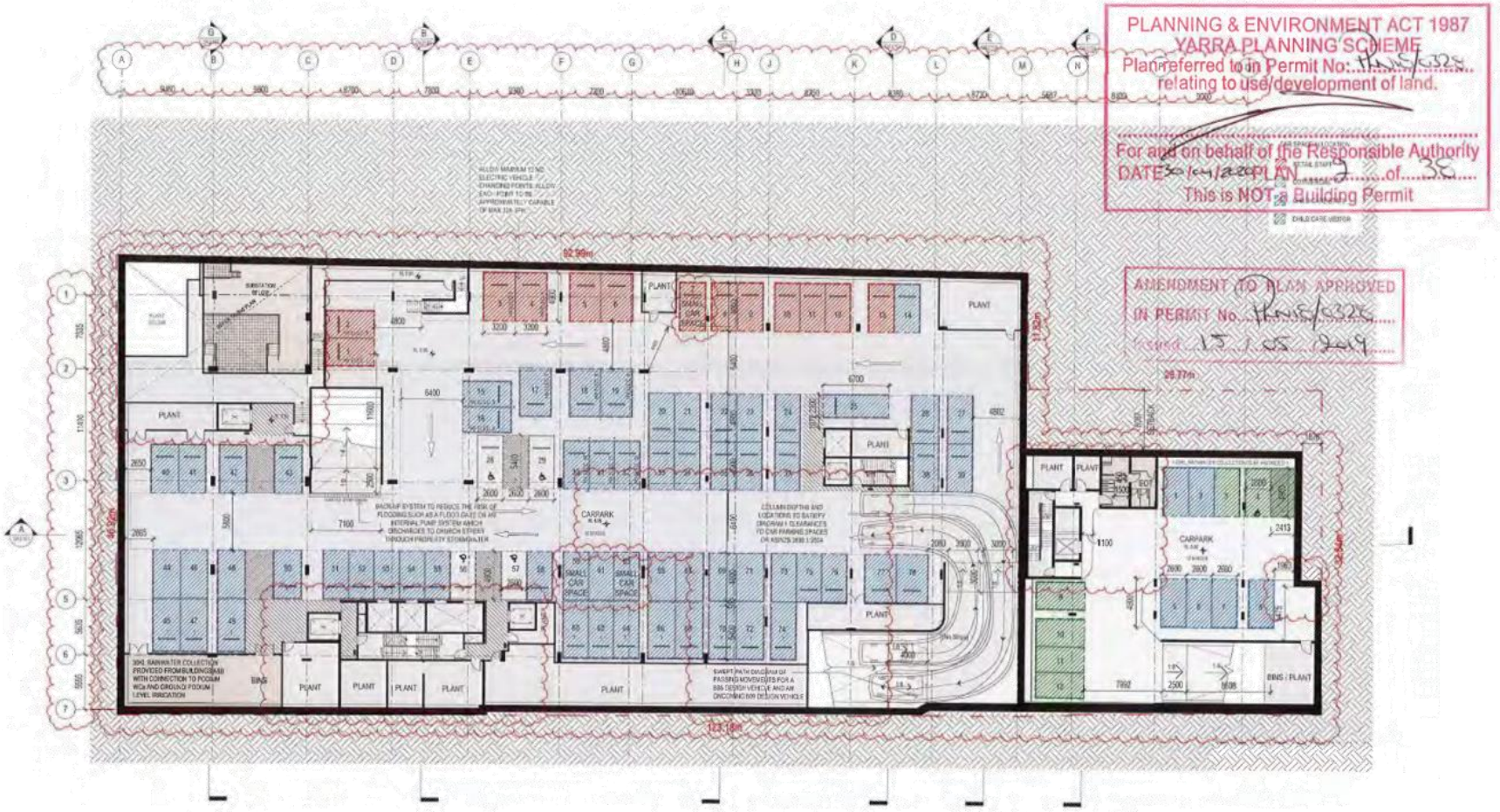
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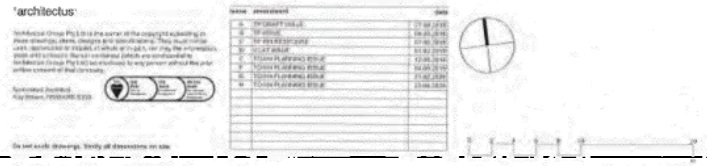
Attachment 3 - PLN18/0328.03 - 459 - 471 Church Street and 20 - 26 Brighton Street Richmond - Endorsed Plans

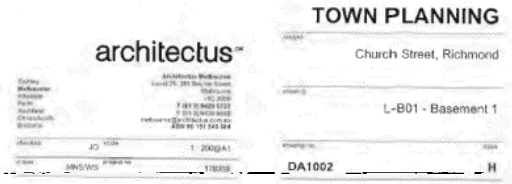




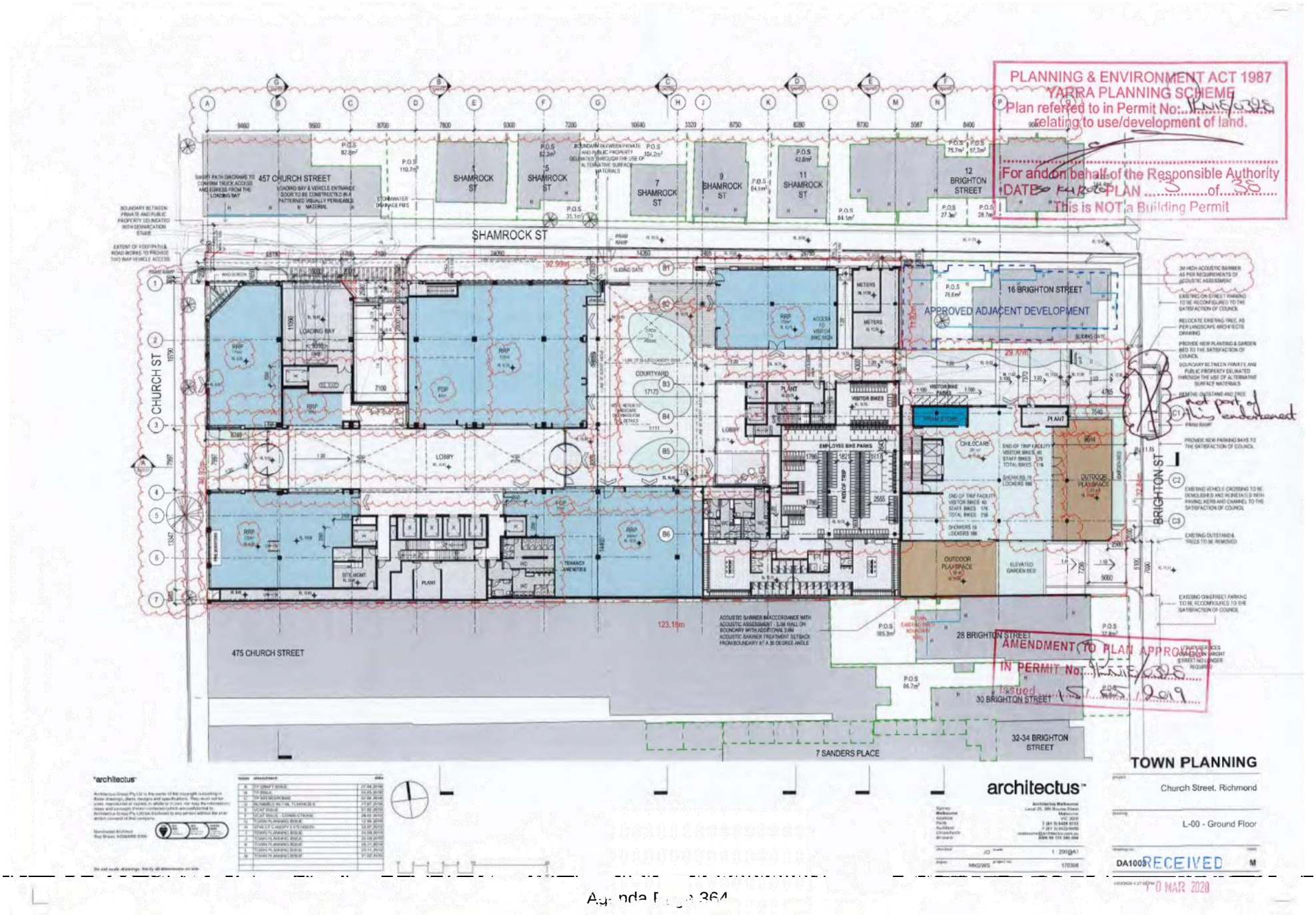
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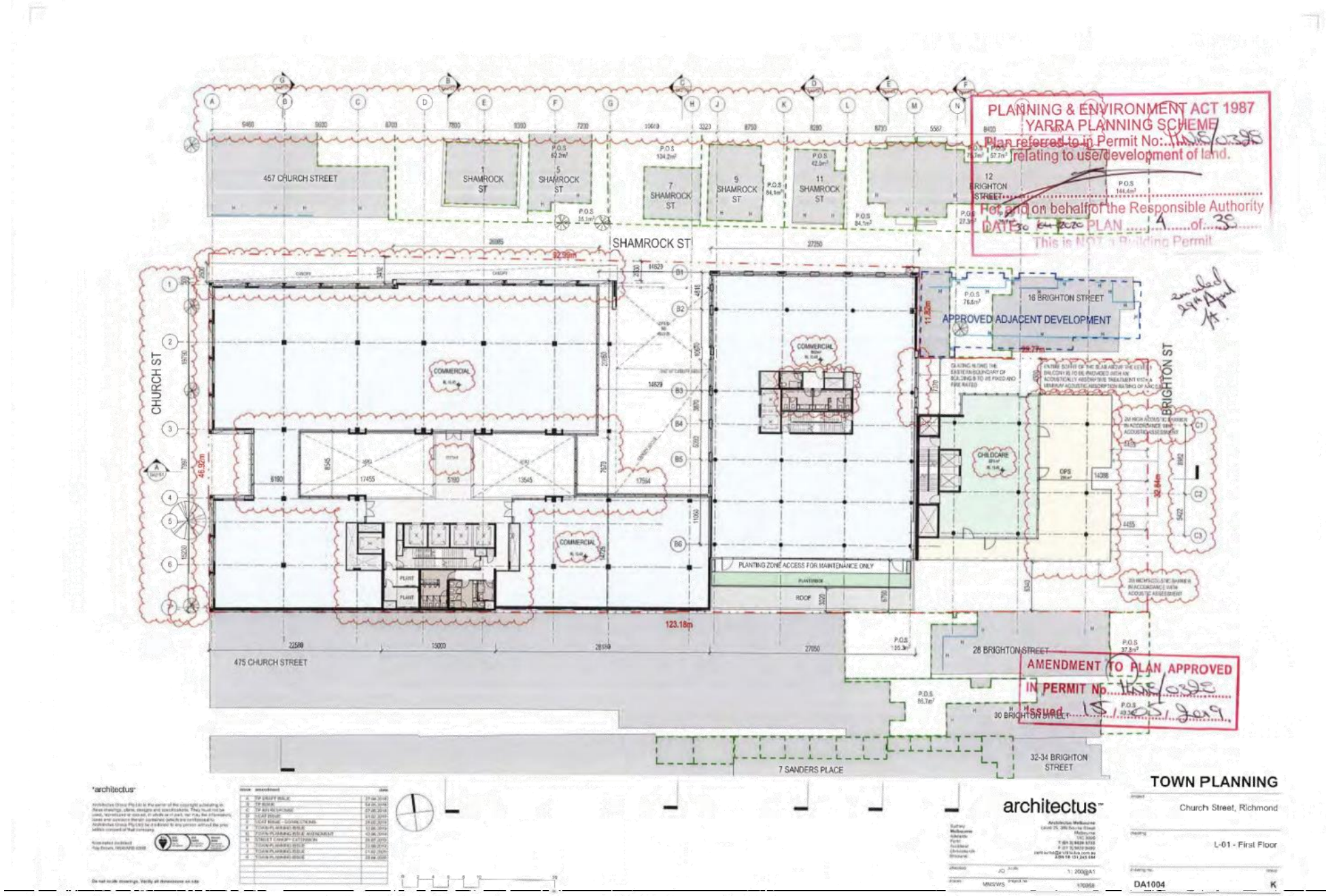




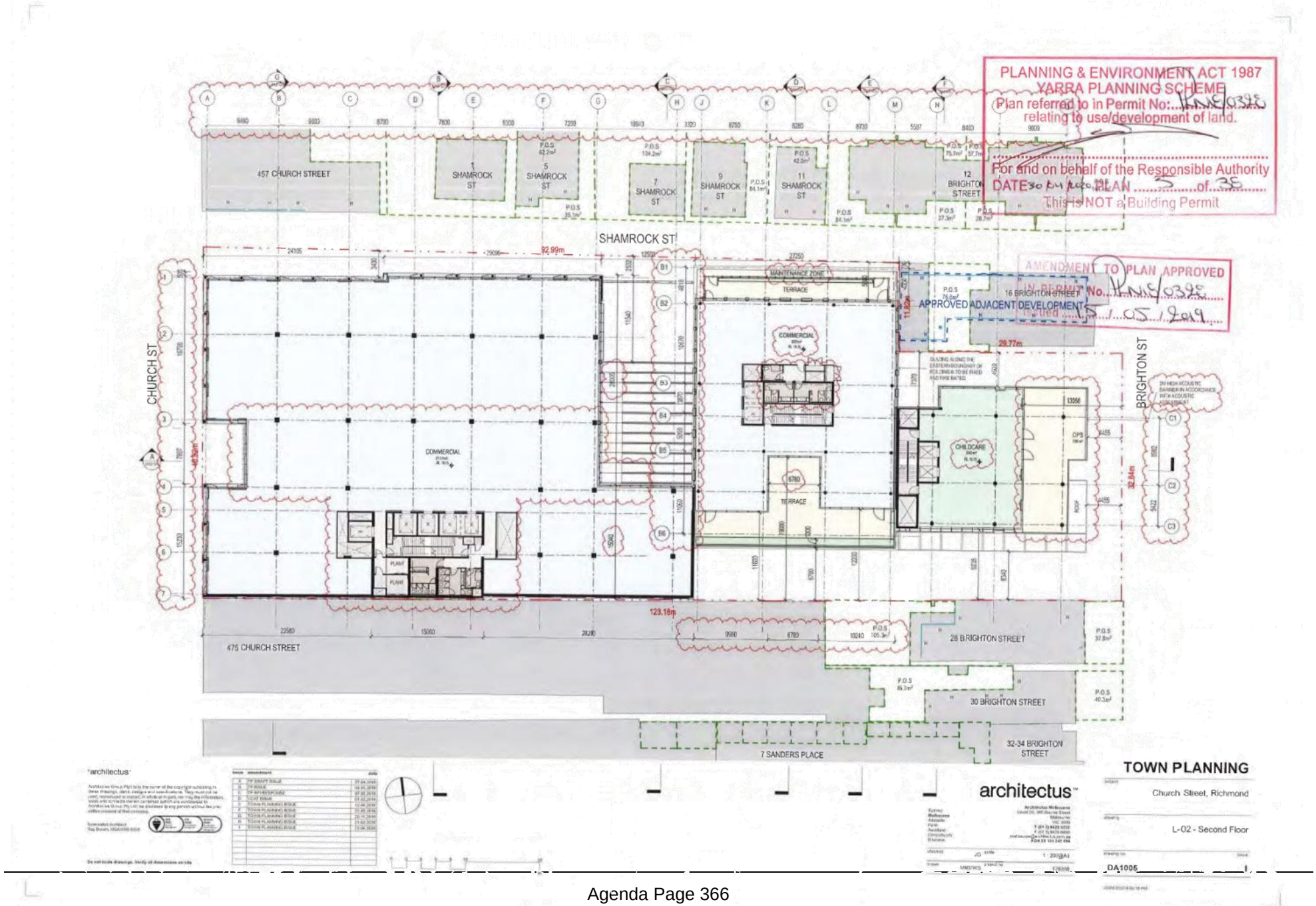
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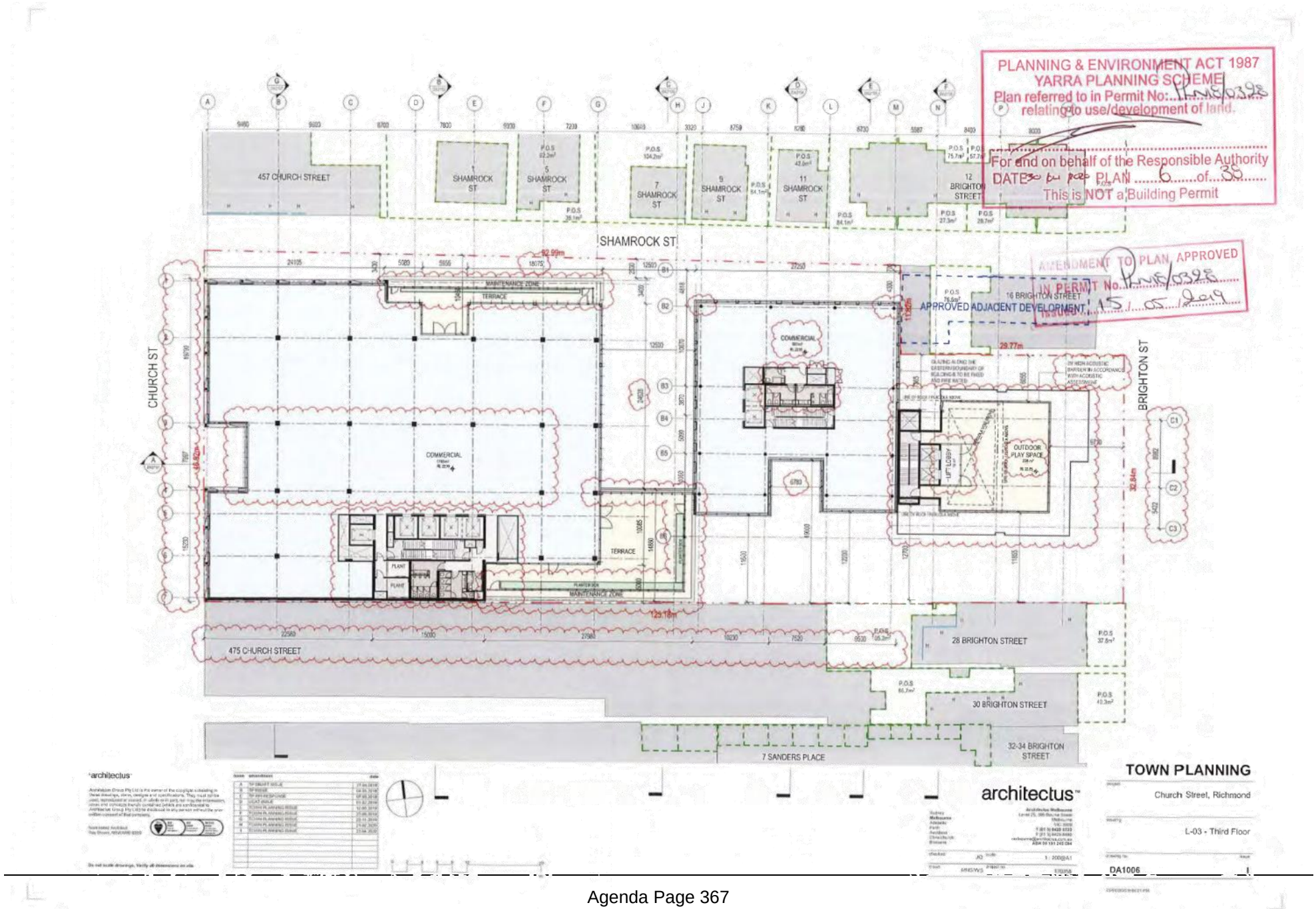
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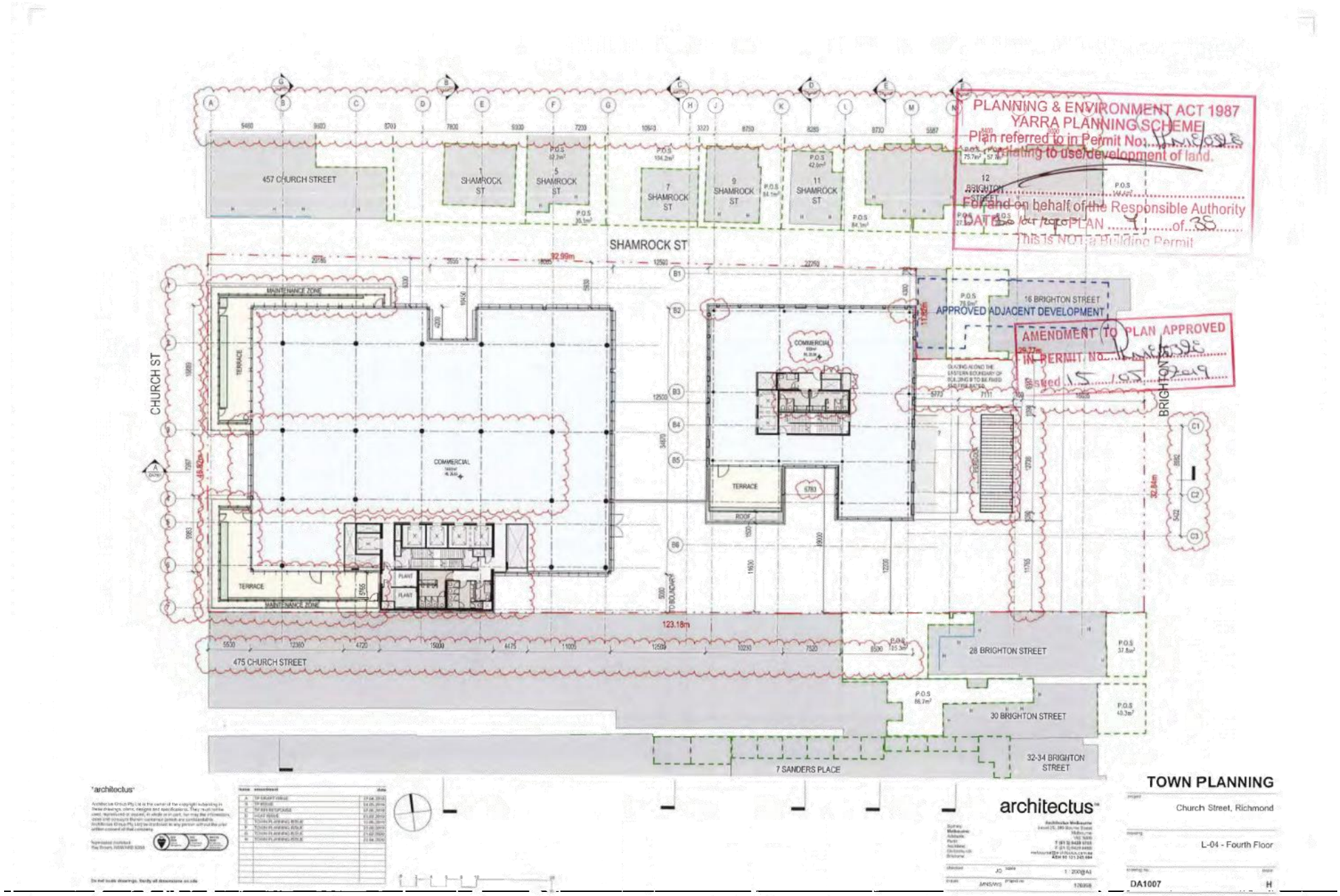
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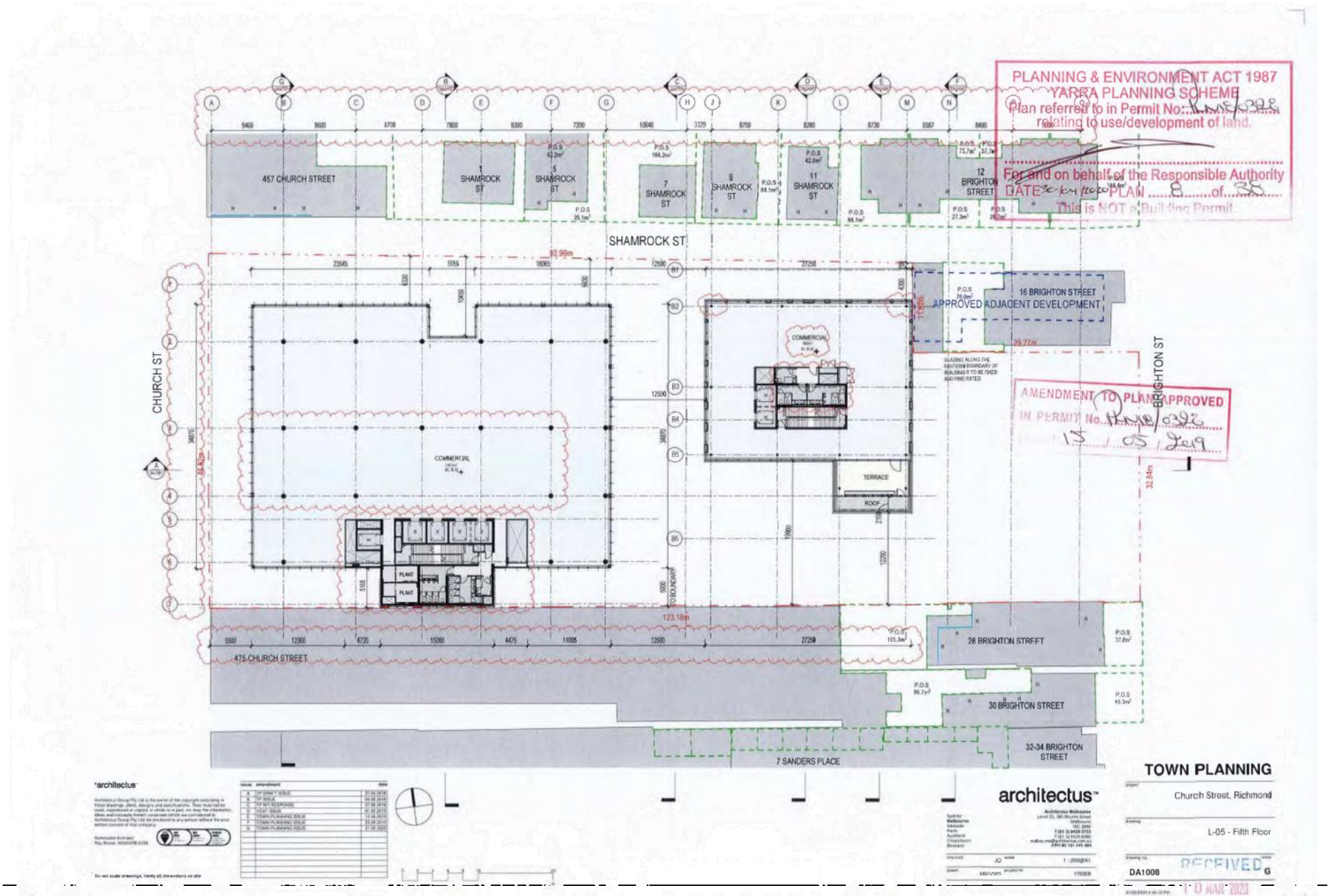
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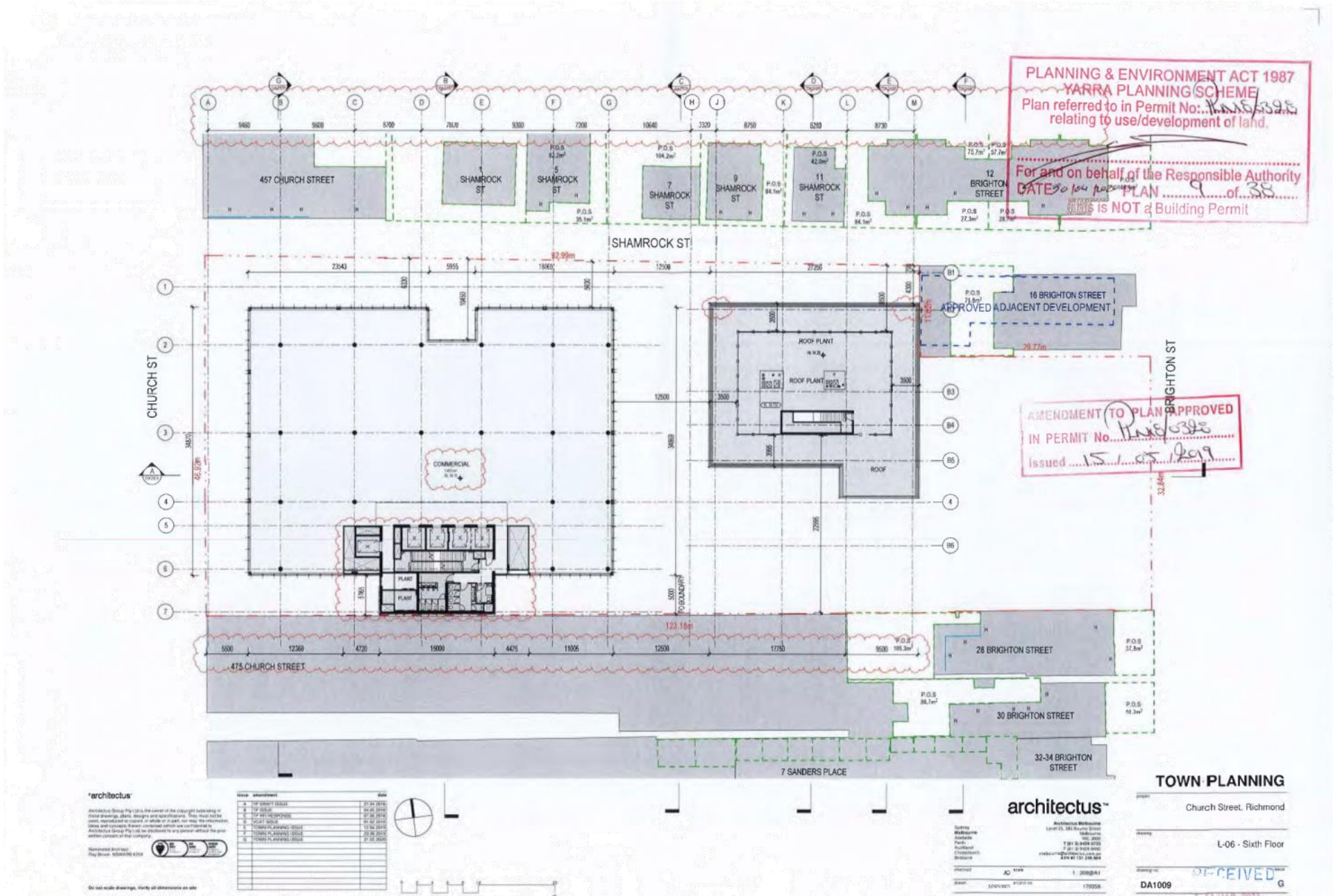
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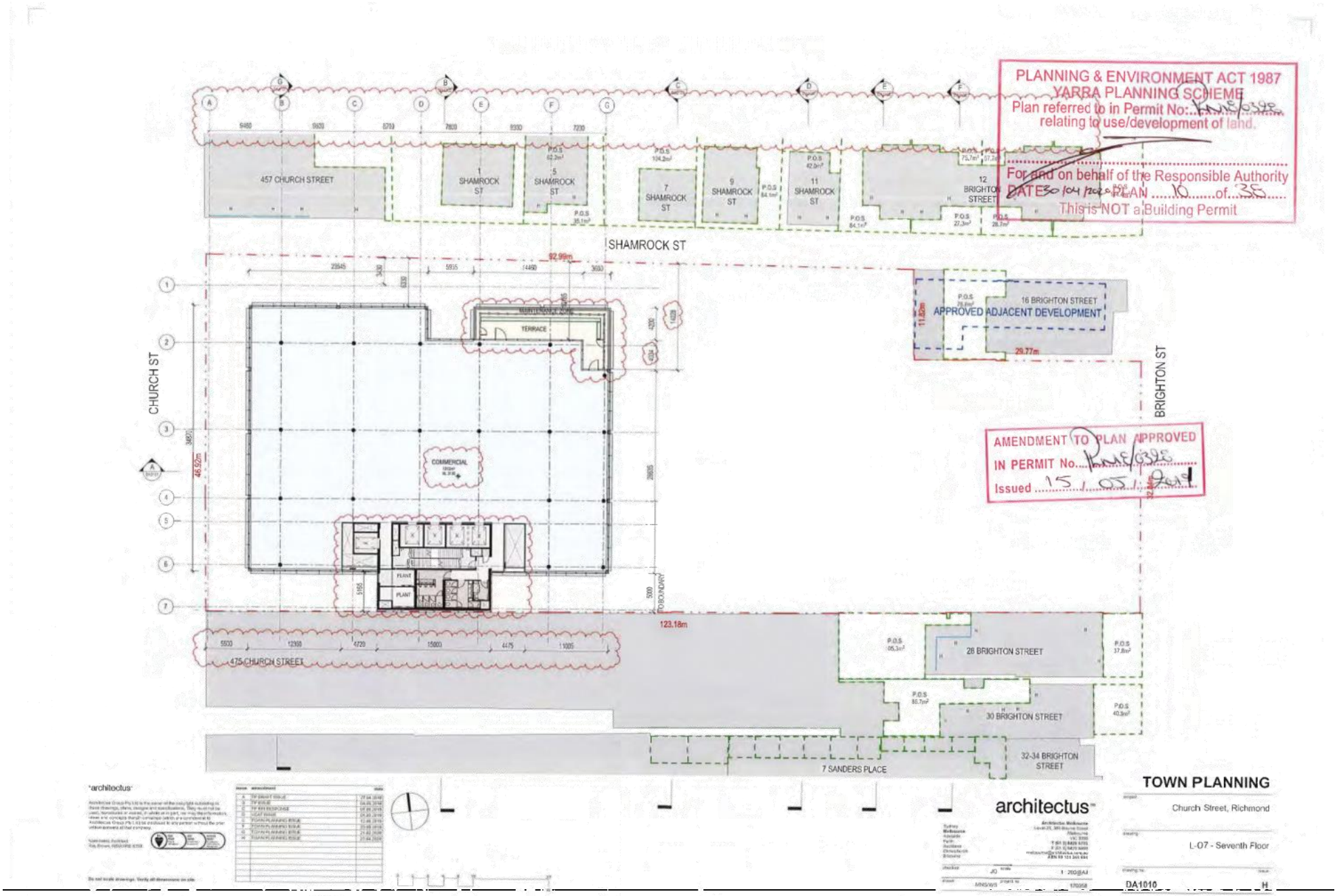
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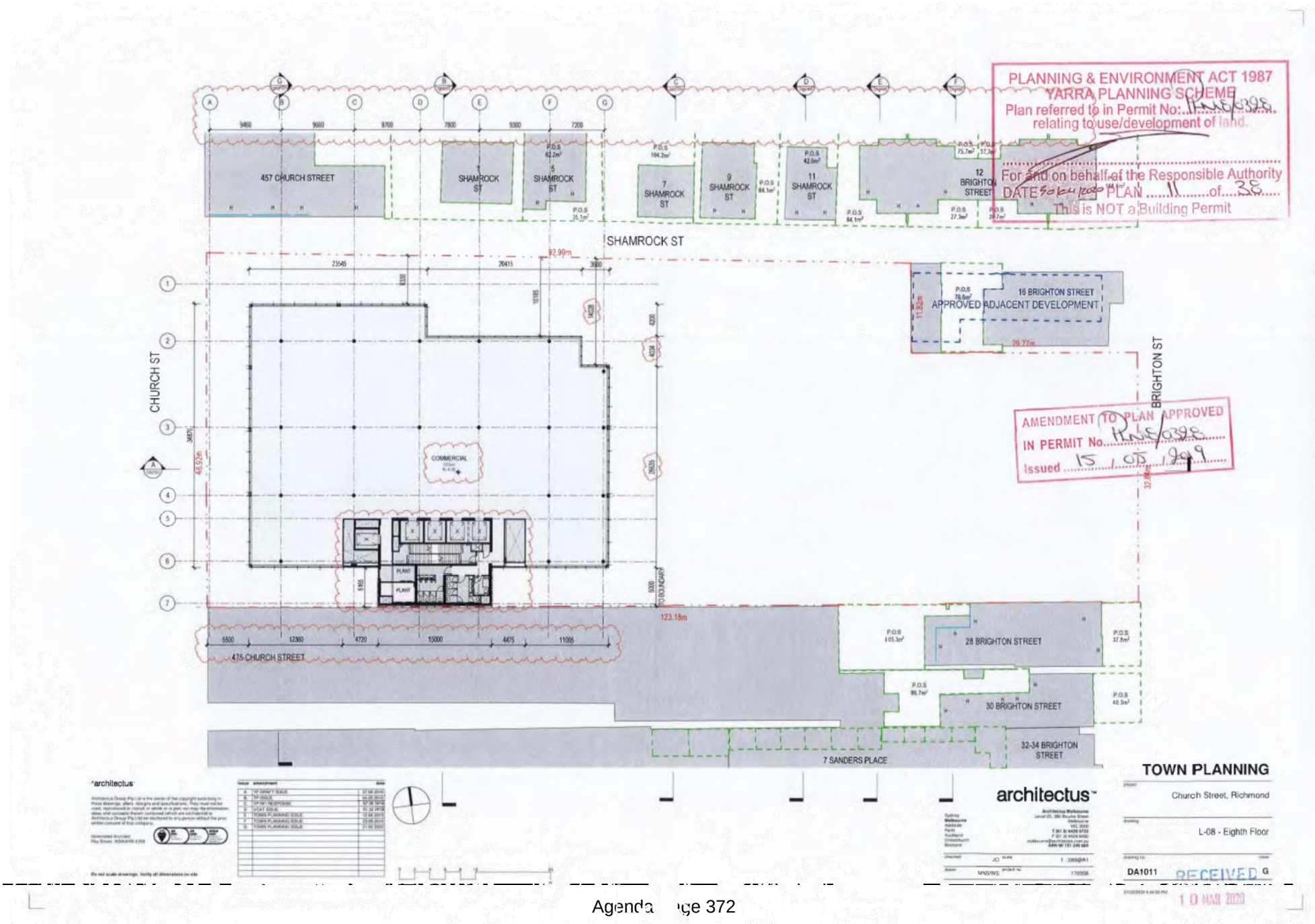
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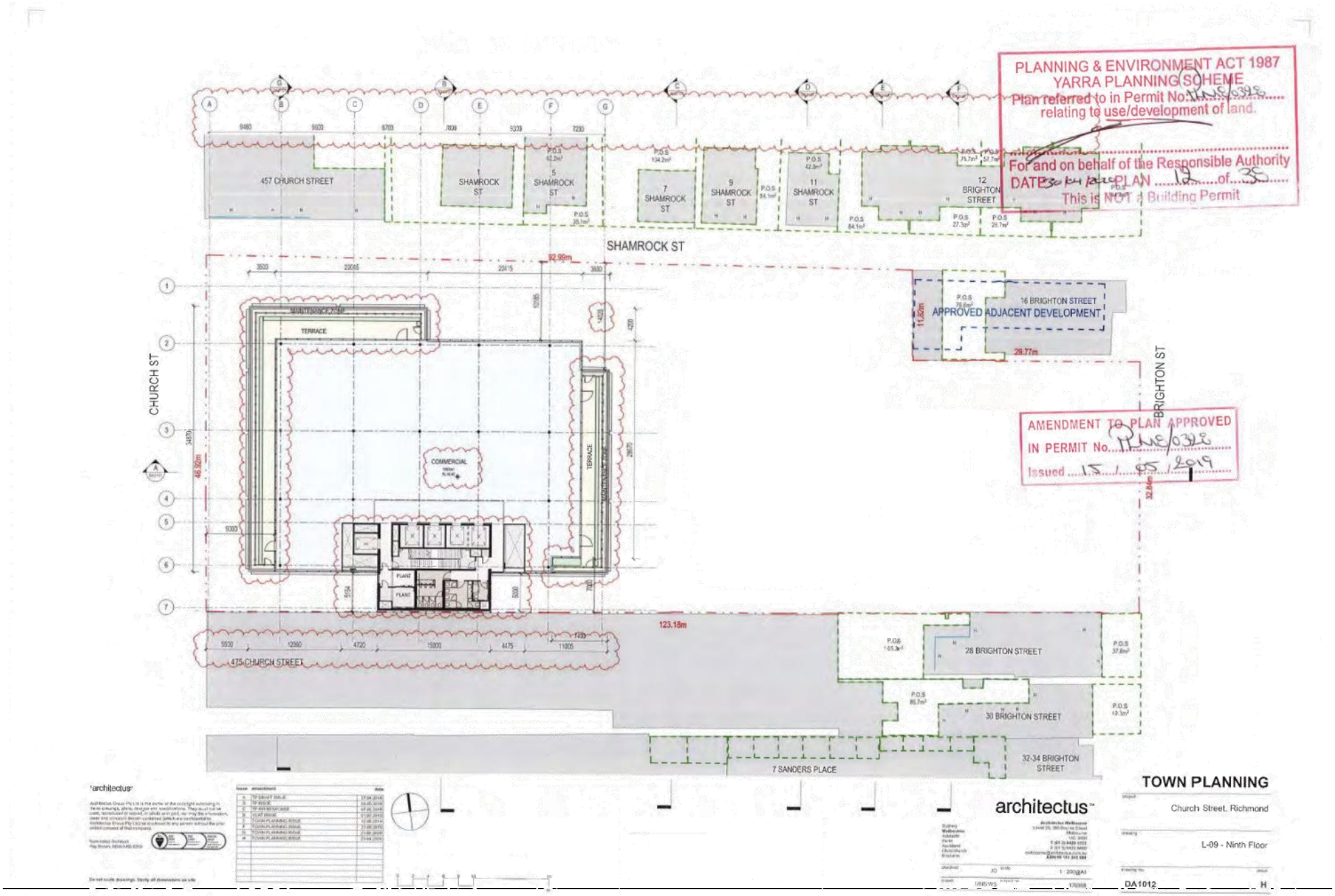
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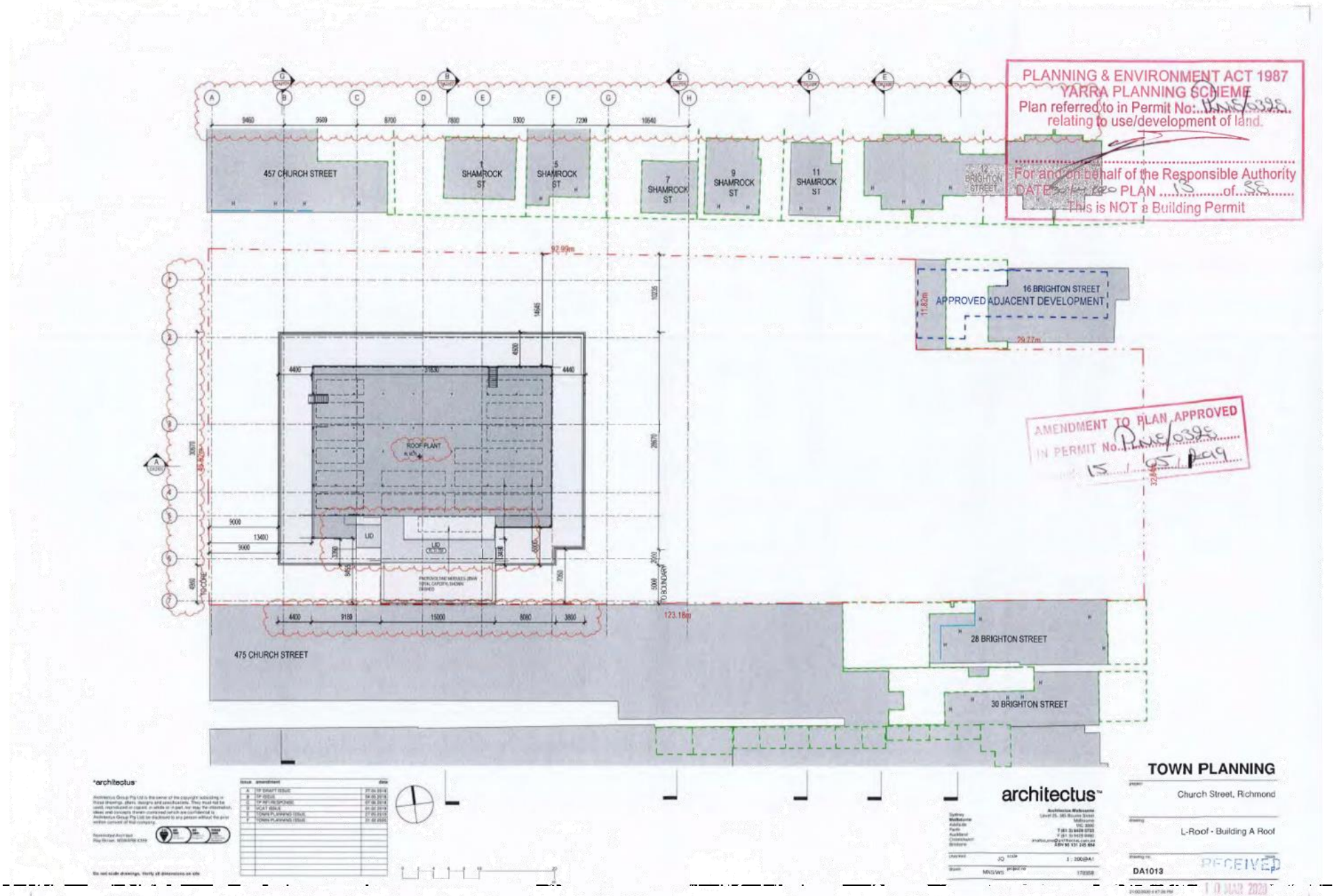
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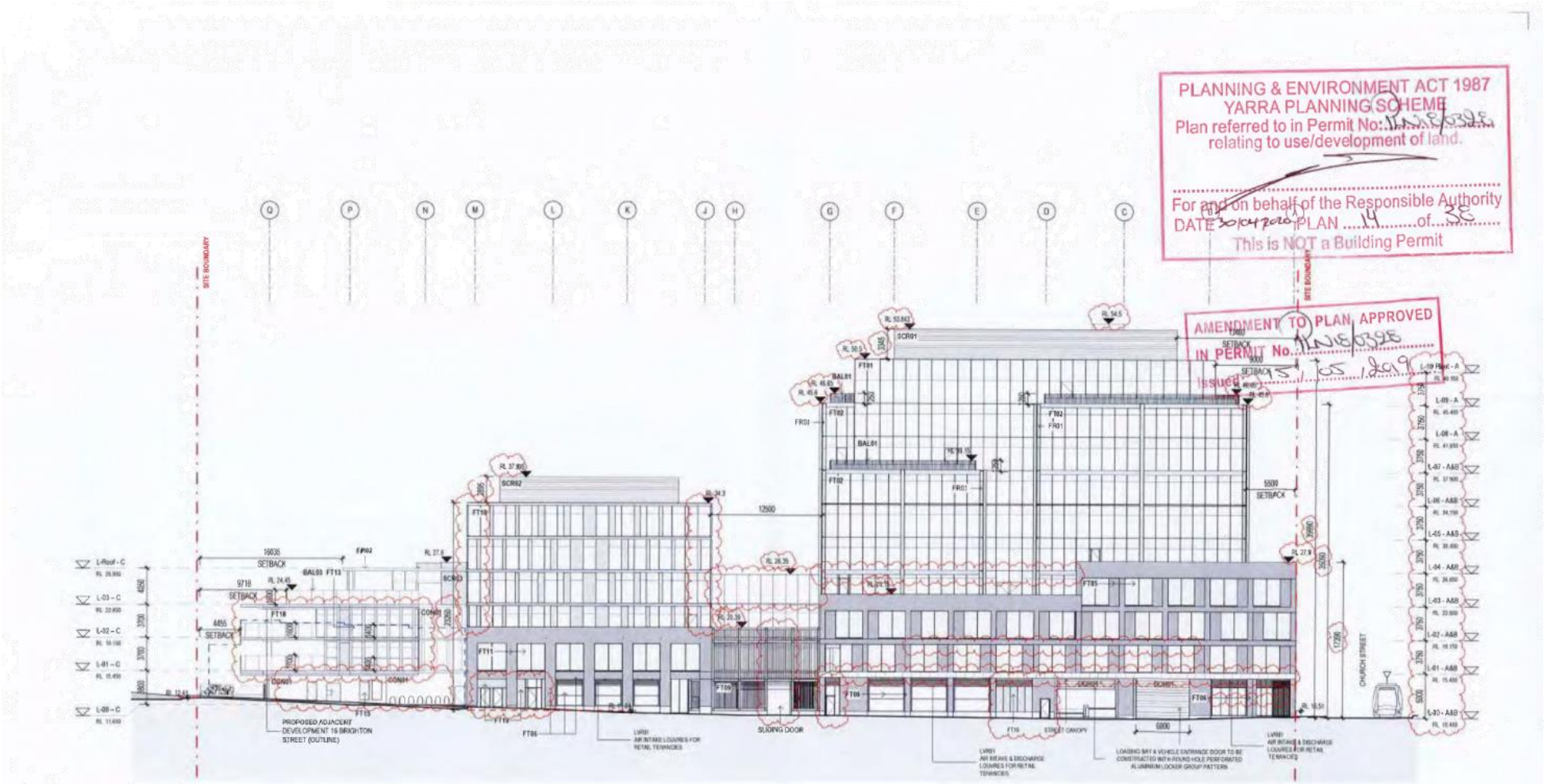
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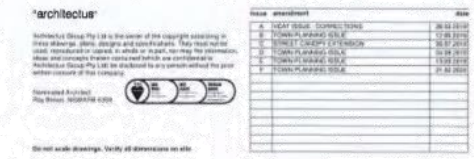


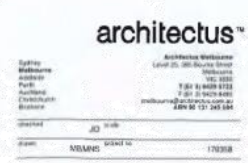
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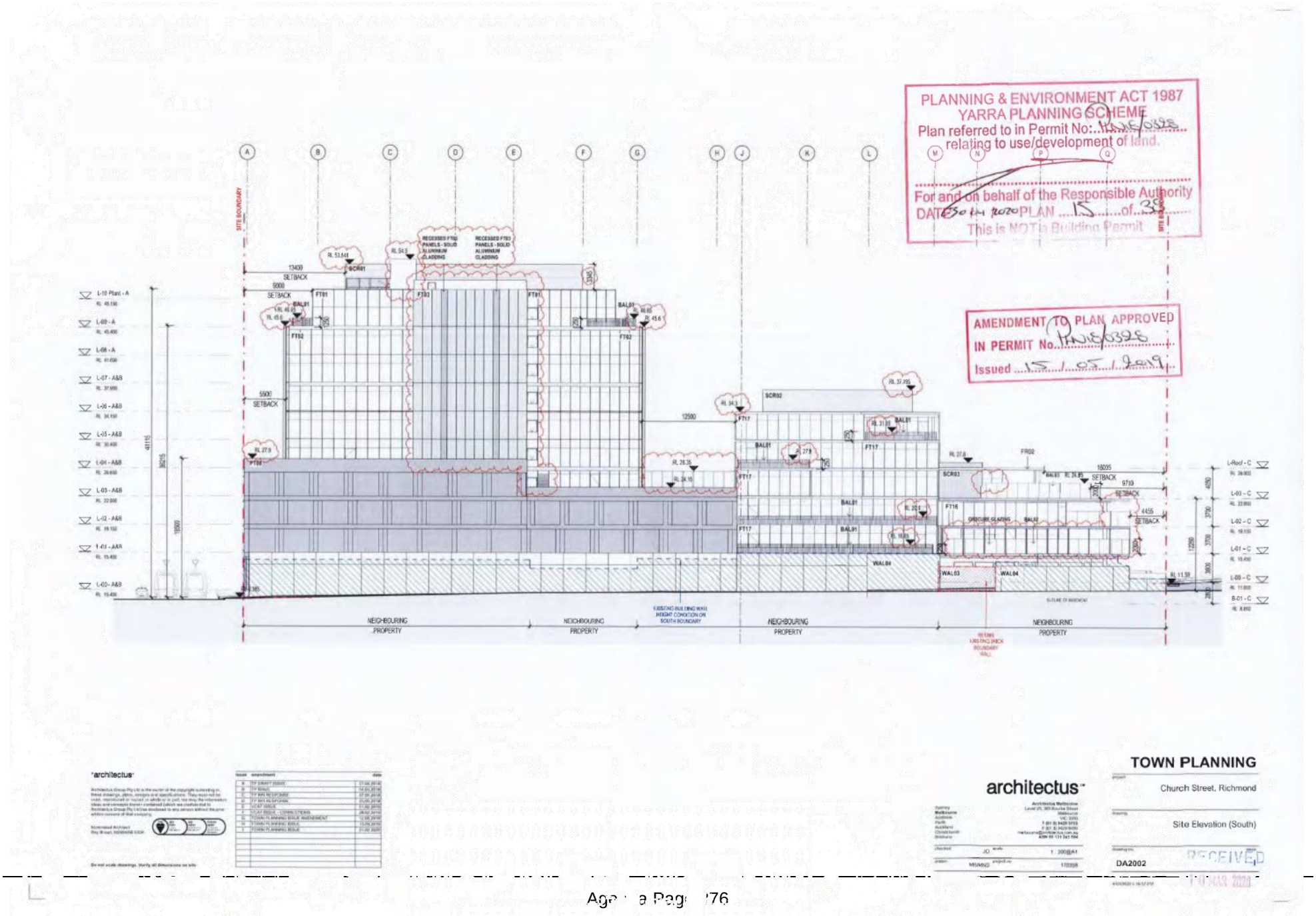
Church Street, Richmond

Site Elevation (North) Option 2

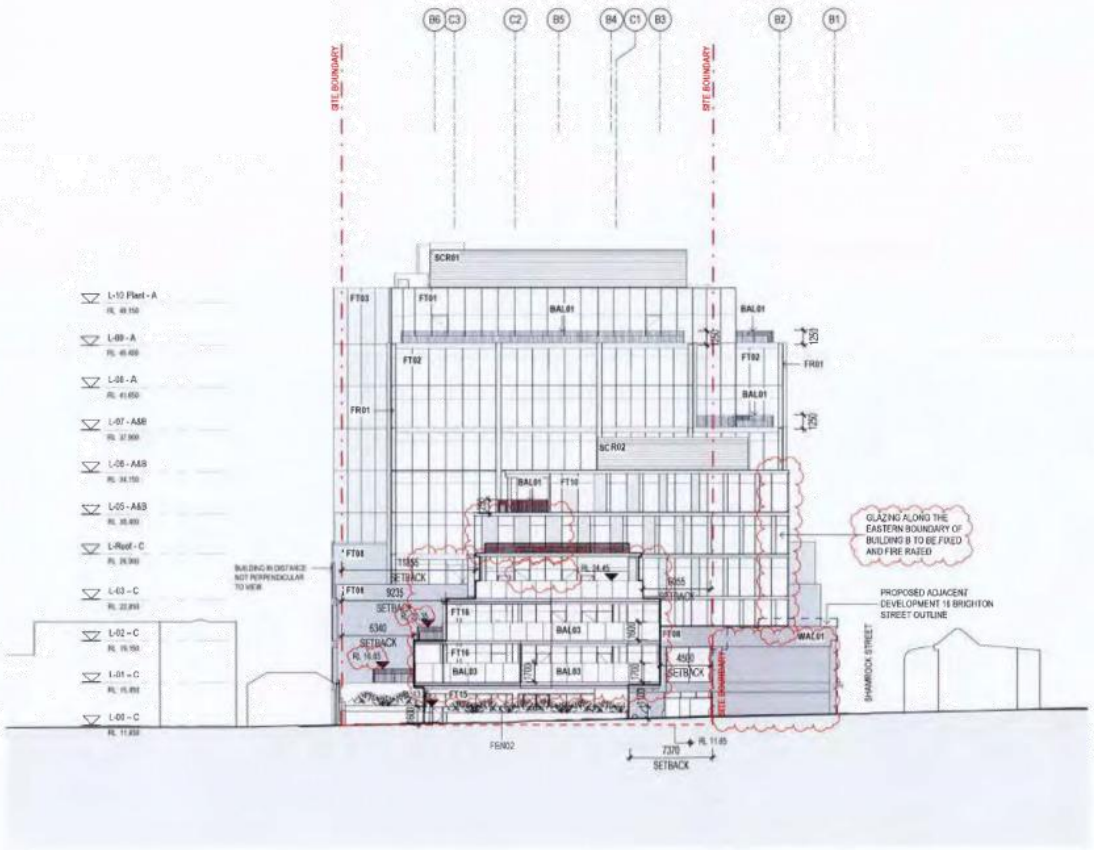
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PLANNING & ENVIRONMENT ACT 1987
YARRA PLANNING SCHEME
Plan referred to in Permit No: PLN18/0328
relating to use/development of land.
For and on behalf of the Responsible Authority
DATE 30 JAN 2020 PLAN 16 of 35
This is NOT a Building Permit

AMENDMENT TO PLAN APPROVED
IN PERMIT No. PLN18/0328
Issued 15 / 05 / 2019

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issue	amendment	date
A	TP DRAFT ISSUE	21.02.2019
B	TP ISSUE	06.03.2019
C	TP RFI RESPONSE	07.06.2019
D	VCAT ISSUE	20.02.2019
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F	TOWN PLANNING ISSUE	12.06.2019
G	TOWN PLANNING ISSUE	31.07.2019

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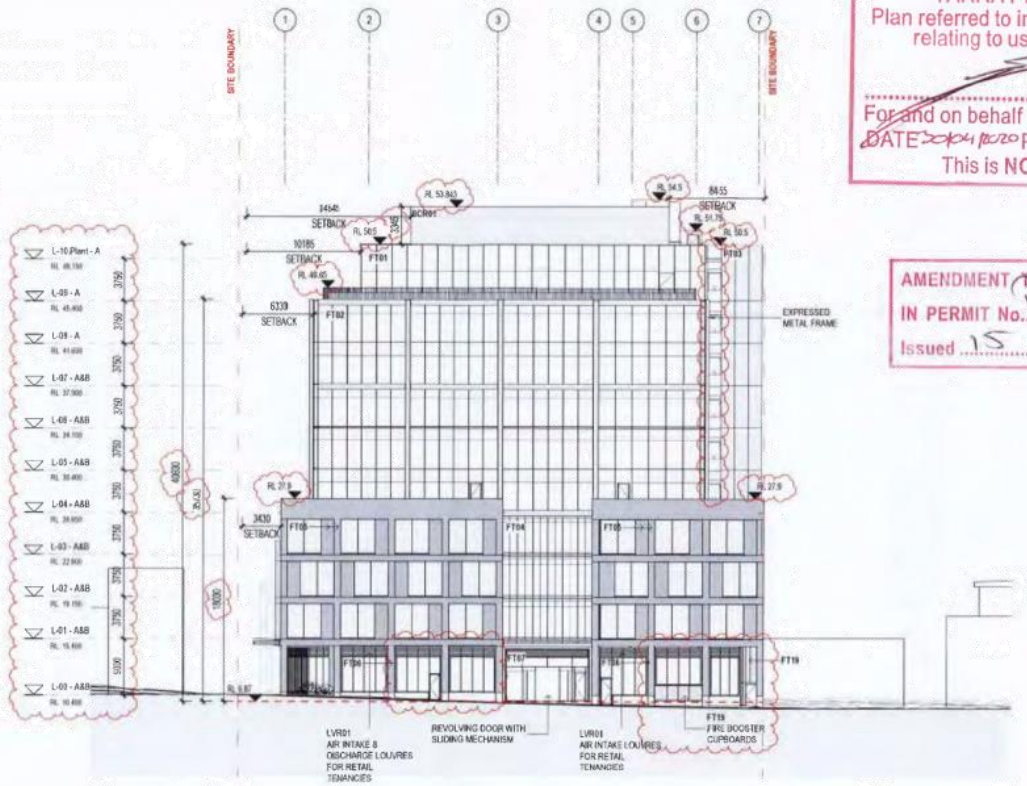
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Site Elevation (East)

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DATE 30/04/2020 PLAN 13 of 35
This is NOT a Building Permit

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Issued 15 / 05 / 2019

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F	TOWN PLANNING ISSUE	04.06.2019
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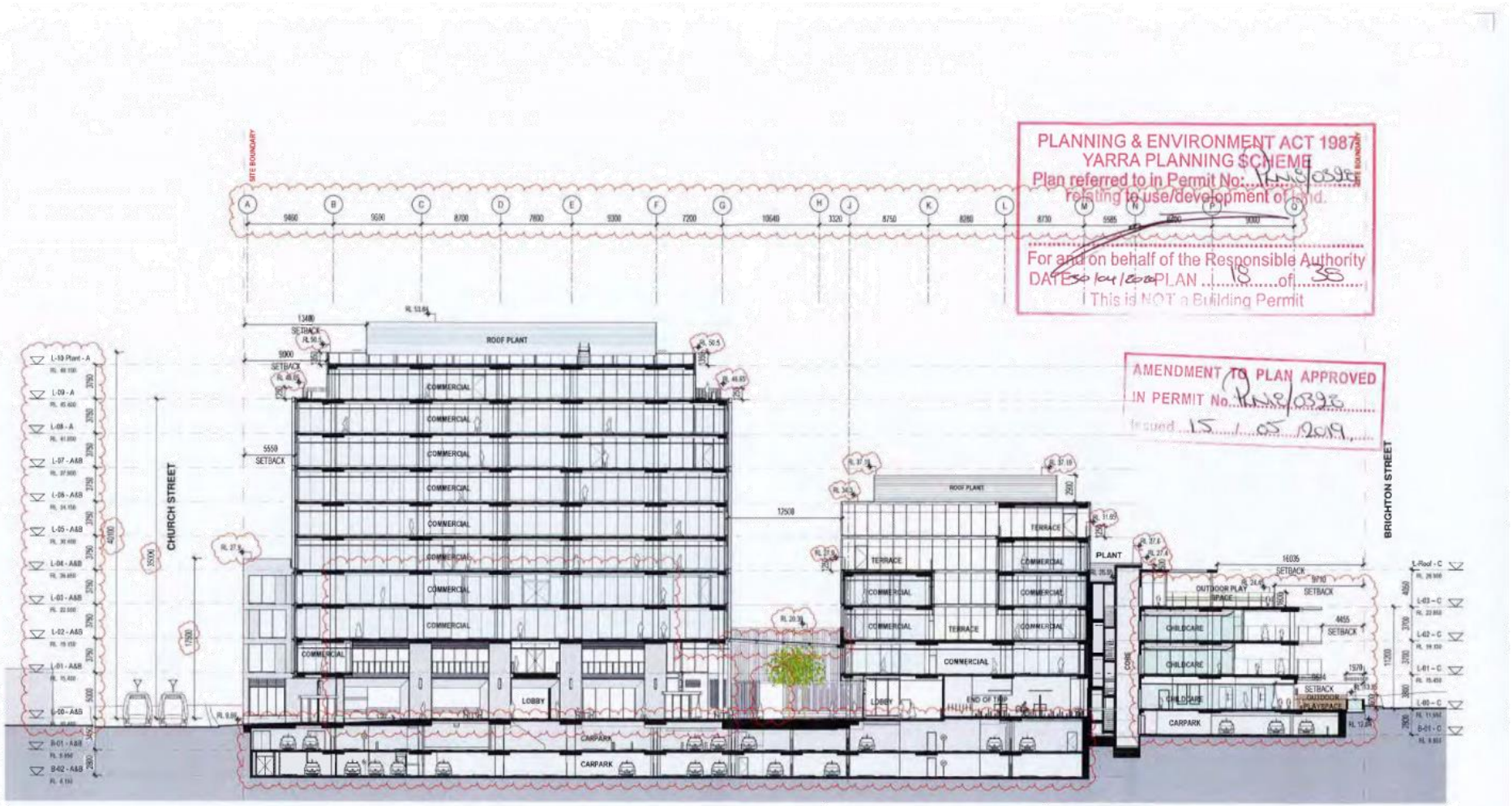
Church Street, Richmond

Site Elevation (West)

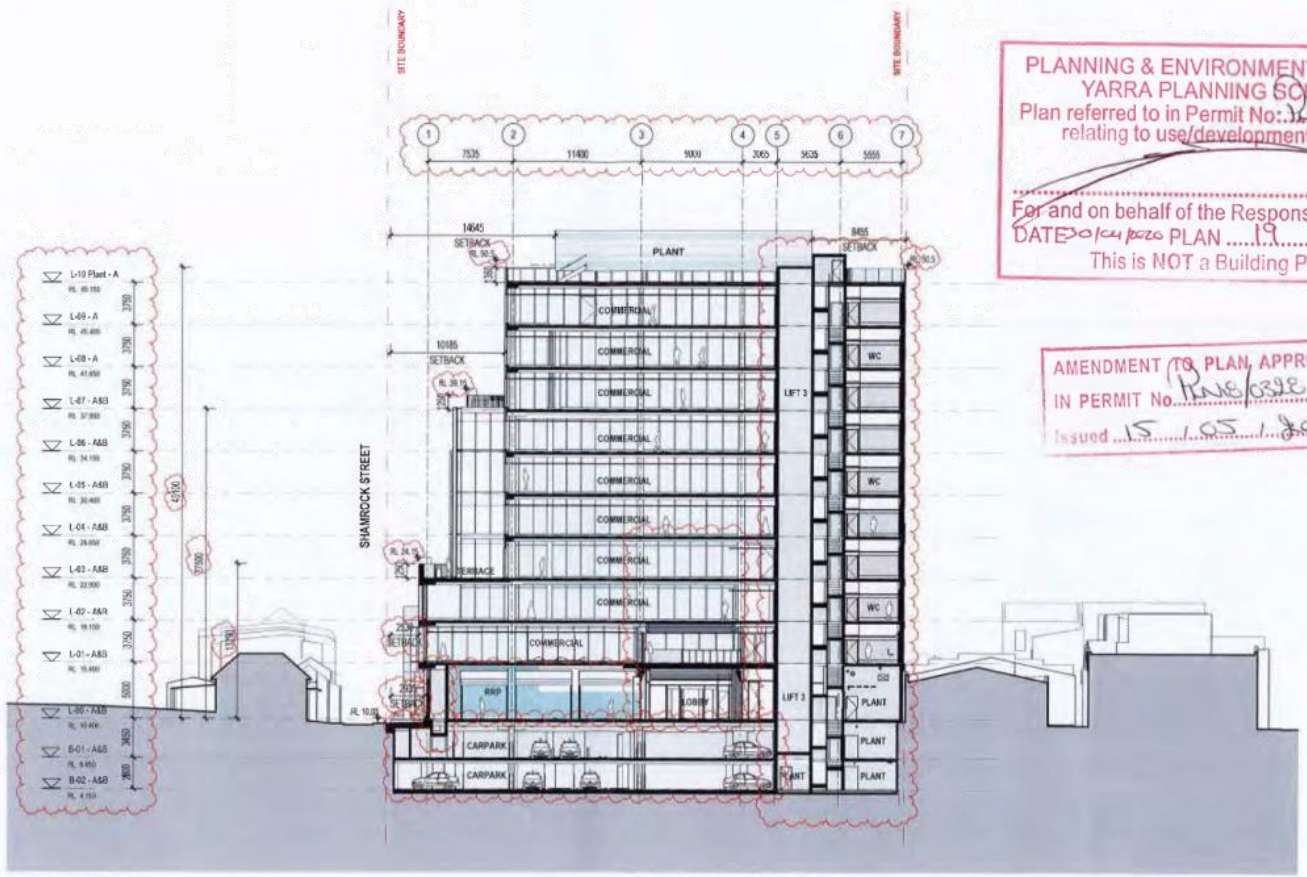
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PLANNING & ENVIRONMENT ACT 1987
YARRA PLANNING SCHEME
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For and on behalf of the Responsible Authority
DATE 30/04/2020 PLAN 19 of 38
This is NOT a Building Permit

AMENDMENT TO PLAN APPROVED
IN PERMIT No. PLN18/0328
Issued 15/05/2019

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Issue	amendment	date
A	DP DRAFT ISSUE	27.04.2018
B	TP ISSUE	04.05.2018
C	TP RE-RESPONSE	27.04.2018
D	WORT ISSUE	31.10.2018
E	TOWN PLANNING ISSUE	12.06.2019
F	TOWN PLANNING ISSUE	21.02.2020

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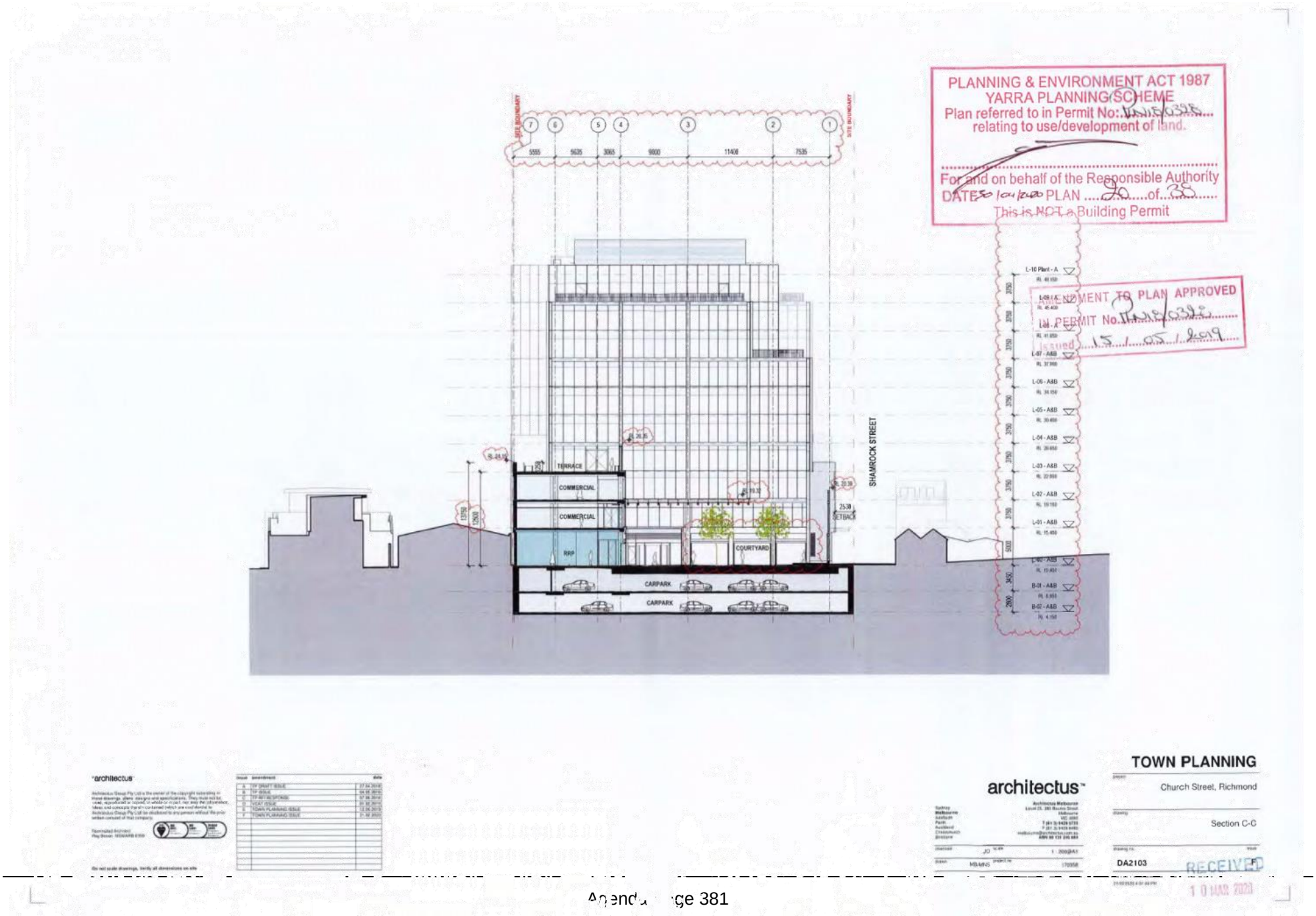
Church Street, Richmond

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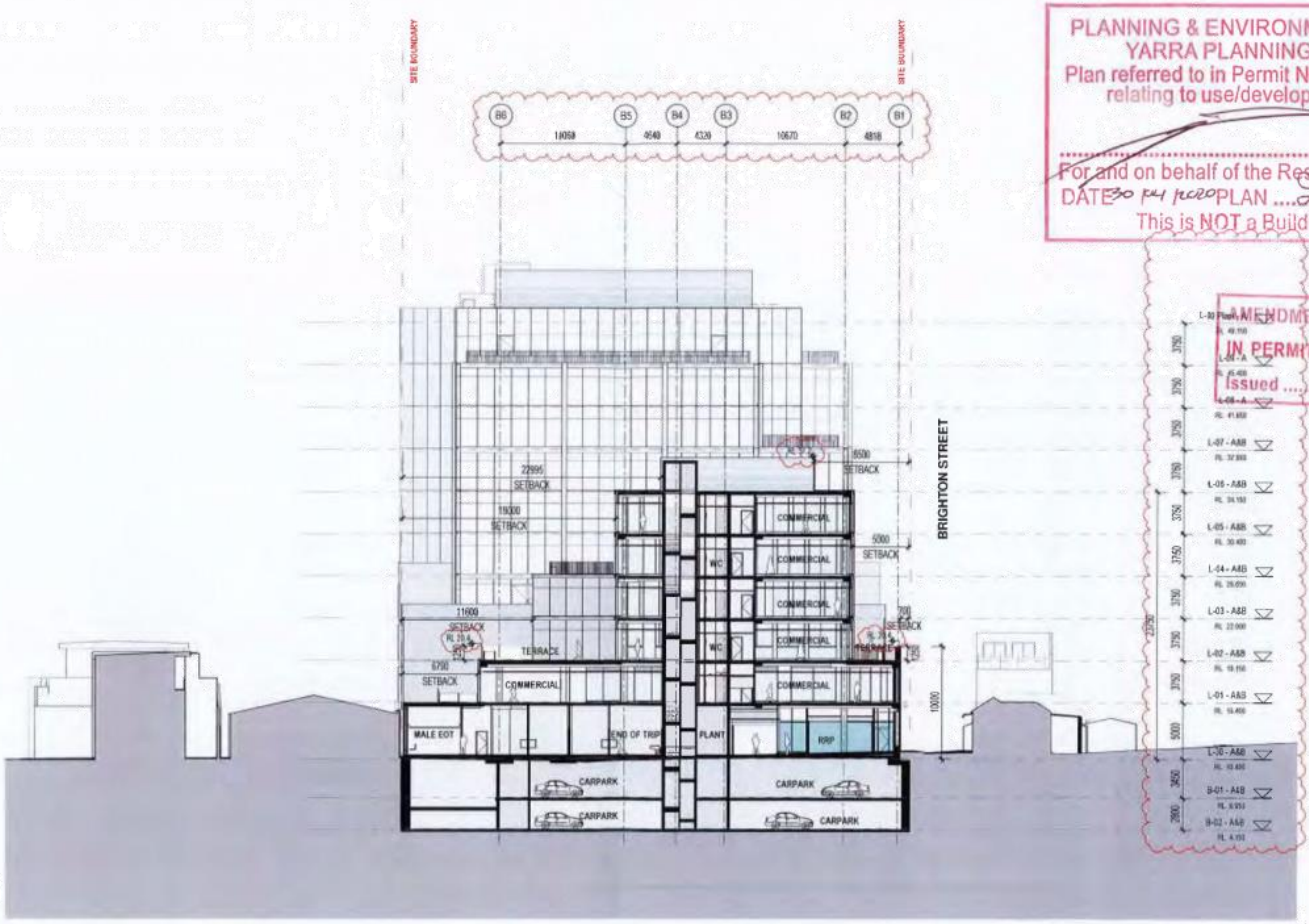
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PLANNING & ENVIRONMENT ACT 1987
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Plan referred to in Permit No: PLN18/0328
relating to use/development of land.

For and on behalf of the Responsible Authority
DATE 30 JUL 2020 PLAN 24 of 35
This is NOT a Building Permit

AMENDMENT TO PLAN APPROVED
IN PERMIT No. PLN18/0328
Issued 15/05/2019

'architectus'

Issue	amendment	date
A	TP DRAFT ISSUE	27.04.2018
B	TP ISSUE	04.05.2018
C	TP RFI RESPONSE	07.06.2018
D	TP RFI RESPONSE	25.06.2018
E	HEAT ISSUE	01.02.2019
F	TOWN PLANNING ISSUE	12.04.2019
G	TOWN PLANNING ISSUE	01.03.2020

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TOWN PLANNING

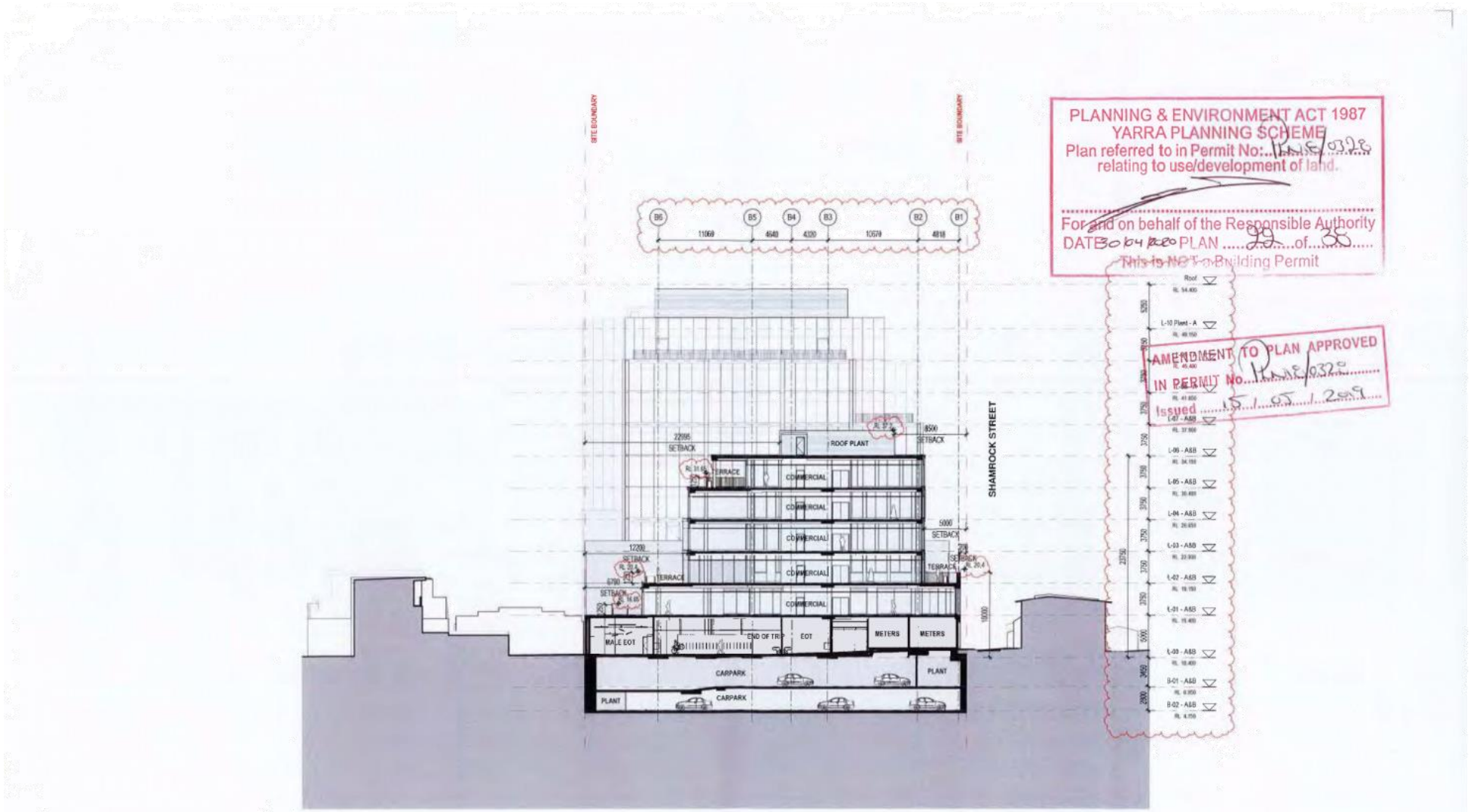
Church Street, Richmond

Section D-D

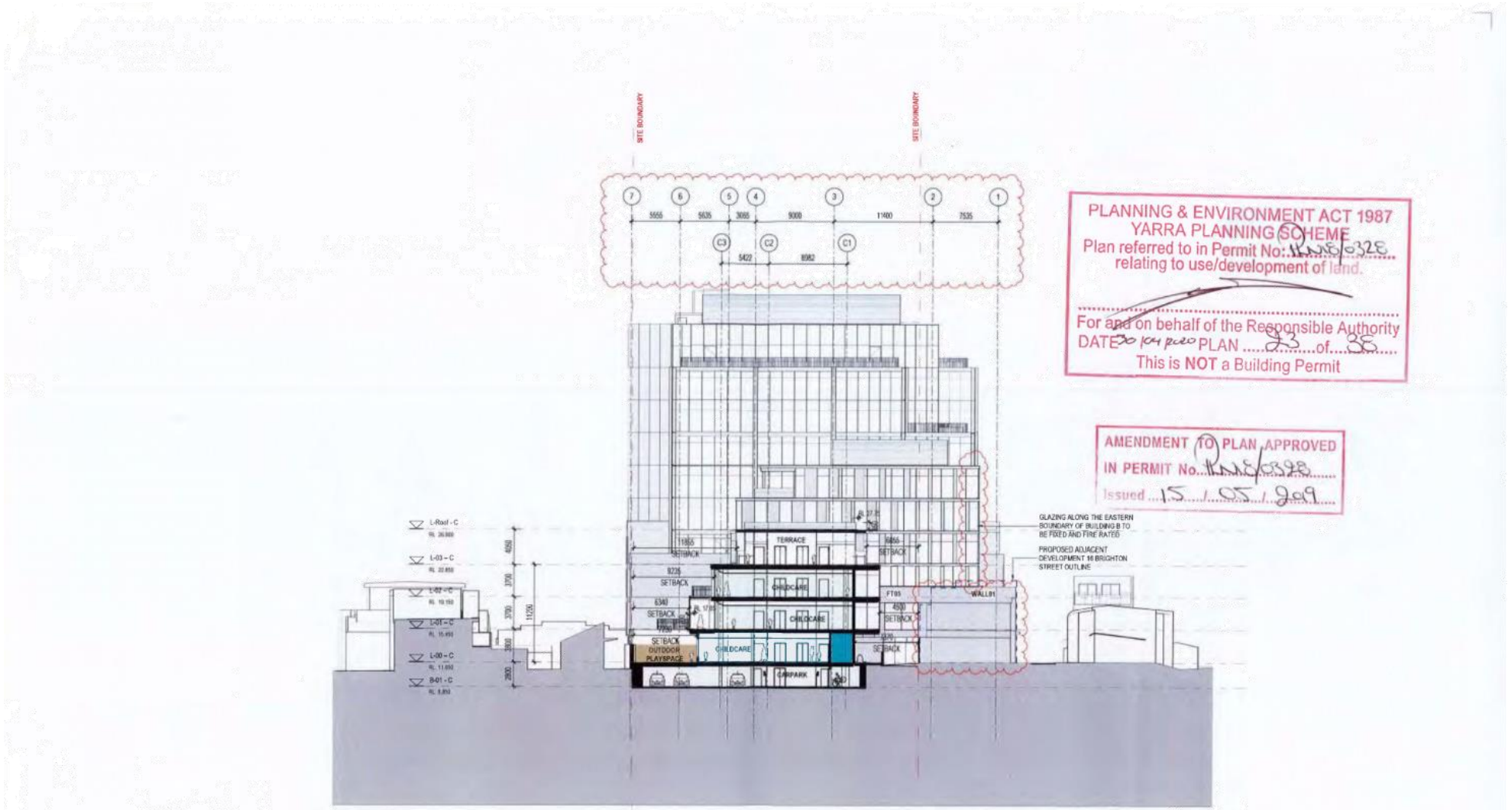
DA2104 G

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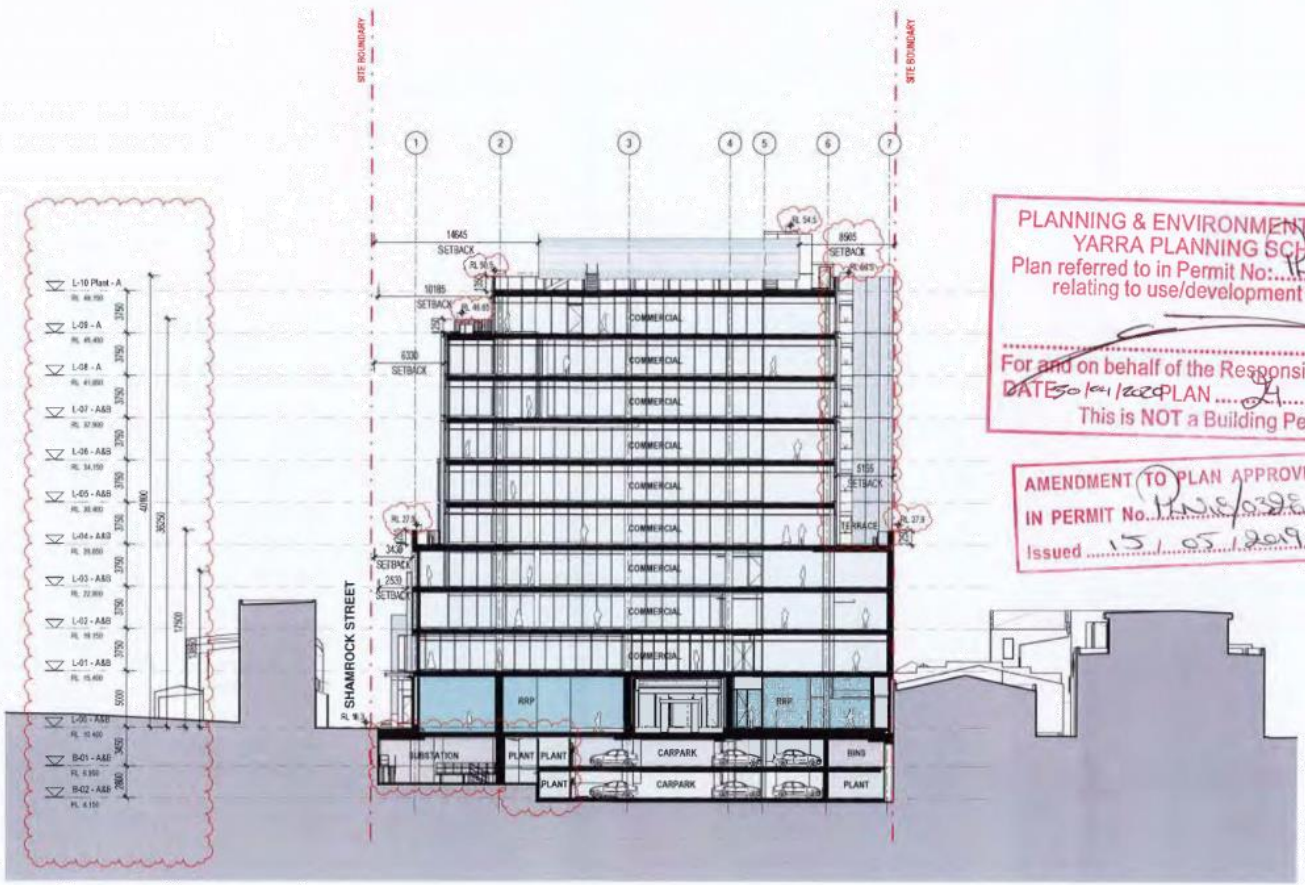
Attachment 3 - PLN18/0328.03 - 459 - 471 Church Street and 20 - 26 Brighton Street Richmond - Endorsed Plans



Attachment 3 - PLN18/0328.03 - 459 - 471 Church Street and 20 - 26 Brighton Street Richmond - Endorsed Plans



Attachment 3 - PLN18/0328.03 - 459 - 471 Church Street and 20 - 26 Brighton Street Richmond - Endorsed Plans



PLANNING & ENVIRONMENT ACT 1987
YARRA PLANNING SCHEME
Plan referred to in Permit No: PLN18/0328
relating to use/development of land.

For and on behalf of the Responsible Authority
DATE 30/04/2020 PLAN 24 of 32
This is NOT a Building Permit

AMENDMENT TO PLAN APPROVED
IN PERMIT No. PLN18/0328
Issued 15/05/2020

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issue	amendment	date
A	TCAT ISSUE	01.02.2019
B	TOWN PLANNING ISSUE	27.05.2019
C	TOWN PLANNING ISSUE	31.07.2019

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TOWN PLANNING

Church Street, Richmond

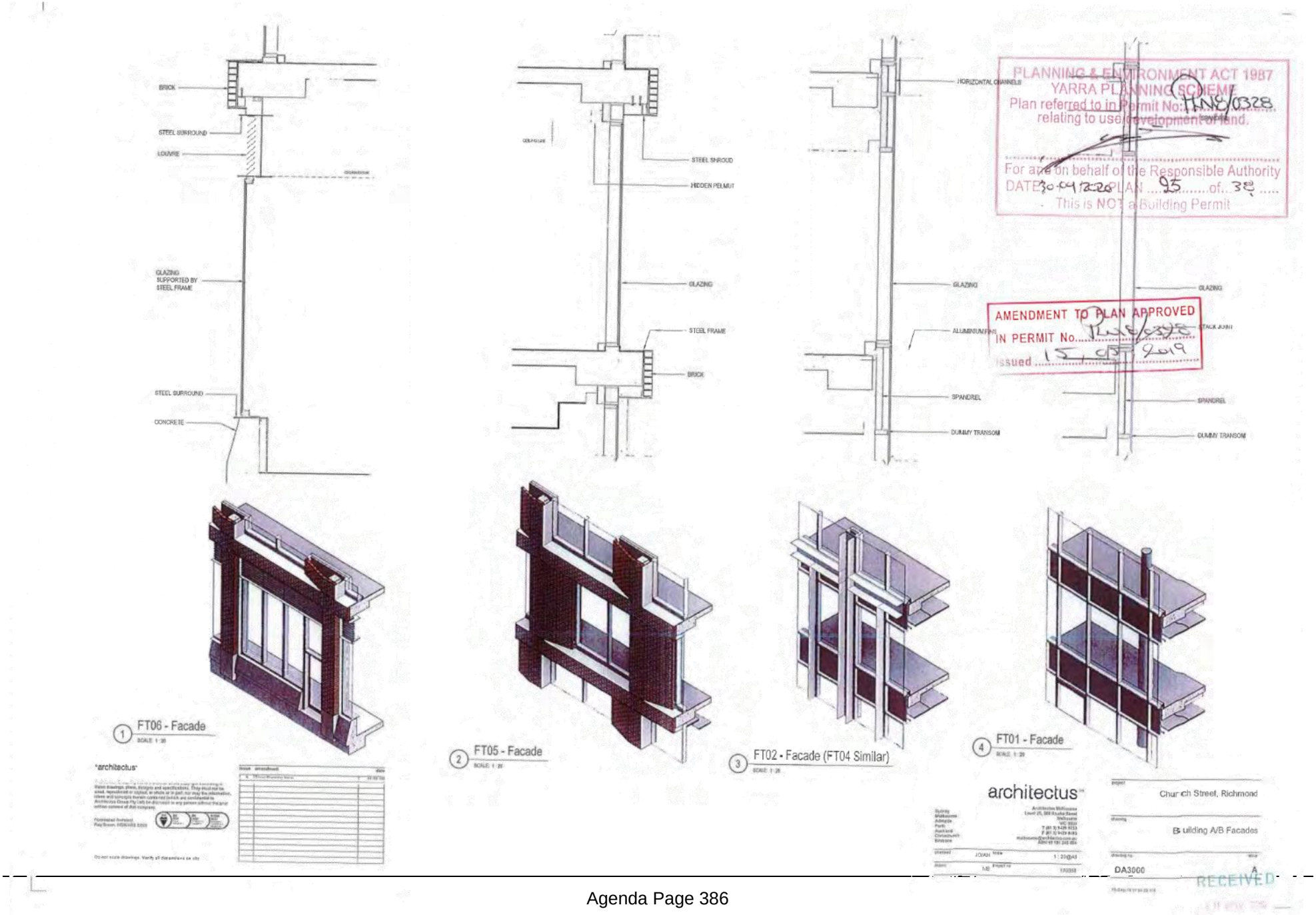
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DA2107

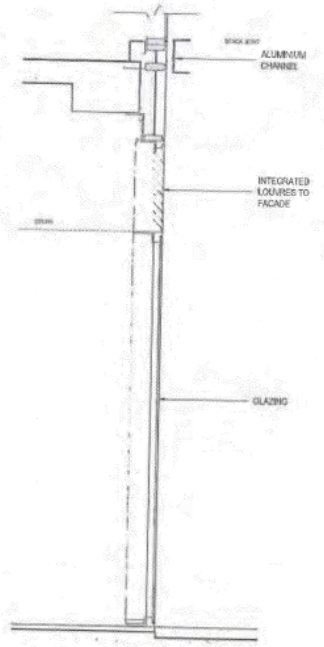
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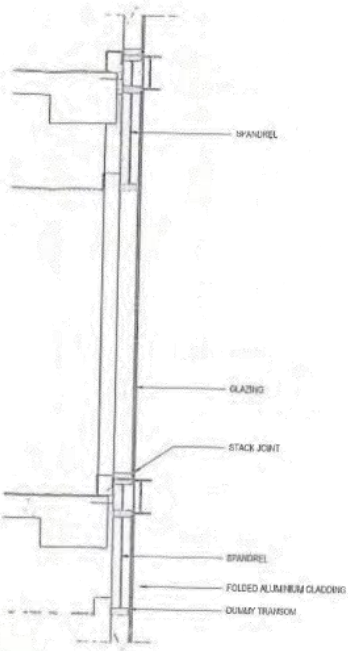
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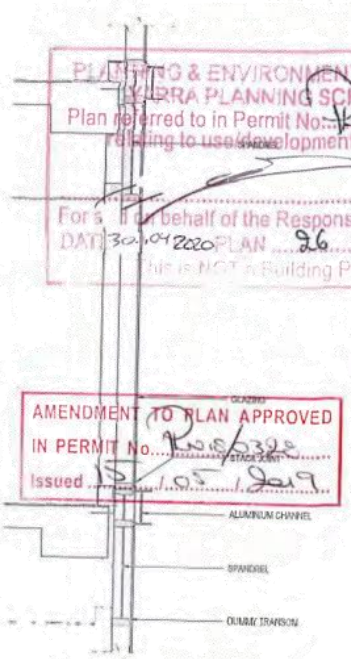
Attachment 3 - PLN18/0328.03 - 459 - 471 Church Street and 20 - 26 Brighton Street Richmond - Endorsed Plans

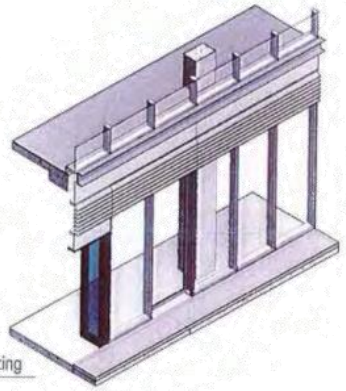


Attachment 3 - PLN18/0328.03 - 459 - 471 Church Street and 20 - 26 Brighton Street Richmond - Endorsed Plans

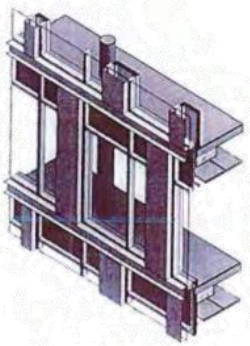








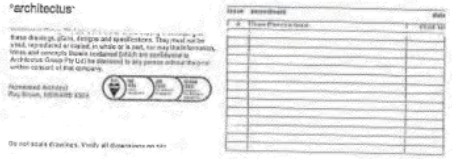
1 FT07 - GF Glazing
SCALE: 1:20

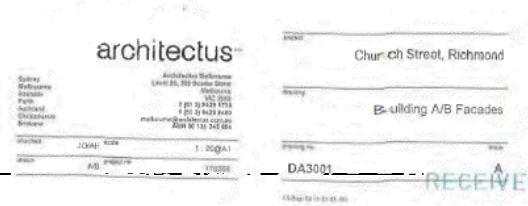


2 FT10 - Curtain Wall
SCALE: 1:20

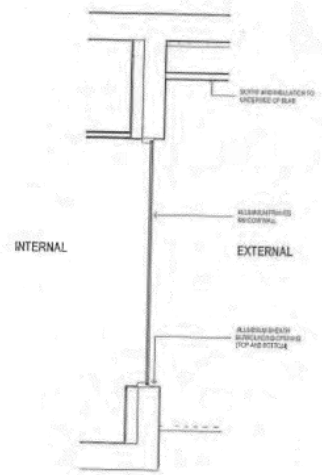


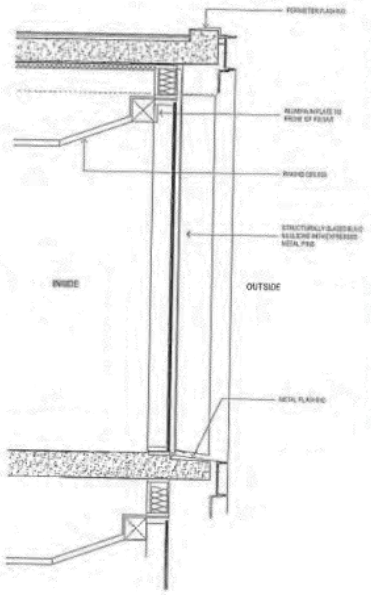
3 FT17 - Curtain Wall
SCALE:





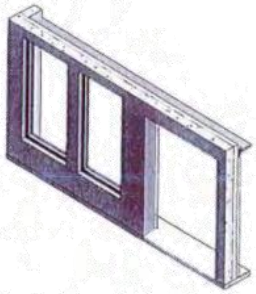
Attachment 3 - PLN18/0328.03 - 459 - 471 Church Street and 20 - 26 Brighton Street Richmond - Endorsed Plans





PLANNING & ENVIRONMENT ACT 1987
YARRA PLANNING SCHEME
Plan referred to in Permit No. PLN18/0328.03
relating to use/development of land.
For and on behalf of the Responsible Authority
DATE 30/10/2019 PLAN 27 of 35
This is NOT a Building Permit

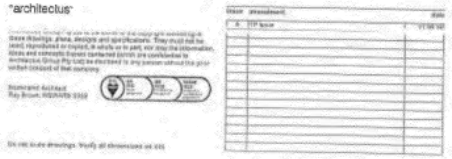
AMENDMENT TO PLAN APPROVED
IN PERMIT No. PLN18/0328.03
Issued 15/05/2019

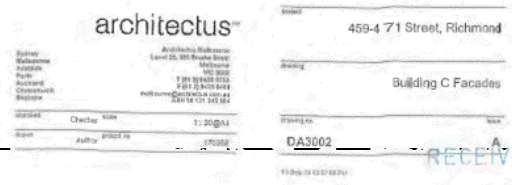


1 FT15 - Facade
SCALE: 1:20



2 FT16 - Facade
SCALE: 1:20





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YARRA PLANNING SCHEME
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For and on behalf of the Responsible Authority
DATE 30/04/2020 PLAN 28 of 38
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architectus™

459-471 Church Street, Richmond

AREA SCHEDULE

Building A

A9500

21.02.2020
Rev H
Town Planning Issue

Basement

AMENDMENT TO PLAN APPROVED
IN PERMIT No. PLN18/0328
Issued 15/05/2019

LEVEL	R.L. PROGRAM		GBAm² **	GFAm² *	CORE / BOH / CIRCULATION ETC.m²	NLAm² ****	NET FLOOR AREA***	VOID m²	TERRACE / EXTERNAL m²	EOTF m²	STORAG E m²	RESTRICTED RETAIL PREMISES	FOOD + DRINK PREMISES/ RESTRICTED RETAIL PREMISES		FLOOR TO FLOOR HEIGHT	CAR PARKING AREA m²	CAR SPACES (INC. TANDEMS)
Basement 2	4.15 Carpark		4,052	4,052	414						342				2.80	3,296	91
Basement 1	6.95 Carpark		4,052	4,052	597										2.80	3,455	78
		TOTAL	8,104	8,104	1,011						342				5.60	6,751	169

Podium

Ground	10.50 Retail/Lobby		3,071	2,237	1,203							1,034	152		4.90		
Level 01	15.40 Office		2,122	2,092	321	1,771	1,980	252						85%	3.75		
Level 02	19.15 Office		2,400	2,361	244	2,117	2,231							90%	3.75		
Level 03	22.90 Office		2,413	1,998	243	1,755	1,858		277					88%	3.75		
		TOTAL	10,006	8,688	2,011	5,643	5,989	252	277			1,034	152	87%	16.15		

Tower

Level 04	26.65 Office		2,051	1,689	228	1,461	1,549		213					87%	3.75		
Level 05	30.40 Office		1,712	1,689	228	1,461	1,549							87%	3.75		
Level 06	34.15 Office		1,712	1,689	228	1,461	1,549							87%	3.75		
Level 07	37.90 Office		1,712	1,607	235	1,372	1,460		63					85%	3.75		
Level 08	41.65 Office		1,620	1,607	235	1,372	1,460							85%	3.75		
Level 09	45.40 Office		1,620	1,284	221	1,663	1,151		213					83%	3.75		
		TOTAL	10,427	9,565	1,375	8,190	8,718		489					86%	22.50		

Roof

Roof	49.15 Plant		1,296	67	67										5.35		
Plant Roof	54.50 Plant Roof Line																
		TOTAL	1,296	67	67										5.35		

SUMMARY

	PROGRAM		GBAm² **	GFAm² *	CORE / BOH / CIRCULATION ETC.m²	NLAm² ****	NET FLOOR AREA***	VOID m²	TERRACE / EXTERNAL m²	EOT m²	STORAG E m²	RESTRICTED RETAIL PREMISES	FOOD + DRINK PREMISES	EFFICIENCY (NLA / GFA)	BUILDING HEIGHT	PARKING m²	CAR SPACES
BASEMENT	Car Park		8,104	8,104	1,011						342				5.60	6,751	169
PODIUM	Lobbies / Drop Off / BOH		10,006	8,688	2,011	5,643	5,989	252	277			1,034	152	87%	16.15		
TOWER	Commercial Office		10,427	9,565	1,375	8,190	8,718		489					86%	22.50		
ROOF	Plant		1,296	67	67										5.35		
		TOTAL	29,833	26,424	4,464	13,833	14,707	252	766		342	1,034	152		44.00	6,751	169

NOTE:

1. All figures have been based on preliminary information and are subject to verification.
2. GBA ** = Gross Building Area including voids and basement car parking
3. GFA (Gross Floor Area*) is calculated in accordance with the definition supplied in the General Terms of the Yarra Planning Scheme
4. NFL (Net Floor Area***) is calculated in accordance with the definition supplied in the General Terms of the Yarra Planning Scheme
5. NLA (Net Leasable Area****) is calculated in accordance with the Property Council of Australia guidelines as defined in PCA Method of Measurement for Lettable Area - Commercial

PLANNING & ENVIRONMENT ACT 1987
YARRA PLANNING SCHEME
Plan referred to in Permit No: PLN18/0328
relating to use/development of land.
For and on behalf of the Responsible Authority
DATE 30/04/2020 PLAN 29 of 38
This is not a Permit

AMENDMENT TO PLAN APPROVED
IN PERMIT No. PLN18/0328
Issued 15/05/2020

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459-471 Church Street, Richmond
AREA SCHEDULE
Building B
A9501

21.02.2020
Rev H
Town Planning Issue

Basement

LEVEL	R.L.	PROGRAM	GBAm² **	GFAm² *	CORE / BOH / CIRCULATION ETC.m²	NLAm² ****	NET FLOOR AREA***	VOID m²	TERRACE / EXTERNAL m²	EOTF m²	STORAGE m²	RESTRICTED RETAIL PREMISES	FOOD + DRINK PREMISES	EFFICIENCY (NLA / GFA)	FLOOR TO FLOOR HEIGHT	CAR PARKING AREA m²	CAR SPACES
Basement 2		Carpark															
Basement 1		Carpark															
		TOTAL															

Podium

Ground	10.50	Retail/Lobby/EOTF	1,199	979	94			220	492	172				4.9		
Level 01	15.40	Office	1,114	991	99	892	950						80%	3.75		
		TOTAL	2,313	1,970	193	892	950	220	492	172			45%	8.65		

Tower

Level 02	19.15	Office	1,026	707	100	607	654	245					86%	3.75		
Level 03	22.90	Office	720	707	100	607	654						86%	3.75		
Level 04	26.65	Office	720	633	100	533	578	57					84%	3.75		
Level 05	30.40	Office	645	566	98	468	510	45					83%	3.75		
		TOTAL	3,111	2,613	398	2,215	2,396	347					85%	15.00		

Roof

Roof TBC	34.15	Plant	576	30	30									3.00		
Plant Roof TBC	37.15	Plant Roof Line														
		TOTAL	576	30	30									3.00		

SUMMARY

	PROGRAM	GBAm² **	GFAm² *	CORE / BOH / CIRCULATION ETC.m²	NLAm² ****	NET FLOOR AREA***	VOID m²	TERRACE / EXTERNAL m²	EOT m²	RESTRICTED RETAIL PREMISES	FOOD + DRINK PREMISES/ RESTRICTED RETAIL PREMISES	EFFICIENCY (NLA / GFA)	BUILDING HEIGHT	PARKING m²	CAR SPACES
BASEMENT	Car Park														
PODIUM	Lobbies / Drop Off / BOH	2,313	1,970	193	892	950		220	492	172		45%	8.65		
TOWER	Commercial Office	3,111	2,613	398	2,215	2,396		347				85%	15.00		
ROOF	Plant	576	30	30									3.00		
	TOTAL	6,000	4,613	621	3,107	3,346		567	492	172			26.65		

NOTE:

1. All figures have been based on preliminary information and are subject to verification.
2. GBA ** = Gross Building Area including voids and basement car parking
3. GFA (Gross Floor Area*) is calculated in accordance with the definition supplied in the General Terms of the Yarra Planning Scheme
4. NFL (Net Floor Area***) is calculated in accordance with the definition supplied in the General Terms of the Yarra Planning Scheme
5. NLA (Net Leasable Area****) is calculated in accordance with the Property Council of Australia guidelines as defined in PCA Method of Measurement for Lettable Area - Commercial

Agenda Page 390

PLANNING & ENVIRONMENT ACT 1987
YARRA PLANNING SCHEME
Plan referred to in Permit No: PLN18/0328
relating to use/development of land.
For and on behalf of the Responsible Authority
DATE 20/04/2020 PLAN 30 of 38
This is NOT a Building Permit

AMENDMENT TO PLAN APPROVED
IN PERMIT No. PLN18/0328
Issued

AM
IN PL
Issue
ED

architectus™

459-471 Church Street, Richmond

AREA SCHEDULE

Building C (Childcare)

A9502

21.02.2020

Rev G

Town Planning Issue

LEVEL	PROGRAM	R.L.	Floor to Floor Height m	GBAm² **	GFAm² *	CORE / CIRC m²	NLAm² ****	NET FLOOR AREA***	EXTERNAL m²	OUTDOOR PLAY SPACE m²	CHILDREN (1 per 13m²)	BOH	EFFICENCY	CAR PARKING AREA m²	CAR SPACES
Basement 01	Carpark	8.85	2.80	701		50						112		539	12
Ground	Childcare / Drop-off.	11.65	3.80	689	397	116	281	324	93	199	22		71%		
Level 01	Childcare	15.45	3.70	540	412	191	221	229		236	17		54%		
Level 02	Childcare	19.15	3.70	536	412	172	240	248		138	18		58%		
Roof	Childcare	22.85	4.05	452	183	54				227					
Plant	Childcare	26.90	0.50												
	TOTAL		**15.75**	**2,918**	**1,404**	**583**	**742**	**801**	**93**	**800**	**57**	**112**		**539**	**12**

NOTE:

1 Areas calculated on the basis that 1 child requires 13m2 internal space and 7m2 external space. This rate is calculated from precedent projects and is indicative only

2 Core / Circulation is estimated area of circulation core only and are not inclusive of other back of house facilities

3 All figures have been based on preliminary information and are subject to verification

4 The material contained herein is indicative only and may be subject to approval by the responsible authority(s), or other factors beyond the control of Architectus; receiving parties should not use this material to form the basis of any financial feasibility, contractual negotiation or sale documents.

* 5 Gross Floor Area * is calculated in accordance with the definition supplied in the General Terms of the Yarra Planning Scheme

**** 6 NLA (Net Leasable Area****) is calculated in accordance with the Property Council of Australia guidelines as defined in PCA Method of Measurement for Lettable Area - Commercial

**** 8 NLA designated under the specific condition 'Childcare' includes toilets/facilities/BOH/bins etc.

** 7 GBA ** = Gross Building Area including voids and basement car parking

Attachment 3 - PLN18/0328.03 - 459 - 471 Church Street and 20 - 26 Brighton Street Richmond - Endorsed Plans

Agenda Page 391

PLANNING & ENVIRONMENT ACT 1987
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DATE 30/04/2020 PLAN 31 of 35
This is NOT a Building Permit

459-471 Church Street, Richmond
AREA SCHEDULE
Buildings A, B & C

architectus

5,276 m² Site Area

AMENDMENT TO PLAN APPROVED
IN PERMIT No. PLN18/0328
Issued 15/05/2019

A9503

21.02.2020
Town Planning Issue Rev H

Building "A"

	PROGRAM	GBAm² **	GFAm² *	CORE / BOH / CIRCULATION ETC.m²	NLAm² ****	NET FLOOR AREA***	VOID m²	TERRACE / EXTERNAL m²	EOTF m²	STORAGE m²	RESTRICTED RETAIL PREMISES	FOOD + DRINK PREMISES	BUILDING HEIGHT	CAR PARKING AREA m²	CAR SPACES
BASEMENT	Car Park	8,104	8,104	1,011						342			5.60	6,751	169
PODIUM	Lobbies / Drop Off / BOH	10,006	8,688	2,011	5,643	5,989	252	277			1,034	152	16.15		
TOWER	Commercial Office	10,427	9,565	1,375	8,190	8,718		489					22.50		
ROOF	Commercial Office	1,296	67	67									5.35		
	TOTAL	**29,833**	**26,424**	**4,464**	**13,833**	**14,707**	**252**	**766**		**342**	**1,034**	**152**	**44.00**	**6,751**	**169**

Building "B"

	PROGRAM	GBAm² **	GFAm² *	CORE / BOH / CIRCULATION ETC.m²	NLAm² ****	NET FLOOR AREA***	VOID m²	TERRACE / EXTERNAL m²	EOTF m²	STORAGE m²	RESTRICTED RETAIL PREMISES	FOOD + DRINK PREMISES	BUILDING HEIGHT	CAR PARKING AREA m²	CAR SPACES
BASEMENT	Car Park														
PODIUM	Lobbies / Drop Off / BOH	2,313	1,970	193	892	950		220	492		172		8.65		
TOWER	Commercial Office	3,111	2,613	398	2,215	2,396		347					15.00		
ROOF	Commercial Office	576	30	30									3.00		
	TOTAL	**6,000**	**4,613**	**621**	**3,107**	**3,346**		**567**	**492**		**172**		**26.65**		

Building "C"

	PROGRAM	GBAm² **	GFAm² *	CORE / BOH / CIRCULATION ETC.m²	NLAm² ****	NET FLOOR AREA***	VOID m²	EXTERNAL m²	OUTDOOR PLAY SPACE m²	BUILDING HEIGHT	CAR PARKING AREA m²	CAR SPACES
BASEMENT	Car Park	992	948	162						3	539	12
BUILDING ('PODIUM')	Childcare Facilities	2,550	1,469	236	1,039	966		114	514	0.00		
ROOF	Childcare Facilities	336	0	0						15.75		
	TOTAL	**3,878**	**2,417**	**398**	**1,039**	**966**		**114**	**514**	**15.75**	**539**	**12**

SUMMARY

	PROGRAM	GBAm² **	GFAm² *	CORE / BOH / CIRCULATION ETC.m²	NLAm² ****	NET FLOOR AREA***	VOID m²	TERRACE / EXTERNAL m²	EOT m²	STORAGE m²	RESTRICTED RETAIL PREMISES	FOOD + DRINK PREMISES	BUILDING HEIGHT (BUILDING A)	CAR PARKING AREA m²	CAR SPACES
BASEMENT	Car Park	9,096	9,052	1,173						342			5.60	7,290	181
PODIUM	Lobbies / Drop Off / BOH	14,869	12,127	2,440	7,574	7,905	252	1,125	492		1,206		16.15		
TOWER	Commercial Office	13,538	12,178	1,773	10,405	11,114		836					22.50		
ROOF	Commercial Office	2,208	97	97									5.35		
	TOTAL	**39,711**	**33,454**	**5,483**	**17,979**	**19,019**	**252**	**1,961**	**492**	**342**	**1,206**	**152**	**44.00**	**7,290**	**181**

NOTE:
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459-471 Church Street, Richmond

End of trip facilities

21.02.2020 Rev H

Town Planning Issue

	Horizontal	Vertical	Total
Visitor Bikes	24	16	40
Staff Bikes	36	140	176
Total	60	156	216

	Total
Showers	19
Lockers	188

NOTE:

1. All figures have been based on preliminary information and are subject to verification

2. Bicycle rates based on net office floor space as prescribed by VCAT permit conditions. Not analagous to Net Floor Area referred to elsewhere in schedules

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AMENDMENT TO PLAN APPROVED
IN PERMIT No. PLN18/0328
Issued 15/05/2019

1 All figures have been based on preliminary information and are subject to verification.
2 GBA ** = Gross Building Area including voids and basement car parking
3 GFA (Gross Floor Area*) is calculated in accordance with the definition supplied in the General Terms of the Yarra Planning Scheme
4 NFL (Net Floor Area***) is calculated in accordance with the definition supplied in the General Terms of the Yarra Planning Scheme
5 NLA (Net Leasable Area****) is calculated in accordance with the Property Council of Australia guidelines as defined in PCA Method of Measurement for Lettable Area - Commercial

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PLANNING & ENVIRONMENT ACT 1987
YARRA PLANNING SCHEME
Plan referred to in Permit No:. PLN18/0328
relating to use/development of land.
For and on behalf of the Responsible Authority
DATED 30/04/2020 PLAN 33 of 38
This is NOT a Building Permit

DA9901 External Finishes Schedule

Project: 459 - 471 Church St | Richmond
Rev F 13.09.19

1.0 Façade Types

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Masonry

Code	Location	System	Description
FT01	Building A upper tower façade	Structurally glazed façade	Silver grey glass type. Structurally glazed curtain wall with blind mullions and high performance IGU. Integrated shadowbox spandrel panel. GL01, PC01
FT02	Building A tower façade	Structurally glazed façade with expressed horizontal and vertical features	Light grey glass. Structurally glazed curtain wall with blind mullions and high performance IGU. Integrated shadowbox spandrel panel. Expressed black metal horizontal and vertical features as indicated in drawings. GL02, PC01
FT03	Building A core	Finished solid aluminimum sheet core cladding	Solid metal cladding with expressed joints as indicated on elevations. PC01
FT04	Podium façade	Structurally glazed façade with expressed horizontal and vertical features	Light grey glass. Structurally glazed curtain wall with blind mullions and high performance IGU. Integrated shadowbox spandrel panel. Expressed black metal horizontal and vertical features as indicated in drawings. GL02, MAS02, CON01
FT05	Podium façade	Brick podium façade with infill windows	Brick façade with infill windows. Angled brick recesses as indicated in drawings. Structurally glazed blind mullions. Integrated balustrade and landscape planter. MAS01, GL02, PC01
FT06	Podium retail façade	Shopfront glazing, brick piers, concrete base	Clear shopfront glazing at ground level. Structurally glazed blind mullions, steel structure. Doors as indicated on drawings. Brick piers as indicated on drawings, angled concrete hob. MAS01, GL03, PC01, CON01, steel to finished match PC01
FT07	Podium lobby façade	Clear glazing to lobby	Clear glazing at ground level. Structurally glazed blind mullions, steel structure. Door systems integrated in to façade as indicated. GL03, PC01, steel to match PC01
FT08	Podium south façade Building A	Brick wall	Solid brick façade with expressed depth. Setout of panels to match general podium façade. MAS02
FT09	Courtyard entry	Steel Frame with Metal cables	Metal cables with black finish and landscape planting treatment. Cables sit within steel metal framing. To match PC01

AMENDMENT TO PLAN APPROVED
IN PERMIT No. PLN18/0328
ISSUED 2019

Agenda Page 394

PLANNING & ENVIRONMENT ACT 1987
YARRA PLANNING SCHEME
Plan referred to in Permit No: PLN18/0328
relating to use/development of land.
For and on behalf of the Responsible Authority
DATE 30/4/2020 PLAN 34 of 38
This is NOT a Building Permit

AMENDMENT TO PLAN APPROVED
IN PERMIT NO. PLN18/0328
Issued 15/05/2019

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DA9901 External Finishes Schedule

Project: 459 - 471 Church St | Richmond
Rev F 13.09.19

1.0 Façade Types

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FT10	Building B	Structurally glazed façade	Glazing to Building B with expressed metal slab edge. Structural glazing, integrated shadowbox spandrel panel. Light grey glass. Fixed metal panels integrated into façade system. GL02, PC01, MET01
FT11	North façade Building B	Podium brick façade with infill windows	Brick clad façade system with metal framed infill windows. Windows and doors as set out in drawings. GL02, MAS01, PC01
FT12	Building C	Building C façade	Metal framed façade with glazed panels and infill feature panels and feature mesh as indicated in drawings. GL04, FC01, GAL01, SCR04
FT13	Building C	Building C feature panels	Infill Equitone panels to Building C façade FC01
FT15	Building C	Building C - glazing to ground level	Clear glazing at ground level, structurally glazed blind mullions. Door systems integrated into façade as indicated. GL04, GAL01, CON01
FT16	Building C	Building C - glazed window wall	Clear glass, structurally glazed blind mullions with expressed metal fins as indicated in drawings. GL04, GAL01, PC02
FT17	Building B	Structurally glazed façade	Glazing to south façade of Building B with expressed metal slab edge. Structural glazing, integrated shadowbox spandrel panel. Light grey glass. GL02, PC01, MET01
FT18	Building C	Building C - glazed window wall with opaque panels	Clear glass, structurally glazed blind mullions with expressed metal fins as indicated in drawings. Opaque glazed panel 1400mm to 1700m above floor level to address overlooking. GL04, GAL01, FC01
FT19	All	Metal cladding to service locations	Solid metal cladding - infill within podium. Expressed joints, dark grey finish. PC01

DA9901 External Finishes Schedule

Project: 459 - 471 Church St | Richmond

Rev F 13.09.19

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1.0 Exterior Finishes Selections

Masonry

Code	Product Description	Selection	Locations and Comments	Image
MAS01	Brickwork	Brick PGH Bricks Product: Rouge Pattern: Running Size: 230x76x16mm Grout Colour: Standard Grey	As referenced in FT05, FT06, FT11 Refer to architectural drawings for details. Angled brick recesses as indicated on the architectural drawings.	
MAS02	Brick tiles	Brick Tiles PGH Brick Tiles Product: Rouge Pattern: Running Size: 230x110x76mm Grout Colour: Standard Grey	As referenced in FT08, WAL01 Refer to architectural drawings for details. Angled brick recesses as indicated on the architectural drawings.	
CON01	Fair Faced Concrete Type 01	Finish: Class 2C Anti-Graffiti Clear sealant required - Ardex or equivalent Allow for 2 no. 1x1m sample panels for final approval prior to construction. Formwork panels and Z-tie holes to be equally sized and evenly set-out to Architects future specifications. Z-tie holes to be filled to a finished indentation depth of nom. 15mm, provide light sanding to remove all loose fragments and burrs. Fill colour and finish to match concrete generally. To AS3610 and in accordance with Structural Engineers specifications.	As referenced in FT04, FT08, FT15 Exposed concrete - refer architectural drawings	
FC01	Fibre Cement Cladding	Fibre Cement Cladding Product: Equitone [Tectiva] Colour: TE30 Fixings: Concealed	As referenced in FT12, FT13, FT18	
PV01	Paving	Granite Finish: Rustic Granite	Ground floor	
PV02	Paving	Blue stone Finish: Flamed Bluestone	Ground floor	

PLANNING & ENVIRONMENT ACT 1987
YARRA PLANNING SCHEME
Plan referred to in Permit No. PLN18/0328
relating to use/development of land.
For and on behalf of the Responsible Authority
DATE 30/04/2020 PLAN 35 of 38
This is NOT a Building Permit

Metal Finishes

Code	Product Description	Selection	Locations and Comments	Image
GAL01	Galvanised Steel	Galvanised Steel	As referenced in FT12, FT15, FT16, FT18	

AMENDMENT TO PLAN APPROVED
IN PERMIT No. PLN18/0328
Issued 15/05/2019

MET01	Steel	Powdercoating Manufacturer: Interpon Powder Coatings Finish: Interpon 3020 Fluromax Colour: Hyper Charcoal Matt 8L210A (To match RAL 7016 Anthracite Grey)	As referenced in FT10, FT17	
PC01	Powder Coating	Powdercoating Manufacturer: Interpon Powder Coatings Finish: Interpon 3020 Fluromax Colour: Hyper Charcoal Matt 8L210A (To match RAL 7016 Anthracite Grey)	As referenced in FT01, FT02, FT03, FT05, FT06, FT07, FT09, FT10, FT11, FT19	

PLANNING & ENVIRONMENT ACT 1987
YARRA PLANNING SCHEME
Plan referred to in Permit No: PLN18/0328
relating to use/development of land.
For and on behalf of the Responsible Authority
DATE 30/04/2019 PLAN 36 of 35
This is NOT a Building Permit

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DA9901 External Finishes Schedule

Project: 459 - 471 Church St | Richmond
Rev F 13.09.19

1.0 Exterior Finishes Selections

PC02	Powder Coating	Finish: Powdercoating Manufacturer: Interpon Powder Coatings Finish: Interpon D3020 Fluromax Colour: Champagne Pearl Matt 8Y276A (to match galvanised steel GL01)	As referenced in FT10 As refe	

AMENDED PLANS APPROVED
IN PERMIT No. PLN18/0328
Issued 15/05/2019

Glass

Code	Product Description	Selection	Locations and Comments	Image
GL01	Glass Type 1	Colour: Light Grey Company: XYG Product: 6 Low Iron (XYG-XDDG-868010) #2 +12A + 6C Glass configuration increases in size up to 10/12/6 according to acoustic requirements	As referenced in FT01, FT03, FT09	
GL02	Glass Type 2	Colour: Grey Company: SYP Product: 6C (YGE0151) #2 +12A+6 Glass configuration increases in size up to 10HS/12A/6HS according to acoustic requirements	As referenced in FT02, FT04, FT05, FT10, FT11	
GL03	Glass Type 3	Colour: Neutral Company: ASG Product: 6 Low Iron (Visualite 78-0 on) #2+12A+6 Low Iron Glass configuration increases in size up to 10HS/12A/6HS according to acoustic requirements	As referenced in FT06, FT07	
GL04	Glass Type 4	Colour: Neutral Company: ASG Product: 6 Low Iron (Visualite 78-0 on) #2+12A+6 Low Iron Glass configuration increases in size up to 10HS/12A/6HS according to acoustic requirements	As referenced in FT12, FT15, FT16, FT18	

Louvres

Code	Product Description	Selection	Locations and Comments	Image
LVR01	Façade louvres	Prefinished Aluminium Louvres Manufacturer: Capral Product Ref: Capral Bracket Fixed Straight Louvres E31090 Finish: Powder coated in accordance with AAMA 2605 (equiv Interpon D3020) Colour: Hyper Charcoal Matt 8L210A (To match RAL 7016 Anthracite Grey) Concealed Frame	SCR01: Building A Plant Enclosure Refer to architectural drawings for details	
SCR01	Plant Screen Aluminium Louvres	Prefinished Aluminium Louvres Manufacturer: Louvre Clad Product Ref: Ellenborough Series Chevron Louvres Finish: Powdercoated Manufacturer: Interpon Powder Coatings Finish: Interpon D3020 Fluromax Colour: Hyper Charcoal Matt 8L210A (To match RAL 7016 Anthracite Grey) Steel support structure to S.E details	SCR01: Building A Plant Enclosure Refer to architectural drawings for details	
SCR02	Plant Screen Aluminium Louvres	Prefinished Aluminium Louvres Manufacturer: Louvre Clad Product Ref: Ellenborough Series Chevron Louvres Finish: Powdercoated Manufacturer: Interpon Powder Coatings Finish: Interpon D3020 Fluromax Colour: Hyper Charcoal Matt 8L210A (To match RAL 7016 Anthracite Grey) Steel support structure to S.E details	SCR02: Building B Plant Enclosure Refer to architectural drawings for details	
SCR03	Plant Screen Aluminium Louvres	Prefinished Aluminium Louvres Manufacturer: Louvre Clad Product Ref: Ellenborough Series Chevron Louvres Finish: Powdercoated Manufacturer: Interpon Powder Coatings Finish: Interpon D3020 Fluromax Colour: Champagne Pearl Matt 8Y276A (To match galvanised steel GAL01) Steel support structure to S.E details	SCR03: Building C Plant Enclosure Refer to architectural drawings for details	

DA9901 External Finishes Schedule

Project: 459 - 471 Church St | Richmond
Rev F 13.09.19

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1.0 Exterior Finishes Selections

Code		Selection	Locations and Comments	Image
SCR04	Wire Mesh	Bespoke steel mesh. Custom oversized diamond grid pattern with galvanized finish. GAL01	SCR04: Building C Balcony Refer to architectural drawings for details	

Balustrading

Code	Product Description	Selection	Locations and Comments	Image	Rev
BAL01	Steel balustrade	Open steel balustrade fixed to slab. Painted Steel Channel Finish: MIO Oleoresinous Manufacturer: Interpon Powder Coatings Finish: Interpon 'Steelplex Diamond 10' three coat system with Interpon D2015 Ultriva topcoat, Interpon PZ 790 primer and Interpon MetalPrep barrier coat. Colour: To match RAL 7016 Anthracite Grey	Building B		
BAL02	Glazed balustrade	Laminated clear glass balustrade Painted steel framing Finish: MIO Oleoresinous Manufacturer: Interpon Powder Coatings Metalwork finish: Interpon 'Steelplex Diamond 10' three coat system with Interpon D2015 Ultriva topcoat, Interpon PZ 790 primer and Interpon MetalPrep barrier coat. Colour: Metalwork to match galvanised steel GAL01 Glass to match GL04	Building C	 	
BAL03	Glazed balustrade	Laminated clear glass balustrade Painted steel framing Finish: MIO Oleoresinous Manufacturer: Interpon Powder Coatings Metalwork finish: Interpon 'Steelplex Diamond 10' three coat system with Interpon D2015 Ultriva topcoat, Interpon PZ 790 primer and Interpon MetalPrep barrier coat. Colour: Metalwork to match galvanised steel GAL01 Glass to match GL04	Building C	 	

PLANNING & ENVIRONMENT ACT 1987
YARRA PLANNING SCHEME
Plan referred to in Permit No: PLN18/0328
relating to use/development of land.
.....
For and on behalf of the Responsible Authority
DATE 30/04/2020 PLAN 37 of 38
This is NOT a Building Permit

Fencing

Code	Product Description	Selection	Locations and Comments	Image
FEN01	Retractable fence	Sliding fence with single swing gate. Stacks to concealed position. Bespoke steel mesh. Custom oversized diamond grid pattern with galvanized finish. GAL01	Building C	
FEN02	Building C fence	Clear glass balustrade to ground level. Set at 1600mm above internal ground level. Deep landscaping zone on street side with planting to obscure play space. To match GL04	Building C	

PLANNING PERMIT APPROVED
IN PERMIT No. PLN18/0328.03
Issued 15/05/2019

Framing

Code	Product Description	Selection	Locations and Comments	Image
FR01	Metal Frame	Steel metal frame to match RAL 7016 Anthracite Grey MET01	Building A	

Attachment 3 - PLN18/0328.03 - 459 - 471 Church Street and 20 - 26 Brighton Street Richmond - Endorsed Plans

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DA9901 External Finishes Schedule

Project: 459 - 471 Church St | Richmond

Rev F 13.09.19

1.0 Exterior Finishes Selections

#302	Metal Frame and Roof Pergola	Roof pergola over Childcare Centre. Expressed metal structural framing with horizontal members. Galvanised metal finish	Building C	GAL01

Walls

Code	Product Description	Selection	Locations and Comments	Image
WAL01	Precast Wall	Precast wall built up against existing adjacent shear wall at site boundary. Wall height setout as per drawings. Joints on walls as indicated in drawings. CON01	All	
WAL03	Existing brick wall	Retain existing brick wall on adjacent property boundary.	Building C south boundary	
WAL04	Brick Wall	Brick finish boundary wall. MAS02	Podium walls	

Doors

Code	Product Description	Selection	Locations and Comments	Image
DOR01	Glide-up door	Glide-up metal door round hole perforated aluminium look-a-like group pattern. Black powdercoat finish PC01	Building A - Leading bay and carpark entry	

PLANNING & ENVIRONMENT ACT 1987
YARRA PLANNING SCHEME
Plan referred to in Permit No: PLN18/0328
relating to use/development of land

For and on behalf of the Responsible Authority
DATE 5/ 03 / 2019 PLAN 38 of 38
This is NOT a Building Permit

AMENDMENT TO PLAN APPROVED
IN PERMIT No. PLN18/0328
Issued 5/03/2019

Attachment 4 - PLN18/0328.03 - 459 - 471 Church Street and 20 - 26 Brighton Street Richmond - Planning Permit

Helping you understand your planning needs

PLANNING PERMIT (Amended)

Permit No:	PLN18/0328
Planning Scheme:	Yarra
Responsible Authority:	City Of Yarra

Copy

ADDRESS OF THE LAND:

459-467 Church St and 20-26 Brighton St Richmond VIC 3121

THE PERMIT ALLOWS:

In accordance with the endorsed plans:

- the use of the land for 'childcare centre' under clauses 32.08 and 34.02;
- the construction of a building or the construction or carrying out of works associated with a section 2 use under clause 32.08;
- the construction of a building or construction or carrying out of works under clause 34.02 and 43.02;
- alteration of access and building and works to a Road Zone Category 1 Road under clause 52.29; and
- the reduction in the number of car parking spaces under clause 52.06-3,

and subject to the following conditions.

THE FOLLOWING CONDITIONS APPLY TO THIS PERMIT:

1 Before the development commences, amended plans to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plans will be endorsed and will then form part of this permit. The plans must be drawn to scale with dimensions and three copies must be provided. The plans must be generally in accordance with the architectural plans prepared by Architectus, drawing nos. DA1001 and DA1002, both Rev D; DA1003 Rev E; DA1004 to DA1013 (inclusive), all Rev D; DA2001 Rev D; DA2002 Rev E; DA2003 and DA2004 Rev D; DA2101 to DA2103 all Rev D (inclusive); DA2104 Rev E; DA2105 Rev A; DA2106 and DA2107 both Rev A; DA2201 to DA2205 all Rev D (inclusive), DA2206 to DA2216 all Rev C (inclusive); DA2251 to DA2254 all Rev A (inclusive).but modified to show:

Date: 15 May 2019

Ally Huynh
Signature for the Responsible Authority

Planning and Environment Regulations 2015 No. 33/2015 Form 4 Sections 63, 64, 64A and 86

For more information call 9205 5555 or visit **www.yarracity.vic.gov.au**

(a) unless otherwise amended by further conditions below, corrections to plans as identified in DA1003 Rev F, DA1004 Rev E, DA2001A Rev A, DA2002 Rev F, DA2003 Rev E and DA2106 Rev C all dated 28 February 2019

(b) alteration to Building A to include:

(i) the four storey street wall to Shamrock Street retracted to the west approximately five metres so as to step down from four to three storeys at a point generally opposite the alignment of the western boundary of 1 Shamrock Street as depicted on plan DA2001A Rev B dated 18 March 2019.

(ii) the facade to Shamrock Street retaining its general composition and proportion as depicted in DA2001A Rev D dated 1 February 2019, but with all of the form at level 2 and above retracted to the west to create a gap of at least 12.5 metres between Buildings A and B.

(iii) any consequential changes as required.

(c) retention of the entirety of the existing party wall to 28 Brighton Street.

(d) any glazing along the eastern boundary wall of Building B to be fixed and fire rated;

(e) the deletion of the pre-cast concrete material along the eastern boundary wall of the podium of Building B (shown as WAL01) and its replacement with solid brick or similar material;

(f) a notation confirming the use of a back-up system to reduce the risk of flooding such as a flood gate at the driveway or an internal pump system which discharges to Church Street through the property stormwater;

(g) the location of the existing Shamrock Street stormwater pits, and in the event that vehicle access from Shamrock Street is located where the existing stormwater pits are positioned, the existing grated side entry pits must be modified to grated pits (with the installation of any additional drainage pits and associated connecting drainage to the satisfaction of the Responsible Authority);

(h) the allocation of car spaces for each use on the basement floor plans;

(i) the allocation of any car spaces for child care drop offs/pickups within the basement of Building C on the basement floor plans;

(j) the loading bay and vehicle entrance doors constructed a patterned, visually permeable material

(k) services and equipment integrated into the design of the facade;

(l) the width of the Shamrock Street footpath annotated on plans;

(m) the dimension of the doorway width of the Brighton Street vehicle entrance;

(n) sight triangles superimposed and dimensioned for the exit lanes of all vehicular entrances (2.5m by 2m with a minimum 50 percent clear of visual obtrusions);

(o) the loading facility dimensioned including the entrance and vehicle crossing;

Date: 15 May 2019

Ally Huynh
Signature for the Responsible Authority

(p) swept path diagrams to confirm truck access and egress from the loading bay;

(q) the widened section of Shamrock Street dimensioned from the face of the kerb, to the face of the kerb;

(r) accessible parking spaces and associated shared areas dimensioned and as satisfying the Australian/New Zealand Standard AS/NZS 2890.1:2004 with bollards inserted as required;

(s) column depths and locations to satisfy Diagram 1 Clearances to car parking spaces or AS/NZS 2890.1:2004 (where applicable and possible);

(t) the dimensions of clearances to walls (and be no less than 300mm);

(u) the dimensions of each ramp grade length;

(v) a pedestrian zebra crossing along Shamrock Street across the width of the vehicle crossings and loading bays;

(w) the inside edge of the ninety-degree bend of the ramped accessway connecting Basement 2 with Basement 1 with a minimum clearance of 300 mm from the column as required by AS/NZS 2890.1:2004;

(x) swept path diagrams of passing movements for a B85 design vehicle and an oncoming B99 design vehicle along the ninety-degree bend of the ramped accessway connecting Basement 2 with Basement 1, demonstrating satisfactory passing movements;

(y) the boundary between private and public property delineated through the use of alternative surface materials or "banding";

(z) confirmation none of the utility services in Wright Street are required;

(aa) the provision of a clear travel path for pedestrians along the south side of Shamrock Street between Church Street and the eastern side of the car park entrance;

(bb) a pram ramp at the Shamrock Street kerb, aligned with the northern courtyard entrance;

(cc) the basement ramp to Brighton Street designed to form a crossover to the footpath of Brighton Street.

(dd) dimensions of bicycle storage spaces, and relevant access ways demonstrating compliance with Australian Standard AS2890.3 or to the satisfaction of the Responsible Authority;

(ee) visitor bicycle parking provided at a rate of at least 1 space to each 500sqm of net office floor space, in a location easily accessed by visitors to the site (i.e. spaces must not be located within a secure facility) and for at least 60 percent visitor bicycle parking facilities to be ground level (horizontal) spaces;

(ff) employee bicycle parking facilities (provided at a rate of a minimum of 1 space to each 100sqm of net office floor space) located at ground-floor or basement 1, each within an easily bicycle accessible doorway, secure facility (bicycle locker or lockable compound), with reasonable proximity and access to:

Date: 15 May 2019

Ally Huynh
Signature for the Responsible Authority

(i) building entrances and/or lift shafts;

(ii) end of trip facilities, including showers and change rooms;

(gg) at least 20% of bicycle storage spaces provided as horizontal storage spaces as required under AS2890.3;

(hh) details of the number of showers and change-rooms;

(ii) a materials sample board of external colours, materials and finishes a materials sample board of external materials and finishes including thumb nail sketches of key elements of the facade system at the ground, middle and upper levels;

(jj) any requirement of the endorsed Sustainable Management Plan (condition 7) (where relevant to show on plans);

(kk) any requirement of the endorsed Waste Management Plan (condition 10) (where relevant to show on plans);

(ll) any requirement of the endorsed Landscape Plan Report (condition 13) (where relevant to show on plans);

(mm) any requirement of the endorsed Wind Report (condition 19) (where relevant to show on plans);

(nn) any requirement of the endorsed Acoustic Report (condition 21) (where relevant to show on plans); and

(oo) any requirement of the endorsed Streetscapes Improvements plan (condition 35) (where relevant to show on plans).

(pp) any requirement of the endorsed Tree Management Plan (condition 15) (where relevant to show on plans)

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

3 As part of the ongoing consultant team, Architectus or an architectural firm to the satisfaction of the Responsible Authority must be engaged to:

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

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

Childcare Centre Use

4 Except with the prior written consent of the Responsible Authority, the childcare centre use authorised by this permit may only operate between the hours of 7am and 7pm, Monday to Friday.

5 Except with the prior written consent of the Responsible Authority, no more than 22 staff are permitted on the land at any one time.

Date: 15 May 2019

Ally Huynh
Signature for the Responsible Authority

6 Except with the prior written consent of the Responsible Authority, no more than 80 children are permitted on the land at any one time.

Sustainable Management Plan

7 Before the development commences, an amended Sustainable Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Sustainable Management Plan will be endorsed and will form part of this permit. The amended Sustainable Management Plan must be generally in accordance with the Sustainable Management Plan prepared by Cundall in April 2018 and the provisions of the evidence statement of Mr Talacko of Ark Resources dated 4 March 2019, but modified to include or show:

(a) a 5 Star Green Star Design and As Built rating generally in accordance with the Statement of Evidence provided by Ark Resources (prepared on 4 March 2019);

(b) a 5 Star NABERS Energy rating generally in accordance with the Statement of Evidence provided by Ark Resources (prepared on 4 March 2019);

(c) compliance with the Urban Stormwater Best Practice Environmental Management Guidelines generally in accordance with the Statement of Evidence provided by Ark Resources (prepared on 4 March 2019);

(d) more information on the expected daylight performance of the buildings and ensure that 30% of floor area can reach a minimum 2% df standard, and provide a suitable VLT for each area to assist achieve this standard generally in accordance with the Statement of Evidence provided by Ark Resources (prepared on 4 March 2019);

(e) a completed JV3 energy modelling report, or equivalent, demonstrating the 6 points or 30% improvement in NCC requirements;

(f) include all MUSIC model inputs and outputs including catchment area, storage locations and volume and location and number of toilet connections to ensure that best practice in WSUD can be met;

(g) ensure the WMP has sufficient spaces allocated to recycling and all waste streams. Ensure recycling is just as convenient at general garbage;

(h) the provision of a composting system or provision of an organic waste collection service; and

(i) the provision of any electric vehicle charging facilities.

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.

Date: 15 May 2019

Ally Huynh
Signature for the Responsible Authority

SMP Implementation Report

9 Before the development is occupied or by such later date as agreed to by the responsible authority in writing, a report from the author of the Sustainability Management Plan, approved under this permit, or similarly qualified person or company, must be submitted to the Responsible Authority. The report must be to the satisfaction of the Responsible Authority and must confirm all measures specified in the Sustainability Management Plan have been implemented in accordance with the approved plan.

Waste Management Plan

10 Before the development commences, an amended Waste Management Plan prepared 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 Irwin Consult (dated 4 May 2018), but modified to include:

(a) the collection for the waste associated with Building C to occur within title boundaries as confirmed within the Waste Management Plan prepared by Irwin Consult (dated 4 March 2019); and

(b) details of how food waste will be diverted from the waste stream from the remaining areas of the development.

(c) Provision for any waste collected from the childcare to occur from its basement only, and outside peak operating hours of 7 – 9am and 3 – 6pm weekdays.

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

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

Landscape Plan

13 Before the development commences, an amended Landscape Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Landscape Plan will be endorsed and will form part of this permit. The amended Landscape Plan must be generally in accordance with the Landscape Plan prepared by MALA Studio prepared on 28 February 2019, but modified to include (or show, or address):

(a) a detailed planting plan indicating the location and quantity of the species proposed;

(b) confirm mulch used on the higher levels is a wind tolerant material;

(c) further details on the raised planter beds such as information on drainage, waterproofing, irrigation and mulch;

(d) details on the custom furniture proposed;

Date: 15 May 2019

Ally Huynh
Signature for the Responsible Authority

(e) deletion of Pennisetum clandestinum on Plant Mix C and replacement with a suitable alternative species;

(f) additional details regarding the mounded planter beds such as maintenance and how to ensure there is no mulch run off from the slope of the garden bed to the adjacent paving areas;

(g) additional details regarding the relationship between the Jacarada mimosifolia, associated garden bed and decking in the courtyard including the provision of a section;

(h) additional details regarding the landscape feature proposed at the corner of Church and Shamrock Streets;

(i) deletion of where the internal paving from the courtyard is shown encroaching into the public realm and replace the public realm paving with an asphalt treatment;

(j) that the 300mm bluestone kerb is maintained (provide a section through that treatment);

(k) street tree cut outs as being 1m depth x1.5m width and sitting directly behind the bluestone pitcher;

(l) confirmation that there is sufficient circulation space around the eastern most proposed street tree and the building, with the minimum path of travel and deletion of any obstructions.

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

Tree Management Plan

15 Before the development commences, a Tree Management Plan to the satisfaction of the Responsible Authority must be prepared by a suitably qualified Arborist and must be submitted to and approved by the Responsible Authority. When approved the Tree Management Plan will be endorsed and will form part of this permit. The Tree Management Plan must make recommendations for the protection of the Manchurian Pear trees located on the adjacent property at 28 Brighton Street:

(a) pre-construction;

(b) during construction; and

(c) post construction

(d) the provision of any barriers;

Date: 15 May 2019

Ally Huynh
Signature for the Responsible Authority

(e) any pruning necessary; and

(f) watering and maintenance regimes,

to the satisfaction of the Responsible Authority.

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

Street Trees

17 Before the development commences, the permit holder must provide an Asset Protection Bond of $10,000 (ex GST) for the three (3) trees in Church Street adjacent the frontage of the development and one (1) tree opposite 22 Brighton Street to the Responsible Authority. The security bond:

(a) must be provided in a manner, and on terms, to the satisfaction of the Responsible Authority;

(b) may be held by the Responsible Authority until the works are completed to the satisfaction of the Responsible Authority; and

(c) in accordance with the requirements of this permit; or

(d) otherwise to the satisfaction of the Responsible Authority.

18 Before the development commences, the permit holder must make a one off contribution of $17,633.25 to the Responsible Authority to be used for:

(a) the cost of supply, planting and establishment maintenance four trees (one in Church St and three in Brighton St).

Wind

19 Before the development commences an updated wind assessment must be submitted and approved by the responsible authority.

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

Acoustic report

21 Before the development commences, an amended Acoustic Report to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Acoustic Report will be endorsed and will form part of this permit. The amended Acoustic Report must be generally in accordance with the Acoustic Report prepared by Cundall prepared on 27 April 2018, but modified to include (or show, or address):

(a) the following noise fences and screens (generally in accordance with the Statement of Evidence provided by Enfield Acoustics prepared on 1 March 2019):

(i) retention of the existing boundary masonry wall to 28 Brighton Street, along the southern boundary adjacent the ground level south outdoor play space;

Date: 15 May 2019

Ally Huynh
Signature for the Responsible Authority

(ii) a 1.6m high screening to the north and east side of the ground level east play space;

(iii) a 1.6m to 1.7m high screening to the south and east side of the first floor south play space.

(iv) a 1.6m high screening to the east side of the first and second floor east play spaces;

(v) a 1.6m high screening to the south, east and north sides of the roof play spaces;

(b) confirmation that any acoustic fencing, screening and boundary walls may be constructed of any suitable cladding material so long as it has a mass of at least 10kg/m²;

(c) confirmation that acoustic fencing and screening will have no gaps or holes in it, or the likelihood of such occurring through natural causes, landscaping or deformations, thus allowing noise to easily pass through;

(d) The sound power level used for children's voices in each of the outdoor play areas. The sound power levels should be not less than the mid-point of the ranges provided in the Association of Australasian Acoustical Consultants (AAAC) 'Guideline for Child Care Centre Acoustic Assessment', v.2.0. A 3-D image of the noise model used in calculations must be provided, generally in accordance with the Statement of Evidence provided by Enfield Acoustics prepared on 1 March 2019.

(e) Assessments of the childcare centre noise impacts to all sensitive receiver locations (generally in accordance with the Statement of Evidence provided by Enfield Acoustics prepared on 1 March 2019), including:

(i) No. 28 Brighton Street (the high level north facing windows, and the outdoor private open space); and

(ii) Upper levels of the approved townhouses at No. 16 Brighton Street.

22 The acoustic report must make recommendations to limit the noise impacts in accordance with the State Environment Protection Policy (Control of noise from industry, commerce and trade) No. N-1 (SEPP N-1), State Environment Protection Policy (Control of music noise from public premises) No. N-2 (SEPP N-2), the childcare voice noise targets nominated in the report and to any other accepted criteria or requirement to the satisfaction of the Responsible Authority.

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

24 Within 3 months of occupying the building, an updated post-occupation Acoustic Report to the satisfaction of the Responsible Authority must be prepared by a suitably qualified acoustic engineer and must be generally in accordance with the endorsed acoustic report. The report must be submitted to and approved by the Responsible Authority. When approved, the updated post-occupation Acoustic Report will be endorsed and will form part of this permit. The Acoustic Report must (assess) address the following:

Date: 15 May 2019

Ally Huynh
Signature for the Responsible Authority

(a) Confirm the recommendations of the endorsed acoustic report required as part of Condition 21 have been implemented;

(b) Assess mechanical plant noise to SEPP N-1; and

(c) If non-compliance with Condition 21b is measured, additional acoustic measures as recommended by the amended post-occupation acoustic report are to be implemented within one month of the date of the amended acoustic report.

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

Transport for Victoria Conditions

26 The permit holder must take all reasonable steps to ensure that disruption to tram operation along Church Street is kept to a minimum during the construction of the development. Foreseen disruptions to tram operations during construction and mitigation measures must be communicated to Yarra Trams and Public Transport Victoria thirty five days (35) prior.

27 The permit holder must ensure that all track, tram and overhead infrastructure is not damaged. Any damage to public transport infrastructure must be rectified to the satisfaction of the Public Transport Victoria at the full cost of the permit holder.

VicRoads Conditions

28 Before the use approved by this permit commences the following roadworks on Church Street, Richmond must be completed at no cost to and to the satisfaction of the Roads Corporation:

(a) The provision of Keep Clear line-marking at the intersection of Church Street and Shamrock Street, Richmond.

29 Prior to the commencement of the development, excluding demolition works, an Engineering report from a suitably qualified Engineer outlining the design, management and construction techniques to be implement prior, during and following excavation to prevent any impact on the Burnley Tunnel is to be submitted to VicRoads and CityLink for approval. Once approved, the Engineering Report will form part of the planning permit. Without limiting the scope of the report, it must consider all relevant structural and geotechnical issues, including, but not limited to, demonstrating:

(a) That the development will not compromise the structural integrity of the Burnley Tunnel;

(b) What is the load applied to the ground by the development;

(c) What is the depth of the excavation;

(d) That the development will not cause changes to groundwater conditions that will result in adverse effect on the Burnley Tunnel.

(e) Any holding points requiring VicRoads and CityLink inspection and approval prior to releasing the hold points.

Date: 15 May 2019

Ally Huynh
Signature for the Responsible Authority

Planning and Environment Regulations 2015 No. 33/2015 Form 4 Sections 63, 64, 64A and 86

30 Prior to the commencement of and during the course of construction the following details must be submitted to the satisfaction of VicRoads and CityLink for approval:

(a) Initial groundwater level;

(b) Expected and confirmation of actual flows and total volume drained during the construction of the basement;

(c) if the completed basement is tanked or drained;

(d) If drained, confirm flow rate into the basement and the height and extent of the permanent lowering of the water-table.

(e) Temporary or permanent groundwater drawdown greater than 2 metres below existing levels requires the developer to demonstrate the impact of the proposed development on the regional groundwater regime. The developer shall describe how groundwater drawdown will be managed, and demonstrate that there will be an insignificant impact on CityLink assets.

Road Infrastructure

31 Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, any redundant vehicular crossing must be demolished and re-instated as standard footpath and kerb and channel:

(a) at no cost to the Responsible Authority (inclusive of the cost of modifying any parking signs or road markings for parking bays (where required); and

(b) to the satisfaction of the Responsible Authority.

32 Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, any roads, footpaths and other road related infrastructure adjacent to the development site damaged as a result of the construction works, including trenching and excavation for utility service connections must be reconstructed and re-sheeted as single full width areas (with any areas of pavement failure as a consequence of construction traffic must be reinstated with full depth pavement):

(a) at no cost to the Responsible Authority; and

(b) to the satisfaction of the Responsible Authority.

33 Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the footpath immediately outside the subject site's Brighton Street, Shamrock Street and Church Street road frontages must be reconstructed:

(a) with the footpath having a cross-fall of 1 in 40 or unless otherwise specified by Council;

(b) at no cost to the Responsible Authority; and

(c) to the satisfaction of the Responsible Authority.

Date: 15 May 2019

Ally Huynh
Signature for the Responsible Authority

34 Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the new vehicular crossing on the west side of Brighton Street and the new vehicle crossing on the properties Shamrock Street road frontage must be constructed:

(a) to satisfy the vehicle ground clearance requirements for the B99 design vehicle;

(b) at no cost to the Responsible Authority; and

(c) to the satisfaction of the Responsible Authority.

Streetscape Improvement Plan

35 Before the development commences, or by such later date as approved in writing by the Responsible Authority, a Streetscape Improvement plan for the development's Shamrock Street frontage (inclusive of the widening of Shamrock Street) to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority.

36 Before the building is occupied, all works associated with the Streetscape Improvement plan as shown on the endorsed plans and Streetscapes Improvement plan (referred to in Condition 35) must be fully constructed and completed, at no cost to the Responsible Authority and to the satisfaction of the Responsible Authority.

Drainage

37 Before the development commences, an amended Drainage Investigation report to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Drainage Investigation will be endorsed and will form part of this permit. The amended Drainage Investigation must be generally in accordance with the Drainage Investigation prepared by Northrop Pty Ltd prepared on 31 January 2019, but modified to include (or show, or address):

(a) a plan showing the location of the pits referenced in the CCTV report prepared by Rapid Cam dated 2 November 2018;

(b) the use of a back-up system such as a flood gate at the driveway or an internal pump system which discharges to Church Street through the property stormwater; and

(c) an updated flood risk assessment using a 200mm diameter pipe to determine if this will affect the flood level results.

Widened section of Shamrock Street

38 Within 6 months of the commencement of development, the design of the widened section of Shamrock Street must be prepared by an independent and suitably qualified engineering professional to the satisfaction of the Responsible Authority and in consultation with the Responsible Authority. The design must be submitted to and approved by the Responsible Authority. The design of the widening of Shamrock Street must provide details including pavement widths, surface treatment, road infrastructure items, landscaping (where applicable) and drainage including the installation of any additional drainage pits and associated connecting drainage to the satisfaction of the Responsible Authority.

Date: 15 May 2019

Ally Huynh
Signature for the Responsible Authority

39 Before the building is occupied, all works associated with the widening of Shamrock Street (referred to in Condition 38) must be carried out, at no cost to the Responsible Authority and to the satisfaction of the Responsible Authority.

40 Within six months of the commencement of works, the owner (or another person in anticipation of becoming the owner) must enter into an agreement with the Responsible Authority under section 173 of the *Planning and Environment Act 1987*, providing for the following:

(a) The Owner must provide unfettered 24 hour public access over (and inclusive of the provision of lighting) over that part of the land to be used for the widened section of Shamrock Street between Church Street and the eastern boundary of the development's Shamrock Street frontage;

(b) The owner is responsible for maintaining at all times the areas that are private land open to the public described in condition 40(a) at the cost of the owners of the site and to the satisfaction of the Yarra City Council;

(c) The owner(s) must obtain and maintain insurance, approved by Yarra City Council, for the public liability and indemnify Yarra City Council against all claims resulting from any damage, loss, death or injury in connection with the public accessing the land described in condition 40(a).

41 The owner, or other person in anticipation of becoming the owner, must meet all of the expenses of the preparation and registration of the agreement, including the reasonable costs borne by the Responsible Authority.

Car parking

42 Before the development is occupied, a Car Park Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Car Park Management Plan will be endorsed and will form part of this permit. The Car Park Management Plan must address, but not be limited to, the following:

(a) the management of any visitor car parking spaces and security arrangements for occupants of the development, including details on how visitors are to access car parking;

(b) details of way-finding, cleaning and security of end of trip bicycle facilities;

(c) the number and allocation of storage spaces;

(d) any policing arrangements and formal agreements;

(e) a schedule of all proposed signage including directional arrows and signage, informative signs indicating location of disabled bays and bicycle parking, exits, restrictions, pay parking system etc;

(f) the collection of waste and garbage including the separate collection of organic waste and recyclables, which must be in accordance with the Waste Management Plan required by Condition 10; and

(g) details regarding the management of loading and unloading of goods and materials.

Date: 15 May 2019

Ally Huynh
Signature for the Responsible Authority

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

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

(a) constructed and available for use in accordance with the endorsed plans;

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

(c) treated with an all-weather seal or some other durable surface; and

(d) line-marked or provided with some adequate means of showing the car parking spaces,

all to the satisfaction of the Responsible Authority.

45 Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, a notice showing the location of car parking must be placed in a clearly visible position near the entry to the land. The notice must be maintained thereafter to the satisfaction of the Responsible Authority.

Green Travel Plan

46 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 Green Travel plan will be endorsed and will form part of this permit. The amended Green Travel Plan must be generally in accordance with the Green Travel Plan prepared by Impact Traffic Engineering prepared on 2 July 2018, but modified to include (or show, or address):

(a) deletion of any language such as 'could be introduced' and instead of 'should' or otherwise committing to a particular action;

(b) the Action Plan at Appendix A to references to all actions included in the report, including any carpooling actions;

(c) the promotion of various public transport smartphone apps such as the Public Transport Victoria app and/or train or tram tracker;

(d) a description of the location in the context of alternative modes of transport;

(e) employee welcome packs (e.g. provision of Myki/transport ticketing);

(f) the provision of real time passenger information displays for nearby stops within each lobby;

(g) sustainable transport goals linked to measurable targets, performance indicators and monitoring timeframes;

(h) a designated 'manager' or 'champion' responsible for coordination and implementation;

(i) details of bicycle parking and bicycle routes;

(j) details of GTP funding and management responsibilities;

Date: 15 May 2019

Ally Huynh
Signature for the Responsible Authority

(k) the types of bicycle storage devices proposed to be used for employee and visitor spaces (i.e. hanging or floor mounted spaces);

(l) the types of lockers proposed within the change-room facilities, with at least 50% of lockers providing hanging storage space;

(m) security arrangements to access the employee bicycle storage spaces;

(n) signage and wayfinding information for bicycle facilities and pedestrians pursuant to Australian Standard AS2890.3;

(o) reference to a minimum 40A single phase electrical sub circuit should be installed to the car park areas for 'EV readiness'; and

(p) provisions for the Green Travel Plan to be updated not less than every 5 years.

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

Lighting

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

(a) located;

(b) directed;

(c) shielded; and

(d) of limited intensity,

all to the satisfaction of the Responsible Authority.

General

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

50 The amenity of the area must not be detrimentally affected by the development and use, including through:

(a) the transport of materials, goods or commodities to or from land;

(b) the appearance of any buildings, works or materials;

(c) the emission of noise, artificial light, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil, or

(d) the presence of vermin.

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

Date: 15 May 2019

Ally Huynh
Signature for the Responsible Authority

52 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.

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

54 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.

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

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

(b) Saturdays and public holidays (other than ANZAC Day, Christmas Day and Good Friday) before 9am or after 3pm; or

(c) Sundays, ANZAC Day, Christmas Day and Good Friday at any time.

Construction Management

56 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

Date: 15 May 2019

Ally Huynh
Signature for the Responsible Authority

(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.

(q) In preparing the Noise and Vibration Management Plan, consideration must be given to:

(i) using lower noise work practice and equipment;

(ii) the suitability of the land for the use of an electric crane;

(iii) silencing all mechanical plant by the best practical means using current technology;

(iv) fitting pneumatic tools with an effective silencer;

(v) other relevant considerations; and

(vi) any site-specific requirements.

57 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

Date: 15 May 2019

Ally Huynh
Signature for the Responsible Authority

(e) all litter (including items such as cement bags, food packaging and plastic strapping) must be disposed of responsibly.

Time expiry

58 This permit will expire if:

(a) the development is not commenced within two years of the date of this permit; or

(b) the development is not completed within four years of the date of this permit; or

(c) the child care centre use has not commenced within five years of the date of this permit.

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

NOTES:

A building permit maybe required before development is commenced. Please contact Council's Building Services on 9205 5095 to confirm.

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

Provision must be made for drainage of the site to a legal point of discharge. Please contact Council's Building Services on 9205 5585 for further information.

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

Any services poles, structures or pits that interfere with the proposal must be adjusted, removed or relocated at the 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.

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

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

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

The 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.

Date: 15 May 2019

Ally Huynh
Signature for the Responsible Authority

Planning and Environment Regulations 2015 No. 33/2015 Form 4 Sections 63, 64, 64A and 86

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

Contaminated ground water seepage into basements from above the water table must be discharged to the sewer system through a trade waste agreement with the relevant authority or in accordance with EPA guidelines.

Contaminated groundwater from below the water table must be discharged to the sewer system through a trade waste agreement from the relevant sewer authority.

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

Overhead power lines run along the east side of Church Street and west side of Brighton 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

VicRoads Note

Separate consent may be required from VicRoads (the Roads Corporation) under the Road Management Act 2004 for buildings and works (i.e. canopies and architectural features/ projections) undertaken outside the title boundary within a Road Zone Category 1 (i.e. Church Street). Please contact VicRoads prior to commencing any works.

THIS PERMIT WAS ISSUED AT THE DIRECTION OF VCAT AS FOLLOWS:

Date of Order	
15 May 2019	Planning Permit PLN18/0328 was issued in accordance with the order of the Victorian Civil and Administrative Tribunal, reference: P1957/2018.

THIS PERMIT HAS BEEN AMENDED AS FOLLOWS:

Date of amendment	Brief description of amendment
04 March 2020	Pursuant to Sections 73 and 74 of the *Planning and Environment Act* (1987) an amendment is made to the wording of Condition 38 that previously read (section of permit condition amended outlined): *38 Before the development commences, the design of the widened section of Shamrock Street must be prepared by an independent and suitably qualified engineering professional to the satisfaction of the Responsible Authority and in consultation with the Responsible Authority. The design must*

Date: 15 May 2019

Ally Huynh
Signature for the Responsible Authority

Planning and Environment Regulations 2015 No. 33/2015 Form 4 Sections 63, 64, 64A and 86

	be submitted to and approved by the Responsible Authority. The design of the widening of Shamrock Street must provide details including pavement widths, surface treatment, road infrastructure items, landscaping (where applicable) and drainage including the installation of any additional drainage pits and associated connecting drainage to the satisfaction of the Responsible Authority.

Date: 15 May 2019

Ally Huynh
Signature for the Responsible Authority

Planning and Environment Regulations 2015 No. 33/2015 Form 4 Sections 63, 64, 64A and 86

Attachment 4 - PLN18/0328.03 - 459 - 471 Church Street and 20 - 26 Brighton Street Richmond - Planning Permit

PLANNING PERMIT

IMPORTANT INFORMATION ABOUT THIS PERMIT

WHAT HAS BEEN DECIDED?

The Responsible Authority has issued a permit.

(Note: This is not a permit granted under Division 5 or 6 of Part 4 of the **Planning and Environment Act 1987**.)

WHEN DOES A PERMIT BEGIN?

A permit operates:

- from the date specified in the permit; or
- if no date is specified, from—
  - (i) the date of the decision of the Victorian Civil and Administrative Tribunal, if the permit was issued at the direction of the Tribunal; or
  - (ii) the date on which it was issued, in any other case.

WHEN DOES A PERMIT EXPIRE?

1. A permit for the development of land expires if—
   - the development or any stage of it does not start within the time specified in the permit; or
   - the development requires the certification of a plan of subdivision or consolidation under the Subdivision Act 1988 and the plan is not certified within two years of the issue of the permit, unless the permit contains a different provision; or
   - the development or any stage is not completed within the time specified in the permit, or, if no time is specified, within two years after the issue of the permit or in the case of a subdivision or consolidation within 5 years of the certification of the plan of subdivision or consolidation under the **Subdivision Act 1988**.
2. A permit for the use of land expires if—
   - the use does not start within the time specified in the permit, or if no time is specified, within two years after the issue of the permit; or
   - the use is discontinued for a period of two years.
3. A permit for the development and use of land expires if—
   - the development or any stage of it does not start within the time specified in the permit; or
   - the development or any stage of it is not completed within the time specified in the permit, or, if no time is specified, within two years after the issue of the permit; or
   - the use does not start within the time specified in the permit, or, if no time is specified, within two years after the completion of the development; or
   - the use is discontinued for a period of two years.
4. If a permit for the use of land or the development and use of land or relating to any of the circumstances mentioned in section 6A(2) of the **Planning and Environment Act 1987**, or to any combination of use, development or any of those circumstances requires the certification of a plan under the **Subdivision Act 1988**, unless the permit contains a different provision—
   - the use or development of any stage is to be taken to have started when the plan is certified; and
   - the permit expires if the plan is not certified within two years of the issue of the permit.
5. The expiry of a permit does not affect the validity of anything done under that permit before the expiry.

WHAT ABOUT REVIEWS?

- The person who applied for the permit may apply for a review of any condition in the permit unless it was granted at the direction of the Victorian Civil and Administrative Tribunal, in which case no right of review exists.
- An application for review must be lodged within 60 days after the permit was issued, unless a notice of decision to grant a permit has been issued previously, in which case the application for review must be lodged within 60 days after the giving of that notice.
- An application for review is lodged with the Victorian Civil and Administrative Tribunal.
- An application for review must be made on relevant form which can be obtained from the Victorian Civil and Administrative Tribunal, and be accompanied by the applicable fee.
- An application for review must state the grounds upon which it is based.
- A copy of an application for review must be served on the responsible authority.
- Details about applications for review and the fees payable can be obtained from the Victorian Civil and Administrative Tribunal.

Planning and Environment Regulations 2015 No. 33/2015 Form 4 Sections 63, 64, 64A and 86

Attachment 5 - PLN18/0328.03 - 459 - 471 Church Street and 20 - 26 Brighton Street Richmond - Advertised Acoustic Report

CUNDALL

459 - 471 Church Street, Richmond

Acoustics town planning report

Salta Properties

Job No:	1016829
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Attachment 5 - PLN18/0328.03 - 459 - 471 Church Street and 20 - 26 Brighton Street Richmond - Advertised Acoustic Report

CUNDALL

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—	18 October 2018	For information
A	19 June 2019	In response to Planning
B	15 November 2019	Revised noise barriers
C	7 January 2020	Amended p.19
D	25 February 2020	Updated barrier locations
E	29 April 2020	Revised as per SLR comments
F	21 December 2020	Revised layouts

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Attachment 5 - PLN18/0328.03 - 459 - 471 Church Street and 20 - 26 Brighton Street Richmond - Advertised Acoustic Report

Executive Summary

This report provides acoustic advice relating to the town planning applications for the commercial development to be located at 459-471 Church Street, Richmond. This revision has been prepared in response to the Statement of Evidence for the project prepared by Enfield Acoustics dated 1 March 2019.

Cundall has completed both attended and unattended noise surveys of the existing ambient noise environment in the vicinity of the site.

Based upon our surveys, noise limits determined in accordance with State Environment Protection Policy No. N-1 (SEPP N-1) have been established. These noise limits should be used when assessing noise from building services both from and to the development.

Criteria for activity noise from the proposed childcare centre have been established according to industry accepted Guidelines and preliminary recommendations for the control of this noise to nearby noise sensitive receivers is proposed.

Recommendations for façade glazing to control external noise intrusion have been developed based upon measurements of traffic noise on Church Street. Noise to the development is predicted to be adequately controlled using standard double glazed elements with varying acoustic performance depending upon location.

Attachment 5 - PLN18/0328.03 - 459 - 471 Church Street and 20 - 26 Brighton Street Richmond - Advertised Acoustic Report

Contents

1.0	**Introduction**	**1**
1.1	Site description	1
1.2	Nearby external noise sources	2
2.0	**Existing noise environment**	**5**
2.1	Design standards	5
2.2	Unattended noise survey	5
2.3	Attended noise surveys	6
3.0	**Acoustics criteria and design advice – all buildings**	**9**
3.1	Environmental noise	9
3.2	Music noise	9
3.3	Deliveries to the site	9
3.4	Waste collection from the site	10
3.5	Green Star acoustic criteria	10
3.6	External noise intrusion	11
3.7	Activity noise from childcare centre	11
4.0	**Acoustics design recommendations**	**13**
4.1	External noise intrusion	13
4.2	Assessment of noise from proposed childcare centre	15
4.3	Other acoustic treatment recommendations	20

Appendices

Appendix A	Acoustic terminology
Appendix B	Planning map
Appendix C	EPA Publication 1254 (extract)

Attachment 5 - PLN18/0328.03 - 459 - 471 Church Street and 20 - 26 Brighton Street Richmond - Advertised Acoustic Report

1.0

Introduction

1.0 Introduction

It is proposed to construct a mixed commercial development at 459-471 Church Street, Richmond. This acoustic report details the results of Cundall's surveys of the existing ambient noise environment in the vicinity of the site and comments on the relevant environmental acoustic criteria, as well as recommended façade constructions (including glazing) to achieve an acceptable acoustic amenity within the development.

Preliminary guidance relating to the achievement of the desired Green Star rating is also provided.

Assessment is also made of the potential of activity noise impacts from the proposed childcare centre to the east of the site. Our assessment of this noise has been revised taking into account the Enfield Acoustics Statement of Evidence (SoE) for the project dated 1 March 2019.

Noise limits for noise from building services have been established. Detailed acoustic treatment design for these items must be completed during the design stages of the project.

The drawings reviewed in the preparation of this report are the Town Planning Issue set dated 27 May 2019.

Appendix A details acoustic terminology used in this report.

1.1 Site description

The proposed development site is shown in Figure 1.1 along with its immediate surroundings.



Figure 1.1 Proposed site and surrounds

The site is bounded to the east by Brighton Street, with residential properties beyond; to the South generally by commercial properties; to the west by Church Street, with commercial properties beyond; and to the north by a Shamrock Street and a combination of commercial and residential properties.

The proposal is to consist of the following:

Basement

- 2 floors of basement parking, with plant located on both floors

Building A

- Ground floor retail, F&B tenancies, loading bay, plant and amenities
- 9 floors of open office accommodation

Building B

- Ground floor retail, plant, end of trip facilities and amenities
- 5 floors of open office accommodation

Building C

- 3 floors of cold shell with base building services for future childcare centre
- Rooftop terrace

The first-floor plan, showing the massing of all three buildings, is provided in Figure 1.2.



Figure 1.2 Proposed second floor layout

Access to the two car parks is to be from Shamrock Street (Buildings A & B) and Brighton Street (Building C).

1.2 Nearby external noise sources

The dominant noise source impacting the development is vehicle traffic on Church Street.

The rail corridor serving the East Richmond train station is located within a cutting approximately 50 m to the north of the site, located within an approximately 6 m deep cutting.

There are no large mechanical plant installations near the site. A small plant deck with a number of small condensers is located at the southern boundary of the site, on the roof of a single storey commercial building, shown in Figure 1.3.

Attachment 5 - PLN18/0328.03 - 459 - 471 Church Street and 20 - 26 Brighton Street Richmond - Advertised Acoustic Report



Figure 1.3 Small plant deck

2.0

Existing noise environment

2.0 Existing noise environment

2.1 Design standards

The Australian standard, *AS/NZS 2107:2016 Acoustics - Recommended design sound levels and reverberation times for* Cundall has completed both attended and unattended noise surveys of the existing noise environment.

2.2 Unattended noise survey

A noise monitor was placed in the garden of 16 Brighton Street, Richmond from 21-29 March 2018. The approximate noise monitoring location is shown in Figure 2.1.



Figure 2.1 Noise monitor location

This location was chosen as it is considered representative of conditions at the residential properties on Shamrock St and Brighton Road, at 'worst-case' locations shielded from traffic noise.

Figure 2.2 shows the time history of the background noise level at the noise monitoring location over the course of our survey. Data from 25 and 26 March have been excluded due to impact from rain.

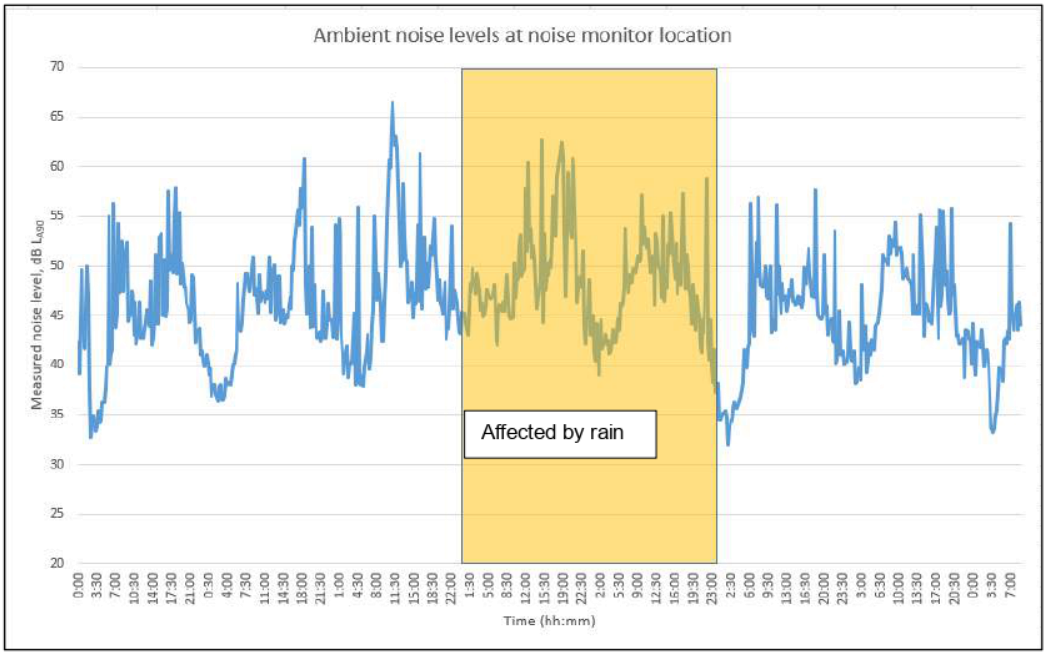


Figure 2.2 Noise level time history (0000hrs 22 March to 0900hrs 29 March 2018)

Table 2.1 summarises the results of this survey.

Time Period	22 Mar	23 Mar	24 Mar	25 Mar	26 Mar	27 Mar	28 Mar	Average
Day (0700-1800hrs)	47	48	51	-*	-*	48	49	49
Evening (1800-2200hrs)	49	48	48	-*	-*	46	47	48
Night (2200-0700hrs)	40	43	-*	-*	-*	42	40	41

Table 2.1 Results of unattended noise survey, 22-29 March 2018, dB L_{A90}

*Weather affected

2.3 Attended noise surveys

Measurements of traffic noise at the site were conducted on 9 April 2018. Table 2.2 details the results of these measurements.

Location	Date & Time	Measured noise level, L_{Aeq}	Comments
Church Street site interface	9 April 2018,1630hrs	65 dB	Dominated by local traffic noise
Midpoint of southern facade	9 April 2018,1645hrs	57 dB	Dominated by Church St traffic noise

Table 2.2 Attended noise survey results

Noise from trains both at the site and adjacent to the rail line was measured on 18 April 2018. While trains were barely audible at the site, this data has been included in our noise model for completeness.

Measurements of the background noise environment at 7 Shamrock Street (a location representative of the Shamrock Street residences likely to be most affected by noise from the proposed ground floor F&B tenancies and gymnasium

were conducted between 2300 hrs on 16th October 2020 and 0030 hrs on 17th October 2020. The results of these measurements are detailed in Table 2.1.

Time		Octave band centre frequency, Hz						
	L_{A90}	63	125	50	500	1000	2000	4000
2300-2315 hrs (Night Period)	40	44	42	37	35	34	31	27
0000-0015 hrs (Night period)	37	43	41	36	32	32	27	22

Table 2.3 Results of attended noise survey at 7 Shamrock Street, 16-17 October 2020, dB L_{90}

These results are largely in line, if not slightly lower than the results of our long term noise monitoring, and we consider them appropriate for setting of noise criteria for the F&B tenancies located on the Shamrock Street interface.

3.0

Acoustics criteria and design advice – all buildings

3.0 Acoustics criteria and design advice – all buildings

3.1 Environmental noise

Noise from commerce and industry in the State of Victoria is required to comply with *State Environmental Protection Policy No. N-1 (Control of noise from industry, commerce and trade)* (SEPP N-1). This compliance is a mandatory requirement under Section 46 of the Environment Protection Act 1970.

The SEPP N-1 noise limits are separated into day, evening and night periods, and determined by comparing the planning scheme of the area surrounding the site to measurements of the existing ambient noise environment during these three time periods.

Appendix B shows the planning map of the site and surrounds.

The determined day, evening and night period SEPP N-1 noise limits are detailed in Table 3.1.

Time period	Zoning level	Measured background noise level, dB L_{A90}	Noise limit, dB L_{Aeq}
Day	54	49	54
Evening	48	48	51
Night	43	41	44

Table 3.1 Determined SEPP N-1 noise limits, nearby affected residences

All commercial noise from the development is required to comply with these noise limits at the nearest affected residences.

Cundall is engaged for design stage building services and acoustics design for the project, and will design acoustic treatment for commercial noise to achieve compliance with SEPP N-1 during the design stages of the project.

3.2 Music noise

There are venues associated with the development which are currently proposed to produce music noise. Should such a venue be proposed, noise from the venue must be designed to achieve compliance with *State Environmental Protection Policy No. N-2 (Control of music noise from public premises)* (SEPP N-2).

3.3 Deliveries to the site

EPA (Vic) Publication No.: 1254, *Noise Control Guidelines* states the following concerning store deliveries:

> *Where a residential area will be impacted by noise from deliveries, the deliveries should be inaudible in a habitable room of any residential premises (regardless of whether any door or window giving access to the room is open) outside the hours contained in the schedule*
>
> *Schedule: Deliveries to shops, supermarkets & service stations*

- *7am-10pm Monday to Saturday*
- *9am-10pm Sunday and Public Holidays.*

The relevant sections of the Publication are provided in Appendix C for reference.

3.4 Waste collection from the site

EPA (Vic) Publication No.: 1254, *Noise Control Guidelines* provides the following recommendations for industrial waste collections:

- *Refuse bins should be located at sites that provide minimal annoyance to residential premises*
- *Compaction should be carried out while the vehicle is moving*
- *Bottles should not be broken up at the collection site*
- *Routes which service predominantly residential areas should be altered regularly to reduce early morning disturbances*
- *Noisy verbal communication between operators should be avoided where possible.*

The Guidelines recommend that collections should be restricted to the following times:

One collection per week –

- *6:30am-8pm Monday to Saturday*
- *9am-8pm Sunday and Public Holidays*

Two or more collections per week –

- *7am-8pm Monday to Saturday*
- *9am-8pm Sunday and Public Holidays.*

3.5 Green Star acoustic criteria

Green Star Design & As Built V 1.2, IEQ 10 provides for up to 3 points to be awarded for the acoustics design of a building:

- One (1) point is awarded where project teams demonstrate that internal ambient noise levels in the nominated area are no more than 5dB above the lower figure in the range recommended in Table 1 of AS2107:2016 Acoustics – Recommended design sound levels and reverberation times for building interiors (AS2107);
- One (1) point is awarded where the reverberation time in the nominated area is below the maximum stated in the 'Recommended Reverberation Time' provided in Table 1 of AS/NZ 2107:2016;
- One (1) point is awarded where the project addresses noise transmission in enclosed spaces within the nominated area.

This third point for noise transmission can be achieved in two ways for a commercial building. We consider the most appropriate method at the design stage of the development being the following:

- The partition between the spaces should be constructed to achieve a weighted sound reduction index (R_w) of:
  - At least 45; for all partitions which are:
    - fixed without a door; and/or
    - glazed partitions without a door;
  - At least 35; for all partition types that contain a door.

All partitions, including floors/ceilings between levels, are to be designed to achieve these ratings.

3.6 External noise intrusion

Australian Standard AS2107:2000 *Acoustics – Recommended design sound levels and reverberation times for building interiors* (AS2107) provides guidance for acceptable noise levels within commercial buildings, as detailed in Table 3.2.

Space	"Satisfactory" internal noise level, dB L_{Aeq}	"Maximum" internal noise level, dB L_{Aeq}[1]
Retail areas	45	50
General offices	40	45
Childcare	35	40[2]

Table 3.2 AS2107 Recommended internal noise levels

3.7 Activity noise from childcare centre

Activity noise generated from childcare centres is typically one of the most understandable, and tangible, causes of concern from the occupants of neighbouring premises.

There are no specific State criteria for child noise from childcare centres.

It is noted that activity noise from children playing is vastly different, in terms of both character and duration, from typical industrial activities or commercial plant items. Typically, childcare activity noise is also limited to the daytime period and is unusual at weekends or public holidays.

The Association of Australian Acoustical Consultants (AAAC) guidance suggests that criteria relating to outdoor play areas should be based on an emergence above the prevailing background noise level as follows:

- up to 2 hours (total) per day the $L_{Aeq,15min}$ noise level emitted from the outdoor play area should not exceed the background noise level by more than 10 dB at the assessment location;
- more than 2 hours per day: the $L_{Aeq,15min}$ noise level emitted from the outdoor play area should not exceed the background noise level by more than 5 dB at the assessment location.

The '10 dB on background' noise goal has been accepted in the NSW Land and Environment Court on a number of occasions[3] and has been used as the basis for realistic noise goals from other childcare centres. In addition, recent VCAT decisions have documented that the practice of limiting outdoor play is no longer practiced[4].

Based upon the above, we consider a design noise level of 10 dB above background to be appropriate.

The typical lowest measured day period background noise level was 43 dB L_{A90} (24 March 2018).

From this, noise from the childcare centre should be designed to achieve ≤ 53 dB L_{Aeq} at the nearest affected remises.

[1] These noise levels will result in compliance with the Green Star Requirement, but it is recommended that the lower 'Satisfactory' values be targeted, to account for the additional noise resultant from the operation of building services, which must also comply for the Green Star point to be awarded.
[2] AS2107 does not specifically refer to childcare or nursery facilities. We consider the nearest equivalent to be primary school classrooms, which should have a design sound level range of 35 to 45 dB $L_{Aeq,T}$. We have amended the upper limit to reflect the Green Star requirement for the project.
[3] Ref: 'Carrying out noise assessments for proposed childcare facilities', Proceedings of Acoustics 2006.
[4] Petzierides v Hobsons Bay City Council (VCAT 686 Red Dot, 28 May 2012).

Attachment 5 - PLN18/0328.03 - 459 - 471 Church Street and 20 - 26 Brighton Street Richmond - Advertised Acoustic Report

4.0

Acoustics design recommendations

4.0 Acoustics design recommendations

4.1 External noise intrusion

4.1.1 Train & Vehicle traffic

We have prepared a 3D acoustic model for the project to predict the impact of measured train and vehicle traffic noise levels upon the facades of the development. A visual representation of this impact is provided in Figure 4.1.

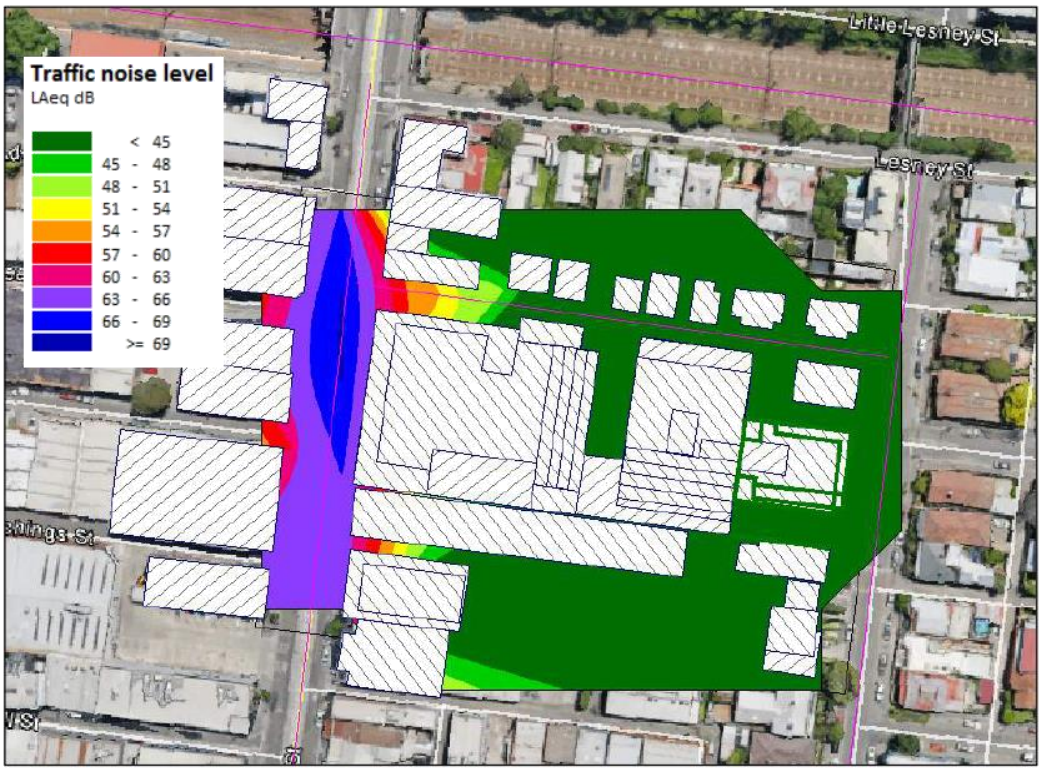


Figure 4.1 3D model of traffic noise at 1.5 m above ground

It can be seen that traffic noise is predicted to fall off quickly with distance from Church Street.

We understand from the ESD consultant for the project that all windows are to be double glazed units for thermal reasons. Based upon the above criteria and the measured traffic noise levels at the site, Table 4.1 details our acoustic recommendations for typical glazing types on the various building façades, based upon the base building space provisions. These recommendations should be reviewed in detail during the design stage of the development.

Site boundary façade	Space	Preliminary glazing recommendations
West (Church Street)	Open office	10/12/6 DGU
West (Church Street)	Retail	6/12/6 DGU
North	Open office (first three bays)	10/12/6 DGU
North	Remaining office bays and retail	6/12/6 DGU
East	Childcare	6/12/6 DGU
South	Open office (first three bays)	10/12/6 DGU
South	Remaining office bays and retail	6/12/6 DGU

Table 4.1 Preliminary façade glazing recommendations

All other facades are exposed to minimal traffic noise and glazing may be 6/12/6 double glazed units or similar. The above is shown graphically in Figure 4.2.



Figure 4.2 Preliminary façade glazing recommendations

The minimum transmission loss performance for these systems is detailed in Table 4.2

Glazing System	Sound insulation performance (dB) / Octave Band Centre frequency, Hz						
	63	125	250	500	1000	2000	4000
6/12/6 DGU	20	20	19	29	38	36	45
6/12/10 DGU	23	26	27	34	40	38	46

Table 4.2 Glazing minimum sound insulation performance

The framing and seals of the glazing must not limit the sound insulation performance of the systems overall.

4.2 Assessment of noise from proposed childcare centre

4.2.1 Association of Australia Acoustical Consultants [AAAC] Guidance

The 'Guideline for childcare centre acoustic assessment' notes that the sound power level of children playing varies widely depending upon the age of the children and the activity that the children are engaged with.

However, a typical range of effective sound power levels for groups of 10 children playing is reproduced below. The noise level of boys and girls is assumed to be very similar.

10 children playing	Effective sound power level (L_{Aw})
Aged 0 to 2 years	77 – 80 dB
Aged 2 to 3 years	83 – 87 dB
Aged 3 to 5 years	84 – 90 dB

Table 4.3 Effective sound power levels for children player (Source: AAAC)

The following equation can be used to determine the change to the effective sound powers above for different numbers of children:

- change for 'n' children = 10x $\log_{10}$ (n/10).

It should also be noted that the conversion from sound power to sound pressure at a specific distance from a source is as follows, for a sound source located above the ground:

- sound pressure L_p = sound power L_w – 10x log10 (0.4x distance²).

Thus, for 10 five year old children, a maximum sound pressure level of 67 dBA would be expected at a distance of 1 m.

4.2.2 Predicted noise from external play areas

It is understood that the proposed childcare centre will cater for approximately 104 children. Current proposals are for seven external play areas, with two at ground floor level, three at first floor, one at second floor and one at third floor (rooftop).

Assuming a worst-case scenario where all children are using the external play areas simultaneously, we have modelled noise from the childcare centre using the data proposed and provided in the Enfield Acoustics SoE, which is reproduced in Table 4.4.

Table 4.4 Childcare noise data from based upon Enfield acoustics SoE

Outdoor area location	Area, m^2	Number of children	Total sound power level, dB L_{Aw}
Ground level east	126	13	90
Ground level south	127	13	90
First floor	236	39	95
Second floor	137	13	90
Roof	215	26	93

4.2.3 Acoustic fencing

As shown in the following Figures, each of the elevated (above ground floor) play areas is modelled with a 2 m high perimeter acoustic barrier, and an existing 3 m high wall along the southern boundary between the southern ground floor play area and adjacent property has been included.

In addition, to control noise from the Level 1 balcony, either:

- The northern end of the balcony is to be enclosed fully (either with a solid barrier, or by providing glass between the top of the barrier and the Level 2 soffit above, or;
- The entire ceiling of the Level 1 balcony area is to be provided with an acoustically absorptive finish with a minimum acoustic absorption performance of NRC 0.8.

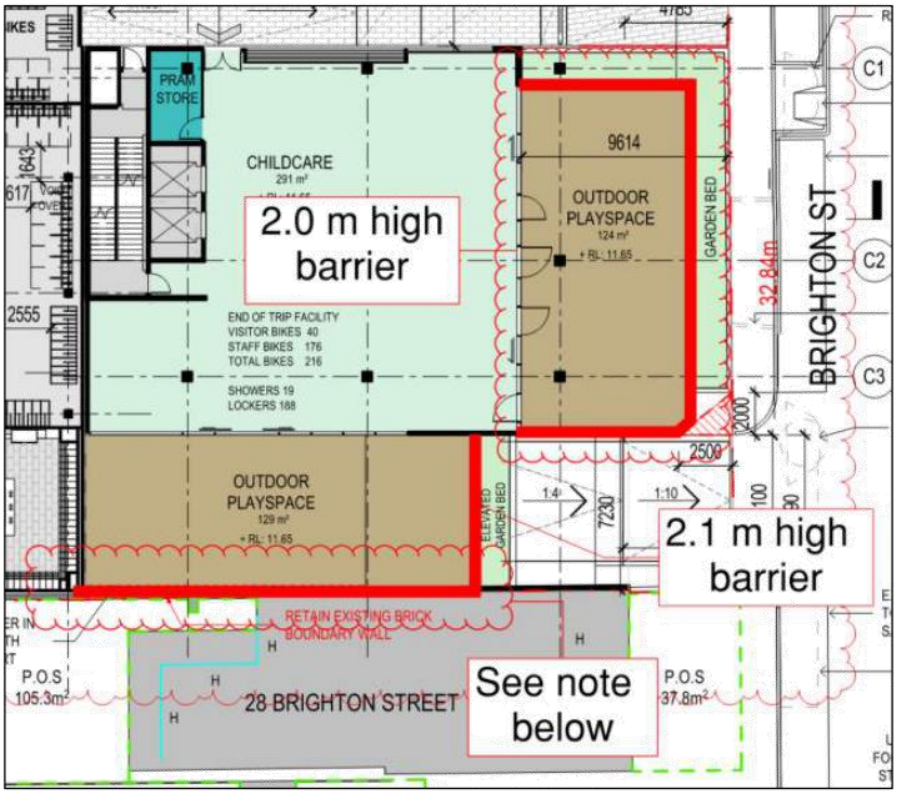


Figure 4.3 Ground floor acoustic barriers

Note:

- The childcare centre is to have an additional angled barrier in conjunction with the proposed 2.1 m high barrier (see Figure 4.4)
- Dimensions and angle of this barrier (see Figure 4.5) are as follows:
  - 30° offset from vertical
  - Minimum length of 2.6 m
- The support of this barrier is to be reviewed by the structural engineer for the project.

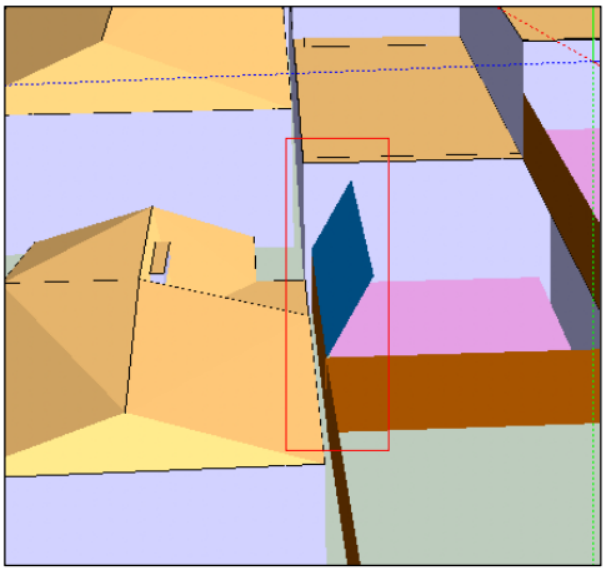


Figure 4.4 Childcare centre angled barrier

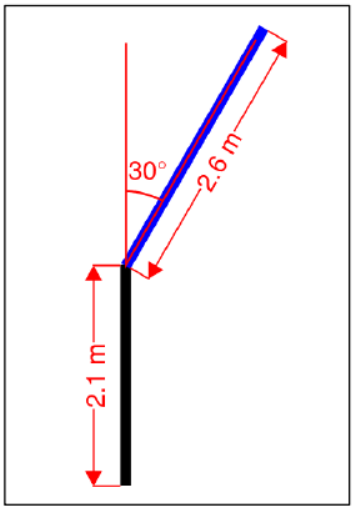


Figure 4.5 Childcare angled barrier dimensions

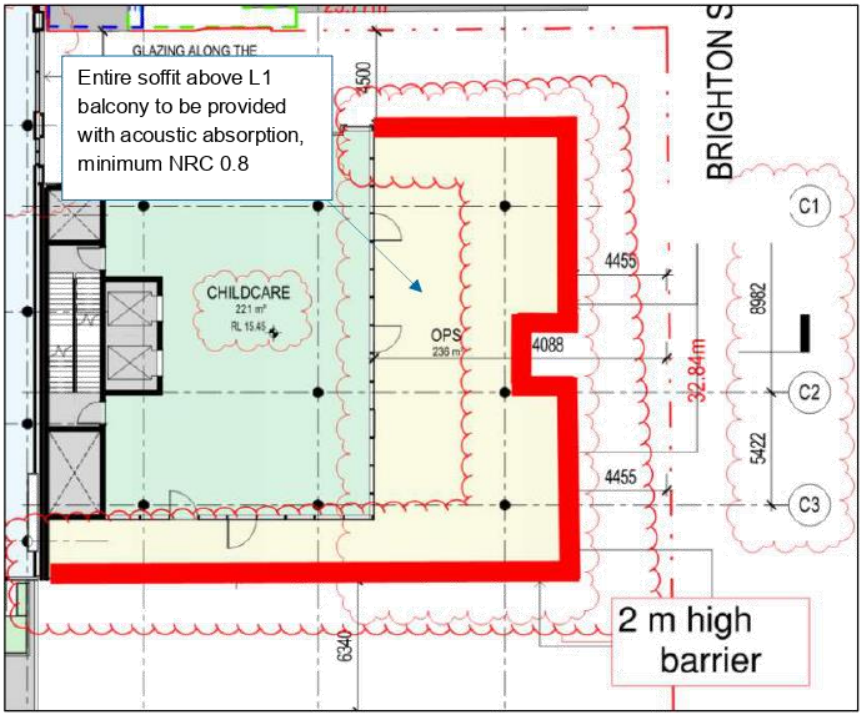


Figure 4.6 Level 1 acoustic barriers

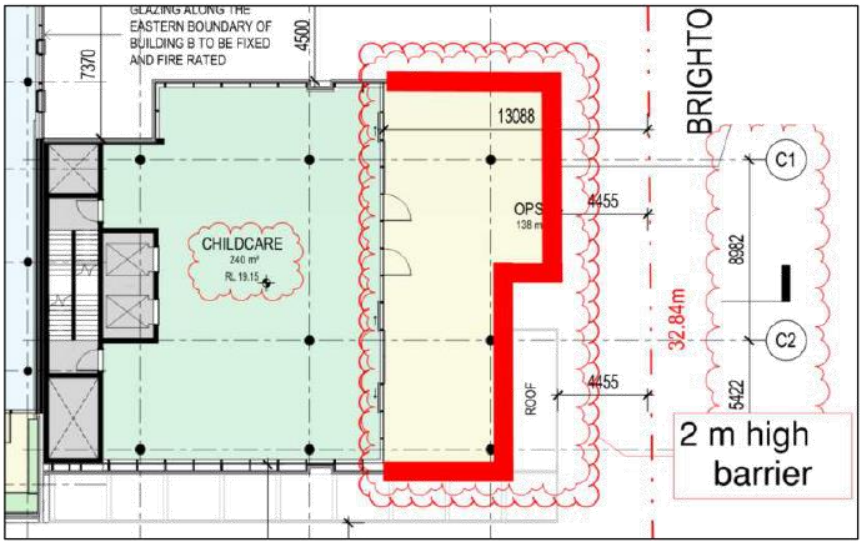


Figure 4.7 Level 2 acoustic barriers

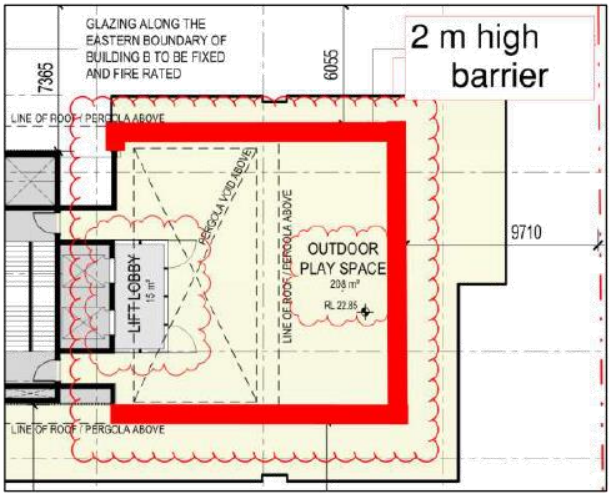


Figure 4.8 Roof top acoustic barriers

Boundary fencing and balustrades must have the following properties:

- be constructed from a solid material with minimum surface mass of 10 kg/m^2
- continuous construction with no gaps or holes, including at the bottom of the barrier;
- be constructed in such a way and of a material such that likelihood of such occurring through natural causes, landscaping or deformations, thus allowing noise to easily pass through is minimised;

4.2.4 Sound levels at adjacent properties

Based on the above factors, our 3D noise model has been used to determine the expected worst-case sound pressure level at the adjacent residential properties, based on a combination of distance and barrier attenuation.

A comparison of the predicted noise levels with the determined noise criterion of 53 dB L_{Aeq} is also provided.

Property	Façade	Predicted noise level	Compliance with criterion
16 Brighton Street	South (level 2)	56 dB $L_{Aeq,15min}$	Yes[5,8]
	South (Level 1)	55 dB $L_{Aeq,15min}$	Yes[7]
	South (ground)	52 dB $L_{Aeq,15min}$	Yes
	East	53 dB $L_{Aeq,15min}$	Yes
32-34 Brighton Street	East	46 dB $L_{Aeq,15min}$	Yes
12 Brighton Street	South	37 dB $L_{Aeq,15min}$	Yes
28 Brighton Street	North (upper floor window)	54 dB $L_{Aeq,15min}$	Yes[6]
	Outdoor	50 dB $L_{Aeq,15min}$	Yes
7 Sanders Place	North	48 dB $L_{Aeq,15min}$	Yes

Table 4.5 Predicted worst-case activity noise level at adjacent façades from external play areas

[5] Note that with the soffit above the level 1 balcony treated, a reduction of 2 dB is predicted, resulting in noise levels of 53 & 54 dB L_{Aeq} for levels 1 and 2 respectively. See note 8 below

[6] Exceedance of 1 dB is considered negligible as this would not be discernible by the average listener

Based on the worst-case predicted façade level of the adjacent properties, it can be seen that activity noise from up to 104 children should not exceed 10 dB above the typical lowest daytime measured background noise level of 43 dB, provided the proposed boundary fencing and balustrades are incorporated at the majority of locations.

At the ground floor of the proposed townhouse development at 16 Brighton Street, a 1 dB exceedance is predicted, which we consider negligible. An acoustic fence along the property boundary between 16 Brighton Street and 459-471 Church Street is predicted to eliminate this exceedance.

Noise at the high level window of 28 Brighton Street is predicted to exceed the 53 dB $L_{Aeq,\ 15\ min}$ noise criterion by 1 dB, which is negligible.

As stated previously, these are "worst-case" predictions, and compliance is likely at most times.

4.3 Other acoustic treatment recommendations

It is not considered that any additional mitigation measures are required in order to meet the design criteria, however the following could be considered to reduce external activity noise impact further:

- children should be fully supervised at all times so that excessive noise is dealt with promptly;
- use of amplified music or music instruments externally should be avoided wherever possible and should not be a regular occurrence.

As noted in the AAAC Guidance document, one of the most effective measures that should be implemented in conjunction with physical noise controls is a Noise Management Plan (NMP). The NMP should be incorporated with in the Centre's overall management plan.

The following figure is an extract from the Guidance, as an example of management measures that could be incorporated into a Noise Management Plan.

- A separate daily program for both the warmer and cooler months should be established in order to regulate the total time spent outdoors and indoors;
- The program should be made publicly available to parents and neighbours;
- A contact phone number for the Centre's director should be made available to neighbours to facilitate communication and to resolve any neighbourhood issues that may arise due to operation of the Centre;
- The number of children playing outside at any one time may need to be limited to meet the noise criteria;
- The total time spent outside in the play area may need to be limited to less than 2 hours per day to meet the noise criteria;
- Crying children should be taken inside the Centre and comforted;
- The behaviour of children should be monitored and modified as required by adequately trained child care workers;
- Parents and guardians should be informed of the importance of noise minimisation when entering the site, dropping off or picking up children;
- Carers should be educated to control the level of their voice while outside;
- Amplified music may need to be avoided to meet the noise criteria.

Appendix A Acoustic terminology

A'-WEIGHTED SOUND LEVEL dBA

The unit generally used for measuring environmental, traffic or industrial noise is the A-weighted sound pressure level in decibels, denoted dBA. An A-weighting network can be built into a sound level measuring instrument such that sound levels in dBA can be read directly from a meter. The weighting is based on the frequency response of the human ear and has been found to correlate well with human subjective reactions to various sounds. An increase or decrease of approximately 10 dB corresponds to a subjective doubling or halving of the loudness of a noise. A change of 2 to 3 dB is subjectively barely perceptible.

DECIBEL

The ratio of sound pressures which we can hear is a ratio of 10^6:1 (one million : one). For convenience, therefore, a logarithmic measurement scale is used. The resulting parameter is called the 'sound level' (L) and the associated measurement unit is the decibel (dB). As the decibel is a logarithmic ratio, the laws of logarithmic addition and subtraction apply.

Some typical noise levels are given below:

Noise Level dBA	Example
70	Loud radio (in typical domestic room)
60	Office or restaurant
50	Domestic fan heater at 1m
40	Living room
30	Theatre
20	Remote countryside on still night
10	Sound insulated test chamber
0	Threshold of hearing

EQUIVALENT CONTINUOUS SOUND LEVEL (L_{Aeq})

Another index for assessment for overall noise exposure is the equivalent continuous sound level, Leq. This is a notional steady level, which would, over a given period of time, deliver the same sound energy as the actual time-varying sound over the same period. Hence fluctuating levels can be described in terms of a single figure level.

FREQUENCY

The rate of repetition of a sound wave. The subjective equivalent in music is pitch. The unit of frequency is the Hertz (Hz), which is identical to cycles per second. A thousand hertz is often denoted kilohertz (kHz), e.g. 2 kHz = 2000 Hz. Human hearing ranges from approximately 20 Hz to 20 kHz. The most commonly used frequency bands are octave bands, in which the mid frequency of each band is twice that of the band below it. For design purposes, the octave bands between 63 Hz to 8 kHz are generally used. For more detailed analysis, each octave band may be split into three one-third octave bands or, in some cases, narrow frequency bands.

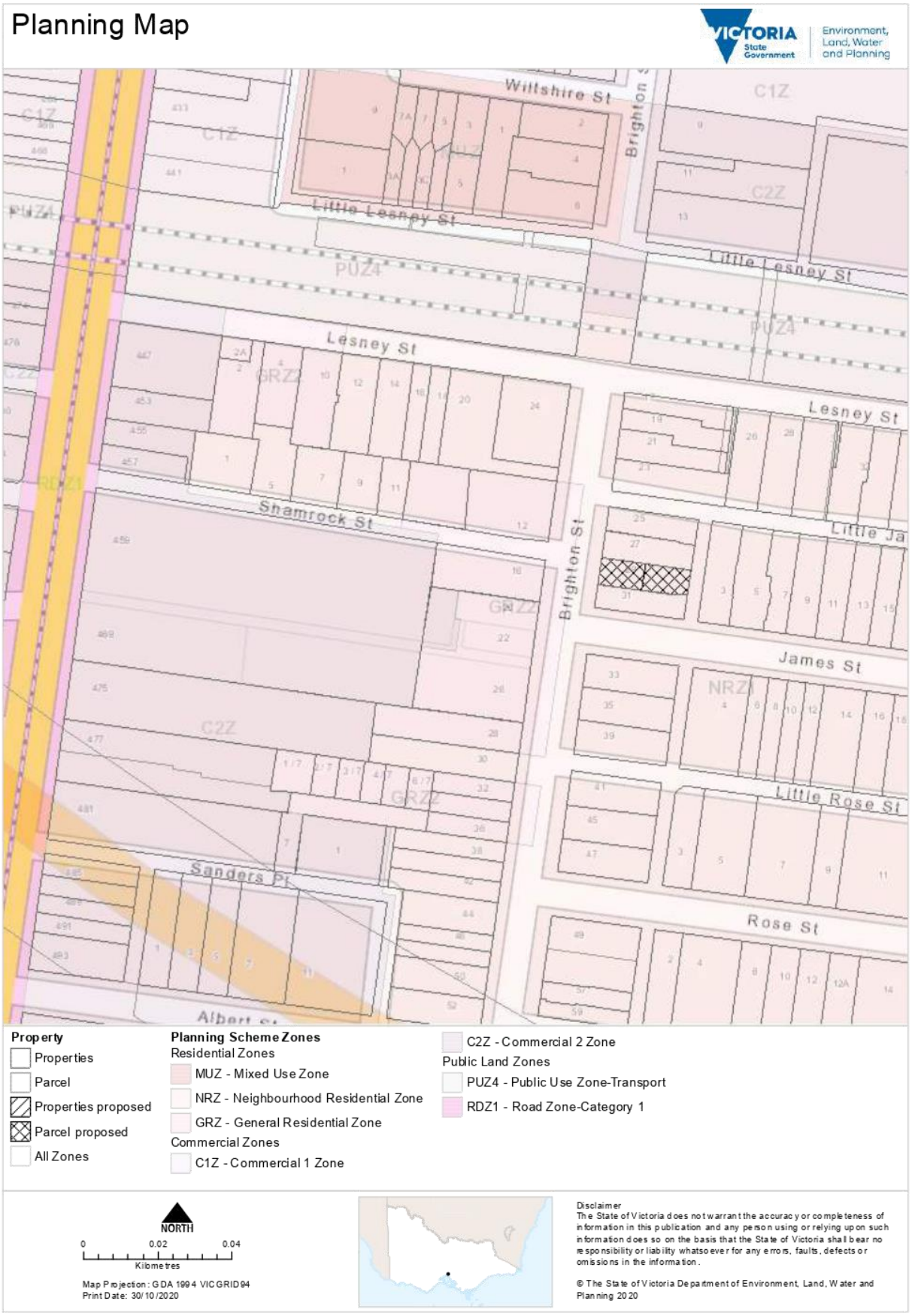
L_{A90}

Refers to the sound pressure level measured in dBA, exceeded for 90% of the time i.e. measured noise levels were greater than this value for 90% of the time interval. This is also often referred to the background noise level, or ambient noise level.

Attachment 5 - PLN18/0328.03 - 459 - 471 Church Street and 20 - 26 Brighton Street Richmond - Advertised Acoustic Report

Appendix B Planning map

Attachment 5 - PLN18/0328.03 - 459 - 471 Church Street and 20 - 26 Brighton Street Richmond - Advertised Acoustic Report



Appendix C EPA Publication 1254 (extract)

- Feeding of the dogs should be restricted to the daytime hours of 7 am – 6 pm.
- Exercise of the dogs may only be performed between the hours of 9 am and 5 pm.
- A responsible person must be available on site 24 hours per day.
- Kennels should be constructed of such a material so as to provide an appropriate reduction in the emission of noise. Materials such as masonry and cement sheeting would provide a suitable structural basis.
- The kennels should be positioned so as to utilise the ability of the topography to reduce noise.

Note: Noise originating from dog kennels may be assessed using *State Environment Protection Policy (Control of noise from commerce, industry and trade) No. N-1.*

5 DOMESTIC REFUSE COLLECTION

The main annoyance produced by domestic refuse collections occurs in the early morning (in other words, before 7 am). Therefore, if possible, routes should be selected to provide the least impact on residential areas during that time.

Collection of refuse should follow the following criteria:

- Collections occurring once a week should be restricted to the hours 6 am – 6 pm Monday to Saturday
- Collections occurring more than once a week should be restricted to the hours 7 am – 6 pm Monday to Saturday
- Compaction should only be carried out while on the move.
- Bottles should not be broken up at the point of collection.
- Routes that service entirely residential areas should be altered regularly to reduce early-morning disturbance.
- Noisy verbal communication between operators should be avoided where possible.

6 INDUSTRIAL WASTE COLLECTION

Annoyance created by industrial waste collection tends to intensify in the early-morning period. To this end, early-morning collections should be restricted to non-residential areas to minimise early morning disturbances. Where a residential area is impacted by noise from the collection of refuse, then collections should be restricted to the times contained within the schedule.

- Refuse bins should be located at sites that provide minimal annoyance to residential premises.
- Compaction should be carried out while the vehicle is moving.
- Bottles should not be broken up at collection site.
- Routes which service predominantly residential areas should be altered regularly to reduce early morning disturbances.
- Noisy verbal communication between operators should be avoided where possible.

Schedule: Industrial waste collection
One collection per week
6:30 am – 8 pm Monday to Saturday
9 am – 8 pm Sunday and public holidays
Two or more collections per week
7 am – 8 pm Monday to Saturday
9 am – 8 pm Sunday and public holidays

7 MOBILE VENDORS

The owner or person in charge of a vehicle should not use or operate in any public place a noise or loudspeaker device for the purpose of informing members of the public that articles are on sale from that vehicle, or to promote a related business activity:

- while the vehicle is stationary
- before 9 am or after 9 pm on any day
- for longer than 30 seconds in any period of three minutes

or

- more than once in any period of one hour in a section of a road between two intersecting crossroads which are nearest in each direction.

8 TRUCK-MOUNTED REFRIGERATION UNITS

Whether parked on residential or non-residential premises, the noise from the operation of a truck-mounted refrigeration unit must not be audible within a habitable room of any other residence (regardless of whether any door or window giving access to the room is open) during the hours contained in the schedule.

Schedule: Truck-mounted refrigeration units
Non-residential premises (e.g., noise from a delivery truck, whether moving or parked on the street)
10 pm – 7 am Monday to Saturday
10 pm – 9 am Sundays and public holidays
Residential premises (including a truck owner keeping their vehicle on the street outside their home)
8 pm – 7 am Monday to Friday
8 pm – 9 am weekends and public holidays

Note: Section 48(A) of the *Environment Protection Act 1970* deals with the emission of unreasonable noise from residential premises. This provision of the Act is

not limited to the schedule and may be enforced at any time.

9 DELIVERIES TO SHOPS, SUPERMARKETS AND SERVICE STATIONS

Where a residential area will be impacted by noise from deliveries, then deliveries should be inaudible in a habitable room of any residential premises (regardless of whether any door or window giving access to the room is open) outside the hours contained in the schedule.

Schedule: Deliveries to shops, supermarkets & service stations
7 am – 10 pm Monday to Saturday
9 am – 10 pm Sundays and public holidays

Note: All ancillary motors or trucks should be turned off whilst making the delivery.

10 NOISE FROM SHOPS

Where amplified speech or music from shops (spruiking) is to be controlled, the following conditions may be specified.

Each loudspeaker or loudspeaker system to be placed in such a position that, while it is in use, it remains:

- located entirely inside the shop
- situated not less than three metres from any public entrance to the shop
- directed in such a manner that the device does not point towards any wall which contains an external window or entrance to the shop unless the wall is more than 15 metres from the device itself
- operating at a level that does not exceed 65 dB(L_{Aeq}) two metres from the facade.

11 GARDENING ON NON-RESIDENTIAL PROPERTY

This guideline is intended to limit the amount of noise created by lopping or removal of trees, cutting of grass and so forth.

All internal combustion engines must be fitted with a suitable muffler in good repair.

Work carried out in proximity to a residential area should be restricted to the hours:

7 am – 6 pm Monday to Saturday
9 am – 6 pm Sundays and public holidays, unless involved in emergency work.

12 SCAREGUNS

Background

Scareguns are devices for producing a loud explosive sound for the purpose of scaring away birds from crops and orchards. Scare guns, also known as gas guns or scatter guns, produce an explosive noise by the ignition of a charge of gas and air. Some scare guns rotate after firing so that the next blast is emitted in a different direction, which is intended to increase the surprise effect on birds.

Scareguns, when used as the sole bird deterrent, are likely to become significantly less effective after a few days. This is due to the birds becoming accustomed to the noise. For scareguns to remain effective it is necessary to vary and enforce the frightening effect. Methods which do this include the relocating of the scare gun every day or so and the use of 'birdfright' explosive cartridges.

The rate of firing the scaregun must be carefully considered. If the firing rate is set too high, the birds will very quickly become accustomed to the noise. However, if set too low, the birds will return from cover after being frightened away and will have time to feed.

For the guns to be most effective they should be used when the birds are most actively feeding. This will normally be in the early morning and late afternoon; but this could be dependent on the species. Most scareguns can be fitted with a timer that enables them to be automatically turned on and off.

Scareguns are not the only method of bird control available. Where scareguns cannot be used, other bird controls should be considered by the producer. These include:

- kites, shaped like birds of prey
- chemical sprays that are unpalatable to some species of small birds
- plastic strips that hum in the wind
- nets and plastic mesh
- noise generators such as 'Av-alarm', 'Pestaway Agricultural Noise Generator' or a 'white noise' generator. (The first two produce a high level of noise which may cause annoyance to residents if living nearby. The last-mentioned device produces a cicada-like sound and has been found to be particularly effective with silvereyes).

Discussion

Birds that attack fruit and crops can cause significant losses to a producer. A scaregun, if used correctly, does offer some protection against this problem. However, the noise that frightens the birds can also cause significant annoyance to neighbours living in the area. As a consequence, when scareguns are used, there needs to be a balance set between the

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IMPACT Traffic Engineering Pty Ltd
ABN: 78 611 424 107

Level 17, 31 Queen Street, Melbourne, Victoria 3000
impactaustralia.com.au

7 October 2020
Reference: IMP200982LET01F01.docx

37° 49' 6" S 144° 57' 42" E

Joe Fisher
Senior Planner
Human Habitats
Level 4, Suite 424, 838 Collins Street
Docklands, VIC 3008

Dear Joe,

SUBJECT: PARKING IMPACT ASSESSMENT
PROJECT: AMENDMENT - CHILD CARE CENTRE
SITE ADDRESS: 457-471 CHURCH STREET & 20-26 BRIGHTON STREET, RICHMOND

Preamble

Existing Permit

Planning permit PLN18/0328 allows amongst other items:

- The use of land for 'childcare centre' under clause 32.08 and 34.02;
- The reduction in the number of car parking spaces under clause 52.06-3

At Condition 5 and 6, the permit allows a maximum 22 staff and 80 children to be accommodated at the childcare facility at one time.

This childcare centre is approved with 12 parking spaces provided on site, within as basement, for the exclusive use of the childcare facility.

Access to this car park facility if afforded via Brighton Street.

Development Proposition

It is planned to increase the number of childcare places permitted from 80 places to 104 places.

No additional on-site parking is contemplated as part of this proposal.

Scope of Engagement

This Transport Impact Assessment has been prepared to accompany a town planning submission.

In preparing this assessment we have referenced the following:

- City of Yarra Planning Scheme, specifically:
  - Clause 21.06 - Transport
  - Clause 52.06: Car Parking
- Austroads Guide to Traffic Management Part 11: Parking
- Case Study Data as references within the report

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Existing Conditions

Location

The subject site is located on the eastern side of Church Street and is bound by Shamrock Street to the north Church Street to the west and Brighton Street to the east as illustrated in Figure 1.

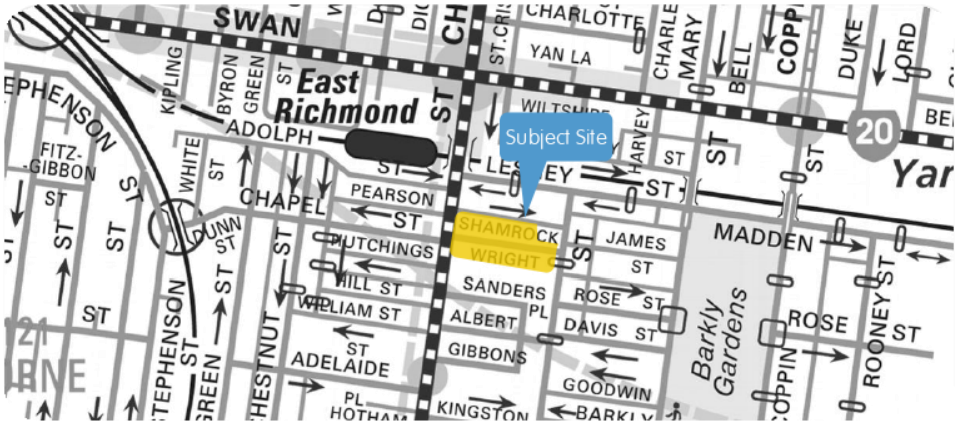


Figure 1 Location of Subject Site

Land use in the area is mix of commercial and retail. Notably the East Richmond Train Station is located approximately 100 metres north west of the subject site.

Sustainable Transport

Public Transport

The site is well connected to public transport being located within 100 metres walking distance of East Richmond Station and tram services along Church Street and Swan Street, as summarised in in Table 1.

Table 1 Public Transport Options

Service	Route	Description	Nearest Stop	Walking Distance
Train	Alamein, Belgrave, Glen Waverly and Lilydale		East Richmond Station	<100m (1 minute)
Tram	70	Waterfront City Docklands - Wattle Park	Swan St / Church St	100m (1 minute)
	78	North Richmond - Balaclava via Prahran		
Bus	246	Elsternwick - Clifton Hill via St Kilda	Punt Road	~800m
	969	Night Bus - City - Caulfield - Ferntree Gully Rd - Rowville - Wantirna - Ringwood		
	605	Gardenvale - Flagstaff Station	Alexandra Avenue	~800m

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As illustrated at Figure 2, the site has a Transit Score of 93, and is described as a Rider's Paradise which means the site has access to world-class public transportation[1].

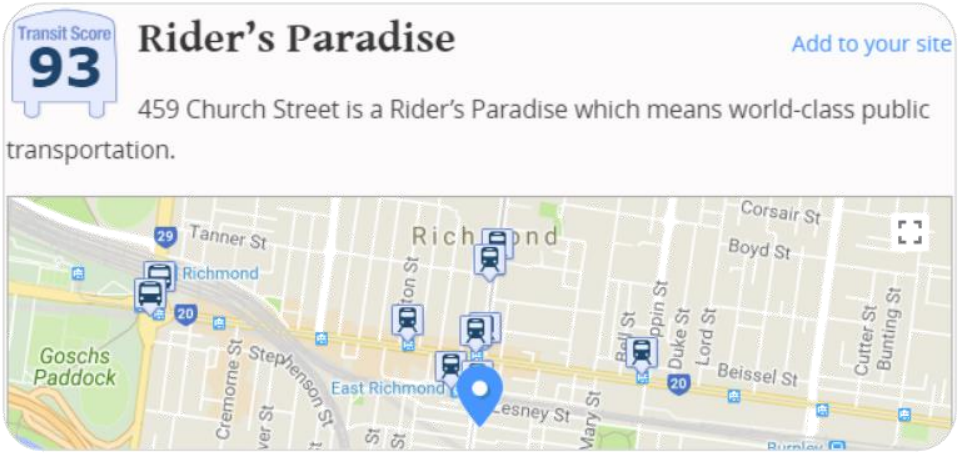


Figure 2 Transit Score Results

Cycling

The site is easily accessible to Melbourne's extensive bicycle network with on-road bicycle lanes along Church Street and Brighton Street providing good connectivity to the north and south.

Note: The bicycle paths along Church Street are identified in Council's Strategic Municipal Corridor and connect to other corridors in the north, south, east and west as illustrated in Figure 3.



Figure 3 Bicycle Network Plan

[1] Walkscore: https://www.walkscore.com/score/459-church-st-richmond-vic-australia

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These corridors as demonstrated above provide cyclists with good connections to cycling paths and trails throughout the Metropolitan Melbourne area.

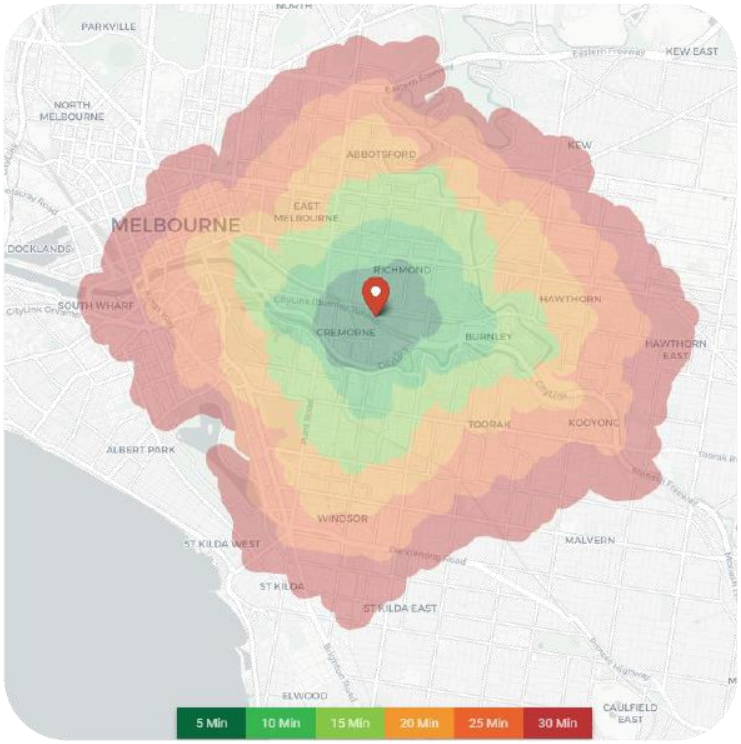


Figure 4 30 Minute Cycling Catchment

As shown at Figure 4, the catchment plan shows that within 30 minutes, a cyclist can travel from the site to:

- North Fitzroy
- South St Kilda East
- West Docklands / South Wharf
- East Hawthorn East

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Walking

The site is connected to an extensive network of footpaths and has a WalkScore of 99 (described as a Walkers Paradise) which means the daily errands can be undertaken without the need for a car[2].

This network of footpaths and trails provide an extensive 30 minute walking catchment to the site as demonstrated in Figure 5.

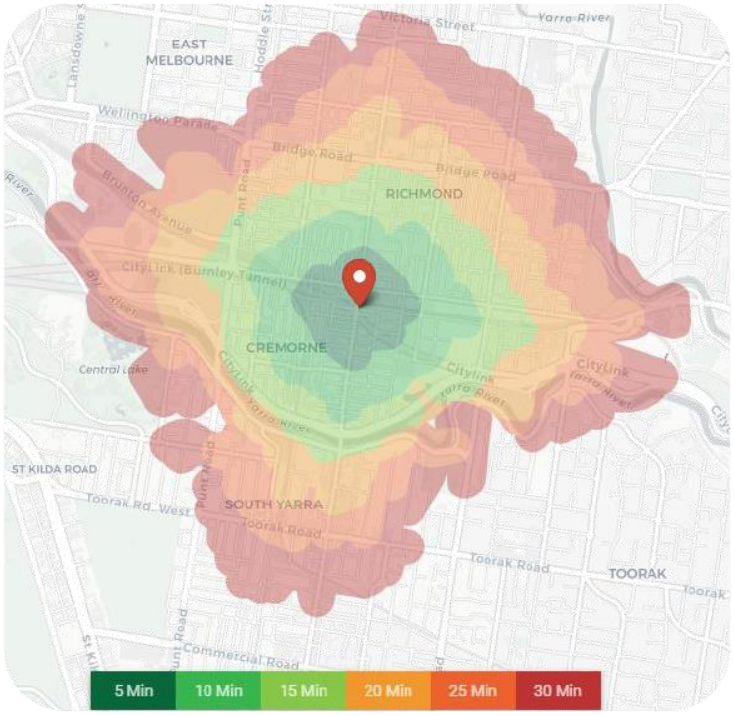


Figure 5 30 Minute Walking Catchment

The catchment plan shows that within 30 minutes, a pedestrian can travel from the site to:

- North — Abbotsford
- South — South Yarra
- West — East Melbourne
- East — Toorak / Hawthorn

[2] Walkscore: https://www.walkscore.com/score/459-church-st-richmond-vic-australia

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Statutory Assessment

The relevant traffic and transportation Statutory Controls are:

Local Policy Framework

- Clause 21.06 - Transport
- Strategic Transport Statement
- City of Yarra Council Plan

Clause 21.06 - Transport

Clause 21.06 of the Yarra Planning Scheme details the City of Yarra's transport related objectives and strategies. Clause 21.06 acknowledges that the City of Yarra needs to reduce car dependence by promoting walking, cycling and public transport use as viable and preferable alternatives.

Clause 21.06 lists four objectives as follows:

Objective 30: To provide safe and convenient pedestrian and bicycle environments;

Objective 31: To facilitate public transport usage;

Objective 32: To reduce the reliance on the private motor car; and

Objective 33: To reduce the impact of traffic.

Notably, Council acknowledges that whilst parking availability is important for many people, in Yarra, unrestricted car use and parking is neither practical nor achievable.

Accordingly, it is Council's intention that car parking be managed to optimise its use and to encourage sustainable transport options.

City of Yarra Strategic Transport Statement

The Strategic Transport Statement is a document prepared by the City of Yarra in 2006 which addresses the access needs of Yarra's community whilst minimising the impact of cars. The Strategic Transport Statement has a stated vision as follows:

> To create a city which is accessible to everyone irrespective of levels of personal mobility and where a fulfilling life can be had without the need for a car

The Strategic Transport Statement lists seven key Strategic Transport Objectives to achieve the above vision as follows:

1. Create a city which is a great and safe place to walk and increase the numbers of those walking in Yarra.
2. Create the most bicycle friendly city in Australia and increase the numbers of those cycling in Yarra.
3. Advocate for increased performance of public transport across Melbourne and thereby reduce the number of car trips and through traffic by both Yarra and non-Yarra residents.
4. Ensure that any new road construction is not in conflict with encouraging more sustainable transport use.
5. Ensure Council's response to parking demand is based on Yarra's parking hierarchy and sustainable transport principles.

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6. Work to limit freight movement to arterial roads and freeways within Yarra and work to reduce freight movement through Yarra.
7. Encourage Council staff to use more sustainable transport for their travel and increase the capacity of the Council as a whole to respond to and initiate positive actions to further strategic transport objectives 1 to 6.

City of Yarra Council Plan

The City of Yarra Council Plan (2017 - 2021) which is currently under draft review, proposes several objectives for the municipality, including:

> Objective 6: City of Yarra, a place where Connectivity and travel options are environmentally sustainable, integrated and well-designed

To help achieve this objective, Council have listed several strategies that they wish to implement over the next five years, including:

- Investigate and implement effective parking management options
- Develop and promote pedestrian and bicycle infrastructure that encourages alternate modes of transport, improves safety and connectedness

Particular Provisions

- Clause 52.06 - Car Parking

Clause 52.06 - Car Parking

Purpose

The purpose of Clause 52.06 is:

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

Car Parking Provision Requirements - Clause 52.06-5

Table 1 to Clause 52.06-05 of the Yarra Planning Scheme provides rates for various land uses. Where sites are located within the PPTN (such as the proposed), column B rates apply.

The following rates apply to the childcare use:

Child Care	0.22 spaces to every child

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Application of the above rate to the proposed increase of 24 places results in a requirement for an additional 5 on-site parking spaces.

Proposed Provision

No additional on-site car parking is planned as part of this proposal.

Accordingly, the proposed 104 place childcare centre will be serviced by **12 spaces** on-site.

The proposed provision is below the statutory requirement.

Accordingly, the proposal seeks approval to reduce the number of parking spaces required under Clause 52.06-5.

Application Requirements and Decision Guidelines to Reduce Car Parking Requirement

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

The Car Parking Demand Assessment must assess the car parking demand likely to be generated by the proposal and must also address the following matters, to the satisfaction of the responsible authority.

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

Before granting a permit to reduce the number of spaces, the responsible authority must consider the following, as appropriate:

- The Car Parking Demand Assessment.
- Any relevant local planning policy or incorporated plans.
- The availability of alternative car parking in the locality of the land, including:
  - Efficiencies gained from the consolidation of shared car parking spaces.
  - Public car parks intended to serve the land.
  - On-street parking in non-residential zones.
  - Streets in residential zones specifically managed for non-residential parking.
- On-street parking in residential zones in the locality of the land that is intended to be for residential use.
- The practicality of providing car parking on the site, particularly for lots of less than 300 square metres.
- Any adverse economic impact a shortfall of parking may have on the economic viability of any nearby activity centre.

37° 49' 6" S 144° 57' 42" E

- The future growth and development of any nearby activity centre
- Any car parking deficiency associated with the existing use of the land.
- Any credit that should be allowed for car parking spaces provided on common land or by a Special Charge Scheme or cash-in-lieu payment.
- Local traffic management in the locality of the land.
- The impact of fewer car parking spaces on local amenity, including pedestrian amenity and the amenity of nearby residential areas.
- The need to create safe, functional and attractive parking areas.
- Access to or provision of alternative transport modes to and from the land.
- The equity of reducing the car parking requirement having regard to any historic contributions by existing businesses.
- The character of the surrounding area and whether reducing the car parking provision would result in a quality/positive urban design outcome.
- Any other matter specified in a schedule to the Parking Overlay.
- Any other relevant consideration.

Considering the foregoing, the Planning Scheme draws a distinction between

- Step 1: The assessment of likely demand for parking spaces, and
- Step 2: Whether it is appropriate to allow the supply of fewer spaces.

These are two separate considerations, one technical (Step 1) while the other is more strategic (Step 2).

Having regard to the above, we have undertaken the following car parking demand assessment (Step 1) which outlines our expectations of likely parking demand for the childcare use, following which consideration is given to the strategic merits (Step 2) of the appropriateness of the proposed outcome.

Car Park Demand Assessment

The 'business as usual' approach to parking demand assessments is typically informed by a 'predict and provide' methodology which leverages current behaviour to inform future considerations.

This approach is characterised by mandatory minimum parking requirements, with each development (land use) expected to provide its own parking. The intent being that motorists should nearly always be able to easily find convenient, free parking at every destination.

Under this 'predict and provide' approach, parking planning is based on the premise that the 'parking problem' means 'inadequate supply', and consequently:

1. More parking is better.
2. Every destination should satisfy its own parking needs (minimum ratios).
3. Car parks should never fill.
4. Parking should always be free or subsidised or incorporated into building costs.

However, there is an increasing trend towards more efficient use of existing transport infrastructure as an alternative to expanding roads and parking facilities, incorporated in a technique known as travel demand management (TDM).

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TDM emphasises the movement of people and goods, rather than motor vehicles, and gives priority to more efficient travel and communication modes (such as walking, cycling, car sharing, public transport and telecommuting), particularly under congested conditions[3].

In this regard, a 'business as usual' approach would require reference to data that captures current behaviour to assist with informing future projections. We have made reference to case study data collected by Cardno & GTA Consultant[4] at Inner City childcare centres in Brunswick and Northcote respectively.

Cardno undertook car parking surveys at the Guardian Child Care Centre, located at 62 Blyth Street, Brunswick. The studies captured on street and off-street parking demand generated by the centre, and revealed a peak demand for 0.13 spaces per child in attendance, comprising a demand for:

Pick up / Drop Off	0.07 (AM) - 0.11 (PM) spaces per child
Staff	0.02 spaces per child

The peak demand was recorded to occur over a period of no more than 15 minutes

GTA Consultants undertook surveys at a childcare centre at Arthurton Road in Northcote. These studies revealed a peak parent pick up / drop off demand of 0.07 spaces per child, with an average demand during the peak morning and afternoon period of 0.04 spaces per child. It is understood that the peak demand occurred for a short period of time when overlapping drop-off demands were recorded.

It is therefore reasonable to conclude that in an inner-city location a demand for between 0.07 - 0.13 spaces per child would be anticipated.

We note that whilst the proposed childcare centre is in an inner-city location, similar to the case studies presented above, a key distinction needs to be recognised in respect to the location of the childcare facility within a mixed-use building that will accommodate both office and retail uses.

In this environment, it is reasonable to expect a percentage of linked trips which will contribute to a lower parking demand than that observed at the case study sites.

These linked trips can be described as workers in the office or retail component of the mixed-use building enrolling their children to the childcare centre.

In this scenario, the demand for parking would be generated and accommodated within parking areas provided for the commercial uses as part of their trip to work, with the trip to the childcare centre a linked trip that does not generate an additional demand for parking.

For the purpose of this assessment, a reduction of 20% is factored into the case study peak rates to allow for this scenario. To this end it is forecast that a peak parking demand will be generated at a rate of between **0.06 and 0.10 spaces per child**.

Based on this expectation, the expanded 104 place childcare centre is forecast to generate a demand for between 6 and 10 spaces.

[3] Austroads Guide to Traffic Management Part 11: Parking

[4] As referenced in the Transport Evidence Report to VCAT dated March 2019

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Responsible Authority Considerations

The 'business as usual' approach to parking demand assessments is typically informed by a 'predict and provide' methodology which leverages current behaviour to inform future considerations.

Whilst this approach has its merits, especially in suburban locations, it has been argued[5] that the 'business as usual' approach needs to be reconsidered especially in locations that are well served by a range of heavy and light rail services, where cycling and walking is a practical alternative to car travel, and where local policy advocates for car parking to be managed to optimise its use and encourage sustainable transport options.

In this regard, the proposed development seeks to provide car parking at a rate below the statutory rate.

Specifically, 12 spaces are planned which for the overall development equates to a rate of approximately 0.12 space per childcare place.

Noting the character of the surrounding area, this provision is considered satisfactory for the following reasons:

- Empirical assessment forecasts a demand for between 6 - 10 spaces. Thus, demand will be accommodated within the site without reliance on publicly available on street parking.
- The subject site is easily accessible via sustainable transport options such as heavy rail, light rail, and active transport such as cycling. These diverse modes will provide staff and parents/ guardians alternate and viable options to the motor vehicle.
- On street car parking in the locality of the subject site is constrained, specifically, parking is restricted to short to medium term parking. These restrictions preclude the use of on-street car parking for staff, as they typically seek all day (long term) parking opportunities. The constrained on-street parking conditions would therefore serve as a disincentive for employees to drive to work.

Due to the constrained nature of on-street parking in the surrounding area, the limited availability / access to off-street commercial car parking and the accessibility to public transport services, we expect that parking demand associated with staff will be constrained, with employees taking up sustainable transport modes to travel to and from work.

It is worth acknowledging that whilst the childcare centre will be fully self-reliant, it is not uncommon for convenience purposes, for some parents / guardians to seek out on street parking along the frontage of the site in lieu of on site parking.

We note that the opportunity exists to reconfigure on street parking along the frontage of the subject site to provide short term parking (as required). This potential outcome is illustrated in the signage and line marking plans provided as an enclosure to this report.

[5] Ronge v Moreland CC [2017] VCAT 550)

Attachment 6 - PLN18/0328.03 - 459 - 471 Church Street and 20 - 26 Brighton Street Richmond - Advertised Traffic Assessment Report

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Conclusion - Car Parking Provision

We can conclude that an adequate number of spaces are provided to cater for the projected demand.

Accordingly, the development proposition satisfies the purpose of Clause 52.06, specifically:

- To ensure the provision of an appropriate number of car parking spaces having regard to the demand likely to be generated, the activities on the land and the nature of the locality.
- To support sustainable transport alternatives to the motor car.

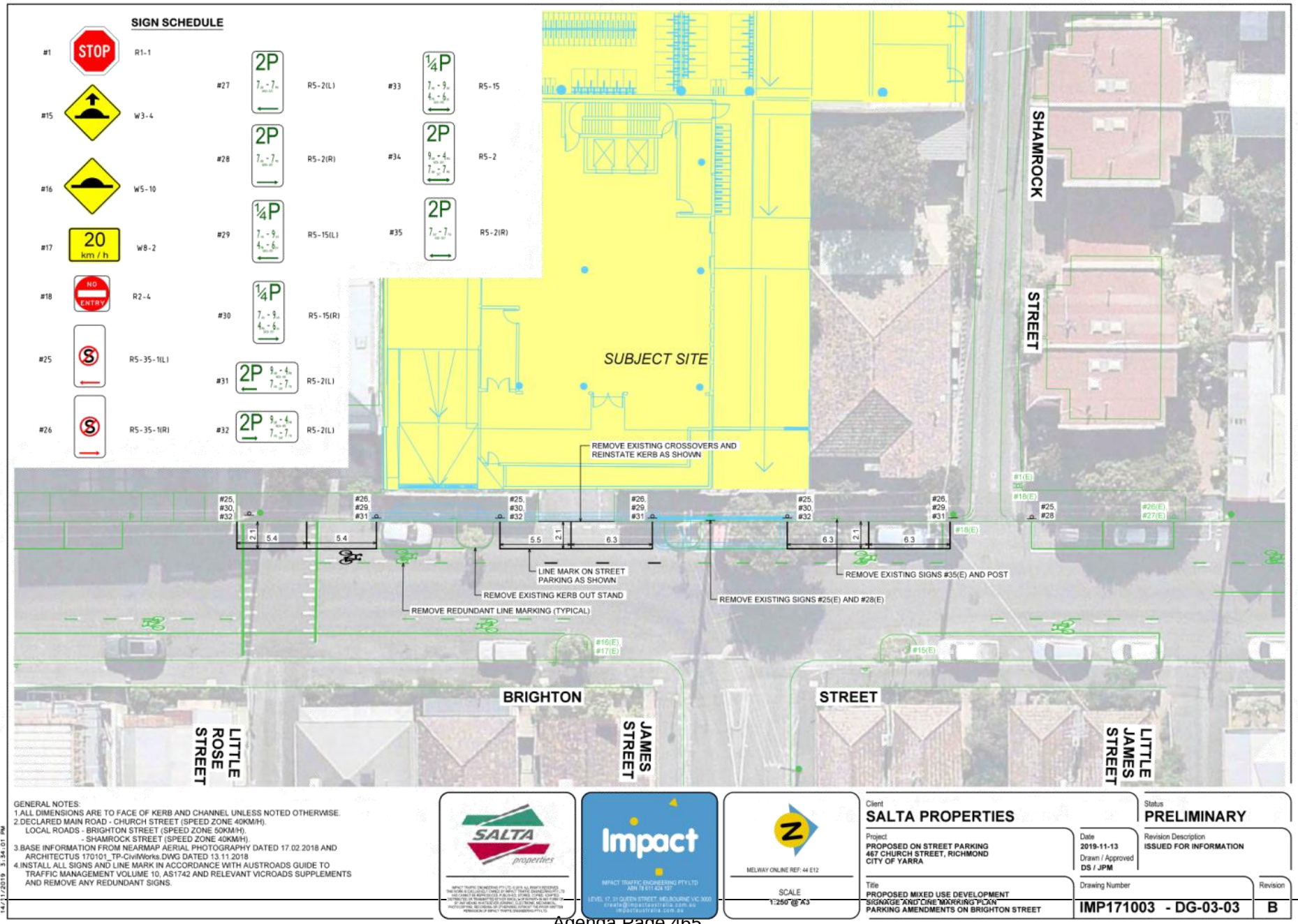
Naturally, should you require additional documentation or wish to discuss the above, please contact the undersigned.

KIND REGARDS,

John - Paul Maina
Director and Principal
M: 0423 419 900
E: jp@impactaustralia.com.au

Enc: Signage & Line Marking Plan - Brighton Street

Attachment 6 - PLN18/0328.03 - 459 - 471 Church Street and 20 - 26 Brighton Street Richmond - Advertised Traffic Assessment Report



Attachment 7 - PLN18/0328.03 - 459 - 471 Church Street and 20 - 26 Brighton Street Richmond - Traffic Engineering referral comments

CITY OF YARRA

MEMO

To: **Jessica Sutherland**

From: **Mark Pisani**

Date: **19 March 2021**

Subject: **Application No:** **PLN18/0328.03**
Description: **Childcare Centre; Increase in numbers**
Site Address: **459-467 Church Street, Richmond**

I refer to the above Planning Application received on 19 February 2021 in relation to the proposed development at 459-467 Church Street, Richmond. Council's Engineering Referral team provides the following information:

Drawings and Documents Reviewed

	Drawing No. or Document	Revision	Dated
City of Yarra	Planning Permit (Amended) PLN18/0328	Amended	4 March 2020
Impact Traffic Engineering	*Parking Impact Assessment* report		7 October 2020

Amendment to Planning Permit

Item	Details
Background	
Childcare Centre	An amendment is sought for the increase in the number of children attending the childcare centre at the proposed development from 80 children to 104 children. The car parking allocation of the childcare use would remain unaltered (12 spaces).

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
Childcare Centre	24 children	0.22 spaces to each child	5 spaces

* Since the site is located within the Principal Public Transport Network Area, the parking rates in Column B of Clause 52.06-5 now apply.

Attachment 7 - PLN18/0328.03 - 459 - 471 Church Street and 20 - 26 Brighton Street Richmond - Traffic Engineering referral comments

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

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

Parking Demand Consideration	Details
Parking Demand for Childcare Centre Use	Car parking associated with childcare centres is generally long-stay parking for employees and short-stay/drop-off and pick-up parking for parents/guardians. The majority of parents would drop their children off at a childcare centre between 6:30am and 10:00am and collect their children between 3:00pm and 6:30pm. In our experience, an empirical parking generation rate of 0.1 spaces per child is typical for childcare centres. Applying this to 104 children would equate to 10 spaces. For the likely proportion of employee parking generated at childcare centres, guidance is sought from the City of Brisbane's *Transport, access, parking and servicing planning scheme policy* (SC6.31). The City of Brisbane's guidelines indicate that employee parking would account for 60% of the parking generated. Applying this rate to the expected parking demand would result in an employee parking demand of six spaces. The amended childcare centre would be supplying parking at a rate of 0.12 spaces per child, which is consistent with previous studies we have reviewed for childcare centres in the municipality. The supply of 12 spaces is considered appropriate.

Adequacy of Car Parking
From a traffic engineering perspective, the provision of 12 spaces for 104 children at the proposed childcare centre is considered appropriate in the context of the development and the surrounding area. The parking rate of 0.12 spaces per child is typical of other case studies we have reviewed in the past.

The Engineering Referral team has no objection to the reduction in the car parking requirement for amended childcare centre.

PROPOSAL TO AMEND ON-STREET PARKING RESTRICTIONS – BRIGHTON STREET

Item	Details
On-Street Parking Restrictions – West Side of Brighton Street Impact Traffic Engineering Drawing No.: IMP171003 DG-03-03 Rev B	Impact Traffic Engineering has recommended a number of changes to on-street parking restrictions and parking bay line markings on the west side of Brighton Street (found in the Appendix of the *Parking Impact Assessment* report). These changes would facilitate pick-up and drop-off of children and appear reasonable from a traffic engineering perspective. Any changes to on-street parking restrictions and marked parking bays is subject to approval by Council's Parking Management unit. The applicant would need to make a written application to the Parking Management unit for these on-street parking recommendations to be assessed and considered.

Attachment 7 - PLN18/0328.03 - 459 - 471 Church Street and 20 - 26 Brighton Street Richmond - Traffic Engineering referral comments

Attachment 8 - PLN18/0328.03 - 459 - 471 Church Street and 20 - 26 Brighton Street Richmond - Acoustic referral comments

18 March 2021

640.10090.05600 459-471 Church 20-26 Brighton St Richmond 20210318.docx

City of Yarra
P.O. Box 168
Richmond VIC 3121

Attention: Jessica Sutherland

Dear Jessica

459-471 Church Street and 20-26 Brighton Street, Richmond
Development Application Acoustic Review
PLN 18/0328

SLR Consulting Pty Ltd (SLR) has been retained by the City of Yarra to provide a review of the revised acoustic assessment report for the commercial development proposed for 459-471 Church Street and 20-26 Brighton Street, Richmond.

Details of the report are as follows:

- Title: 459-471 Church Street, Richmond, Acoustics Town Planning Report
- Reference: 1016829-RPT-AS-01, Revision F
- Date: 21 December 2020
- Prepared for: Salta Properties
- Prepared by: Cundall

The report was originally prepared to address noise impacts to and from the subject development, and has been updated to address changes to the childcare centre.

The changes are:

- Increase in the number of children from 80 to 104 children
- Amendments to the endorsed plans (childcare centre only), including the extension of the southern outdoor play space at ground floor from 93sqm to129sqm achieved through the reduction of the raised garden bed, deletion of the third floor pergola, deletion of the L02 roof which cantilevers to the east, internal alterations and other minor amendments.

SLR reviewed and approved the 25 February 2020 version of the acoustic report.

1 Childcare centre noise assessment

(Section 4.2.2 of the acoustic report)

SLR Consulting Australia Pty Ltd Level 11, 176 Wellington Parade East Melbourne VIC 3002 Australia
T: +61 3 9249 9400 E: melbourne@slrconsulting.com
www.slrconsulting.com ABN 29 001 584 612

Attachment 8 - PLN18/0328.03 - 459 - 471 Church Street and 20 - 26 Brighton Street Richmond - Acoustic referral comments

The number of children in the childcare centre has been increased to reflect the proposed 104 capacity. The sound power levels presented in the report have not been increased, however Cundell have confirmed that this is an oversight – and that higher levels were used in their noise model. The higher levels have been provided to SLR and are shown in the following table.

Outdoor area location	Area, m^2	Number of children	Total sound power level, dB L_{Aw}
Ground level east	126	13	91
Ground level south	127	13	91
First floor	236	39	96
Second floor	137	13	91
Roof	215	26	94

The predicted noise levels at sensitive receiver locations are shown in Table 4.5 of the report. The levels are up to 56 dBA at the most impacted receiver.

Additional noise control, in the form of absorptive treatments to the underside of the Level 1 outdoor play area roof has been proposed. This measure is predicted to reduce children's voice noise levels by 2 dB at locations where the largest exceedances are predicted.

With the above described noise controls in place an exceedance of 1 dB is predicted at two locations. All other locations are predicted to comply with the 53 dBA noise limit.

SLR Comments: *the assumed sound power levels for the increased numbers of children are reasonable. SLR agrees that the proposed treatments to the underside of the Level 1 soffit can be expected to reduce noise by the 2 dB predicted by Cundell. We also acknowledge that the predicted 1 dB exceedance is small, particularly in the context of a highly variable noise source such as children's voice, and does not warrant further noise control measures.*

2 Summary

SLR has undertaken a review of the revised acoustic report prepared to address the increase in capacity of the childcare centre.

Additional noise impacts have been predicted by the acoustical consultant and appropriate measures have been proposed to address these.

Regards,

Dianne Williams
Associate - Acoustics

Checked/
Authorised by: JA

6.4 PLN15/1176.02 – 2 Gough Street, Cremorne – Amendment to the endorsed plans and permit conditions including: Changes to the permit preamble, deletion/amendment of conditions, reconfiguration of building uses including deletion of residential component, internal reconfiguration of buildings, changes to the car parking and bicycle parking provision/allocation and built form changes including façade changes and increase in height.

(LATE ITEM – to be distributed separately)

6.5 VCAT application P1878/2020 - 45 Wangaratta Street Richmond - Amend Planning Permit PLN15/1260 pursuant to section 87A of the Planning and Environment Act 1987 to amend the permit which allows 'Use of the land for office, demolition, and construction of a 7 storey building containing offices and food and drinks premises (café) above one basement level in the Mixed Use Zone and Heritage Overlay, reduction in the car parking requirements in clause 52.06 and in accordance with the endorsed plans' by deleting condition 8 which restricts the operating hours of the office use.

Executive Summary

Purpose

1. This report provides Council with an assessment of a request to the Victorian Civil and Administrative Tribunal (VCAT) to amend Planning Permit PLN15/1260 (the Permit) pursuant to section 87A of the *Planning and Environment Act* 1987 (the Act). The Permit relates to land at 45 Wangaratta Street, Richmond and allows '*Use of the land for office, demolition, and construction of a 7 storey building containing offices and food and drinks premises (café) above one basement level in the Mixed Use Zone and Heritage Overlay, reduction in the car parking requirements in clause 52.06 and in accordance with the endorsed plans'.* The request seeks to delete condition 8 on the Permit which restricts the operating hours of the office use.

Key Planning Considerations

2. Key planning considerations include:

   (a) Policy and strategic support – Clauses 11.01-1S (Settlement), 13.05-1S (Noise abatement), 17.01-1S (Diversified economy), 17.02-1S (Business), 21.04 (Land use) and 32.04 (Mixed Use Zone)

   (b) Off-site amenity impacts - Clause 22.05 (Interface Uses Policy)

Key Issues

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

   (a) Principles relevant to applications made under section 87A of the Act

   (b) Compatibility with the purpose of the Mixed Use Zone

   (c) Off-site amenity impacts

   (d) Objector concerns

Submissions Received

4. Six (6) statements of grounds have been received to the amendment request and raise the following issues in summary:

   (a) Off-site amenity impacts (light pollution and late-night pedestrian and vehicular noise)

   (b) Inconsistent with residential use in the Mixed Use Zone

Conclusion

5. Based on the following report, the amendment sought to the Permit is considered to comply with the relevant planning policy and should therefore be supported subject to addressing potential noise impacts from the outdoor terraces. It is recommended condition 8 on the Permit be amended to only restrict use of the outdoor terraces.

CONTACT OFFICER: **Katrina Thomas**
TITLE: **Planning Appeals Advocate**
TEL: **92055306**

6.4 LATE ITEM - PLN15/1176.02 - 2 Gough Street, Cremorne

Executive Summary

Purpose

1. This report provides Council with an assessment of planning permit application PLN15/1176.02 being an amendment to Stage 2 of the overall Nylex Silos redevelopment. The subject site is 2 Gough Street, Cremorne and recommends approval subject to conditions.

Key Planning Considerations

2. Key planning considerations include:
   (a) Section 72 of the *Planning and Environment Act 1987*
   (b) Comprehensive Development Zone – Schedule 3, Richmond Maltings, 2 Gough Street, Cremorne
   (c) Built Form and Design Policy; and
   (d) clause 52.06 – Car Parking

Key Issues

3. The key issues for Council in considering the proposal relate to:
   (a) Policy and Strategic support;
   (b) Use;
   (c) Built form
   (d) Landscape and Public Realm
   (e) Car & bicycle parking, loading, traffic and access;
   (f) Other matters including, waste management, sustainability, wind; and
   (g) Objector concerns.

Submissions Received

4. Seven objections were received to the application, these can be summarised as:
   (a) Scale of development
   (b) Traffic and car parking
   (c) Oppose additional restaurants and impact on amenity
   (d) Deletion of residential component
   (e) No bicycle network improvements
   (f) Waste collection and impact on surrounding streets
   (g) Impact on adjacent developments
   (h) Narrow footpaths
   (i) No designated smoking areas

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) Reduction in the provision of car parking by deletion of excess car parking;

(b) Wind mitigation

(c) Design detail

CONTACT OFFICER: **Mary Osman**
TITLE: **Manager Statutory Planning**
TEL: **9205 5300**

6.4 LATE ITEM - PLN15/1176.02 - 2 Gough Street, Cremorne

Reference	D21/35659
Author	Mary Osman - Manager Statutory Planning
Authoriser	Manager Statutory Planning

Ward:	Melba Ward
Proposal:	Amendment to the endorsed plans and permit conditions of PLN15/1176 including: • Changes to the permit preamble, • deletion/amendment of conditions, • reconfiguration of building uses including deletion of residential component, • internal reconfiguration of buildings, • changes to the car parking and bicycle parking provision/allocation and • built form changes including façade changes and increase in height.
Existing use:	Vacant
Applicant:	Caydon Cremorne No 2 Development Pty Ltd
Zoning / Overlays:	Comprehensive Development Zone – Schedule 3 and part Road Zone (Category 1), Environmental Audit Overlay, Land Subject to Inundation, City Link Project Overlay, Heritage Overlay – Schedule 350 (Sign and Richmond Maltings both included on the Victorian Heritage Register H2049 and H2050) and Development Contributions Plan.
Date of Application:	27 May 2020
Application Number:	PLN15/1176.02

Planning History

1. Planning permit PLN15/1179 was issued at the direction of the Victorian Civil and Administrative Tribunal (VCAT) on 22 January 2018 (corrected on 4 April 2018) permitting *'Development of the land for buildings and works, including the construction of three buildings, use of the land as accommodation (dwellings and serviced apartments), function centre, shop and restaurant, food and drink premises (café), art gallery, reduction in the car parking requirements and construction and display of signs (relocation of Nylex and Victoria Bitter signs on top of silos B8 and B9)*.
2. Plans have not been submitted for endorsement as an amendment lodged pursuant to Section 72 of the *Planning and Environment Act 1987* (**the application**) has been made.
3. Demolition has commenced (see image below) no planning permit required as approvals have been granted by Heritage Victoria.



Figure 1: - Subject site (source applicant)

Background

4. The application was lodged with Council on 27 May 2020. A further information letter was sent on 18 June 2020 with all matters addressed by 28 July 2020.

5. The application was then advertised to owner and occupiers within the City of Yarra, Melbourne and Stonnington and 7 objections have been received.

6. During this process, Council sought and received external referral advice from various consultants in the fields of urban design, acoustic, traffic, as well as Council internal units including waste management, building (structural advice), environmental sustainable development (ESD), heritage, landscape, engineering and strategic transport. A referral was also sought and received from Melbourne Water and the Department of Transport.

7. To address concerns raised by officers, objectors and referral advice, the application was amended under section 57(a) of the *Planning and Environment Act 1987* (the 'Act;) on 9 March 2021.

8. Amongst other changes, the proposal has been amended as follows:

   (a) Ground floor changes including presentation to Gough Street amended waste rooms, bike storage and entry points;

   (b) Material changes; and

   (c) Updated reports.

9. The S57(a) amended plans were not re-advertised and only referred back to acoustics, waste management and ESD.

Heritage Victoria Approvals

10. The subject site includes parts of the site on the Victorian Heritage Register (**the register**). Heritage Overlay schedule 350 relates to 2 Gough Street (Nylex Plastics sign) and 2 and 15 Gough Street (Richmond Maltings) reference as H2049 and H2050 pursuant to the register.

11. Clause 43.01-2 of the Yarra Planning Scheme states that no permit is required under this overlay to develop a heritage place which is included on the register.

12. A number of heritage permits have been granted subsequent to the grant of the planning permit, a relevant chronology of these is provided below:

    (a) 15 November 2019 – Heritage Victoria Permit P32084 approved archaeological excavation.

    (b) 2 August 2019 – Amendment to Heritage Victoria Permit P25508 which amongst other things approved an amendment to the scope of works to the fire damaged B6 building and all other Heritage buildings on site.

    (c) 14 March 2018 – Amendment to Heritage Victoria Permit P27181 approved removal of archaeological remains from the site.

    (d) 30 March 2017 – Heritage Victoria Permit P26027 approved to temporarily remove the 'Nylex' sign including transfer, storage and reinstatement of sign.

Planning Scheme Amendments

13. Since the most recent amendment was granted, Amendment C238 was introduced into the Yarra Planning Scheme (the Scheme) on 01 February 2021 and inserts Clause 45.06 (Development Contributions Plan Overlay) with Schedule 1 into the Scheme.

14. The Plan requires developers to pay a contribution towards essential city infrastructure and is to ensure that the cost of providing new infrastructure and upgrading existing infrastructure is shared between developers and the wider community on a fair and reasonable basis. The Plan outlines that DCP charges comprise of Development Infrastructure Levy (DI) and/or a Community Infrastructure Levy (CI). Payment of DI (applicable to all new development) may be made at subdivision stage, planning permit stage or building permit stage whilst payment of the CI (applicable to residential developments/components only) must be made at the building permit stage.

15. As a building permit has not yet been issued for the site. A condition on any amended permit will be included but only is applicable to the 'changes' approved by the amendment.

Aboriginal Cultural Heritage Significance

16. The subject site falls within an area of cultural heritage sensitivity. The original officer report (28 June 2017 IDAC meeting) included the following discussion:

> "The site is within 500m of the Yarra and therefore, the impact of the proposal on the Aboriginal Cultural Heritage significance of the land must be considered.
> The Applicant submitted a Preliminary Cultural Heritage Study as part of the original application, prepared by Ecology and Heritage Partners.
>
> The report confirmed that the site has been subject to significant ground disturbance, so r. 23(2) of the *Aboriginal Heritage Act* 2006 applies and a mandatory Cultural Heritage Management Plan is not required before a permit can be issued. In any event, the report included core samples within the stage 2 area, no Aboriginal artefacts of areas of archaeological likelihood have been identified within the study area'.

The Proposal

17. The application proposes amendments to both the permit and endorsed plans:

Permit

18. The proposal seeks approval for the following amendments to the permit:

    (a) Permit preamble to delete reference to 'dwellings' and 'shop';

    (b) Delete conditions 94 and 95 relating to bike share;

    (c) Modification to a number of the conditions as a result of the proposed use and design modifications to the various buildings.

Plans

19. The amendment retains a number of the fundamental components of the approved development being a mixed use development incorporating a number of retained heritage buildings and signs and with new construction. The most significant change is the proposed deletion of the residential component and replaced with a large commercial office use. The proposed amendments can generally be described as:

    (a) Two additional restaurants (120 patrons Building B6 and 50 patron Building B9);

    (b) Increase in hotel rooms from 200 to 201;

    (c) Deletion of residential component of the development

    (d) Increase in office floor area by 14,731sqm;

    (e) Reduction in car parking from 245 to 228 including a further reduction in the car parking provision;

    (f) Increase in bicycle provision from 330 to 341

    (g) Modifications to floor areas of uses across the site

    (h) Additional bridges between buildings and

    (i) General design changes including façade changes and minor variation in height.

20. For ease of reference, the image below identifies the locations of the various buildings and depicts the staging of the development across the site. It is noted that stages 1 & 3 are complete with stages 2A and 2B applicable to this application only.

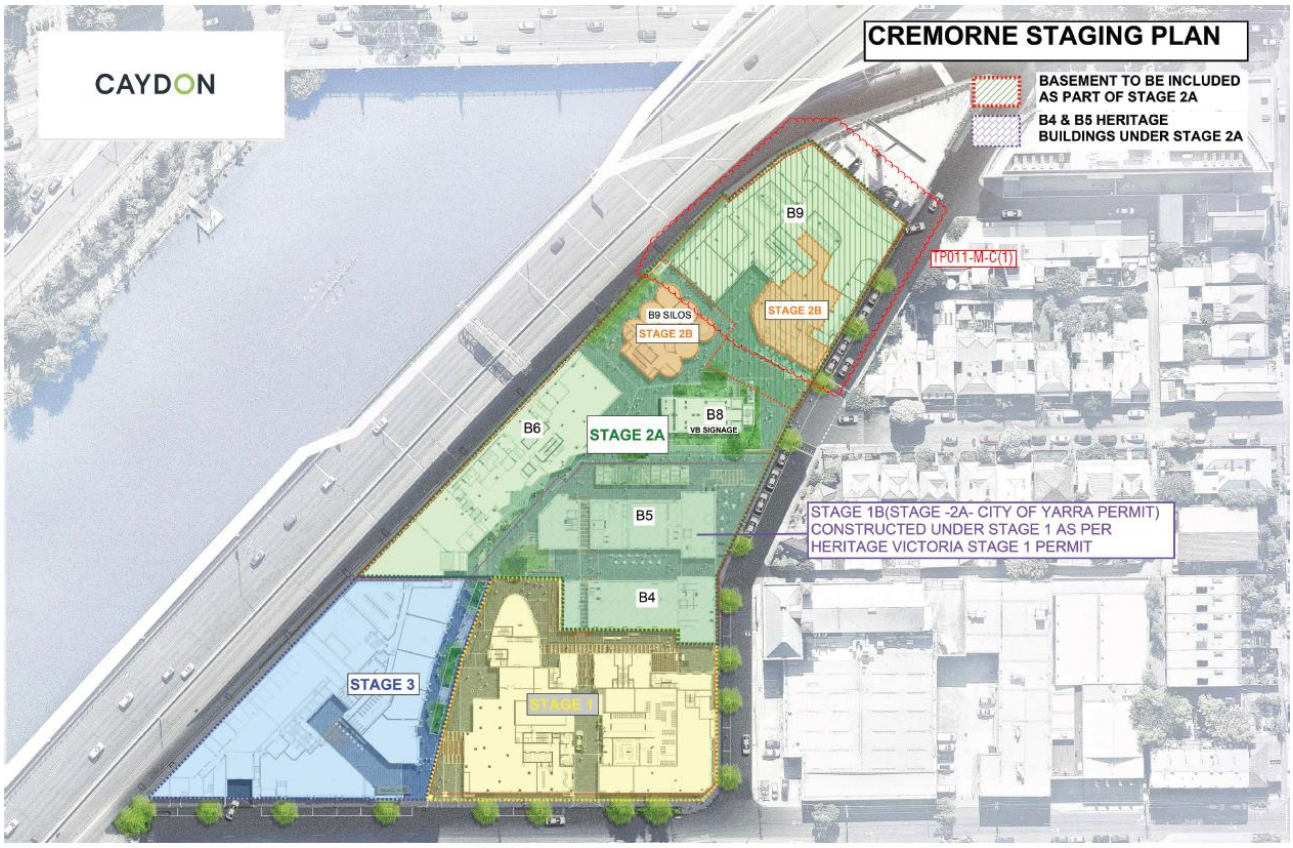


Figure 2 – Staging Plan and building location plan

21. Further details outlined below describe the proposed amendments to each of the buildings.

    Buildings B4 and B5

22. No change proposed to either building – all existing conditions relevant to these buildings remain.

    Building B6

(a) Ground level back of house (BOH) relocated to the south and active co-working/office space interfacing internal to the site. Additional window punctuations to reconstructed ground floor heritage wall complying with condition 1(q) of the permit. It is noted that this condition has been met and will be deleted as a condition of the permit;

(b) Floor areas modified including internal layout of ground floor hotel lobby, restaurant and office area;

(c) Variation to northern ground floor façade staggering;

(d) First floor – deletion of co working space (relocated to ground level) and replaced with administration and service areas, reduction in size of function space and introduction of a gym;

(e) Level 3 deletion of co working space and introduction of hotel rooms (23);

(f) Level 11 reduction in number of hotel rooms from 16 to 14; reallocation of terrace space to hotel rooms;

(g) Level 12, deletion of 12 hotel rooms and addition of a new restaurant/lounge area. External south facing terrace now forming part of restaurant area;

(h) Level 13, reduction in number of hotel rooms from 9 to 2 and redesign of plant area

(i) Repositioning of stair and lift core; and

(j) Insertion of winter gardens to southern façade from levels 3 to 11, this address existing condition 1(v), however, the winter gardens are not clearly shown on the plans and a condition of permit will require these details (a sketch plan has been provided by the permit application and will be conditioned accordingly.

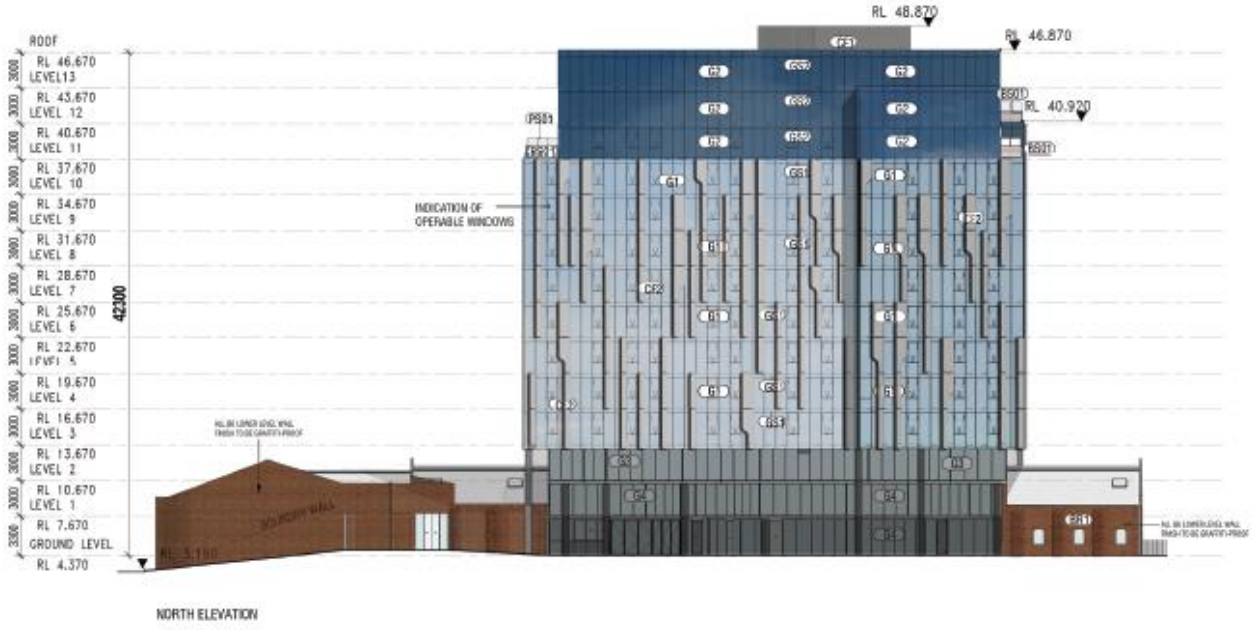


Figure 3 – proposed north elevation



Figure 4 – previous north elevation (not endorsed)

Building 8

(k) Ground floor relocation of services, addition of a ramp to stair and 1.5m wind screen to the north as required by wind report, additional glazing to the east and west façade and column placement amended.

(l) Level 1 and above, additional structural supports added to west elevation and internal stair relocation.

(m) Level 7, deletion of windows to west elevation and retention of existing painted signage.

(n) Addition of louvres to plant area

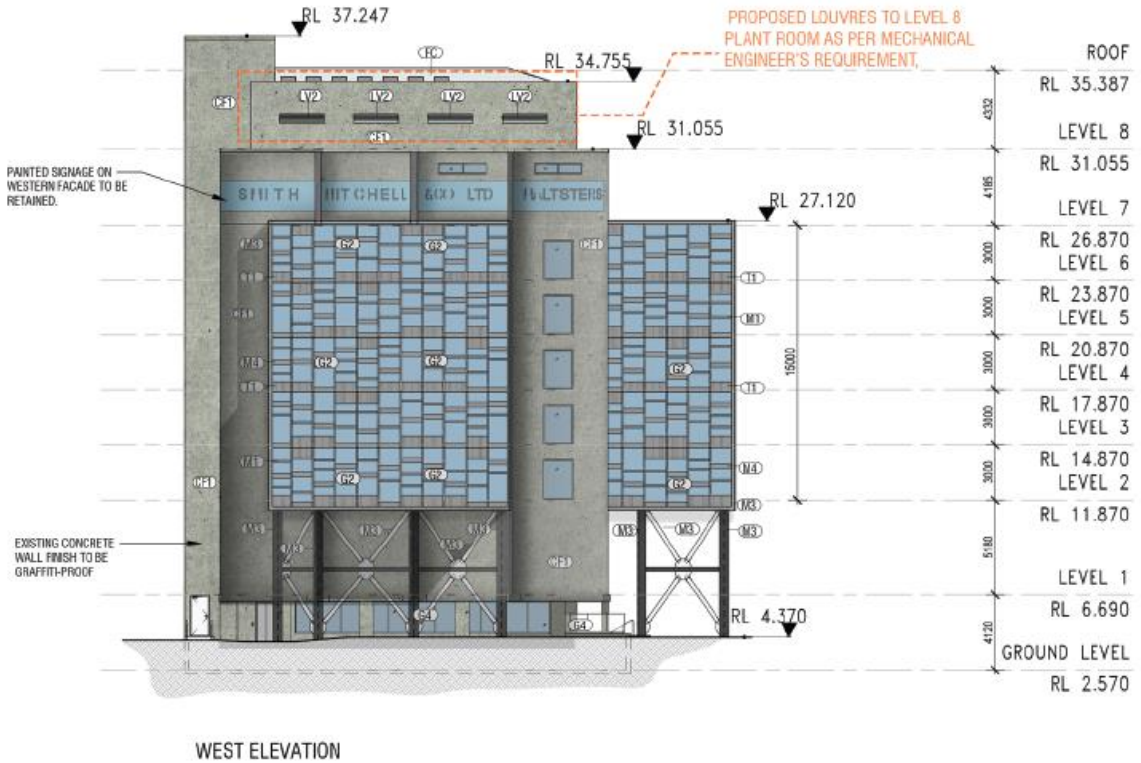


Figure 5 – proposed west elevation

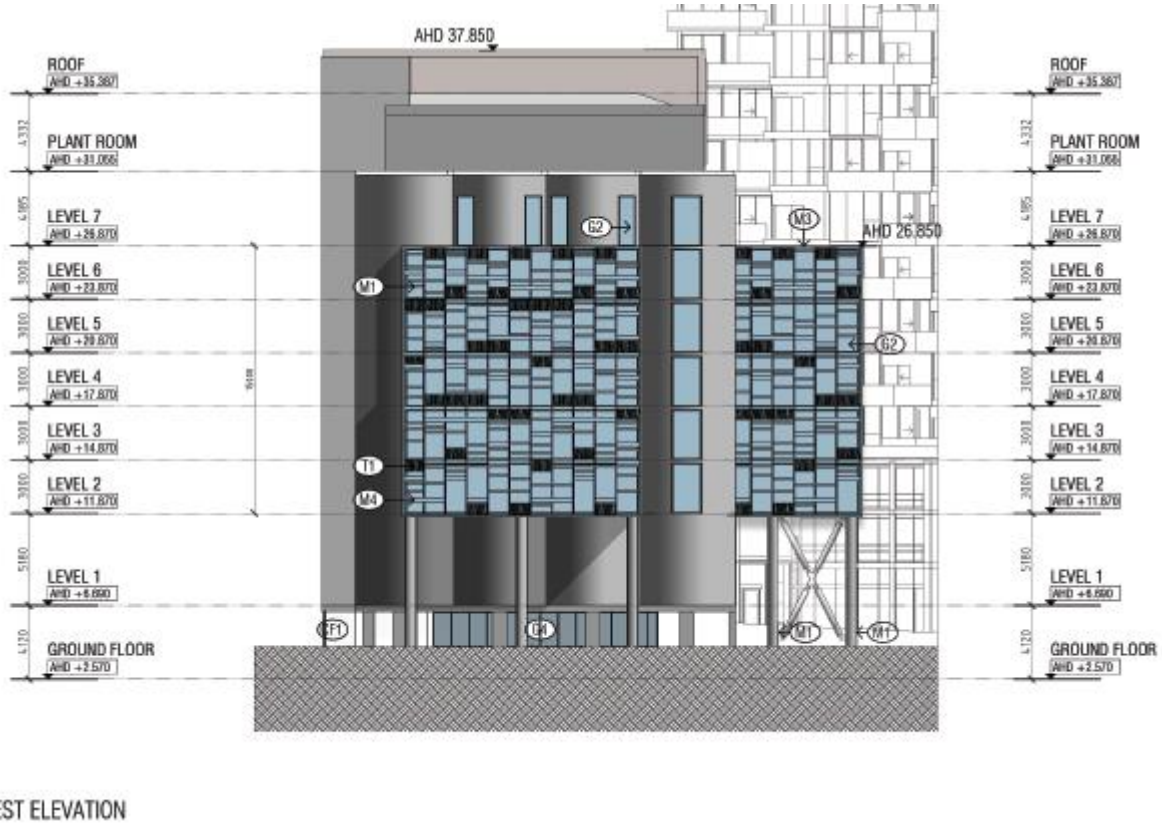


Figure 6 – previous west elevation (not endorsed)

Building 9

(o) Extension to basement level – new 'basement 4 lower'.

(p) Basement levels reorganised, storage areas added, additional lifts and redesign of internal space

(q) Basement level 2 addition of dynamic bike storage racks

(r) Ground floor parking car and loading access ways in same location internal spaces for loading redesigned, increase size of waste areas and bike storage rooms, switch and substation flank the southern boundary.

(s) Deletion of residences and replaced with commercial space additional bridges linking new building with retained silos.

(t) Ground floor, deletion of dwellings and reception area, replaced with office lobby areas accessed from Gough Street and a new ground floor restaurant proposing 50 patrons and orientated to Gough Street and internal courtyard. Reorganisation of proposed art gallery housed in the retained silos.

(u) Level 1, deletion of dwellings and replaced with office with central core and reorganisation of proposed art gallery housed in the retained silos.

(v) Level 2, deletion of dwellings and replaced with office, office use introduced into the retained silos.

(w) Level 3, deletion of dwellings and replaced with office, extension of wrap around terrace to the eastern boundary, office use introduced into the retained silos.

(x) Level 4 and 5, deletion of dwellings and replaced with office including filling in of previous terraces with office floor area, deletion of art gallery and office use introduced into the retained silos.

(y) Level 6, deletion of dwellings and replaced with office including filling in of previous terraces with office floor area, deletion of kitchen to upper level restaurant and office use introduced into the retained silos.

(z) Level 7, deletion of dwellings and replaced with office including filling in of previous terraces with office floor area, deletion of gym and office use introduced into the retained silos.

(aa) Level 8, deletion of dwellings and replaced with office including filling in of previous terraces with office floor area and office use introduced into the retained silos.

(bb) Level 9, deletion of dwellings and replaced with office including filling in of previous terraces with office floor area, deletion of gym and office use introduced into the retained silos.

(cc) Level 10 and 11, deletion of dwellings and replaced with office including filling in of previous terraces with office floor area.

(dd) Level 12, deletion of dwellings and replaced with restaurant and function space including filling in of previous terraces and extending into the retained silos. (No change to existing patron numbers for the restaurant and function centre (total patrons 200)).

(ee) Deletion of levels 13 – 14 to accommodate taller floor to ceiling requirement for commercial space – no change to overall height – RL 50.87.



Figure 7 – previous north elevation (not endorsed)

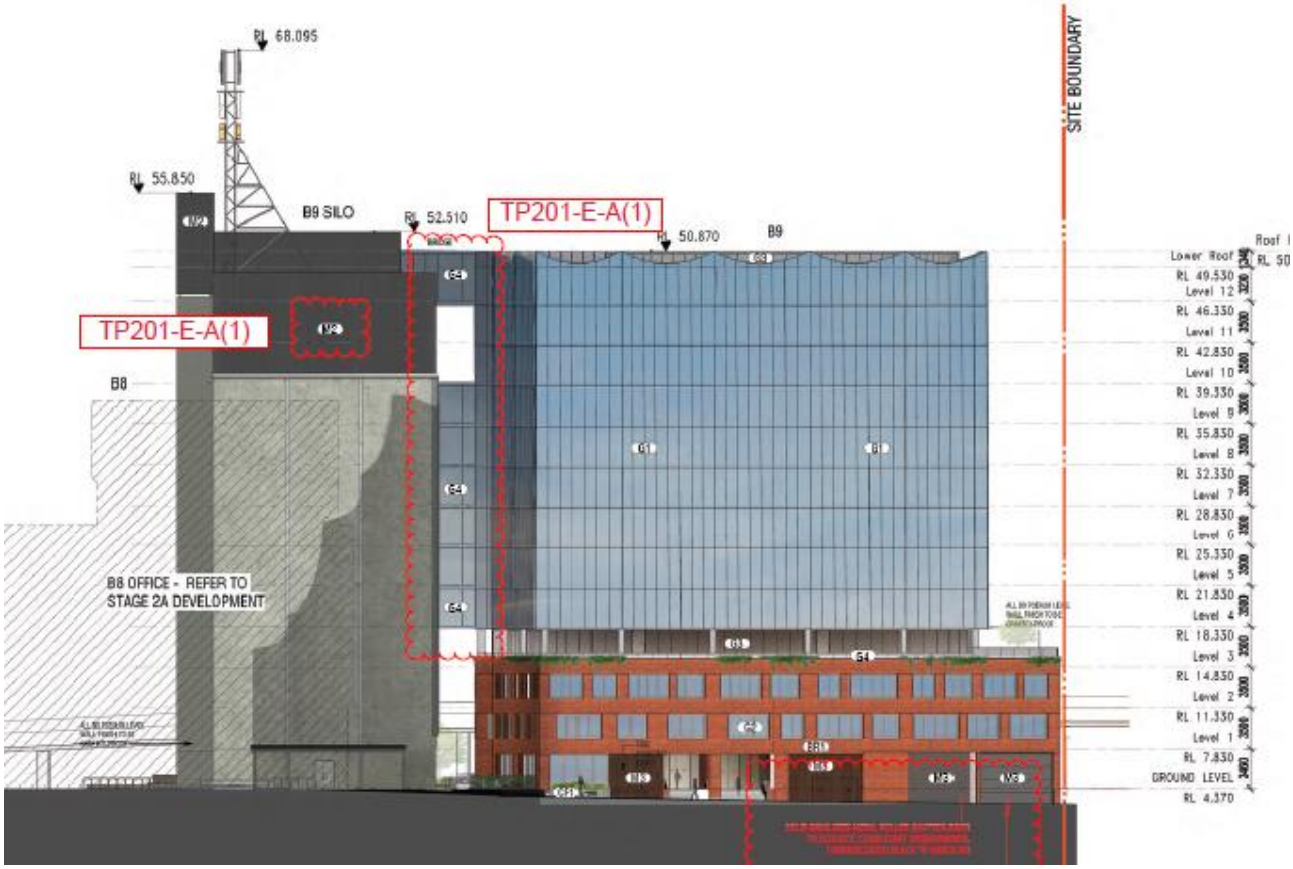


Figure 8 – proposed north elevation

Lodgment of S57A plans

23. To address concerns raised by officers, objectors and referral advice, the application was amended under section 57(a) of the *Planning and Environment Act 1987* (the 'Act;) on 9 March 2021.

24. Amongst other changes, the proposal has been amended as follows:

    (a) Ground floor changes including presentation to Gough Street amended waste rooms, bike storage and entry points;

    (b) Material changes; and

    (c) Updated reports.

Sketch plans

25. In addition to the amended plans submitted, sketch plans addressing other concerns were also lodged detailing the following changes could be conditioned should an amended permit issue:

    (a) Details of winter gardens proposed to Building B6

Existing Conditions

Subject Site

26. The subject site is located on the south-west corner of the intersection of Gough and Cremorne Streets in Cremorne and is known as Stage 2 of the broader Nylex Silos Site. Broadly speaking, the site is located in the south-west corner of Cremorne, adjacent to the CityLink, Yarra River and Punt Road.



Figure 9 – Aerial Photo (source Nearmap)

27. The site comprises 2 titles (whole or in part, being legally known as:

    (a) Lot S2 on Plan of Subdivision 810921M; and

    (b) In part Lot S100 on Plan of Subdivision 810921M.

28. The overall site is an irregular shaped lot, with a frontage of 68.7m to Cremorne Street and a frontage of 161m to Gough Street. The site also has a 139.1m frontage to Harcourt Parade (adjacent to the CityLink onramp). The overall site (stages 1 & 2) is approximately 11,025m².

29. The location of the proposed works is the western end of the larger property, known commonly as the 'Nylex' site by virtue of the prominent silos and sign adjacent to the Citylink. The significance of the site (and the sign) are highlighted with the site being included on the Heritage Register (two listings – the sign specifically and the site as a whole).

30. Two Heritage Victoria registrations for the site exist and are described as:

    (a) H2049 – Nylex Sign – The sign is identified as a double sided sky-sign mounted on a cross braced steel frame on top of silos. The sign is of social and historical significance to the state of Victoria. The sign is said to signalise the industrial base of the former City of Richmond. Further, the sign is of social significance for its landmark qualities, forming an unofficial gateway to Melbourne. It is noted that the silos supporting the sign are not referenced in the registration and are not of heritage significance.

    (b) H2050 – Richmond Malting's – The site was the Barrett Burston Richmond Malting's, initially developed in the 1850s – 1860s. The site is historically, scientifically (technologically), aesthetically, socially and archaeologically significant to the State of Victoria.

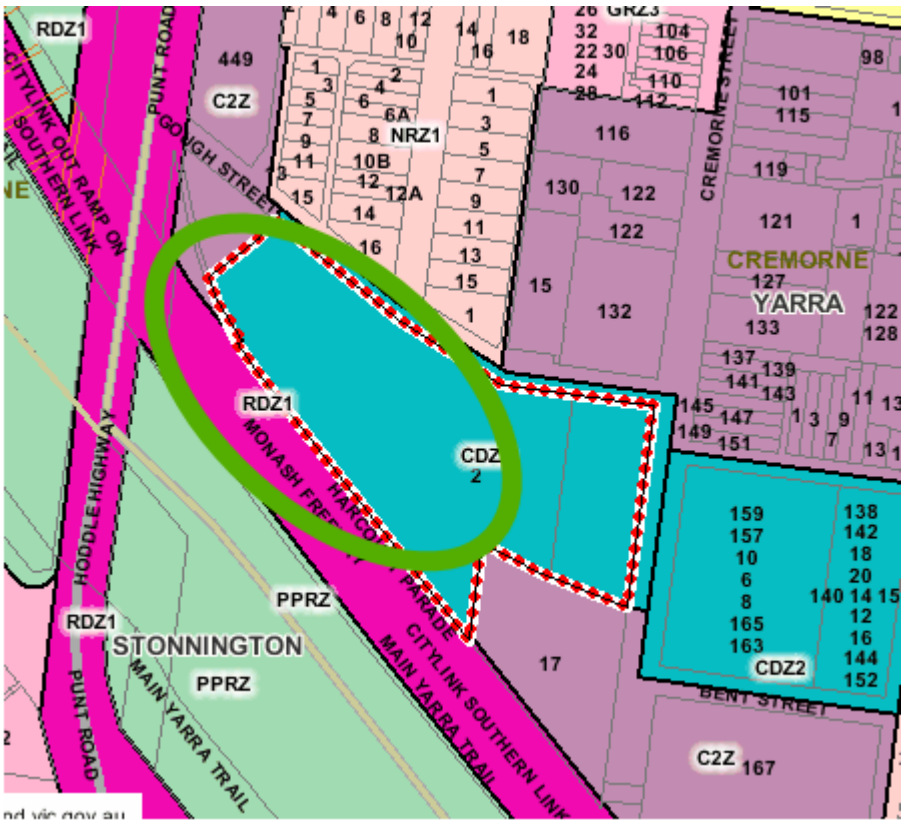


Figure 10 – Zoning Map

31. The green oval depicts the general area of Stage 2. The land known as 2 - 50 Gough Street however, is boarded by the red and white dotted line [Nylex Site].



Figure 11 – Gough Street streetscape

32. Reviewing the built form across the site in its entirety, the site contains a number of buildings, including 2 groups of silos, heritage building stock and non-heritage buildings. The section of the site affected by this application was/is developed with:

    (a) B11 – a three storey brick building in the western end – 1939 barley store - **demolished**

    (b) B10 – a multi-storey brick building in the north-west corner of the site fronting Gough Street – 1956 malt house - **demolished**

    (c) B9 - 'Nylex' silos with the iconic sign on top along the Harcourt Parade frontage – **part demolished**;

    (d) B8 – 'VB' silos (displaying the 'Victoria Bitter' sign) to the north-east of the Nylex silos;

    (e) B6 – Significantly damaged building previously a double storey brick building along Harcourt Parade, south-east of the Nylex Silos – 1920 malt house and mid-1920s extension – **fire damaged and demolished**

    (f) B7 – Single storey building north of B6 and generally central to the site – 1950s drum malt house;

    (g) B5 – three storey building along the Gough Street frontage – 1880 and later malt house; and

    (h) B4 – three storey brick building – late 1930s malt house.

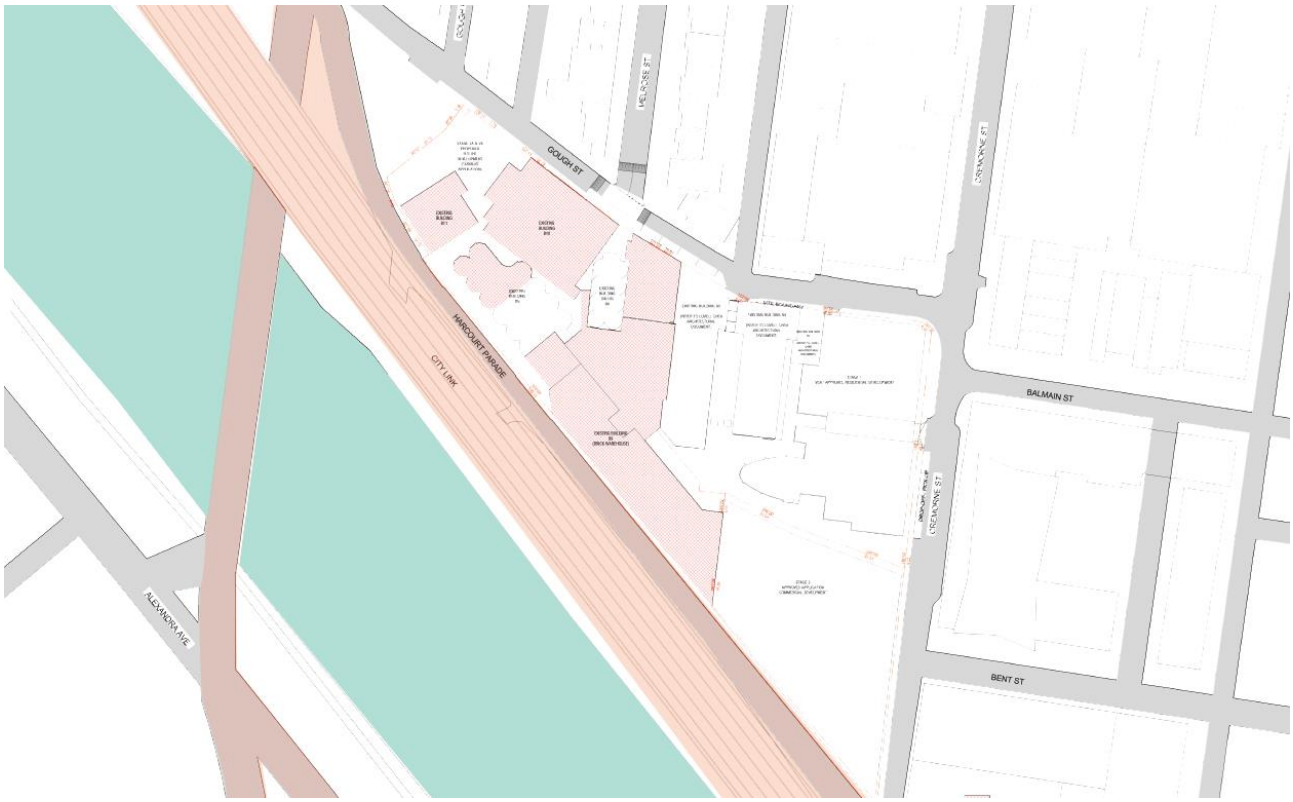


Figure 12 – Demolition plan



Figure 13 – Gough Street Silos

Restrictive covenants

33. There are two Section 173 Agreements relevant to the site.

    (a) Agreement AQ996177P was registered on 8/5/2018 which requires amongst other things:

        (i) That the 40 spaces 'quarantined' for Stage 2 will be allocated this future development on the balance of the site at 2 Gough Street Cremorne; and

        (ii) The owner must provide unfettered public access over that part of the land to be used for the widened Gough Street and Cremorne Street footpath

    (b) Agreement AQ996255V which applies to land at 17 – 21 Harcourt Parade, Cremorne (Stage 3) which requires:

        (i) The establishment of an east-west link (between Stages 1 & 3) having a minimum width of 9m and be predominantly clear to sky and treated with signage and materials to delineate this space as a shared zone.

34. The S173 Agreement AQ996177P is partly now redundant, as an amendment to planning permit PLN15/0355 has been issued which deletes the requirement for 40 car parking spaces to be quarantined for Stage 2.

Easements

35. A 1.83m wide light and air easement runs along the southern end of the site (the section adjacent to 17-21 Harcourt Parade). The stage 1 application sought to remove this easement, however still remains on title

Surrounding Land

36. The site is situated near the interface between the City of Yarra and neighboring municipalities of the City of Melbourne (west of Punt Road) and the City of Stonnington (south of the Yarra River). The site is located within Cremorne.

37. Cremorne is a pocket generally bounded by Hoddle Street/Punt Road to the west, the CityLink and the Yarra River to the south, Church Street to the east and Swan Street to the north. The area is characterised by a number of constrained streets, narrow footpaths and limited 'through roads'. Swan Street is the closest Activity Centre, being approximately 525m to the north of the subject site.

38. The area is provided with public transport options (a Public Use Zone 'cuts' the suburb into 'western' and 'eastern' segments by virtue of the train line) with Richmond Train station being located on the north side of Swan Street. The station is an approximately 525m walk up Punt Road. Trams service Church and Swan Streets (600m and 525m respectively from the site). Two bus routes service Punt Road, with the closest bus stop being approximately 380m south of the site along Punt Road (South Yarra side).

39. Zoning in the area is predominantly Commercial 2, with some residential areas (Neighbourhood Residential and General Residential Zones) and the Comprehensive Development Zone which applies to the subject site. A PUZ2 is located centrally within Cremorne, being home to Kangan Institute (TAFE). This campus has a focus on creative industries (including visual merchandising, retail, hair and beauty, fashion and millinery).

40. The City of Melbourne is located to the west of the subject site with parklands buffering the Yarra River and further to the west are main sporting stadiums and grounds such as Melbourne Park, Melbourne Cricket Ground and Olympic Park.

41. The immediate context of the of the site will notably change over the next 5 – 10 years as the broader Nylex Site is fully developed and surrounding developments commence and or complete construction.

42. In the image below the subject site is shown in orange and is the subject of this report.

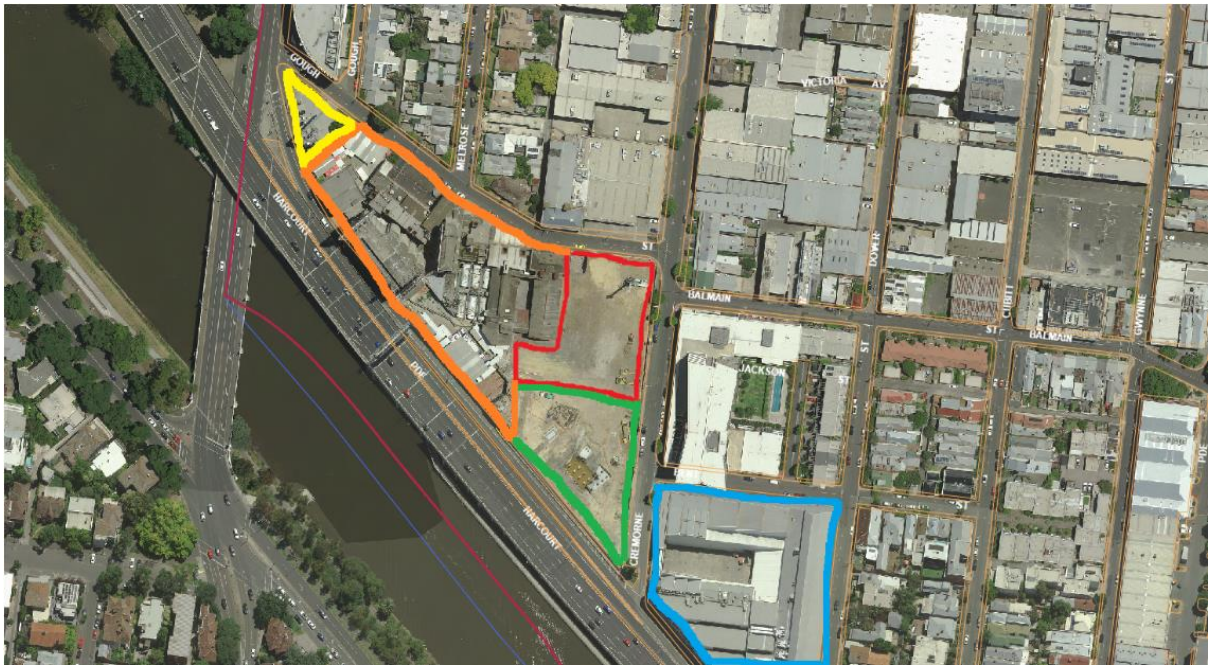


Figure 14 – Development Key

43. Stage 1 of the Nylex site redevelopment (shown in red). Planning Permit No. PLN15/0355 (known as 'Stage 1' of the Maltings Redevelopment) was issued at the direction of VCAT order P1969/2015 on 15 July 2016 for the land at 50 Gough Street formerly known as 2 Gough Street, Cremorne. The permit allows for a maximum 14 storey building, specifically allowing:

    (a) the use of the land for dwellings, a shop and supermarket;

    (b) the construction of a building or carrying out works;

    (c) the reduction in the number of car parking spaces associated with dwellings, shop and supermarket;

    (d) the waiver of the loading/unloading bay requirement associated with a shop;

    (e) reduce the loading/unloading bay requirement associated with a supermarket;

44. A number of amendments have been approved for this permit including:

    (a) S87A amendment making changed to permit conditions issued via a consent order;

    (b) S72 amendment approved changing address of the site and amendments to acoustic conditions;

    (c) S72 amendment approved deleting 'Soho apartments, increasing office floor area; deletion of conditions requiring the quarantining of 40 car parking space for stage 2 and distribution of additional cars across the site.

    (d) Secondary consent amendments – approved minor design changes.



Figure 15 – Stage 1 - 50 Gough Street, Cremorne

45. Works on site are now completed.

46. The site at 17 – 21 Harcourt Parade (shown in green) is known as Stage 3. Planning permit PL08/0921 approved a commercial office building of up to 9 storeys in height. Construction has been mostly completed.

47. A number of amendments have been approved for this permit including:

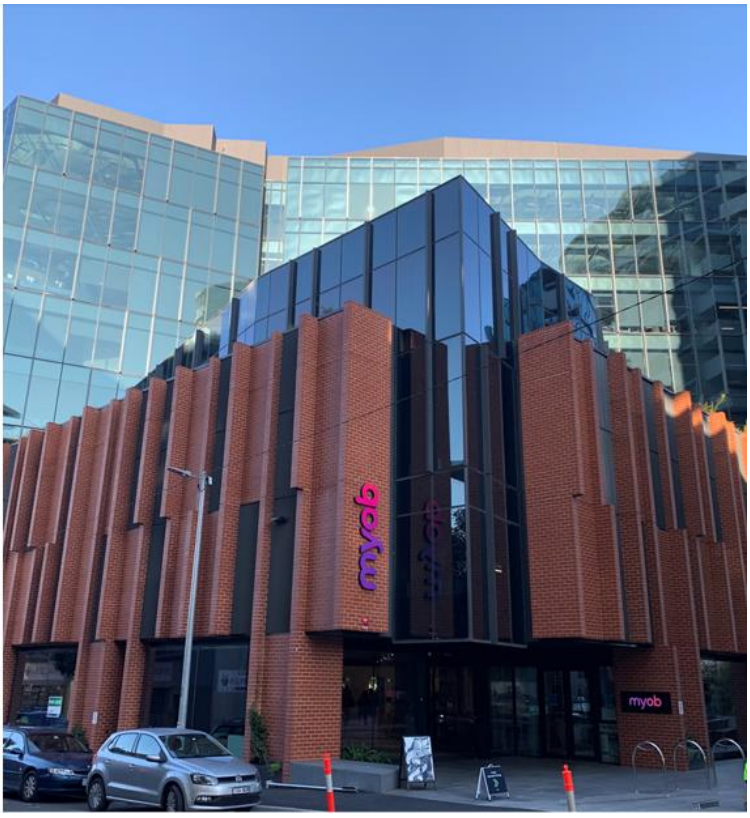
    (a) S72 amendment reducing car paring provision on site;

    (b) Secondary consent approving internal amendment and a modified external façade;

    (c) S72 amendment approving a commercial car park on part of the site;

    (d) Secondary consent – approved minor design changes





Figures 16 and 17 – 17 – 21 Harcourt Parade, Cremorne

48. Additionally, a current secondary consent application has been received seeking changes to the landscape plan, this is yet to be considered by Council.

49. Shown in blue on the map is 167 Cremorne Street, Cremorne. Planning permit PLN19/0775 was issued on 23 March 2020 and approved *'Buildings and works to the existing building, a reduction in the car parking requirements associated with offices (no permit required for the office use)'.*

50. Plans have not been endorsed with no work having commenced on site.



Figure 18 – 167 Cremorne Street, Cremorne

51. Planning permit PLN18/0002 was issued by Council on 17 January 2020 for land at 1 – 3 Harcourt Parade, Cremorne (shown in yellow) and approved '*use and development of the land with a multi storey building containing a residential hotel, construction and display of a major promotional electronic sign and removal of covenant 1818808 from lot 1 on plan of subdivision 408289Y.*



Figure 19 – 1 – 3 Harcourt Parade, Cremorne

52. No construction has commenced on site.

53. Looking more broadly, the surrounding context includes:

    (a) To the north of the subject site, across Gough Street, is a five-storey, office building (as developed under planning permit No. PL03/0445) that is hard edged to all street interfaces and is primarily constructed of glass;

    (b) To the north-east are single-storey dwellings fronting Gough Place and Melrose Street (which both intersect with Gough Street). These dwellings are zoned Neighbourhood Residential (Schedule 1);

    (c) East of the dwellings described above are single-storey, Victorian era terraces that are zoned Commercial 2, (with some that may enjoy existing use rights);

    (d) Further east is Cremorne Street that contains a range of 1-3 storey office/industrial buildings including the “Era” 10-storey, mixed use/apartment building and new and emerging office buildings of approximately 8 storey. A mixture of front setbacks (with car parking) and hard edged development is generally evident;

    (e) To the south of the subject site is Harcourt Parade and further south-east is an entry ramp to the CityLink. Beyond this at-grade onramp is an elevated ramp of the CityLink with one southbound and 4 City bound lanes. Elevated views are offered from the freeway to the subject site. Further south is the Yarra River environs opposite side of this is the municipality of the City of Stonnington; and

    (f) To the immediate west of the subject site is Punt Road, a declared road and one of Melbourne’s primary arterial roads. Punt Road is an approximately 15m wide carriageway, with two lanes in each direction separated by a median strip and a slip lane to Gough Street. Punt Road is within a Road Zone Category 1.

Planning Scheme Provisions

Legislative Provisions

54. The amendment has been requested pursuant to section 72 of the *Planning and Environment Act 1987* (**the Act**)

55. Section 72 of the Act states:

(1) A person who is entitled to use of develop land in accordance with a permit may apply to the responsible authority for an amendment to the permit.

(2) The section does not apply to -

(a) A permit or part of a permit issued at the direction of the Tribunal, if the Tribunal has directed under section 85 that the responsible authority must not amend that permit or that part of the permit (as the case requires); or

(b) A permit issued under Division 6.

56. The original permit PLN11/1176 issued on 22 January 2018 at the direction of VCAT (corrected 4 April 2018), did not specify that the Responsible Authority must not further amend the permit.

57. The permit was not issued under Division 6.

58. Section 73 of the Act states that Section 47 to 62 of the Act apply to the amendment application. This allows the Responsible Authority to apply the above-mentioned sections of the Act to the amendment application as if it was an application for a permit.

59. Accordingly the relevant sections will be addressed in this report.

Zoning

Comprehensive Development Zone – Schedule 3 (Richmond Maltings, 2 Gough Street, Cremorne)

60. The purpose of this zone is:

(a) To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.

(b) To provide for a range of uses and the development of land in accordance with a comprehensive development plan incorporated in this scheme.

61. The purpose of schedule 3 is:

(a) *To allow a comprehensively staged, mixed use development on the site which will create activity during the day and evening and generate local employment opportunities.*

(b) *To conserve and enhance key heritage buildings through refurbishment and reuse.*

(c) *To allow the continuation of limited major advertising in the precinct.*

(d) *To ensure that development on the site will complement and enhance the Yarra River environs.*

(e) *To ensure the combination of uses, their density and the scale and character of development does not prejudice the amenity of the surrounding area.*

(f) *To retain the visual dominance and preservation of views of the landmark Nylex sign and associated silos through the sensitive siting of new building envelopes on the site.*

(g) *To provide a well designed, attractive open plaza space within the development which is accessible to the surrounding community.*

(h) *To ensure a high quality architectural response to the site that acknowledges and is respectful of the scale and form of buildings within the site and its immediate environs.*

62. Under schedule 3, the use of the site for offices does not require a planning permit. However, the use of the site as a hotel (nested within 'accommodation'), a shop, café/restaurant (nested within 'retail premises'), Art gallery and function space (nested within 'place of assembly) all require a planning permit. No planning permit is required for the use of the land as office.

63. The proposed amendments seeks to delete the residential component from the development therefore the words 'dwelling' will be deleted from the permit preamble and all existing references within the permit including conditions will also need to be deleted.

64. Section 2 of schedule 3 states that:

    (a) *Use of land must be in accordance with the Table of uses to this Clause and the comprehensive development plan: "Planning and Design Principles for the Richmond Maltings Site, Cremorne – November 2007".* [**Design Principles**]

    (b) *A use must not detrimentally affect the amenity of the neighbourhood, including through the:*

        (i) *Transport of materials, goods or commodities to or from the land.*

        (ii) *Appearance of any building, works or materials.*

        (iii) *Emission of noise, artificial light, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil.*

65. Under section 4 of schedule 3, a planning permit is required for the proposed buildings and works as the proposal is not generally in accordance with the Planning or Design Principles.

66. Decision guidelines when considering the proposed buildings and works are (as relevant):

    (a) *Consistency with the building envelopes and design principles detailed on the comprehensive development plan: "Planning and Design Principles for the Richmond Maltings Site, Cremorne – November 2007".*

    (b) *Streetscape character.*

    (c) *Built form.*

    (d) *Landscape treatment*

    (e) *Interface with nearby areas.*

    (f) *Parking and site access.*

    (g) *The preservation of the amenity of nearby residents.*

    (h) *The orderly management of vehicular and pedestrian traffic.*

    (i) *The visual impact of the building or works on the impact of the area.*

    (j) *The inclusion of appropriate acoustic measures to attenuate noise levels internally within new or refurbished/converted buildings for residential and other noise sensitive uses, located on the southern part of the site directly adjacent to the Monash Freeway.*

67. The Design Principles offer the following guidance when assessing built form (the full list has been included here, where some items may relate to the balance of the site, any development ion this section must ensure it does not undermine the broader objectives of the site):

    (a) *Facilitate safe, convenient and legible public access into and through the site.*

    (b) *Provide tall development at the eastern end of the site consistent with the built forms adjacent to the east.*

    (c) *Retain the visual prominence and landmark qualities of the Nylex sign and clock and the 1960's silos which support this heritage feature.*

(d) *Provide opportunities for pedestrian access through the site to Harcourt Parade to the south and the Punt Road Bridge. Options for any future potential pedestrian access across or along Harcourt Parade are to be the subject of full discussion and negotiation between VicRoads, CityLink, Council and the land owner.*

68. Under section 5 specifies the following car parking controls as relevant to the amendment:

(a) Café – 0.3 spaces/seat

(b) office – 2.6 spaces per 100m²;

(c) shop – 4 spaces per 100m²;

(d) restaurant – 0.3 car spaces / seat

Land Use	Units/Area/Seats proposed	No. required	No. proposed	Reduction sought
Hotel	201 rooms	No specified rate		
Office	20,339m²	528		
Art Gallery	505m² or 50 patrons	No rate specified		
Function Space	1,336m² or 250 patrons	No rate specified		
Restaurant	519 seats	155		
Cafe	84 seats	25		
TOTAL		**708 spaces**	**228 spaces**	**480 Spaces**

69. A permit may be granted to reduce the number of car spaces required for a particular use if the Responsible Authority is satisfied that the number of spaces required:

(a) *Is unnecessary in the circumstances;*

(b) *Can be provided on nearby land; or*

(c) *If the proposal is to achieve a heritage outcome.*

70. This application has a statutory requirement for 708 spaces, with a reduction of 480 being sought.

71. Before deciding on the application, the Responsible Authority must consider:

(a) *The likely demand for car parking spaces.*

(b) *The extent to which the various uses of the land are likely to generate different levels of demand for parking at different times.*

(c) *The possible multi-use of car spaces.*

(d) *The demand for car spaces generated by the uses established in previous stages of the development.*

(e) *The accessibility of the site to vehicle traffic;*

(f) *The proposed layout of parking areas.*

72. Section 6 states that the dimensions of the car spaces, access lanes and driveways and layout of parking areas must meet the requirements of Clause 52.06, unless the responsible authority agrees otherwise.

Part Road Zone – Schedule 1

73. The southernmost strip of land adjacent to Harcourt Parade is within the RDZ1. This appears to be a planning anomaly, however this zoning must be considered.

Overlays

CityLink Project Overlay

74. This overlay exempts use and development in association with the City Link Project area if the use or development is part of the Melbourne City Link Project (as relevant). The only permit triggers of this overlay relate to signage (none is proposed as part of this application).

Environmental Audit Overlay

75. Clause 45.03-1 of the Scheme states that before a sensitive use (residential use, child care centre, pre-school centre or primary school) commences or before the construction or carrying out of buildings and works in association with a sensitive use commences, either:

(a) *A certificate of environmental audit must be issued for the land in accordance with Part IXD of the Environment Protection Act 1970, or*

(b) *An environmental auditor appointed under the Environment Protection Act 1970 must make a statement in accordance with Part IXD of that Act that the environmental conditions of the land are suitable for the sensitive use.*

76. This requirement is already conveyed to the Applicant in the form of a notation on the permit.

Heritage Overlay (HO350 – 2 Gough Street [Nylex Plastics sign] and 2 and 15 Gough Street [Richmond Maltings], both on the Victorian Heritage Register [H2049 and H2050])

77. Clause 43.01-2 of the Scheme states that no permit is required under this overlay to develop a heritage place which is included on the Victorian Heritage Register.

78. It is noted however, that the CDZ3 Design Principles note the following objectives:

(a) *Conserve and enhance the key heritage features of the site which depict the various stages of the malting process since the late 19th Century.*

(b) *Provide opportunities for interpretation and appreciation of the cultural heritage attributes of the site which are to be retained.*

Land Subject to Inundation Overlay

79. A planning permit is required under clause 44.04-1 of the scheme to construct a building or to construct or carry out works. This includes roadworks. An application under this overlay is exempt from the notice requirements, however the application must be referred to Melbourne Water under Section 55 of the Act.

Development Plan Contribution Overlay

80. The subject site is affected by the Development Plan Contributions Overlay (DPCO) – Schedule 1.

81. Pursuant to Clause 45.06-1 a permit granted in the DCPO must;

(a) Be consistent with the provisions of the relevant development contributions plan.

(b) Include any conditions required to give effect to any contributions or levies imposed, conditions or requirements set out in the relevant schedule to this overlay

82. As the proposed amendment is not exempt from a development contribution, a condition and a note will be included in the recommendation to require the development contributions to be met prior to commencement of the development but will only be applicable to the amendments as the development would have accrued rights.

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

Particular Provisions

Clause 52.05 – Advertising signs

84. The purpose of this provision is:

(a) *To regulate the display of signs and associated structures.*

(b) *To provide for signs that are compatible with the amenity and visual appearance of an area, including the existing or desired future character.*

(c) *To ensure signs do not contribute to excessive visual clutter or visual disorder.*

(d) *To ensure that signs do not cause loss of amenity or adversely affect the natural or built environment or the safety, appearance or efficiency of a road.*

85. A permit is required under clause 52.05-8 of the Scheme to construct and display a major promotion sign (this zone is a category 2 area).

Clause 52.06 – Car parking

86. The purpose of this provision (amongst others) is to ensure the provision of an appropriate number of car spaces are provided having regard to the activities on the land and the nature of the locality. However, the CDZ3 rates prevail in this instance.

87. Section 6 of the CDZ3 however, states that '*The dimensions of the car spaces, access lanes and driveways and layout of parking areas must meet the requirements of Clause 52.06, unless the responsible authority agrees otherwise*'.

Clause 52.29 – Land Adjacent to a Road Zone Category 1, or a Public a Public Acquisition Overlay for a Category 1 Road.

88. A permit is not triggered under this provision as the proposal does not create any new alter access to a category 1 Road.

Clause 52.34 – Bicycle facilities

89. The purpose of this clause is to encourage cycling as a mode of transport and to provide secure, accessible and convenient bicycle parking spaces and associated shower and change facilities. Clause 52.34-2 states that a permit may be granted to vary, reduce or waive any requirement of clause 52.34-3 and clause 52.34-4.

Land Use	Units/Area/Seats proposed	No. required	No. proposed	Surplus
Hotel	201 rooms	5		
Office	20,339m²	68 employee + 20 visitor		
Art Gallery	505m² or 50 patrons	1 employee + 2 visitor		
Function Space	1,336m² or 250 patrons			
Shop	84 m²	-		
Restaurant	519 seats	30 employee + 17 visitor		
Cafe	84 seats (84sqm)	-		
TOTAL		**143 spaces**	**341 spaces**	**+ 198 Spaces**

90. Design and signage requirements are at clause 52.34-4 and 52.34-5 of the Scheme and will be referenced throughout the assessment.

General Provisions

Clause 65 – Decision Guidelines

91. The decision guidelines outlined at clause 65 of the scheme are relevant to all applications. This clause notes *'because a permit can be granted does not imply that 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'.*

Clause 65.01 – Approval of an application or plan

92. The planning scheme requires:

Before deciding on an application or approval of a plan, the responsible authority must consider, as appropriate:

(a) *The matters set out in section 60 of the Act;*

(b) *The Municipal Planning Strategy and the Planning Policy Framework;*

(c) *The purpose of the zone, overlay or other provisions;*

(d) Any matter required to be considered in the zone, overlay or other provision;

(e) The orderly planning of the area;

(f) The effect on the amenity of the area;

(g) The proximity of the land to any public land;

(h) The adequacy of loading and unloading facilities and any associated amenity, traffic flow and road safety impacts.

Planning Policy Framework (PPF)

93. Relevant clauses are as follows:

Clause 11.02 (Managing Growth)

Clause 11.02-1S (Supply of Urban Land)

94. The objective is:

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

95. A relevant strategy:

(a) Planning for urban growth should consider:

(i) Opportunities for the consolidation, redevelopment and intensification of existing urban areas

Clause 11.03-1S Activity Centres

96. The objective is:

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

97. Relevant strategies include:

(a) Build up activity centres as a focus for high-quality development, activity and living by developing a network of activity centres that:

(i) Comprises a range of centres that differ in size and function.

(ii) Is a focus for business, shopping, working, leisure and community facilities.

(iii) Provides different types of housing, including forms of higher density housing.

(iv) Is connected by transport.

(v) Maximises choices in services, employment and social interaction.

(b) Support the continues growth and diversification of activity centre to give communities access to a wide range of goods and services, provide local employment and local economies;

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

Clause 12.03-1S (River corridors, waterways, lakes and wetlands)

98. The objective is:

(a) To protect and enhance river corridors, waterways, lakes and wetlands.

99. Relevant strategies include:

(a) Ensure development responds to and respects the significant environment, conservation, cultural, aesthetic, open space, recreation and tourism assets of water bodies and wetlands.

(b) Ensure development is sensitively designed and sited to maintain and enhance environmental assets, significant views and landscapes along river corridors and waterways and adjacent to lakes and wetlands.

(c) Protect the Yarra, Maribyrnong and Murray River corridors as significant economic, environmental and cultural assets.

Clause 12.03-1R (Yarra River Protection)

100. The objective is:

(a) To maintain and enhance the natural landscape character of the Yarra River corridor

101. Relevant strategies include:

(a) Retain and enhance people's enjoyment of the river and its environment by:

(i) Planning for the river and its environs as a recreation and tourism resource.

(ii) Ensuring linkages and public access to the river and its parklands are maintained, enhanced and new links created where appropriate.

(iii) Avoiding overshadowing of the river, its banks and adjacent public open space to ensure that the amenity of the public realm is maintained year-round.

(b) Ensure that development is designed and sited to maintain and enhance the river's secluded and natural environment by:

(i) Minimising the visual intrusion of development when viewed from major roads, bridge crossings, public open space, recreation trails and the river itself.

(ii) Ensuring that the siting and design of buildings avoids conflicting with the local natural landscape and environmental character.

(iii) Ensuring building height is below the natural tree canopy and all development is set back a minimum of 30 metres from the banks of the river.

Clause 13.03-1S Floodplain management

102. The relevant objective of this clause is:

(a) To assist the protection of:

(i) Life, property and community infrastructure from flood hazard.

(ii) The natural flood carrying capacity of rivers, streams and floodways.

(iii) The flood storage function of floodplains and waterways.

(iv) Floodplain areas of environmental significance or of importance to river health.

Clause 13.04-1S Contaminated and potentially contaminated land

103. The relevant objective of this clause is:

(a) To ensure that potentially contaminated land is suitable for its intended future use and development, and that contaminated land is used safely

Clause 13.05-1S Noise abatement

104. The relevant objective of this clause is:

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

Clause 13.07 Amenity and Safety

Clause 13.07-1S Land use compatibility

105. The objective of this clause is:

    (a) D To safeguard community amenity while facilitating appropriate commercial, industrial or other uses with potential off-site effects.

Clause 15 Built form and Heritage

Clause 15.01 - Built Environment and Heritage

Clause 15.01-1S - Urban design

106. 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.

107. Strategies of this clause are:

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

    (b) Ensure development contributes to community and cultural life by improving the quality of living and working environments, facilitating accessibility and providing for inclusiveness.

    (c) Ensure the interface between the private and public realm protects and enhances personal safety.

    (d) Ensure development supports public realm amenity and safe access to walking and cycling environments and public transport.

    (e) Ensure that the design and location of publicly accessible private spaces, including car parking areas, forecourts and walkways, is of a high standard, creates a safe environment for users and enables easy and efficient use.

    (f) Ensure that development provides landscaping that supports the amenity, attractiveness and safety of the public realm.

    (g) Ensure that development, including signs, minimises detrimental impacts on amenity, on the natural and built environment and on the safety and efficiency of roads.

    (h) Promote good urban design along and abutting transport corridors.

Clause 15.01-1R - Urban design - Metropolitan Melbourne

108. The objective of this clause is:

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

109. Relevant strategies of this clause are:

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

Clause 15.01-2S - Building design

110. The objective of this clause is:

    (a) To achieve building design outcomes that contribute positively to the local context and enhance the public realm.

111. Relevant strategies of this clause are:

    (a) Ensure a comprehensive site analysis forms the starting point of the design process and provides the basis for the consideration of height, scale and massing of new development.

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

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

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

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

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

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

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

112. 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

113. The objective of this clause is:

(a) To create urban environments that are safe, functional and provide good quality environments with a sense of place and cultural identity.

114. Relevant strategies of this clause are:

(a) Design neighbourhoods that foster community interaction and make it easy for people of all ages and abilities to live healthy lifestyles and engage in regular physical activity by providing:

(i) Connected, safe, pleasant and attractive walking and cycling networks that enable and promote walking and cycling as a part of daily life.

(ii) Streets with direct, safe and convenient access to destinations.

(iii) Amenities and protection to support physical activity in all weather conditions

Clause 15.01-4R - Healthy neighbourhoods - Metropolitan Melbourne

115. 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

116. The objective of this clause is:

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

117. Relevant strategies of this clause 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) Heritage values and built form that reflect community identity.

Clause 15.02 - Sustainable Development

Clause 15.02-1S - Energy and Resource Efficiency

118. 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.

119. Relevant strategies of this clause are:

    (a) Improve the energy, water and waste performance of buildings and subdivisions through environmentally sustainable development.

    (b) Promote consolidation of urban development and integration of land use and transport.

    (c) Improve efficiency in energy use through greater use of renewable energy technologies and other energy efficiency upgrades.

    (d) Support low energy forms of transport such as walking and cycling.

    (e) Reduce the urban heat island effect by greening urban areas, buildings, transport corridors and open spaces with vegetation.

Clause 15.03

Clause 15.03-1S

120. The objective of this clause is:

    (a) To ensure the conservation of places of heritage significance

121. Relevant strategies of this clause are:

    (a) Identify, assess and document places of natural and cultural heritage significance as a basis for their inclusion in the planning scheme.

    (b) Provide for the conservation and enhancement of those places that are of aesthetic, archaeological, architectural, cultural, scientific or social significance.

    (c) Encourage appropriate development that respects places with identified heritage values.

    (d) Retain those elements that contribute to the importance of the heritage place.

    (e) Encourage the conservation and restoration of contributory elements of a heritage place.

    (f) Ensure an appropriate setting and context for heritage places is maintained or enhanced.

    (g) Support adaptive reuse of heritage buildings where their use has become redundant.

Clause 15.03-2S Aboriginal Cultural Heritage

122. The objective of this clause is:

    (a) To ensure the protection and conservation of places of Aboriginal cultural heritage.

123. Relevant strategies of this clause are:

    (a) Ensure that permit approvals align with the recommendations of any relevant Cultural Heritage Management Plan approved under the *Aboriginal Heritage Act 2006.*

Clause 17.01 – Employment
Clause 17.01-1S – Diversified economy

124. The objective of this clause is:

    (a) To strengthen and diversify the economy.

(b) The relevant strategies of this clause are:

(c) Protect and strengthen existing and planned employment areas and plan for new employment areas.

(d) 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.

(e) *Improve access to jobs closer to where people live.*

Clause 17.02 – Commercial

Clause 17.02-1S – Business

125. The objective of this clause is:

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

126. *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.*

Clause 17.04 Tourism

Clause 17.04-1S – Facilitating Tourism

127. The objective of this clause is:

(a) To encourage tourism development to maximise the economic, social and cultural benefits of developing the state as a competitive domestic and international tourist destination.

128. The relevant strategies of this clause is:

(a) Encourage the development of a range of well-designed and sited tourist facilities, including integrated resorts, accommodation, host farm, bed and breakfast and retail opportunities.

(b) Seek to ensure that tourism facilities have access to suitable transport.

(c) Promote tourism facilities that preserve, are compatible with and build on the assets and qualities of surrounding activities and attractions.

(d) Create innovative tourism experiences.

(e) Encourage investment that meets demand and supports growth in tourism.

Clause 17.04-1R Tourism in Metropolitan Melbourne

129. The objective of this clause is:

(a) To maintain and develop Metropolitan Melbourne as a desirable tourist destination

130. The relevant strategies of this clause is:

(a) Maintain Metropolitan Melbourne's position as a global, national and local destination in its own right and as a gateway to regional Victoria by:

(i) Developing city precincts and promenades.

(ii) Supporting artistic and cultural life.

(iii) Improving public facilities, amenities and access.

(iv) Maintaining city safety.

(v) Providing information and leisure services.

(vi) Improving transport infrastructure.

Clause 18.01 - Integrated Transport

Clause 18.02-1S Sustainable personal transport

131. The objective of this clause is:

(a) To promote the use of sustainable personal transport

132. The relevant strategies of this clause is:

(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. 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.

(d) 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.

(e) Ensure provision of bicycle end-of-trip facilities in commercial buildings.

Clause 18.02-1R Sustainable personal transport – Metropolitan Melbourne

133. The relevant strategies of this clause is:

(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

134. 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

135. 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

136. The objective of this clause is:

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

137. 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)

138. The following LPPF provisions of the Scheme are relevant:

Clause 21.04 – Land use

Clause 21.04-3 – Industry, office and commercial

139. The objective of this clause is:

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

Clause 21.05 Built Form

Clause 21.05-1 – Heritage

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

(a) Objective 14 - To protect and enhance Yarra's heritage places:

(i) Strategy 14.1 Conserve and enhance identified sites and areas of heritage significance including pre-settlement ecological places;

(ii) Strategy 14.2 Support the restoration of heritage places

(iii) Strategy 14.3 Protect the heritage skyline of heritage precincts;

(iv) 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; and

Clause 21.05-2 – Urban Design

141. The relevant objectives of this Clause are:

(a) Objective 16 - To reinforce the existing urban framework of Yarra;

(b) Objective 17 - To retain Yarra's identity as a low-rise urban form with pockets of higher development:

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

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

(c) Objective 18 - To retain, enhance and extend Yarra's fine grain street pattern;

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

(e) Objective 22 – To encourage the provision of universal access in new development.

Claus 21.05-4 – Public Environment

142. The relevant objectives 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 28.4 Require new development to consider the opportunity to create public spaces as part of new development.

(v) Strategy 28.5 Require new development to make a clear distinction between public and private spaces.

(vi) Strategy 28.6 Require new development to consider the creation of public access through large development sites, particularly those development sites adjacent to waterways, parkland or activity centres.

(vii) Strategy 28.8 Encourage public art in new development.

(viii) Strategy 28.9 Apply the Public Open Space Contribution policy at clause 22.12.

Clause 21.06 – Transport

Clause 21.06-1 Walking and cycling

143. This clause builds upon the objective outlined in clause 18, promoting cycling, walking and public transport as alternatives to private motor vehicle usage.

(a) Objective 30 - To provide safe and convenient bicycle environments:

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

(b) Objective 32 - To reduce the reliance on the private motor car:

(i) Strategy 32.1 Provide efficient shared parking facilities in activity centres.

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

(c) Objective 33 - To reduce the impact of traffic:

(i) Strategy 33.1 Ensure access arrangements maintain the safety and efficiency of the arterial and local road network.

Clause 21.07 Environmental Sustainability

Clause 21.07-1 – Ecological sustainable development

144. The relevant objective of this clause is:

(a) Objective 34 To promote ecologically sustainable development:

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

(ii) Strategy 34.2 Apply the environmental sustainability provisions in the Built Form and Design policy at clause 22.10-3.5.

Clause 21.08-2 – Burnley, Cremorne, South Richmond

145. The following relevant commentary is offered in this clause:

(a) The neighbourhood provides a range of residential opportunities:

(i) the Cremorne area has a truly mixed use character with Victorian cottages, apartments and warehouse conversions intermingled with commercial and industrial uses. This mix of uses is valued by the local community and must be fostered

(ii) the established residential area surrounding Barkly Gardens provides a range of housing opportunities in small cottages and larger period dwellings

(iii) the area east of Burnley Street includes the Golden Square residential area which compri**s**es predominantly cottages of heritage significance.

(b) This area includes the visually and historically significant silos which host the also significant Nylex Plastics clock and temperature indicator. Views of and to these Melbourne landmarks need to be protected.

(c) This neighbourhood is largely an eclectic mix of commercial, industrial and residential land use. With two railway lines and both north south, and east west tram routes, the neighbourhood has excellent access to public transport. The Cremorne commercial area functions as an important metropolitan business cluster which must be fostered.

Relevant Local Policies

Clause 22.03 – Landmarks Policy

146. The objective of the clause is to:

(a) maintain the prominence of Yarra's valued landmark signs

(b) protect views to the silhouette and profile of Yarra's valued landmarks to ensure they remain as the principal built form reference; and

(c) ensure the profile and silhouette of new tall structures adds to the interest of Yarra's urban form and skyline

147. The Nylex sign is an identified landmark sign in this policy.

Clause 22.04 – Advertising Signs Policy

148. This policy applies to all permit applications for advertising signs or for development which incorporates an advertising sign:

149. The relevant objectives of this clause are:

(a) To ensure that signs contribute to and do not detract from the visual amenity of commercial precincts, activity centres and residential areas.

(b) To minimise visual clutter.

(c) To ensure that signs are not the dominant element in the streetscape.

(d) To protect and enhance the character and integrity of places of heritage significance.

(e) To protect major view corridors and vistas.

(f) To maintain vehicular and pedestrian safety.

Clause 22.12 – Public Open Space Contribution

150. The objective of this clause are:

(a) To implement the Yarra Open Space Strategy;

(b) To identify when and where land contributions for public open space are preferred over cash contributions; and

(c) To ensure that where appropriate, land suitable for public open space is set aside as part of the design of a development so that it can be transferred to or vested in Council, in satisfaction of the public open space contribution requirement.

151. The subject site is in an area where land in lieu of cash is the preferred method of public open space contribution (area 3121G), however, as the site has already been granted a permit, no further discussion will be offered,

Clause 22.16 – Stormwater Management (Water sensitive urban design)

152. This policy applies to applications for more than 50m² extensions to existing buildings (amongst others).

153. Under this clause it is policy to:

    (a) Require that development applications provide for the achievement of the best practice performance objectives for suspended solids, total phosphorus and total nitrogen, as set out in the Urban Stormwater Best Practice Environmental Management Guidelines, CSIRO 1999 (or as amended)

    (b) 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.

    (c) Encourage the use of measures to prevent litter being carried off-site in stormwater flows, including:

        (i) appropriately designed waste enclosures and storage bins, and

        (ii) the use of litter traps for developments with the potential to generate significant amounts of litter.

    (d) Encourage the use of green roofs, walls and facades on buildings where practicable (to be irrigated with rainwater/stormwater) to enhance the role of vegetation on buildings in managing the quality and quantity of stormwater

Clause 22.17 – Environmentally Sustainable Development

154. This clause applies to this application as the development is for more than 10 dwellings. A Sustainability Management Plan [**SMP**] is therefore required.

155. This clause states that '*The overarching objective is that development should achieve best practice in environmentally sustainable development from the design stage through to construction and operation*'.

156. The clause outlines objectives relating to energy performance, water resources, indoor environment quality, stormwater management, transport, waste management and urban ecology.

Other relevant documents
Cremorne – Issues and Opportunities Paper

157. Council is working with the state government and the Victorian Planning Authority preparing a Cremorne Place Implementation Plan (CPIP). This project was in recognition of Cremorne's significant economic role as an Enterprise Precinct under the government's recent policy announcements. The CPIP sets out the key action across governments to support Cremorne's role, including strategic land use planning, transport & movement, car parking, built form and the public realm and open space.

Urban Design Guidelines

158. Clause 15.01-2S states that planning must consider as relevant:

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

Cremorne and Church Street Precinct Urban Design Framework

159. The Cremorne and Church Street Precinct Urban Design Framework (UDF) was adopted by Council at its meeting in September 2007. The intent of the UDF was to support redevelopment that contributes to Cremorne as a mixed-use area, while supporting strategic aims to develop employment opportunities in the area.

160. The subject site is highlighted on Map 2 as a site where substantial change is expected and can contribute to improvements to the public domain.

161. Map 5 shows the intersection of the subject site at the Gough Street and Harcourt Parade interface as a key area for street activation. The subject site is located in the Richmond Maltings Sub-Precinct. The aim of the sub-precinct is to encourage redevelopment within the precinct, to restore a significant source of activity and employment in Cremorne, to showcase the heritage structures and to better integrate the precinct with its surroundings. It is highlighted that whilst the UDF remains as an adopted document, it has limited statutory weight and nonetheless, should still be recognised that the proposal achieves this primary aim.

Swan Street Structure Plan (SSSP)

162. The SSSP was adopted by Council at its meeting on 17 December 2013. The site is located within the 'Cremorne South' Precinct of the Plan's study area. The Structure Plan prepared for the Swan Street Major Activity Centre [MAC] was in response to the State Government sustainable growth policy, Melbourne 2030; a plan for the growth and development of the Melbourne metropolitan area. One of the principal aims of the policy was to provide a network of activity centres throughout Melbourne, with these centres providing a focus for development and urban expansion in areas well serviced by public transport, existing infrastructure and community services. The Swan Street Structure Plan aims to manage this growth within the Swan Street MAC and the surrounding area.

163. Of relevance to this application are proposed revisions to the built form guidelines that will provide guidance on future built form and how that would be in keeping with the longer term vision for Swan Street and surrounds, along with guidance on urban intensification within the precinct. The plan provides guidance on maximum building heights within each precinct, with seven to ten storeys at the suggested height for this area within the 'Malting's Site' with the subject site identified as a Strategic redevelopment site and a key landmark.

164. The SSSP also includes objectives to consolidate the Precinct's role as a location for offices and employment, provide high quality pedestrian orientated public realm along Church Street, as well as promote public realm improvements through redevelopment opportunities.

165. The rationale entertains the following (as relevant) for the 'Malting's Site' (inclusive of the subject site):

    (a) Redevelopment of large sites provides opportunity for strengthening the built form edge to the river;

    (b) Opportunities to intensify land uses will strengthen Yarra's employment base through the conversion of redundant industrial or manufacturing land uses.

    (c) A precedent for height has been established on the Maltings site that has since been reinforced by the Era development and Planning permit issued for 17-21 Harcourt Parade. Heights generally permitted between approximately 36m and 37m.

    (d) The Comprehensive Development Zone that applies to the Maltings site, ERA development and planning approval for Harcourt Parade, further support this precinct as an emerging pocket of taller development.

    (e) Reinforcing the role of Balmain Street and Cremorne Street as primary vehicular access to and from the precinct will deter vehicles from travelling through the surrounding network of small residential streets to enter and exit the precinct.

(f) Strengthening connections to public transport networks promotes active modes of transport.

166. Whilst adopted, the SSSP has yet to progress to the formal amendment stage and has limited statutory weight, but to the extent that the building achieves the above rationale, and principles of the height anticipated for this site, particularly when compared to the development already approved at the 'Maltings Site', it is considered that it can be supported.

Yarra Spatial and Economic Employment Strategy - August 2018 – (SEES)

167. The Yarra SEES was adopted by Council in September 2018, which is intended to assist Council to understand, and capitalise on, Yarra's economic strengths and respond to the key trends and economic drivers over the next 10 to 15 years.

168. The Spatial Economic and Employment Strategy (SEES) includes 6 directions or strategies which inform policy in the Scheme.

169. The subject site is identified as being located within the Mixed Employment Precinct (Major) within Figure 39 at page 60 and of relevance is Strategy 2 which is to retain and grow Yarra's Major Employment Precincts. Essentially, the strategy intends 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 except in the comprehensive development zone which specifically permits residential development.

170. The following direction is provide for the Cremorne / Church Street Precinct at page 65 of the SEES:

(a) Cremorne/Church St south precinct The Cremorne precinct is also strategically located with respect to public transport, the arterial road network and CBD. Given its current employment focus and the projected demand for employment floor space, retention and intensification of employment should be the focus of renewal efforts. Growth of the Kangan Institute, which specialises in fashion and retail training, should be supported for adding to the diversity of employment but also to underpin a competitive strength for creative firms in this precinct.

171. Whilst adopted, the SEES has limited statutory weight. However, the proposal is supported to the extent that it achieves the direction and vision stipulated for the subject site.

Advertising

172. The application was advertised under the provisions of Section 52 of the *Planning and Environment Act (1987)* by 2,692 letters sent to surrounding owners and occupiers and by a sign displayed on site. Council received 7 objections, the grounds of which are summarised as follows):

(j) Scale of development

(k) Traffic and car parking

(l) Oppose additional restaurants and impact on amenity

(m) Deletion of residential component

(n) No bicycle network improvements

(o) Waste collection and impact on surrounding streets

(p) Impact on adjacent developments

(q) Narrow footpaths

(r) No designated smoking areas

173. Due to the COVID-19 pandemic, a consultation meeting was not held by Council.

174. To address concerns raised by officers, objectors and referral advice, the application was amended under section 57(a) of the *Planning and Environment Act 1987* (the 'Act;) on 9 March 2021.

175. Amongst other changes, the proposal has been amended as follows:

    (a) Ground floor changes including presentation to Gough Street amended waste rooms, bike storage and entry points;

    (b) Material changes; and

    (c) Updated reports.

176. Where relevant these plans will be referred to throughout the report.

Referrals

177. The referral comments are based on both the original application plans and the S57A plans as relevant

External Referrals

178. The application was referred to the following authority

    (a) Melbourne Water; and

    (b) Department of Transport

179. Melbourne Water provided comments on 21 September 2020 confirming that the conditions outlined in their letter to VCAT of 18 July 2017 (being the existing conditions on the permit) are still applicable. It should be noted that the numbering of the condition on the permit no long correlate with the original referral letter due to amendments being made to the permit.

180. All Melbourne Water conditions will need to be complied with.

181. The Department of Transport has consented to the deletion of conditions 94 and 95 as there are no bike share schemes operating.

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

Internal Referrals

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

    (a) Engineering

    (b) Strategic Transport

    (c) Open Space (landscape);

    (d) ESD;

    (e) Waste Management;

    (f) Heritage; and

    (g) Building (structural advice

184. External Consultants

    (a) Rob McGauran (Urban Design)

    (b) SLR (Acoustics)

    (c) Traffix Group (Traffic)

    (d) Mel Consultants (Wind)

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

OFFICER ASSESSMENT

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

(a) Principles relevant to assessment of an application under section 72 of the Act;

(b) Policy and strategic support;

(c) Use

(d) Built form;

(e) Landscape and Public Realm

(f) Car & bicycle parking, loading, traffic and access;

(g) Other Matters including waste management, sustainability, wind;

(h) Compliance with permit conditions;

(i) Amendment to permit structure and

(j) Objector concerns

Principles relevant to assessment of an application under section 72 of the Act

187. The following key principles apply to an assessment of an application under section 72 of the Act:

(a) legislation provides a legitimate opportunity to consider amendments to permits regardless of the time that has passed since the original decision;

(b) it is well-established authority that, in an application to amend a permit, a decision-maker must confine its considerations to the proposed amendments to the permit. What has been approved and not proposed to be changed is not open for reconsideration;

(c) the proposed amendments must be assessed on their own merits, and not by reference to whether they are "better" or "worse" than the situation approved under the current permit;

(d) while the scope of consideration is limited to the amendments, the implications of the amendments need to be understood in the context of the development as a whole; and

(e) in assessing the planning merits of the amendment, the relevant test in the exercise of the discretion is whether the proposal would result in an acceptable planning outcome as opposed to an ideal outcome when having regard to the relevant planning policies currently applicable to the subject land, and not the policies that were in place at the time of the original grant of the permit (unless an application benefits from transitional provisions in the Scheme).

188. As such, the application must be assessed on its planning merits.

Policy and Strategic Support

189. The amended proposal continues to offer a mixed use development in an area where policy directs such development.

190. The context of assessing the application for an amendment against strategic policy is firstly recognising that a development is already approved for the site and the policy context for the subject site is generally consistent with that relevant at the time of approval in January 2018.

191. The most relevant policy guidance for this site is contained within the CDZ3 which is a site specific control.

192. The purposes of the CDZ include:

(a) To allow a comprehensively staged, mixed use development on the site which will create activity during the day and evening and generate local employment opportunities.

(b) To conserve and enhance key heritage buildings through refurbishment and reuse.

(c) To allow the continuation of limited major advertising in the precinct.

(d) To ensure that development on the site will complement and enhance the Yarra River environs.

(e) To ensure the combination of uses, their density and the scale and character of development does not prejudice the amenity of the surrounding area.

(f) To retain the visual dominance and preservation of views of the landmark Nylex sign and associated silos through the sensitive siting of new building envelopes on the site. To provide a well designed, attractive open plaza space within the development which is accessible to the surrounding community.

(g) To ensure a high quality architectural response to the site that acknowledges and is respectful of the scale and form of buildings within the site and its immediate environs.

193. The proposal in its amended form continues to satisfy the various land use and development objectives within state and local policies. Additionally, state and local policies (such as clauses 11.02-1S and 21.04-3) encourage the concentration of development near activity centres (with the Swan Street Major Activity Centre located 500m north), diversifying employment opportunities and more intense development on sites well connected to public transport.

194. The site continues to provide a mixed of commercial uses meeting the objectives of clause 17 relating to economic development.

195. Overarching State policy at clause 15.01-1S (urban design) seeks to *create urban environments that are safe, healthy, functional and enjoyable and that contribute to a sense of place and cultural identity.* This is reinforced at clause 15.01-2S (building design) which encourages '…*building design outcomes that contribute positively to the local context and enhance the public realm*.' Council's Municipal Strategic Statement seeks to *'ensure that new development contributes positively to Yarra's Urban fabric'* (Objective 20) and also *'maintain and strength the identified character of each type of identified built form within Yarra.'* (Objective 23).

196. Both State and local polices (clause 15.02-1S, 21.07-1) support energy and resource efficiency through environmentally sustainable development, consolidation and integration of urban development and supporting low energy forms of transport.

197. The site is also located close to several public transport options including trams, trains and buses. Bicycle routes along the Yarra River and Cremorne in general provides a better connected journey for cyclists. The development satisfies the objectives of clauses 11.02-1S, 11.03-1 and 18.01-1S of the scheme.

198. The subject site continues to be located in an area identified as being suitable for redevelopment with the proposed amendment continuing to be responsive to its approved built form context and continues to enjoy broad policy support.

Use

199. There are a number of purposes of the CDZ3 as relevant to land use, they include:

(a) To allow a comprehensively staged, mixed use development on the site which will create activity during the day and evening and generate local employment opportunities.

(b) To ensure the combination of uses, their density and the scale and character of development does not prejudice the amenity of the surrounding area.

200. The amendment seeks to reconfigure a number of spaces resulting in a number of uses moving locations and/or changes to floor areas of these uses and most notably the deletion of the dwellings and the replacement with office floor area.

201. In summary, the proposed floor areas changes include:

Use	Approved Development	Proposed Amendment	Difference
STAGE 2A			
Office	4,761sqm	3,253 sqm	- 1508 sqm
Shop	84 sqm	0	- 84 sqm
Café	84 patrons	84 patrons	No change
Restaurant	315 patrons	435 patrons	+ 120 patrons
Hotel	200 rooms	201 rooms	+ 1 room
STAGE 2B			
Dwellings	173 dwellings	0	-173 dwellings
Office	284 sqm	17,086sqm	+ 16,802 sqm
Restaurant/Function Centre	200 patrons	250 patrons	+ 50 patrons
Art Gallery	450sqm – 50 patrons	505sqm – 50 patrons	No Change

202. The amendment seeks to shift the focus of the development to a more commercial mixed use development which is consistent with the purpose of the CDZ3.

203. The deletion of the dwellings while regretful is acceptable, and its replacement with a significant commercial offering is consistent with the identification of Cremorne's significant economic role as an Enterprise Precinct. Importantly, the use of land for the purpose of office does not require a planning permit.

204. The amendment seeks a change in the number of hotel rooms by an increase of 1, this change is inconsequential to the already approved permit. The permit will need to be amended to reflect this change.

205. An increase in the number of restaurants/function spaces on the site is proposed to be increased with a new restaurant proposed at level 12 of Building B6, a new restaurant on the ground floor of Building B9 orientated to Gough Street and a reorganisation of the roof top restaurant to Building B9.

206. Overall the proposed number of patrons on site for the restaurant/function centre use is sought to be increased from 515 patrons to 685 patrons. Importantly no permit has been sought for liquor and this has not been considered as part of this amendment assessment.

207. The existing permit controls the hours of operation to typically between 6:00am and 1:00am every day for the restaurants.

208. Acoustic reports were lodged with the amendment application specifically addressing condition 58 of the permit.

209. Specific to restaurant/function centre use, condition 58(f) required:

    (a) *Address the impact of the restaurants, food and drinks premises (café), shops, function centres, exhibition centre, art gallery and venue on residents on and off site;*

210. The submitted reports were peer reviewed by Council's contract acoustic engineers SLR who concluded that the acoustic treatments proposed are generally acceptable.

211. It has been accepted previously that these are compatible use with the mixed use nature of the site and surrounding area and subject to maintaining general amenity conditions, patron numbers and hours of operation conditions, the intensification of these uses is acceptable.

212. Car parking will need to be considered as a result of floor area changes and this will be discussed later in the report.

Built form (Urban Design and Heritage

213. When considering the design and built form changes proposed by the amendment, the most relevant aspects of the scheme are provided at Clause 15 (Built form and Environment), Clause 21.05 (Built Form), Clause 22.10 Built form and Design Policy) and the provision of the CDZ3 zone, more specifically the 'Planning and Design Principles for the Richmond Maltings site, Cremorne, - November 2007.

214. The suite of policy directed to built form outcomes support development that responds to its existing or preferred neighbourhood character with particular regard given to height, massing, street setbacks, relationships to the adjoining buildings and heritage.

215. When considering policy, the consideration needs to be limited to the proposed amendments and not a complete reassessment of the application. The site already has an approval for a substantive redevelopment of the site.

216. Importantly as the site is included on the State Heritage Register and has a number of relevant approvals on the site, limited consideration on heritage matters will form part of this assessment.

Buildings B4 & B5

217. Heritage Victoria have endorsed plans relevant to the works to these buildings.

218. No changes to these buildings are proposed by this amendment.

Remaining Buildings

219. In order to assess the amendment, each of the remaining buildings will be discussed in turn with concluding comments made regarding the entire site.

Building B6

220. The changes proposed to Building B6 can generally be described as minor and include:

(a) Ground level back of house arrangement and norther elevation; and

(b) Addition of winter gardens to the southern elevation addressing existing condition 1(v) of the permit.

Ground Floor

221. The ground level northern façade has been modified to regularise the staggered ground level glass line and improve the previously blank walls presenting to the internal courtyard (required by condition 1(q).

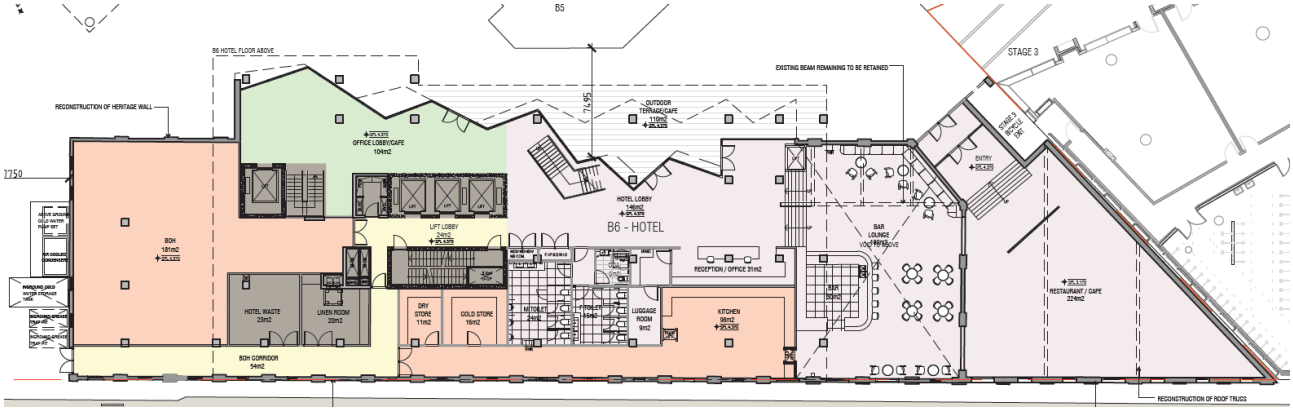


Figure 20 – previous ground floor building B6 (not endorsed)

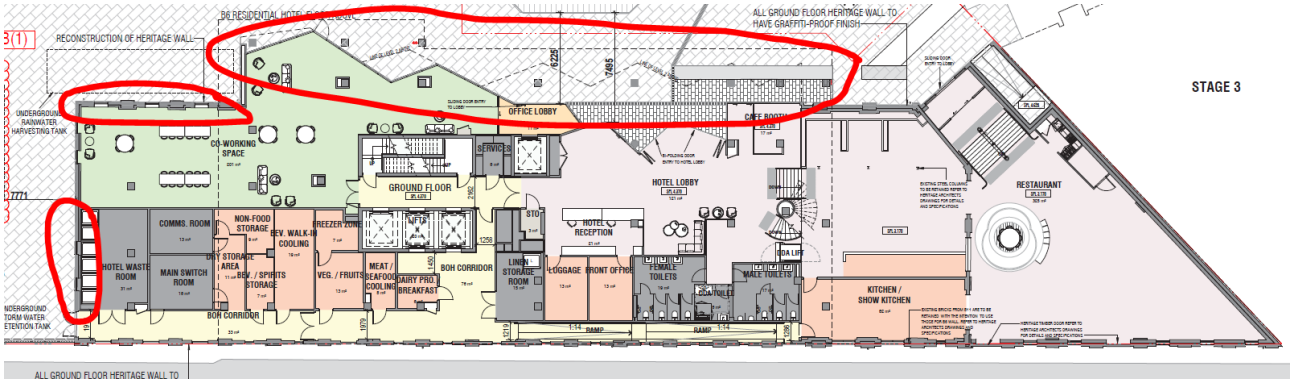


Figure 21 – proposed ground floor building B6

222. The changes are shown in red above are either consistent with the conditions of the permit or are a minor design changes which simplifies the irregular glass line of the façade, both changes are considered to be acceptable changes.

Winter gardens



Figure 22 – previous south elevation (not endorsed)



Figure 23 – proposed south elevation

223. Condition 1(q) of the permit required the insertion of balconies to the southern elevation of the building. The amendment proposes the insertion of louvred winter gardens which add another textural element to the façade while being respectful of the glazed wall system that has been previously approved.

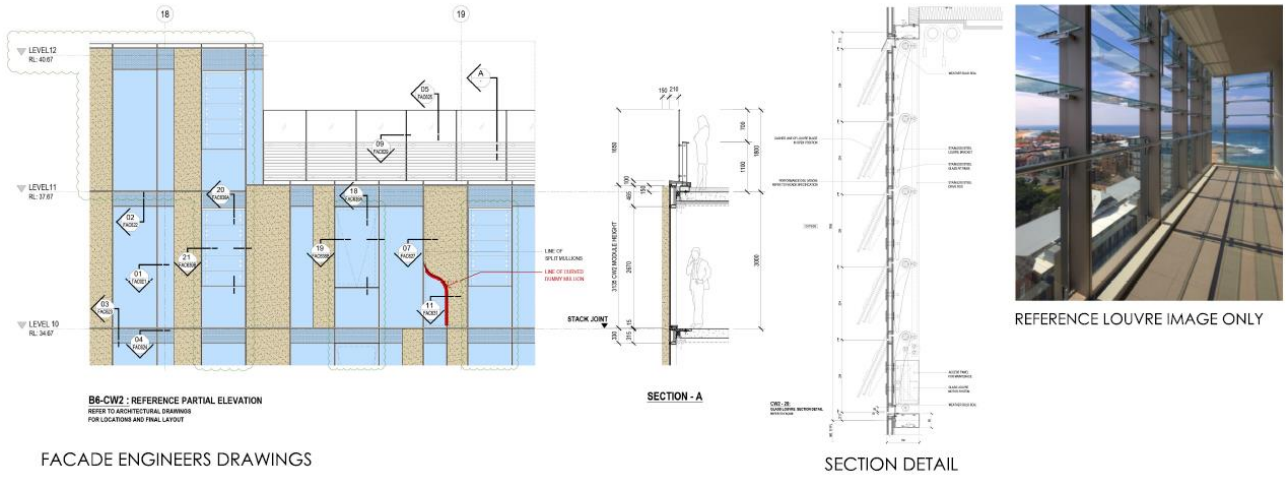


Figure 24 – proposed south elevation – winter garden detail

224. The insertion of these winter gardens improves the internal amenity of the hotel rooms while maintaining a level of acoustic insultation as these hotel rooms interface with freeway.

225. Greater design detail is required to ensure consistency in the façade system, a sketch plan has been provided by the permit application and this will form a condition of the amended permit.



Figure 25 – proposed south elevation – winter garden render

226. The balconies are considered to be a cohesive design addition to this elevation and successfully address the condition of the permit.

Building B8

227. Design changes proposed to Building B6 including:

(a) Ground floor relocation of services, addition of a ramp to stair and 1.5m wind screen to the north as required by wind report, additional glazing to the east and west façade and column placement amended.

(b) Level 1 and above, additional structural supports added to west elevation and internal stair relocation.

(c) Level 7, deletion of windows to west elevation and retention of existing painted signage.

(d) Addition of louvres to plant area

Ground Floor

228. The ground floor presentation to Gough Street is proposed to be varied with the relocation of the access point from Gough Street to the western side of the building with the addition of a ramp and a 1.5m screen designed for wind mitigation purposes (see images below).

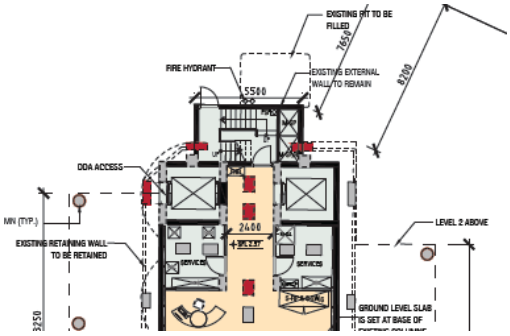


Figure 26 – previous part ground floor (not endorsed)

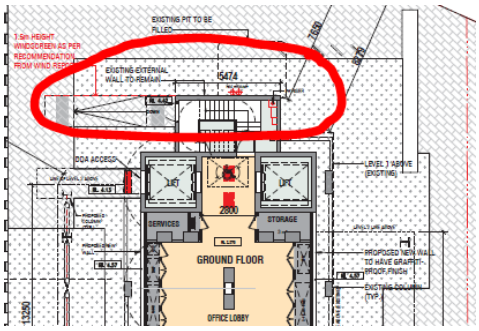


Figure 27 – proposed part ground floor

229. This change is marginal and subject to a condition detailing the wind mitigation screening device, this change is acceptable.

Structural supports

230. A further change to this building is the addition of further structural supports to the west elevation of the building. The amendment was accompanied by a letter a civil engineer who sought to address condition 1(x) of the permit which required:

    (a) *Deletion of structural supports at ground level unless no other option is possible as advised by a suitably qualified engineer.*

231. The supporting information was referred to Council's building department who advised:

    (a) I agree the new braced columns have been installed for structural support and restraint of the new upper level additions in order to comply with current legislation.

    (b) However, the new addition work appears to rely somewhat on its structural stability being connected to the existing silo which should not be the case.

    (c) ……

    (d) Confirmation should be confirmed that the new addition works is completely self-supporting for wind and earthquake loading with no reliance on the silo structure.

    (e) Further comment without structural plans and computations that another competent structural engineer should assess.

232. The need for this bracing has not conclusively been dealt with and requires further consideration, the existing condition will remain and be amended to reflect the additional bracing of this building proposed along the western elevation.

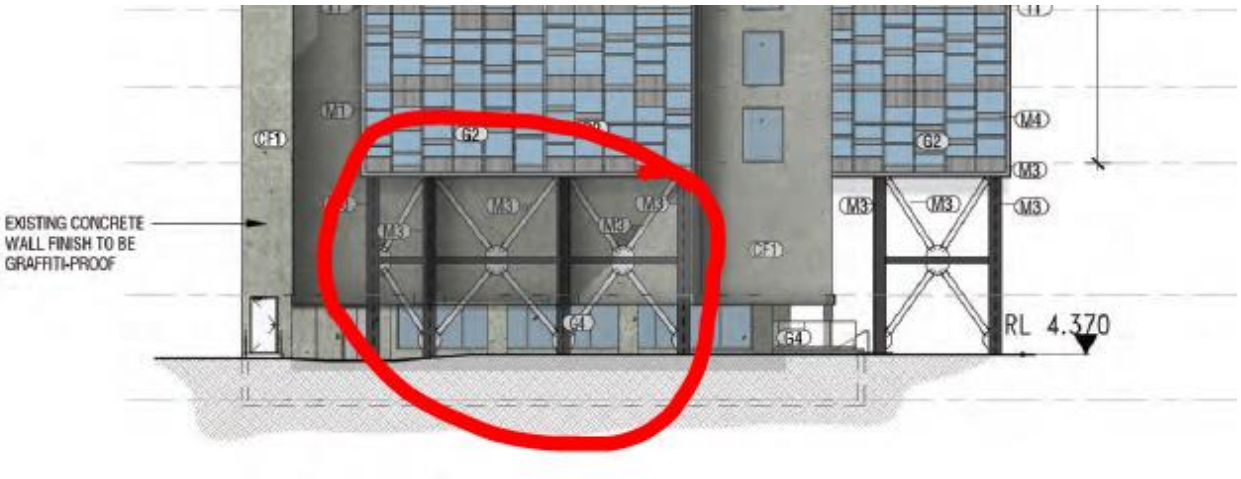


Figure 28 – proposed part west elevation

Painted Signage

233. On the western elevation of the existing silos are a series painted signs which are visible from the public realm (see image below). The amendment seeks to retain this feature on the silos and delete a series of window which were proposed to be cut out of the silo.

234. The deletion of the windows is considered acceptable as original signage on the silos will retained, the floor plans will need to be update to show the deletion of all windows at this level with new window placement possibly to the south to ensure sufficient light into the office space is made available.



Figure 29 – existing silo building

Louvres

235. Louvres are proposed to be added to the northern end of the silos as per the requirements of the mechanical engineer.

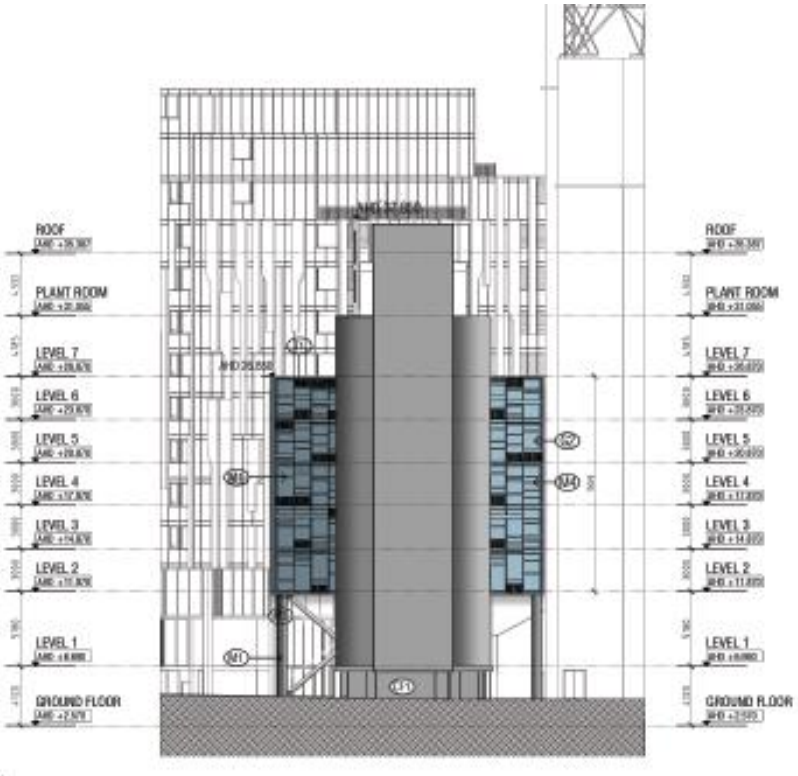


Figure 30 – previous north elevation (not endorsed)

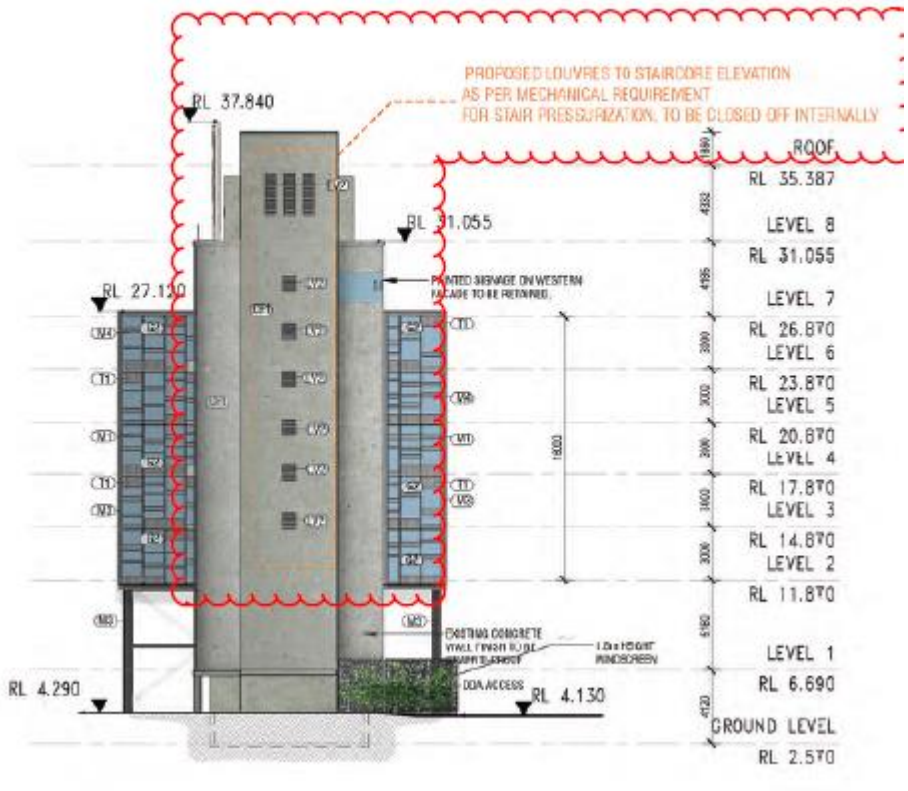


Figure 31 – proposed North elevation

236. As evident by the existing images of the silos, these openings already exist and use of these is consistent with the former industrial use of the structures, a view that is shared by Council's Heritage Adviser.



Figure 32 – proposed render Building B9

237. The proposed variations to Building B8 are consistent with the existing approval and are considered acceptable.

Building B9

238. The change of use of Building B9 from dwellings to office will not significantly alter the external appearance of this building, however there are some amendments which propose changes to the approved built form which require further consideration including:

(a) Ground floor interface and activation of Gough Street;

(b) Substation interface with internal courtyard; and

(c) additional bridges linking new building with retained silos.

(d) Interface with adjoining property at 1- 3 Harcourt Parade.

(e) Office vs residential

<u>Gough Street</u>

239. The relationship between Building B9 and Gough Street has been reviewed over the various iterations of the plans with concerns raised during the course of the last amendment regarding the amount of vacant space (accessways, services and the like) occupying this frontage.

240. A condition of the permit requires (condition 3k):

(a) *Reduction in the provision of serviced along Gough Street to improve pedestrian connectivity with Gough Street.*

241. Below is an image of the plans as they were proposed at the time of the imposition of this condition.

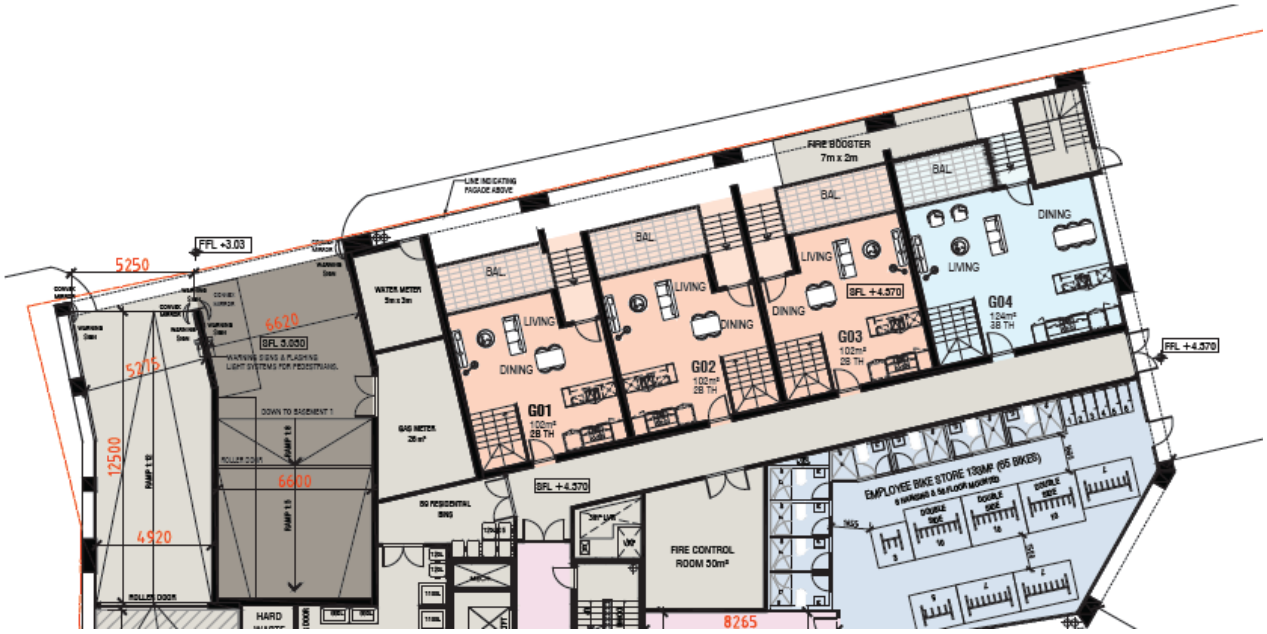


Figure 33 – previous part ground floor plan (not endorsed)

242. Forming part of the amendment was a response to this condition which outlined why the servicing was required to be located to Gough Street and that moving this internal to the site was not necessarily possible.

243. Council consultant urban designer along with officers raised concern with the extent of blank frontage to Gough Street and that the development needed to better respond to this interface.

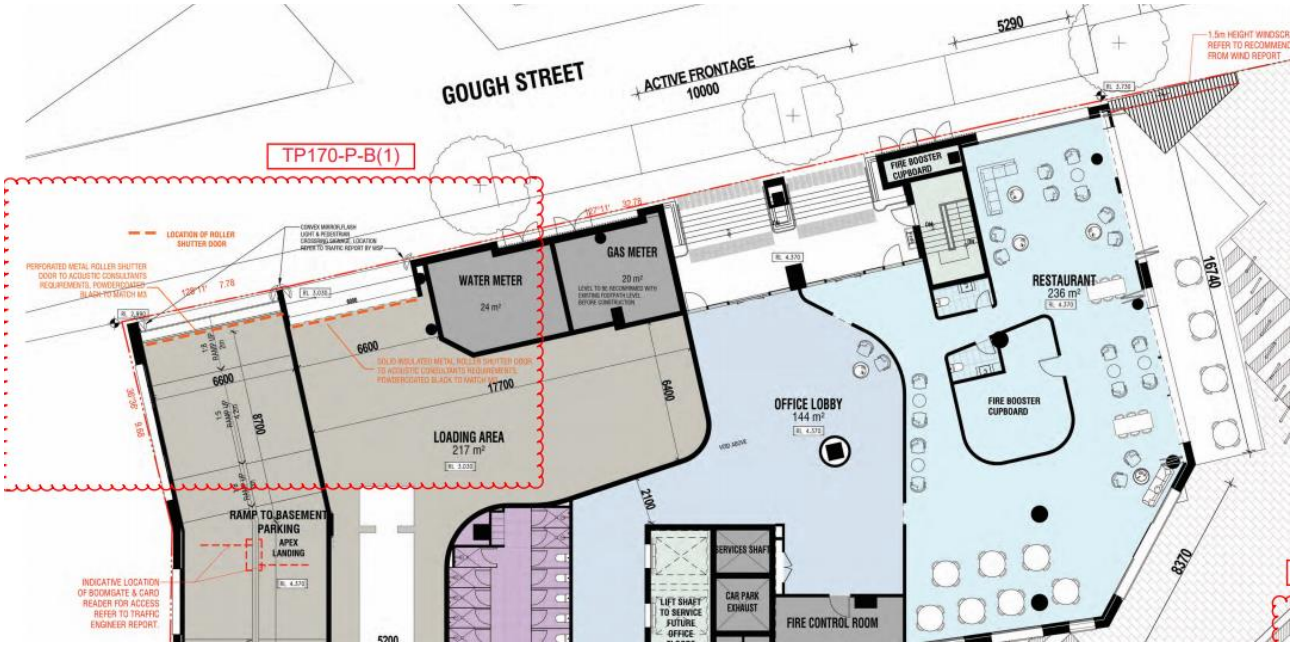


Figure 34 – proposed part ground floor



Figure 35 – proposed Gough Street render

244. In response, the S57A plans have sought to address this concern by modifying the design presentation of the services element through use of less dominate materials and have proposed to incorporate a canopy to mark the entry to the building and landscaping to improve the presentation to the street.

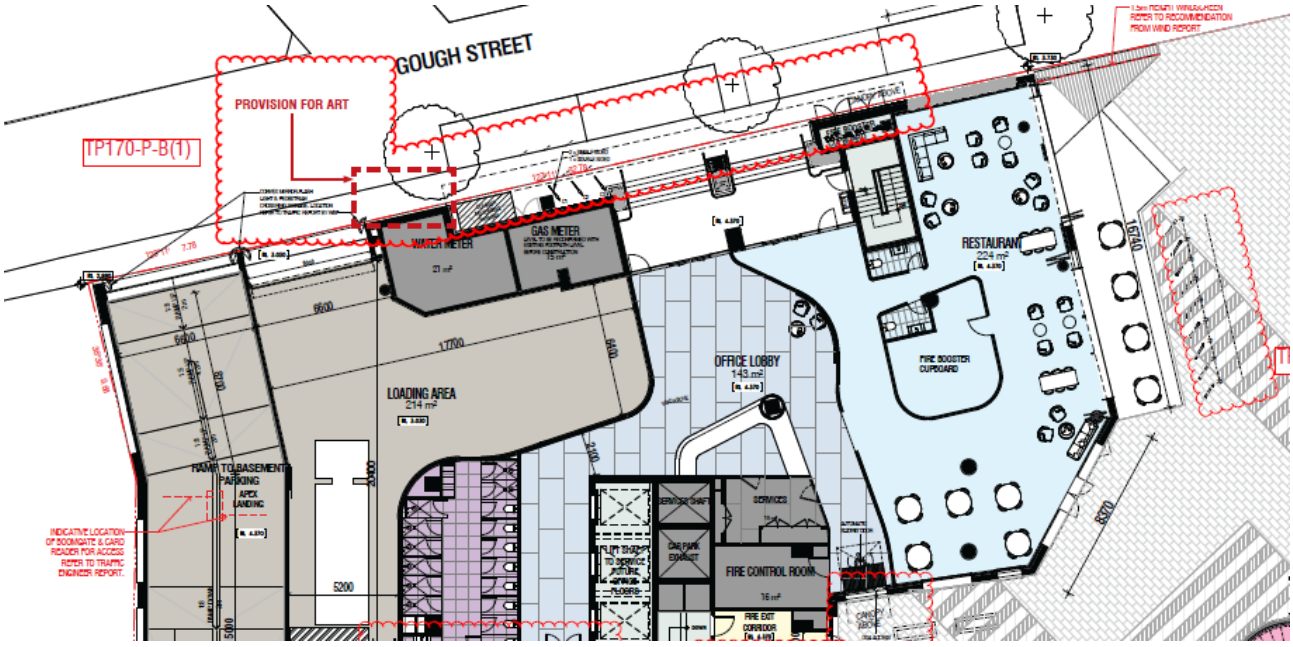


Figure 36 – proposed part ground floor



Figure 37 – proposed Gough Street render

245. It is acknowledged that the limiting of services to an active street frontage is always a preferred outcome however the design response proposed to Gough Street provides a good level of activation and improved interface through greater permeability of materials and use of the canopy, art and landscaping to appropriately respond to the street context.

246. It is noted that the landscape plan will be required to be updated by condition to reflect the additional landscape works to this section of the building.



Figure 38 – proposed Gough Street render

Substation

247. A substation within Building B9 has always been proposed with previous plans showing this located proximate to Harcourt Parade with the access to the substation located to the side away from the main internal landscape square with the front of the substation sleeved with activated spaces.

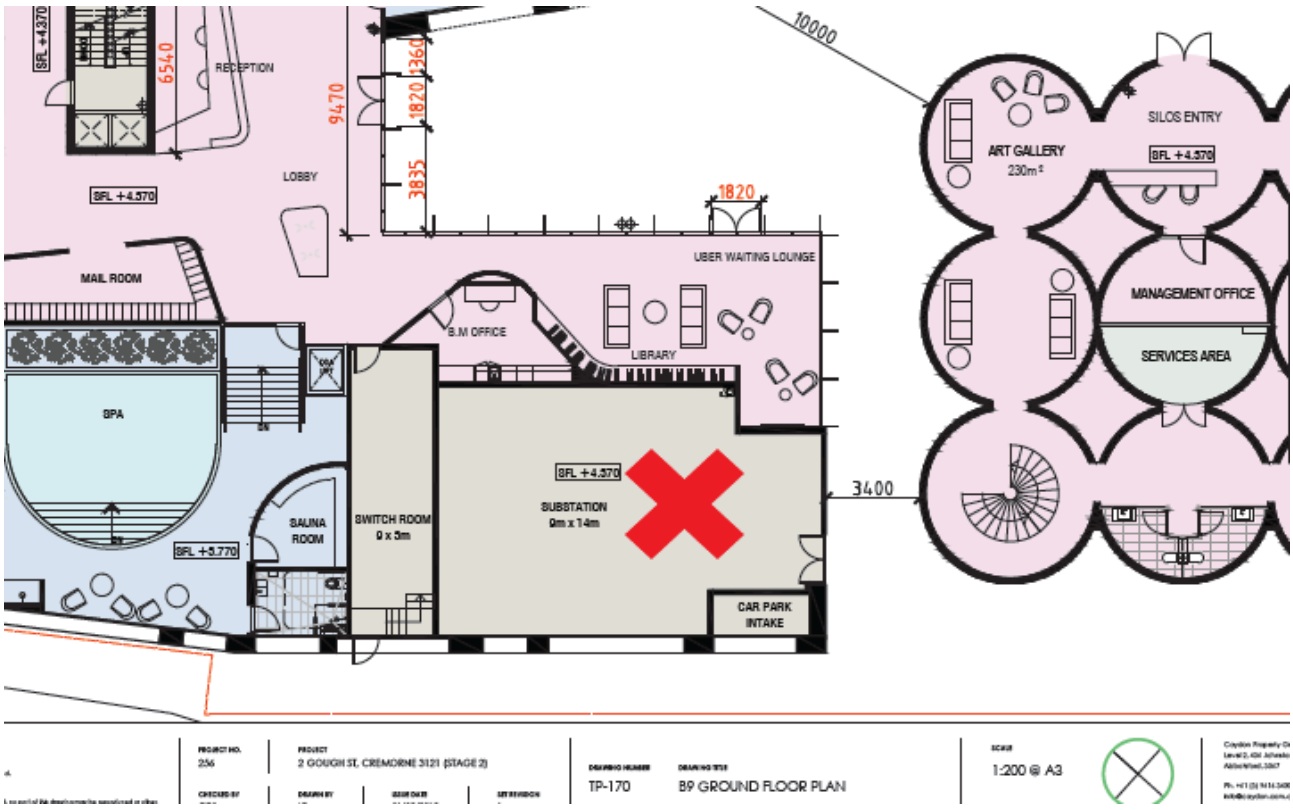


Figure 39 – previous part ground floor plan (not endorsed)

248. The amendment seeks to relocate the substation further north and proposes the access directly orientated to the internal square.

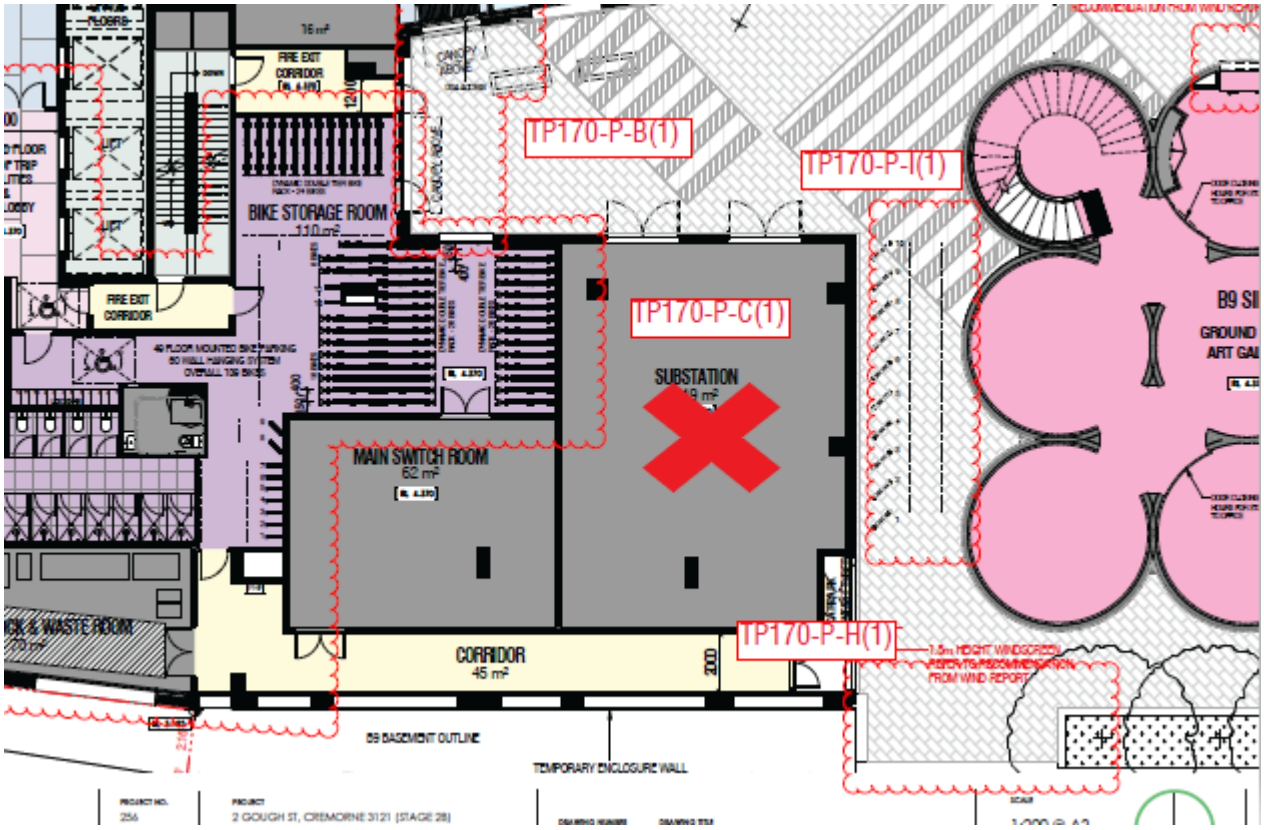


Figure 40 – proposed part ground floor



Figure 41 – proposed internal Street render

249. The internal square is a significant focal point for the development. Officers along with Council's consultant urban designer have raised concern with this element and sought additional information regarding opportunities to move this infrastructure to the east as per the previous plans or located this within the basement.

250. The permit applicant provided a written response from the relevant power authority who advised that neither option was acceptable.

251. Options to improve the visual amenity of the space has been explored by the applicant who have suggested:

    (a) Moveable art installation and or

    (b) Installation of a vertical garden

252. A condition of any permit issued will require further exploration with the relevant authority to relocate the substation, if this is not possible the condition will provide for required improvements to the design of this interface which may include art and landscaping.

Air Bridges

253. Connectivity between the silos and the new office building is proposed to be increased by introducing additional bridges between the two buildings.

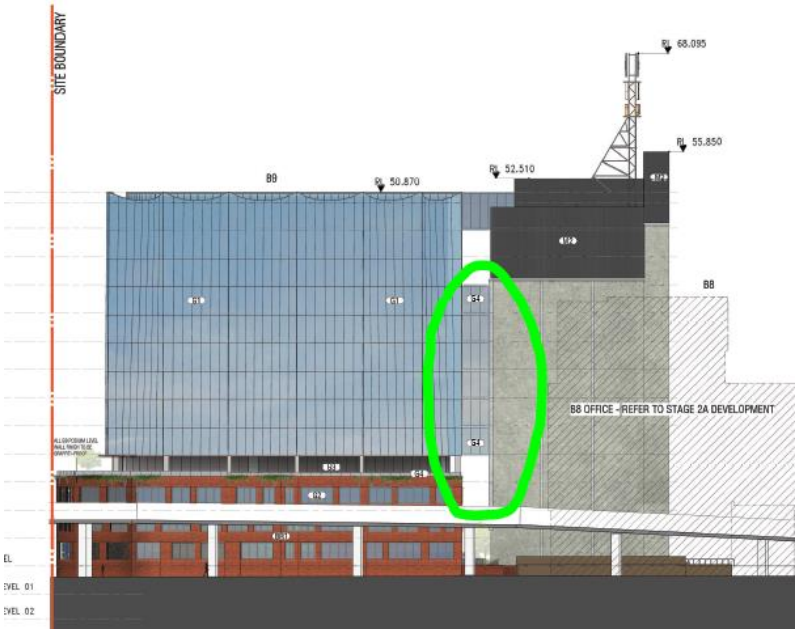


Figure 42 – proposed south elevation

254. Council's consultant urban designer has raised concern with this element and suggests that the extent of the bridged diminishes the profile of the historic silo structure. He suggests the deletion of connection points at levels 4, 5, 6 and level 9 to enable the silos to be read in the round (see image below).

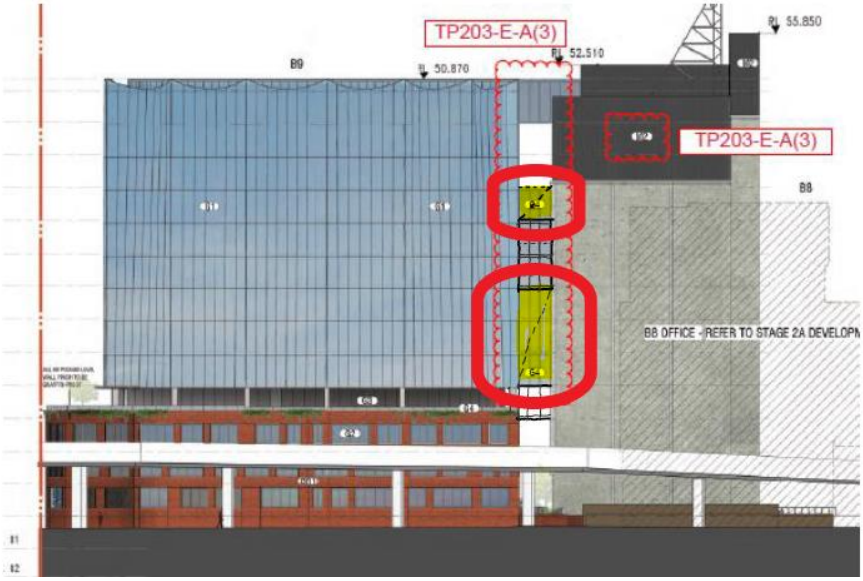


Figure 43 – proposed south elevation – Urban design drawing

255. Conversely, Council's Heritage adviser is satisfied that the bridge connections are reasonably obscured from direct views.

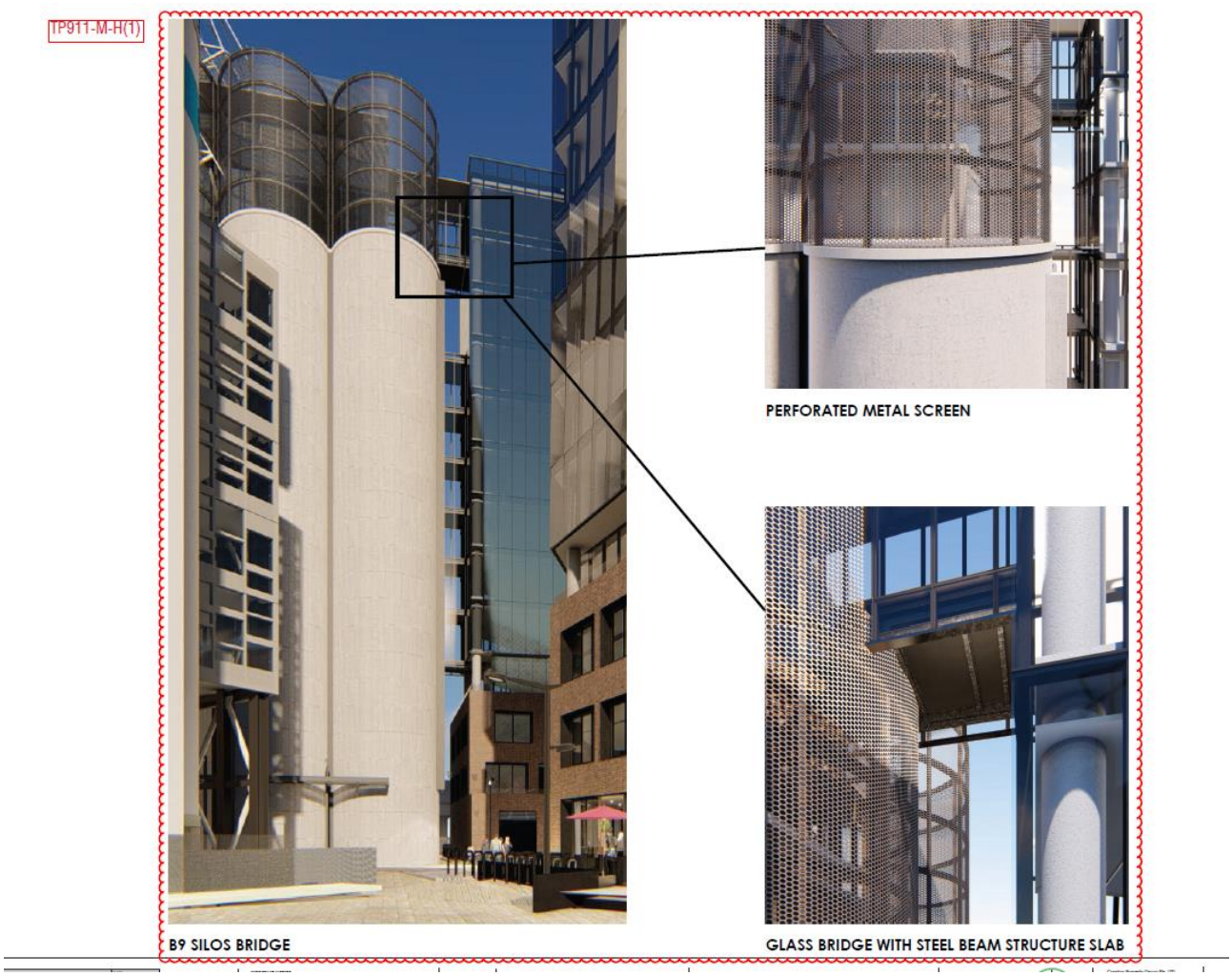


Figure 44 – detail sky bridge

256. Officers agree that the extent of connection between the two structures appears excessive and dilutes the presence of the silos on site. However, officers do not agree that the extent of connection removal as suggested by Council's contract urban designer is required. A rationalisation of these connections needs to be made to ensure the silos are read as a stand alone feature and are not absorbed into the bulk of the new building.

Harcourt Parade Interface

257. The adjoining property to the west at 1 – 3 Harcourt Parade, Cremorne has approval for the construction of a hotel.

258. The existing approved development for this site approved windows to this boundary which are sought to be maintained by this amendment albeit deleting a lightcourt previously included to aid in daylight to habitable rooms windows associated with dwellings.

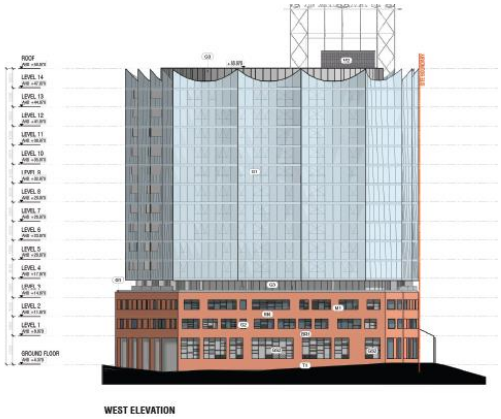
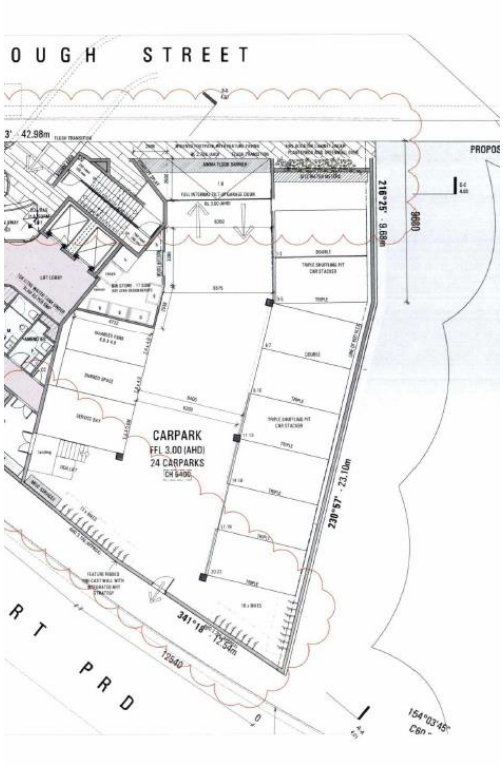




Figure 44 - Previous west elevation

Figure 45 - Proposed – western elevation

259. At ground level, the subject site locates a loading area immediately abutting the neighbouring property which similarly locates parking at this level.



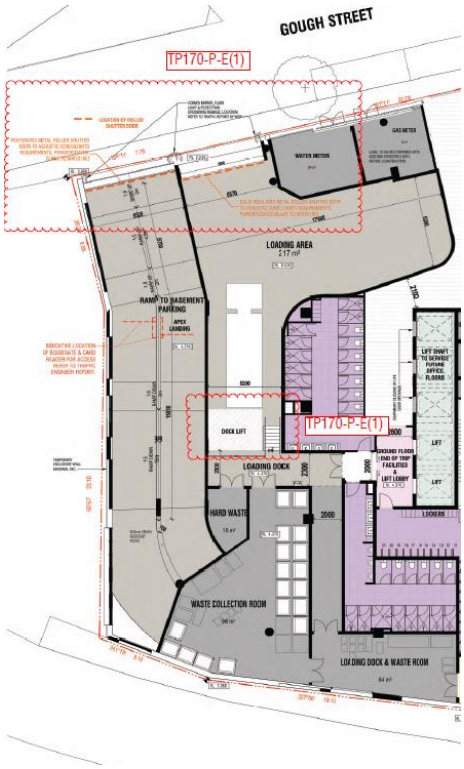


Figure 46 - PLN18/0002 – Ground floor

Figure 47 Proposed – Ground floor

260. The plans for 1 – 3 Harcourt Parade shows built form setback between 0 – 3m from the boundary with no habitable windows interfacing with the subject site. At level 1, the windows to the boundary facilitate daylight to the office space borrowing amenity from 1 – 3 Harcourt Parade. This is also replicated at level 2.

261. It is acknowledged that openings on the boundary is not typically permitted as these have no rights to light and will need to ultimately be fire rated. The existing permit (condition 3(k)) requires these to be deleted and replaced with a suitably treated interface to avoid a blank wall. There is no consequence for the deletion of these window as light is available to the office space from windows to the north and south and therefore it is recommended that this condition stay.



Figure 48 - PLN18/0002 – First floor

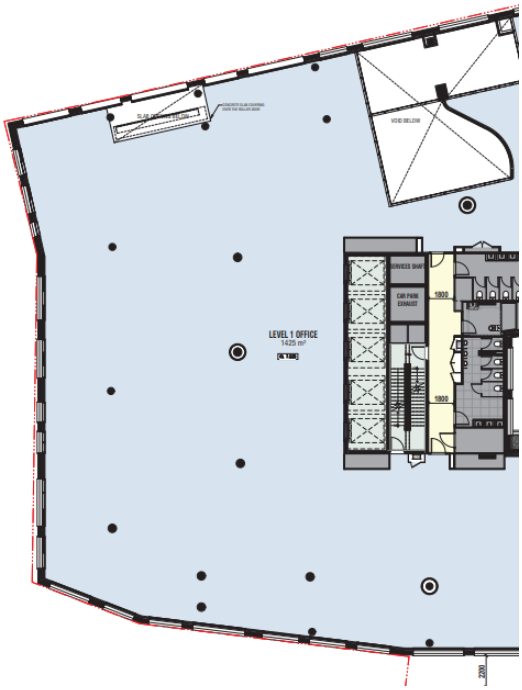


Figure 49 - Proposed – First floor

Facade

262. As a result of the change in use from a predominantly residential building to a commercial building, the fenestration has changed to accommodate a different use.

263. The architecture has deleted open balconies and operable windows and now proposes a curtain glass wall retaining the scalloped edges of the building.

264. It is noted that Council's urban design was somewhat critical of the occupation of the vacant spaces previously allocated as balconies for the associated dwellings, however the design response accommodating a different use within the same building typology is considered acceptable.

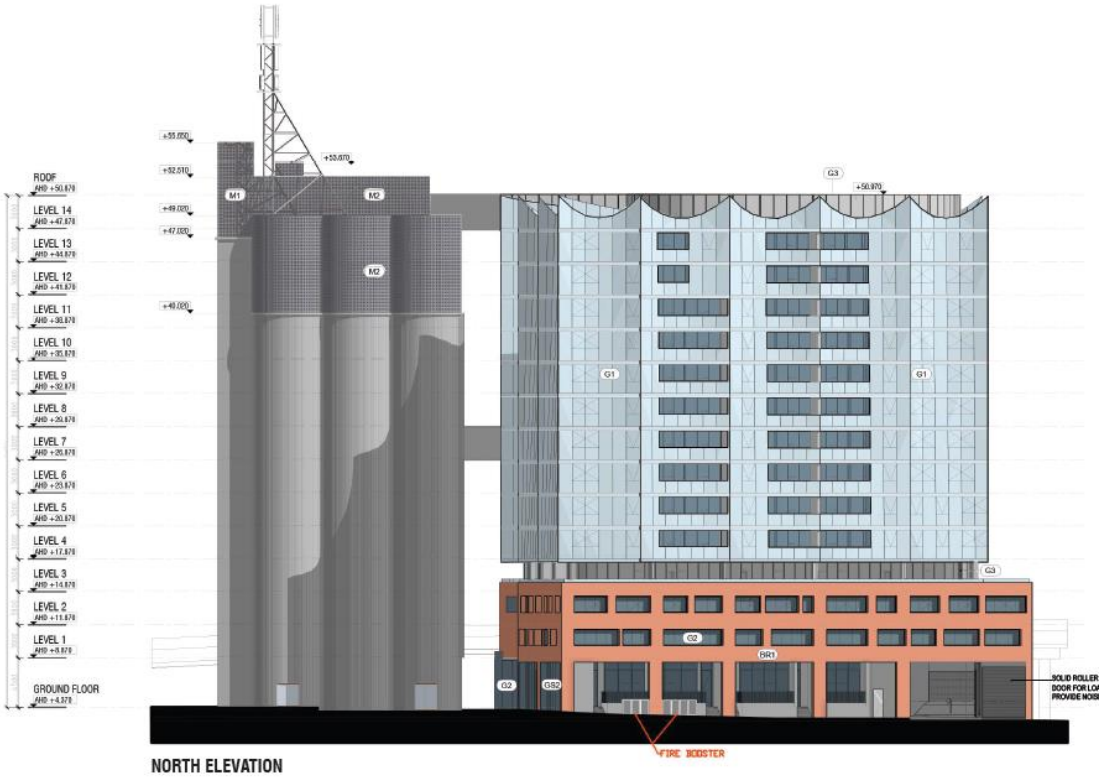


Figure 50 - Previous north elevation

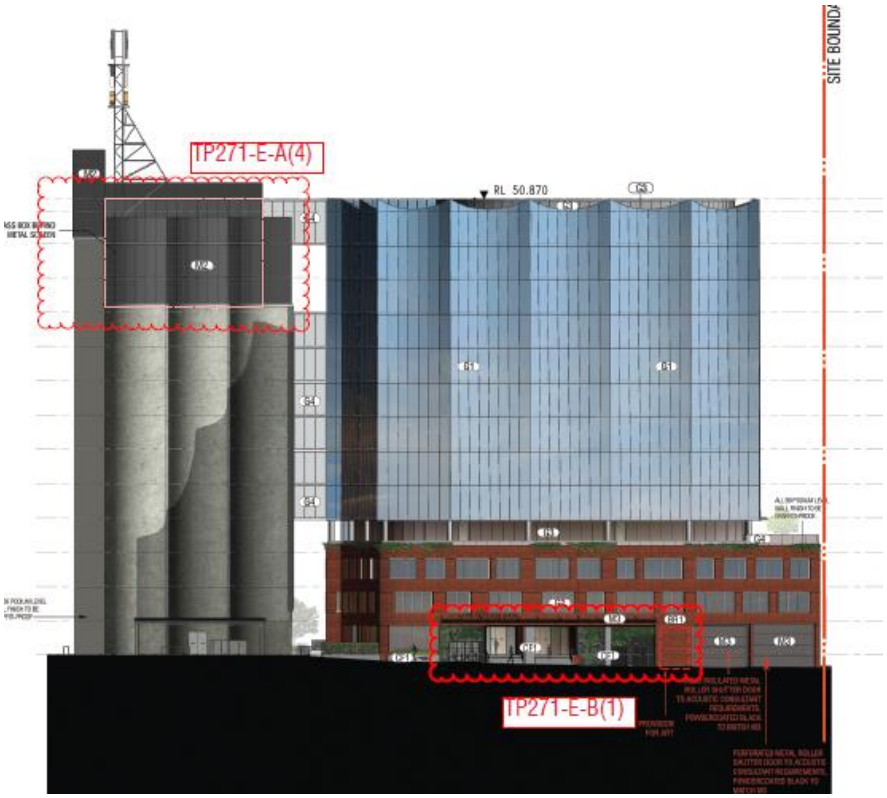


Figure 51 - Proposed north elevation

265. The overall height of the building has been generally retained albeit the number of floors have been reduced due to the increased floor to ceiling clearances required for a commercial use as opposed to a residential use.



Figure 51 - Previous render



Figure 52 - Proposed render

266. The language of the architecture has been retained and will generally present comparable to the development already approved.

Landscape and Public Realm

267. Forming part of the approval for the site, is an overall masterplan for landscape public realm improvements.

268. The previous amendment sought to pair back the proposed landscape concept which was not supported by officers and required a landscape concept which introduced a good amount of greenery to the site and provided a visually interesting ground plane with a mix of materials reflecting the former industrial nature of the site such as depicted in the landscape concept submitted as part of the VCAT proceedings.

269. The original landscape concept presented to VCAT introduced a good amount of greenery to the site and provided a visually interesting ground plane with a mix of materials reflecting the former industrial nature of the site.



Figure 53 – VCAT landscape concept

270. The amended landscape plan continues to seek to simplify and deletes a noticeable amount of planting

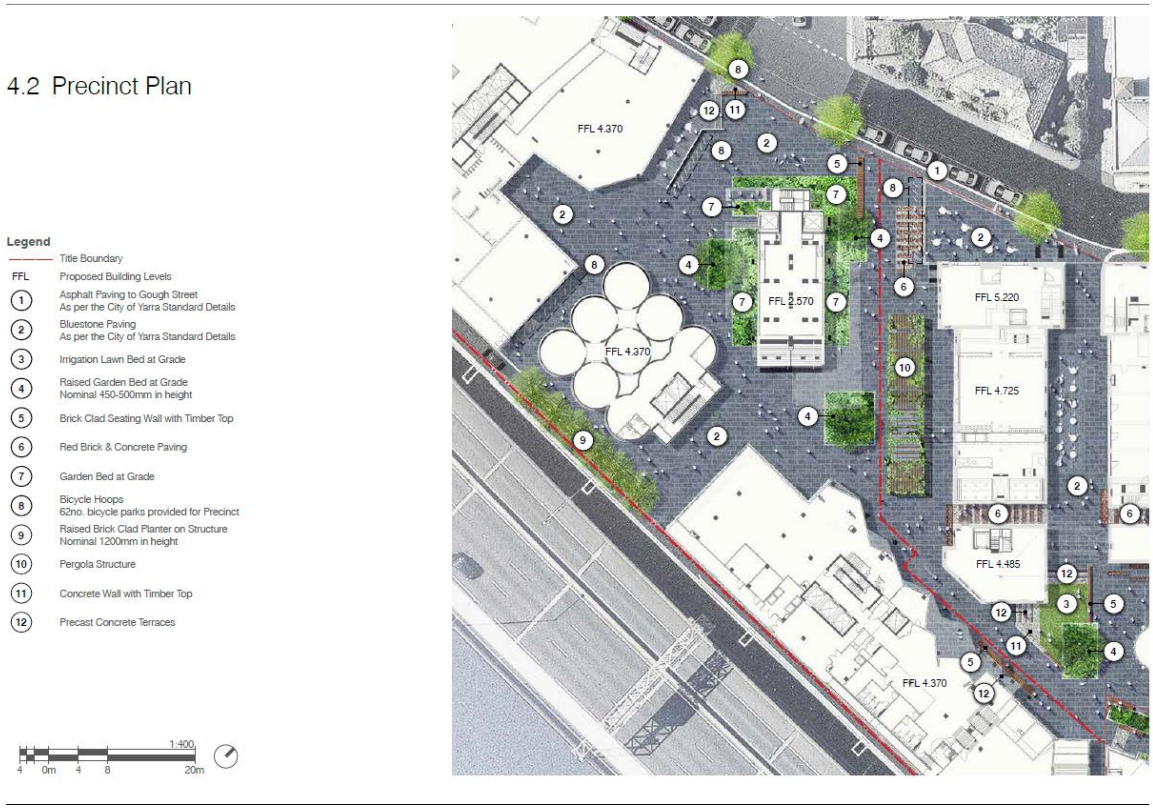


Figure 54 – Previously Amended Landscape concept – not supported

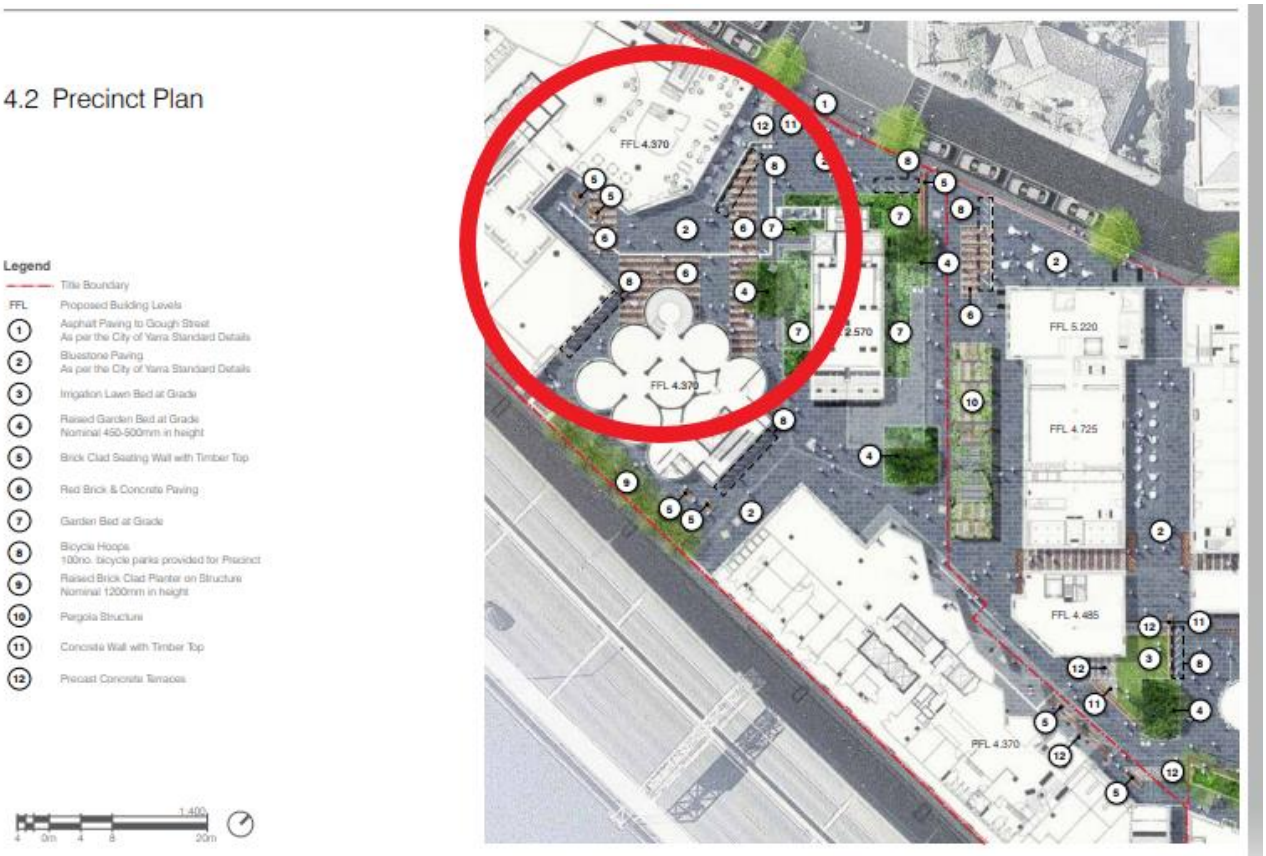


Figure 55 –Amended Landscape concept

271. An existing condition on the permit requires for a new landscape concept to be prepared which reinstates much of the deleted detail which was shown in the original concept or a suitable alternative.

272. The submitted concept in general terms seeks to introduce decorative brick paving to the area surrounding building B9, it is not considered that the landscape concept has gone far enough and therefore the condition is proposed to be retained requiring further work to the landscape concept

273. It is noted comments outlined with the urban design referral that relate to the siting of buildings which has already been approved cannot be reconsidered as part of this application. The urban design referral comments on the lack of weather protection and identifies an opportunity to include a canopy to the south eastern corner of the ground floor restaurant of Building B9, this should be incorporated as a condition on the permit.

274. The landscape plans show public realm improvements as contemplated by the original approval for the site, this includes new street trees and reinstatement of redundant crossovers. The application was not required to widen the footpath along Gough Street and this is not proposed by the amendment.

Car & Bicycle Parking, Loading, Traffic and access

Car Parking

275. Car parking provisions was heavily debated during the course of the Stage 1 VCAT Hearing where reduced parking rates were supported being applied to the site. This approach was considered to be consistent with the strategic direction of reduced reliance on private motor vehicles outlined within the planning scheme.

276. Under clause 5 of the CDZ3 parking rates are included which would require a total of 708 car parking spaces be provided for Stage 2 (break down outlined below.

Land Use	Units/Area/Seats proposed	No. required	No. proposed	Reduction sought
Hotel	201 rooms	No specified rate		
Office	20,339m²	528		
Art Gallery	505m² or 50 patrons	No rate specified		
Function Space	1,336m² or 100 patrons	No rate specified		
Restaurant	519 seats	155		
Cafe	84 seats	25		
TOTAL		**708 spaces**	**228 spaces**	**480 Spaces**

277. The CDZ3 provisions anticipate reductions to these rate with the relevant decision guidelines outlined as follows:

(a) The likely demand for car parking spaces;

(b) The demand for car spaces generated by the uses established in previous stages of the development.

278. More recently, parking rates for office use within the Cremorne area have significantly reduced from the 2.6 spaces per 100sqm outlined with the CDZ3 provisions. More recent examples include:

(a) Seek - 60 – 88 Cremorne Street, Cremorne - 0.72 spaces/100sqm or

(b) MYOB - 17 – 21 Harcourt Parade, Cremorne – 1.1 spaces/100sqm

279. When applying the rates accepted by the Tribunal for commercial development, the number of car parking spaces reduces significantly to between:

Land Use	Units/Area/Seats proposed	No. required	No. proposed	Reduction sought
Hotel	**201 rooms**	**No specified rate**		
Office	**20,339m²**	**Between 146 and 223**		
Art Gallery	**505m² or 50 patrons**	**No rate specified**		
Function Space	**1,336m² or 100 patrons**	**No rate specified**		
Restaurant	**519 seats**	**155**		
Cafe	**84 seats**	**25**		
TOTAL		**326 - 403 spaces**	**228 spaces**	**98 - 175 Spaces**

280. The total number of parking spaces seeking to be reduced is between 98 - 175 spaces.

281. Specific to office use, a Tribunal decision regarding the car parking reduction associated with an office development (*KM Tram Enterprise Pty Ltd v Boroondara CC [2017] VCAT 1237)* discusses that office developments are 'prime candidates' for modal shifts to reduce reliance on private motor vehicles, making the following statements within the decision:

    (a) *In this context of a change from the 'business as usual' approach, I agree with Ms Dunstan that office workers are prime candidates for a mode change given their commuting patterns of travel to and from work during peak times. This is the time when public transport services run at highest frequencies and when Melbourne's roads are most congested. The combination of 'carrot' and 'stick' makes I viable for many office workers commuting to a site such as this to change from private vehicle to public transport.*

    (b) *I am not persuaded that the council's option of reducing the amount of office space so that it better aligns with on-site parking supply is consistent with planning policy. Plan Melbourne promotes '20 minute neighbourhoods' where most of a person's everyday needs can be met locally within a 20 minute journey from home by walking, cycling or local public transport. The everyday needs referred to include local employment opportunities along with shopping, education and community facilities.*

    (c) *Local employment opportunities in this context are not limited to retail or community services. There is benefit in encouraging office uses in the'20 minute neighbourhood mix', as it provides opportunities for business owners and their staff to work locally. I find this line of argument more persuasive than the council's position of limiting the amount of office floor space so that more cars can be brought into this part of Hawthorn.*

282. Additionally, a Red Dot VCAT decision (*Ronge v Moreland CC [2017]* VCAT 550) made numerous statements with regards to car parking reductions. The Member clearly advocated for a reduction in the statutory car parking provision in inner-city sites such as this. Whilst this decision pertains to a site in Brunswick, the context is similar, being located within proximity to train stations and tram routes. In this instance, the subject site is closer to public transport opportunities and the Melbourne CBD than the review site.

283. Throughout the decision there are numerous relevant statements in support of the reduction and also regarding the limited importance that should be placed on car parking demand assessments. Relevant statements within the summary of this decision are applicable to this application, as follows;

    (a) *State and local planning policies are already acknowledging the change that is required in the way in which people travel with Plan Melbourne 2017-2050 and State policies referring to 20-minute neighbourhoods and greater reliance on walking and cycling.*

(b) *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.*

(c) *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.*

(d) *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.*

(e) *Policy tells us the future must be different.*

(f) *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.*

(g) *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.*

284. The *Ronge v Moreland* decision also confirms that in inner city areas where there is access to alternative forms of transport, this need to drastically change how people are currently moving around Melbourne. Providing less car parking spaces encourages people to cycle, walk or use public transport.

285. It is acknowledged, the proposed amendment seeks to change the composition of uses on site and seeks a further reduction in the provision of onsite parking from 245 to 228 spaces. This in part reflects the amended composition of the uses on the site but also noteworthy is that condition 71 of the permit requires a maximum of 245 car parking spaces on site for uses as part of the Car Parking Management Plan and this will be discussed below.

Parking Demand

286. Condition 71 of the permit outlines the requirement for a Car Park Management Plan which includes details for the allocation of spaces to each tenancy.

287. Officers referred the Car Park Management Plan internally to Council's engineering unit and externally to a consultant traffic engineering firm for advice.

288. A summary of the parking demand as proposed by the permit applicant is outlined as follows:

Use	Anticipated Parking Demand
Residential Hotel	13
Office	121
Café Staff	1
Restaurant	21
Restaurant/Function Centre	12
Gallery	2
Total	**170 spaces**

289. The demand for car parking has been peer reviewed by both Council and a consultant traffic engineer who agree that the figures outlined above are acceptable.

290. The key change to parking demand for the site is the shift from residential to now a predominantly commercial development and the large floor area associated with the office use and the additional restaurants proposed for the site.

Café/Restaurant/function centre and Art Gallery

291. The proposed amendment does include floor area changes (generally increases) to the following uses, restaurant, function centre, art gallery and café (no change in floor area).

292. An addition 170 patrons are proposed on site in the form of two new restaurants one at Level 12 of building B6 (120 patrons) and a new ground level restaurant at Building B9 (50 patrons).

293. The current allocation of car parking as outlined at condition 71 requires:

(a) 1 café space;

(b) 14 restaurant spaces;

(c) 5 function centres spaces; and

(d) 2 art gallery spaces

294. It is proposed that these figures should be increased in recognition of the additional floor space and or new spaces to:

(a) 1 café space;

(b) 21 restaurant spaces;

(c) 12 function centres spaces; and

(d) 2 art gallery spaces

295. For the purpose of this assessment both council and consultant engineers accept the outlined anticipated demand which will then form part of the amended condition 71 of the permit.

Office

296. The amendment seeks to increase the office floor area component from 5,020sqm to 20,0399sqm. The submitted traffic report seeks to allocate 121car parking to this use.

297. Car parking associated with such developments is generally long-stay parking for employees and short stay parking (approximately up to two house durations) for customers and clients. Council's engineering department have regularly confirmed that the actual parking demand generated by an office use is expected to be lower than the statutory parking rate of 2.6 spaces per 100 square metres of floor space, as the area has good access to public transport.

298. The application proposes a car parking rate of 0.6spaces per 100sqm of office floor area which is significantly lower than the rate outlined within the CDZ3 provisions.

299. Both Council and consultant engineers have reviewed this and both agree that the reduced rate of 0.6 spaces per 100sqm is acceptable for the following reasons:

(a) The parking rate is consistent with recent approvals within the Cremorne area over the last 5 years which has an average rate of 1.07 car parking spaces per 100sqm – lower in more recent developments;

(b) The low rate limits the traffic impacts of the office use;

(c) Cremorne is well serviced by alternative transport modes and is ideally places to accommodate low levels of car parking;

(d) There is no ability for staff to park off-site (other than the commercial car park), due to existing parking controls; and

(e) It accords with Council's sustainable transport objectives.

300. The reduced rate of the office use is considered acceptable

Hotel

301. The use of part of the site for the purpose of a hotel remains with the increase in the number of room limited to 1, the application proposes to allocate 13 spaces to this use and increase of 3 spaces which remains acceptable, this will be reflected in the new allocation schedule forming part of condition 71 of the permit.

Excess Provision of Parking

302. The submitted traffic report for the site foreshadows the potential for deleting basement 4, in effect deleting the availability of 'excess parking' above the anticipated demand.

303. Both Council and consultant engineers have reviewed this and both agree that the deletion of these spaces can be support based on empirical data.

304. Based on Council policy which supports a shift from private vehicle reliance to more sustainable modes of transport, the excellent access to public transport, on site bicycle facilities and the proximity of a commercial park which forms part of Stage 3 of the overall development site. A condition on any amended permit will seek to delete the excess parking from site and cap a maximum of 175 car parking spaces inclusive of the required 5 car share spaces on site.

Car Parking Conclusion

305. A total of 175 car parking spaces are to be located on the site, based on the above assessment the allocation of car parking spaces is as follows:

(a) 1 café space;

(b) 21 restaurant spaces;

(c) 12 function centres spaces; and

(d) 2 art gallery spaces

(e) 121 office space

(f) 13 hotel spaces

(g) Car share – 5 spaces

Traffic

306. The consideration of traffic and parking impacts was rigorously examined as part of both VCAT hearings for both Stages 1 & 2. In the decision of Stage 1 (*Caydon Cremorne No.1 Development Pty Ltd v Yarra CC [2016] VCAT1177)* the tribunal summarised the traffic conditions as follows:

[86] *There is a wide range of initiatives needed to address the traffic congestion issues in Cremorne. Most of these initiatives are beyond the control of the applicant in this case, and are the responsibility of the Council and VicRoads. Limitations on the provision of car parking is however one component of a wider strategy necessary to address traffic congestion generally and, in Cremorne specifically, that does fall within the ambit of the applicant's responsibility. Notwithstanding our reservations about the Council's lack of detailed policy analysis and development on this issue, the existing levels of congestion in Cremorne calls for an approach that at least begins the process of reducing the reliance on car dependency and encouraging increased use of alternative transport methods. The review site is one site where this approach can be usefully employed.*

307. Summarised within the engineering referral, the following trip generation information has been provided:

Proposed Use	Adopted Traffic Generation Rate	Peak Hour	
		AM	PM

Office (121 spaces)	0.5 trips per space in each peak hour	61	61
Remaining Uses (49 spaces)	0.5 trips per space in each peak hour	24	24
	Total	**85 trips**	**85 trips**

308. Council's engineering unit have reviewed the above information and in their view agree that the Peak hour traffic generation would be 85 trips. The volumes generated for the approved scheme would be approximately 80 trips at the peak with the amended proposal generating an additional 5 tips in each peak hour.

309. Council's consultant engineer also reviewed the figures and determined a figure of 8 additional vehicle movements rather than 5.

310. The conclusion however from both engineers is:

    (a) The additional trips are not substantial; and

    (b) It is not necessary to reduce the office parking further to match the previous traffic generation.

    Layout

311. Council's engineering unit have reviewed the plans and subject to the following design changes are satisfied with the layout of the car parking area:

    (a) Ramp grades and lengths dimensioned;

    (b) sectional drawings of the ramps and access ways, demonstrating a minimum headroom clearance of 2.2m, with the exception being a minimum 2.5m height clearance above disabled car parking spaces;

312. These will remain as conditions on any permit issued.

    Loading

313. Council's engineering unit have reviewed the practicality of the loading facility and have deemed the outcome satisfactory.

    Bicycle Parking

314. The proposed amendment seeks to increase bicycle parking 341 spaces. As outlined earlier in the report, the development is required to provide a total of 143 spaces under clause 52.34 of the scheme and is proposed to provide 1198 additional bicycle spaces.

315. Council's strategic transport unit identified that the proposal seeks to include:

    (a) 255 employee spaces; and

    (b) 80 visitor spaces

316. Best practice combined with statutory requirements would equate to a split of:

    (a) 241 employee spaces; and

    (b) 100 visitor spaces

317. The referral comment states that the proposed allocation of bicycle spaces is acceptable

318. Council's strategic transport unit were generally satisfied with the design of the bicycle parking space but required additional information to be shown clarifying the total number of visitor spaces and locations; the ground floor plans should number the bicycle hoops to clarify the total number provided. This will form a condition of any permit issued.

Other Matters including waste management, sustainability, wind

Waste

319. The applicant's three submitted amended Waste Management Plans (WMP) prepared by Irwin Consultants for Buildings B6, B8 and B9 and by WSP for Building B4 and B5 were assessed by Councils Waste Management unit and deemed satisfactory. A condition on any permit issues will require compliance with these updated reports.

Sustainability

320. Sustainability Management Plans were lodged for Buildings B4, B5, B6, B8 and B9 which were reviewed by Council's ESD officer and were considered to reasonably address the existing permit conditions subject to the following:

(a) *Update all SMP to refer to most recent plans*

(b) *Provide a STORM report for each building identifying a score >100% or target outcomes listed in column B (in Green Star table 26.2).*

321. A condition on permit will require the SMP's to be updated to reflect the above information.

Wind

322. The applicant has submitted a wind tunnel prepared by Vipac which has been peer reviewed by Mel Consultants. While general support is been provided for the methodology the following additional information is required:

(a) Stage 2A:

(i) Wind conditions assessment with respect to safety criterion to be plotted on a polar (direction) plot to ensure both comfort and safety criterion have been met;

(ii) Confirmation that screen edges have been tested at high wind conditions;

(iii) Review wind conditions and any mitigation measures required as a result of development at 1 – 3 Harcourt Parade;

(iv) Correct any inconsistency in data included within the report;

(v) Review all wind mitigation strategies to ensure satisfactory compliance of wind impacts in the vicinity of these mitigation strategies.

(vi) Information of point locations 56 and 59 to be consistent in wind reports for both stages 2A and 2B

(b) Stage 2B

(i) Establishment of walking criteria to be minimum acceptable criterion for the wind effects assessment;

(ii) Correction of safety limit and comfort criteria threshold wind speeds as defined at Table 1 of section 3

(iii) Wind conditions assessment with respect to safety criterion to be plotted on a polar (direction) plot to ensure both comfort and safety criterion have been met;

(iv) Information of point locations 56 and 59 to be consistent in wind reports for both stages 2A and 2B

(v) Information on point locations 60- 63

(vi) Review all wind mitigation strategies to ensure satisfactory compliance of wind impacts in the vicinity of these mitigation strategies.

(vii) Review wind conditions and any mitigation measures required as a result of development at 1 – 3 Harcourt Parade;

323. These recommendation will form a conditions of any permit issued.

Compliance with Permit conditions

Buildings B4 and B5

324. Submitted seek to close out three conditions relating to details on the plans. The conditions required:

    (a) deletion of the servery window facing Gough Street along the northern end of B4 (may be replaced with a window that does not function as a servery);

    (b) consistency between the floor and elevation plans of B4 and B5;

    (c) B4 and B5 windows as openable.

325. Relevantly, all three conditions have been met and shown on plan and will no longer form conditions on the permit.

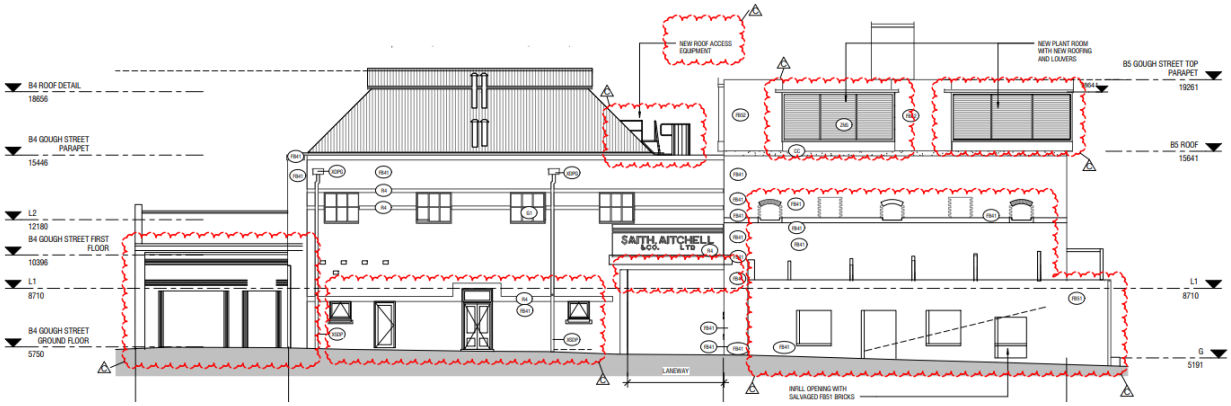


Figure 56 –North Elevation

326. Two additional conditions relevant to the uses required at condition 2(c & d):

    (a) the bakery/retail as a 'food and drinks premises (café)';

    (b) location of heritage visitor centre within the ground floor to outline the history of the former brewery;

327. Both changes have been made to the plans and will be deleted from the permit.

Building B6

328. Condition 2(y) of the existing permit seeks:

    (a) details of the relocated sign (Victoria Bitter), including:

        (i) dimensions;

        (ii) the colour, materiality and lettering style;

        (iii) the type and level of illumination;

329. This information has been shown on drawing HV_B8002 and will no longer form a condition of the permit.

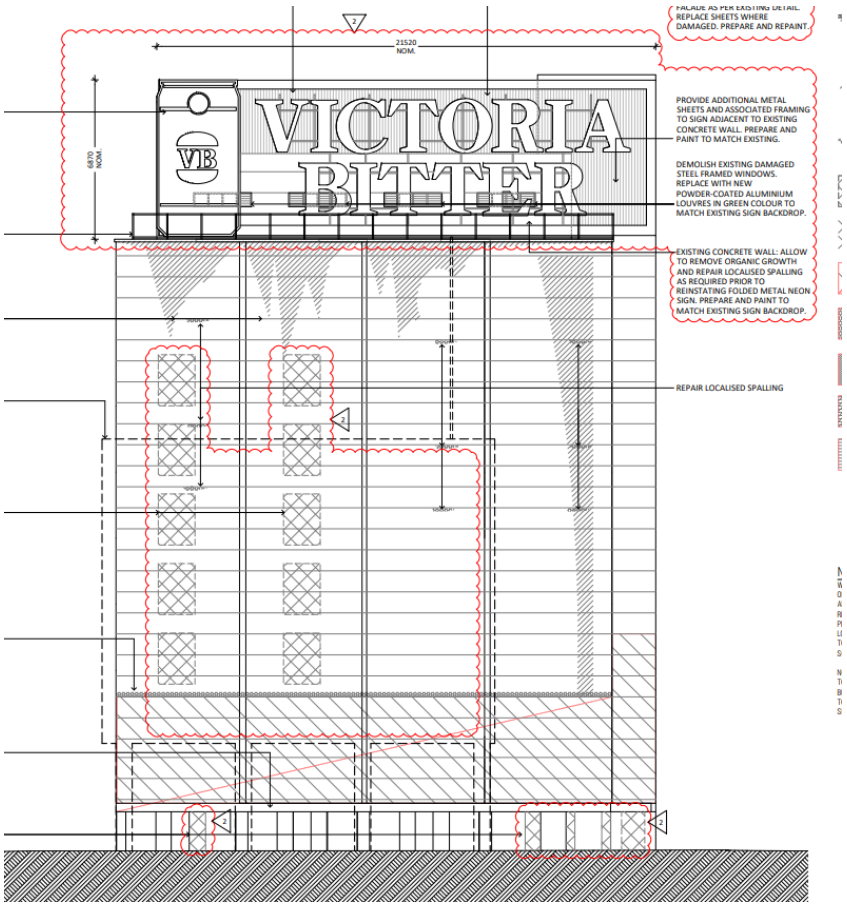


Figure 57 – Victoria Bitter sign

Amendments to Permit

330. The amendment application seeks to vary the preamble and conditions of the permit to reflect the plan changes. These changes are generally considered reasonable with the following changes proposed:

(a) Amendment to preamble:

(i) Deletion of uses shop and dwellings as these are no longer proposed to form part of the development;

(ii) The use office is not required to be included in the preamble as the use does not require a permit.

(b) Amendments to conditions

(i) Various amendments to conditions, were a condition have become redundant this will be identified as in ~~**bold**~~

(c) New conditions:

(i) A number of new conditions are sought to be imposed as a result of use and plan changes, these will all be shown in **bold** in the recommendation section below.

Objector Concerns

331. Objector concerns have been addressed within this report:

(a) Scale of development – (paragraphs 213 – 265)

(b) Traffic and car parking – (paragraphs 274 – 311)

(c) Oppose additional restaurants and impact on amenity – (paragraphs 205 – 212)

(d) Deletion of residential component – (paragraph 203)

(e) No bicycle network improvements – (paragraph 313 – 320)

(f) Waste collection and impact on surrounding streets – (paragraph 318)

(g) Impact on adjacent developments – (paragraphs 256 – 260)

(h) Narrow footpaths – (paragraph 273)

(i) No designated smoking areas – the planning scheme does not require a designated smoking area to be provided, within the overall development there is ample external space which can be used.

Attachments

332. Attached to this report are the Section 57A plans, to view the advertised plans, please follow the link below:

https://www.yarracity.vic.gov.au/services/planning-and-development/planning-applications/advertised-planning-applications/2020/09/07/pln15117602

Conclusion

333. The amended proposal continues to demonstrate a high level of compliance with policy objectives contained within the Planning Policy Framework and Municipal Strategic Statement. Council's preference to direct higher density commercial development in commercial precincts and aligns with the State Policy as well as the direction given by the Tribunal.

334. The proposal, subject to the conditions recommended, is an acceptable planning outcome that demonstrates clear compliance with the relevant Council policies and is considered to continue to make a substantial contribution to the improvement of the surrounding streetscape.

RECOMMENDATION

1. That having considered all relevant matters, the Committee resolves to issue a Notice of Decision to Amend Planning Permit PLN11/0834 with the following preamble:

THE PERMIT ALLOWS:

Development of the land for buildings and works, including the construction of three buildings, use of the land as accommodation (residential hotel), function centre and restaurant, food and drink premises (café), art gallery, reduction in the car parking requirements and construction and display of signs (relocation of Nylex and Victoria Bitter signs on top of silos B8 and B9).

THE FOLLOWING CONDITIONS APPLY TO THIS PERMIT:

Staging

1 The staging as shown on the endorsed plans must not be altered without the prior written consent of the Responsible Authority.

Stage 2A

2 Before the development starts, amended plans to the satisfaction of the responsible authority must be submitted to, and approved by, the responsible authority. When approved, the plans will be endorsed and will then form part of 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 application plans;

HV00 – HV13, HV30 – HV32, HV40 – HV42 HV_B8001 and HV_B8002 dated October 2015 and prepared by Lovell Chen and Caydon and TP-000 – TP-003, TP-010 – TP-011, TP-096 – TP-114, TP-130 – TP-144, TP-150 – TP155, TP-166 – TP170, TP-201- TP204, TP-231, TP-251, TP-301 – TP303, TP-500 – TP-501, TP-601 – TP-603, TP-650 – TP-701, TP-720, TP-750 – TP752 and TP-900 – TP-911 received 9 March 2021 and prepared by Caydon but modified to show:

Staging

(a) The staging plan for Stage 2A to include:

i Building B4, B5, B6, B8 and Victoria Bitter Sign and all basement car park levels within Building B9 including all vehicular access and egress ways an loading area;

ii Building B9 outline on all relevant plans

Land use

(b) Development schedule to accurately reflect all uses, floor areas and provision of bikes, cars, storage and the like;

Built form

(c) a complete set of detailed elevation and section drawings of all buildings clearly showing windows, doors, balconies and the like and to correctly label each use;

(d) details of the fire booster cupboards and treatments;

(e) a schedule of external colours and materials, including samples, coloured elevations and perspectives. The façades of all buildings proposing the use of glass must be confirmed as meeting the relevant EPA standards for glare;

(f) treatment of all lower level walls with a graffiti-proof finish;

(f) detailed plans showing the interface between the retained/modified heritage fabric and the ground level open space areas;

(g) location of all solar panels as outlined within the endorsed SMP;

Building B6

(h) stair element to south elevation to be treated in another material or detail a patterned concrete finish;

(i) details of the glazing treatment of B6 and concrete strip pattern to ensure a quality and cohesive design response;

(j) **design detail of winter gardens to the southern façade of Building B6 to be generally in accordance with sketch plans received 5 May 2021 prepared by Caydon.**

Building B8

(k) deletion of structural supports at ground level **and along the western elevation** unless no other option is possible as advised by a suitably qualified engineer.

(l) design detail of proposed wind mitigation screen

(m) floor plans to correctly show deletion of windows to Level 7 in locations where they interfere with the proposed retain painted sign and an alternate light source be provided for the internal office space.

(n) update drawing HV_B8001 to show retention of painted signage and deletion of new openings to the west elevation of the silos

B9 Car parking/bicycle parking

(o) a maximum of ~~**245**~~ **175** spaces on site **with the deletion of a full or part basement level to reduce on site carparking** ;

(p) ramp grades and lengths dimensioned;

(q) sectional drawings of the ramps and access ways, demonstrating a minimum headroom clearance of 2.2m, with the exception being a minimum 2.5m height clearance above disabled car parking spaces;

(r) underside clearance of over-bonnet storage cages;

(s) all bicycle parking spaces located to the satisfaction of the responsible authority;

(t) an overall provision of **341** bicycle parking spaces;

(u) A minimum of 80 visitor bike spaces to be located at ground level, location and type to be specified on plan

(v) number of car parking spaces, storage cages and bicycle parking spaces to correlate between the project area summary and the plans;

(w) at least 5 car share spaces provided on site;

(x) electric vehicle charging point locations

(y) details of the roller/tilt doors to vehicular access and egress point and loading area;

General

(z) a lighting plan addressing entries and public spaces within the development;

(aa) a circulation and public access plan, detailing all fixed elements (including seats) to ensure clear and unfettered public movement is provided through the open space areas;

(bb) Location and details of the water tanks as outlined within the SMP (50,000 litre tanks in B6 and B8)

(cc) changes (as necessary) as per the endorsed, façade strategy, landscape plan Acoustic Report, Wind Report, Sustainable Management Plan, and Waste Management Plan.

Stage 2B

3 Before the development starts, amended plans to the satisfaction of the responsible authority must be submitted to, and approved by, the responsible authority. When approved, the plans will be endorsed and will then form part of 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 application plans; **TP-000 – 003, TP-006, TP-100 – TP-114, TP170 – TP-183, TP-201 – TP-204, TP-271 – TP-273, TP-275 – TP-276, TP-301 – TP-302, TP-502, TP-750 – TP-751 and TP-900 – TP-911 received 9 March 2021 and prepared by Caydon** but modified to show:

Staging

(a) The staging plan for Stage 2B to include:

i Building B9 and Nylex Sign

ii Buildings B6 and B8 interface with B9

Land use

(b) Development schedule to accurately reflect all uses, floor areas and provision of bikes, cars, storage and the like;

Built form

(c) a complete set of detailed elevation and section drawings of all buildings clearly showing windows, doors, balconies and the like and to correctly label each use;

(d) a schedule of external colours and materials, including samples, coloured elevations and perspectives. The façades of all buildings proposing the use of glass must be confirmed as meeting the relevant EPA standards for glare;

(e) detailed plans showing the interface between the retained/modified heritage fabric and the ground level open space areas;

Building B9

(f) deletion of all openings in the wall along the western boundary of B9 and treatment of this interface to avoid its presentation as a blank wall;

(g) **relocation of substation away from internal square to improve interface with the public square. If that cannot be achieved, instillation of moveable public art which maintain access to the substation and vertical landscaping to improve presentation to the square;**

(h) **addition of a weather protection canopy to the south-eastern corner of the ground level restaurant;**

(i) **rationalisation (reduction) of number of air bridges to reduce the number of connection points;**

(j) **plans to show location and detail of access into the ground level silos art gallery;**

(k) details of above ground rainwater treatment plant adjacent to silos;

B9 Car parking/bicycle parking

(l) All car parking and loading areas as endorsed under Stage 2A

Signage

(m) details of the relocated sign (Nylex), including:

i dimensions;

ii the colour, materiality and lettering style;

iii the type and level of illumination; and

iv confirmation that the Nylex sign will be turned on.

General

(n) a lighting plan addressing entries and public spaces within the development;

(o) a circulation and public access plan, detailing all fixed elements (including seats) to ensure clear and unfettered public movement is provided through the open space areas;

(p**)** Location and details of the water tank as outlined within the SMP 60,000 litre tank in B9

(g) changes (as necessary) as per the endorsed, façade strategy, landscape plan Acoustic Report, Wind Report, Sustainable Management Plan, and Waste Management Plan.

Occupation of Stage 2A

4 Prior to the occupation of any of the uses in stage 2A, the car parking, access and loading required for these uses must be constructed, completed and be to the satisfaction of the Responsible Authority.

General

5 The development and uses as shown on the endorsed plans must not be altered without the prior written consent of the responsible authority.

6 After the relocation of the Nylex sign, the sign must be turned on to the satisfaction of the responsible authority.

7 As part of the ongoing consultant team, Fender Katsalidis Architects and Lovell Chen or an architectural firm(s) 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.

Façade Strategy

8 In conjunction with the submission of development plans before each stage, a Façade Strategy and Materials and Finishes Plan prepared in consultation with David Local Associates to the satisfaction of the Responsible Authority must be submitted to and be approved by the Responsible Authority. When approved, the Façade Strategy and Materials and Finishes Plan will be endorsed and will then form part of this permit. This must detail:

(a) elevation drawings at a scale of 1:20 illustrating typical podium details, entries and doors, and utilities and typical facade details for all buildings;

(b) section drawings to demonstrate façade systems, including fixing details and joints between materials or changes in form;

(c) information about how the façade will be maintained, including any vegetation; and

(d) a sample board and coloured drawings outlining colours, materials and finishes to include:

i the use of actual bricks (i.e. not snaplock) within the podium level of building B9

Landscape Plan

9 Before the plans required by Condition No. 2 or 3 of this permit respectively are endorsed, updated landscape plans generally in accordance with the **Landscape Architecture Plans & Report, prepared by Oculus, dated 9 April 2020** must be submitted to and approved by the Responsible Authority. When approved, the Landscape plans will be endorsed ad will form part of this permit. The landscape plan must show:

(a) Areas proposed to be landscaped (stage 2A or 2B)

(b) landscape concepts more consistent with those shown on LP01 – Ground Floor Plan dated 5 June 2017.

(c) street tree species for Gough Street to be – Hymenosporum flavum, 100L size or a suitable alternative

(d) the type, location, quantity, pot size, height at maturity and botanical names of all proposed plants. Species within the landscape buffer must be shade tolerant and must provide clear visual links with the pedestrian link (low level shrubs/plants);

(e) the location of all areas to be covered by lawn, paving or other surface materials;

(f) the specification of works to be undertaken prior to planting;

(g) details of the watering and maintenance regime;

(h) garden bed dimensions;

(i) areas of paving and proposed materials;

(j) the location of proposed tree planting – distances from buildings and other infrastructure, planting proposed over the basement levels or under the overhanging built form;

(k) a clear definition of terraced spaces, retaining walls, seating elements and other structures independent of paving treatments;

(l) water sensitive urban design [WSUD] features;

(m) a clear delineation of public/private interface;

(n) cross-sections of open space areas are required, confirming which areas are raised or sunken;

(o) simplification of the ground level paving and lawn treatments (not too busy with larger lawn areas);

(p) proposed treatments to unused roof areas;

(q) the location of street trees with no loss of on street car parking (excluding for the new crossover);

(r) location of bike parking within each landscape precinct;

(s) modified landscape treatment to area between B5 and B6 as shown in schematic plan contained within David Lock Associates advice dated 14 February 2020.

(t) **additional landscaping proposed to the Gough Street Façade generally in accordance with drawings TP-909 – TP-910 prepared by Caydon dated 3/3/2021**

10 Finished floor levels shown on the endorsed plans must not be altered or modified without the prior written consent of the responsible authority.

11 Before each Stage of the development is occupied, or by such later date as approved in writing by the responsible authority, all new on-boundary walls must be cleaned and finished to the satisfaction of the responsible authority.

12 All buildings and works must be maintained in good order and appearance to the satisfaction of the responsible authority.

13 All pipes except down 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.

14 Before each Stage of the development is occupied, or by such later date as approved in writing by the responsible authority, any wall located on a boundary facing public property must be treated with a graffiti-proof finish to the satisfaction of the responsible authority.

15 Before each Stage of the development is occupied, or by such later date as approved in writing by the responsible authority, external lighting capable of illuminating access to the basement car park, pedestrian walkway, laneway and dwelling entrances must be provided. Lighting must be:

(a) located;

(b) directed;

(c) shielded; and

(d) of limited intensity,

all to the satisfaction of the responsible authority.

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

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

General Use Conditions

18 The amenity of the area must not be detrimentally affected by the uses, 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.

B4 café

19 Except with the written consent of the responsible authority no more than 84 patrons are permitted in the B4 café at any one time.

20 Except with the written consent of the responsible authority the B4 café must only operate between the hours of 7am to 8pm, any day.

B5 restaurant

21 Except with the written consent of the responsible authority no more than 195 patrons are permitted in the B5 restaurant at any one time.

22 Except with the written consent of the responsible authority the B5 restaurant must only operate between the hours of 7am to 11pm, any day.

B6 restaurants

23 Except with the written consent of the responsible authority no more than 120 patrons are permitted in the **ground floor** B6 restaurants at any one time.

24 **Except with the written consent of the responsible authority no more than 120 patrons are permitted on the Level 12, B6 restaurants at any one time.**

25 Except with the written consent of the responsible authority the B9 restaurants must only operate between the hours of 6am to 11pm, any day.

B9 restaurants

26 Except with the written consent of the responsible authority no more than 100 patrons are permitted in the roof top B9 restaurants at any one time.

27 **Except with the written consent of the responsible authority no more than 50 patrons are permitted in the ground floor B9 restaurants at any one time.**

28 Except with the written consent of the responsible authority the B9 restaurants must only operate between the hours of 7am to 1.00am, any day.

B9 Function centre

29 Except with the written consent of the responsible authority no more than 100 patrons are permitted in the function centre at any one time.

30 Except with the written consent of the responsible authority the function centre must only operate between the hours of 8am to 11pm, any day.

B9 Art gallery

31 Except with the written consent of the responsible authority no more than 50 patrons are permitted in the art gallery at any one time.

32 Except with the written consent of the responsible authority the art gallery must only operate between the hours of 8am to 6pm, any day.

Victorian Bitter and Nylex signs

33 The location and details of the VB and Nylex signs, including the supporting structure, as shown on the endorsed plans must not be altered without the prior written consent of the responsible authority.

34 The signs must not include any flashing or intermittent light.

35 External sign lighting must be designed, baffled and located to the satisfaction of the responsible authority.

36 The signage component of this permit will expire if the signs are not erected within six years of the date of this permit. The responsible authority may extend the period referred to if a request is made in writing before the signage component of the permit expires or within six months afterwards for commencement or twelve months afterwards for completion.

Structural report requirement

37 Before the demolition of either stage (2A or 2B) starts, 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 and demonstrate the means by which the retained portions of the buildings on-site will be supported during demolition and construction works to ensure their retention.

38 The provisions, recommendations and requirements of the endorsed structural report must be implemented and complied with to the satisfaction of the responsible authority.

Public Art Management Plan

39 Before either stage (2A or 2B) of the development is occupied, a Public Art Management Plan to the satisfaction of the responsible authority must be submitted to, and approved by, the responsible authority. When approved, the Public Art Management Plan will be endorsed and will then form part of this permit. The Public Art Management Plan must include, but not be limited to:

(a) details of the commissioned artist(s);

(b) description of art work, including:

i materials;

ii colours;

iii dimensions;

iv content;

v special features (e.g. lighting);

(c) details of the installation process; and

(d) details of art work maintenance schedule.

40 Before the final Stage of the development is occupied, buildings or by such later date as approved in writing by the responsible authority, the approved public art must be completed or security to the satisfaction of the responsible authority provided to secure its completion. Once completed, the public art must be maintained in accordance with the endorsed Public Art Management Plan to the satisfaction of the responsible authority.

Public realm

41 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 Permit holder's expense.

42 Before each stage of the development is occupied, or by such later date as approved in writing by the responsible authority, the footpaths along the Gough and Cremorne Street frontages of the site must be reconstructed:

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

(b) to the satisfaction of the responsible authority.

The cross-fall of the reconstructed footpaths must be no steeper than 1 in 40.

43 Before each stage of the development is occupied, or by such later date as approved in writing by the responsible authority, the road pavements outside the Gough and Cremorne Street frontages of the site must be profiled and re-sheeted:

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

(b) to the satisfaction of the responsible authority.

The cross-fall of the reconstructed footpaths must be no steeper than 1 in 40. Any isolated areas of pavement failure will require full depth road pavement reconstruction.

44 Before each stage of the development is occupied, or by such later date as approved in writing by the responsible authority, any redundant vehicular crossing must be demolished and re-instated as standard footpath and kerb and channel:

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

(b) to the satisfaction of the responsible authority.

45 Before each stage of the buildings are occupied, or by such later date as approved in writing by the responsible authority, any new vehicle crossings 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.

46 Except with the prior written consent of the responsible authority, Council assets must not be altered in any way. All public works require the consent of the responsible authority prior to any works being undertaken.

47 Pit lids and levels must be readjusted to match the surface of the footpath, to the satisfaction of the responsible authority.

48 Trees in the road reserves must be provided with structural soils to protect road pavements from damage by roots. The preferred tree cut size is 1.5m x 1.5m.

49 The layout of the street trees in Gough Street must show parking spaces between trees.

50 All street tree planting works must be carried out by the Council's tree planting contractor. Once tree locations are finalised, a cost to the owner will be determined and the owner is then responsible for payment to Council.

51 Prior to the occupation of Stage 2A and subject to obtaining the consent of the responsible authority and any other relevant road authority, all of the proposed network improvements set out in the GTA consultants report dated 18 July 2017 must be the subject of detailed plans and specifications prepared by the owner and then approved by the responsible authority. All works must be carried out in accordance with the approved plans and at the owner's cost in each and every respect.

Public Access Management

52 Before each stage of the development starts or at some later time approved by the responsible authority, a Public Access Management Plan must be prepared by the owner and approved by the responsible authority. The Public Access Management Plan must show all areas to be to be accessible by the public and must provide for the ongoing management and maintenance to the satisfaction of the responsible authority of all publicly accessible areas.

53 Once approved, the provisions, recommendations and requirements of the approved Public Access Management Plan must be implemented to the satisfaction of the responsible authority.

Wind Assessment Report

54 Before the plans required by Condition No.2 and 3 of this permit are endorsed respectively, an amended Wind Assessment Report to the satisfaction of the responsible authority must be submitted to, and approved by, the responsible authority as relevant. When approved, the amended Wind Assessment Report will be endorsed and will form part of this permit.

The amended Wind Assessment Report must be generally in accordance with the **Wind Impact Assessment Report, prepared by Vipac Engineers and Scientists, dated 6 May 2020** but modified to:

(a) reflect the decision plans submitted for endorsement

(b) Stage 2A:

(i) Wind conditions assessment with respect to safety criterion to be plotted on a polar (direction) plot to ensure both comfort and safety criterion have been met;

(ii) Confirmation that screen edges have been tested at high wind conditions;

(iii) Review wind conditions and any mitigation measures required as a result of development at 1 – 3 Harcourt Parade;

(iv) Correct any inconsistency in data included within the report;

(v) Review all wind mitigation strategies to ensure satisfactory compliance of wind impacts in the vicinity of these mitigation strategies.

(vi) Information of point locations 56 and 59 to be consistent in wind reports for both stages 2A and 2B

(c) Stage 2B

(i) Establishment of walking criteria to be minimum acceptable criterion for the wind effects assessment;

(ii) Correction of safety limit and comfort criteria threshold wind speeds as defined at Table 1 of section 3

(iii) Wind conditions assessment with respect to safety criterion to be plotted on a polar (direction) plot to ensure both comfort and safety criterion have been met;

(iv) Information of point locations 56 and 59 to be consistent in wind reports for both stages 2A and 2B

(v) Information on point locations 60- 63

(vi) Review all wind mitigation strategies to ensure satisfactory compliance of wind impacts in the vicinity of these mitigation strategies.

(vii) Review wind conditions and any mitigation measures required as a result of development at 1 – 3 Harcourt Parade;

55 The provisions, recommendations and requirements of the endorsed Wind Assessment Report must be implemented and complied with to the satisfaction of the responsible authority.

Acoustic report

56 Before the plans required by Condition No. 2 and 3 of this permit are endorsed respectively, an amended Acoustic Report to the satisfaction of the responsible authority must be submitted to, and approved by, the responsible authority as relevant. When approved, the amended Acoustic Report will be endorsed and will form part of this permit. The amended Acoustic Report must be generally in accordance with the Acoustic Report prepared by Octave Acoustics, dated **25 September 2020** and include an assessment of how the requirements of the State Environment Protection Policy (Control of Noise from Commerce, Industry and Trade, No. N-1), the State Environment Protection Policy (Control of Music Noise from Public Premises No. N-2) and relevant Australian Standards will be met and must:

(a) be amended to reflect the decision plans;

(b) address the impact of the restaurants, food and drinks premises (cafes), function centre, exhibition centre, art gallery and venue on residents on and off the site; and

(c) demonstrate compliance with the requirements of Schedule 3 to the Comprehensive Development Zone of the Yarra Planning Scheme to ensure that new development or refurbished / converted buildings for new residential and other noise sensitive uses, located on the southern part of the site directly adjacent to City Link, include appropriate acoustic measures as outlined in AS 3671 – 1999 "Acoustics – Road Traffic Noise Intrusion – Building Siting and Construction" to attenuate noise levels internally within the building;

57 The provisions, recommendations and requirements of the endorsed Acoustic Report must be implemented and complied with to the satisfaction of the responsible authority.

58 On the completion of any works required by the endorsed Acoustic Report and before the **occupation** of any Stage of the of the development, an updated Acoustic Report prepared by a suitably qualified acoustic consultant to the satisfaction of the responsible authority must be submitted to the responsible authority demonstrating by measurement that the required level of noise attenuation has been achieved. The report must:

(a) confirm compliance with relevant conditions of this permit;

59 The recommendations and any works contained in the approved Acoustic Report must be implemented and completed and where there are recommendations of an ongoing nature must be maintained all to the satisfaction of the responsible authority.

Residential Hotel Management Plan

60 Before the residential hotel use starts, a Residential Hotel Management Plan must be submitted to, and approved by the responsible authority. When approved, the Residential Hotel Management Plan will be endorsed and will then form part of the permit. The Residential Hotel Management Plan must detail the following:

(a) procedures, and standards for guests to minimise amenity and parking impacts in the neighbourhood.

(b) measures to be taken by the operator to ensure that residential hotel guests and visitors do not cause nuisance or annoyance to persons beyond the land;

(c) establishment of a line of communication with adjoining owners and occupiers aimed at identifying and addressing amenity concerns;

(d) an outline of all house rules intended to be used to manage residents and guests including:

i guest behaviour;

ii noise;

iii alcohol consumption; and

iv methods of eviction if house rules are broken;

(e) Management of communal terraces;

(f) details of eviction process in the event house rules are broken;

(g) standards for property maintenance, health and cleanliness; and

(h) security against thefts and break-ins, including security of guests' belongings.

Sustainable Management Plan

61 Before each stage of the development starts as relevant an amended Sustainable Management Plans for all buildings (B4, B5, B6, B8 and B9**)** 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 Irwin Consult dated **18 November 2020**, but modified to show/reflect/demonstrate:

(a) the decision plans;

(b) the changes required as per condition 1 (where relevant);

(c) ***Provide a STORM report for each building identifying a score >100% or target outcomes listed in column B (in Green Star table 26.2***

(d) a minimum 4 star green star rating for each building;

62 The provisions, recommendations and requirements of the endorsed Sustainable Management Plan must be implemented and complied with to the satisfaction of the responsible authority.

63 Before each stage of the development is occupied, a report from the author of the Sustainability Management Plan, approved under this permit, or similarly qualified person or company, must be submitted to the Responsible Authority. The report must be to the satisfaction of the Responsible Authority and must confirm all measures specified in the Sustainability Management Plan have been implemented in accordance with the approved plan.

Waste Management Plan

64 The provisions, recommendations and requirements of the Waste Management Plans for **Buildings B4 and B5 prepared by WSP dated 22 October 2020 and B6, B8 and B9 prepared by Irwin Consultants dated 18 November 2020** be endorsed and must be implemented and complied with to the satisfaction of the responsible authority.

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

Landscaping

66 Before each stage of the development is occupied, as relevant, or such later date as is approved by the responsible authority, the landscaping works shown on the endorsed plans must be carried out and completed to the satisfaction of the responsible authority, unless security to the satisfaction of the responsible authority is provided for its completion.

67 The landscaping shown on the endorsed plans must be maintained by:

(a) implementing and complying with the provisions, recommendations and requirements of the endorsed Landscape Plan;

(b) not using the areas set aside on the endorsed Landscape Plan for landscaping for any other purpose; and

(c) replacing any dead, diseased, dying or damaged plants;

all to the satisfaction of the responsible authority.

Car parking

68 Before the development starts, a Car Park Management Plan prepared to the satisfaction of the responsible authority must be submitted to, and approved by, the responsible authority. When approved, the Car Park Management Plan will be endorsed and will then form part of this permit. The Car Park Management Plan must address, but not be limited to, the following:

(a) the development schedule to accurately reflect all uses and floor areas

(b) the provision of a maximum of **175** car spaces;

(c) the allocation of car parking spaces as follows:

(i) 1 café space;

(ii) 21 restaurant spaces;

(iii) 12 function centres spaces; and

(iv) 2 art gallery spaces

(v) 121 office space

(vi) 13 hotel spaces

(vii) 5 car share spaces

The allocation of car spaces can be varies with the written consent of the Responsible Authority.

(d) the management of visitor car parking spaces and security arrangements for occupants of the development, including details on how residential visitors are to access car parking;

(e) details of way-finding, cleaning and security of end of trip bicycle facilities;

(f) any policing arrangements and formal agreements;

(g) a schedule of all proposed signage including directional arrows and signage, informative signs indicating location of disabled bays and bicycle parking, exits, restrictions, pay parking system etc;

(h) the collection of waste and garbage including the separate collection of organic waste and recyclables, which must be in accordance with the endorsed Waste Management Plan (refer to Condition No. 57 of this permit);

(i) details regarding the management of loading and unloading of goods and materials for the commercial uses.

(j) at least five car share spaces to be provided on site.

69 The provisions, recommendations and requirements of the endorsed Car Park Management Plan must be implemented and complied with to the satisfaction of the responsible authority.

70 Before each stage of the development is occupied, as relevant, 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.

Traffic, roads and footpaths

71 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.

72 Before the development starts, the permit holder must pay a bank guarantee to the value of $50,000 to the City of Yarra for traffic, car parking, road improvements and associated studies in the Cremorne area.

The bank guarantee may be drawn down by Council and used for the proposed works and study by the responsible authority for traffic/road/car parking improvements in the Cremorne area, in consultation with the permit holder. The bank guarantee will be returned to the permit holder if the traffic/road/car parking improvements are not commenced by the relevant authorities before the final Stage of the development is occupied.

Green Travel Plan

73 Before each stage of the development is occupied, as relevant, a Green Travel Plan to the satisfaction of the responsible authority must be submitted to, and approved by, the responsible authority. When approved, the Green Travel plan will be endorsed and will form part of this permit. The Green Travel Plan must include, but not be limited to, the following:

(a) a description of the location in the context of alternative modes of transport;

(b) the provision of real time passenger information displays for nearby stops within each residential lobby;

(c) employee / resident welcome packs (e.g. provision of Myki);

(d) a designated 'manager' or 'champion' responsible for co-ordination and implementation;

(e) details of bicycle parking and bicycle routes;

(f) details of Green Travel Plan funding and management responsibilities; and

(g) include provisions to be updated not less than every five years.

74 The provisions, recommendations and requirements of the endorsed Green Travel Plan must be implemented and complied with to the satisfaction of the responsible authority.

Developer Contribution Plan

75 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

76 Before each stage of the development starts, a Construction Management Plan to the satisfaction of the responsible authority must be submitted to, and approved by, the responsible authority. When approved, the Construction Management Plan will be endorsed and will form part of this permit. The Construction Management 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) a lighting plan which must include:

i details if any existing public lighting assets require temporary disconnection, alternative lighting must be provided to maintain adequate lighting levels. A temporary lighting scheme can only be approved by Council and relevant power authority;

ii confirmation that existing public lighting would only be disconnected once temporary alternative lighting scheme becomes operational;

iii confirmation that the temporary lighting scheme will remain operational until a permanent lighting scheme is reinstated.

(i) 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;

(j) the construction program;

(k) preferred arrangements for trucks delivering to the land, including delivery and unloading points and expected duration and frequency;

(l) parking facilities for construction workers;

(m) measures to ensure that all work on the land will be carried out in accordance with the Construction Management Plan;

(n) an outline of requests to occupy public footpaths or roads, or anticipated disruptions to local services;

(o) 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;

(p) 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;

(q) a Noise and Vibration Management Plan showing methods to minimise noise and vibration impacts on nearby properties and to demonstrate compliance with Noise Control Guideline 12 for Construction (Publication 1254) as issued by the Environment Protection Authority in October 2008. The Noise and Vibration Management Plan must be prepared to the satisfaction of the responsible authority.

In preparing the Noise and Vibration Management Plan, consideration must be given to:

i using lower noise work practice and equipment;

ii the suitability of the land for the use of an electric crane;

iii silencing all mechanical plant by the best practical means using current technology;

iv fitting pneumatic tools with an effective silencer; and

v other relevant considerations.

77 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.

78 Before each stage of the development 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.

79 Before each stage of the development is occupied, or by such later date as approved in writing by the responsible authority, any new vehicle crossings 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.

80 No parking restriction signs must be removed, adjusted, changed or relocated without approval or authorisation from the responsible authority.

81 Except with the prior written consent of the responsible authority, demolition or construction works must not be carried out:

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

(b) before 9 am or after 3 pm, Saturdays and public holidays (other than ANZAC Day, Christmas Day and Good Friday); or

(c) at any time on Sundays, ANZAC Day, Christmas Day and Good Friday.

Public lighting plan

82 Before each stage of the development starts, as relevant, a Public Lighting Plan must be submitted to and approved by the responsible authority. When approved, the Public Lighting Plan will be endorsed and will form part of this permit. The Public Lighting Plan must:

(a) confirm that all primary pedestrian access to a residential/ multi-purpose development will be lit by public lighting installations at least to lighting level P4 as specified in the Australian Standard AS 1125.3.1:2005 Lighting for roads and public spaces - Pedestrian area (Category P) lighting - Performance and design requirements;

(b) confirm that any new poles and luminaires required for the development will be sourced from CitiPower/Jemena standard energy efficient luminaires list and comply with relevant CitiPower/Jemena technical requirements;

(c) confirm that light spillage into the windows of any existing and proposed residences will be avoided or minimised and must comply with the requirements of Australian Standard AS 4282 – 1997 Control of the obtrusive effects of outdoor lighting;

(d) confirm that the locations of any new light poles will not obstruct vehicular access into private property;

(e) include a commitment that the permit holder will ensure (by contacting relevant power authority) that the existing or proposed power supply conforms to “No Go Zone” requirements from the relevant power authority;

(f) confirm that the supply and installation of any additional or upgraded lighting, electrical hardware and poles will be funded by the permit holder.

83 The provisions, recommendations and requirements of the endorsed Public Lighting Plan must be implemented and complied with to the satisfaction of the responsible authority.

VicRoads Conditions

84 VicRoads prohibits the construction of building/s or the carrying out of works within the Road Zone Category 1 (i.e. Punt Road and Harcourt Parade).

85 VicRoads prohibits vehicular, pedestrian or cycling access to the site along Harcourt Parade.

86 The luminance of the advertising sign/s (including The Victoria Bitter and Nylex signs) must be such it does not give a veiling of luminance to the driver, of greater than 0.25cdm2, throughout the driver’s approach to the advertising sign/s.

87 Before the development starts, a truck wheel wash must be installed at the property boundary to enable all mud and other tyre borne debris from vehicles to be removed prior to exiting land.

88 The truck wheel wash must be maintained in good order during the construction phase of the development and may be removed at the end of the construction phase of the development with the prior approval of the Council.

CityLink Conditions

89 There should be no interruption to traffic flow on CityLink assets.

90 CityLink assets should not be exposed to any waste generated from the project.

91 New buildings should not cause any adverse impacts on the users of CityLink (e.g. reflective glare from the buildings).

Melbourne Water Conditions

92 The ground floor areas of the new buildings must be constructed with finished floor levels set no lower than 4.37 metres to Australian Height Datum, which is 600mm above the applicable flood level.

93 All lifts and stairwells, windows, openings, vents or other entry and exit points that could allow entry of floodwaters to the basement must be set no lower than 4.37 metres to Australian Height Datum, which is 600mm above the applicable flood level.

94 The entry / exit driveway of the basement car park at the north west corner of the site must incorporate a flood proof apex set no lower than 4.37 metres to Australian Height Datum, which is 600mm above the applicable flood level.

95 Flood resistant materials must be used for the construction of floor levels and walls (including any glass/glazing window panels) below the applicable flood level.

96 Signage and flood gauge boards must be provided at the basement car park entrance at the north western end of Gough Street to provide warning for flood depths during extreme flood events, to the satisfaction of Melbourne Water.

97 Prior to the commencement of works, a separate application direct to Melbourne Water must be made for any new or modified storm water connection to Melbourne Water's drains or watercourses. Prior to accepting an application, evidence must be provided demonstrating that Council considers that it is not feasible to connect to the local drainage system.

98 Pollution and sediment laden runoff shall not be discharged directly or indirectly into Melbourne Water's drains or waterways.

99 Prior to the issue of an Occupancy Permit, a certified survey plan showing finished floor levels (as constructed) reduced to the Australian Height Datum must be submitted to Melbourne Water. The Plan must demonstrate that the floor levels have been constructed in accordance with Melbourne Water's requirements.

Expiry

100 This permit will expire if one of the following circumstances applies:

(a) the development is not started within three years of the issued date of this permit;

(b) the development is not completed within six years of the issued date of this permit;

(c) the uses are not commenced within nine years from the date of this permit.

In accordance with Section 69 of the *Planning and Environment Act 1987*, an application may be submitted to the responsible authority for an extension of the periods referred to in this condition.

NOTES:
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.

A building permit may be required before development is commenced. Please contact Council's Building Services on 9205 5585 to confirm.

A local law permit (e.g. Asset Protection Permit, Road Occupation Permit) may be required before development is commenced. Please contact Council's Construction Management Branch on Ph. 9205 5585 to confirm.

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

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

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

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

This application was not assessed against Clause 43.01 of the Yarra Planning Scheme (Heritage Overlay) as heritage matters are considered by Heritage Victoria.

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

Attachments

1 PLN15/1176.02 - 2 Gough Street, Cremorne - Referrals (consolidated)

2 PLN15/1176 - 2 Gough Street Cremorne - Planning Permit (Amended)

3 PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2A - Part 1

4 PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2A - Part 2

5 PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2A - Part 3

6 PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2A - Part 4

7 PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2A - Part 5

8 PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2A - Part 6

9 PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2B - Part 1

10 PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2B - Part 2

11 PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2B - Part 3

12 PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2B - Part 4

13 PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2B - Part 5

14 PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2B - Part 6

PLN15/1176.02 – 2 Gough Street, Cremorne – Application referrals

Internal referrals

1. **Waste Management**
2. **Building**
3. **Engineering and Strategic Transport**
4. **Landscaping**
5. **Heritage**
6. **ESD**

Consultant referrals

1. **Urban Design – MGS Architect**
2. **Wind – Mel Consultants**
3. **Traffic – Traffix Group**
4. **Acoustic - SLR**

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mgs

INDEPENDENT URBAN DESIGN ADVICE

Proposed Stage 2 Development at 2 Gough Street Cremorne

September 2020

Prepared by
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B. Arch. (Hons. Melb), B.A. (Fine Arts Melb.), P.D.M. (Melb.), LFRAIA, FVEPLA, Architect

Our Ref: 19072

Directors
Eli Giannini
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Joshua Wheeler

BACKGROUND

1. In August 2020 I was asked by the City of Yarra to comment on amendments to plans of the proposed Stage 2 development at 2 Gough Street Cremorne.
2. This follows earlier review of the proposal over the past 4 years as it had evolved which led to a permit in 2016.
3. At that time the application for the second stage of the redevelopment of the Richmond Malt Precinct sought approvals for:
   a) A 20-storey building with a maximum height of 62.85m, described as building B6. This was a building that in part contained the existing B6 heritage building and incorporated uses including offices at ground level, with residential apartments at levels 1 and above in a range of configurations.
   b) Building 8 was a 21 storey building with a maximum height of 62.05m inclusive of the retained Nylex advertising sign of 76.2m and is located in the north-west portion of the site adjoining Gough Street to the north and Harcourt Parade to the south. The building was described as retaining the 1950's silos and incorporates two basement levels, commercial space and live-work apartments as well as serviced apartments, a café and residential apartments.
   c) Buildings B4 and B5 described the adaptive reuse of existing heritage buildings B4 and B5 on the site for restaurant and food & drink premises.
4. These building were subsequently diminished in scale to manage offsite impacts to the river and to enhance the amenity on the site, space between development and amenity of occupancies.
5. Matters that Council asked me to address in this report included:
   - Appropriateness of the design treatment and scale of the proposed building;
   - Siting, bulk and height of the proposed building and its impact on abutting street;
   - If the proposal achieves a high architectural and urban design outcome;
   - Place-making initiatives;
   - Use of colours and materials; and
   - ESD principals.
6. A response to my October 2019 commentary on revised plans was prepared by DLA and further revised plans submitted. My response was as follows.

Changes to Buildings 6 and 9

7. The eastern end the eastern annexe extension of Building 6 had been removed for an enlarged eastern courtyard.
   a) There is no longer a break between Building 6 in Stage 2 and the adjoining Stage 3 commercial site under construction.
   b) Instead the proposal is for an infill restaurant space accessible only by able bodied patrons and staff.
   c) Cumulatively it would appear that more than 300 sq.m. of publicly accessible open space has been lost in the southern end of the site
   d) An outdoor terrace/café of a further 110 sq.m. leaves only a 2.5m wide zone for a public path linking the large eastern employment precinct of Cremorne and the hospitality venues in Building 5 with and the western public square. Notably this link is less than half the balance of the walk agreed to the east. Logically a 6m wide primary link would extend from Cremorne Street contiguously through to the main public spaces to the west and up to the interconnecting north south streets and less than half of that previously supported at VCAT and consistently recommended by me for the joint roles as a shared cycle pedestrian network and front door to entertainment, hospitality and commercial venues of this network.

8. The landscape masterplan indicates that this squeeze point is the designated precinct cycle and pedestrian routes. Clearly the revised arrangements fail to meet this criterion creating a hazardous environment as a result of the reduction in capacity and manoeuvring area.
9. The external terrace which differs between plans and which describes an elevated access with no point of egress has pinch points to adjoining elevated planters of as little as 0.5m.
10. Typically, the loss of substantial heritage assets however unfortunate in the circumstances would be associated with commensurate provision of community benefit and less constraint on delivering optimised outcomes. In this instance more than 400 sq.m. of open space has been lost at ground level and set aside for leased space at a major pinch point in the development. The result is quite simply not fit for purpose.

Recommendation 1:

a) *I remain of the view this is an outcome that is not acceptable and in the absence of revised plans would suggest the inclusion of a 6m wide primary landscaped walk consistent with the characteristics agreed for the balance of the plan in conjunction with an additional 3m outside terrace zone extending east west along the northern frontage of Building 6 separating the proposal from the southwestern edge of the Building 5 annexe for the area described by combined orange and green dotted lines above in the landscape movement plan. Provide revised plans elevations and sections to align with this framework.*
b) *Amend the proposed restaurant layout at the eastern end of Building B and the hotel terrace plans on architectural drawings to provide for high quality universal access and integration of the same into the proposed public realm resolution to the satisfaction of the Council.*
c) *Reconsider the location for the proposed hotel versus office at lower levels given the generous external areas addressing the plaza at the western end of the Building 6 frontage versus the south where amenity and capacity for outdoor terrace spaces can be more easily accommodated.*
d) *DLA asserts the heritage characteristics of the former built form are no longer relevant. My view is they remain relevant as they established the attributes and alignments of walking and open space networks relied on to interconnect the precincts with the broader areas of Cremorne likely to underpin the commercial viability of the core facilities.*
e) *They are also expressly denoted within the Heritage significance of the site itself subject to state significance listing.*

Height and Bulk

11. I had noted that the building footprints and scale had increased at levels 10 to 13 from earlier plans that I had received for review. I noted my concern at this back filling of upper areas that has progressively reduced the articulation and perceived wall effect of the riverfront. The conversion of the building to a hotel with the consequent removal of baloonies further amplifies this bulk.
12. The plans show an entirely flat façade whilst elevations and renderings indicate shadowing arising from an articulation that on close examination is relying on changes of façade skin material. In my view this combination of cumulative outcomes has only added to bulk and has diminished the level of engagement and visual interest with substantively diminished variation in façade form.
13. The shadow diagrams indicate contrary to earlier undertakings that the building is overshadowing a greater extent of the river than its adjoining commercial neighbour as a result of the latest set of changes. Additionally, the updated plans do not reflect the latest building footprints with the adjoining eastern area still shown as open space.
14. Renderings indicating façade articulation are absent in any development of the design in plan and section
15. Mr Shepherd claims the footprint of the building is unchanged. Clearly this is not the case with all the baloonies that formed part of the earlier application now enclosed within the building skin. Quite apparently this represents a substantial increase in occupied internal floor space across

the multiple levels and perceived volume and bulk as a response that has been well understood in urban design principles in regard to articulation and light and shade principles over multiple State and Local Urban Design Policy reviews. In this case there have been no offsetting substantive reductions in form at either lower or upper levels but rather only incremental increases in volume at most levels.

Recommendation 2

16. *The applicant should revise the application to mitigate the impacts arising from increased volume and bulk and offsite impacts through measures including the following:*
    a) *Lowering the scale of the building to ensure the building shadow arising from Building 6 does not extend further than that of its earlier approved eastern neighbour.*
    b) *Provision of increased setbacks and visual interest to the northern piazza interface and silo interface at upper levels to provide enhanced primacy for the adjoining Nylex sign and space.*
17. *Should be undertaken in a sequence that does not result in the visibility of the Nylex Sign being compromised. (i.e. should the silos redevelopment not progress for any reason how is the applicant proposing to ensure the visibility of the Sign and primacy of the silos site is secured as the height as proposed would compromise visibility of the signs at their current level.*

Loss of western heritage buildings and their aspect

18. Mr Shepherd notes he does not consider the view of the heritage buildings from the south west problematic as he describes there would be *limited views*. This interface has long been seen as the location for the highest potential for interconnection of the site with the Capital City Trail, the relationship of the Maltings site with its historic river interface and is the location in which the core heritage elements of the site are seen as an ensemble at pedestrian level as an onsite and experience. All elements described as important within the Conservation Management Plan for the site.
19. It is not apparent to me on what basis Mr Shepherd has made his assessment but from a reading of the sites statement of significance and from the underpinning earlier design advise and design principles agreed and established for the site upon which I have then tested the response, the outcome is demonstrably weaker in tits response as a result of the amendment.

Increased Bulk, obscured heritage, increased height and diminished separation

20. Mr Shepherd claims the results have not had the consequence off increased height bulk or diminished separation. The evidence suggests to the contrary.
    a) The capacity and viability of the pedestrian cycle network has been substantially compromised and must be amended if it is to function fit for purpose and consistent with a campus with this resident worker and resident population and anticipated visitor and hospitality attraction.
    b) The configuration of the ground level interfaces and uses has not been reconciled effectively with the levels and design principles previously established for the landscape plan and movement network
    c) The loss of open space and articulation at ground floor and upper levels has not been offset with measures to erode the bulk of the building and enhance the public realm rather the contrary has occurred on any reasonable evaluation of the proposal.

Unit layouts Building 9

21. I agree with Mr Shepherd that the suggested internal corner resolution proposed in response to paragraph 55b for the northwest corner and I would support this amendment.
22. Mr Shepherd has not commented on the concerns I raised regarding the southeast apartments and the conflicts arising therein presumably reflecting that he does not disagree with the

concerns I have raised and that the applicant has not furnished him with any resolution of this matter.

23. I agree with Mr Shepherd that the suggested daylighting resolution proposed in response to paragraph 55c for the western embedded apartments represents a satisfactory resolution for the units depicted.

Recommendation 3

24. *Submit coordinated plans responding to the amenity issues raised in my earlier response and incorporating the amendments on which Mr Shepherd and I agree.*
25. *In the event that the applicant is to continue with the proposed eastern orientation of south eastern units revise the setback between buildings to 9m between habitable rooms and the adjoin silo with balconies being able to project up to 3m into this space with landscape buffers.*
26. *Provide updated daylighting analysis demonstrating all units achieve satisfactory daylighting amenity outcomes having regard to the arrangement of external structures, finishes, neighbouring structures, and screens.*

REVISED DEVELOPMENT PLANS

27. The proposed amendment of the proposal to a primarily office and gallery use from what was earlier a residential, hospitality and office use is supported in principle.
28. Equally the general accommodation of the revised use within the previously agreed footprint is supported in principle.
29. Having said that there are several issues with the revised plans that require attention in my view: -

Documentation

30. No details have been provided for the basement parking levels in the revised plans.
31. Carparking proposal: -

    a) The plans of upper floors do not show the projecting levels of plans below and need to be revised to align with drawing conventions to assist to determine the proposed design intent.
    b) The management of the carpark for differing groups is to be elaborated. Logically the carpark should operate as a commercial facility to optimize utilization.

Silos adaptive re-use / Offices Restaurant/Function area

32. The management and tenure of these areas is unclear. The proposal indicates that the art gallery is accessed from, the northern plaza via the central silo. This entry also serves as the access for: -

    a) the level one gallery for those who cannot use the stairs or choose not to and
    b) for the offices on levels 2 to 11 The function area is accessed via the two lifts within the silos shared with the office levels accommodating some 2355 sqm of workspace area.
    c) Additionally, the lifts service exclusively the combined entry reception zone of 150 sqm at level 12 leading via an air bridge to the 950 sqm of adjoining Restaurant and function centre.

33. It is not apparent from the plans how office and function centre visitors using the carparks access these lifts. It is equally not apparent from the plans how the gallery is to be secured when the function centre is operating late at night.
34. The plans also do not indicate kitchenette facilities required for offices, disability toilets that will be required in a facility with over 2000 sqm of workplace area and what arrangements are made for end of travel facilities (i.e. are they intended to be included with the adjoining building's area how it is intended that these rights are to be secured. The plans do not make clear how waste management and deliveries is to be undertaken for the proposed Function centre. In its current form it would appear that all deliveries and waste are to be handled through the front entry to the gallery and wheeled across the plaza and via the southern corridor into the waste room a journey of more than 50m to the waste collection area and 80m to the loading dock via 4no. double doors.

35. The plans currently have absence of a demonstrably fit-for-purpose kitchen layout proposal for the function area and no break-out areas from the zone for those who might require some fresh air, or a smoking zone.
36. The current silos building only indicates fenestration in the west wall of 3 silos- the balance of the building has no fenestration indicated for light and ventilation.
    a) The ability to provide an acceptable workplace environment with this configuration is questioned particularly in a post Covid context.

The ground floor layout of Building 9.

37. The ground floor of building 9 terminates the southern axis of Gough Lane and Melrose Street as depicted below



38. View looking south down Gough Lane



39. View looking South down Melrose Street
40. The revised layout is depicted below.



41. The proposal has some significant deficiencies that need to be addressed and these are outlined below.

A poor street interface resolution.



42. The proposal allocates half of the street frontage to back of house uses presenting a poor interface to the street.
43. Despite one of the access points being for cars and one for loading, both entries are depicted with an opening of over 4.5m in height and 6.6m in width. The service cupboard zones either side of the entry are similarly more than 4m in height and 6m in width. There is no need for these cupboards to have this height with opportunities for greater transparency into lobbies and or inclusion of planters or other elements adding to streetscape amenity above could be invested into these frontages.
44. The role of Gough Street as a traffic and pedestrian route will inevitably increase with the intensification sought for this sight and adjoining sites and its role as a key point of access to the capital city trail.
45. The proposed allocation of over 13.5 m to crossovers to the street with no setbacks of structures to improve visibility and no footpath widenings delivers both poor safety and amenity outcomes and a poor street interface.

46. Carparking across the frontage of the building combined to construction of the flanking services cupboards to the east and west constrains the footpath to only 1.5m in width an outcome demonstrably inadequate for a workforce office population expected to use active transport choices in large numbers
47. The proposed front entry serves as the primary entry to the office building with its proposed 14731 sqm of office space over 11 levels and the ground level Food and beverage areas of a further 236 sqm.
48. It is not unrealistic to envisage more than 1400 workers and visitors being in this building at any time in addition to that in the silo's annexe.
49. The arrangements for the lift access arrival and footpath zone are clearly inadequate for this scale of use and require review.

    a) No disability access is envisaged with disability access only possible via the rear corridor and end of travel bike storage room.
    b) This is unacceptable and at odds with disability access and equity standards.
    c) Additionally, the proposal is anticipated to generate significant pedestrian capacity requirements for the abutting footpaths with large numbers of workers, restaurant patrons and visitors accessing the building at peak times,
    d) A funnelled access zone into the lift zone significantly encumbering access and egress.

A poor courtyard response

50. A similar poor result arises in the courtyard, an area of primary outlook for upper level offices and for ground level dining areas.



51.

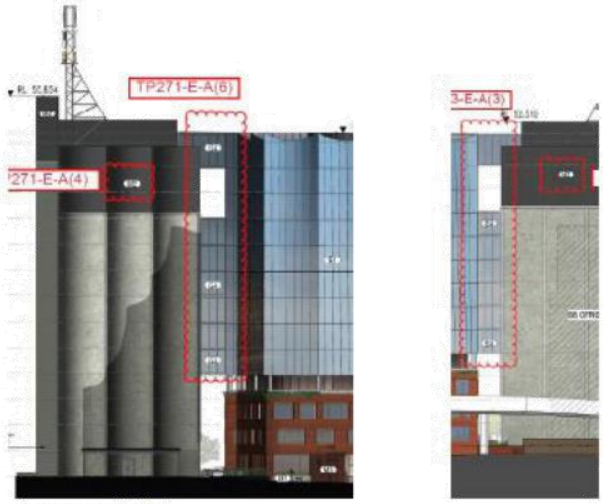
    a) Presently the northern interface for the courtyard is dominated by substation double doors with only a small area provided as an end of travel access and storage area and a fire exit the balcony activated on the image is shown as a roof on plans and the restaurant entry depicted on the image is shown as a solid wall on plans These interfaces are in part demanded by the decision to establish an elevated colonnade accessible only via stairs from Harcourt Parade to the south.

b) Desirably these back of house services would be pushed to this southern interface to ensure the northern outcomes deliver high quality shared spaces rather than a de-facto service zone outcome and character as currently proposed.

52. In other developments of this scale in docklands for example the courtyard zone has been leveraged as a major arrival point to the precinct. In this case with significant desire lines to the neighbouring hospitality precinct this would be an appropriate response likely to support the vitality of the precinct.
53. No weather protection si provided to the bike arrival entry or the SE restaurant entry.
54. The eastern windows to the courtyard at level's 1 and 2 are shown as blue tinted commencing with a sill height at desk level approximately. These windows are directly into toilet areas rather than a workplace or active area and storage rooms at these levels with no alignment of partitions with these windows.
55. The applicant should in my view reconsider the arrangements on the ground plane.
56. A suggested set of principles is outlined in attachment A

Bridge Connections and the silo upper levels

57. The revised proposal increases the number of connected levels between Building 9 (B9) and the silos from two to seven. These connections are proposed to increase the office space on Levels 4 – 9.
58. The upper level 12 connection remains as previously envisaged. The rationale for the points of connection is not made clear in the submission.
59. No connection is made for example between the Silos and the podium level 3 zone where the only workplace open space is provided and where logically a greater number of collaborative and shared spaces would be envisaged.
60. The upper two levels have no interconnection and equally the levels 2 and 3 have no interconnection.
61. Mr Sheppard's memorandum dated 20/7/2020 notes these bridge links would be *mainly visible from the southwest, along the Punt Road bridge and the Main Yarra Trail*. The connections will clearly be highly visible from the new main courtyard to the north as part of the silo ensemble framing this new public space.
62. A continuous sleeve of glass links the upper level link previously agreed and these 6 lower levels. The proposed glazing is clear to this link.
63. No details have been provided for the detailing of this link. Equally it is also not clear why vertical links could not be provided within the existing footprints to either the silos creating some two level spaces (that would arguably be supportive of the underlying values ascribed to the building), or the Building 9 building as for example characterises the Gallery.
64. The design as depicted in plans for the level 10 and 11 with its proposed setbacks from the Building 9 are also not depicted in the elevations. The glass box for these two levels is not shown in elevations where the design intent remains unclear with the description for M2 being *perforated metal or metal-look cladding or similar dulux silver satin or similar.*
65. Clearly there are clear and manifestly differing outcomes between these materials and their durability, visual impression, and suitability as an extension to the silos. This ambiguity should be resolved at this time.
66. Equally there are manifestly differing outcomes arising between the elevations and the plans that appear to refer to previous uses and the plans which talk to a new ambition.



67.

SUMMARY OF FINDINGS

The proposed amendments are disappointing in their resolution, their response to streets and new public spaces, their responses to the underlying needs of the proposed users and in their inclusiveness. The following changes are recommended: -

Recommendation 1 Plan Set

68. Provide a complete planning pack including the following: -

a) Basement plans showing arrangements for access to office floors in the silos and Building 9 and management of the carpark for the variety of users and hours of operation.
b) Clarification of the proposed design intent for levels 10 and 11 of the silos form described as the glass box but shown in elevations as an extrusion of the silos form providing clarity regarding the intended outcome for review by Council.
c) Details of materials and finishes for the proposed upper level extensions of the silos and skybridge.
d) Upgrading plans to show projecting levels of floors below and internal partitions where they meet the proposed interface with external transparent windows.
e) Depiction of the proposed finishes in a manner representative of their description i.e. the bridge links if proposed in clear glass should not be depicted with a dark tint.
f) Detailing the proposed openings in the heritage silos and the methodology for detailing the proposed bridge link connections.
g) Remove anomalies such as the implied interconnecting projection between level 12 bridge link and lower bridge links not shown on plans.
h) Provide an updated wind report for the development with proposed changes to the satisfaction of the council.
i) Provide a physical finishes board providing samples of the proposed materials and finishes demonstrating the quality and suitability of the materials for their juxtaposition into a precinct of State Heritage significance.
j) Provide revised plans that describe the configuration of: -

- the gallery and ground level lift lobby to facilitate extended hours access to office and function areas outside gallery hours.
- The proposed waste management and deliveries arrangements for the office floors and function areas reliant on the silos lift core for access.
- Disability toilet and kitchenette provision for office floors in both buildings.
- Details of the proposed gallery entry and details of the fenestration penetrations into the silo's fabric.
- A landscape plan for the level 3 terrace providing for more generous levels of landscaping to this zone to the satisfaction of the council.
- Details of how daylighting and ventilation are to be managed for the proposed silos form.

Recommendation 2 Public realm

69. Revise the proposed Gough Street frontage to achieve the following outcomes: -

a) A footpath across the frontage of the development of minimum 3m in width.
b) Disability access from the street to the primary entry to the Office and Restaurant proposals
c) A single shared entry to the car and loading dock areas.
d) A minimum of two thirds of the frontage to be activated
e) Weather protection for the building entry and street zone for those waiting for taxi of share vehicle collection.
f) Space near the entry for couriers and their scooter and cycle storage.
g) Recessive indentation of the entry drive and automated doors
h) Completion of footpath improvements out to the kerb and provision of an updated Landscape plan to the satisfaction of the Council
i) Removal of carparks from outside the main entry location to either side to enable improved capacity for pedestrians
j) Minimization of the height and impact of metering infrastructure and consideration of the potential to have this from Harcourt Parade to the rear where possible.
k) Design measures that will achieve the following street amenity: -
l) At the building entries- comfort outcomes by way of reduced wind speed suitable for standing
m) To the perimeter east south east and south frontages of the restaurant- - comfort outcomes by way of reduced wind speed suitable for sitting.
n) Entry amenity at the proposed entry to the Silos Building and the bike arrival locations north and south suitable for standing.
o) Amenity for the courtyard suitable for sitting.
p) Amenity for the shared terrace areas of the office with amenity standards suitable for standing.
q) The inclusion of a breakout area for the function level floor with amenity standards suitable for standing.

Recommendation 3 Lobby and entry

70. Revise the lobby arrangements to provide: -

a) Clear wayfinding and improved visibility from the western arrival off the Capital City trail and Hoddle Street and eastern arrival along Gough Street.
b) Avoidance of bottlenecks in the access from the lifts to the lobby zone through reconfiguration of either the loading dock arrangements or the orientation of the lifts to the satisfaction of the council. (Attachment A establishes some preferred principles that would enhance the vitality and potential engagement of the building with surrounding campus buildings to the east.)

c) Enhanced access from the lift lobby to the eastern courtyard to enhance accessibility and campus activation

Eastern Courtyard

71. The eastern courtyard is an important public space linking the Building 9, silos buildings and Gough Street interface.
72. The proposed engagement of the courtyard with the restaurant to the north is supported as is the engagement of the workplace areas to the north and south at upper levels.
73. The inclusion of a bike arrival point to the courtyard is similarly supported but the amenity of this interface will be critical to be fit for purpose for both this role and the envisaged sitting and social activities. The proposed inclusion of a southern balcony to the space at level 1 is also supported though I note it is not shown on plan as accessible.

Recommendation 4

a. Provide a weather protecting canopy to the proposed SE entry to the restaurant and the proposed bicycle arrival zones to ensure these locations are suitable for standing.
b. Reconfigure the arrangements of the proposed substation and abutting switch room away from an interface with the courtyard and a northern aspect to the satisfaction of the responsible authority
c. Revise the northern setback zone of level 1 above this level to provide for external access from the adjoining office to the satisfaction of the council.
d. Revise the eastern indented elevation interfaces to preferably relocate back of house areas away from the interface or if necessary redesigned to properly coordinate internal and external arrangements to the satisfaction of the council.
e. Ensure the courtyard achieves a level of comfort that supports the sitting envisaged in the application and that interfaces to all sides support this social and nodal role to the satisfaction of the council.

The Bridge Connections

74. The Bridge connections in my view require review given the value ascribed to the silos complex and the excessive nature of the proposed intervention.
75. The proposed level 9 link in my view obscures the parapet edge of the historic silos and is not in my view supportable. Similarly, the extent of intermediate floor interconnectivity is problematic
76. The critical programmatic link for workforce amenity and sharing would seem to be at level 3 where common area breakout spaces are provided but where no link is presently indicated.
77. I also that a mid-floors connection would also be desirable.
78. Given the submitted proposal accepted that not all floors required connection, and as earlier noted there are many examples of interconnecting stairs within tenancies that facilitate vertical and horizontal connectivity combined in this instance with east and west lift cores provided a 3 level separation between level 1 and level 3



79. I have recommended the following: -

Recommendation 5

a) Delete bridge link at Level 9 to reveal the full extent of the profile of the historic silo form when viewed from the northern plaza and southern riverbank and public realm.
b) Provide a link between the common terrace amenities at level 3 using clear glass and detailing to the satisfaction of the responsible authority
c) Delete proposed connections at levels 4,5 and 6 to provide even spacing between the upper level link and lower links and open a greater extent of the silos in the round as sought by the policy and earlier decisions made for the project to the satisfaction of the council.
d) Provide details of the clear glazing and structure and proposed detailing of openings for these links to the satisfaction of the council.

CONCLUSION

80. The proposal, has with the changed use, not yet been reconfigured in a manner that has properly considered all of the matters that will enable it to operate as a high quality workplace, and precinct that delivers:-

a) a quality place experience for users and
b) a satisfactory response with high quality engagement with the Gough Street and the new precinct public space commensurate with its own functional needs and that which should be expected in a context of high pedestrian movement and capacity needs.
c) The proposed interfaces with the silos are similarly a work in progress and require a more curated response built on exemplars or where this has been done well.
d) Finally, the building layout and proposed infrastructure and management require change to eb fit for purpose and enable proper assessment.

81. Notwithstanding subject to a satisfactory response to **Recommendations 1 to 5 inclusive** I am of the view an outcome can be achieved acceptable to council and the applicant and their end users.

Attachment 1 - PLN15/1176.02 - 2 Gough Street, Cremorne - Referrals (consolidated)

DOCUMENTS FORMING THE BASIS OF THIS REPORT

- Stage 2A plans
- Stage 2B plans
- Statement of Changes Stage 2B
- Urban Design Advice Stage 2B
- Services Memo Stage 2B
- B6 Façade plans
- B8 Façade plans
- Condition 8 Façade Specification B6
- B6 Material Board
- B8 Material Board
- Facade Review Report, Kinetica



Prepared by Prof. Robert McGauran

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22 CLEELAND ROAD
SOUTH OAKLEIGH VIC 3167
AUSTRALIA

Ref: 168-19-DE-REV-00

21 December 2020

City of Yarra
PO Box 168
Richmond VIC 3121

Attn: Mary Osman

Dear Mary,

2 Gough Street – Stage 2A, Cremorne
Review of Vipac Pedestrian Wind Tunnel Study
Vipac Document Numbers: 30N-19-0252-TRP-6777799-0 (6 May 2020)
and 30N-19-0252-GCO-6778004-0 (7 May 2020)

The review of the Vipac Wind Tunnel Test Report for the development of Stage 2A at 2 Gough Street, Cremorne, is based on our experience of wind flow around buildings and structures. This experience has been developed from more than 40 years of desktop, wind tunnel, and full scale studies of environmental wind conditions in urban and sub-urban areas. No wind tunnel studies have been undertaken to support the review. Our comments are as follows:

- MEL Consultants have no issue with the description of the development site, the proposed development, the wind tunnel model and proximity model, the Wind Climate, and assessment criteria. MEL Consultants would recommend that the walking criterion be the minimum acceptable criterion for the wind effects assessment and this has been confirmed by the City of Yarra.

- The assessment criteria have been defined in Table 1 of Section 3. Both safety limit and comfort criteria threshold wind speeds (and probabilities of occurrences) have been defined. The definitions, however, appear in error and require clarification:

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- The safety threshold should be assessed for each wind direction rather than for all directions combined.
- There is no indication, for the comfort criteria, as to whether the wind speeds are taken over all directions combined or whether they have been evaluated on a directional basis. The comfort criteria should be evaluated (integrated) over all wind directions combined which should result in a percentage of exceedance (i.e. a single number) relative to each criterion. Furthermore, a definition of how the mean wind speed has been determined has not been provided (i.e. is it a statistical mean or a gust equivalent mean)

- Vipac provide recommended criteria for the intend activation of the streetscapes in Section 3.1 in Table 2 and diagrammatically in Figures 9-13 for the ground level and upper level terraces. We have no issue with these recommended criteria for the various locations around the development site.

- Section 3.1 of the report discusses the rationale behind the recommendation of using the walking criterion for the apartment balcony/terraces, and we have no issue with the use of the walking criterion as the recommended criterion for these locations.

- We have no issue with the modelling of the approach boundary layers as described by Vipac. The density of the locations examined is sufficient. Vipac have identified the assessment distance around the site in Figure 8. The distance from the site of the test locations is in general accordance with this diagram, although some additional points extending further to the north should have been examined but this would not be expected to affect the outcome of the study. The measurement technique, which utilises Irwin probes, is an accepted method to determine the wind speeds.

- The wind tunnel study has examined two configurations;
  - Configuration 1 – Proposed Development with existing surroundings and any under construction buildings

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- Configuration 2 – Proposed Development and proposed surrounding future developments expected in the next 5 years

Some commentary with respect to the result summaries and the wind conditions achieved at each test location, which are presented in Figures 18-23 of the Vipac report.

- The wind conditions assessed with respect to the safety criterion should be plotted on a polar (directional) plots. The bar charts presented provide no directional information. Do the wind speeds represent the highest gust over all wind directions? This is not evident. It is also mathematically possible that a comfort criterion can be achieved whilst simultaneously failing the safety criterion. Has this been checked?
- We have no issue with respect to the use of screens to mitigate the high wind conditions at test location 38 and other locations, however the conditions at the edges of the screens (where local speed-up effects occur) should be tested to check the high wind conditions have not migrated to those locations.
- Vipac have demonstrated that for Configurations 1 and 2 that the ground level wind conditions would satisfy the target wind criteria at all locations studied, with the inclusion of several wind mitigation strategies. It is noted that the conditions at test location 44 (Configuration 2) are suggested to arise due to the future development at 1-3 Harcourt Parade. While this may well be the case the polar plot data for location 44 appears odd in that with 1-3 Harcourt Parade in place location 44 should be completely shielded to wind flow from the west sector, in comparison to the wind conditions for Configuration 1. The data shows quite the contrary, in that the wind conditions increase from the west when 1-3 Harcourt Parade is in place.

- Directional polar plots of the mean wind speed achieved at the 20% probability level at each location are presented in Appendix A of the Vipac report. As noted earlier, the plots with respect to the safety criterion should be overlaid with the comfort criteria plots.

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In summary, we have no issue with the modelling of the Vipac wind tunnel study. This work has been carried out as would be expected for an environmental wind assessment of a proposed development's wind impact. However the method and analysis of the data with respect to the safety and comfort criteria have been queried and will need to be verified. There are also inconsistencies with some of the data.

Vipac have demonstrated for Configurations 1 and 2 that the wind conditions at ground level would satisfy the target wind criteria with implementation of wind mitigation strategies. The immediate wind impacts in the vicinity of these mitigation strategies will need to be checked however.

Yours sincerely,



J. Kostas
MEL Consultants Pty Ltd

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(ACN 004 230 013)

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AUSTRALIA

Ref: 168-19-DE-REV-01

22 December 2020

City of Yarra
PO Box 168
Richmond VIC 3121

Attn: Mary Osman

Dear Mary,

2 Gough Street – Stage 2B, Cremorne
Review of Vipac Pedestrian Wind Tunnel Study
Vipac Document Numbers: 30N-19-0252-TRP-6777800-2 (6 May 2020)
and 30N-19-0252-GCO-6778005-0 (7 May 2020)

The review of the Vipac Wind Tunnel Test Report for the development of Stage 2B at 2 Gough Street, Cremorne, is based on our experience of wind flow around buildings and structures. This experience has been developed from more than 40 years of desktop, wind tunnel, and full scale studies of environmental wind conditions in urban and sub-urban areas. No wind tunnel studies have been undertaken to support the review. Our comments are as follows:

- MEL Consultants have no issue with the description of the development site, the proposed development, the wind tunnel model and proximity model, the Wind Climate, and assessment criteria. MEL Consultants would recommend that the walking criterion be the minimum acceptable criterion for the wind effects assessment and this has been confirmed by the City of Yarra.

- The assessment criteria have been defined in Table 1 of Section 3. Both safety limit and comfort criteria threshold wind speeds (and probabilities of occurrences) have been defined. The definitions, however, appear in error and require clarification:

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- The safety threshold should be assessed for each wind direction rather than for all directions combined.
- There is no indication, for the comfort criteria, as to whether the wind speeds are taken over all directions combined or whether they have been evaluated on a directional basis. The comfort criteria should be evaluated (integrated) over all wind directions combined which should result in a percentage of exceedance (i.e. a single number) relative to each criterion. Furthermore, a definition of how the mean wind speed has been determined has not been provided (i.e. is it a statistical mean or a gust equivalent mean)

- Vipac provide recommended criteria for the intend activation of the streetscapes in Section 3.1 in Table 2 and diagrammatically in Figures 8-10 for the ground level and upper level terraces. We have no issue with these recommended criteria for the various locations around the development site.

- Section 3.1 of the report discusses the rationale behind the recommendation of using the walking criterion for the apartment balcony/terraces, and we have no issue with the use of the walking criterion as the recommended criterion for these locations.

- We have no issue with the modelling of the approach boundary layers as described by Vipac. The density of the locations examined is sufficient. Vipac have identified the assessment distance around the site in Figure 8. The distance from the site of the test locations is in general accordance with this diagram, although some additional points extending further to the north of Gough Street should have been examined but this would not be expected to affect the outcome of the study. The measurement technique, which utilises Irwin probes, is an accepted method to determine the wind speeds.

- The wind tunnel study has examined two configurations;
  - Configuration 1 – Proposed Development with existing surroundings and any under construction buildings

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- Configuration 2 – Proposed Development and proposed surrounding future developments expected in the next 5 years

It is unclear on whether Stage 2A comprised part of Configuration 1 or of Configuration 2 or of both. The photos appear to indicate that Stage 2A is present in both configurations.

Some commentary with respect to the result summaries and the wind conditions achieved at each test location, which are presented in Figures 18-23 of the Vipac report.

- The wind conditions assessed with respect to the safety criterion should be plotted on a polar (directional) plots. The bar charts presented provide no directional information. Do the wind speeds represent the highest gust over all wind directions? This is not evident. It is also mathematically possible that a comfort criterion can be achieved whilst simultaneously failing the safety criterion. Has this been checked?
- The point locations are consistent with those in the Stage 2A report. The results at each point align with those in the Stage 2A report, except for locations 56 – 59 which are different to the results of the Stage 2A report and need to be qualified, especially if the configurations between the two studies were identical. Furthermore the results on the Level 2 terrace (locations 60 – 63) are absent.
- We have no issue with respect to the use of screens to mitigate the high wind conditions at test location 38 and other locations, however the conditions at the edges of the screens (where local speed-up effects occur) should be tested to check the high wind conditions have not migrated to those locations.
- Vipac have demonstrated that for Configurations 1 and 2 that the ground level wind conditions would satisfy the target wind criteria at all locations studied, with the inclusion of several wind mitigation strategies. It is noted that the conditions at test location 44 (Configuration 2) are suggested to arise due to the future development at 1-3 Harcourt Parade. While this may well be the case the polar plot data for location 44 appears odd in that with 1-3 Harcourt Parade in place location 44 should be completely shielded to wind flow from the west sector, in comparison to the wind conditions for Configuration 1. The data shows quite the

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contrary, in that the wind conditions increase from the west when 1-3 Harcourt Parade is in place.

- Directional polar plots of the mean wind speed achieved at the 20% probability level at each location are presented in Appendix A of the Vipac report. As noted earlier, the plots with respect to the safety criterion should be overlaid with the comfort criteria plots.

In summary, we have no issue with the modelling of the Vipac wind tunnel study. This work has been carried out as would be expected for an environmental wind assessment of a proposed development's wind impact. However the method and analysis of the data with respect to the safety and comfort criteria have been queried and will need to be verified. There are also inconsistencies with some of the data and with the data in the Stage 2A report that require clarification.

Vipac have demonstrated for Configurations 1 and 2 that the wind conditions at ground level would satisfy the target wind criteria with implementation of wind mitigation strategies. The immediate wind impacts in the vicinity of these mitigation strategies will need to be checked however.

Yours sincerely,



J. Kostas
MEL Consultants Pty Ltd

Traffix Group

Our Reference: 28968L-01A

28th September, 2020

Statutory Planning
City of Yarra
PO Box 168
RICHMOND VIC 3121

Attention: Ms Mary Osman

Dear Madam,

2 Gough Street, Cremorne – Proposed Commercial Development
Traffic Engineering Review of Proposed Amendment

Further to your instructions, please find following our review of the proposal to amend the planning approval for Stage 2 of Nylex Silos redevelopment in Cremorne.

The key change is the replacement of entire residential component and replacement with approximately 14,000m^2 of office floor space.

As of this review, we have assessed the following documents:

- Traffic report by WSP for Stage 2A, dated 27th July, 2020
- Traffic report by WSP for Stage 2B, dated 23rd July, 2020
- General traffic memo by WSP (dated 24th July, 2020), addressing the proposed amendment.
- SIDRA memo by WSP dated 24th July, 2020
- Stage 2A plans by Caydon, dated 22nd April, 2020
- Stage 2B plans by Caydon, dated 10th July, 2020

Proposal

Table 1 sets out a comparison between the current approval and proposed Amendment. This information is primarily derived from the Stage 2B Traffic Report. It is noted that some of this information is derived from the body of the report and detailed assessment, as the Proposal section of the report is not specific about car parking allocations.

2 Gough Street,
Cremorne

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Table 1: Proposal Summary

Use	Approved Development			Proposed Amendment		
	Size/No.	Car Parking Provision	Parking Rate	Size/No.	Car Parking Provision	Parking Rate
Stage 2A						
Office	4,716m²	47	1/100m²	3,253m²	19	0.6/100m²
Shop	84m²	1	-	0	N/A	N/A
Café	84 patrons	1	-	84 patrons	1	N/A
Restaurant	195 patrons	10	0.05/patron	435 patrons Note 1)	21	0.05/patron
Hotel	200 rooms	10	0.05/room	201 rooms	13	0.06/room
Stage 2B						
One-bed apt.	65	139, inc. 13 visitor spaces	1.2/dwelling overall	0	N/A	N/A
Two-bed apt.	80					
Three-bed apt.	28					
Office	284m²	3	1/100m²	17,086m²	102	0.6/100m²
Restaurant/ Function Centre	1,040m² 200 patrons	10	0.05/patron	1,336m² 250 patrons	12	0.05/patron
Art Gallery	450m² 50 patrons	2	N/A	505m² 50 patrons	2	N/A
Car Share		5			5	
Total		228 (Note 2) (Maximum of 245 permitted)			Demand: 170(Note 3) Supply: 228	

*Notes:

1. The restaurant in Building B6 will change from an ancillary use for the hotel to a public facility.
2. As per the Car Park Management Plan dated 24th July, 2020, appended to letter by WSP dated 27th July, 2020 "Response to Council Permit Conditions (Planning Application No. PLN15/1176) - Stage 2A"
3. The Traffic Report assesses the demand at 170 car spaces, while the supply is 228 spaces.



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28968L-01A

The Traffic Report is non-specific about the exact allocation of car parking. The Stage 2B Traffic Report provide an estimate of maximum demand at 170 car spaces based on the rates listed in this table and assuming no car sharing.

The Traffic Report goes on to say that:

As previously discussed, if and when the Section 72 Amendment for Stage 2B is approved, this will result in an excess of car parking spaces within the basement. A future amendment application will seek to rectify this by proposing a reduced number of basements. It is suggested that a provision of 168 car spaces would be appropriate with at least ten of the office car spaces to be made available for restaurant use outside of typical office hours. This can be managed through the installation of appropriate signage.

The removal of Basement 4 would leave around 168 car spaces on the site (there are 65 car spaces in Basement 4) and generally satisfy the Traffic Reports assessed empirical demand of 170 spaces. We would support this provision of car parking.

Car Parking Assessment

The proposed amendment makes the following key changes to car parking provision/allocation:

- Removal of 139 resident/residential visitor spaces
- Allocation of 121 office car spaces (+71 office spaces)
- Changes to the restaurant/café/hotel/function centre parking as a result of changes in intensity. The provision of parking for these uses is generally consistent with the already approved car parking rates of these uses.

The key question is whether the provision of 121 office car spaces at a rate of 0.6 car spaces per 100m^2 is acceptable. We are satisfied that is it is acceptable for the following key reasons:

- It is consistent with recent approvals within the Cremorne area over the last 5 years, which average a car parking provision rate of 1.07 car space per 100m^2.
- The low rate limits the traffic impacts of the office use (see the following section for more detail).
- Cremorne is well service by alternative transport modes and is ideally placed to accommodate low levels of car parking.
- There is no ability for staff to park off-site in the nearby area, due to existing parking controls.
- It accords with Council's sustainable transport objectives, including for Cremorne.

2 Gough Street,
Cremorne

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Traffic Impact Assessment

The biggest change from a traffic impact perspective with this amendment is the removal of the dwellings and replacement with office space. The other changes to the car parking and size of the uses are relatively modest and the number of car spaces associated with these uses is relatively modest. This assessment focuses specifically only on the impact of changing from dwellings to office.

The current approval includes 139 car spaces allocated to the dwellings and the proposal is for 121 office car spaces (an increase of 71 office spaces from the 50 already approved).

The existing dwellings are likely to generate traffic at a rate of 0.2-0.3 vehicle trips per car space in each peak hour. The WSP Traffic Report adopted 0.2 vehicle trips per car space and this is reasonable. Accordingly, the 139 resident car spaces would generate approximately 28 vehicle trips per peak hour.

The offices will generate around 0.5 vehicle trips per peak hour. The 71 new office car spaces would generate 36 vehicle trips per peak hour, approximately 8 veh/h more than the dwellings would have.

We are satisfied that the difference is acceptable for the following reasons:

- The additional trips are not substantial, particularly when spread over multiple streets (Cremorne Street, Gough Street and Balmain Street).
- The proposed car parking rate of 0.6 car spaces per 100m^2 is already low for the office use and some level of office car parking is likely to be required for commercial reasons. It is not necessary to reduce the office parking further to match the traffic generation of the former dwellings.

Cremorne is undergoing significant change, including substantial increases in office space. This has traffic impacts for the local road network which need to be addressed holistically. On a site-by-site basis, the most important contribution a development can make is providing a low level of car parking for office uses, which at 0.6 car spaces per 100m^2, is what this proposed amendment does.

The Traffic Report does flag a future amendment to reduce the car parking on the site further. We support this change. We would not support a situation where the 'excess' of 65 car spaces at Basement 4 was retained and reallocated to office use at some point in time (raising the car parking provision rate from 0.6 to around 1.2 car spaces per 100m^2) and doubling the transport impact of the office uses.

We are not able to review the SIDRA analysis provided in the memorandum in detail. The memorandum does not include the full SIDRA results, intersection models, signal timing (and other information) and is not able to be interrogated fully. However, given the magnitude of the change in traffic volumes, detailed analysis is not necessary and this does not change our view that the traffic impacts of the proposed amendment are acceptable for the reasons already set out above.



2 Gough Street,
Cremorne

Traffix Group

Carpark Layout Review

The existing Planning Permit has a series of conditions relevant to carpark design. These conditions are detailed and cover many aspects of the carpark layout. These conditions are reviewed in the following table.

We have reviewed the other aspects of the plans for any other issues outside of these conditions. This includes the loading arrangements and general carpark layout. We are satisfied that the plans are generally acceptable (subject to the detailed comments below).

Table 2: Carpark Layout Review

Condition	Response
B9 Car parking/bicycle parking (z) a maximum of 245 spaces on site;	Complies
(aa) deletion of drop off/pick up area shown on Gough Street;	Complies
(bb) ramp grades and lengths dimensioned;	Not detailed around the bend from Ground to B1
(cc) kerbs, barriers, wheel stops and structural elements shown in the car parking areas;	Complies
(dd) the location and dimensions of supporting columns within all car park areas. The car parking spaces must meet diagram 1 of clause 52.06-9 of the Yarra Planning Scheme;	Complies
(ee) sectional drawings of the ramps and access ways, demonstrating a minimum headroom clearance of 2.2m, with the exception being a minimum 2.5m height clearance above disabled car parking spaces;	Not shown for all accessways and ramps. TP601 and TP602 only show the ground level. No clearances are shown for anywhere beyond the first part of the ramp and there is no general section drawing of the carparks.
(ff) details of car park security (e.g. roller doors, intercoms, swipe card readers, etc.);	Complies
(gg) 1 in 20 scale cross-sectional drawings of the development's vehicular entrances, showing the actual reduced levels (not interpolated levels from the application drawings) of the road profile, the lip of the channel, the invert of the channel, the top of kerb and the existing building line. The existing road profiles of Gough Street (from the kerb line to the centre line of the road) and the access ways inside the property must be accurately drawn. The cross-section must demonstrate that vehicles can	Complies

Condition	Response
traverse the new vehicle crossing and ramp without scraping or bottoming out, using a B99 design vehicle;	
(hh) underside clearance of over-bonnet storage cages;	Unable to find on the plans.
(ii) all bicycle parking spaces located to the satisfaction of the responsible authority;	Complies
(jj) bicycle signage as per clause 52.34-5 of the Yarra Planning Scheme;	Complies
(kk) details of bicycle storage/parking systems to the satisfaction of the responsible authority;	Satisfactory from our perspective.
(ll) at least 25% of the provided bicycle parking accessible at ground level (i.e. not hanging systems);	Complies
(mm) an overall provision of 300 bicycle parking spaces including provision for non residential use;	Complies
(nn) all resident and staff bicycle parking spaces secured behind lockable gates;	Complies
(oo) a convex mirror adjacent to the vehicular exit;	Complies
(pp) dimensions of parallel car parking spaces;	Complies
(qq) the width of the aisle between the west row of parking spaces and the face of the column in basements 1-4	Complies
(rr) the length of the loading bay, with a minimum overhead clearance of 4.5m;	Complies
(ss) review of column locations for the following spaces: i Spaces 43 (TP-166, TP-167 and TP-168); ii Space 38 (TP-169) iii Spaces 15 and 16 ((TP-166, TP-167 and TP-168); and iv Spaces 14 and 15 (TP-169)	Complies
(tt) Modifications to the cut back of ramp and column locations as shown on plans prepared by Irwin consultants contained within The Malt District Stage 2 report dated 7 November 2019 and referenced as:	Complies

2 Gough Street,
Cremorne

Traffix Group

Condition	Response
i 12ME0257 SK179 ii 12ME0257 SK182 iii 12ME0257 SK185; and iv 12ME0257 SK188	
(uu) dimension of blind aisle extensions;	Complies
(vv) number of car parking spaces, storage cages and bicycle parking spaces to correlate between the project area summary and the plans;	Complies
(ww) at least 5 car share spaces provided on site;	Complies
(xx) electric vehicle charging point locations	Complies
(yy) details of the roller/tilt doors to vehicular access and egress point and loading area;	Complies



2 Gough Street,
Cremorne

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Condition	Response
Car parking 71 Before the development starts, a Car Park Management Plan prepared to the satisfaction of the responsible authority must be submitted to, and approved by, the responsible authority. When approved, the Car Park Management Plan will be endorsed and will then form part of this permit. The Car Park Management Plan must address, but not be limited to, the following: (a) the development schedule to accurately reflect all uses and floor areas (b) the provision of a maximum of 245 car spaces; (c) the allocation of car parking spaces as follows: i 139 residential spaces; ii 1 café space; iii 14 restaurant spaces; iv 5 function centre spaces; v 2 art gallery spaces; vi 1 shop space; vii 50 office spaces; viii 10 hotel spaces; ix 5 car share spaces The allocation of car spaces can be varies with the written consent of the Responsible Authority.	The CPMP attached to the amendment appears to be for the endorsement of Stage 2A and does not reflect the proposed amendments for Stage 2B. A new CPMP will be needed if this amendment is approved. Condition 1(c) should be amended to reflect the new allocation i 1 café space; ii 33 restaurant spaces; iii 2 art gallery spaces; iv 121 office spaces; v 13 hotel spaces; vi 5 car share spaces It is also recommended that Condition 1(b) be revised to reflect the new maximum number of car spaces. Conditions 71(d) and (e) will need to be deleted.

	Condition	Response
(d)	management details for residential loading/unloading when moving;	
(e)	the management of visitor car parking spaces and security arrangements for occupants of the development, including details on how residential visitors are to access car parking;	
(f)	details of way-finding, cleaning and security of end of trip bicycle facilities;	
(g)	any policing arrangements and formal agreements;	
(h)	a schedule of all proposed signage including directional arrows and signage, informative signs indicating location of disabled bays and bicycle parking, exits, restrictions, pay parking system etc;	
(i)	the collection of waste and garbage including the separate collection of organic waste and recyclables, which must be in accordance with the endorsed Waste Management Plan (refer to Condition No. 57 of this permit);	
(j)	how the residential hotel drop off and pick up will be managed;	
(k)	details regarding the management of loading and unloading of goods and materials for the commercial uses.	
(l)	at least five car share spaces to be provided on site.	
72	The provisions, recommendations and requirements of the endorsed Car Park Management Plan must be implemented and complied with to the satisfaction of the responsible authority.	Noted.

2 Gough Street,
Cremorne

Traffix Group

Condition	Response
73 Before each stage of the development is occupied, as relevant, 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.	Noted.
Traffic, roads and footpaths 74 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.	Noted.
75 Before the development starts, the permit holder must pay a bank guarantee to the value of $50,000 to the City of Yarra for traffic, car parking, road improvements and associated studies in the Cremorne area. The bank guarantee may be drawn down by Council and used for the proposed works and study by the responsible authority for traffic/road/car parking improvements in the Cremorne area, in consultation with the permit holder. The bank guarantee will be returned to the permit holder if the traffic/road/car parking improvements are not commenced by the relevant authorities before the final Stage of the development is occupied.	Noted.

2 Gough Street,
Cremorne

Traffix Group

Based on our review of the plans, we are satisfied that the proposed amendments, in particular to change the dwellings to office space, is acceptable from a traffic engineering perspective. Please contact myself at Traffix Group if you require any further information.

Yours faithfully,

TRAFFIX GROUP PTY LTD

LEIGH FURNESS
Senior Associate

011

Attachment 1 - PLN15/1176.02 - 2 Gough Street, Cremorne - Referrals (consolidated)

From: Athanasi, Atha <Atha.Athanasi@yarracity.vic.gov.au>
Sent: Wednesday, 16 September 2020 12:03 PM
To: Osman, Mary <Mary.Osman@yarracity.vic.gov.au>
Subject: RE: Nylex Silos - PLN15/1176 - Waste Management Plan

Hi Mary,

The waste management plan for The Malt Precinct: Stage 2A Building B6 2 Gough Street, Cremorne authored by Irwinconsult and dated 27/7/20 is not satisfactory from a City Works Branch's perspective.

Issues to be rectified include, but may not be limited to the following:

1. Four collections per stream is an excessive number and should be reduced.
2. Please provide an explanation of how risk will be managed. The plan should include relevant risk assessments with regard to waste management at the site.

The waste management plan for The Malt Precinct: Stage 2A Building 8 2 Gough Street, Cremorne authored by Irwinconsult and dated 24/7/20 is not satisfactory from a City Works Branch's perspective.

Issues to be rectified include, but may not be limited to the following:

1. Please provide an explanation of how risk will be managed.

The waste management plan for The Malt Precinct: Stage 2A Building 9 2 Gough Street, Cremorne authored by Irwinconsult and dated 24/7/20 is not satisfactory from a City Works Branch's perspective.

Issues to be rectified include, but may not be limited to the following:

1. Four collections per stream is an excessive number and should be reduced.
2. Please provide an explanation of how risk will be managed.

The waste management plan for The Malt Precinct: Stage 2A Building 4 & Building 5 2 Gough Street, Cremorne authored by WSP and dated 1/5/20 is not satisfactory from a City Works Branch's perspective.

Issues to be rectified include, but may not be limited to the following:

1. Four collections per stream is an excessive number and should be reduced.
2. Please provide an explanation of how risk will be managed. The plan should include relevant risk assessments with regard to waste management at the site.

Regards,

Atha Athanasi

Contract Management Officer

City of Yarra – City Works Depot

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

Attachment 1 - PLN15/1176.02 - 2 Gough Street, Cremorne - Referrals (consolidated)

From: Hicks, Rob <Rob.Hicks@yarracity.vic.gov.au>
Sent: Friday, 21 August 2020 4:14 PM
To: Osman, Mary <Mary.Osman@yarracity.vic.gov.au>
Cc: Denaro, Joe <Joe.Denaro@yarracity.vic.gov.au>
Subject: RE: Nylex Silos - Structural advice - PLN15/1176

Hi Mary,

I agree the new braced columns have been installed for structural support and restraint of the new upper level additions in order to comply with current legislation.

However, the new addition work appears to rely somewhat on its structural stability being connected to the existing silo which should not be the case.

The plans below are too small to read but I presume the blue colour are all windows too.

If so then there is limited bracing provided and the columns appear not to be substantial enough.

Confirmation should be confirmed that the new addition works is completely self-supporting for wind and earthquake loading with no reliance on the silo structure.

Further comment without structural plans and computations that another competent structural engineer should assess.

If it is an essential requirement for planning to remove the bracing (that may be the case it protrudes past the silos and stands out somewhat), Id pose the above an if need be arrange one of Council external engineer consultants to provide some written comments and possible alternatives.

These alternatives could entail installing more substantial suitably sized and reinforced concrete columns throughout to eliminate the bracing.

Or they may introduce additional steel columns, rigid connections to the top of the columns and first floor beams that could also incorporate a first floor bracing diaphragm.

Regards / Thanks

Rob Hicks

Municipal Building Surveyor.

Building Services.

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Attachment 1 - PLN15/1176.02 - 2 Gough Street, Cremorne - Referrals (consolidated)

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

CITY OF YARRA

MEMO

To:	**Mary Osman**	
From:	**Mark Pisani, Chloe Wright**	
Date:	**21 September 2020**	
Subject:	**Application No:**	**PLN15/1176.02**
	Description:	**Amended Drawings, Richmond Malting Site**
	Site Address:	**2 Gough Street, Cremorne**

I refer to the above Planning Application received on 24 August 2020 in relation to the proposed development at 2 Gough Street, Cremorne. Council's Civil Engineering unit and Strategic Transport unit provide the following information:

Drawings and Documents Reviewed

	Drawing No. or Document	Revision	Dated
City of Yarra	Planning Permit (Amended) PLN15/1176		5 May 2020
Caydon (Stage 2A plans)	TP-010 *Project Area Summary – Stage 2A*	B	15 July 2020
	TP-130 *B6 Ground Floor Plan*	C	15 July 2020
	TP-150 *B8 Ground Floor Plan*	C	15 July 2020
	TP-166 *B9 Basement Level 4*	C	15 July 2020
	TP-167 *B9 Basement Level 3*	C	24 April 2020
	TP-168 *B9 Basement Level 2*	C	24 April 2020
	TP-169 *B9 Basement Level 1*	C	24 April 2020
	TP-170 *B9 Ground Floor Plan*	F	15 July 2020
	TP-303 *Overall Section CC and DD*	C	15 July 2020
	TP-601 *B9 Loading Bay Entrance Details*	B	15 July 2020
	TP-602 *B9 Vehicular Entrance Details*	B	15 July 2020
Caydon (Stage 2B plans)	TP-006 *Project Area Summary – Stage 2B*	B	15 July 2020
	TP-170 *B9 Ground Floor Plan*	E	10 July 2020
WSP	Traffic Memo to Council		23 July 2020
	Traffic Engineering Report Stage 2A		27 July 2020
	Traffic Engineering Report Stage 2B	F	24 July 2020
	SIDRA memo		24 July 2020
	Car Park Management Plan	G	24 July 2020

CAR PARKING PROVISION – STAGES 2A AND 2B

Amended Proposal

According to information provided by WSP, Stage 2 of the Richmond Malt site has now been divided into Stage 2A and 2B. The statutory parking requirements for the site under the provisions of Schedule 3 to Clause 37.02 (CDZ3) – Comprehensive Development Zone are as follows:

Proposed Use	Quantity/ Size	Statutory Parking Rate*	No. of Spaces Required
STAGE 2A			
Residential Hotel	201 rooms	Parking rate not specified in CDZ3 or Cl 52.06-5	To the satisfaction of the Responsible Authority
Office	3,253 m²	2.6 spaces per 100 m²	84
Café	84 patrons	0.3 spaces per seat	25
Restaurant	435 patrons	0.3 spaces per seat	130
STAGE 2B			
Office	17,086 m²	2.6 spaces per 100 m²	444
Restaurant/Function Centre	250 patrons	0.3 spaces per seat	75
Gallery	50 patrons	0.3 spaces per patron	15
		Total	**773 spaces + Parking for the Residential Hotel**

* 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 (where a use is not specified under CDZ1).

A total of 228 on-site car parking spaces would be provided.

Car Parking Demand Assessment

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

Parking Demand Consideration	Details
Parking Demand for Residential Hotel Use	The car parking provision of 10 staff spaces as per the endorsed proposal would remain unchanged. The net change for the residential hotel by one additional room would not be considered critical. Three pick-up and drop-off spaces would be provided for guests on site. This has been derived by first adopting a traffic generation rate for the residential hotel. WSP has adopted a rate of 0.35 trips per room in each peak hour – similar to a rate we have seen in a previous study. This would equate to 70 trips per peak hour, with 35 inbound trips and 35 outbound trips. A 5 minute pick-up/drop-off time has been assumed for each inbound/outbound vehicle to the residential

	hotel. With 35 vehicles in each peak hour, this would result in a parking turnover of 12 vehicles per hour. A demand of three spaces would be generated. We are satisfied with the provision of three on-site pick-up and drop-off spaces.

Parking Demand Consideration	Details
Parking for Office Use	WSP have advised that the office component of the development would be allocated a total of 121 on-site spaces. The combined office area for both Stages 2A and 2B is 20,339 m². This would equate to an on-site car parking rate of 0.6 spaces per 100 square metres of floor area. Throughout the municipality, a number of office developments have been approved with reduced rates, with a few examples as shown below: ▪ 60-88 Cremorne Street, Cremorne – 0.72 spaces/100 m² (200 on-site spaces; 2,329 m²) ▪ 2-16 Northumberland Street, Collingwood – 0.89 spaces/100 m² (135 on-site spaces; 15,300 m²) Although slightly lower than some of the rates listed above, the proposed office parking rate of 0.6 spaces per 100 square metres of floor area is considered appropriate as the site has good access to public transport and seeks to encourage more sustainable forms of transport.
Parking Demand for Café Use	The café use for the proposed scheme is consistent with that of the endorsed proposal (84 patrons). The allocation of one space for this use remains unchanged.
Parking Demand for the Restaurant Use (Stage 2A)	WSP have used a rate of 0.05 spaces per patron for the restaurant, would result in 21 spaces (for 435 patrons).
Parking Demand for the Restaurants/Function Centre Use	The rate of 0.05 spaces per patron has also been applied to the restaurant/function centre as per the endorsed proposal's parking rate. For 250 patrons, the parking generation would be 12 spaces.
Parking Demand for the Gallery Use	The provision of two on-site spaces would remain unchanged for the gallery use. The number of patrons under the amended proposal is also unchanged.

A summary of the parking demands for the residential visitors and the commercial uses of the site are summarised in the following table:

Use	Anticipated Parking Demand
Residential Hotel	13
Office	121
Café Staff	1
Restaurant	21
Restaurant/Function Centre	12
Gallery	2
Total	**170 spaces**

The parking demand rates used for the amended proposal are not dissimilar to those used in the endorsed proposal. We have no objection to an office parking rate of 0.6 spaces per 100 square

metres of floor area. We are generally satisfied with the car parking demand assessment for the amended proposal. Further information/clarity should be provided on the proposed use of 58 spaces left over in the car park.

TRAFFIC IMPACT

Trip Generation

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

Proposed Use	Adopted Traffic Generation Rate	Peak Hour	
		AM	PM
Office (121 spaces)	0.5 trips per space in each peak hour	61	61
Remaining Uses (49 spaces)	0.5 trips per space in each peak hour	24	24
	Total	**85 trips**	**85 trips**

According to table 6.1 of the *Traffic Engineering Report* for Stage 2B, the total peak hour traffic volume generated for endorsed proposal is 80 trips per peak hour. The amended proposal would generate five additional trips in each peak hour.

Intersection Analysis

WSP had conducted SIDRA modelling of the following intersections:

- Swan Street/Cremorne Street
- Church Street/Balmain Street/Cotter Street
- Punt Road/Gough Street
- Cremorne Street/Gough Street
- Cremorne Street/Balmain Street
- Cremorne Street/Harcourt Parade.

The base volumes used in the SIDRA analysis are from 2015. It appears that the modelling did not take into account major development sites that have been approved or are currently under construction in the Cremorne area, such as 60-88 Cremorne Street, 68-88 Green Street, 57 Balmain Street, 16A-17A/64 Balmain Street, to name a few.

The analysis should be revised/updated to incorporate anticipated traffic volumes from approved development sites.

CONDITION ITEMS

Condition	Engineering Comment
Condition 1(z) *a maximum of 245 spaces on site;*	A total of 228 car parking spaces would be provided on the site. This item has been satisfied.
Condition 1(aa) *deletion of drop off/pick up area shown on Gough Street;*	The on-street drop-off/pick-up spaces in Gough Street have now been deleted on the drawings. This item has been satisfied.
Condition 1(bb) *ramp grades and lengths dimensioned;*	Ramp grades and lengths have been labelled and dimensioned on the drawings. This item has been satisfied.
Condition 1(cc) *kerbs, barriers, wheel stops and structural elements shown in the car parking areas;*	Kerbs, barriers, wheel stops and other structural elements have been depicted on the drawings. This item has been satisfied.
Condition 1(dd) *the location and dimensions of supporting columns within all car park areas. The car parking spaces must meet diagram 1 of clause 52.06-9 of the Yarra Planning Scheme;*	All columns and their setbacks from the aisles have been dimensioned in the drawings. The positions of the columns are outside the parking space clearance envelopes and satisfy Diagram 1 Clearance to car parking spaces in Clause 52.06-9. This item has been satisfied.
Condition 1(ee) *sectional drawings of the ramps and access ways, demonstrating a minimum headroom clearance of 2.2m, with the exception being a minimum 2.5m height clearance above disabled car parking spaces;*	Sectional drawings of the ramps and accessways have been provided, with headroom clearances of no less than 2.2 metres. This item has been satisfied.
Condition 1(ff) *details of car park security (e.g. roller doors, intercoms, swipe card readers, etc.);*	Product information on card readers has been appended to the WSP report. WSP has provided drawings showing the roller doors, boom gates, card readers and intercoms that would be provided in the development (WSP Drawing No. 12ME0257 SK0401 dated 29 April 2020). This item has been satisfied.
Condition 1(gg) *1 in 20 scale cross-sectional drawings of the development's vehicular entrances, showing the actual reduced levels (not interpolated levels from the application drawings) of the road profile, the lip of the channel, the invert of the channel, the top of kerb and the existing building line. The existing road profiles of Gough Street (from the kerb line to the centre line of the road) and the access ways inside the property must be accurately drawn. The cross-section must demonstrate that vehicles can traverse the new vehicle crossing and ramp without scraping or bottoming out, using a B99 design vehicle;*	Three cross sectional drawings of the development entrance have been provided together with ground clearance assessments, which satisfactorily demonstrate vehicle ingress and egress. This item has been satisfied. However, WSP have not referenced where these cross sections are on plan view.
Condition 1(hh) *underside clearance of over-bonnet storage cages;*	No details provided. This item is to be addressed by WSP.

Attachment 1 - PLN15/1176.02 - 2 Gough Street, Cremorne - Referrals (consolidated)

Condition	Strategic Transport Comment
Condition 1(ii) *all bicycle parking spaces located to the satisfaction of the responsible authority;*	Location of employee bicycle parking: 241 employee bicycle spaces are provided within 8 storage areas across 4 levels of Building 9 (ground floor and basement levels 2, 3 and 4). Providing employee bicycle spaces across multiple is not a desirable outcome, as it could result in people having to move throughout 3 levels of basement parking area in search of bicycle parking space. Additionally, two of the three bicycle storage areas within the basements are located in opposite ends of the basement (one in the north-west corner and another in the south-east corner). It is recommended that the number of employee spaces within the ground floor bicycle parking area is increased, and that the 7 bicycle parking areas within basement levels 2, 3 and 4 is consolidated into a maximum of 2 storage areas across 1 - 2 levels. Further, the bicycle storage areas within the basement levels should be located within close proximity to the lift shafts to provide a safe and convenient access arrangement for people walking a bicycle through the car parking area. The ground floor bicycle parking area and end of trip facilities is adequate as it provides direct access from the ground floor public realm and office lobby area, and dimensions of the layout of bicycle spaces demonstrates compliance with the relevant bicycle rack specifications. 16 shower/change rooms are provided within the end of trip facilities at the ground floor, which meets the statutory requirement of 13 shower/change rooms, however Council's best practice rate recommends a total of 24 shower/change rooms (based on the recommended rate of 1 shower per 10 employee bicycle spaces). As such, it is recommended that an additional 6 shower/change rooms are provided. Lockers are also shown within the ground floor bicycle parking area, however the number of lockers is not specified. Council's best practice rate recommends a provision of 1 secure locker for each bicycle space provided. Location of visitor bicycle parking: All visitor bicycle spaces are located at the ground floor public realm and within the property boundary. The proposed locations of visitor spaces are acceptable, however dimensions should be noted on the plans to demonstrate the layout of bike hoops complies with AS2890.3 accessway and clearance requirements. As noted in the comments regarding condition 1(mm) further clarification on any additional locations of visitor spaces should be provided.
Condition 1(jj) *bicycle signage as per clause 52.34-5 of the Yarra Planning Scheme;*	Condition satisfied. Details of bicycle signage is specified and considered acceptable.

Condition	Strategic Transport Comment
Condition 1(kk) *details of bicycle storage/parking systems to the satisfaction of the responsible authority;*	Condition satisfied. The types of bicycle racks has been noted on the plans and specified in Attachment D of the Traffic Report Stage 2A and are considered acceptable. This includes the Cora bicycle hoop and multiple bike racks, and the Bicycle Network Ned Kelly wall hanging rack.
Condition 1(ll) *at least 25% of the provided bicycle parking accessible at ground level (i.e. not hanging systems);*	Condition satisfied. 122 of the employee spaces are provided as at ground level / horizontal spaces and all visitor spaces are provided as bicycle hoops.
Condition 1(mm) *an overall provision of 300 bicycle parking spaces including provision for non residential use;*	Given the revised uses associated with stage 2A and 2B, the recommended number of bicycle spaces has been re-calculated, based on the following best practice rates as per Category 6 of the SDAPP: 1 visitor space to each 500sqm of office floor space and 1 employee space to each 100sqm of office floor space. As such, the total number of employee and visitor bicycle spaces recommended is (based on best practice rate for the total office sqm and statutory rate for other uses): ▪ 255 employee spaces ▪ 80 visitor spaces The Traffic Reports notes a total of 341 bicycle spaces are provided, including 241 employee spaces and 100 visitor spaces. A reduction of 14 employee spaces below the best practice rate is considered acceptable, given additional visitor bicycle hoops are provided. However, the number and location of visitor bicycle hoops shown on the plans is unclear / not consistent what is noted in the traffic report. Stage 2A and 2B plans show 5 groups of visitor bicycle hoops, totalling 76 bicycle spaces. The traffic report notes 100 visitor spaces provided at the ground floor. As such, it's assumed further bicycle hoops are being provided and have not been documented on the Stage 2A and 2B plans. Clarification is required to confirm the total number of visitor spaces and locations; the ground floor plans should number the bicycle hoops to clarify the total number provided.
Condition 1(nn) *all resident and staff bicycle parking spaces secured behind lockable gates;*	Condition satisfied. All employee bicycle spaces are provided within secure facilities.

Calculation of Bicycle Spaces required

Proposed Use	Total Area	Statutory Rate	Best Practice
STAGE 2A			
Office	3,253 m²	11 employee spaces 3 visitor spaces	33 employee spaces 6 visitor spaces
Café	374 m² (84 patrons)	1 employee space 1 visitor space	-
Restaurant	1,716 m² (435 patrons)	17 employee spaces 11 visitor spaces	-
Residential Hotel	201 rooms	20 employee spaces 20 visitor spaces	-
		Total	**71 employee spaces 35 visitor spaces**
STAGE 2B			
Office	17,086 m²	57 employee spaces 17 visitor spaces	171 employee spaces 34 visitor spaces
Restaurant/Function Centre	1,336 m² 250 patrons	13 employee spaces 9 visitor spaces	-
Gallery	505 m² (50 patrons)	2 visitor spaces	-
			184 employee spaces 45 visitor spaces

Stage 2A +2B grand total (based on above best practice rates):

- 255 employee spaces
- 80 visitor spaces

Condition	Engineering Comment
Condition 1(oo) *a convex mirror adjacent to the vehicular exit;*	Convex mirrors have been installed for the exit lane of the development. This item has been satisfied.
Condition (pp) *dimensions of parallel car parking spaces;*	Parallel spaces have been dimensioned on the drawings (2.3 metres by 6.7 metres) and comply with Design standard 2 – Car parking spaces of Clause 52.06-9. This item has been satisfied.
Condition (qq) *the width of the aisle between the west row of parking spaces and the face of the column in basements 1-4*	The widths of the aisles along the west row of parking spaces have been dimensioned (5.8 to 6.45 metres). This item has been satisfied.
Condition (rr) *the length of the loading bay, with a minimum overhead clearance of 4.5m;*	The loading bay is at least 20 metres in length and has a minimum headroom clearance of 4.55 metres. This item has been satisfied.
Condition 1(ss) *review of column locations for the following spaces:* *i Spaces 43 (TP-166, TP-167 and TP-168);* *ii Space 38 (TP-169)* *iii Spaces 15 and 16 ((TP-166, TP-167 and TP-168); and* *iv Spaces 14 and 15 (TP-169)*	The positions of columns do not encroach the clearance envelopes of the parking spaces as per *Diagram 1 Clearance to car parking spaces* of Clause 52.06-9. This item has been satisfied.
Condition 1(tt) *Modifications to the cut back of ramp and column locations as shown on plans prepared by Irwin consultants contained within The Malt District Stage 2 report dated 7 November 2019 and referenced as:* *i 12ME0257 SK179* *ii 12ME0257 SK182* *iii 12ME0257 SK185; and* *iv 12ME0257 SK188*	Ramps and columns have been modified from the previous revision of the plans. This item has been satisfied.
Condition 1(uu) *dimension of blind aisle extensions;*	Blind aisle extensions range from 990 mm to 1000 mm. Although the 990 mm long blind aisle extensions are less than the 1.0 metre required by AS/NZS 2890.1:2004, WSP's swept path assessment satisfactorily demonstrates egress out of these bays with the B85 design vehicle. This item has been satisfied.
Condition 1(vv) *number of car parking spaces, storage cages and bicycle parking spaces to correlate between the project area summary and the plans;*	The numbers of car parking spaces, storage cages and bicycle parking spaces correlate with the drawings. This item has been satisfied.
Condition 1(ww) *at least 5 car share spaces provided on site;*	Five car share spaces have been provided in Basement 1. This item has been satisfied.
Condition 1(xx) *electric vehicle charging point locations*	Electric vehicle charging points are provided in Basement 1. This item has been satisfied.
Condition 1(yy) *details of the roller/tilt doors to vehicular access and egress point and loading area;*	Details of rollers for the entrance and loading areas have been provided in TP-601 and TP-602. This item has been satisfied.

CONDITIONS 71 to 73 – Car Parking

Condition	Engineering Comment
Condition 71 *Before the development starts, a Car Park Management Plan prepared to the satisfaction of the responsible authority must be submitted to, and approved by, the responsible authority. When approved, the Car Park Management Plan will be endorsed and will then form part of this permit. The Car Park Management Plan must address, but not be limited to, the following:* *(a) the development schedule to accurately reflect all uses and floor areas*	The development schedule has not been updated, as the residential use is no longer applicable. Development Schedule to be revised to reflect current proposal.
(b) the provision of a maximum of 245 car spaces;	A total of 228 on-site car parking spaces would be provided. This item has been satisfied.
(c) the allocation of car parking spaces as follows: *i 139 residential spaces;* *ii 1 café space;* *iii 14 restaurant spaces;* *iv 5 function centre spaces;* *v 2 art gallery spaces;* *vi 1 shop space;* *vii 50 office spaces;* *viii 10 hotel spaces;* *ix 5 car share spaces* *The allocation of car spaces can be varies with the written consent of the Responsible Authority.*	The allocation of car parking needs to be revised by WSP to reflect the increase in office car parking spaces. The parking allocations indicated in the Car Park Management Plan are not consistent with the Traffic Engineering Reports. Parking allocations for the various uses are to be revised.
(d) management details for residential loading/unloading when moving;	Residential loading is no longer applicable.
(e) the management of visitor car parking spaces and security arrangements for occupants of the development, including details on how residential visitors are to access car parking;	Residential visitor parking is no longer provided.
(f) details of way-finding, cleaning and security of end of trip bicycle facilities;	Details of bicycle way-finding are provided in Appendix B of the *Car Park Management Plan*. Cleaning and security of the bicycle end of trip facilities would be managed by the Owners Corporation. This item has been satisfied.
(g) any policing arrangements and formal agreements;	To be managed/administered by the Owners Corporation. This item has been satisfied.
(h) a schedule of all proposed signage including directional arrows and signage, informative signs indicating location of disabled bays and bicycle parking, exits, restrictions, pay parking system etc;	A schedule of all signage and line marking has been provided in Appendix B of the *Car Park Management Plan*. This item has been satisfied.

Condition	Engineering Comment
(i) the collection of waste and garbage including the separate collection of organic waste and recyclables, which must be in accordance with the endorsed Waste Management Plan (refer to Condition No. 57 of this permit);	A brief description of waste collection activities is provided in Section 5.2 of the *Car Park Management Plan* and also makes reference to the Waste Management Plan (also prepared by WSP). This item has been addressed.
(j) how the residential hotel drop off and pick up will be managed;	The *Car Park Management Plan* indicates that residential hotel drop-off and pick-up would occur on-street in Gough Street. This is inconsistent with the current proposal to provide three on-site spaces for drop-off and pick-up of guests. This item is to be revised to reflect the current proposal.
(k) details regarding the management of loading and unloading of goods and materials for the commercial uses.	Deliveries to and from the site would be serviced within the dedicated loading bay off Gough Street and managed by the Owners Corporation. This item has been satisfied.
(l) at least five car share spaces to be provided on site.	Five car share spaces would be provided in Basement 1. This item has been satisfied.
Condition 72 *The provisions, recommendations and requirements of the endorsed Car Park Management Plan must be implemented and complied with to the satisfaction of the responsible authority.*	Noted. The *Car Parking Management Plan* is to be revised to reflect the current proposal.
Condition 73 *Before each stage of the development is occupied, as relevant, 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.*	Noted. These items would be implemented during construction. The line marking of bays and directional arrows and other painted on-ground markings would be in accordance with the Appendix B of the *Car Park Management Plan*.

CONDITIONS 74 and 75 – Traffic, Roads and Footpaths

Condition	Engineering Comment
Condition 74 *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.*	Any service authority assets and road infrastructure items that require adjustment, removal or relocation would be identified in the detailed engineering design.
Condition	Engineering Comment
Condition 75	Not details have been provided on this item to date.

Before the development starts, the permit holder must pay a bank guarantee to the value of $50,000 to the City of Yarra for traffic, car parking, road improvements and associated studies in the Cremorne area. *The bank guarantee may be drawn down by Council and used for the proposed works and study by the responsible authority for traffic/road/car parking improvements in the Cremorne area, in consultation with the permit holder. The bank guarantee will be returned to the permit holder if the traffic/road/car parking improvements are not commenced by the relevant authorities before the final Stage of the development is occupied.*	

DEVELOPMENT LAYOUT DESIGN

Revised Layout Design Assessment

Item	Assessment
Access Arrangements	
Development Entrance	The development entrance has a wall-to-wall width of 6.52 metres and satisfies the Australian/New Zealand Standard AS/NZS 2890.1:2004.
Visibility	A convex mirror has been provided in lieu of a sight triangle to provide visibility for the exit lane onto Gough Street. This arrangement is considered satisfactory. As per Condition 1(oo).
Headroom Clearance	Headroom clearances of no less than 2.2 metres have been provided.
Car Parking Modules	
At-grade Parking Spaces	The dimensions of the at-grade parking spaces (2.6 to 2.9 metres by 4.9 metres) satisfy *Design standard 2 - Car parking spaces* of Clause 52.06-9.
Parallel Parking Spaces	As per Condition 1(pp).
Accessible Parking Space	The dimensions of the accessible parking spaces and shared areas (each 2.4 metres by 5.4 metres) satisfy the Australian/New Zealand Standard AS/NZS 2890.6:2009.
Tandem Parking Sets	Tandem parking sets have lengths of 10.3 metres as per *Design standard 2*.
Aisles	Aisle widths range from 5.8 metres to 7.51 metres and satisfy *Table 2: Minimum dimensions of car parking spaces and accessways* of Clause 52.06-9.
Column Depths and Setbacks	Satisfied, as per Condition 1(dd).
Clearances to Walls	Clearances of no less than 300 mm have been provided or spaces have been widened to accommodate car door opening.
Motorcycle Spaces	The dimensions of the motorcycle spaces (1.3 metres by 2.7 metres) satisfy AS/NZS 2890.1:2004.

Item	Assessment
Gradients	
Ramp Grade for First 5.0 metres inside Property	The ramp for the first 5.0 metres grades upwards as part of an apex and satisfies *Design standard 3: Gradients*.
Ramp Grades and Changes of Grade	The ramp grades and changes of grade satisfy *Table 3: Ramp gradients* of Clause 52.06-9.
Swept Path Assessment	
Ground Level Site Modification Layout 12ME0257 SK0401*	The signs and line marking as shown on the Site Modification Layout drawing are considered satisfactory.
Medium Rigid Vehicle Ingress and Egress Movements via Gough Street 12ME0257 SK0402 12ME0257 SK0403	The swept path diagrams for an 8.8 metre long medium rigid vehicle entering and exiting the loading bay via Gough Street (from the east and east directions) are considered satisfactory.
Vehicle Entry and Exit Movements Development Entrance 12ME0257 SK0404 12ME0257 SK0405	The swept path diagrams for a B85 design vehicle and an oncoming B99 design vehicle entering and exiting the development entrance via Gough Street are considered satisfactory.
Vehicle Passing and Circulation Basement Level 1 12ME0257 SK0406 12ME0257 SK0407 12ME0257 SK0408	The swept path diagrams for a B85 design vehicle and an oncoming B99 design vehicle circulating the aisles of Basement Level 1 car park are considered satisfactory.
Vehicle Entry and Exit into Basement Level 1 Spaces 12ME0257 SK0409 12ME0257 SK0410 12ME0257 SK0411 12ME0257 SK0412 12ME0257 SK0413	The swept path diagrams for a B85 design vehicle entering and exiting spaces 1, 21 (end space), 23 (tandem space), 39 and 47 are considered satisfactory. Ingress and egress into and out of these bays would require a correctional movement – permissible under AS/NZS 2890.1:2004.
Vehicle Passing and Circulation Basement Level 2 12ME0257 SK0414 12ME0257 SK0415	The swept path diagrams for a B85 design vehicle and an oncoming B99 design vehicle circulating the aisles of Basement Level 2 car park are considered satisfactory.
Vehicle Entry and Exit into Basement Level 2 Spaces 12ME0257 SK0416 12ME0257 SK0417 12ME0257 SK0418 12ME0257 SK0419 12ME0257 SK0420	The swept path diagrams for a B85 design vehicle entering and exiting spaces 3 (parallel parking space), 27 (end space), 29 (tandem space), 45 and 58 are considered satisfactory.
Vehicle Passing and Circulation Basement Level 3 12ME0257 SK0421 12ME0257 SK0422	The swept path diagrams for a B85 design vehicle and an oncoming B99 design vehicle circulating the aisles of Basement Level 3 car park are considered satisfactory.

* WSP swept path diagram drawing number.

Item	Assessment
Vehicle Entry and Exit into Basement Level 3 Spaces 12ME0257 SK0423 12ME0257 SK0424 12ME0257 SK0425 12ME0257 SK0426 12ME0257 SK0427	The swept path diagrams for a B85 design vehicle entering and exiting spaces 3 (parallel parking space), 27 (end space), 29 (tandem space), 45 and 54 are considered satisfactory.
Vehicle Passing and Circulation Basement Level 3 12ME0257 SK0428 12ME0257 SK0429	The swept path diagrams for a B85 design vehicle and an oncoming B99 design vehicle circulating the aisles of Basement Level 4 car park are considered satisfactory.
Vehicle Entry and Exit into Basement Level 4 Spaces 12ME0257 SK0430 12ME0257 SK0431 12ME0257 SK0432 12ME0257 SK0434	The swept path diagrams for a B85 design vehicle entering and exiting spaces 3 (parallel parking space), 27 (end space; labelled as space 28 on the WSP swept path diagram), 29 (tandem space; labelled as space 30 on swept path diagram), 45 (labelled as space on swept path diagram) and 60 (labelled as 63 on the swept path diagram) are considered satisfactory.
Vehicle Entry and Exit into Basement Level 4 Lower Spaces 12ME0257 SK0435 12ME0257 SK0436 12ME0257 SK0437	The swept path diagrams for a B85 design vehicle entering and exiting spaces 60, 59 and 58 are considered satisfactory.

From: Mardjuki, Julia <Julia.Mardjuki@yarracity.vic.gov.au>
Sent: Saturday, 19 September 2020 10:32 AM
To: Osman, Mary <Mary.Osman@yarracity.vic.gov.au>
Subject: RE: landscape and Urban Design referral - Nylex Silos - PLN15/1176

Hi Mary

I've reviewed the plans and reports included in the Hightail Links you sent through including:

- Stage 2A Town Planning Report by Occulus dated 9 April 2020 as well as the report from 3 March 2020
- Stage 2A Design Development Drawings by Occulus dated 9 April 2020
- The cover letters from Occulus responding to the comments and permit conditions dated 10 March 2020 and 9 April 2020
- The Technical Specification by Occulus, revision dated 09.04.2020
- The landscape materials and finishes schedule dated 09.04.2020

Overall the suite of information provided satisfies all the permit conditions.

The only issue I picked up was that for the raised garden bed shown on section DD, page 26 of the town planning report, the soil depth for the proposed tree is inadequate at 450-500mm. The annotation says the garden bed is at grade but the section shows a void beneath the planter. I'm not sure what this is for as the architectural plans do not indicate a basement in this section. If the planting is at grade, then this is not an issue. Otherwise, we ask they find a way to increase the soil volume for the proposed tree so it meets the 1-1.2m soil depth for trees on structure as proposed on page 36 of the town planning report.

Please let me know if you would like me to clarify my comments.

Thanks

Julia

Attachment 1 - PLN15/1176.02 - 2 Gough Street, Cremorne - Referrals (consolidated)

City of Yarra
Heritage Advice

Application No.: Permit Application No. PLN15/1176.02

Address of Property: Richmond Maltings, 2 Gough Street, Cremorne.

Planner: Mary Osman

Yarra Planning Scheme References: Clauses 43.01 and 22.02

Heritage Overlay No. HO 359 Individual listing: 2 Gough Street, Cremorne

Precinct: N/A

Level of significance:

Included on the *Victorian Heritage Register* as H2050

Proposal:

Changes to B4 and B5, Louvres to B8, bridge connection to silos.

Drawing Numbers:

Lovell Chen. Letter to Mary Osman, dated 21 July, 2020.

Recommendation / Comments:

B4 and B5 Changes

Lovell Chen advises that these have been approved by Heritage Victoria.

Louvres to B8 (Refer TP-251) Plans Stage 2A, Part 12

It is proposed to add external louvres to the stair core (for stair pressurization as per mechanical requirements) and plant room (as per Mechanical engineer's requirements) openings in the B8 silos. Given the bulk and scale of the silos compared with the area to be occupied by the louvres and the industrial and robust nature of the silos the impact visual from any vantage point would be minimal. There are no heritage concerns with the louvres which appear to be intended to be painted/powdercoated black "or similar" to be visually recessive. Dark grey would also be acceptable.

Connecting Bridge between B9 Office and B9 Silos (Refer TP-174 – 179, 182, 201, 203) Plans Stage 2B Parts 2 - 6

It is proposed to connect the B9 offices with the B9 silos via a multi-level bridge at Levels 4 -9 and 12. The gap between the two buildings is relatively narrow and therefore the length of the bridge is relatively short, added to which the bridge is recessed behind the outer silo (cylinder) and the south (river side) elevation of the office building and thus is reasonably obscured from direct views. In elevation (TP 201 and 203) it will appear as a clear glazed element which will have minimal visual impact from and viewpoint, particularly from the Alexandra Avenue and the south river bank. It is acceptable.



Signed: Robyn Riddett
Director – Anthemion Consultancies
Date: 24 September, 2020

CITY OF YaRRA

MeMO

TO: **Mary Osman**

cc:

FROM: **Gavin Ashley, ESD Advisor**

DATE: **26.09.2020**

SUBJECT: **2 Gough Street, Cremorne VIC 3121**

Dear Mary,

I have reviewed the amended architectural plans (Rev 5 – 15.07.20, Caydon) and the following amended SMP(s) for 2 Gough Street:

- 'SMP 1' - Building 4 & 5 (Irwin Consult – Rev 1, 01.05.20)
- 'SMP 2' - Building 6 (Irwin Consult – Rev 13, 27.07.20)
- 'SMP 3' - Building 8 (Irwin Consult – Rev 11, 24.07.20)
- 'SMP 4' - Building 9 (Irwin Consult – Rev 13, 24.07.20)

An assessment of each is provided against permit condition 63 'Sustainable Management Plan' below (in *italics*).

Sustainable Management Plan

(63) Before each stage of the development starts as relevant an amended Sustainable Management Plans for all buildings (B4, B5, B6, B8 and B9) 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 Irwin Consult dated 31 October 2019, but modified to show/reflect/demonstrate:

(a) the decision plans;

- ***Unsatisfactory*** *– SMP 1 claims 'report is reflective of latest plans' while SMP 2-4 claim to be based on Rev 1 plans issued 28.02.19 (in section 1.5 'Basis'). Update all SMP to refer to most recent plans.*

(b) the changes required as per condition 1 (where relevant);

- ***Satisfactory*** *– This has been noted and addressed in all SMP's.*

(c) a minimum 100% STORM score for each building;

- ***Unsatisfactory*** *– MUSIC modelling for all buildings combined (dated 17.10.19) is provided, claiming STORM 100% equivilence – targeting Column A in Green Star table 26.2 – however column A only indicates a 30% reduction in total nitrogen compared to STORM's target of 45%.*
  - *Provide a STORM report for each building identifying a score >100% or target outcomes listed in column B (in Green Star table 26.2).*

(d) a minimum 4 star green star rating for each building;

- ***Satisfactory*** *– Each SMP identifies 4-star Green Star performance, targeting credit scores of: 49, 53, 52 and 50 respectively.*

(e) glazing as either clear or tinted blue with a VLT of 0.6 or higher;

Satisfactory *(SMP 1 / Building 4 & 5) the VLT condition was relevant for the residential portion, but this has been removed*

- ***Satisfactory*** *(SMP 2-4 / Building 6, 8 & 9) – (min) VLT of 0.60 and clear or blue glazed specified.*

(f) demonstration that all exposed north, east and west facing dwellings will achieve cooling loads no higher than 30MJ/m2/pa;

- ***Satisfactory*** *– n/a due to removal of residential use from proposal.*

(g) daylight modelling for the amended western level 1 and 2 B9 dwellings, demonstrating BESS compliance to the satisfaction of the responsible authority;

- ***Satisfactory*** *– n/a due to removal of residential use from proposal.*

(h) provision of a mechanical supply fresh air system to all single aspect dwellings to supply rates 50% above the minimum requirements in AS1668;

- ***Satisfactory*** *– n/a due to removal of residential use from proposal.*

(i) additional ventilation is provided to single aspect dwellings to supply rates 50% above the minimum requirements in AS1668;

- ***Satisfactory*** *– n/a due to removal of residential use from proposal.*

(j) commitment to install extraction fans in all kitchens (not re-circulating ranges);

- ***Satisfactory*** *– n/a due to removal of residential use from proposal.*

(k) include detail on waste and recycling;

- ***Satisfactory*** *– An extract from the WMP is included in each SMP, with a WMP for stage 2A (27.07.20) and 2B (24.07.20) provided.*

(l) detail hot water system(s) for dwellings;

- ***Satisfactory*** *– n/a due to removal of residential use from proposal.*

(m) nominate the showerhead flowrate and WELS efficiency;

- ***Satisfactory*** *– All SMP's identify WELS ratings for showerheads @ (min) 3-stars (<7.5L/min).*

(n) include solar photovoltaic system(s) to contribute to common area electricity consumption;

- ***Satisfactory*** *(SMP 1 & 3 / Building 4, 5 & 8) – Building 4, 5 & 8 are existing heritage with no solar proposed.*
- ***Unsatisfactory*** *(SMP 2 & 4 / Building 6 & 9) – SMP 2 / Building 6 estimates space for 39 north-facing solar panels however doesn't provide further details regarding generation and provision of buildings energy requirements, while SMP 4 / Building 9 incorrectly repeats wording from SMP 3 / Building 8.*
  - Clarify provision and generation for building 6 & 9.

(o) consider FSC accredited timber;

- ***Satisfactory*** *– All SMP's identified a comittment for 95% of timber (by cost) to be certified (section 3.5.5), and have claimed Green Star credit '20.2 Responsible Buidling Materials – Timber'.*

(p) delete ambiguous language

- ***Satisfactory*** – *Language throughout Green Star reports amended to remove "further investigation required'.*

Having reviewed the above documents, the following conditions require further clarification to ensure development is in line with City of Yarra's ESD objectives:

- (a) the decision plans
- (c) a minimum 100% STORM score for each building;
- (n) include solar photovoltaic system(s) to contribute to common area electricity consumption

Cheers,

Gavin

Gavin Ashley

Environmental Sustainable Development Advisor
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17 September 2020

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City of Yarra
PO Box 168
RICHMOND VIC 3121

Attention: **Mary Osman**

Dear Mary

2 Gough Street Richmond - STAGE 2A and 2B
Development Application Acoustic Review - Updated Reports March and April 2020
Amended Permit PLN 15/1176

SLR Consulting Australia Pty Ltd (SLR) has been retained by the City of Yarra to provide a review of the acoustic assessment reports prepared to support the application for the mixed use development at 2 Gough Street Richmond - STAGE 2A and 2B.

SLR have provided review services for Stage 1 and 2 of this site previously, and were also involved in the VCAT hearing. The original reporting for this project was from Renzo Tonin & Associates, with subsequent reports by Octave Acoustics.

Two updated reports have been provided (split into Stage 2A and 2B) that respond to the amendment permit condition 58. Details of the two reports that are the subject of this review are as follows.

Stage 2A Report:

- Title: 2-6 Gough Street, Cremorne – Town Planning Stage Acoustic Report for Stage 2A (Rev. 7a)
- Date: 28 April 2020
- Reference: AA422MB-01E02 Town Planning Acoustic Report for Stage 2A (r7a)
- Prepared for: Caydon Property Group Pty Ltd
- Prepared by: Octave Acoustics

Stage 2B Report:

- Title: 2-6 Gough Street, Cremorne – Town Planning Stage Acoustic Report for Building B9 + B9 Silos, Amendment Application Stage 2B
- Date: 20 March 2020
- Reference: AA422MB-01E03 Town Planning Acoustic Report for Stage 2B Amendment Application (r4)
- Prepared for: Caydon Property Group Pty Ltd
- Prepared by: Octave Acoustics

SLR Consulting Australia Pty Ltd Level 11, 176 Wellington Parade East Melbourne VIC 3002 Australia
T: +61 3 9249 9400 E: melbourne@slrconsulting.com
www.slrconsulting.com ABN 29 001 584 612

Octave Acoustics have also provided a covering letter to the report titled 2-*6 Gough Street, Cremorne, Response to draft Council Permit Conditions – Stage 2A Application*, dated 18 October 2019, which provides a summary of the responses to the specific permit condition items.

Permit

The amendment permit is as follows:

Acoustic report

58. *Before the plans required by Condition No. 1 of this permit are endorsed, an amended Acoustic Report to the satisfaction of the responsible authority must be submitted to, and approved by, the responsible authority. When approved, the amended Acoustic Report will be endorsed and will form part of this permit. The amended Acoustic Report must be generally in accordance with the Acoustic Report prepared by Renzo Tonin and Associates, dated 12 February 2016 and include an assessment of how the requirements of the State Environment Protection Policy (Control of Noise from Commerce, Industry and Trade, No. N-1), the State Environment Protection Policy (Control of Music Noise from Public Premises No. N-2) and relevant Australian Standards will be met and must:*

    (a) be amended to reflect the decision plans;

    (b) prescribe the form of acoustic treatment to protect all dwelling occupants and nearby occupants from noise generated from the mechanical plant equipment and ventilation mechanisms installed or constructed as part of the development (including the lift, residential air conditioner units and commercial plant and equipment);

    (c) prescribe the form of acoustic treatment to protect all dwelling occupants within the development from noise associated with City Link;

    (d) include an assessment of the remaining land uses on the balance of the site and the impact on the proposed dwellings (unless the land uses on the balance of the site have ceased). The acoustic report must make recommendations to limit the noise impacts in accordance with the State Environment Protection Policy (Control of Noise from Industry, Commerce and Trade) No. N-1 (SEPP N-1), State Environment Protection Policy (Control of Music Noise from Public Premises) No. N-2 (SEPP N-2) or any other requirement to the satisfaction of the responsible authority;

    (e) include an assessment of the impact of the following on the proposed dwellings; car park entrance door, the car park itself, any non-residential land uses, common residential areas, structure-borne noise through the pool and supermarket and shop services. Treatments must be provided to achieve a reasonable level of amenity for residents and must make recommendations to limit the noise impacts in accordance with the State Environment Protection Policy (Control of noise from industry, commerce and trade) No. N-1 (SEPP N-1), State Environment Protection Policy (Control of Music Noise from Public Premises) No. N-2 (SEPP N-2) or any other requirement to the satisfaction of the responsible authority;

    (f) address the impact of the restaurants, food and drinks premises (cafes), shops, function centre, exhibition centre, art gallery and venue on residents on and off the site; and

(g) demonstrate compliance with the requirements of Schedule 3 to the Comprehensive Development Zone of the Yarra Planning Scheme to ensure that new development or refurbished / converted buildings for new residential and other noise sensitive uses, located on the southern part of the site directly adjacent to City Link, include appropriate acoustic measures as outlined in AS 3671 — 1999 "Acoustics — Road Traffic Noise Intrusion — Building Siting and Construction" to attenuate noise levels internally within the building.

(h) address the impact of the loading bay area on dwellings with the door installed to the loading dock must achieve a minimum sound insulation performance of not less than Rw 22db.

Condition h is a new condition addressing a previously raised SLR review item.

REVIEW

We provide a review below with specific reference to permit condition items. Our current review comments are in *red*. We have also generally reviewed the application drawings as part of this review.

(a) be amended to reflect the decision plans.

Octave Acoustics Response March / April 2020: Section 1.1 of revised Stage 2A report refers to Revision 2 drawings dated 27/03/2020. The Stage 2B report refers to 'Set 1' drawings dated 27/03/2020.

SLR Response / Comment:

With reference to the amended drawing we note Stage 2A drawings are Revision 5 dated 15/07/2020.

With reference to the amended drawing we note Stage 2B drawings are Revision 2 dated 15/07/2020.

Both of these drawing sets are more recent and do not correspond to the drawings quoted in the acoustic report. It needs to be clarified that the drawings referenced by Octave are no different to the current amended drawings.

(b) prescribe the form of acoustic treatment to protect all dwelling occupants and nearby occupants from noise generated from the mechanical plant equipment and ventilation mechanisms installed or constructed as part of the development (including the lift, residential air conditioner units and commercial plant and equipment);

Octave Acoustics Response March / April 2020: Addressed via update in Section 5.1.1.3 of revised report for Stage 2A and Section 5.1.1 for the Stage 2B report.

SLR Response / Comment: Addressed

(c) prescribe the form of acoustic treatment to protect all dwelling occupants within the development from noise associated with City Link;

Octave Acoustics Response 28 April 2020: Addressed via update in Section 5.2.1 of revised Stage 2A report. There are no dwellings in Stage 2B.

SLR Response / Comment: In line with previously accepted reports, addressed.

(d) include an assessment of the remaining land uses on the balance of the site and the impact on the proposed dwellings (unless the land uses on the balance of the site have ceased). The acoustic report must make recommendations to limit the noise impacts in accordance with the State Environment Protection Policy (Control of Noise from Industry, Commerce and Trade) No. N-1 (SEPP N-1), State Environment

Protection Policy (Control of Music Noise from Public Premises) No. N-2 (SEPP N-2) or any other requirement to the satisfaction of the responsible authority;

Octave Acoustics Response March / April 2020: Addressed in Section 5.1.1.5, Section 5.1.1.6 and Section 5.1.1.7 of the Stage 2A Acoustic Report.

SLR Response / Comment: In line with previously accepted report approaches, addressed.

(e) include an assessment of the impact of the following on the proposed dwellings; car park entrance door, the car park itself, any non-residential land uses, common residential areas, structure-borne noise through the pool and supermarket and shop services. Treatments must be provided to achieve a reasonable level of amenity for residents and must make recommendations to limit the noise impacts in accordance with the State Environment Protection Policy (Control of noise from industry, commerce and trade) No. N-1 (SEPP N-1), State Environment Protection Policy (Control of Music Noise from Public Premises) No. N-2 (SEPP N-2) or any other requirement to the satisfaction of the responsible authority;

Octave Acoustics Response March / April 2020: Octave note some of these sources are no longer applicable (pool and supermarket deleted). Loading dock and car park entry doors to off-site residential receivers are considered in Section 5.1.1.1 and Section 5.1.1.2 of the Stage 2A Acoustic Report. Gymnasium advice is also provide in 5.1.2.

SLR Final Response / Comment: Generally acceptable and in line with previously accepted approaches.

(f) address the impact of the restaurants, food and drinks premises (cafes), shops, function centre, exhibition centre, art gallery and venue on residents on and off the site; and

Octave Acoustics Response March / April 2020: For the Stage 2A Report, Section 5.1.1.5, Section 5.1.1.6 and Section 5.1.1.7 address music and patron noise from restaurants. For the Stage 2B report, Section 5.1.1.5 and Section 5.1.1.6 address these sources

SLR Response / Comment: Generally acceptable and in line with previous report versions which have been approved. We note that day period patron noise criteria (background + 15 dB) are not entirely in line with our past review recommendations but this has no significant bearing on the reports as the evening and night periods drive the assessment.

(g) demonstrate compliance with the requirements of Schedule 3 to the Comprehensive Development Zone of the Yarra Planning Scheme to ensure that new development or refurbished / converted buildings for new residential and other noise sensitive uses, located on the southern part of the site directly adjacent to City Link, include appropriate acoustic measures as outlined in AS 3671 — 1999 "Acoustics — Road Traffic Noise Intrusion — Building Siting and Construction" to attenuate noise levels internally within the building.

Octave Acoustics Response 28 April 2020: Addressed via update in Section 5.2.1 of revised report for Stage A.

The Stage 2B report does not provide any traffic noise assessment to office uses.

SLR Response / Comment: In line with previously accepted reports in relation to traffic noise impacts and façade advice to apartments. There is no traffic noise assessment to the Stage 2B commercial office uses. The use of the building has changed since the permit conditions were formulated. In order to ensure the building provides an acceptable level of internal amenity to future office occupants, it would be appropriate for a traffic noise assessment and glazing design review to be provided in the Stage 2B report. Internal assessment targets in line with AS/NZS 2107 would be appropriate.

(h) address the impact of the loading bay area on dwellings with the door installed to the loading dock must achieve a minimum sound insulation performance of not less than Rw 22db.

Octave Acoustics Response 28 April 2020: Addressed via update in Section 5.1.1.1 of revised Stage 2A report

SLR Response / Comment: Acceptable

SLR SUMMARY

The revised and updated acoustic reports from Octave Acoustics provide generally appropriate responses to the previous and amended permit conditions for the project.

Specific reference to new permit condition (h) relating to the loading bay entry door has also been included.

However, we note the following items that should be addressed:

- The acoustic reports for Stage 2A and 2B still reference an older set of drawings than the current application drawings. Clarification (or update of reports) should be provided that the drawings are materially identical.
- The primary use of Building B9 (Stage 2B) has changed to an office use. This building is subject to high levels of traffic noise impact from City Link and it would be prudent to provide a noise assessment and appropriate design response to control traffic noise into the office spaces. Internal assessment targets in line with AS/NZS 2107 would be appropriate.

Regards,



Jim Antonopoulos
Principal – Acoustics

Checked/Authorised by: DW

PLN15/1176.02 – 2 Gough Street, Cremorne – Section 57A Application referrals

Internal referrals

1. **ESD**
2. **Waste Management**

Consultant referrals

1. **Acoustic - SLR**

CITY OF YaRRA

MeMO

TO: **Mary Osman**

cc:

FROM: **Gavin Ashley, ESD Advisor**

DATE: **16.04.2021**

SUBJECT: **2 Gough Street, Cremorne VIC 3121**

Dear Mary,

I have reviewed the amended architectural plans (2A: Rev 6 – 25.10.20 & 2B: Rev 2 – 15.07.20 by Caydon) and the following amended SMP(s) for 2 Gough Street:

- 'SMP 1' - Building 4 & 5 (Irwin Consult – Rev 3, 19.11.20)
- 'SMP 2' - Building 6 (Irwin Consult – Rev 15, 19.11.20)
- 'SMP 3' - Building 8 (Irwin Consult – Rev 13, 19.11.20)
- 'SMP 4' - Building 9 (Irwin Consult – Rev 15, 19.11.20)

Previous ESD (dated 26.09.20) provided an assessment against permit condition 63 'Sustainable Management Plan', with the following items oustanding:

- *Update all SMP to refer to most recent plans.*
  - **Unsatisfactory** – SMP 1 & 3 reference plans dated 20.04.20, and SMP references plans dated 01.10.20. SMP 4 (for Building 9) references the most up to date plans.
  - **Action** – Revise referenced plans to match most up to date versions (25.10.20 or 15.07.20).
- *Provide a STORM report for each building identifying a score >100% or target outcomes listed in column B (in Green Star table 26.2).*
  - **Unsatisfactory** – While the provided MUSIC modelling identifies achievment of STORM in terms of Total Nitrogen and Phosphorous reduction, the SMP(s) still reference column A of Table 26.2 in Green Star which identifies a 30% reduction target (compared to 45% for STORM).
  - **Action** – Amend language to state the built outcome will target a 45+% reduction in Total Nitrogen and Phospohorous, OR target columb B and increase treatment accordingly.

Having reviewed the documentation, there still remains clarity around these two items before the proposal can comfortably be approved from an ESD perspective.

Cheers,

Gavin

Gavin Ashley

Environmental Sustainable Development Advisor
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21 April 2021

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City of Yarra
PO Box 168
RICHMOND VIC 3121

Attention: Mary Osman

Dear Mary

2 Gough Street Richmond - STAGE 2A and 2B
Development Application Acoustic Review - Updated Reports March and April 2020
Amended Permit PLN 15/1176

SLR Consulting Australia Pty Ltd (SLR) has been retained by the City of Yarra to provide a review of the acoustic assessment reports prepared to support the application for the mixed use development at 2 Gough Street Richmond - STAGE 2A and 2B.

SLR have provided review services for Stage 1 and 2 of this site previously, and were also involved in the VCAT hearing. The original reporting for this project was from Renzo Tonin & Associates, with subsequent reports by Octave Acoustics. Our most recent review was dated 17 September 2020.

Two updated reports have been provided (split into Stage 2A and 2B) that respond to the amendment permit condition 58. Details of the two reports that are the subject of this review are as follows.

Stage 2A Report:

- Title: 2-6 Gough Street, Cremorne – Town Planning Stage Acoustic Report for Stage 2A (Rev. 7a)
- Date: 25 September 2020
- Reference: AA422MB-01E02 Town Planning Acoustic Report for Stage 2A (r8)
- Prepared for: Caydon Property Group Pty Ltd
- Prepared by: Octave Acoustics

Stage 2B Report:

- Title: 2-6 Gough Street, Cremorne – Town Planning Stage Acoustic Report for Building B9 + B9 Silos, Amendment Application Stage 2B (r5)
- Date: 25 September 2020
- Reference: AA422MB-01E03 Town Planning Acoustic Report for Stage 2B Amendment Application (r5)
- Prepared for: Caydon Property Group Pty Ltd
- Prepared by: Octave Acoustics

SLR Consulting Australia Pty Ltd Level 11, 176 Wellington Parade East Melbourne VIC 3002 Australia
T: +61 3 9249 9400 E: melbourne@slrconsulting.com
www.slrconsulting.com ABN 29 001 584 612

The current acoustic reports were prepared to address issues raised in our September 2020 review.

Permit

The amendment permit is as follows:

Acoustic report

58. *Before the plans required by Condition No. 1 of this permit are endorsed, an amended Acoustic Report to the satisfaction of the responsible authority must be submitted to, and approved by, the responsible authority. When approved, the amended Acoustic Report will be endorsed and will form part of this permit. The amended Acoustic Report must be generally in accordance with the Acoustic Report prepared by Renzo Tonin and Associates, dated 12 February 2016 and include an assessment of how the requirements of the State Environment Protection Policy (Control of Noise from Commerce, Industry and Trade, No. N-1), the State Environment Protection Policy (Control of Music Noise from Public Premises No. N-2) and relevant Australian Standards will be met and must:*

    (a) be amended to reflect the decision plans;

    (b) prescribe the form of acoustic treatment to protect all dwelling occupants and nearby occupants from noise generated from the mechanical plant equipment and ventilation mechanisms installed or constructed as part of the development (including the lift, residential air conditioner units and commercial plant and equipment);

    (c) prescribe the form of acoustic treatment to protect all dwelling occupants within the development from noise associated with City Link;

    (d) include an assessment of the remaining land uses on the balance of the site and the impact on the proposed dwellings (unless the land uses on the balance of the site have ceased). The acoustic report must make recommendations to limit the noise impacts in accordance with the State Environment Protection Policy (Control of Noise from Industry, Commerce and Trade) No. N-1 (SEPP N-1), State Environment Protection Policy (Control of Music Noise from Public Premises) No. N-2 (SEPP N-2) or any other requirement to the satisfaction of the responsible authority;

    (e) include an assessment of the impact of the following on the proposed dwellings; car park entrance door, the car park itself, any non-residential land uses, common residential areas, structure-borne noise through the pool and supermarket and shop services. Treatments must be provided to achieve a reasonable level of amenity for residents and must make recommendations to limit the noise impacts in accordance with the State Environment Protection Policy (Control of noise from industry, commerce and trade) No. N-1 (SEPP N-1), State Environment Protection Policy (Control of Music Noise from Public Premises) No. N-2 (SEPP N-2) or any other requirement to the satisfaction of the responsible authority;

    (f) address the impact of the restaurants, food and drinks premises (cafes), shops, function centre, exhibition centre, art gallery and venue on residents on and off the site; and

    (g) demonstrate compliance with the requirements of Schedule 3 to the Comprehensive Development Zone of the Yarra Planning Scheme to ensure that new development or refurbished / converted buildings for new residential and other noise sensitive uses, located on the southern part of the site directly adjacent to City Link, include appropriate acoustic measures as outlined in AS 3671 — 1999 "Acoustics — Road Traffic Noise Intrusion — Building Siting and Construction" to attenuate noise levels internally within the building.

(h) address the impact of the loading bay area on dwellings with the door installed to the loading dock must achieve a minimum sound insulation performance of not less than Rw 22db.

Current Drawing Sets

The current drawing sets are the:

- Stage 2A RFI Referral Comments set by Cayden, dated 12 November 2020, and
- Stage 2B RFI Referral Comments set by Cayden, dated 12 November 2020.

1 SLR 2020 REVIEW SUMMARY

The following dot points were raised by SLR in our 2020 review. The extent to which these matters have been addressed in the current report is discussed in the sections below.

SLR 2020 Review Comments

- *The acoustic reports for Stage 2A and 2B still reference an older set of drawings than the current application drawings. Clarification (or update of reports) should be provided that the drawings are materially identical.*
- *The primary use of Building B9 (Stage 2B) has changed to an office use. This building is subject to high levels of traffic noise impact from City Link and it would be prudent to provide a noise assessment and appropriate design response to control traffic noise into the office spaces. Internal assessment targets in line with AS/NZS 2107 would be appropriate.*

1.1 Drawing References – SLR dot point 1

(Section 1.1 of both reports)

The report has been updated to reference the following drawings:

- Stage 2A: Town Planning Submission drawings, Revision C, dated 15/07/2020
- Stage 2B: Town Planning Submission drawings, Revision E, dated 15/07/2020

SLR Comments: *The report does not reference the current drawing sets for either project. The current sets are the RFI Referral Comments sets dated 12 November 2020.*

Based on our review of the July 2020 drawings and the current sets, there are no significant layout changes and no changes that would impact the findings of the acoustic report.

It would be desirable from a documentation perspective for the reports to reference the current drawings, however given that there are not material changes, Council should determine whether the report references need to be updated again.

1.2 Road traffic noise to offices (Stage 2B) – SLR dot point 2

The acoustic report for stage 2B has been updated to provide an assessment of road traffic noise to the proposed office development, in accordance with the comments made by SLR.

1.2.1 Noise Criteria for Offices

(Section 4.4 of the report)

Offices on the project are proposed to be designed to provide an internal noise level in the range 40-45 dBA. These levels are derived from the AS2107:2016 recommended range for open plan offices.

SLR Comments: *The design sound ranges are appropriate. We note that these levels should be met by both traffic and mechanical plant noise combined.*

1.2.2 Traffic Noise Measurements

(Section 3 of the report for Stage 2B)

Measurements undertaken overlooking the M1 freeway in 2017 have been presented in the current report. The noise logger used to quantify road traffic impacts to the subject site was deployed on the roof of a warehouse building approximately 100 m south east of the subject site, at a height of approximately 10 m above ground and about 5 m from the nearest lane of the freeway. The logger was noted to have a line of sight to all lanes of the freeway. The logger location is shown in Figure 1 of the report. Monitoring was undertaken from Tuesday 16 to Saturday 20 May 2017.

The highest average day and night levels are presented in Table 1 of the report, and were 74 dBA L_{eq} (day /evening - 6 am to 10 pm) and 70 dBA L_{eq} (night - 10 pm to 6 am the following day).

SLR Comments: *The measurement location is suitable for quantifying road traffic noise to the subject development and the results are consistent with data we have previously reviewed for the area. Graphical data for the monitoring is not presented, and our preference is for this data to be included for transparency.*

1.3 Predictions of Traffic Noise to the Facade

(Section 5.1.2.1 of the report for Stage 2B)

A 3D computer noise model has been prepared to predict road traffic noise to the façade of the offices and the predicted noise levels have been used to determine the glazing required to control road traffic noise to achieve the nominated design targets.

The recommended treatments are shown on the plans in Appendix A of the report, and described in Table 11. The potentially most impacted areas of the building are proposed to have not less than Rw = 37 dB glazing. Indicative glazing that will meet this requirement is described as 10.76 mm thick laminated glass / 12 mm airgap / 6 mm glass.

SLR Comments: *Details of the noise model and the predicted levels are the building façade are not provided in the current report. This information should ideally be included for transparency.*

However, the measured noise level at Location 1 (74 dBA) is likely to be representative of future noise impacts to offices in closest proximity to the freeway. We have used this level in or indicative calculations of noise to office spaces.

Our calculations suggest marginal compliance with the upper end of the nominated range (i.e. 45 dBA) for road traffic noise alone, assuming the indicative glazing system provided by Octave. Internal noise levels may increase slightly due to contribution from mechanical plant (although this could be managed by designing mechanical plant noise to meet lower targets).

We also note that it would be possible to meet the specified glazing rating of Rw = 37 dB with a lesser system than the indicative system provided in the report. For example, there are tested glazing systems comprising 6 mm glass / 12 mm airgap / 6.38 mm glass that achieve Rw = 37 dB but would result in higher internal noise levels than the indicative system of 10.76 mm glass /12 mm airgap / 6 mm glass. This latter system is often rated as Rw = 39 dB.

It is of consideration that the indicative façade treatment proposed in the report is at the upper end of the systems available for insulating glass units (IGUs). Any further upgrade of glazing from 10.76 mm glass / 12 mm airgap / 6 mm glass is likely to involve acoustical double glazing (i.e. air cavities of at least 50 mm). Given the potential cost implications on the project, and the fact that we are predicting marginal compliance rather than clear non-compliance, we have not proposed mandating further glazing upgrades. However, it would be preferable for the report to reference Rw = 39 dB glazing, rather than the provided Rw = 37 dB rating, to ensure that façade treatments are not downgraded from the indicative system provided in the report.

Further upgrades from this system should nevertheless be considered by the developer if they seek to provide a better than minimum level of acoustic amenity indoors, due to road traffic noise.

2 General Reports

SLR has compared the current acoustic reports with the earlier versions and note that the only changes are those discussed in this review. The current reports are otherwise in accordance with the previous versions.

3 Summary

The revised and updated acoustic reports from Octave Acoustics provide generally appropriate responses to the original and amended permit conditions for the project.

However, we note the following:

- The acoustic reports for Stage 2A and 2B still reference an older set of drawings than the current application drawings. These drawings are not materially different, however it would be desirable for the acoustic reports to reference the current drawings (Council should determine the importance of requiring this change).
- Advice has been provided in the report for Stage 2B for controlling road traffic noise to offices in Building B9. Our indicative calculations suggest marginal compliance with the upper end of the nominated design range, provided that:
  - There is no significant contribution from other sources of noise, such as mechanical plant, and
  - The indicative glazing system, which has a rating of Rw = 39 dB is installed, rather than the specified rating of Rw = 37 dB.

We recommend that the glazing specification for windows exposed to the highest levels of road traffic noise be changed to Rw = 39 dB to prevent any downgrade from the indicative system provided in the report. This system is predicted to provide marginal compliance with the upper end of the nominated range.

Further upgrades to the façade should be considered by the developer if they wish to provide a better level of acoustic amenity to offices overlooking the freeway.

Regards,



Dianne Williams
Principal – Acoustics

Checked/Authorised by: JA

Attachment 1 - PLN15/1176.02 - 2 Gough Street, Cremorne - Referrals (consolidated)

From: Athanasi, Atha <Atha.Athanasi@yarracity.vic.gov.au>
Sent: Tuesday, 27 April 2021 5:36 PM
To: Osman, Mary <Mary.Osman@yarracity.vic.gov.au>
Subject: RE: HPE CM: RE: Nylex Silos - PLN15/1176 - Waste Management Plan - EMAIL 1

Hi Mary,

The waste management plan for The Malt Precinct: Stage 2A Building 8 2 Gough Street, Cremorne authored by Irwinconsult and dated 18/11/20 is satisfactory from a City Works Branch's perspective.

The waste management plan for The Malt Precinct: Stage 2A Building 9 & Silos 2 Gough Street, Cremorne authored by Irwinconsult and dated 18/11/20 is satisfactory from a City Works Branch's perspective.

Regards,

Atha Athanasi

Contract Management Officer

Yarra Waste Services - City Works Branch

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

From: Athanasi, Atha <Atha.Athanasi@yarracity.vic.gov.au>
Sent: Tuesday, 27 April 2021 5:39 PM
To: Osman, Mary <Mary.Osman@yarracity.vic.gov.au>
Subject: RE: HPE CM: RE: Nylex Silos - PLN15/1176 - Waste Management Plan - EMAIL 2

Hi Mary,

The waste management plan for The Malt Precinct: Stage 2A Building 6 2 Gough Street, Cremorne authored by Irwinconsult and dated 18/11/20 is satisfactory from a City Works Branch's perspective.

The waste management plan for The Malt Precinct: Stage 2A Building 4 & Building 5 2 Gough Street, Cremorne authored by WSP and dated 22/10/20 is satisfactory from a City Works Branch's perspective.

Regards,

Atha Athanasi

Contract Management Officer

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

Attachment 2 - PLN15/1176 - 2 Gough Street Cremorne - Planning Permit (Amended)

Helping you understand your planning needs

PLANNING PERMIT (Amended)

Permit No: PLN15/1176

Planning Scheme: Yarra

Responsible Authority: City Of Yarra

ADDRESS OF THE LAND:

2 Gough St Cremorne VIC 3121

THE PERMIT ALLOWS:

For the purpose of the following, in accordance with the endorsed plan(s).

Development of the land for buildings and works, including the construction of three buildings, use of the land as accommodation (dwellings and residential hotel), function centre, shop and restaurant, food and drink premises (café), art gallery, reduction in the car parking requirements and construction and display of signs (relocation of Nylex and Victoria Bitter signs on top of silos B8 and B9).

THE FOLLOWING CONDITIONS APPLY TO THIS PERMIT:

Staging

1 The staging as shown on the endorsed plans must not be altered without the prior written consent of the Responsible Authority.

Stage 2A

2 Before the development starts, amended plans to the satisfaction of the responsible authority must be submitted to, and approved by, the responsible authority. When approved, the plans will be endorsed and will then form part of 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 application plans; TP-000 – TP-006, TP-096 – TP-115, TP-130 – TP-144, TP-150 – TP-155, TP-166 – TP-170, TP-201 – TP-204, TP231, TP-251, TP-301 – TP-303, TP-500 – TP-501, received 8 November 2019 and prepared by Caydon, and TP00 – TP-08, TP10 – TP-13, TP30 – TP32, TP40 – TP-42, TP-60 – TP61 and material details received 18 December 2018 prepared by Lovell Chen but modified to show:

Staging

(a) The staging plan for Stage 2A to include:

Date: 22 January 2018

Mary Osman
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Planning and Environment Regulations 2015 No. 33/2015 Form 4 Sections 63, 64, 64A and 86

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i Building B4, B5, B6, B8 and Victoria Bitter Sign and all basement car park levels within Building B9 including all vehicular access and egress ways an loading area;

ii Building B9 outline on all relevant plans

Land use

(b) Development schedule to accurately reflect all uses, floor areas and provision of bikes, cars, storage and the like;

(c) the bakery/retail as a 'food and drinks premises (café)';

(d) location of heritage visitor centre within the ground floor to outline the history of the former brewery;

Built form

(e) a complete set of detailed elevation and section drawings of all buildings clearly showing windows, doors, balconies and the like and to correctly label each use;

(f) no works within the Road Zone, Category 1;

(g) details of the fire booster cupboards and treatments;

(h) a schedule of external colours and materials, including samples, coloured elevations and perspectives. The façades of all buildings proposing the use of glass must be confirmed as meeting the relevant EPA standards for glare;

(i) treatment of all lower level walls with a graffiti-proof finish;

(j) detailed plans showing the interface between the retained/modified heritage fabric and the ground level open space areas;

(k) location of all solar panels as outlined within the endorsed SMP;

Buildings B4 & B5

(l) deletion of the servery window facing Gough Street along the northern end of B4 (may be replaced with a window that does not function as a servery);

(m) consistency between the floor and elevation plans of B4 and B5;

(n) B4 and B5 windows as openable;

Building B6

(o) external, operable, vertical screening to the level 10-12 western windows of building B6;

(p) the south setback of level 13, building B6;

(q) reconstruction of ground floor northern wall (BOH area) to show window openings or blind windows and not to present as a blank wall;

(r) screening of ground floor plant and equipment adjacent to BOH area;

(s) stair element to south elevation to be treated in another material or detail a patterned concrete finish;

(t) windows within the hotel rooms to be shown as operable;

Date: 22 January 2018

Mary Osman
Signature for the Responsible Authority

Planning and Environment Regulations 2015 No. 33/2015 Form 4 Sections 63, 64, 64A and 86

(u) details of the glazing treatment of B6 and concrete strip pattern to ensure a quality and cohesive design response;

(v) insertion of additional balconies to the southern façade hotel rooms to improve amenity of these rooms and improve fenestration of the southern façade of the building.

Building B8

(w) notation on roof plan to state location of relocated 'Victoria Bitter' sign;

(x) deletion of structural supports at ground level unless no other option is possible as advised by a suitably qualified engineer.

Signage

(y) details of the relocated sign (Victoria Bitter), including:

i dimensions;

ii the colour, materiality and lettering style;

iii the type and level of illumination; and

B9 Car parking/bicycle parking

(z) a maximum of 245 spaces on site;

(aa) deletion of drop off/pick up area shown on Gough Street;

(bb) ramp grades and lengths dimensioned;

(cc) kerbs, barriers, wheel stops and structural elements shown in the car parking areas;

(dd) the location and dimensions of supporting columns within all car park areas. The car parking spaces must meet diagram 1 of clause 52.06-9 of the Yarra Planning Scheme;

(ee) sectional drawings of the ramps and access ways, demonstrating a minimum headroom clearance of 2.2m, with the exception being a minimum 2.5m height clearance above disabled car parking spaces;

(ff) details of car park security (e.g. roller doors, intercoms, swipe card readers, etc.);

(gg) 1 in 20 scale cross-sectional drawings of the development's vehicular entrances, showing the actual reduced levels (not interpolated levels from the application drawings) of the road profile, the lip of the channel, the invert of the channel, the top of kerb and the existing building line. The existing road profiles of Gough Street (from the kerb line to the centre line of the road) and the access ways inside the property must be accurately drawn. The cross-section must demonstrate that vehicles can traverse the new vehicle crossing and ramp without scraping or bottoming out, using a B99 design vehicle;

(hh) underside clearance of over-bonnet storage cages;

(ii) all bicycle parking spaces located to the satisfaction of the responsible authority;

(jj) bicycle signage as per clause 52.34-5 of the Yarra Planning Scheme;

(kk) details of bicycle storage/parking systems to the satisfaction of the responsible authority;

(ll) at least 25% of the provided bicycle parking accessible at ground level (i.e. not hanging systems);

Date: 22 January 2018

Mary Osman
Signature for the Responsible Authority

(mm) an overall provision of 300 bicycle parking spaces including provision for non residential use;

(nn) all resident and staff bicycle parking spaces secured behind lockable gates;

(oo) a convex mirror adjacent to the vehicular exit;

(pp) dimensions of parallel car parking spaces;

(qq) the width of the aisle between the west row of parking spaces and the face of the column in basements 1-4

(rr) the length of the loading bay, with a minimum overhead clearance of 4.5m;

(ss) review of column locations for the following spaces:

i Spaces 43 (TP-166, TP-167 and TP-168);

ii Space 38 (TP-169)

iii Spaces 15 and 16 ((TP-166, TP-167 and TP-168); and

iv Spaces 14 and 15 (TP-169)

(tt) Modifications to the cut back of ramp and column locations as shown on plans prepared by Irwin consultants contained within The Malt District Stage 2 report dated 7 November 2019 and referenced as:

i 12ME0257 SK179

ii 12ME0257 SK182

iii 12ME0257 SK185; and

iv 12ME0257 SK188

(uu) dimension of blind aisle extensions;

(vv) number of car parking spaces, storage cages and bicycle parking spaces to correlate between the project area summary and the plans;

(ww) at least 5 car share spaces provided on site;

(xx) electric vehicle charging point locations

(yy) details of the roller/tilt doors to vehicular access and egress point and loading area;

General

(zz) a lighting plan addressing entries and public spaces within the development;

(aaa) a circulation and public access plan, detailing all fixed elements (including seats) to ensure clear and unfettered public movement is provided through the open space areas;

(bbb) Location and details of the water tanks as outlined within the SMP (50,000 litre tanks in B6 and B8)

Date: 22 January 2018

Mary Osman
Signature for the Responsible Authority

Planning and Environment Regulations 2015 No. 33/2015 Form 4 Sections 63, 64, 64A and 86

(ccc) changes (as necessary) as per the endorsed, façade strategy, landscape plan Acoustic Report, Wind Report, Sustainable Management Plan, and Waste Management Plan.

Stage 2B

3 Before the development starts, amended plans to the satisfaction of the responsible authority must be submitted to, and approved by, the responsible authority. When approved, the plans will be endorsed and will then form part of 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 application plans; TP-000 – TP-006, TP-096 – TP-115, TP-170 – TP-185, TP-201 – TP-204, TP-271 – TP-273, TP-301 – TP-303, TP-502, TP-599 – TP-613 received 8 November 2019 and prepared by Caydon but modified to show:

Staging

(a) The staging plan for Stage 2B to include:

i Building B9 and Nylex Sign

ii Buildings B6 and B8 interface with B9

Land use

(b) Development schedule to accurately reflect all uses, floor areas and provision of bikes, cars, storage and the like;

(c) the 'bar' on top of building B9 (inside and outside areas) shown as a 'restaurant';

Built form

(d) a complete set of detailed elevation and section drawings of all buildings clearly showing windows, doors, balconies and the like and to correctly label each use;

(e) no works within the Road Zone, Category 1;

(f) details of the fire booster cupboards and treatments;

(g) a schedule of external colours and materials, including samples, coloured elevations and perspectives. The façades of all buildings proposing the use of glass must be confirmed as meeting the relevant EPA standards for glare;

(h) treatment of all lower level walls with a graffiti-proof finish;

(i) detailed plans showing the interface between the retained/modified heritage fabric and the ground level open space areas;

(j) reduction in the provision of services along Gough Street to improve pedestrian connectivity with Gough Street.

Building B9

(k) deletion of all openings in the wall along the western boundary of B9 and treatment of this interface to avoid its presentation as a blank wall;

(l) screening to habitable room windows, balcony or terrace to address internal overlooking, where necessary, to the satisfaction of the responsible authority;

Date: 22 January 2018

Mary Osman
Signature for the Responsible Authority

Planning and Environment Regulations 2015 No. 33/2015 Form 4 Sections 63, 64, 64A and 86

(m) at least 25% of the smaller units capable of amalgamation into larger 2 or 3 bedroom apartments; floor, section and elevation plans to correlate;

(n) maximum floor to ceiling heights of 2.7m in living rooms and bed rooms;

(o) a general signage plan, directing pedestrians to each residential entry;

(p) B9 – level 3 and above set back a minimum 4.5m from the western boundary

(q) B9 – levels 1 to 11 – deletion of the bedroom south of the wintergarden and extension of the adjacent living/dining/kitchen area;

(r) details of dining and living room furnishing for four adults for the two-bedroom dwellings

(s) other than the connecting bridges new building B9 segment is to be set back a minimum of 3.4m from the retained B9 silos;

(t) maximised area of operability for wintergarden facades (above balustrade height);

(u) details of above ground rainwater treatment plant adjacent to silos;

(v) redesign of Level 1 & 2 dwellings (west facing) as depicted in sketch plans prepared by Caydon received 13 December 2019;

(w) redesign of dwellings 101, 114, 201, 218, 301, 316, 410, 415, 501, 515, 601, 613, 701, 713, 801, 813, 901, 912, 1001, 1009, 1101, 1112, 1201, 1209, 1301 and 1310 as shown in sketch plan labelled sheet 001 – response to item 55B dated 8 November 2019;

(x) redesign of dwellings402, 502, 602, 802, 902, 1102 and 1302 to improve outlook and amenity from the balcony space.

(y) Review and redesign apartment layouts for 502, 602, 802 and 902 to improve living/dinner habitable spaces;

(z) Redesign of dwelling 902 as shown in sketch plan labelled sheet 002 – response to item 55Div dated 8 November 2019.

(aa) Pergola structure proposed to level 14 dwelling 1306 and outdoor terrace area of the 'Nylex restaurant'.

(bb) Ground level plan to include access and egress and loading area as shown on endorsed plans for Stage 2a.

B9 Car parking/bicycle parking

(cc) All car parking and loading areas as endorsed under Stage 2A

Signage

(dd) details of the relocated sign (Nylex), including:

i dimensions;

ii the colour, materiality and lettering style;

iii the type and level of illumination; and

iv confirmation that the Nylex sign will be turned on.

Date: 22 January 2018

Mary Osman
Signature for the Responsible Authority

Planning and Environment Regulations 2015 No. 33/2015 Form 4 Sections 63, 64, 64A and 86

General

(ee) a lighting plan addressing entries and public spaces within the development;

(ff) a circulation and public access plan, detailing all fixed elements (including seats) to ensure clear and unfettered public movement is provided through the open space areas;

(gg) Location and details of the water tank as outlined within the SMP 60,000 litre tank in B9

(hh) changes (as necessary) as per the endorsed, façade strategy, landscape plan Acoustic Report, Wind Report, Sustainable Management Plan, and Waste Management Plan.

Occupation of Stage 2A

4 Prior to the occupation of any of the uses in stage 2A, the car parking, access and loading required for these uses must be constructed, completed and be to the satisfaction of the Responsible Authority.

General

5 The development and uses as shown on the endorsed plans must not be altered without the prior written consent of the responsible authority.

6 After the relocation of the Nylex sign, the sign must be turned on to the satisfaction of the responsible authority.

7 As part of the ongoing consultant team, Fender Katsalidis Architects and Lovell Chen or an architectural firm(s) 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.

Façade Strategy

8 In conjunction with the submission of development plans before each stage, a Façade Strategy and Materials and Finishes Plan prepared in consultation with David Local Associates to the satisfaction of the Responsible Authority must be submitted to and be approved by the Responsible Authority. When approved, the Façade Strategy and Materials and Finishes Plan will be endorsed and will then form part of this permit. This must detail:

(a) elevation drawings at a scale of 1:20 illustrating typical podium details, entries and doors, and utilities and typical facade details for all buildings;

(b) section drawings to demonstrate façade systems, including fixing details and joints between materials or changes in form;

(c) information about how the façade will be maintained, including any vegetation; and

(d) a sample board and coloured drawings outlining colours, materials and finishes to include:

i the use of actual bricks (i.e. not snaplock) within the podium level of building B9

Date: 22 January 2018

Mary Osman
Signature for the Responsible Authority

Planning and Environment Regulations 2015 No. 33/2015 Form 4 Sections 63, 64, 64A and 86

Landscape Plan

9 Before the plans required by Condition No. 2 or 3 of this permit respectively are endorsed, updated landscape plans generally in accordance with the landscape concepts included within The Malt District Cremorne – Stage 2 dated 16 October 2019 prepared by Oculus must be submitted to and approved by the Responsible Authority. When approved, the Landscape plans will be endorsed ad will form part of this permit. The landscape plan must show:

(a) Areas proposed to be landscaped (stage 2A or 2B)

(b) landscape concepts more consistent with those shown on LP01 – Ground Floor Plan dated 5 June 2017.

(c) street tree species for Gough Street to be – Hymenosporum flavum, 100L size or a suitable alternative

(d) the type, location, quantity, pot size, height at maturity and botanical names of all proposed plants. Species within the landscape buffer must be shade tolerant and must provide clear visual links with the pedestrian link (low level shrubs/plants);

(e) the location of all areas to be covered by lawn, paving or other surface materials;

(f) the specification of works to be undertaken prior to planting;

(g) details of the watering and maintenance regime;

(h) garden bed dimensions;

(i) areas of paving and proposed materials;

(j) the location of proposed tree planting – distances from buildings and other infrastructure, planting proposed over the basement levels or under the overhanging built form;

(k) a clear definition of terraced spaces, retaining walls, seating elements and other structures independent of paving treatments;

(l) water sensitive urban design [WSUD] features;

(m) a clear delineation of public/private interface;

(n) cross-sections of open space areas are required, confirming which areas are raised or sunken;

(o) simplification of the ground level paving and lawn treatments (not too busy with larger lawn areas);

(p) proposed treatments to unused roof areas;

(q) the location of street trees with no loss of on street car parking (excluding for the new crossover);

(r) location of bike parking within each landscape precinct;

(s) modified landscape treatment to area between B5 and B6 as shown in schematic plan contained within David Lock Associates advice dated 14 February 2020.

Date: 22 January 2018

Mary Osman
Signature for the Responsible Authority

Planning and Environment Regulations 2015 No. 33/2015 Form 4 Sections 63, 64, 64A and 86

10 Finished floor levels shown on the endorsed plans must not be altered or modified without the prior written consent of the responsible authority.

11 Before each Stage of 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.

12 All screening and other measures to prevent overlooking as shown on the endorsed plans must be maintained to the satisfaction of the responsible authority.

13 Before each Stage of the development is occupied, or by such later date as approved in writing by the responsible authority, all new on-boundary walls must be cleaned and finished to the satisfaction of the responsible authority.

14 All buildings and works must be maintained in good order and appearance to the satisfaction of the responsible authority.

15 All pipes except down 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.

16 Before each Stage of the development is occupied, or by such later date as approved in writing by the responsible authority, any wall located on a boundary facing public property must be treated with a graffiti-proof finish to the satisfaction of the responsible authority.

17 Before each Stage of the development is occupied, or by such later date as approved in writing by the responsible authority, external lighting capable of illuminating access to the basement car park, pedestrian walkway, laneway and dwelling entrances must be provided. Lighting must be:

(a) located;

(b) directed;

(c) shielded; and

(d) of limited intensity,

all to the satisfaction of the responsible authority.

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

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

General Use Conditions

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

(a) the transport of materials, goods or commodities to or from land;

(b) the appearance of any buildings, works or materials;

Date: 22 January 2018

Mary Osman
Signature for the Responsible Authority

Planning and Environment Regulations 2015 No. 33/2015 Form 4 Sections 63, 64, 64A and 86

(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.

Dwellings

21 The gym located in B9 must only be used by dwelling residents and employees of any business conducted in the development.

Shop/Bakery

22 Except with the written consent of the responsible authority the Shop/Bakery must only operate between the hours of 7am to 8pm, any day.

B5 café

23 Except with the written consent of the responsible authority no more than 84 patrons are permitted in the B5 café at any one time.

24 Except with the written consent of the responsible authority the B5 café must only operate between the hours of 7am to 8pm, any day.

B5 restaurant

25 Except with the written consent of the responsible authority no more than 195 patrons are permitted in the B5 restaurant at any one time.

26 Except with the written consent of the responsible authority the B5 restaurant must only operate between the hours of 7am to 11pm, any day.

B6 restaurants

27 Except with the written consent of the responsible authority no more than 120 patrons are permitted in the B6 restaurants at any one time.

28 Except with the written consent of the responsible authority the B9 restaurants must only operate between the hours of 6am to 11pm, any day.

B9 restaurants

29 Except with the written consent of the responsible authority no more than 100 patrons are permitted in the B9 restaurants at any one time.

30 Except with the written consent of the responsible authority the B9 restaurants must only operate between the hours of 7am to 1.00am, any day.

B9 Function centre

31 Except with the written consent of the responsible authority no more than 100 patrons are permitted in the function centre at any one time.

32 Except with the written consent of the responsible authority the function centre must only operate between the hours of 8am to 11pm, any day.

B9 Art gallery

33 Except with the written consent of the responsible authority no more than 50 patrons are permitted in the art gallery at any one time.

Date: 22 January 2018

Mary Osman
Signature for the Responsible Authority

Planning and Environment Regulations 2015 No. 33/2015 Form 4 Sections 63, 64, 64A and 86

34 Except with the written consent of the responsible authority the art gallery must only operate between the hours of 8am to 6pm, any day.

Victorian Bitter and Nylex signs

35 The location and details of the VB and Nylex signs, including the supporting structure, as shown on the endorsed plans must not be altered without the prior written consent of the responsible authority.

36 The signs must not include any flashing or intermittent light.

37 External sign lighting must be designed, baffled and located to the satisfaction of the responsible authority.

38 The signage component of this permit will expire if the signs are not erected within six years of the date of this permit. The responsible authority may extend the period referred to if a request is made in writing before the signage component of the permit expires or within six months afterwards for commencement or twelve months afterwards for completion.

Structural report requirement

39 Before the demolition of either stage (2A or 2B) starts, 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 and demonstrate the means by which the retained portions of the buildings on-site will be supported during demolition and construction works to ensure their retention.

40 The provisions, recommendations and requirements of the endorsed structural report must be implemented and complied with to the satisfaction of the responsible authority.

Public Art Management Plan

41 Before either stage (2A or 2B) of the development is occupied, a Public Art Management Plan to the satisfaction of the responsible authority must be submitted to, and approved by, the responsible authority. When approved, the Public Art Management Plan will be endorsed and will then form part of this permit. The Public Art Management Plan must include, but not be limited to:

(a) details of the commissioned artist(s);

(b) description of art work, including:

i materials;

ii colours;

iii dimensions;

iv content;

v special features (e.g. lighting);

(c) details of the installation process; and

(d) details of art work maintenance schedule.

Date: 22 January 2018

Mary Osman
Signature for the Responsible Authority

Planning and Environment Regulations 2015 No. 33/2015 Form 4 Sections 63, 64, 64A and 86

42 Before the final Stage of the development is occupied, buildings or by such later date as approved in writing by the responsible authority, the approved public art must be completed or security to the satisfaction of the responsible authority provided to secure its completion. Once completed, the public art must be maintained in accordance with the endorsed Public Art Management Plan to the satisfaction of the responsible authority.

Public realm

43 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 Permit holder's expense.

44 Before each stage of the development is occupied, or by such later date as approved in writing by the responsible authority, the footpaths along the Gough and Cremorne Street frontages of the site must be reconstructed:

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

(b) to the satisfaction of the responsible authority.

The cross-fall of the reconstructed footpaths must be no steeper than 1 in 40.

45 Before each stage of the development is occupied, or by such later date as approved in writing by the responsible authority, the road pavements outside the Gough and Cremorne Street frontages of the site must be profiled and re-sheeted:

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

(b) to the satisfaction of the responsible authority.

The cross-fall of the reconstructed footpaths must be no steeper than 1 in 40. Any isolated areas of pavement failure will require full depth road pavement reconstruction.

46 Before each stage of the development 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.

47 Before each stage of the buildings are occupied, or by such later date as approved in writing by the responsible authority, any new vehicle crossings 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.

48 Except with the prior written consent of the responsible authority, Council assets must not be altered in any way. All public works require the consent of the responsible authority prior to any works being undertaken.

49 Pit lids and levels must be readjusted to match the surface of the footpath, to the satisfaction of the responsible authority.

Date: 22 January 2018

Mary Osman
Signature for the Responsible Authority

Planning and Environment Regulations 2015 No. 33/2015 Form 4 Sections 63, 64, 64A and 86

50 Trees in the road reserves must be provided with structural soils to protect road pavements from damage by roots. The preferred tree cut size is 1.5m x 1.5m.

51 The layout of the street trees in Gough Street must show parking spaces between trees.

52 All street tree planting works must be carried out by the Council's tree planting contractor. Once tree locations are finalised, a cost to the owner will be determined and the owner is then responsible for payment to Council.

53 Prior to the occupation of Stage 2A and subject to obtaining the consent of the responsible authority and any other relevant road authority, all of the proposed network improvements set out in the GTA consultants report dated 18 July 2017 must be the subject of detailed plans and specifications prepared by the owner and then approved by the responsible authority. All works must be carried out in accordance with the approved plans and at the owner's cost in each and every respect.

Public Access Management

54 Before each stage of the development starts or at some later time approved by the responsible authority, a Public Access Management Plan must be prepared by the owner and approved by the responsible authority. The Public Access Management Plan must show all areas to be to be accessible by the public and must provide for the ongoing management and maintenance to the satisfaction of the responsible authority of all publicly accessible areas.

55 Once approved, the provisions, recommendations and requirements of the approved Public Access Management Plan must be implemented to the satisfaction of the responsible authority.

Wind Assessment Report

56 Before the plans required by Condition No.2 and 3 of this permit are endorsed respectively, an amended Wind Assessment Report to the satisfaction of the responsible authority must be submitted to, and approved by, the responsible authority as relevant. When approved, the amended Wind Assessment Report will be endorsed and will form part of this permit. The amended Wind Assessment Report must be generally in accordance with the Wind Assessment Report prepared by Vipac and dated 18 March 2016, but modified to:

(a) reflect the decision plans submitted for endorsement including pergola structures on level 14 of building B9;

(b) include wind tunnel modelling to verify the results of the preliminary assessment;

(c) show details of the type, size and density of foliage of trees used to mitigate wind impacts; and

(d) confirm that the northern B5 café outdoor seating area would fulfil the sitting criteria.

(e) assess the inclusion of balconies to the upper levels of building B6.

57 The provisions, recommendations and requirements of the endorsed Wind Assessment Report must be implemented and complied with to the satisfaction of the responsible authority.

Date: 22 January 2018

Mary Osman
Signature for the Responsible Authority

Planning and Environment Regulations 2015 No. 33/2015 Form 4 Sections 63, 64, 64A and 86

Acoustic report

58 Before the plans required by Condition No. 2 and 3 of this permit are endorsed respectively, an amended Acoustic Report to the satisfaction of the responsible authority must be submitted to, and approved by, the responsible authority as relevant. When approved, the amended Acoustic Report will be endorsed and will form part of this permit. The amended Acoustic Report must be generally in accordance with the Acoustic Report prepared by Octave Acoustics, dated 18 October 2019 and include an assessment of how the requirements of the State Environment Protection Policy (Control of Noise from Commerce, Industry and Trade, No. N-1), the State Environment Protection Policy (Control of Music Noise from Public Premises No. N-2) and relevant Australian Standards will be met and must:

(a) be amended to reflect the decision plans;

(b) prescribe the form of acoustic treatment to protect all dwelling occupants and nearby occupants from noise generated from the mechanical plant equipment and ventilation mechanisms installed or constructed as part of the development (including the lift, residential air conditioner units and commercial plant and equipment);

(c) prescribe the form of acoustic treatment to protect all dwelling occupants within the development from noise associated with City Link;

(d) include an assessment of the remaining land uses on the balance of the site and the impact on the proposed dwellings (unless the land uses on the balance of the site have ceased). The acoustic report must make recommendations to limit the noise impacts in accordance with the State Environment Protection Policy (Control of Noise from Industry, Commerce and Trade) No. N-1 (SEPP N-1), State Environment Protection Policy (Control of Music Noise from Public Premises) No. N-2 (SEPP N-2) or any other requirement to the satisfaction of the responsible authority;

(e) include an assessment of the impact of the following on the proposed dwellings; car park entrance door, the car park itself, any non-residential land uses, common residential areas, structure-borne noise through the pool and supermarket and shop services. Treatments must be provided to achieve a reasonable level of amenity for residents and must make recommendations to limit the noise impacts in accordance with the State Environment Protection Policy (Control of noise from industry, commerce and trade) No. N-1 (SEPP N-1), State Environment Protection Policy (Control of Music Noise from Public Premises) No. N-2 (SEPP N-2) or any other requirement to the satisfaction of the responsible authority;

(f) address the impact of the restaurants, food and drinks premises (cafes), shops, function centre, exhibition centre, art gallery and venue on residents on and off the site; and

(g) demonstrate compliance with the requirements of Schedule 3 to the Comprehensive Development Zone of the Yarra Planning Scheme to ensure that new development or refurbished / converted buildings for new residential and other noise sensitive uses, located on the southern part of the site directly adjacent to City Link, include appropriate acoustic measures as outlined in AS 3671 – 1999 "Acoustics – Road Traffic Noise Intrusion – Building Siting and Construction" to attenuate noise levels internally within the building;

Date: 22 January 2018

Mary Osman
Signature for the Responsible Authority

Planning and Environment Regulations 2015 No. 33/2015 Form 4 Sections 63, 64, 64A and 86

(h) address the impact of the loading bay area on dwellings with the door installed to the loading dock must achieve a minimum sound insulation performance of not less than Rw 22db.

59 The provisions, recommendations and requirements of the endorsed Acoustic Report must be implemented and complied with to the satisfaction of the responsible authority.

60 On the completion of any works required by the endorsed Acoustic Report and before the residential use commences of any Stage of the of the development, an updated Acoustic Report prepared by a suitably qualified acoustic consultant to the satisfaction of the responsible authority must be submitted to the responsible authority demonstrating by measurement that the required level of noise attenuation has been achieved. The report must:

(a) confirm compliance with relevant conditions of this permit; and

(b) provide measurement data taken from inside the dwellings of the development demonstrating compliance with State Environment Protection Policy (Control of Noise from Industry, Commerce and Trade) No. N-1 (SEPP N-1), State Environment Protection Policy (Control of Music Noise from Public Premises) No. N-2 (SEPP N-2) or any other relevant requirement.

61 The recommendations and any works contained in the approved Acoustic Report must be implemented and completed and where there are recommendations of an ongoing nature must be maintained all to the satisfaction of the responsible authority.

Residential Hotel Management Plan

62 Before the residential hotel use starts, a Residential Hotel Management Plan must be submitted to, and approved by the responsible authority. When approved, the Residential Hotel Management Plan will be endorsed and will then form part of the permit. The Residential Hotel Management Plan must detail the following:

(a) procedures, and standards for guests to minimise amenity and parking impacts in the neighbourhood.

(b) measures to be taken by the operator to ensure that residential hotel guests and visitors do not cause nuisance or annoyance to persons beyond the land;

(c) establishment of a line of communication with adjoining owners and occupiers aimed at identifying and addressing amenity concerns;

(d) an outline of all house rules intended to be used to manage residents and guests including:

i guest behaviour;

ii noise;

iii alcohol consumption; and

iv methods of eviction if house rules are broken;

(e) Management of communal terraces;

(f) details of eviction process in the event house rules are broken;

Date: 22 January 2018

Mary Osman
Signature for the Responsible Authority

Planning and Environment Regulations 2015 No. 33/2015 Form 4 Sections 63, 64, 64A and 86

(g) standards for property maintenance, health and cleanliness; and

(h) security against thefts and break-ins, including security of guests' belongings.

Sustainable Management Plan

63 Before each stage of the development starts as relevant an amended Sustainable Management Plans for all buildings (B4, B5, B6, B8 and B9) 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 Irwin Consult dated 31 October 2019, but modified to show/reflect/demonstrate:

(a) the decision plans;

(b) the changes required as per condition 1 (where relevant);

(c) a minimum 100% STORM score for each building;

(d) a minimum 4 star green star rating for each building;

(e) glazing as either clear or tinted blue with a VLT of 0.6 or higher;

(f) demonstration that all exposed north, east and west facing dwellings will achieve cooling loads no higher than 30MJ/m2/pa;

(g) daylight modelling for the **amended** western level 1 and 2 B9 dwellings, demonstrating BESS compliance to the satisfaction of the responsible authority;

(h) provision of a mechanical supply fresh air system to all single aspect dwellings to supply rates 50% above the minimum requirements in AS1668;

(i) additional ventilation is provided to single aspect dwellings to supply rates 50% above the minimum requirements in AS1668;

(j) commitment to install extraction fans in all kitchens (not re-circulating ranges);

(k) include detail on waste and recycling;

(l) detail hot water system(s) for dwellings;

(m) nominate the showerhead flowrate and WELS efficiency;

(n) include solar photovoltaic system(s) to contribute to common area electricity consumption;

(o) consider FSC accredited timber;

(p) delete ambiguous language

64 The provisions, recommendations and requirements of the endorsed Sustainable Management Plan must be implemented and complied with to the satisfaction of the responsible authority.

65 Before each stage of the development is occupied, a report from the author of the Sustainability Management Plan, approved under this permit, or similarly qualified person or company, must be submitted to the Responsible Authority. The report must be to the satisfaction of the Responsible Authority and must confirm all measures specified in the

Date: 22 January 2018

Mary Osman
Signature for the Responsible Authority

Sustainability Management Plan have been implemented in accordance with the approved plan.

Waste Management Plan

66 Before stage 2A starts, Waste Management Plans for Buildings B4 and B5 to the satisfaction of the responsible authority must be submitted to, and approved by, the responsible authority. When approved, the Waste Management Plan will be endorsed and will form part of this permit. The plan must:

(a) reflect the decision plans;

(b) be written as a standalone document;

(c) be written regardless if a private or Council collection;

(d) address both rubbish and recycling for all uses (including hard, recycling and green (food) waste);

(e) include bin room details (for all tenants, residential, commercial, retail, supermarket, etc). The bin room(s) must be of an appropriate size for their intended use;

(f) confirm a minimum number of collections for all users, however, more than weekly collection may be considered with appropriate justification; and

(g) include information to tenants, owners corporation, property manager (information pack details);

67 The provisions, recommendations and requirements of the Waste Management Plans for Building B6, B8 and B9 prepared by Irwin Consultants dated 30 October 2019 be endorsed and must be implemented and complied with to the satisfaction of the responsible authority.

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

Landscaping

69 Before each stage of the development is occupied, as relevant, or such later date as is approved by the responsible authority, the landscaping works shown on the endorsed plans must be carried out and completed to the satisfaction of the responsible authority, unless security to the satisfaction of the responsible authority is provided for its completion.

70 The landscaping shown on the endorsed plans must be maintained by:

(a) implementing and complying with the provisions, recommendations and requirements of the endorsed Landscape Plan;

(b) not using the areas set aside on the endorsed Landscape Plan for landscaping for any other purpose; and

(c) replacing any dead, diseased, dying or damaged plants;

all to the satisfaction of the responsible authority.

Car parking

71 Before the development starts, a Car Park Management Plan prepared to the satisfaction of the responsible authority must be submitted to, and approved by, the responsible authority.

Date: 22 January 2018

Mary Osman
Signature for the Responsible Authority

Planning and Environment Regulations 2015 No. 33/2015 Form 4 Sections 63, 64, 64A and 86

When approved, the Car Park Management Plan will be endorsed and will then form part of this permit. The Car Park Management Plan must address, but not be limited to, the following:

(a) the development schedule to accurately reflect all uses and floor areas

(b) the provision of a maximum of 245 car spaces;

(c) the allocation of car parking spaces as follows:

i 139 residential spaces;

ii 1 café space;

iii 14 restaurant spaces;

iv 5 function centre spaces;

v 2 art gallery spaces;

vi 1 shop space;

vii 50 office spaces;

viii 10 hotel spaces;

ix 5 car share spaces

The allocation of car spaces can be varies with the written consent of the Responsible Authority.

(d) management details for residential loading/unloading when moving;

(e) the management of visitor car parking spaces and security arrangements for occupants of the development, including details on how residential visitors are to access car parking;

(f) details of way-finding, cleaning and security of end of trip bicycle facilities;

(g) any policing arrangements and formal agreements;

(h) a schedule of all proposed signage including directional arrows and signage, informative signs indicating location of disabled bays and bicycle parking, exits, restrictions, pay parking system etc;

(i) the collection of waste and garbage including the separate collection of organic waste and recyclables, which must be in accordance with the endorsed Waste Management Plan (refer to Condition No. 57 of this permit);

(j) how the residential hotel drop off and pick up will be managed;

(k) details regarding the management of loading and unloading of goods and materials for the commercial uses.

(l) at least five car share spaces to be provided on site.

72 The provisions, recommendations and requirements of the endorsed Car Park Management Plan must be implemented and complied with to the satisfaction of the responsible authority.

Date: 22 January 2018

Mary Osman
Signature for the Responsible Authority

73 Before each stage of the development is occupied, as relevant, 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.

Traffic, roads and footpaths

74 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.

75 Before the development starts, the permit holder must pay a bank guarantee to the value of $50,000 to the City of Yarra for traffic, car parking, road improvements and associated studies in the Cremorne area.

The bank guarantee may be drawn down by Council and used for the proposed works and study by the responsible authority for traffic/road/car parking improvements in the Cremorne area, in consultation with the permit holder. The bank guarantee will be returned to the permit holder if the traffic/road/car parking improvements are not commenced by the relevant authorities before the final Stage of the development is occupied.

Green Travel Plan

76 Before each stage of the development is occupied, as relevant, a Green Travel Plan to the satisfaction of the responsible authority must be submitted to, and approved by, the responsible authority. When approved, the Green Travel plan will be endorsed and will form part of this permit. The Green Travel Plan must include, but not be limited to, the following:

(a) a description of the location in the context of alternative modes of transport;

(b) the provision of real time passenger information displays for nearby stops within each residential lobby;

(c) employee / resident welcome packs (e.g. provision of Myki);

(d) a designated 'manager' or 'champion' responsible for co-ordination and implementation;

(e) details of bicycle parking and bicycle routes;

(f) details of Green Travel Plan funding and management responsibilities; and

(g) include provisions to be updated not less than every five years.

77 The provisions, recommendations and requirements of the endorsed Green Travel Plan must be implemented and complied with to the satisfaction of the responsible authority.

Date: 22 January 2018

Mary Osman
Signature for the Responsible Authority

Planning and Environment Regulations 2015 No. 33/2015 Form 4 Sections 63, 64, 64A and 86

Construction

78 Before each stage of the development starts, a Construction Management Plan to the satisfaction of the responsible authority must be submitted to, and approved by, the responsible authority. When approved, the Construction Management Plan will be endorsed and will form part of this permit. The Construction Management 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) a lighting plan which must include:

i details if any existing public lighting assets require temporary disconnection, alternative lighting must be provided to maintain adequate lighting levels. A temporary lighting scheme can only be approved by Council and relevant power authority;

ii confirmation that existing public lighting would only be disconnected once temporary alternative lighting scheme becomes operational;

iii confirmation that the temporary lighting scheme will remain operational until a permanent lighting scheme is reinstated.

(i) 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;

(j) the construction program;

Date: 22 January 2018

Mary Osman
Signature for the Responsible Authority

Planning and Environment Regulations 2015 No. 33/2015 Form 4 Sections 63, 64, 64A and 86

(k) preferred arrangements for trucks delivering to the land, including delivery and unloading points and expected duration and frequency;

(l) parking facilities for construction workers;

(m) measures to ensure that all work on the land will be carried out in accordance with the Construction Management Plan;

(n) an outline of requests to occupy public footpaths or roads, or anticipated disruptions to local services;

(o) 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;

(p) 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;

(q) a Noise and Vibration Management Plan showing methods to minimise noise and vibration impacts on nearby properties and to demonstrate compliance with Noise Control Guideline 12 for Construction (Publication 1254) as issued by the Environment Protection Authority in October 2008. The Noise and Vibration Management Plan must be prepared to the satisfaction of the responsible authority.

In preparing the Noise and Vibration Management Plan, consideration must be given to:

i using lower noise work practice and equipment;

ii the suitability of the land for the use of an electric crane;

iii silencing all mechanical plant by the best practical means using current technology;

iv fitting pneumatic tools with an effective silencer; and

v other relevant considerations.

79 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.

Date: 22 January 2018

Mary Osman
Signature for the Responsible Authority

80 Before each stage of the development 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.

81 Before each stage of the development is occupied, or by such later date as approved in writing by the responsible authority, any new vehicle crossings 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.

82 No parking restriction signs must be removed, adjusted, changed or relocated without approval or authorisation from the responsible authority.

83 Except with the prior written consent of the responsible authority, demolition or construction works must not be carried out:

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

(b) before 9 am or after 3 pm, Saturdays and public holidays (other than ANZAC Day, Christmas Day and Good Friday); or

(c) at any time on Sundays, ANZAC Day, Christmas Day and Good Friday.

Public lighting plan

84 Before each stage of the development starts, as relevant, a Public Lighting Plan must be submitted to and approved by the responsible authority. When approved, the Public Lighting Plan will be endorsed and will form part of this permit. The Public Lighting Plan must:

(a) confirm that all primary pedestrian access to a residential/ multi-purpose development will be lit by public lighting installations at least to lighting level P4 as specified in the Australian Standard AS 1125.3.1:2005 Lighting for roads and public spaces - Pedestrian area (Category P) lighting - Performance and design requirements;

(b) confirm that any new poles and luminaires required for the development will be sourced from CitiPower/Jemena standard energy efficient luminaires list and comply with relevant CitiPower/Jemena technical requirements;

(c) confirm that light spillage into the windows of any existing and proposed residences will be avoided or minimised and must comply with the requirements of Australian Standard AS 4282 – 1997 Control of the obtrusive effects of outdoor lighting;

(d) confirm that the locations of any new light poles will not obstruct vehicular access into private property;

(e) include a commitment that the permit holder will ensure (by contacting relevant power authority) that the existing or proposed power supply conforms to "No Go Zone" requirements from the relevant power authority;

Date: 22 January 2018

Mary Osman
Signature for the Responsible Authority

Planning and Environment Regulations 2015 No. 33/2015 Form 4 Sections 63, 64, 64A and 86

(f) confirm that the supply and installation of any additional or upgraded lighting, electrical hardware and poles will be funded by the permit holder.

85 The provisions, recommendations and requirements of the endorsed Public Lighting Plan must be implemented and complied with to the satisfaction of the responsible authority.

VicRoads Conditions

86 VicRoads prohibits the construction of building/s or the carrying out of works within the Road Zone Category 1 (i.e. Punt Road and Harcourt Parade).

87 VicRoads prohibits vehicular, pedestrian or cycling access to the site along Harcourt Parade.

88 The luminance of the advertising sign/s (including The Victoria Bitter and Nylex signs) must be such it does not give a veiling of luminance to the driver, of greater than 0.25cdm2, throughout the driver's approach to the advertising sign/s.

89 Before the development starts, a truck wheel wash must be installed at the property boundary to enable all mud and other tyre borne debris from vehicles to be removed prior to exiting land.

90 The truck wheel wash must be maintained in good order during the construction phase of the development and may be removed at the end of the construction phase of the development with the prior approval of the Council.

CityLink Conditions

91 There should be no interruption to traffic flow on CityLink assets.

92 CityLink assets should not be exposed to any waste generated from the project.

93 New buildings should not cause any adverse impacts on the users of CityLink (e.g. reflective glare from the buildings).

PTV Conditions

94 Before the development starts, or at any other time agreed to in writing with Public Transport Victoria, amended plans to the satisfaction of Public Transport Victoria must be submitted to, and approved by, the responsible authority. When approved, the plans will be endorsed and will then form part of the permit.

The plans must be drawn to scale with dimensions and three copies must be provided. The plans must be generally in accordance with the plans submitted with the application but modified to show:

(a) The design details and the location of the bike share station;

(b) Consideration must be given to the integration between the bike share station and public access, and connection to exiting shared paths within the vicinity of the site.

95 The bike share station is to be design and constructed to the satisfaction of Public Transport Victoria and the responsible authority and at no cost to Public Transport Victoria before the development is occupied.

Date: 22 January 2018

Mary Osman
Signature for the Responsible Authority

Planning and Environment Regulations 2015 No. 33/2015 Form 4 Sections 63, 64, 64A and 86

Melbourne Water Conditions

96 The ground floor areas of the new buildings must be constructed with finished floor levels set no lower than 4.37 metres to Australian Height Datum, which is 600mm above the applicable flood level.

97 All lifts and stairwells, windows, openings, vents or other entry and exit points that could allow entry of floodwaters to the basement must be set no lower than 4.37 metres to Australian Height Datum, which is 600mm above the applicable flood level.

98 The entry / exit driveway of the basement car park at the north west corner of the site must incorporate a flood proof apex set no lower than 4.37 metres to Australian Height Datum, which is 600mm above the applicable flood level.

99 Flood resistant materials must be used for the construction of floor levels and walls (including any glass/glazing window panels) below the applicable flood level.

100 Signage and flood gauge boards must be provided at the basement car park entrance at the north western end of Gough Street to provide warning for flood depths during extreme flood events, to the satisfaction of Melbourne Water.

101 Prior to the commencement of works, a separate application direct to Melbourne Water must be made for any new or modified storm water connection to Melbourne Water's drains or watercourses. Prior to accepting an application, evidence must be provided demonstrating that Council considers that it is not feasible to connect to the local drainage system.

102 Pollution and sediment laden runoff shall not be discharged directly or indirectly into Melbourne Water's drains or waterways.

103 Prior to the issue of an Occupancy Permit, a certified survey plan showing finished floor levels (as constructed) reduced to the Australian Height Datum must be submitted to Melbourne Water. The Plan must demonstrate that the floor levels have been constructed in accordance with Melbourne Water's requirements.

Expiry

104 This permit will expire if one of the following circumstances applies:

(a) the development is not started within three years of the issued date of this permit;

(b) the development is not completed within six years of the issued date of this permit;

(c) the uses are not commenced within nine years from the date of this permit.

In accordance with Section 69 of the *Planning and Environment Act 1987*, an application may be submitted to the responsible authority for an extension of the periods referred to in this condition.

NOTES:
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.

A building permit may be required before development is commenced. Please contact Council's Building Services on 9205 5585 to confirm.

Date: 22 January 2018

Mary Osman
Signature for the Responsible Authority

Planning and Environment Regulations 2015 No. 33/2015 Form 4 Sections 63, 64, 64A and 86

A local law permit (e.g. Asset Protection Permit, Road Occupation Permit) may be required before development is commenced. Please contact Council's Construction Management Branch on Ph. 9205 5585 to confirm.

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

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

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

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

This application was not assessed against Clause 43.01 of the Yarra Planning Scheme (Heritage Overlay) as heritage matters are considered by Heritage Victoria.

THIS PERMIT WAS ISSUED AT THE DIRECTION OF VCAT AS FOLLOWS:

Date of Order	
22 January 2018	Planning Permit PLN15/1176 was issued in accordance with the order of the Victorian Civil and Administrative Tribunal, reference: P1604/2016.

THIS PERMIT WAS CORRECTED AT THE DIRECTION OF VCAT AS FOLLOWS:

Date of Order	
4 April 2018	Planning Permit PLN15/1176 was corrected in accordance with the order of the Victorian Civil and Administrative Tribunal, reference: P1604/2016.

THIS PERMIT HAS BEEN AMENDED AS FOLLOWS:

Date of Amendment	Brief Description
05 May 2020	Amendment under section 72 of the *Planning and Environment Act 1987* to permit preamble, conditions and plans to reconfigure building uses, internal reconfiguration of buildings, changes to car parking provision and allocation and built form changes.

Date: 22 January 2018

Mary Osman
Signature for the Responsible Authority

Planning and Environment Regulations 2015 No. 33/2015 Form 4 Sections 63, 64, 64A and 86

Attachment 2 - PLN15/1176 - 2 Gough Street Cremorne - Planning Permit (Amended)

PLANNING PERMIT

IMPORTANT INFORMATION ABOUT THIS PERMIT

WHAT HAS BEEN DECIDED?

The Responsible Authority has issued a permit.

(Note: This is not a permit granted under Division 5 or 6 of Part 4 of the **Planning and Environment Act 1987**.)

WHEN DOES A PERMIT BEGIN?

A permit operates:

- from the date specified in the permit; or
- if no date is specified, from—
  - (i) the date of the decision of the Victorian Civil and Administrative Tribunal, if the permit was issued at the direction of the Tribunal; or
  - (ii) the date on which it was issued, in any other case.

WHEN DOES A PERMIT EXPIRE?

1. A permit for the development of land expires if—
   - the development or any stage of it does not start within the time specified in the permit; or
   - the development requires the certification of a plan of subdivision or consolidation under the Subdivision Act 1988 and the plan is not certified within two years of the issue of the permit, unless the permit contains a different provision; or
   - the development or any stage is not completed within the time specified in the permit, or, if no time is specified, within two years after the issue of the permit or in the case of a subdivision or consolidation within 5 years of the certification of the plan of subdivision or consolidation under the **Subdivision Act 1988**.
2. A permit for the use of land expires if—
   - the use does not start within the time specified in the permit, or if no time is specified, within two years after the issue of the permit; or
   - the use is discontinued for a period of two years.
3. A permit for the development and use of land expires if—
   - the development or any stage of it does not start within the time specified in the permit; or
   - the development or any stage of it is not completed within the time specified in the permit, or, if no time is specified, within two years after the issue of the permit; or
   - the use does not start within the time specified in the permit, or, if no time is specified, within two years after the completion of the development; or
   - the use is discontinued for a period of two years.
4. If a permit for the use of land or the development and use of land or relating to any of the circumstances mentioned in section 6A(2) of the **Planning and Environment Act 1987**, or to any combination of use, development or any of those circumstances requires the certification of a plan under the **Subdivision Act 1988**, unless the permit contains a different provision—
   - the use or development of any stage is to be taken to have started when the plan is certified; and
   - the permit expires if the plan is not certified within two years of the issue of the permit.
5. The expiry of a permit does not affect the validity of anything done under that permit before the expiry.

WHAT ABOUT REVIEWS?

- The person who applied for the permit may apply for a review of any condition in the permit unless it was granted at the direction of the Victorian Civil and Administrative Tribunal, in which case no right of review exists.
- An application for review must be lodged within 60 days after the permit was issued, unless a notice of decision to grant a permit has been issued previously, in which case the application for review must be lodged within 60 days after the giving of that notice.
- An application for review is lodged with the Victorian Civil and Administrative Tribunal.
- An application for review must be made on relevant form which can be obtained from the Victorian Civil and Administrative Tribunal, and be accompanied by the applicable fee.
- An application for review must state the grounds upon which it is based.
- A copy of an application for review must be served on the responsible authority.
- Details about applications for review and the fees payable can be obtained from the Victorian Civil and Administrative Tribunal.

Planning and Environment Regulations 2015 No. 33/2015 Form 4 Sections 63, 64, 64A and 86

Attachment 3 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2A - Part 1

RICHMOND MALT - STAGE 2A ENDORSEMENT

2 GOUGH ST, CREMORNE 3121

CAYDON

2A TOWN PLANNING ENDORSEMENT SET - SECTION 57A AMENDED PLANS

SET ISSUE: 6

DRAWING REGISTER

DRAWING TITLE	DWG NO.	SET	DWG REV.
Site Plan (Existing)	TP-001	2	B
Demolition Plan	TP-002	2	B
Site Plan (Proposed)	TP-003	2	B
Project Area Summary - Stage 2A	TP-010	6	D
Site Staging Plan	TP-011	3	C
Basement Level 4	TP-096	6	D
Basement Level 3	TP-097	6	D
Basement Level 2	TP-098	6	D
Basement Level 1	TP-099	2	C
Overall Ground Floor Plan	TP-100	6	F
Overall Level 1	TP-101	2	C
Overall Level 2	TP-102	2	C
Overall Level 3	TP-103	2	C
Overall Level 4	TP-104	2	C
Overall Level 5	TP-105	2	C
Overall Level 6	TP-106	2	C
Overall Level 7	TP-107	2	C
Overall Level 8	TP-108	2	C
Overall Level 9	TP-109	2	C
Overall Level 10	TP-110	2	C
Overall Level 11	TP-111	2	C
Overall Level 12	TP-112	2	C
Overall Level 13	TP-113	2	C
Overall Level 14	TP-114	2	C
B6 Ground Floor Plan	TP-130	6	E
B6 Level 1	TP-131	2	B
B6 Level 2	TP-132	2	B
B6 Level 3	TP-133	5	C
B6 Level 4	TP-134	5	C
B6 Level 5	TP-135	5	C
B6 Level 6	TP-136	5	C
B6 Level 7	TP-137	5	C
B6 Level 8	TP-138	5	C
B6 Level 9	TP-139	5	C
B6 Level 10	TP-140	5	C
B6 Level 11	TP-141	5	C
B6 Level 12	TP-142	5	C
B6 Level 13	TP-143	2	B
B6 Roof Plan	TP-144	2	B
B8 Ground Floor Plan	TP-150	6	E
B8 Level 1	TP-151	5	C
B8 Level 2	TP-152	5	C
B8 Level 3	TP-152D	5	B
B8 Level 4	TP-152C	5	B
B8 Level 5	TP-152B	5	B
B8 Level 6	TP-152A	5	B
B8 Level 7	TP-153	5	C
B8 Level 8	TP-154	5	C
B8 Roof Plan	TP-155	5	C
B9 Basement Level 4	TP-166	6	E
B9 Basement Level 3	TP-167	6	E
B9 Basement Level 2	TP-168	6	E
B9 Basement Level 1	TP-169	2	C
B9 Ground Floor Plan	TP-170	6	H
Overall North Elevation	TP-201	6	E
Overall East Elevation	TP-202	5	C
Overall South Elevation	TP-203	5	C
Overall West Elevation	TP-204	5	C
B6 Elevations	TP-231	5	C
B8 Elevations	TP-251	5	C
Overall Section AA	TP-301	6	E
Overall Section BB	TP-302	2	C
Overall Section CC and DD	TP-303	5	C
Shadow Studies 9am	TP-400	2	B
Shadow Studies 10am	TP-401	2	B
Shadow Studies 11am	TP-402	2	B
Shadow Studies 12pm	TP-403	2	B
Shadow Studies 1pm	TP-404	2	B
Shadow Studies 2pm	TP-405	2	B
Shadow Studies 3pm	TP-406	2	B
B6 Materials and Finishes	TP-500	2	B
B8 Materials and Finishes	TP-501	2	B
B9 Loading Bay Entrance Details	TP-601	6	E
B9 Vehicular Entrance Details	TP-602	6	E
Additional Ramp Details	TP-603	6	C
Fire Booster Details	TP-650	2	B
Specification: Horizontal Bicycle Parking	TP-701	6	B
Specification: Storage Cage & Over Bonnet Storage Details	TP-720	2	A
Bicycle Signage: Sign Locations & Wayfinding	TP-750	6	C
Bicycle Signage: Elevations	TP-751	2	A
End of Trip Facilities Lockers Details	TP-752	6	B

TP000-M-A(1)

TP000-M-A(1)

TP000-M-A(1)

TP000-M-A(1)

TP000-M-A(1)

TP000-M-A(1)

TP000-M-A(1)

TP000-M-A(1)

TP000-M-A(1)

TP000-M-A(1)

DWG REV	DESCRIPTION	DATE
A	Town Planning Submission - Stage 2A Endorsement	04/04/2020
B	2A TOWN PLANNING AMENDED #1	15/07/2020
C	TOWN PLANNING AMENDED #2	13/08/2020
D	Section 57A Amended Plans	08/09/2021

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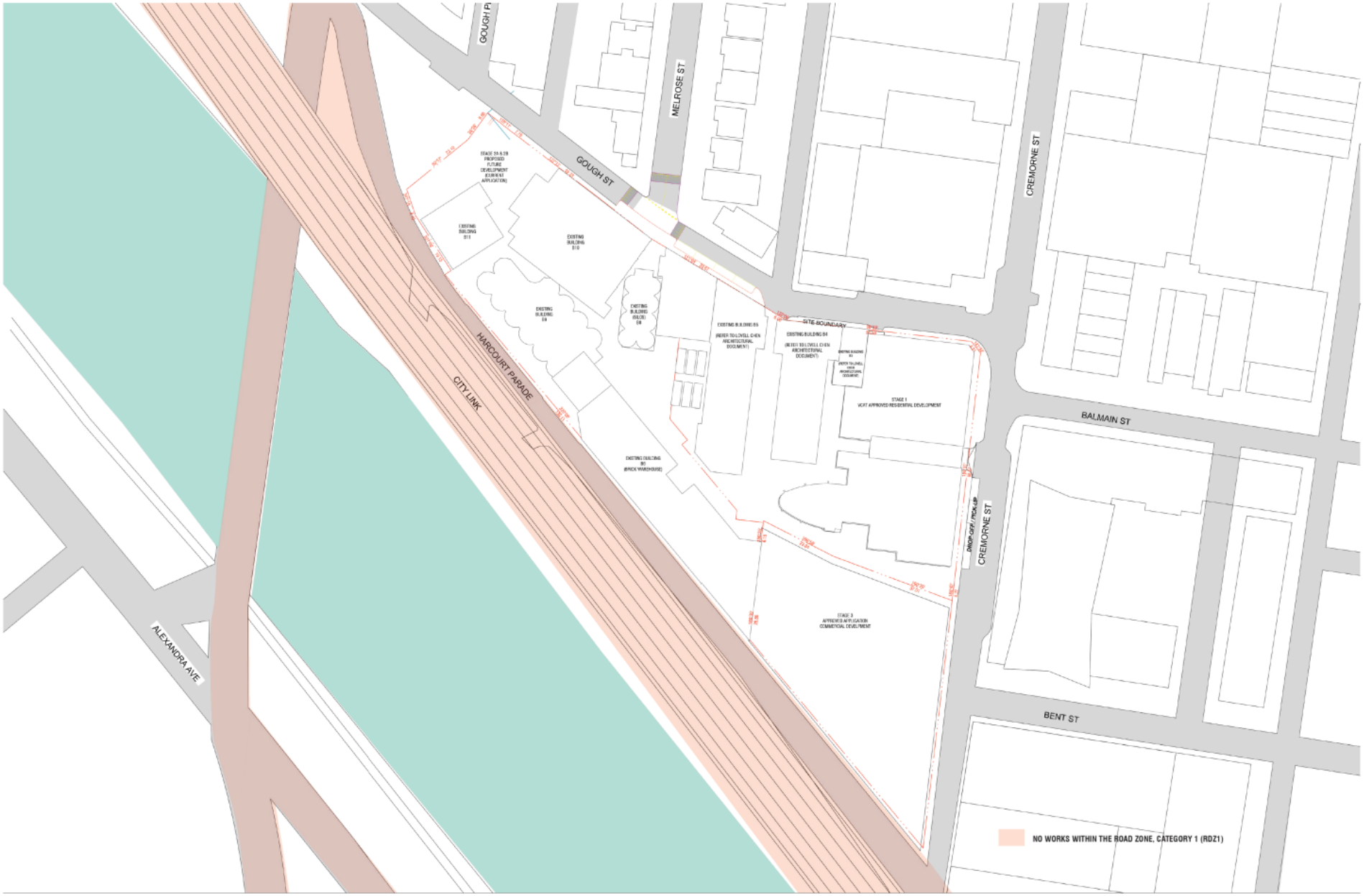
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PROJECT NO.	PROJECT					
256	2 GOUGH ST, CREMORNE 3121 (STAGE 2A)					
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GDS	SSJ/JQ/IC	09/09/2020	6	TP-000	COVER PAGE	-

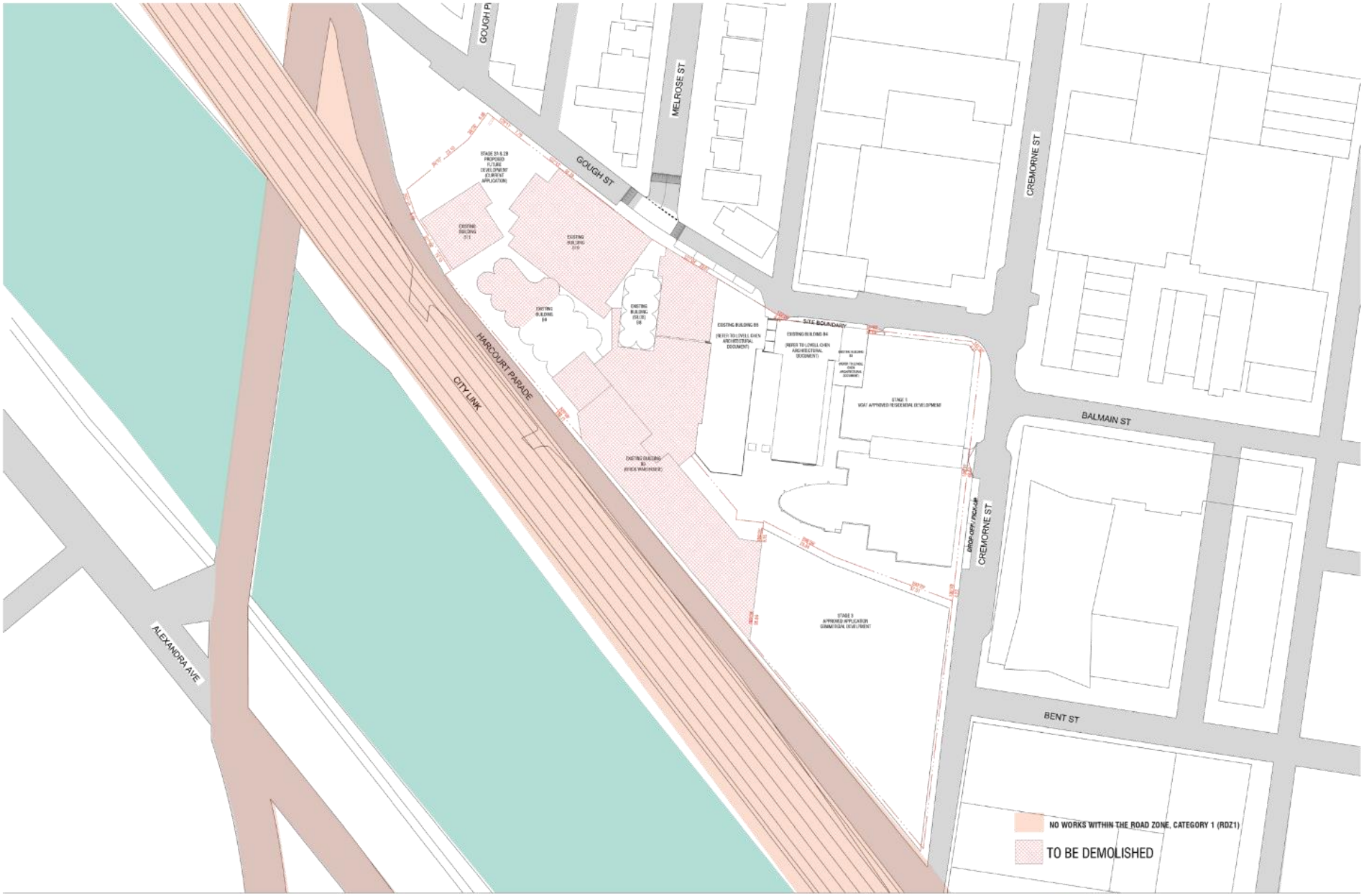
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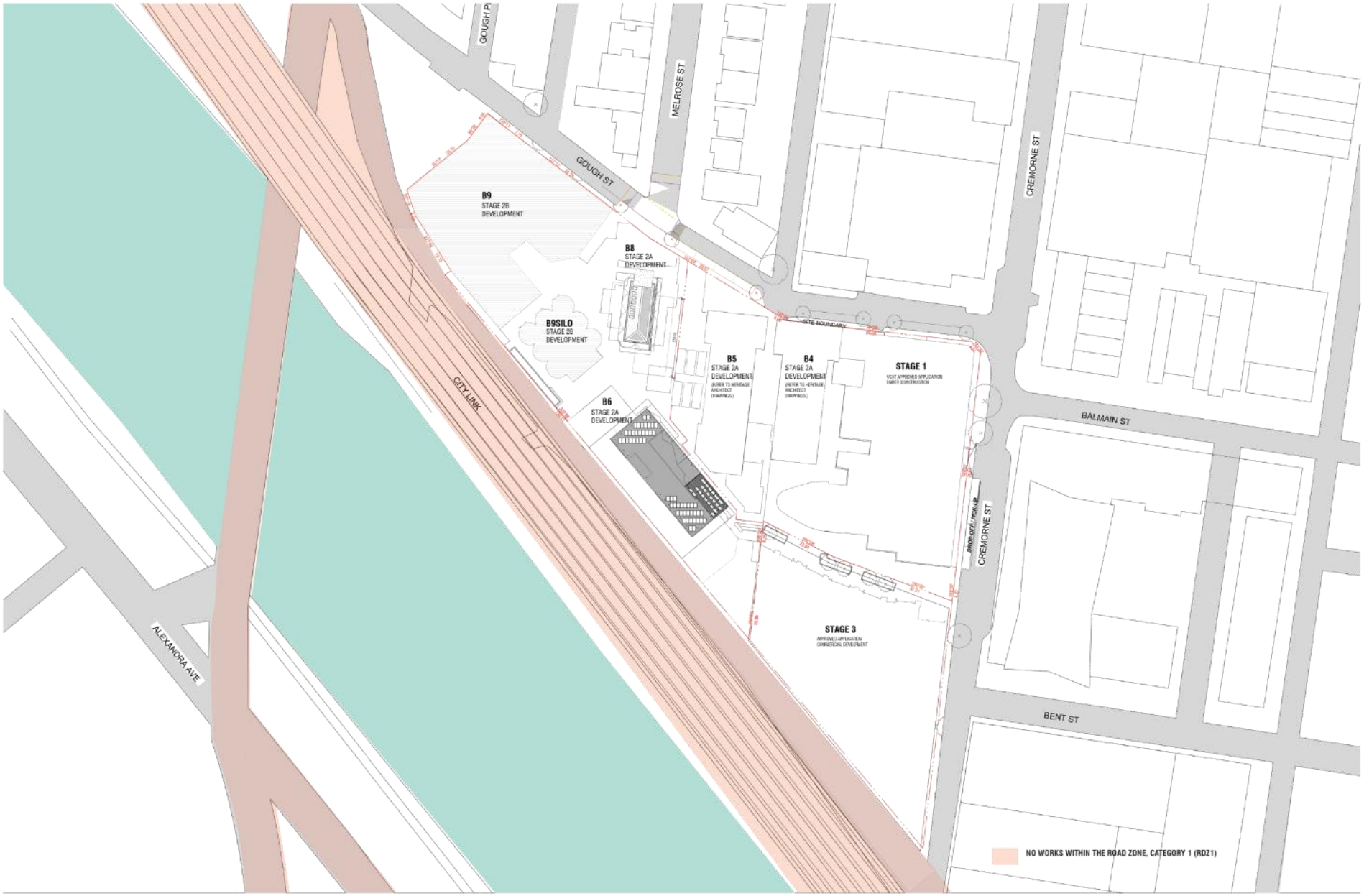
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Attachment 3 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2A - Part 1



Attachment 3 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2A - Part 1



Attachment 3 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2A - Part 1

CREMORNE STAGE 2A - DEVELOPMENT SUMMARY

B6 OFFICE DEVELOPMENT SUMMARY PROPOSED SCHEME

	NLA(m²)				OTHER AREAS(m²)									
LEVEL	COMMERCIAL(CO-WORK/OFFICE)	HOTEL UNIT AREA	FOOD & BEVERAGE(RESTAURANTS + KITCHEN)	TOTAL NLA	OFFICE LOBBY	STORAGE(incl. KITCHEN STORAGE)	EVENT SPACE	GYM(incl. TOILETS)	WASTE ROOM	BOH (BACK OF HOUSE) & EMPLOYEE FACILITIES	OTHER SERVICES, PLANT ROOM & CORE	TERRACE &BALCONY	COMMUNAL AREA(LIFT & CORRIDOR)	GFA(m²)
GROUND	201		342+62(BOH)=404	616	11	3			75	148	68		251	1461.95
L01				0		139	135	66+7(TOILET)		334	68		22	819
L02	473			473		3					68			585.4
L03		619		619		5				3	60		108	883.8
L04		619		619		5				3	60		108	883.8
L05		619		619		5				3	60		108	883.8
L06		619		619		5				3	60		108	883.8
L07		619		619		5				3	60		108	883.8
L08		619		619		5				3	60		108	883.8
L09		619		619		5				3	60		108	883.8
L10		619		619		5				3	60		108	883.8
L11		509		509		8				3	62	173	82	731.3
L12			309+38(BOH)=347	347		22				40	62	177	6	545.5
L13		79		79		3				10	253		18	348
ROOF				0										
TOTAL	674	5540	751	6976	11	218	135	73	75	559	1061	350	1243	11561.55

B8 OFFICE DEVELOPMENT SUMMARY PROPOSED SCHEME

	NLA(m²)				OTHER AREAS(m²)				
LEVEL	COMMERCIAL(OFFICE)	RETAIL	FOOD & BEVERAGE	TOTAL NLA	OFFICE LOBBY	STORAGE(incl. KITCHEN STORAGE)	EMPLOYEE FACILITIES(incl. TOILETS)	OTHER SERVICES, PLANT ROOM & CORE	GFA(m²)
GROUND				0	103	3		57	416
L01				0					0
L02	316			316			13	56	412
L03	316			316			13	56	412
L04	316			316			13	56	412
L05	316			316			13	56	412
L06	316			316			13	56	412
L07	121			121			13	56	212
L08				0				146	151
ROOF				0					
TOTAL	1701	0	0	1701	103	3	78	539	2839

B9 OFFICE DEVELOPMENT SUMMARY PROPOSED SCHEME

B9 DEVELOPMENT SUMMARY PROPOSED SCHEME

Levels	Lift Lobby & Core Area (m²)	SERVICES Area (m²)	TOILET Area (m²)	Net Leasable Area (m²)	External Area (m²)	Restaurant Net Leasable Area (m²)	RETAIL Net Leasable Area (m²)	RETAIL External Area (m²)	GFA (m²) Level Total	EFFICIENCY
Basement 04									2346.00	
Basement 03									2346.00	
Basement 02									2346.00	
Basement 01									2346.00	
Ground Floor									0.00	

CARPARKING PROVISION

PROJECT

Car Park Provided

	Car space (including Tandem)
Basement 1	48
Basement 2	57
Basement 3	58
Basement 4	65
TOTAL	228

Bicycles

	no.
Ground Floor	109
Ground Floor External	100
Basement 1	0
Basement 2	93
Basement 3	0
Basement 4	0
TOTAL	302

Motorbikes

	no.
Basement 1	0
Basement 2	0
Basement 3	0
Basement 4	0
Lower Basement 4	2
TOTAL	2

Storage Cages

	no.
Basement 1	9
Basement 2	17
Basement 3	48
Basement 4	54
TOTAL	128

Bicycles

	no.
Basement 1	33
Basement 2	39
Basement 3	39
Basement 4	49
TOTAL	160

Bicycles - Courier

	no.
Ground Floor External	4

Motorbikes - Courier

	no.
Ground Floor External	1

TP010-M-B(1)

TP010-M-C(1)

TP010-M-C(1)

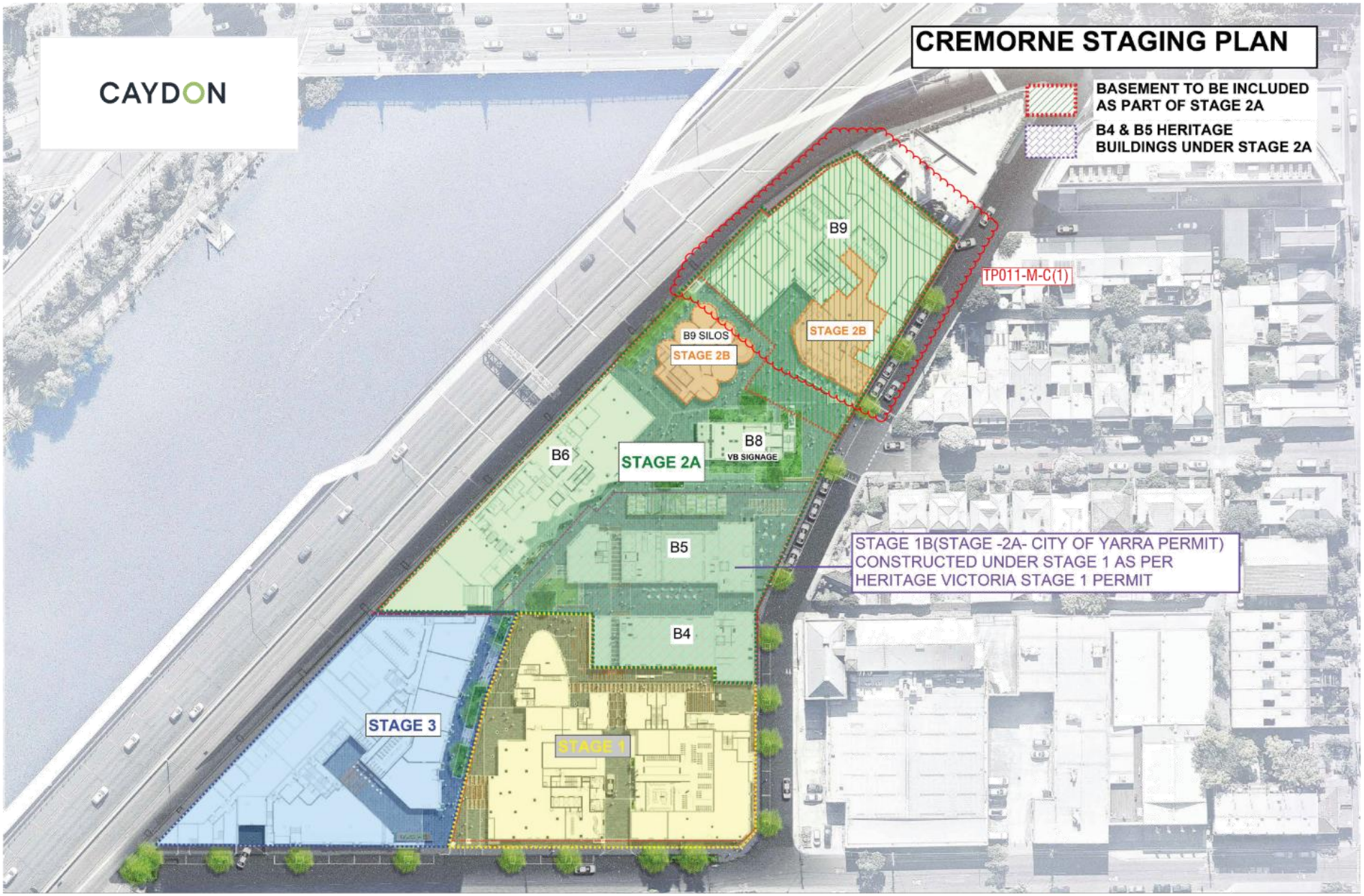
TP010-M-C(1)

B9 - GROUND FLOOR AREA CALCULATION

DESCRIPTION	AREA (m²)
Stage 2A SERVICES AREA	
WASTE COLLECTION ROOM	192
SUBSTATION	119
SWITCH ROOM	62
GAS METER	20
WATER METER	24
END OF TRIP FACILITIES	100
BIKE STORAGE ROOM	110
FIRE CONTROL ROOM	16
LOADING AREA	214
RAMP TO BASEMENTS	204
CORE/SERVICES	190
TOTAL STAGE 2A GENERAL SERVICES AREA(m²):	1251

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Attachment 3 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2A - Part 1



REV NO	DESCRIPTION	DATE
A	Town Planning Submission	17/12/2020
B	Town Planning Submission - Stage 2A Endorsement	09/04/2021
C	Section 57A Amended Plans - Minor Internal Changes	30/08/2021
D	Section 57A Amended Plans	09/03/2021

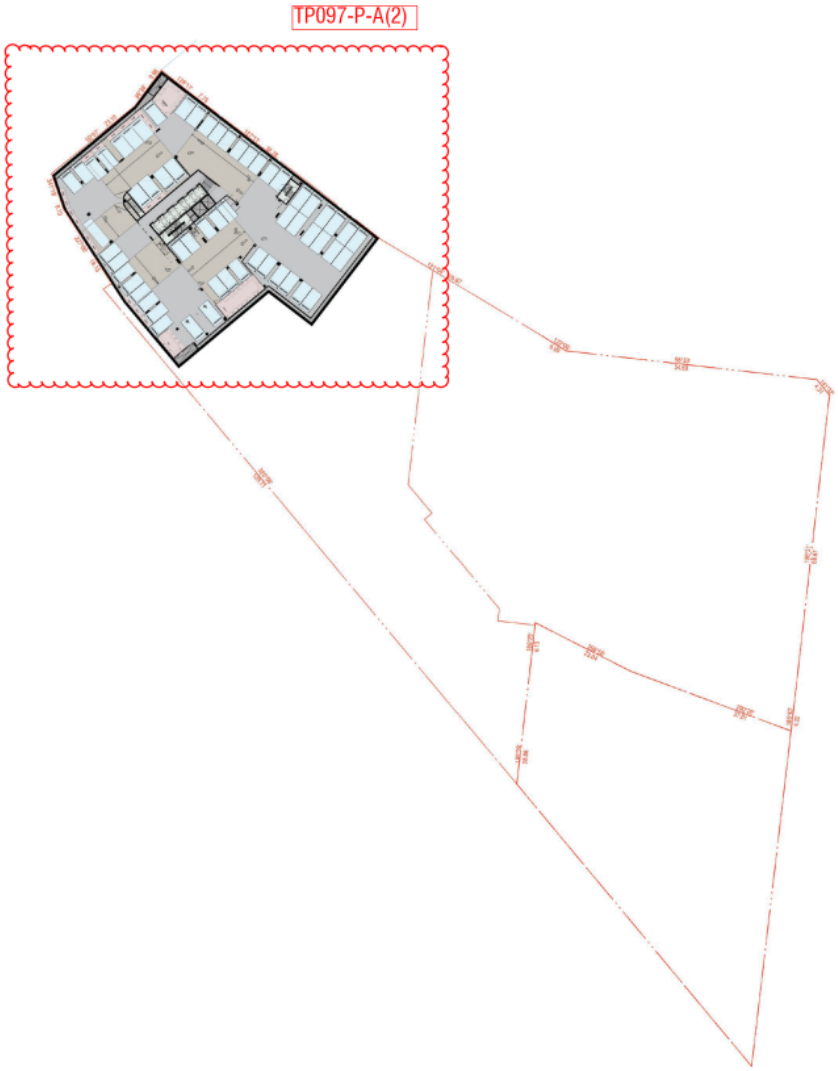
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DRAWING NUMBER TP-096
DRAWING TITLE BASEMENT LEVEL 4
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Attachment 3 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2A - Part 1



REV	DESCRIPTION	DATE
A	Town Planning Submission	17/12/2015
B	Town Planning Submission - Stage 2A Enlargement	29/04/2020
C	Planning Amendment	15/07/2020
D	Section 57A Amended Plans	06/08/2021

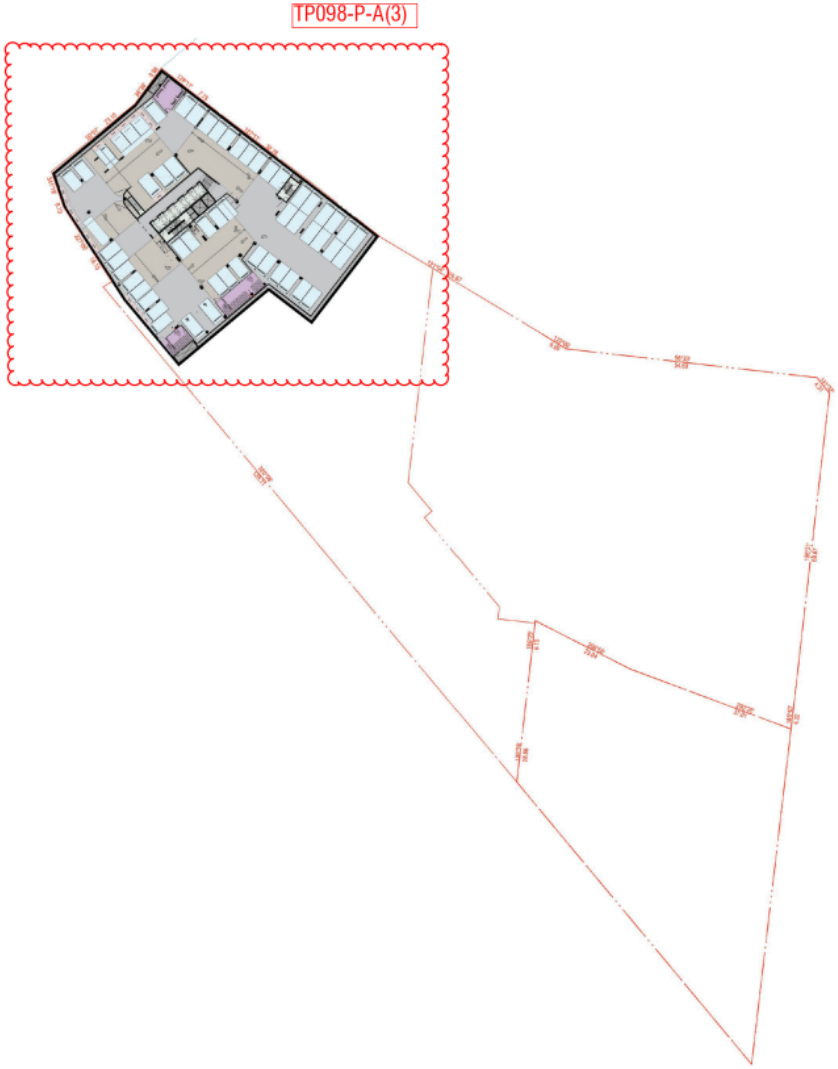
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DRAWING NUMBER: TP-097
DRAWING TITLE: BASEMENT LEVEL 3
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Attachment 3 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2A - Part 1



REV	DESCRIPTION	DATE
A	Town Planning Submission	17/11/2015
B	Town Planning Submission - Stage 2A Enlargement	24/11/2015
C	Planning Amendment	15/12/2015
D	Section 57A Amended Plans	08/03/2016

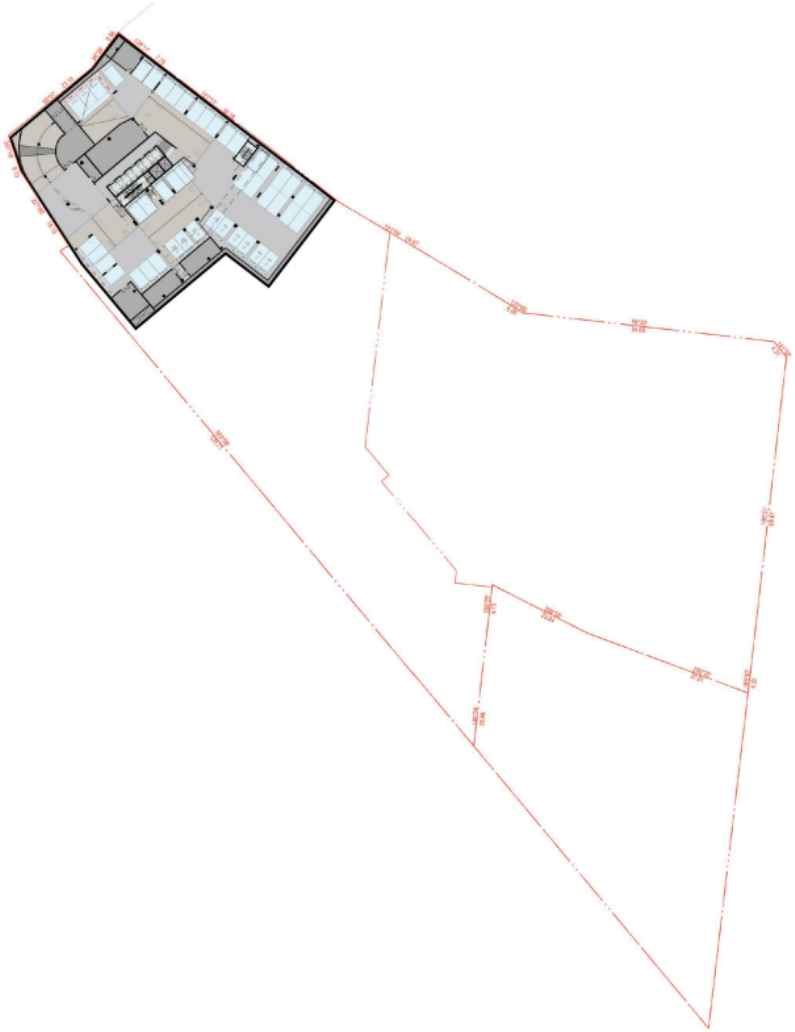
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DRAWING NUMBER TP-098
DRAWING TITLE BASEMENT LEVEL 2
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Attachment 3 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2A - Part 1



REV	DESCRIPTION	DATE
A	Town Planning Submission	17/11/2015
B	RESPONSE TO REQUEST FOR FURTHER INFORMATION	08/11/2016
C	Amended per Council letter dated 24/11/2016	06/12/2016

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DRAWING NUMBER: TP-099

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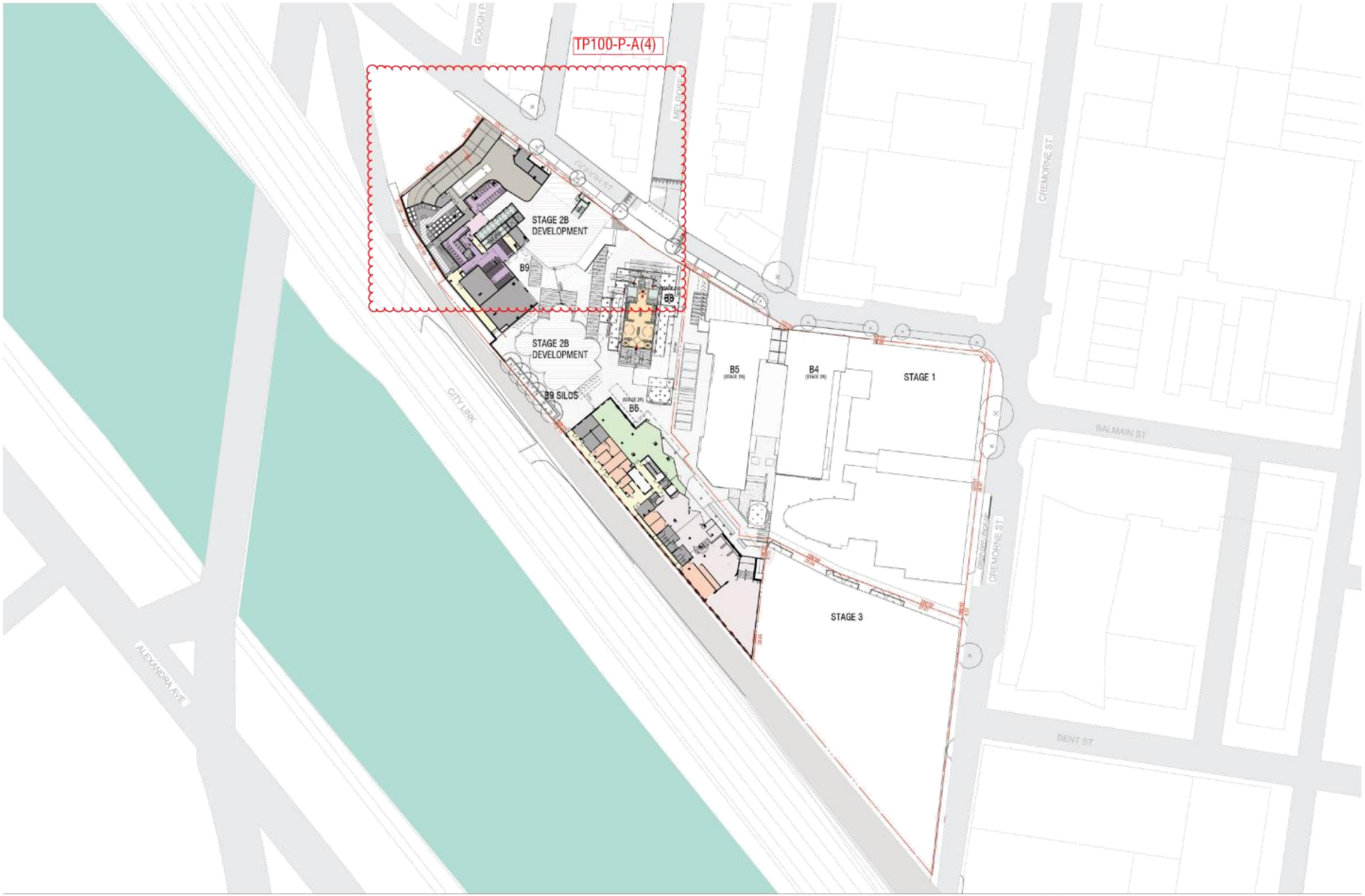
ISSUE DATE: 29/09/2016

ISSUE REVISION: C

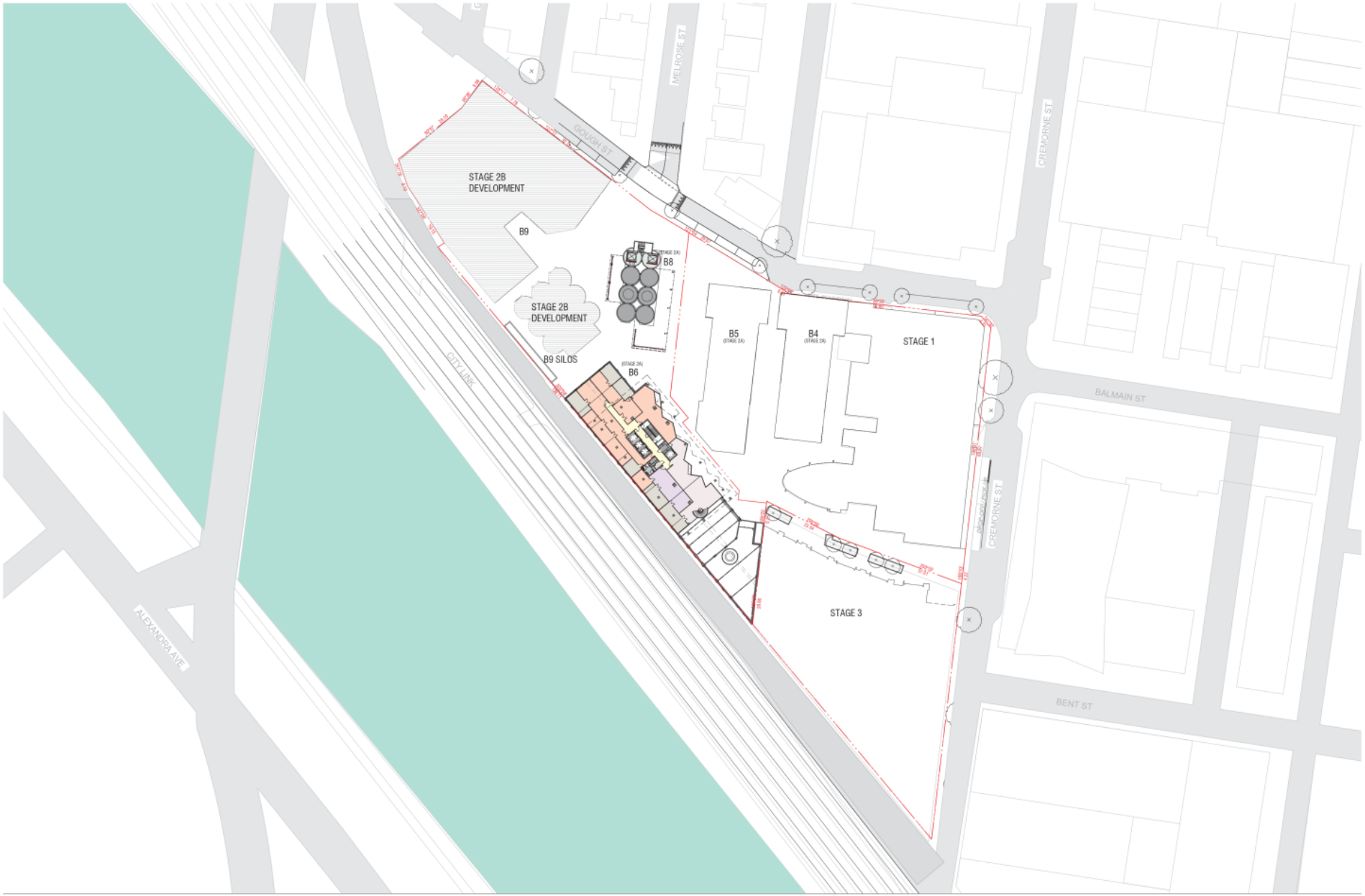
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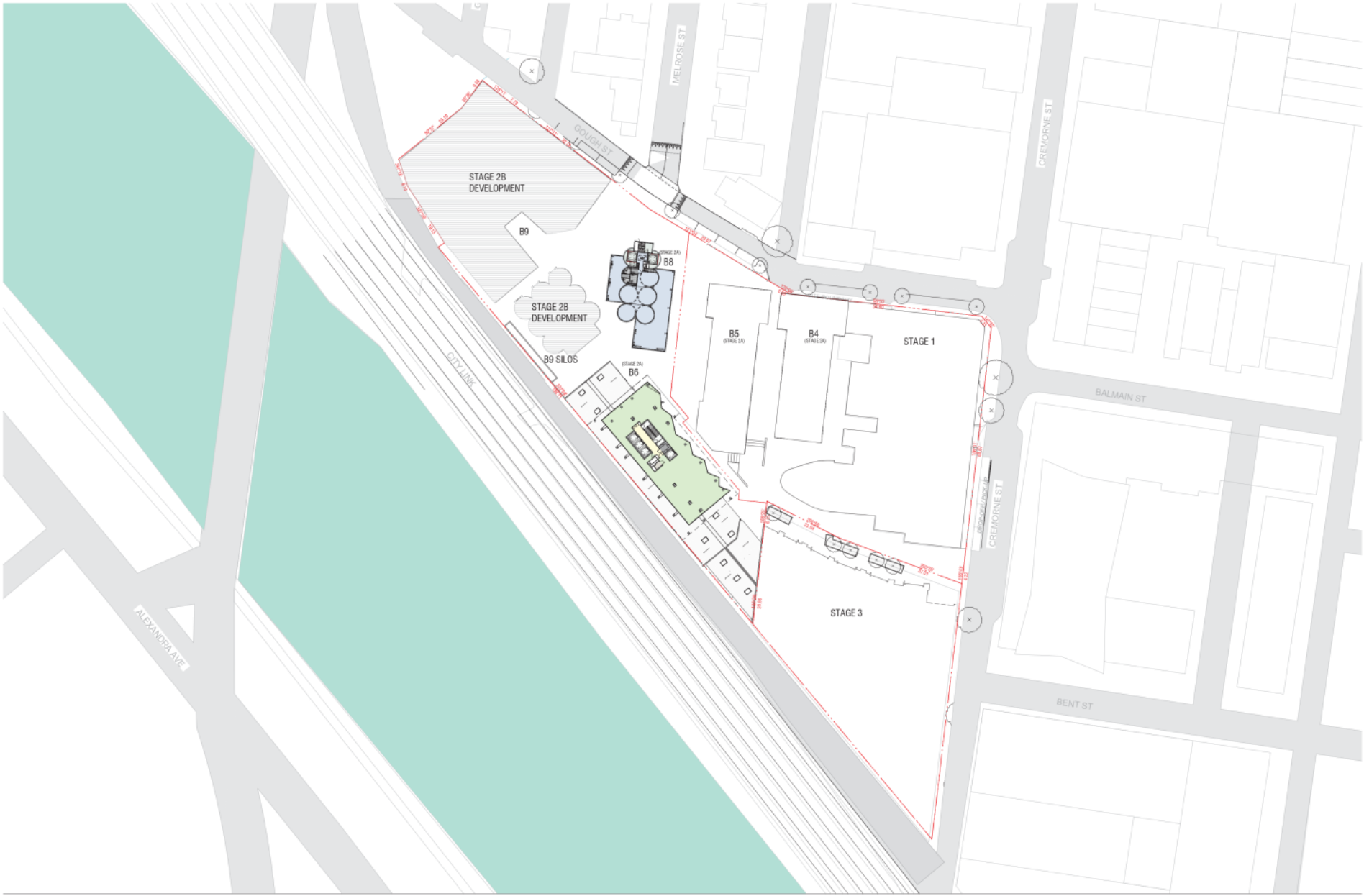
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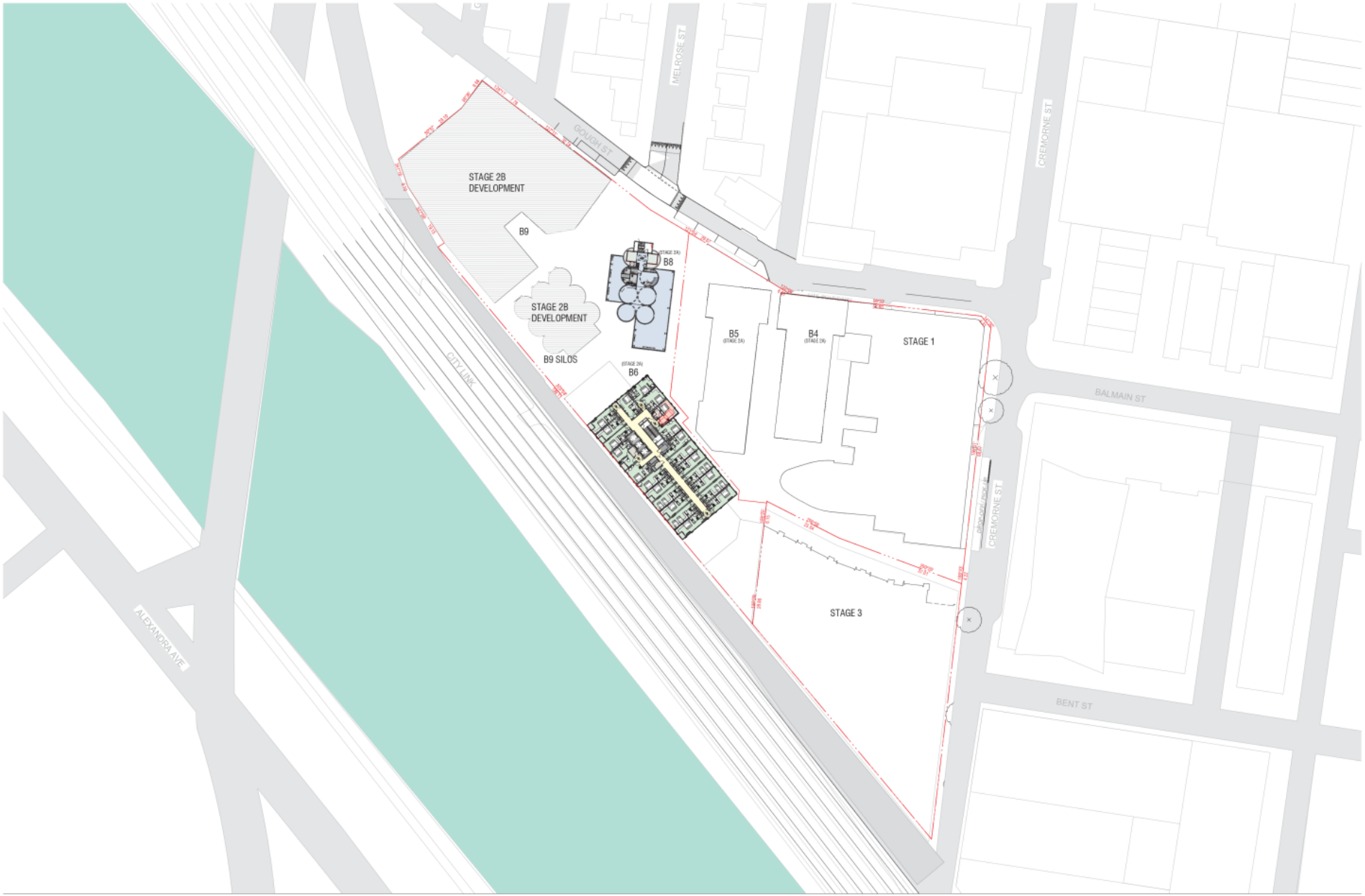
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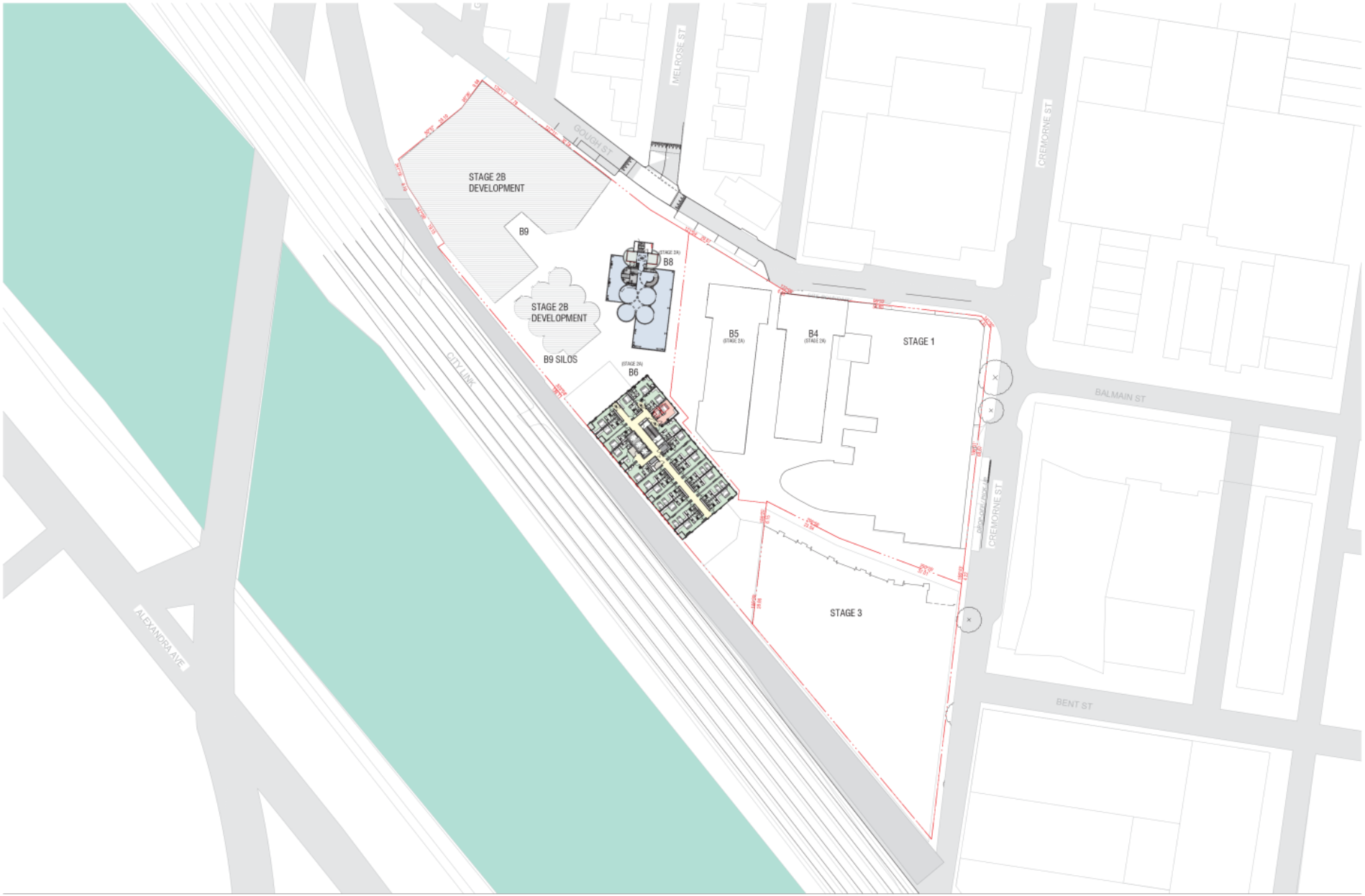
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Attachment 3 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2A - Part 1



Attachment 4 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2A - Part 2



IND REV	DESCRIPTION	DATE
A	Town Planning Submission	17/11/2015
B	Town Planning Submission - Stage 2A Endorsement	29/04/2020
C	S57A/CHECKED BEARINGS Melrose Extension	30/09/2020

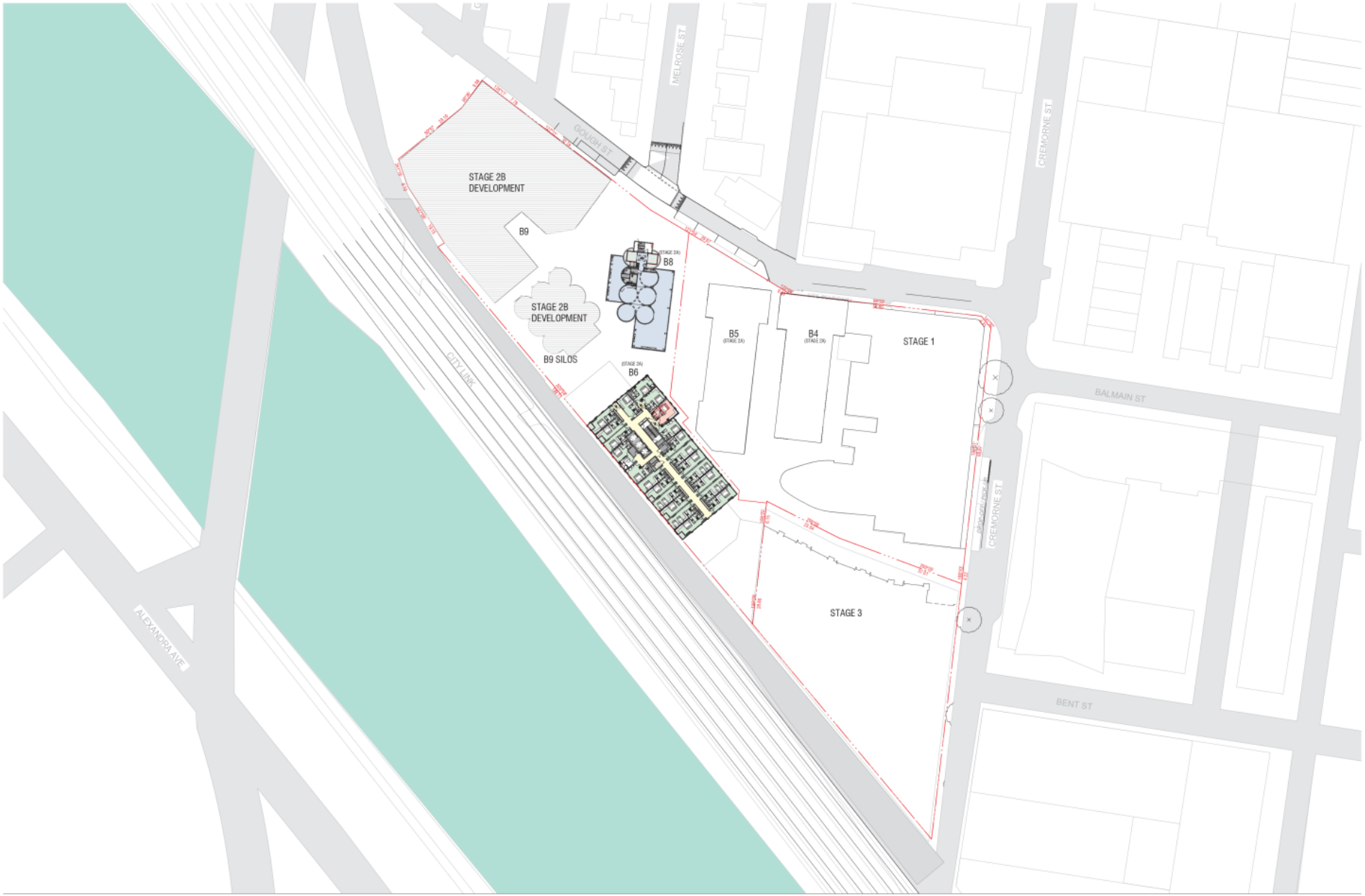
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Attachment 4 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2A - Part 2



IND REV	DESCRIPTION	DATE
A	Town Planning Submission	17/11/2015
B	Town Planning Submission - Stage 2A Endorsement	29/04/2020
C	S57A DOCUMENTS RESUBMITTED - Minor Amendments	30/09/2020

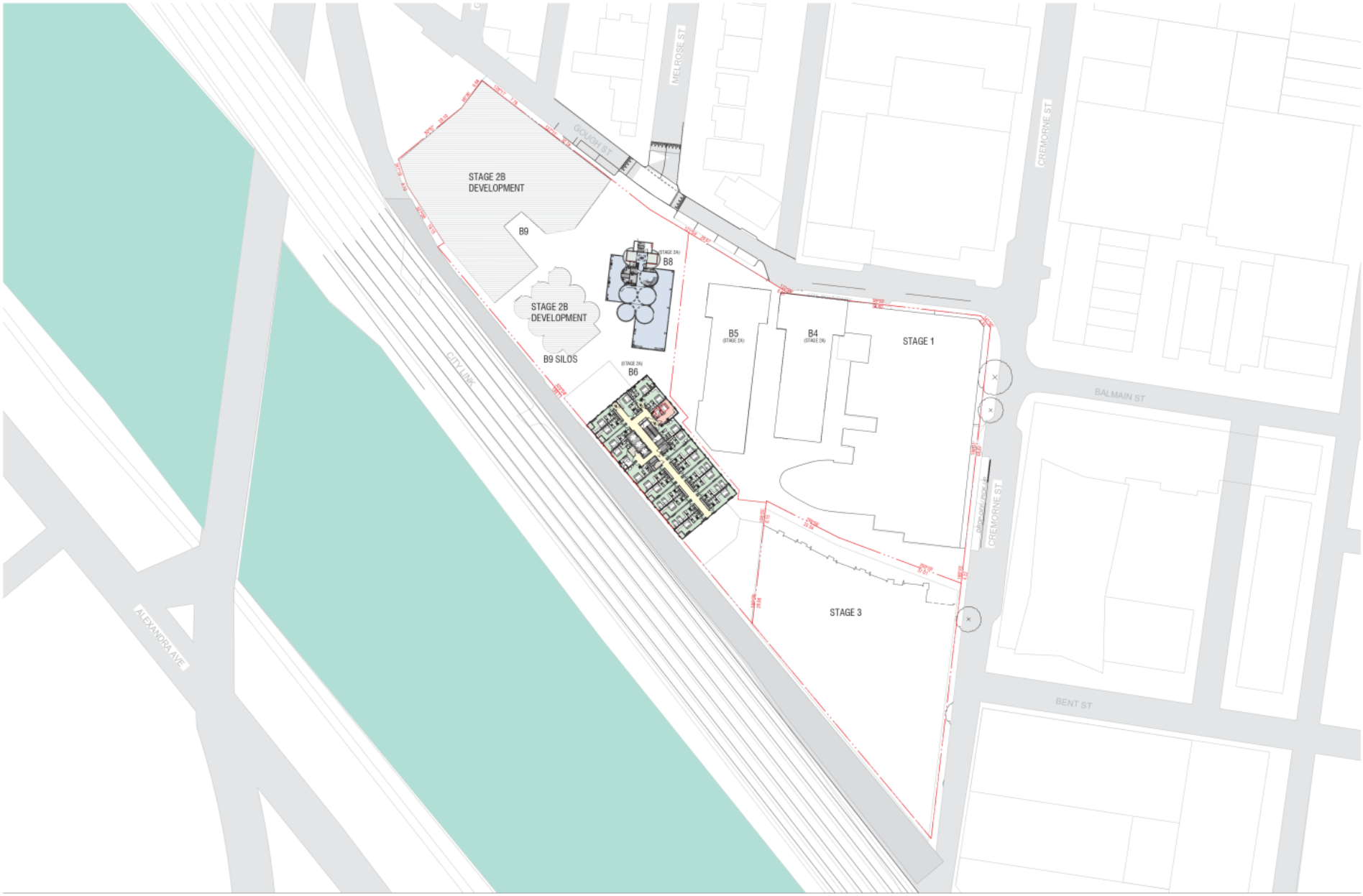
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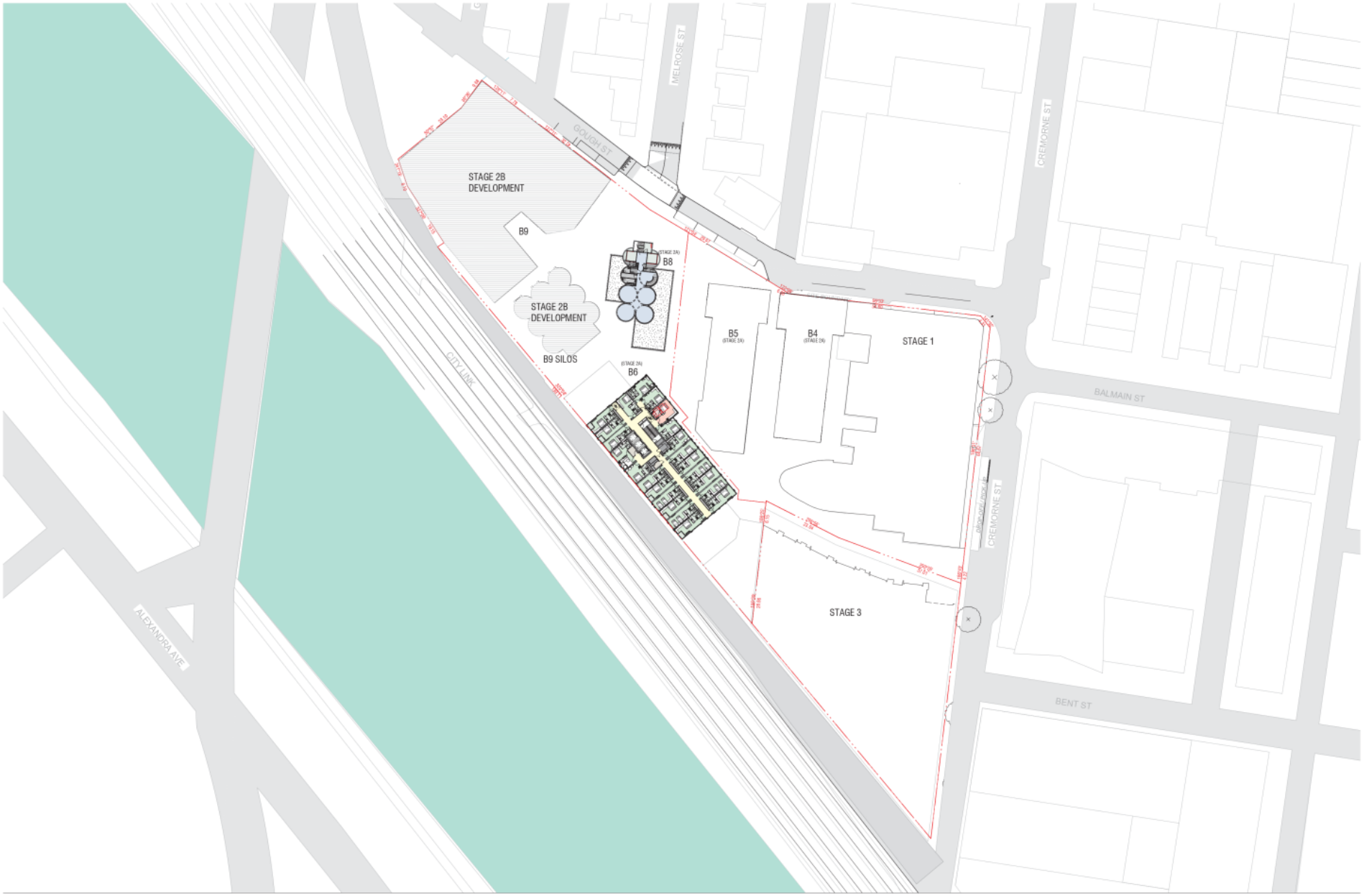
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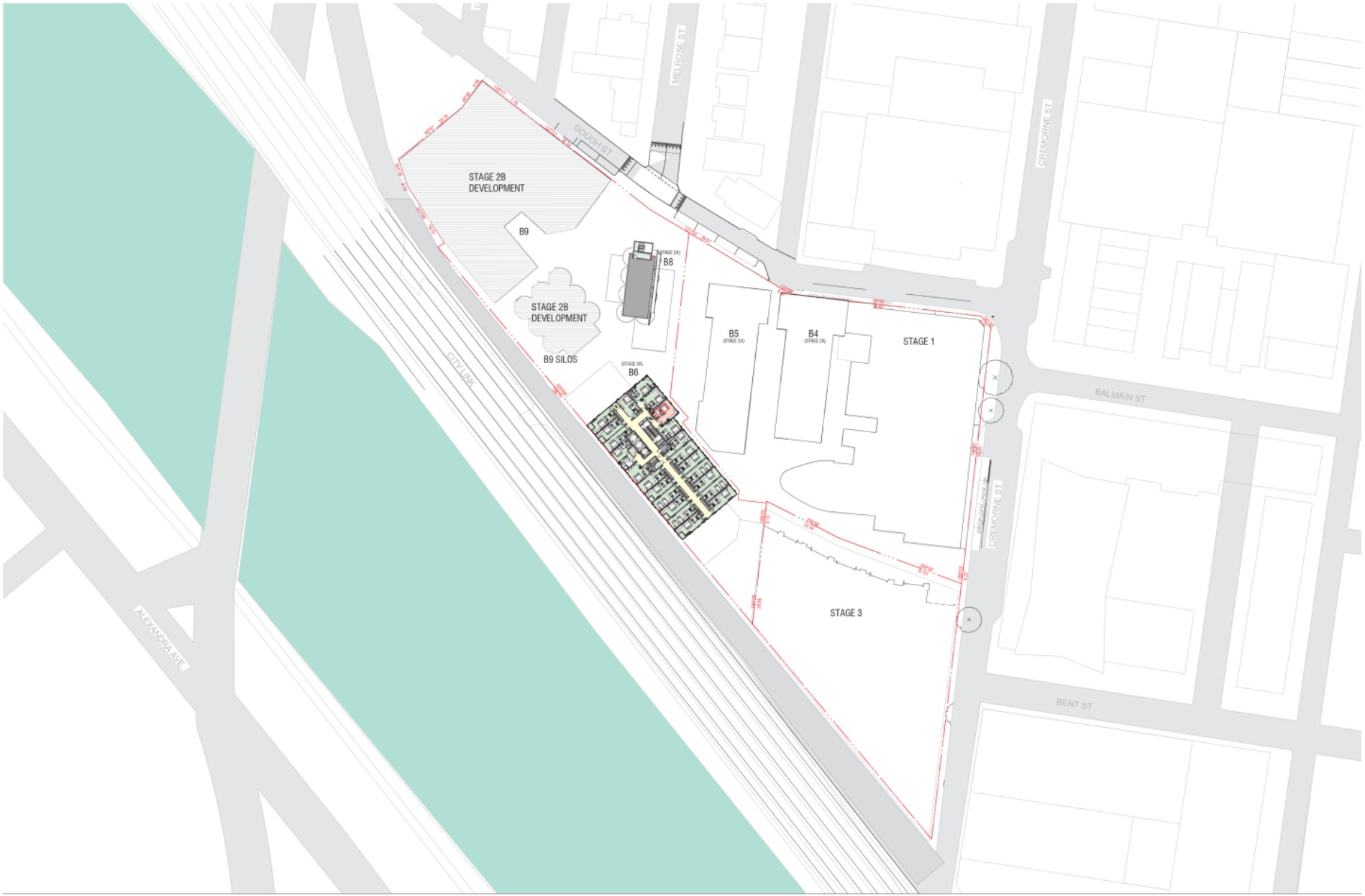
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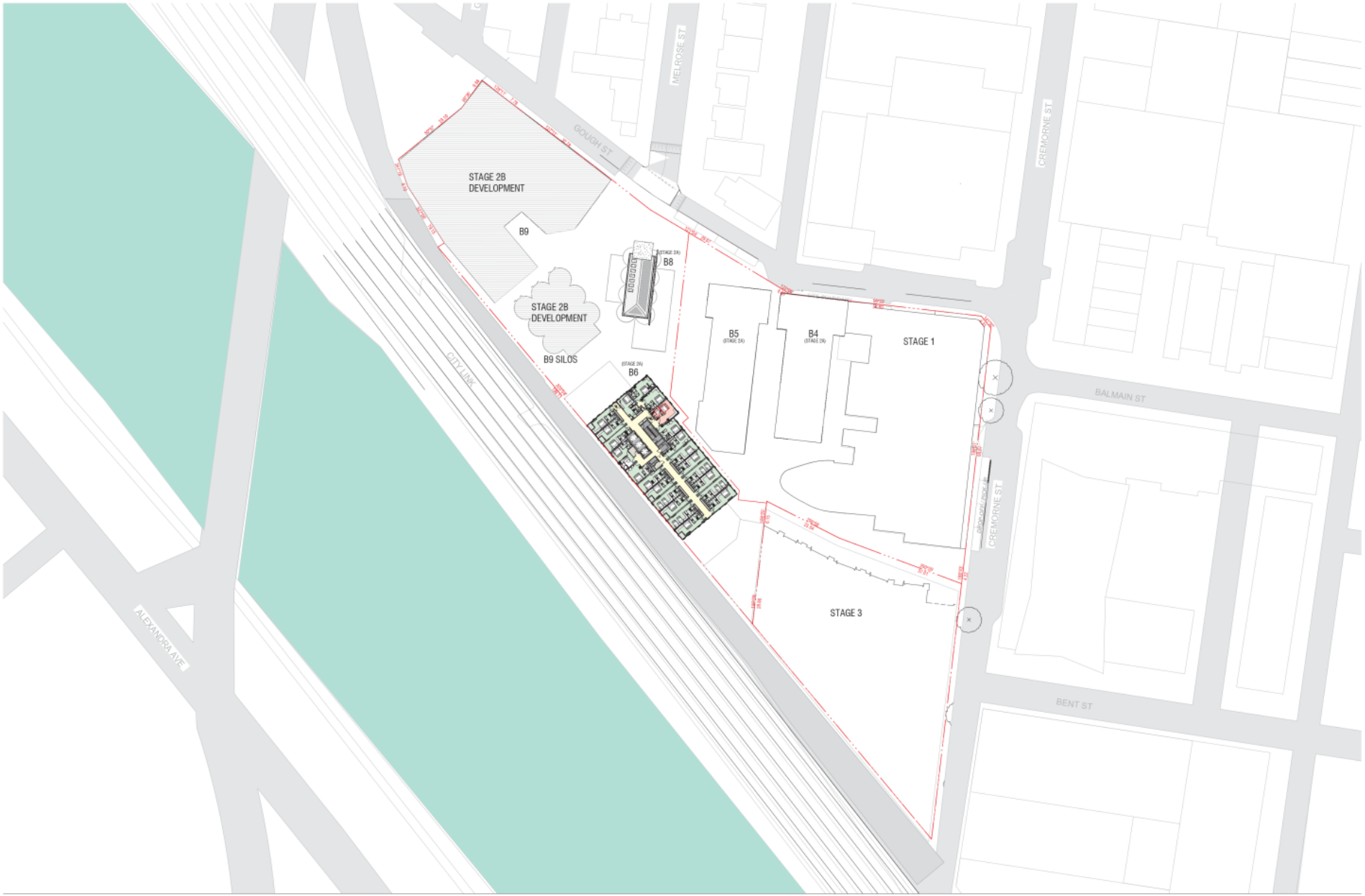
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Attachment 4 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2A - Part 2



Attachment 4 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2A - Part 2



IND	DESCRIPTION	DATE
A	Town Planning Submission	17/11/2020
B	Town Planning Submission - Stage 2A Endorsement	29/04/2021
C	S57A/S72/S73 Amendment - Minor Amendment	10/08/2021

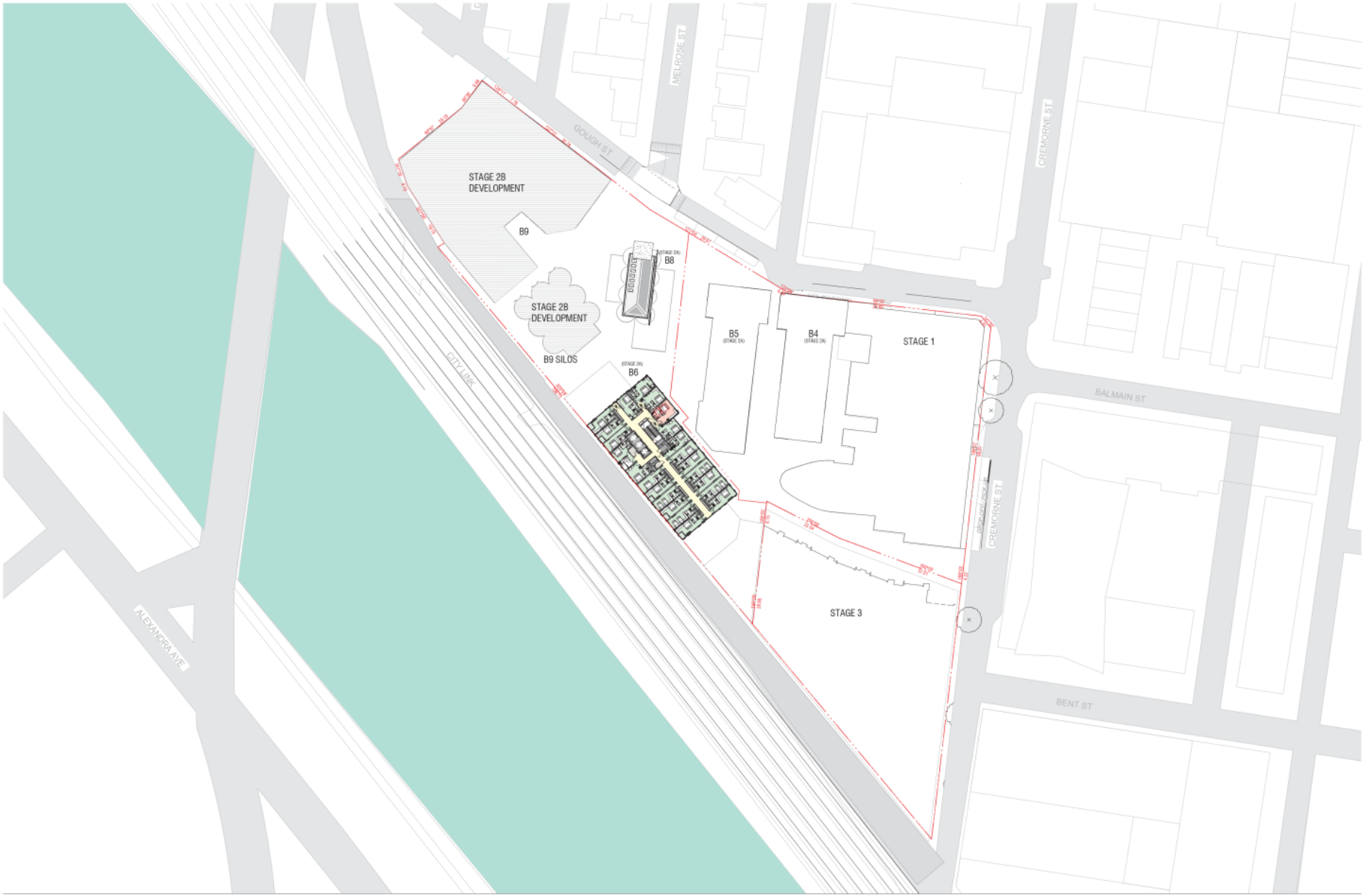
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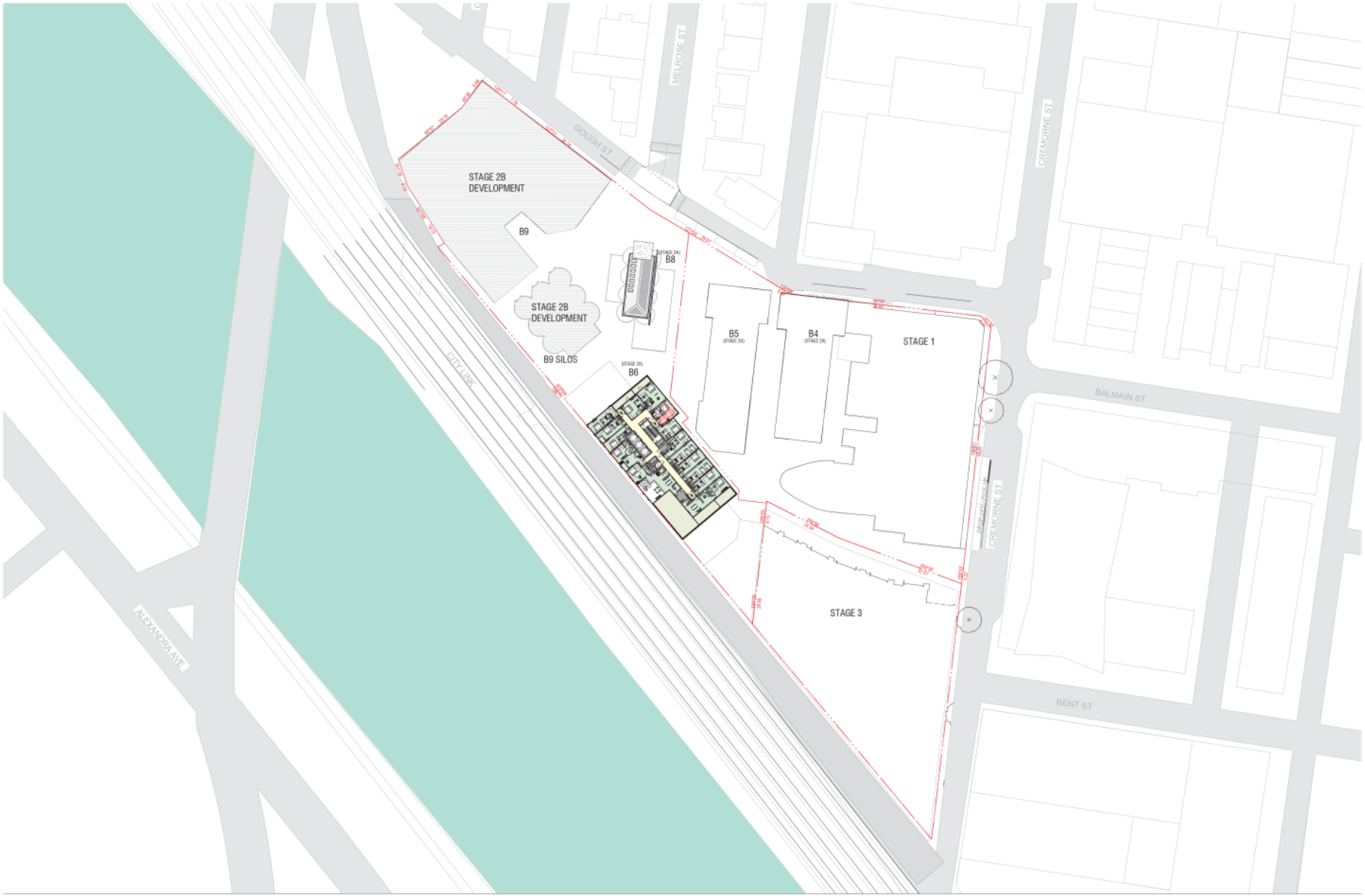
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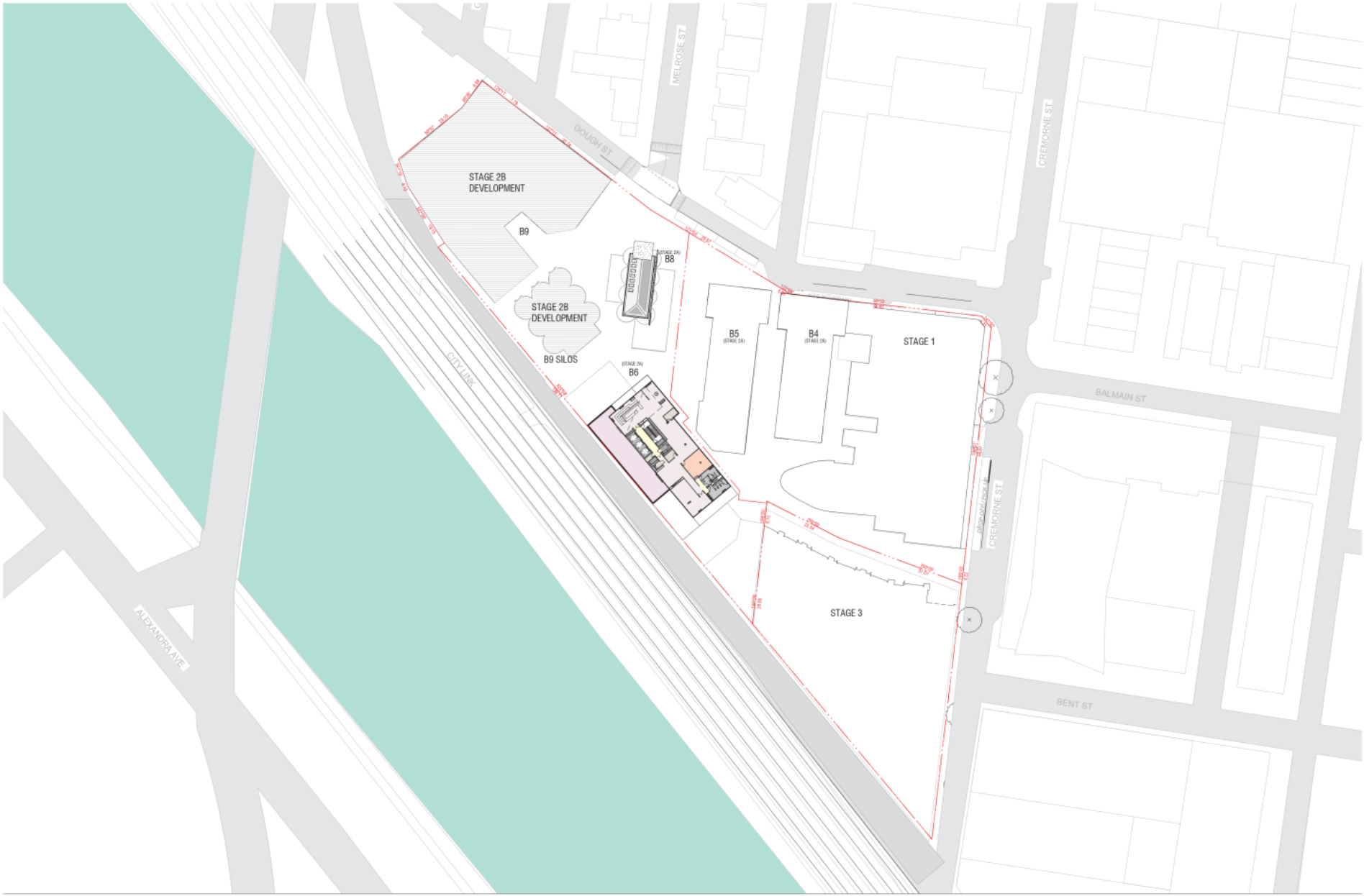
Attachment 4 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2A - Part 2



Attachment 4 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2A - Part 2



Attachment 4 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2A - Part 2



IMP REV	DESCRIPTION	DATE
A	Town Planning Submission	17/11/2015
B	Town Planning Submission - Stage 2A Endorsement	29/04/2020
C	S57A CHECKED BY ARCHITECT Town Planning Submission	30/09/2020

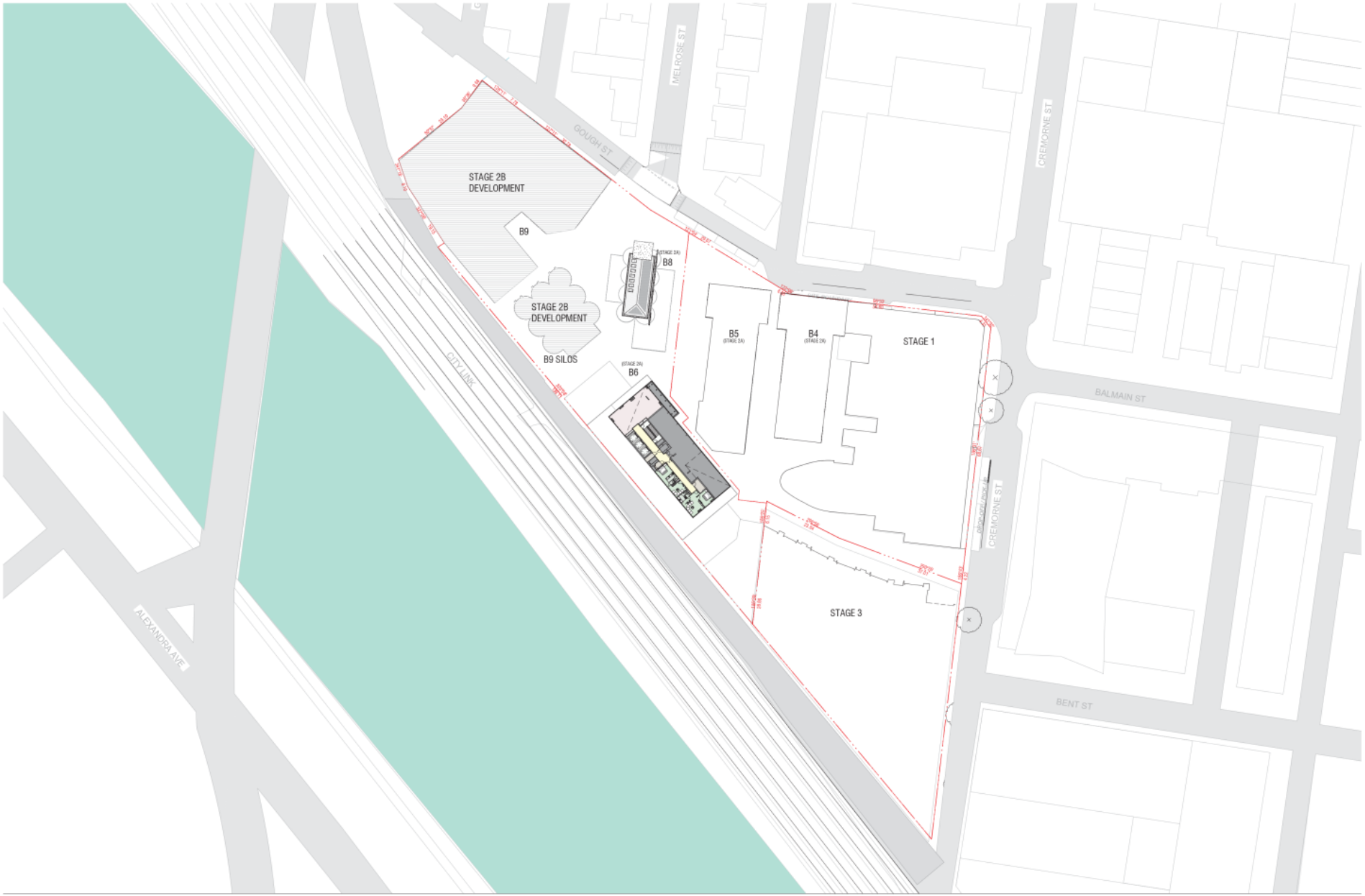
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PROJECT NO. 256
PROJECT 2 GOUGH ST, CREMORNE 3121 [STAGE 2A]
CHECKED BY GDS
DRAWN BY SSJ/JQ/KC
ISSUE DATE 29/04/2020
SET REVISION 2
DRAWING NUMBER TP-112
DRAWING TITLE OVERALL LEVEL 12
SCALE 1:1000 @ A3

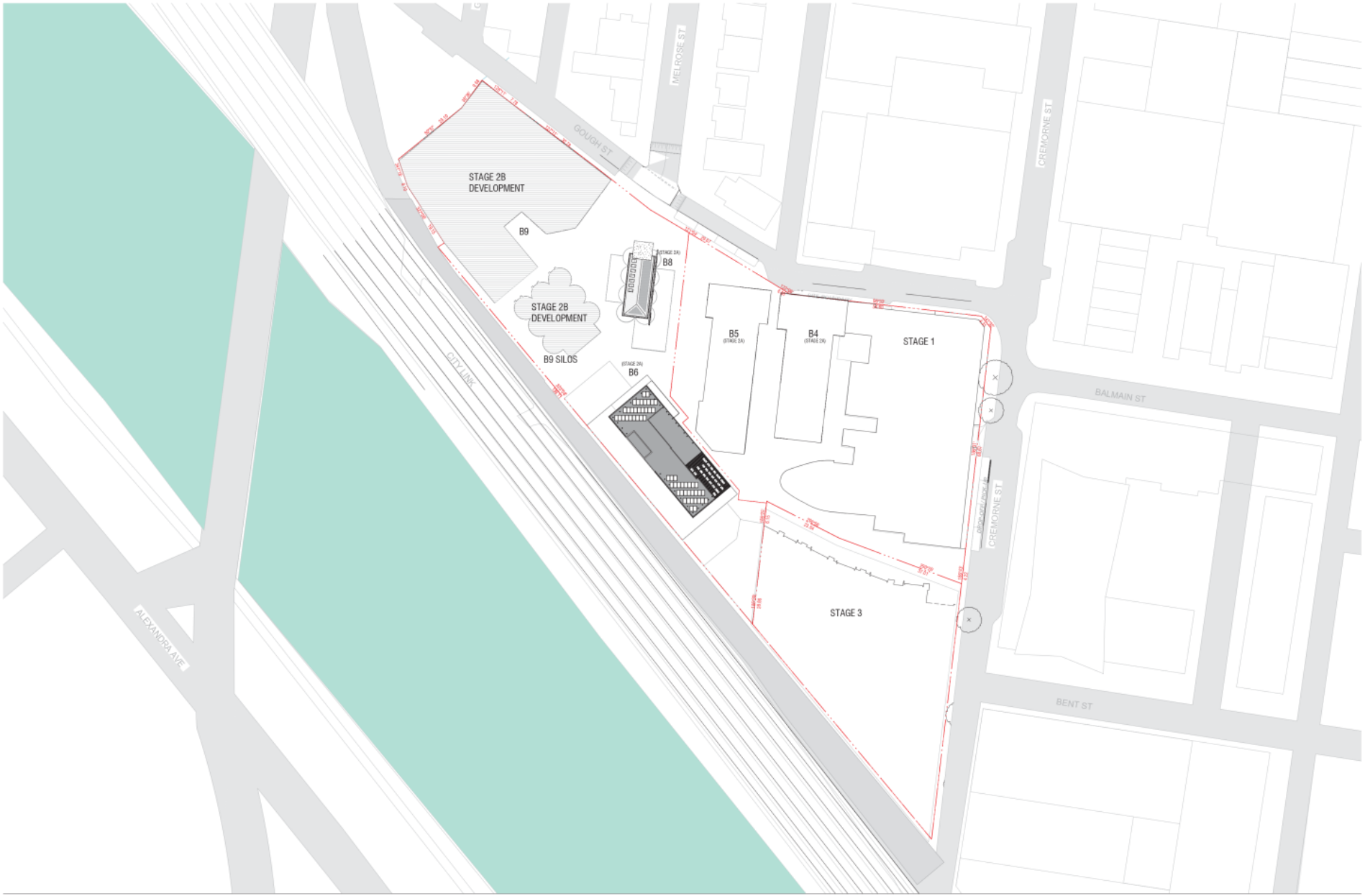
Caydon Property Group Pty. LTD.
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info@caydon.com.au
www.caydon.com.au

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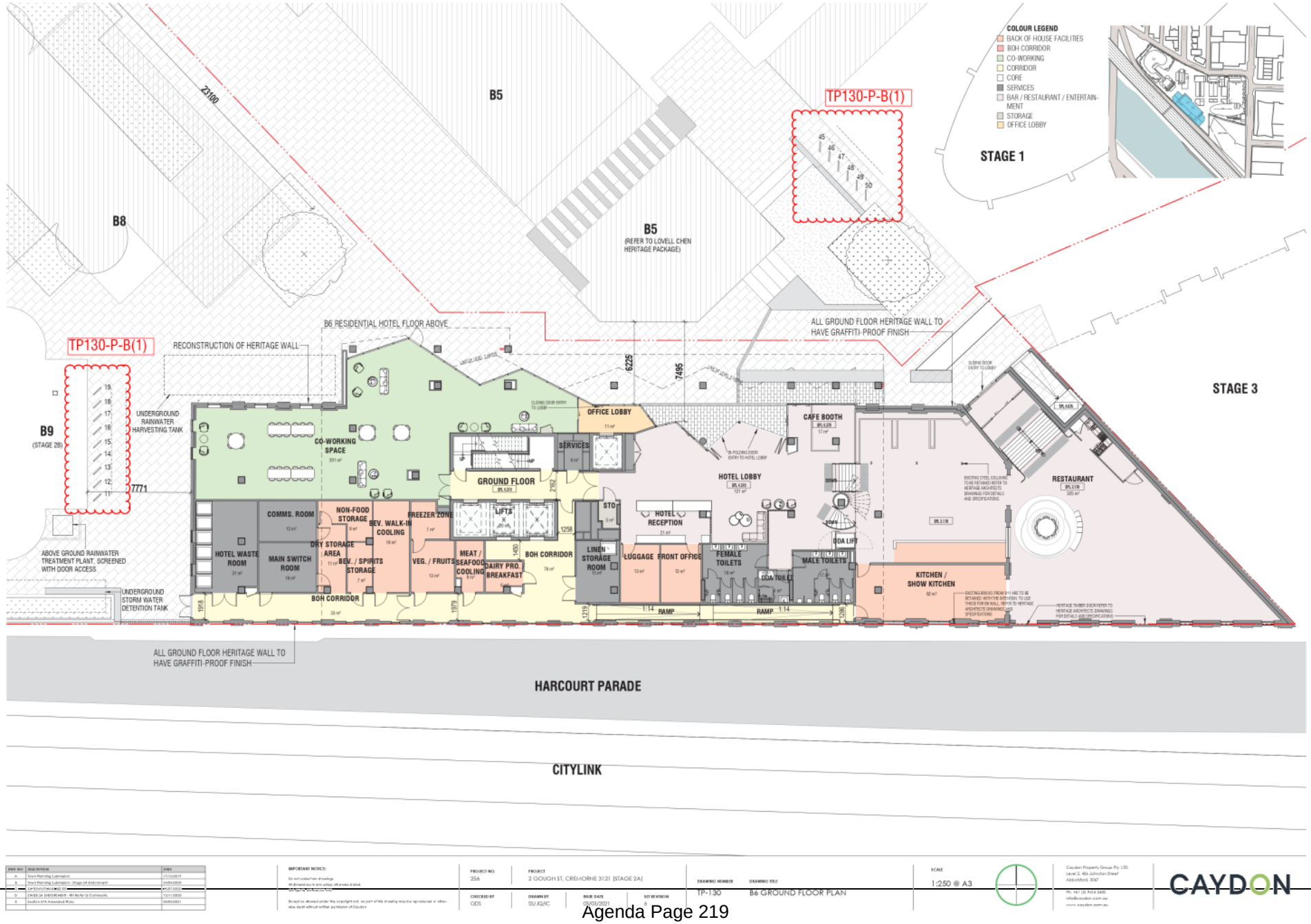
Attachment 4 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2A - Part 2



Attachment 4 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2A - Part 2



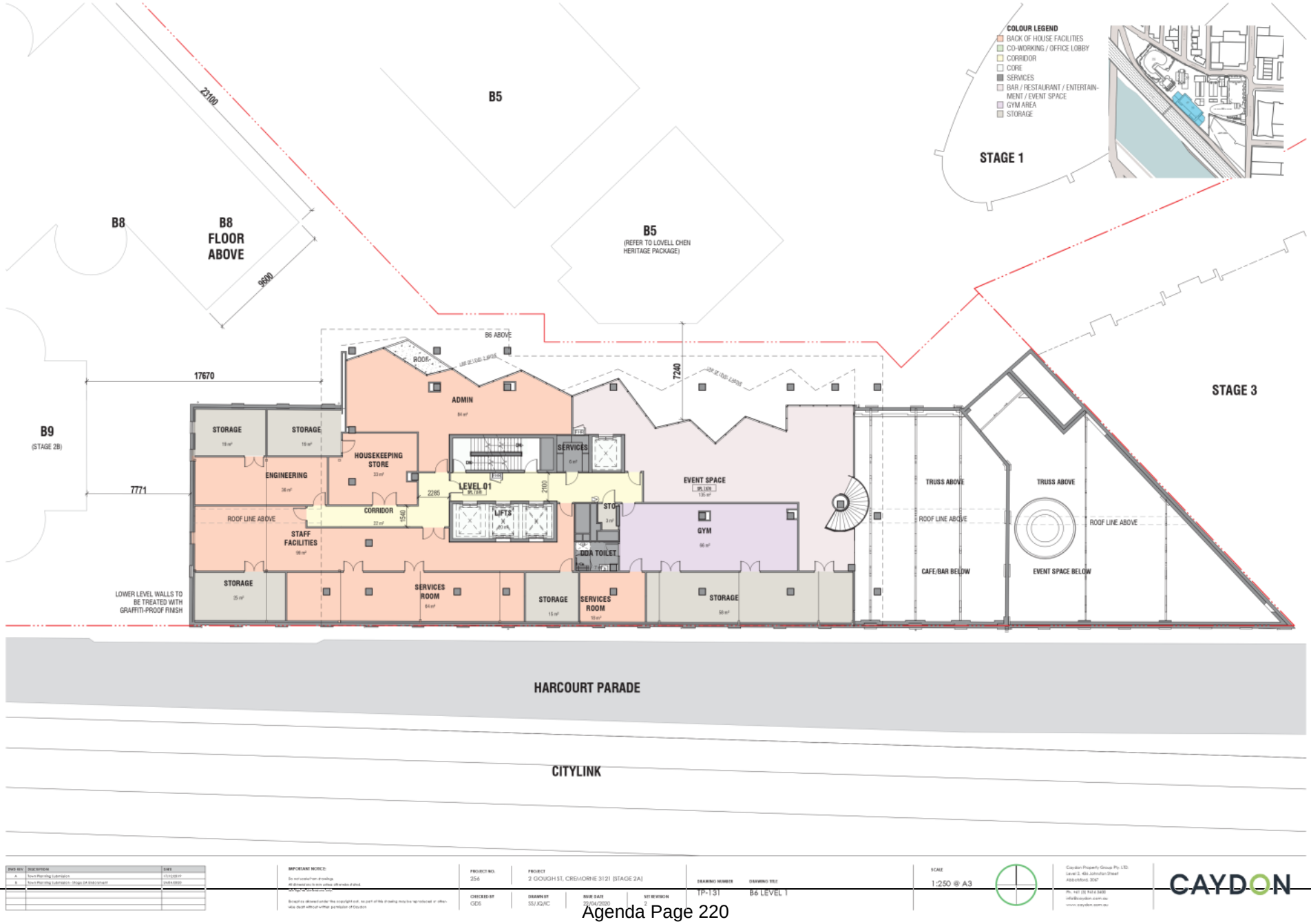
Attachment 4 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2A - Part 2



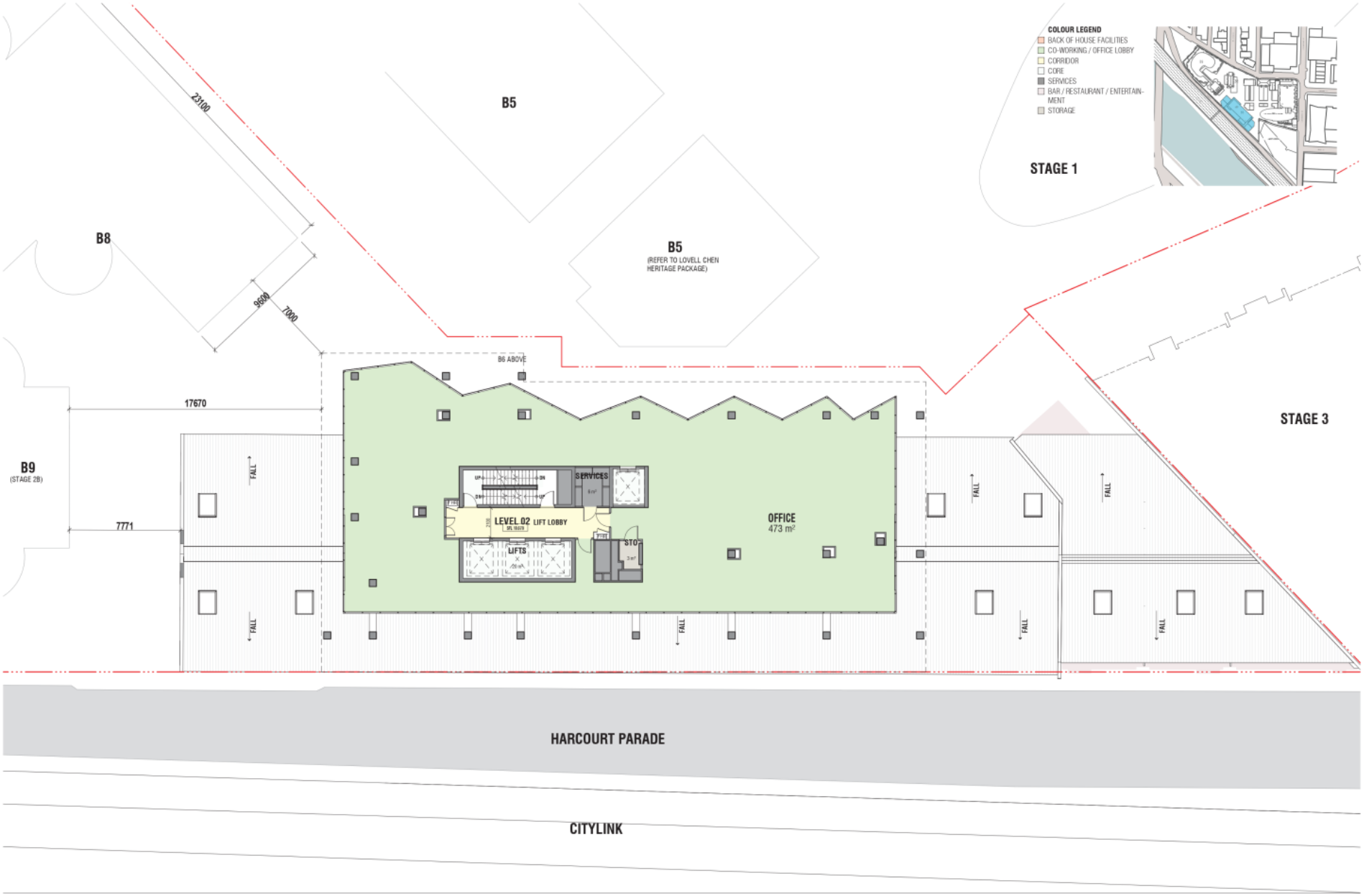
PROJECT NO.	256	
PROJECT	2 GOUGH ST, CREMORNE 3121 (STAGE 2A)	
DRAWING NUMBER	TP-130	
DRAWING TITLE	B6 GROUND FLOOR PLAN	
SCALE	1:250 @ A3	
CHECKED BY	GDS	
DRAWN BY	SSJ,KQ,WC	

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Attachment 4 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2A - Part 2



Attachment 4 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2A - Part 2



Attachment 5 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2A - Part 3



Attachment 5 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2A - Part 3



Attachment 5 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2A - Part 3



Attachment 5 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2A - Part 3



Attachment 5 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2A - Part 3



Attachment 5 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2A - Part 3



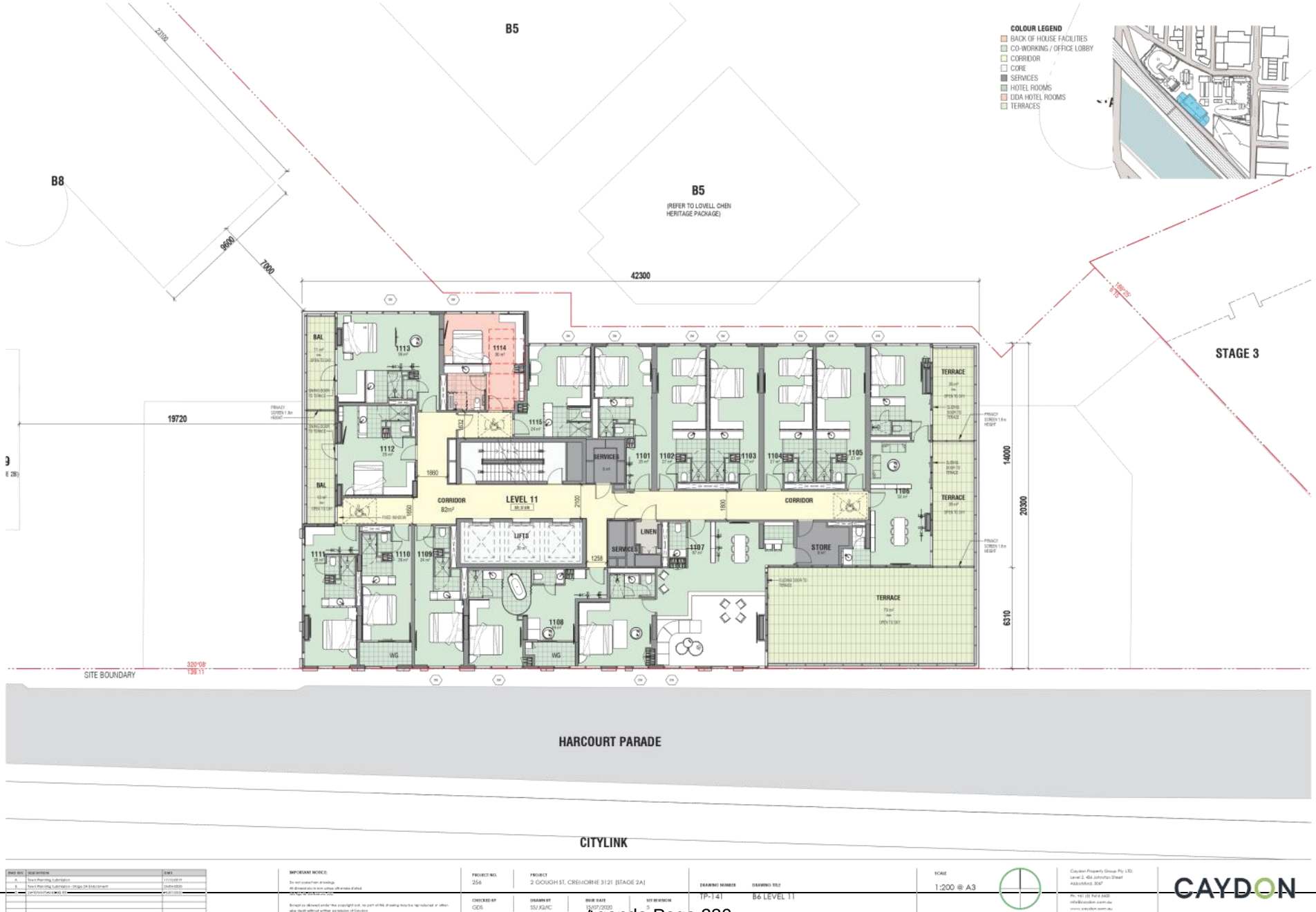
Attachment 5 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2A - Part 3



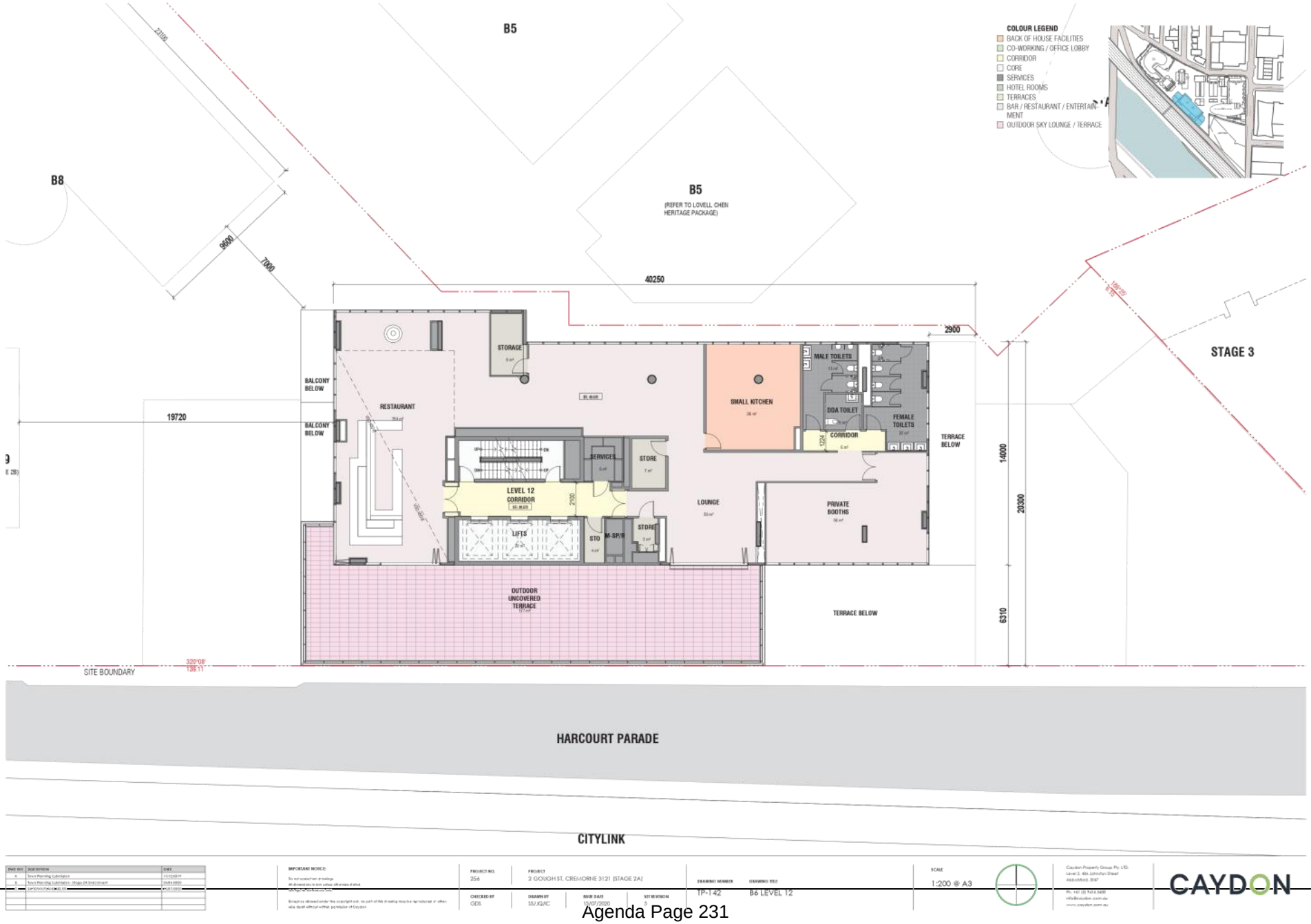
Attachment 5 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2A - Part 3



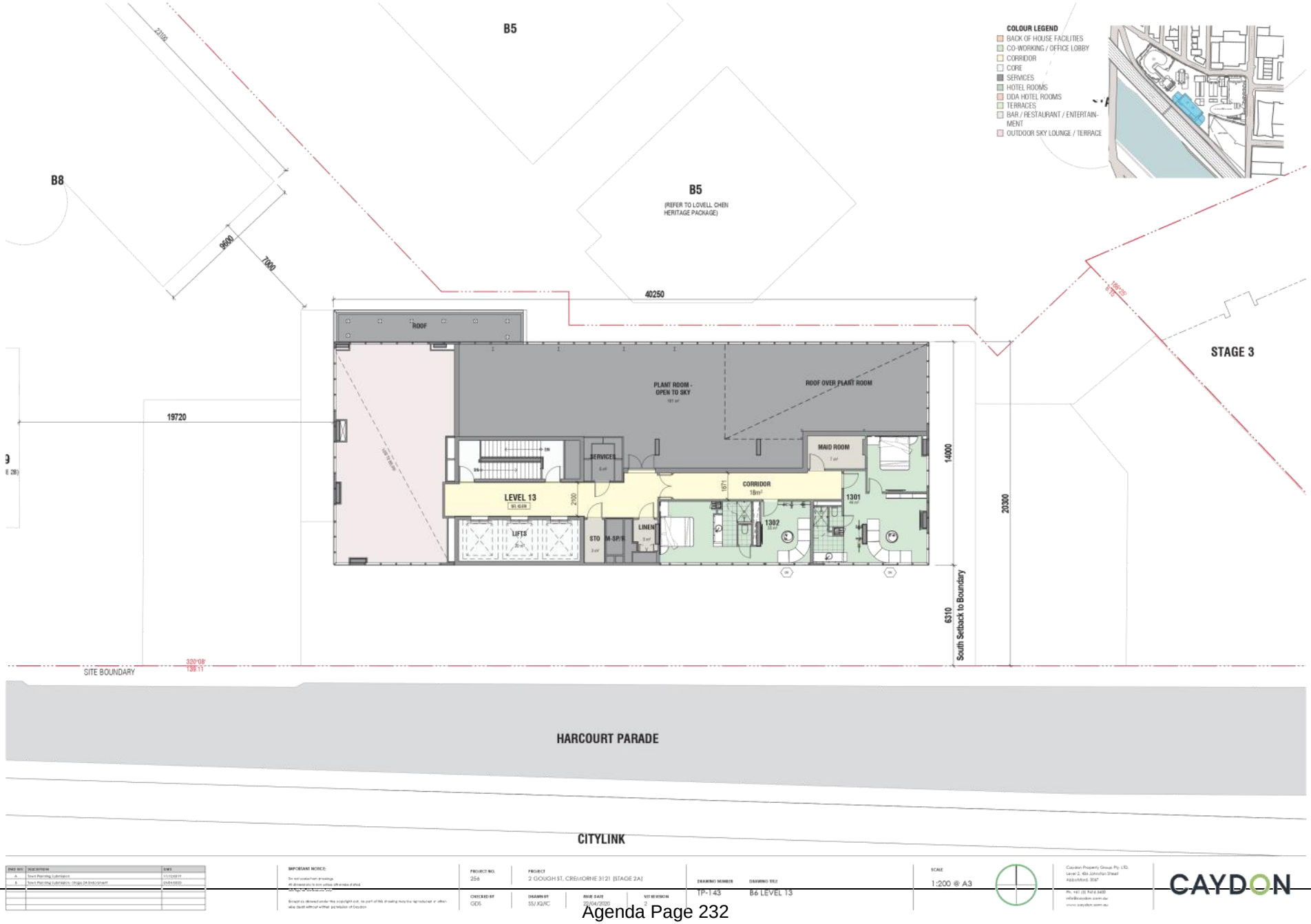
Attachment 5 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2A - Part 3



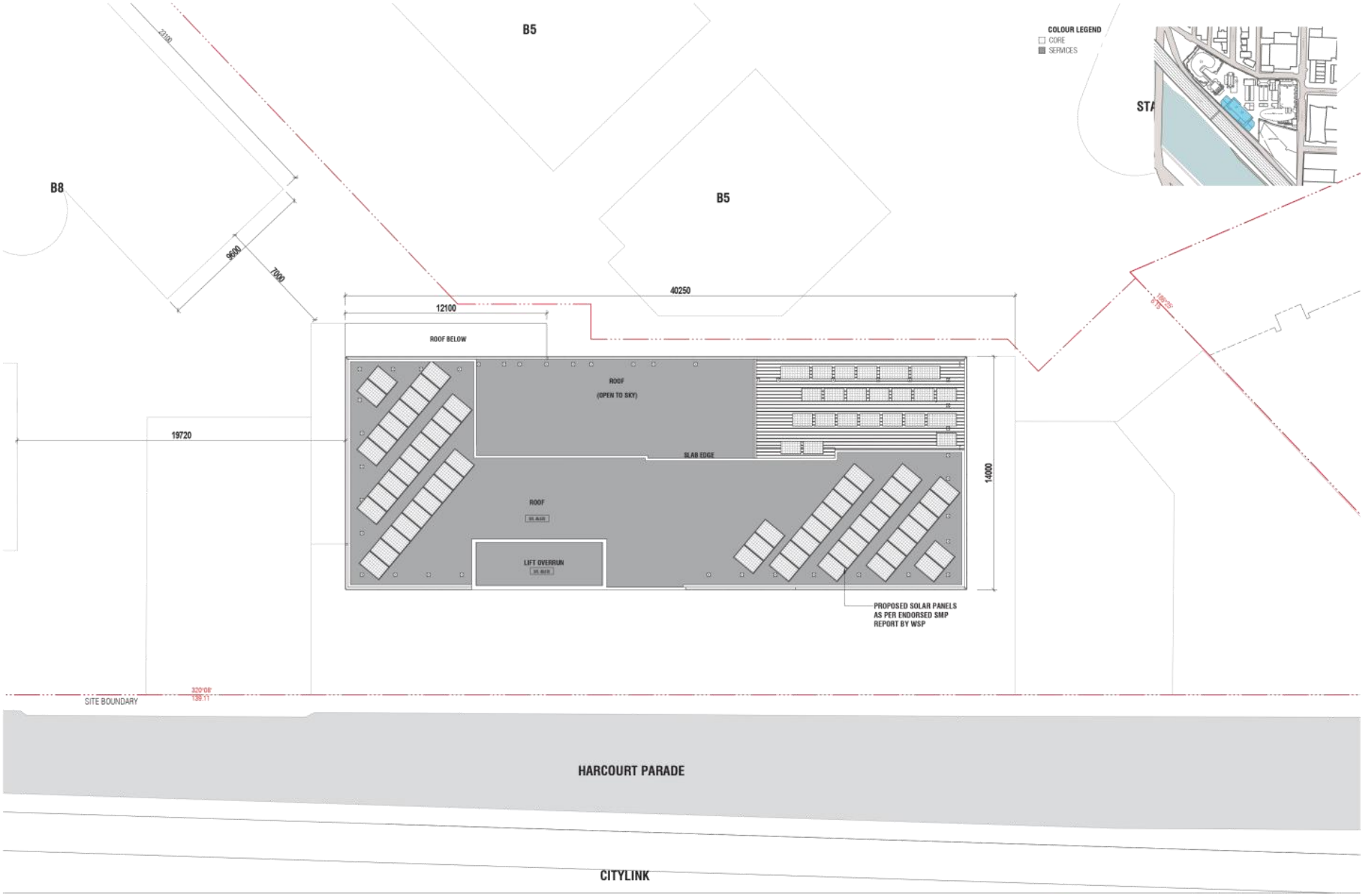
Attachment 5 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2A - Part 3



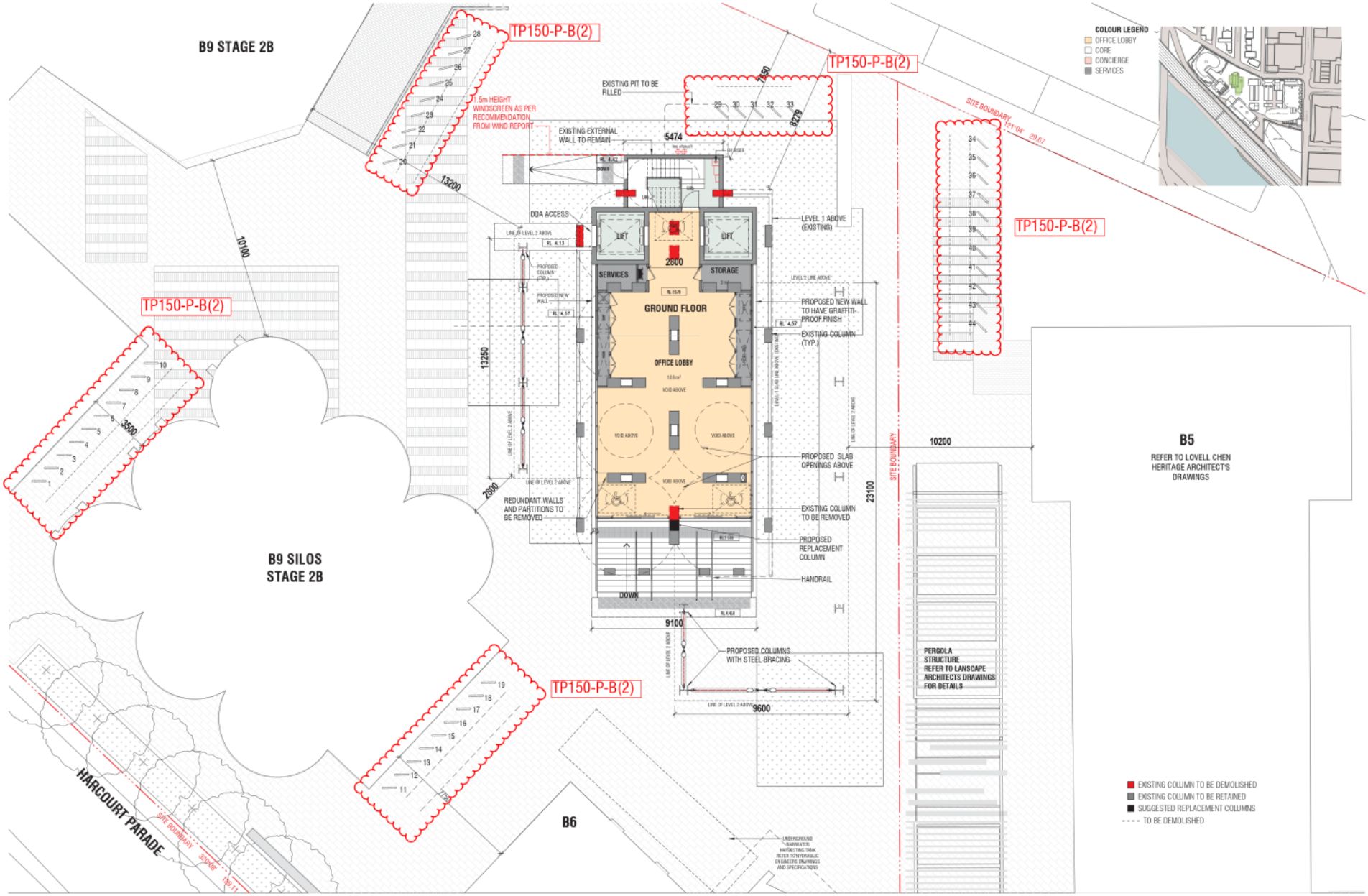
Attachment 5 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2A - Part 3



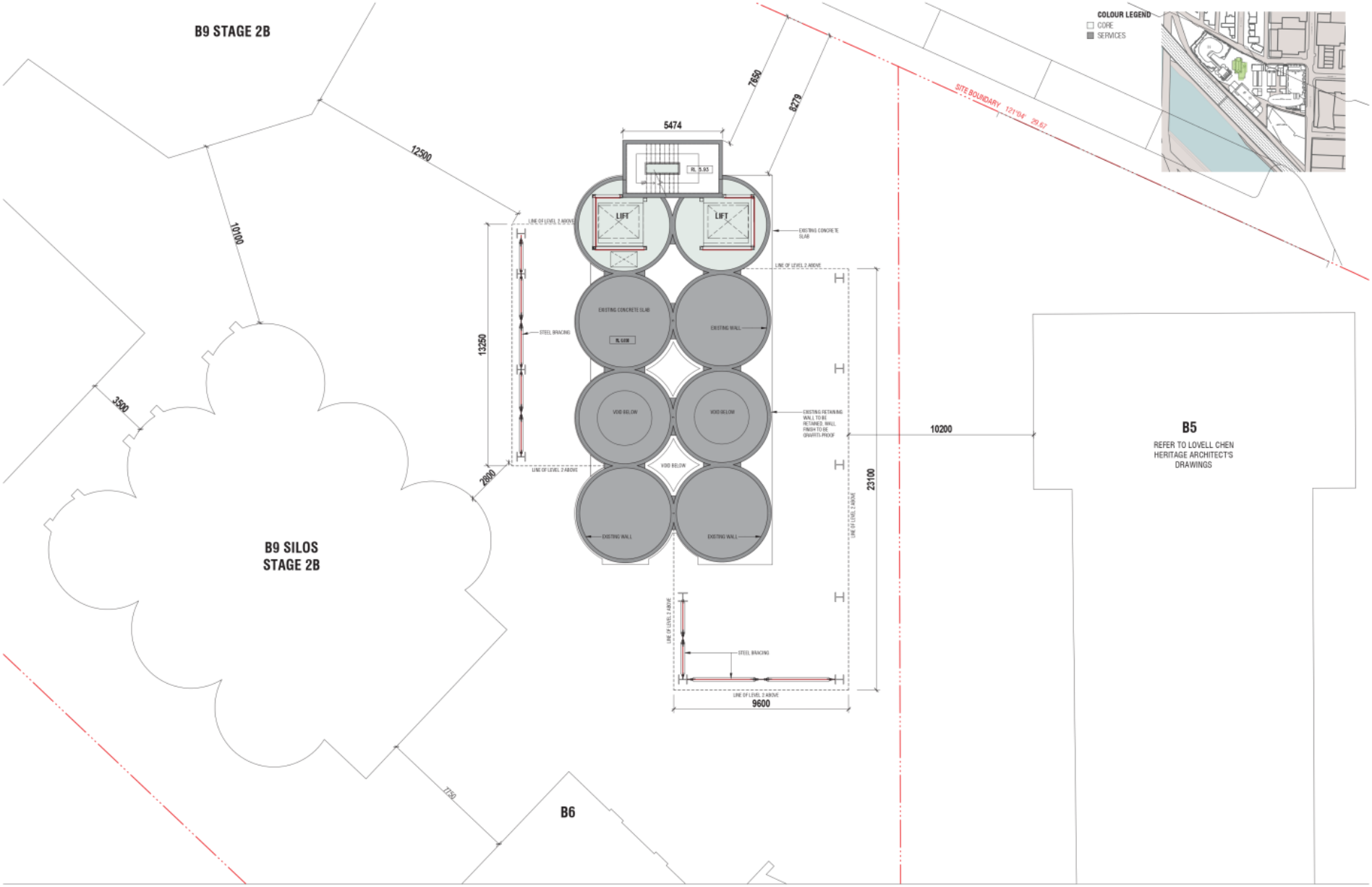
Attachment 5 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2A - Part 3



Attachment 5 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2A - Part 3



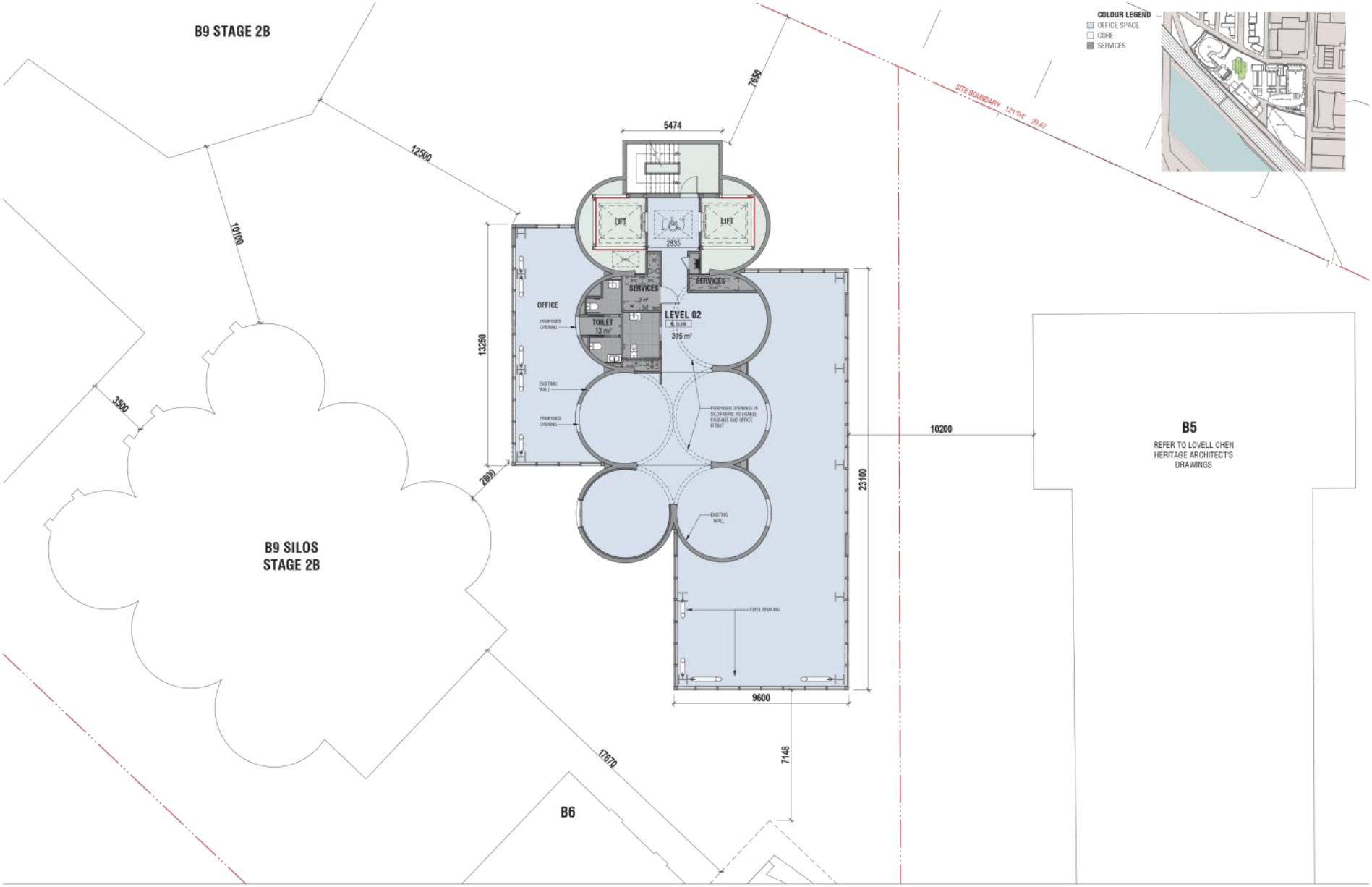
Attachment 5 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2A - Part 3



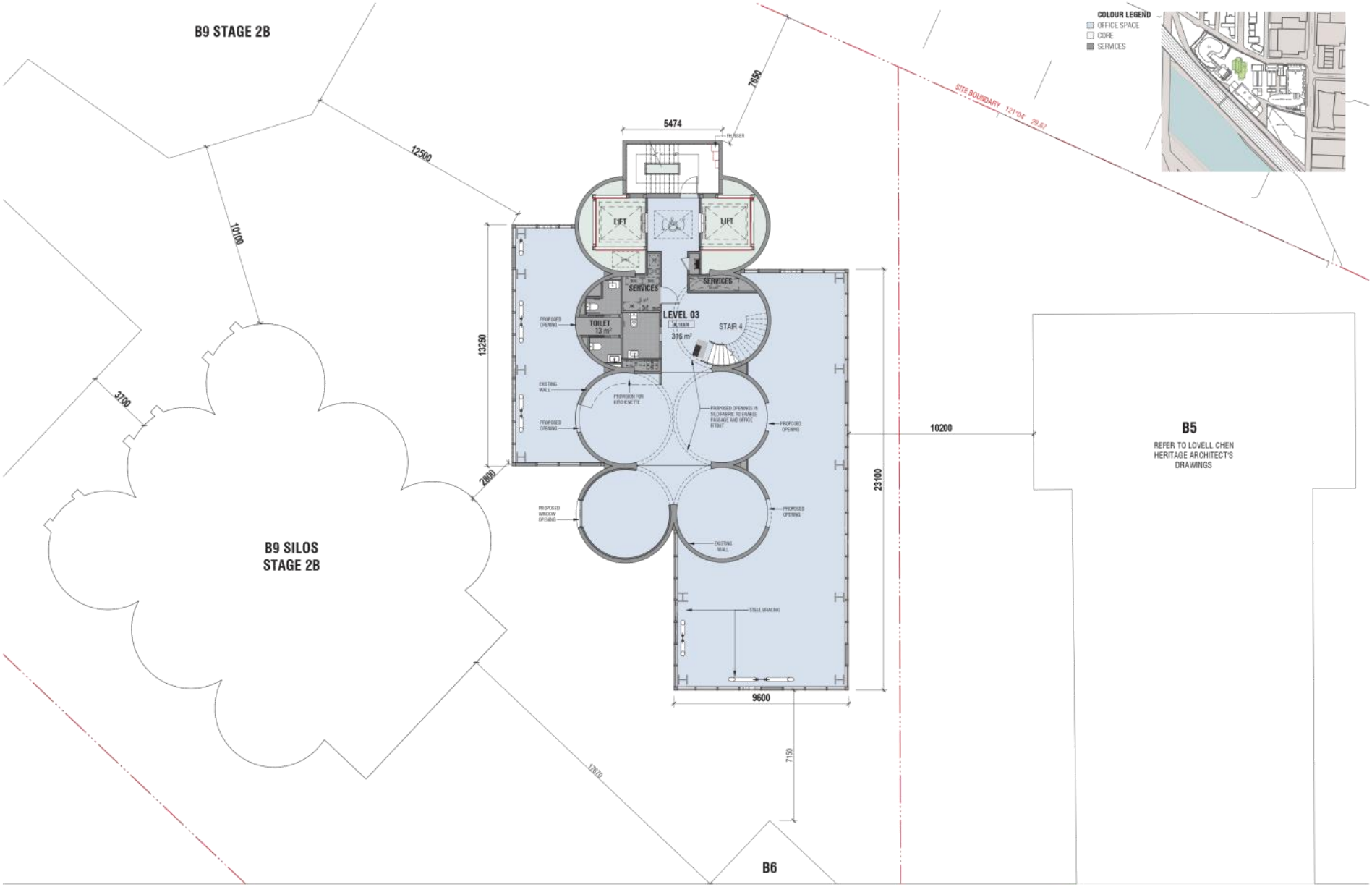
PROJECT NO. 256	PROJECT 2 GOUGH ST, CREMORNE 3121 [STAGE 2A]	
CHECKED BY GDS	DRAWN BY SSJ JQ/KC	ISSUE DATE 11/07/2019
DRAWING NUMBER TP-151	DRAWING TITLE B8 LEVEL 1	SCALE 1:200 @ A3

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Attachment 6 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2A - Part 4



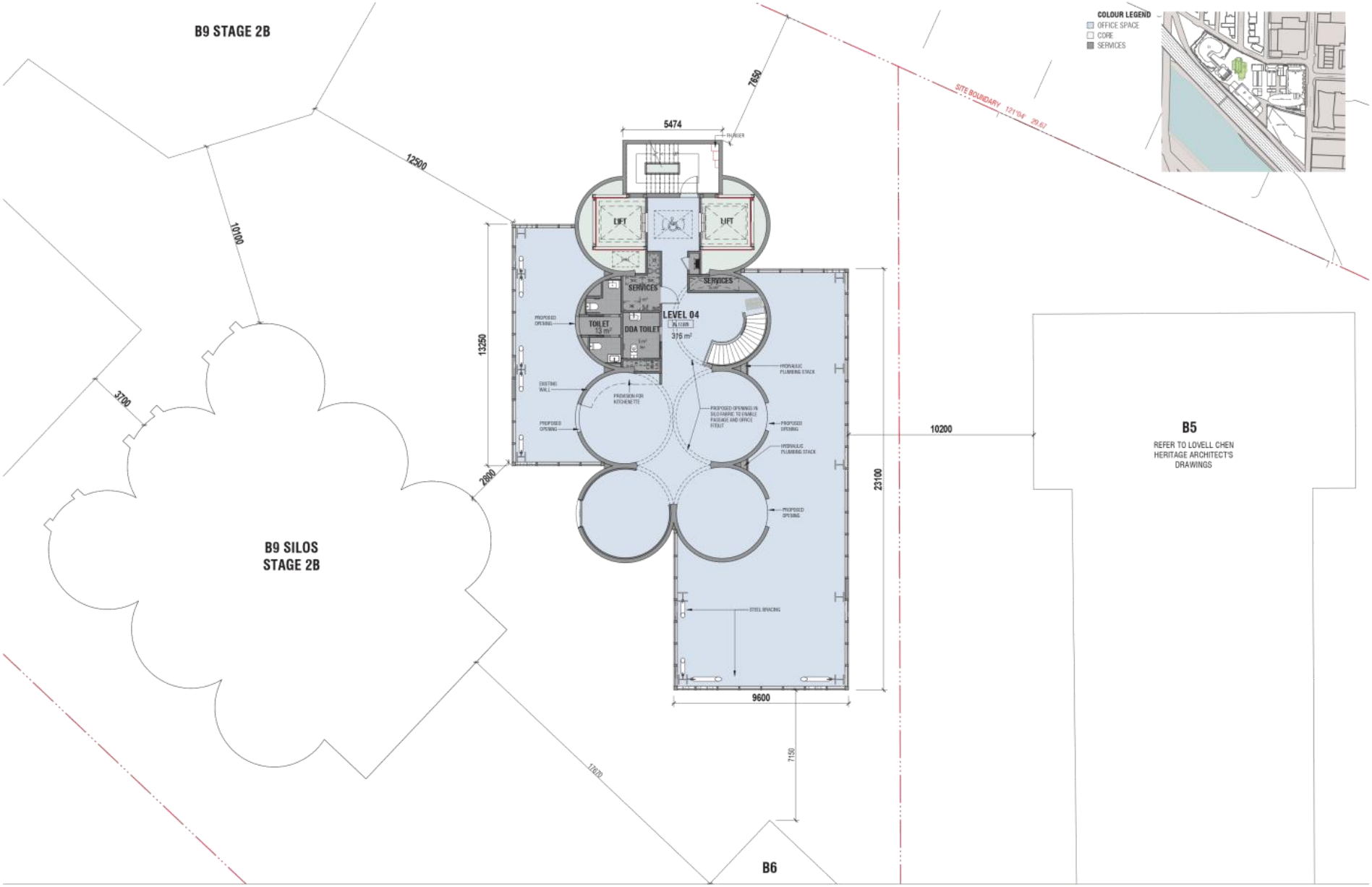
Attachment 6 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2A - Part 4



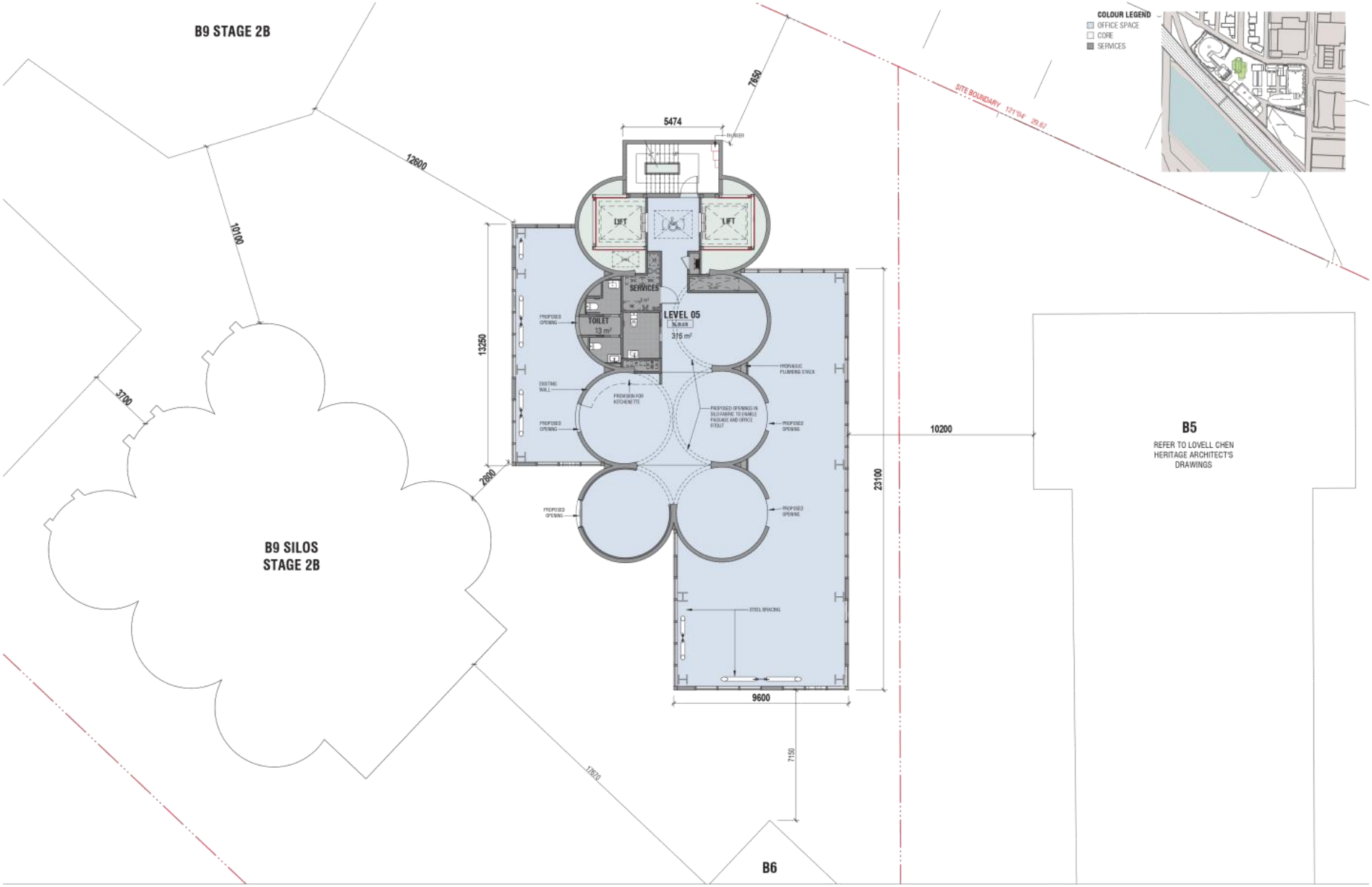
PROJECT NO.	PROJECT	
256	2 GOUGH ST, CREMORNE 3121 [STAGE 2A]	
DRAWING NUMBER	DRAWING TITLE	SCALE
TP-152D	B8 LEVEL 3	1:200 @ A3
CHECKED BY	DRAWN BY	ISSUE DATE
GDS	SSJ/GJ/MC	[illegible]

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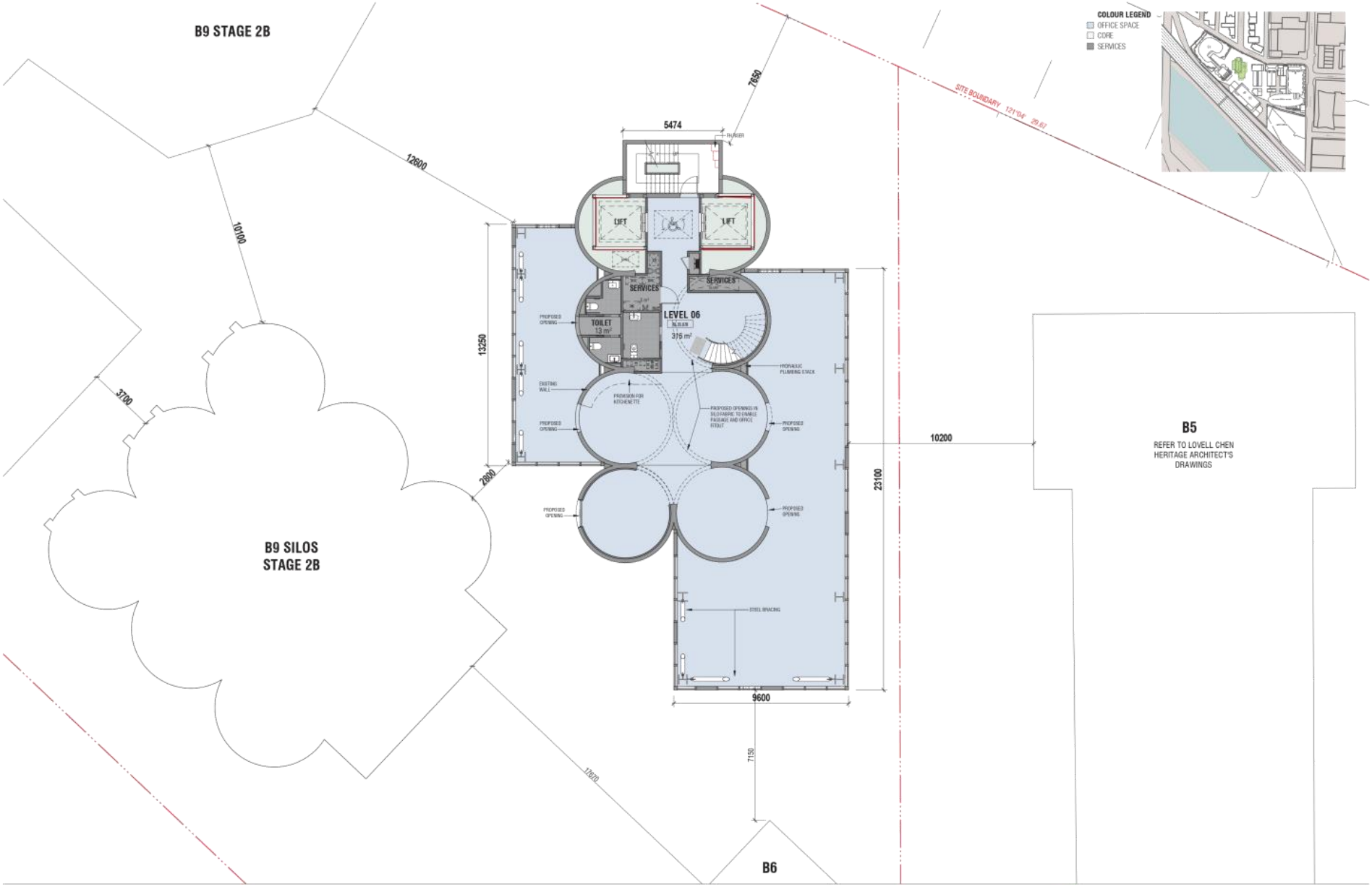
Attachment 6 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2A - Part 4



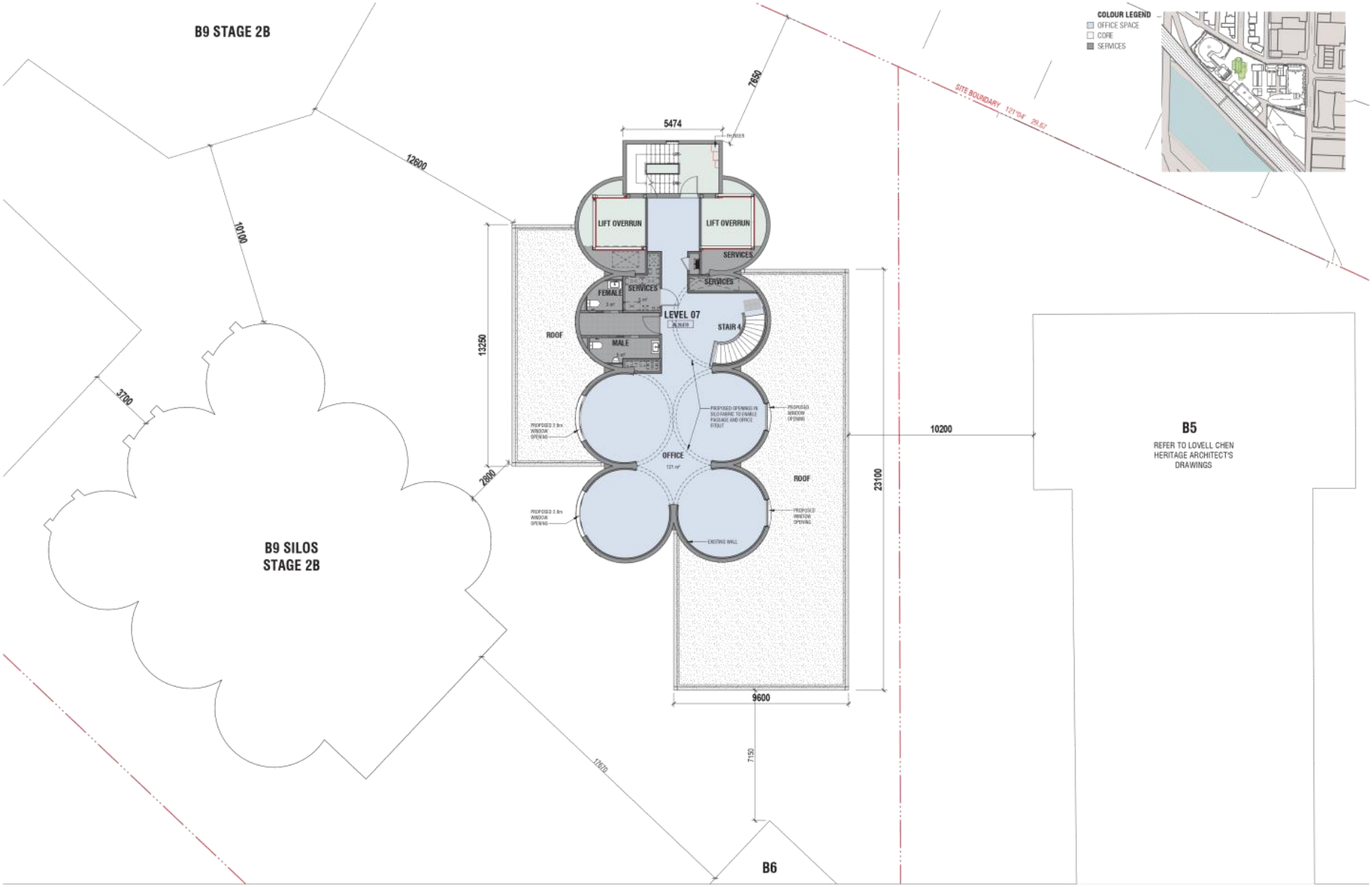
Attachment 6 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2A - Part 4



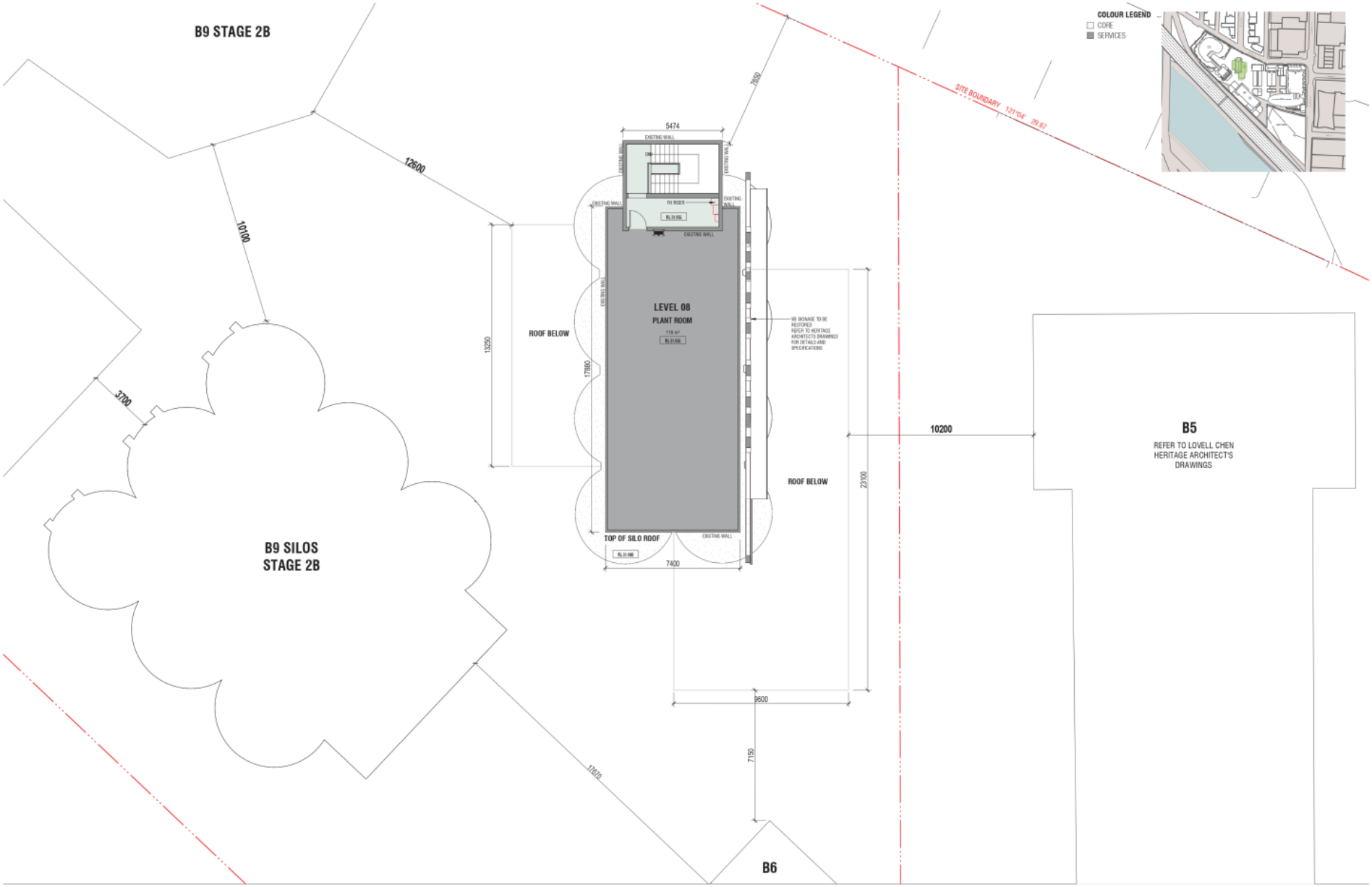
Attachment 6 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2A - Part 4



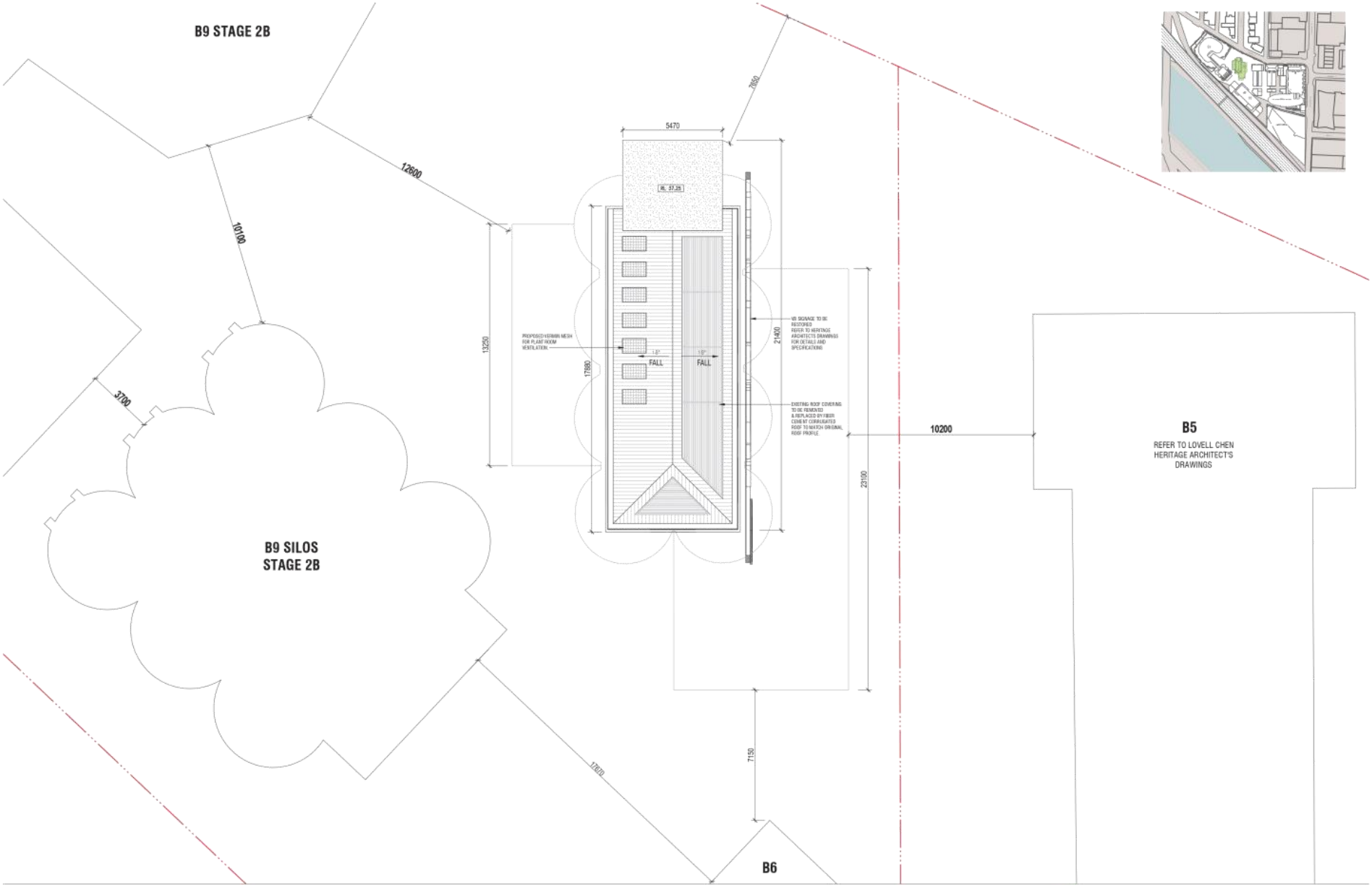
Attachment 6 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2A - Part 4



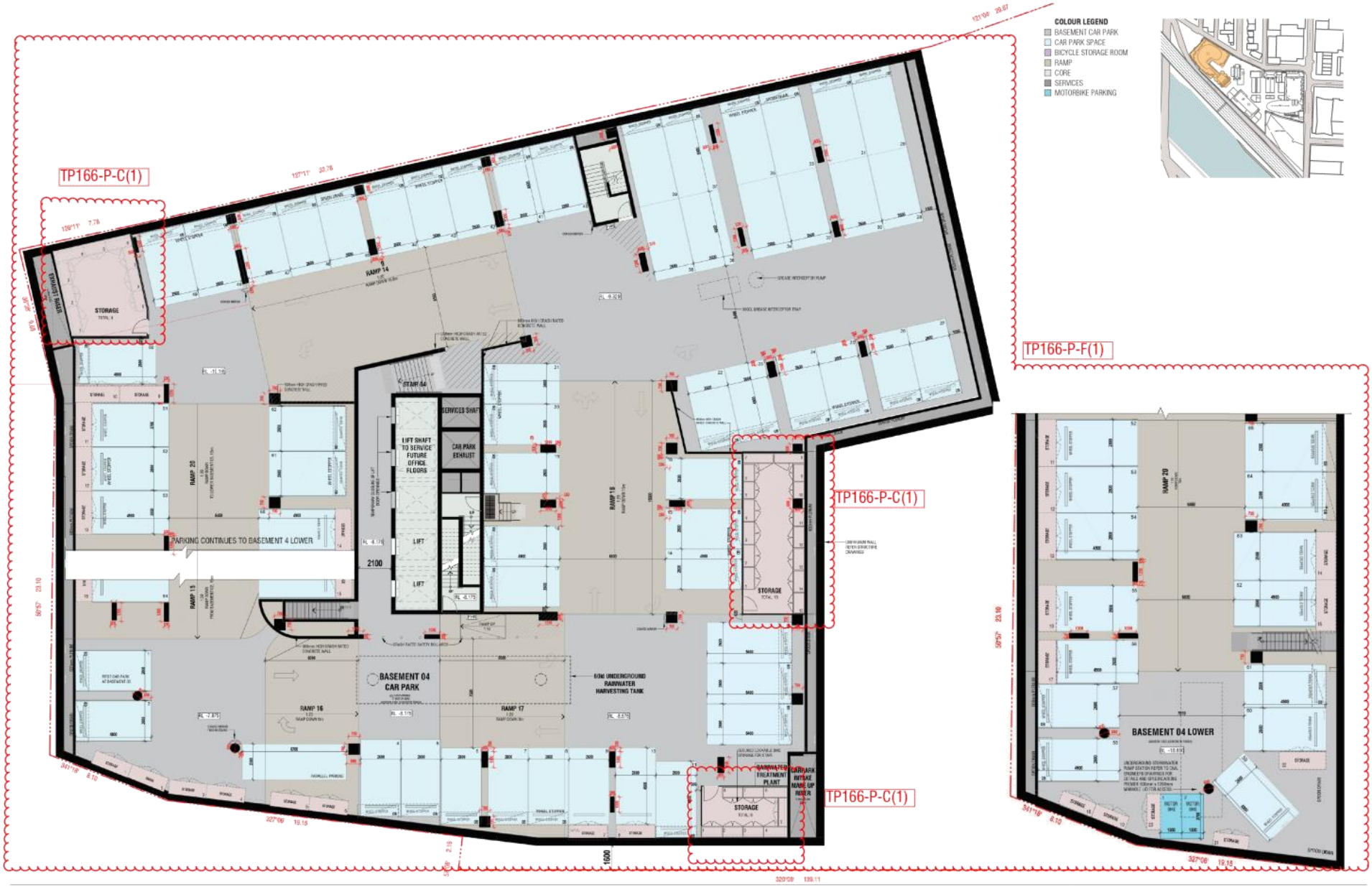
Attachment 6 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2A - Part 4



Attachment 6 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2A - Part 4



Attachment 6 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2A - Part 4



IMPORTANT NOTICE:	PROJECT NO. 256	PROJECT 2 GOUGH ST, CREMORNE 3121 [STAGE 2A]				SCALE 1:200 @ A3	Caydon Property Group Pty. LTD. Level 2, 484 Johnston Street Abbotsford, 3067	CAYDON
	CHECKED BY GDS	DRAWN BY SSJ/GM/C	ISSUE DATE 09/03/2021	SET REVISION 0	DRAWING NUMBER TP-166	DRAWING TITLE B9 BASEMENT LEVEL 4		

Attachment 6 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2A - Part 4



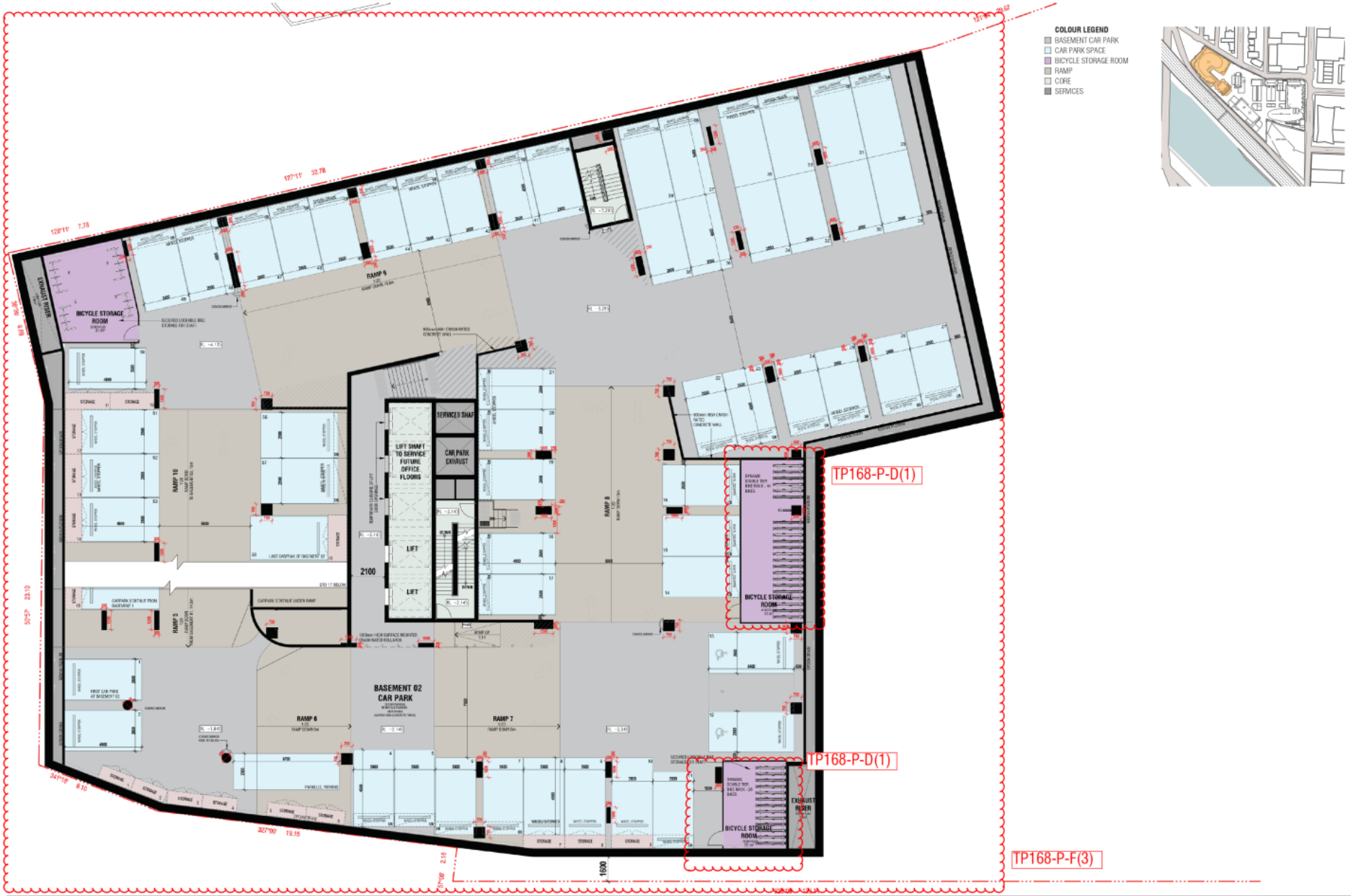
PROJECT NO.	PROJECT	SCALE
256	2 GOUGH ST, CREMORNE 3121 [STAGE 2A]	1:200 @ A3
CHECKED BY	DRAWN BY	ISSUE DATE
GDS	SSJ/GJ/KC	09/03/2021
DRAWING NUMBER	DRAWING TITLE	SET REVISION
TP-167	B9 BASEMENT LEVEL 3	8

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Attachment 6 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2A - Part 4



IMPORTANT NOTICE:	PROJECT NO. 256	PROJECT 2 GOUGH ST, CREMORNE 3121 [STAGE 2A]	DRAWING NUMBER TP-168	DRAWING TITLE B9 BASEMENT LEVEL 2	SCALE 1:200 @ A3	CAYDON
	CHECKED BY GDS	DRAWN BY SSJ/JQ/IC	ISSUE DATE 05/03/2020	SET REVISION 0		

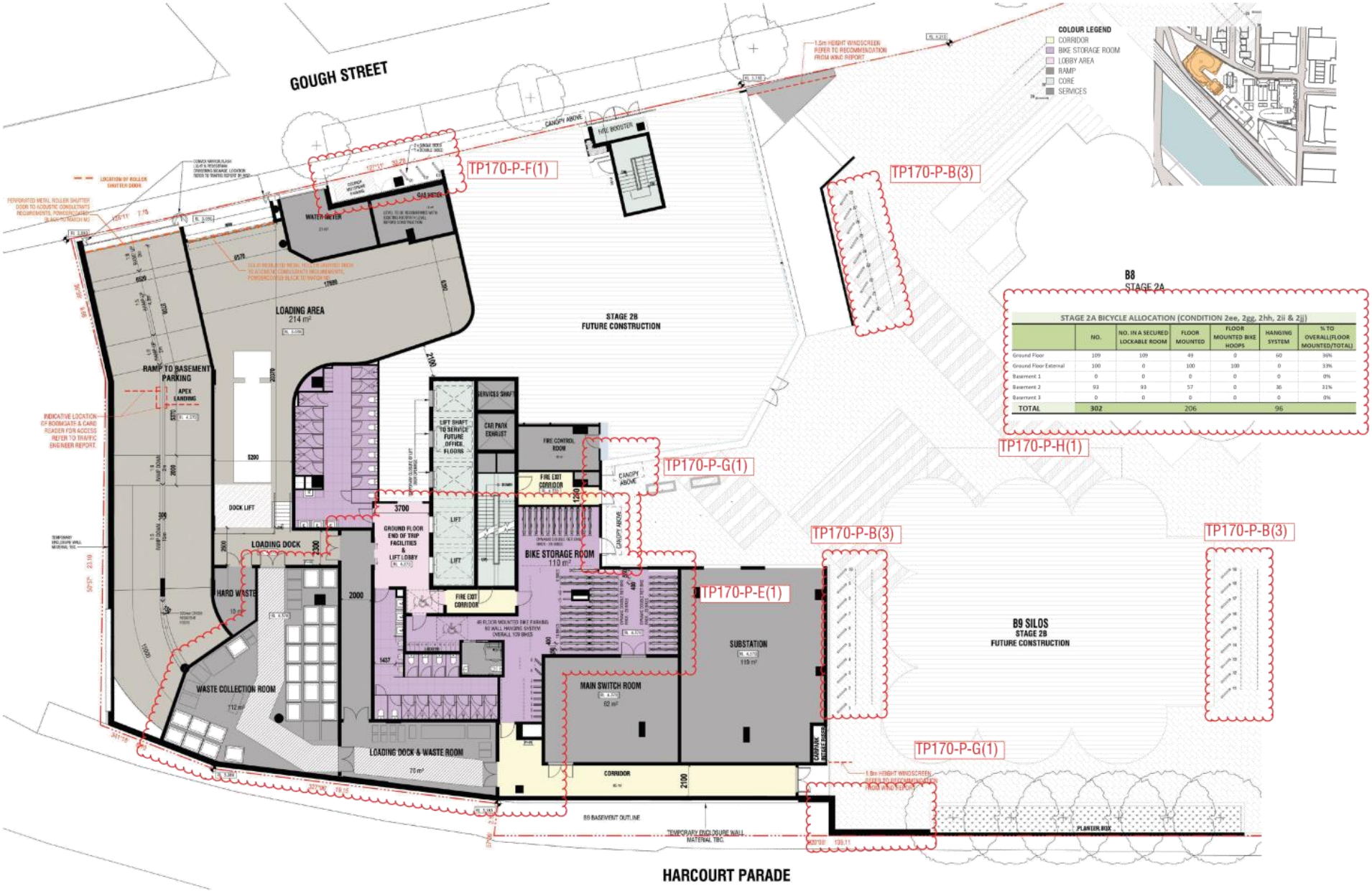
Attachment 6 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2A - Part 4



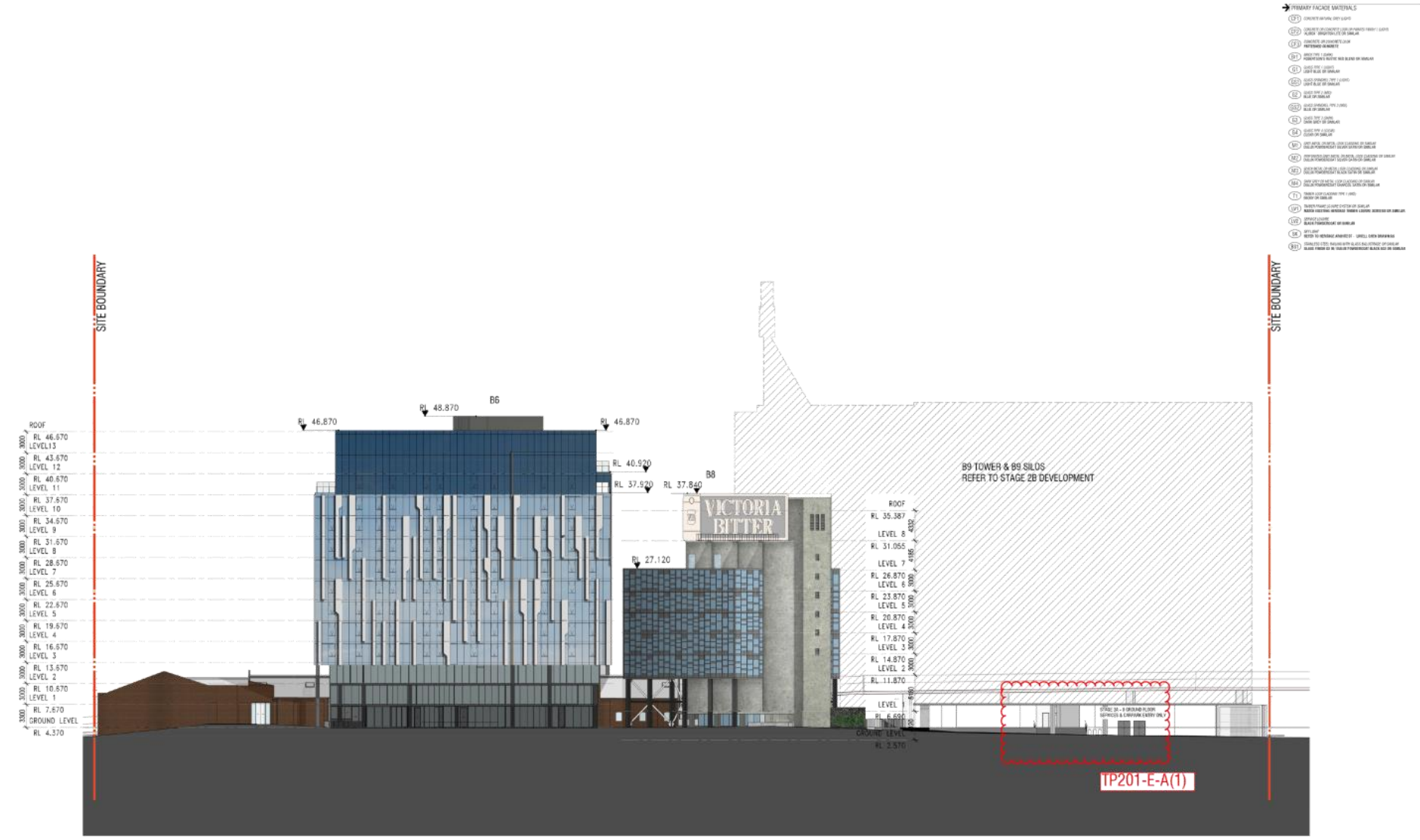
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CHECKED BY GDS	DRAWN BY SSJ/GJ/IC	ISSUE DATE 2016.08.09
DRAWING NUMBER TP-169	DRAWING TITLE B9 BASEMENT LEVEL 1	SCALE 1:200 @ A3

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Attachment 6 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2A - Part 4



Attachment 6 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2A - Part 4



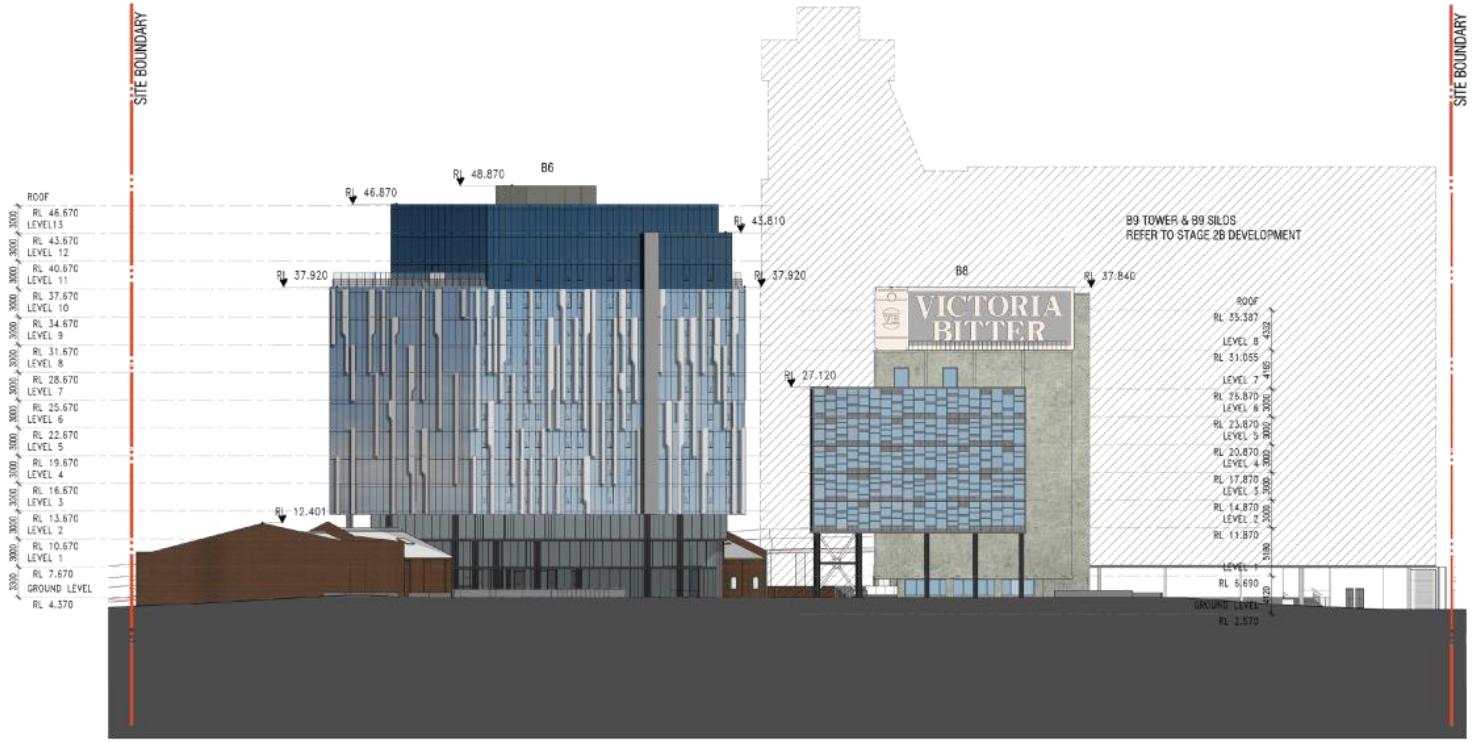
OVERALL NORTH ELEVATION

PROJECT NO.	256	
PROJECT	2 GOUGH ST, CREMORNE 3121 [STAGE 2A]	
DRAWING NUMBER	TP-201	
DRAWING TITLE	OVERALL NORTH ELEVATION	
SCALE	1:500 @ A3	
CHECKED BY	GDS	
DRAWN BY	SSV,KG,MC	
ISSUE DATE	01/05/2020	
SET REVISION	A	

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Attachment 7 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2A - Part 5





OVERALL EAST ELEVATION

REV NO	DESCRIPTION	DATE
A	Town Planning Submission	17/12/2018
B	Town Planning Submission - Stage 2A Submission	15/04/2020

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PROJECT NO. 256
PROJECT 2 GOUGH ST, CREMORNE 3121 [STAGE 2A]
CHECKED BY GDS
DRAWN BY SSV JG/AC
ISSUE DATE 15/07/2020
SET REVISION B
DRAWING NUMBER TP-202
DRAWING TITLE OVERALL EAST ELEVATION
SCALE 1:500 @ A3

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Attachment 7 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2A - Part 5



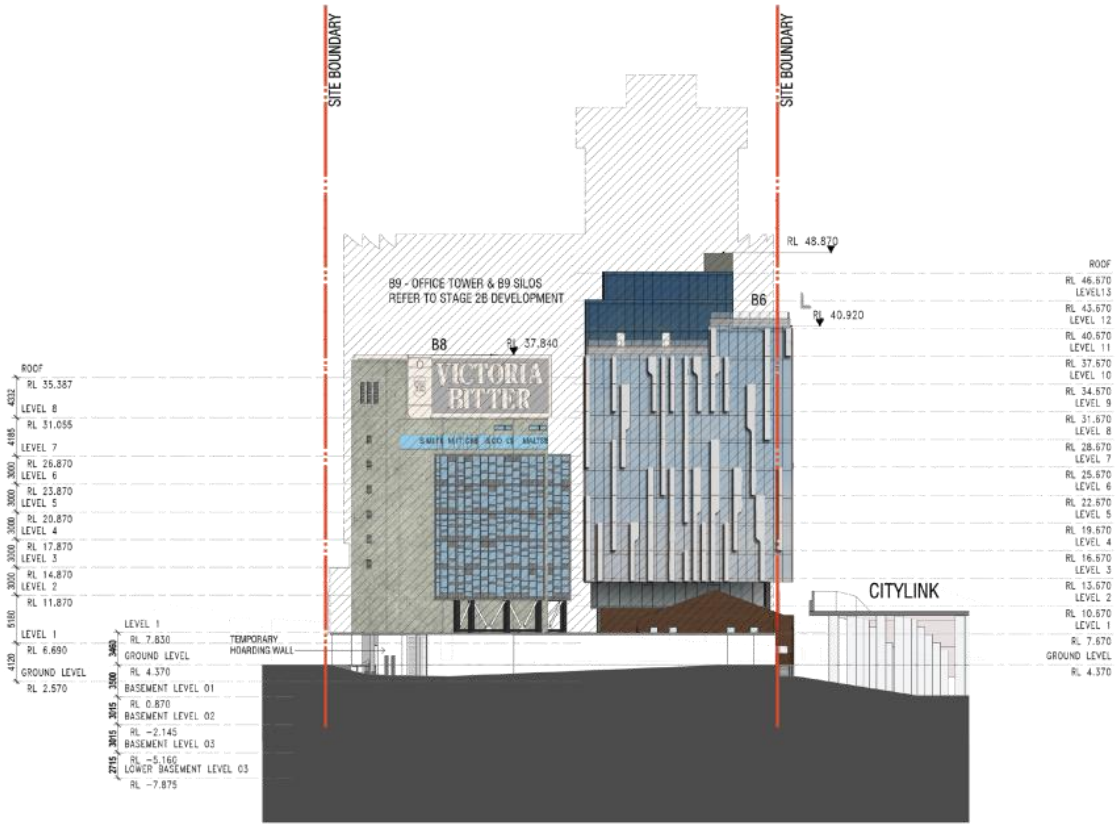
OVERALL SOUTH ELEVATION

PROJECT NO.	256	
PROJECT	2 GOUGH ST, CREMORNE 3121 [STAGE 2A]	
DRAWING NUMBER	TP-203	
DRAWING TITLE	OVERALL SOUTH ELEVATION	
SCALE	1:500 @ A3	
CHECKED BY	GDS	
DRAWN BY	SSV,KG/KC	

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Attachment 7 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2A - Part 5





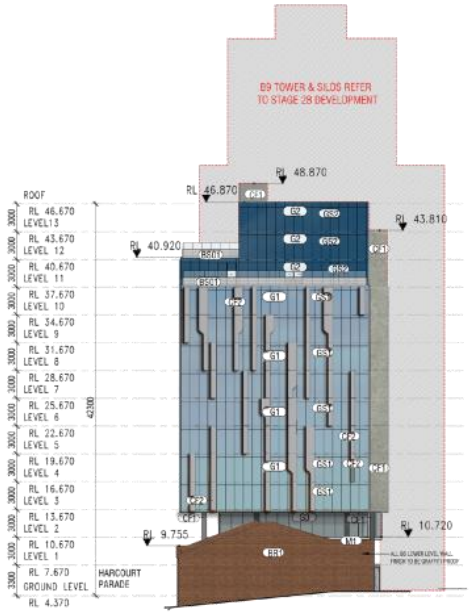
OVERALL WEST ELEVATION

IMPORTANT NOTICE:	PROJECT NO. 256	PROJECT 2 GOUGH ST, CREMORNE 3121 [STAGE 2A]				SCALE 1:500 @ A3	Caydon Property Group Pty. LTD. Level 2, 484 Johnston Street Abbotsford, 3067	CAYDON
	CHECKED BY GDS	DRAWN BY SSJ/JG/MC	ISSUE DATE 11/07/2019	SET REVISION 3	DRAWING NUMBER TP-204	DRAWING TITLE OVERALL WEST ELEVATION		

Attachment 7 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2A - Part 5



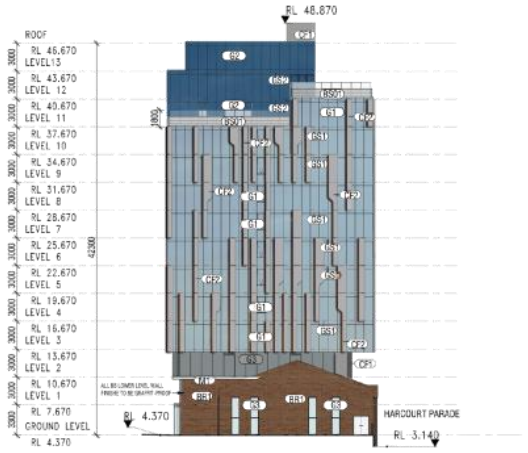
NORTH ELEVATION



EAST ELEVATION



SOUTH ELEVATION



WEST ELEVATION



A	Town Planning Submission	17/12/2020 FT
B	Town Planning Submission - Stage 2A Submission	25/01/2021
C	Town Planning Submission - Stage 2A Submission	30/07/2021

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PROJECT NO.	PROJECT
256	2 GOUGH ST, CREMORNE 3121 [STAGE 2A]

CHECKED BY	DRAWN BY	ISSUE DATE	SET REVISION
GDS	SSV,KG,MC	30/07/2021	C

DRAWING NUMBER	DRAWING TITLE
TP-231	B6 ELEVATIONS

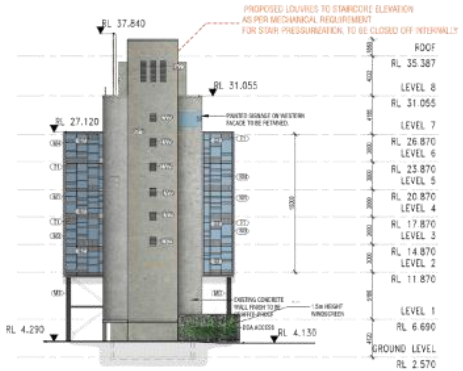
SCALE
1:500 @ A3

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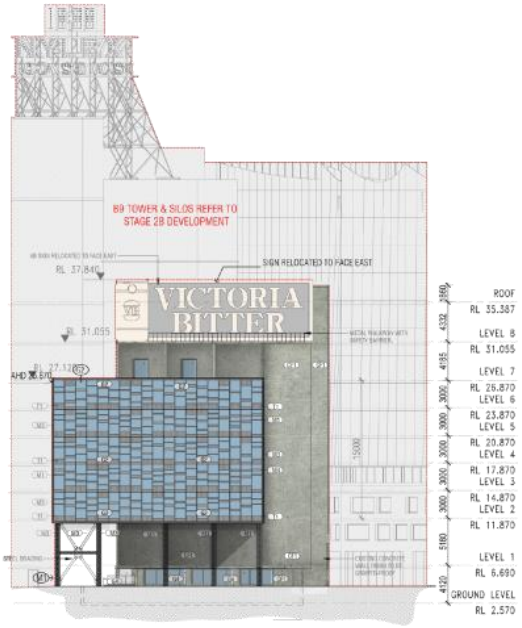
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Attachment 7 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2A - Part 5

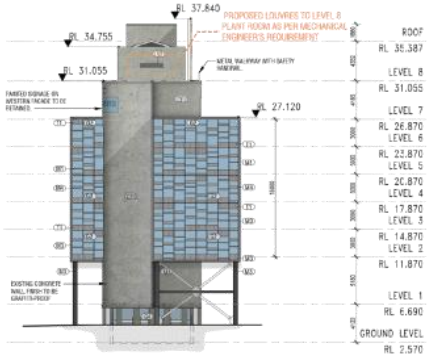




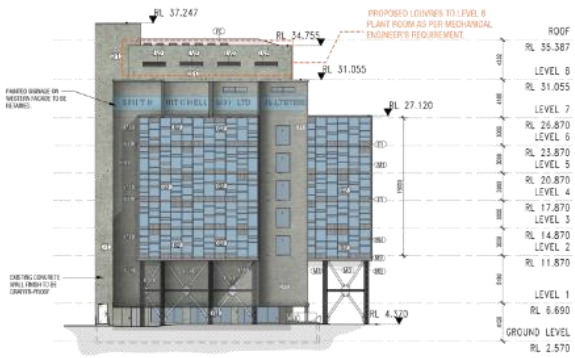
NORTH ELEVATION



EAST ELEVATION



SOUTH ELEVATION



WEST ELEVATION

A	Town Planning Submission	17/10/2018
B	Town Planning Submission - Stage 2A Submission	05/04/2019
C	Town Planning Submission	30/10/2019

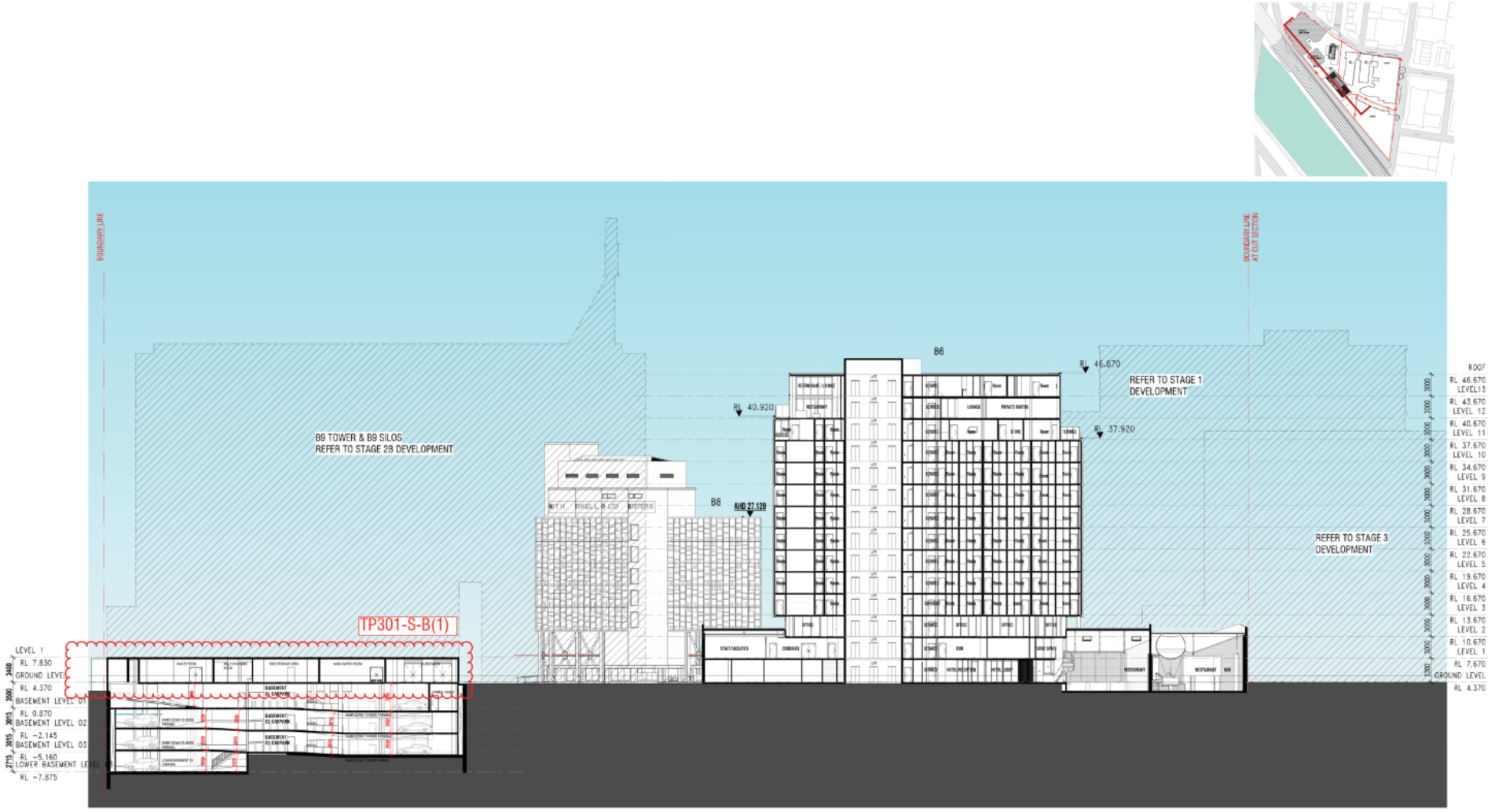
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PROJECT NO.: 256
PROJECT: 2 GOUGH ST, CREMORNE 3121 [STAGE 2A]
DRAWING NUMBER: TP-251
DRAWING TITLE: B8 ELEVATIONS
SCALE: 1:500 @ A3
CHECKED BY: GDS
DRAWN BY: SSJ/JG/KC
ISSUE DATE: 11/07/2019
SET REVISION: C

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Attachment 7 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2A - Part 5



IMD REV	DESCRIPTION	DATE
A	Town Planning Submission	17/11/2015
B	RESPONSE TO RFI#1&2	09/11/2016
C	Council Stage 2 Amendment Submission	01/08/2017
D	S.96AA (1A) AMENDMENT - RFI Re Car Parking	12/11/2018
E	Section 57A Amended Plans	03/05/2021

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Contractor to check all dimensions on site.
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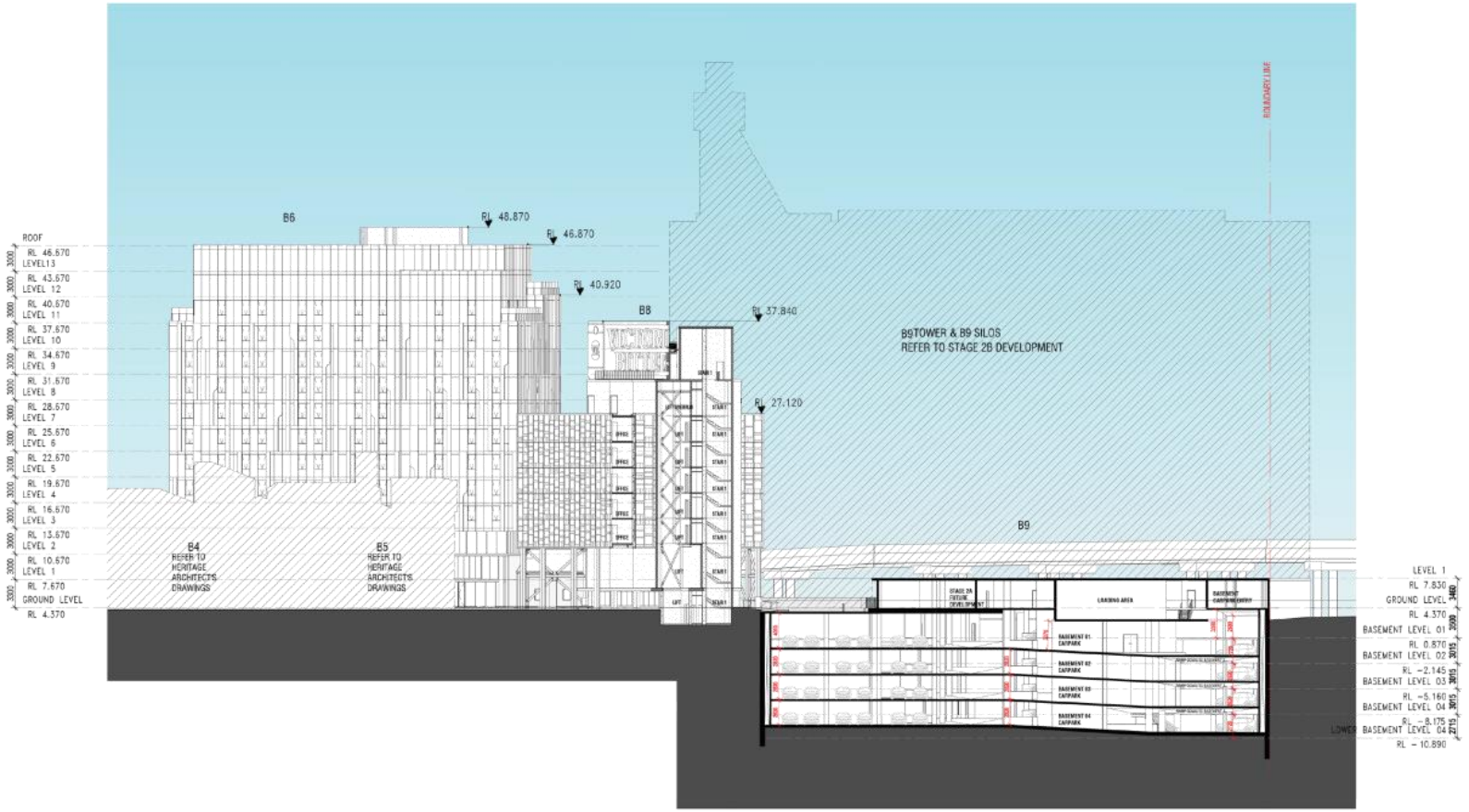
PROJECT NO. 256
PROJECT 2 GOUGH ST, CREMORNE 3121 (STAGE 2A)
CHECKED BY GDS
DRAWN BY SSJ/JQ/KC
ISSUE DATE 03/05/2021
SET REVISION E
DRAWING NUMBER TP-301
DRAWING TITLE OVERALL SECTION AA
SCALE 1:500 @ A3

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Abbotsford, 3067
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Attachment 7 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2A - Part 5

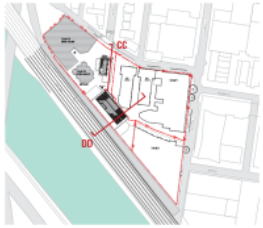


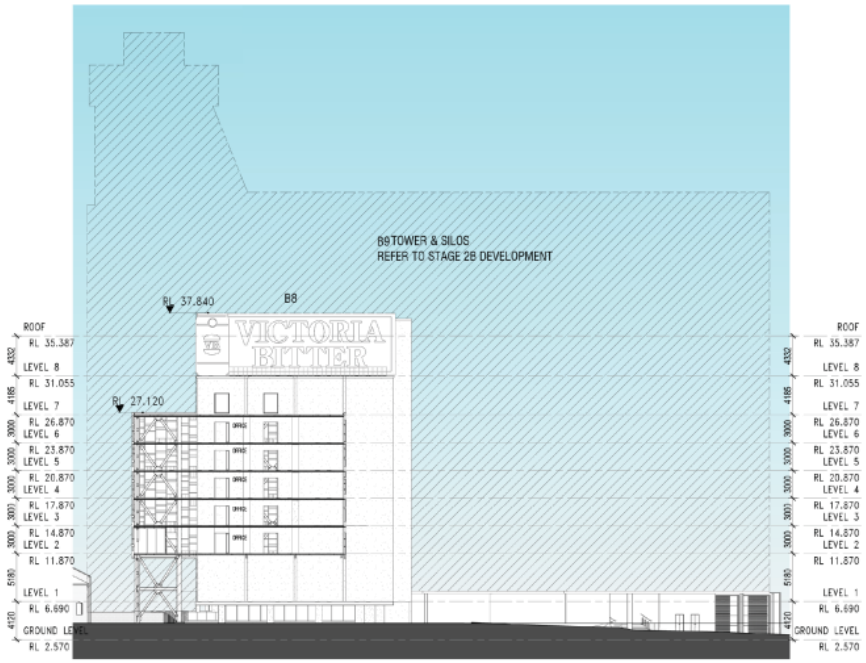


PROJECT NO.	PROJECT	
256	2 GOUGH ST, CREMORNE 3121 [STAGE 2A]	
DRAWING NUMBER	DRAWING TITLE	SCALE
TP-302	OVERALL SECTION BB	1:500 @ A3
CHECKED BY	DRAWN BY	ISSUE DATE
GDS	SSJ/GM/C	27/09/2019

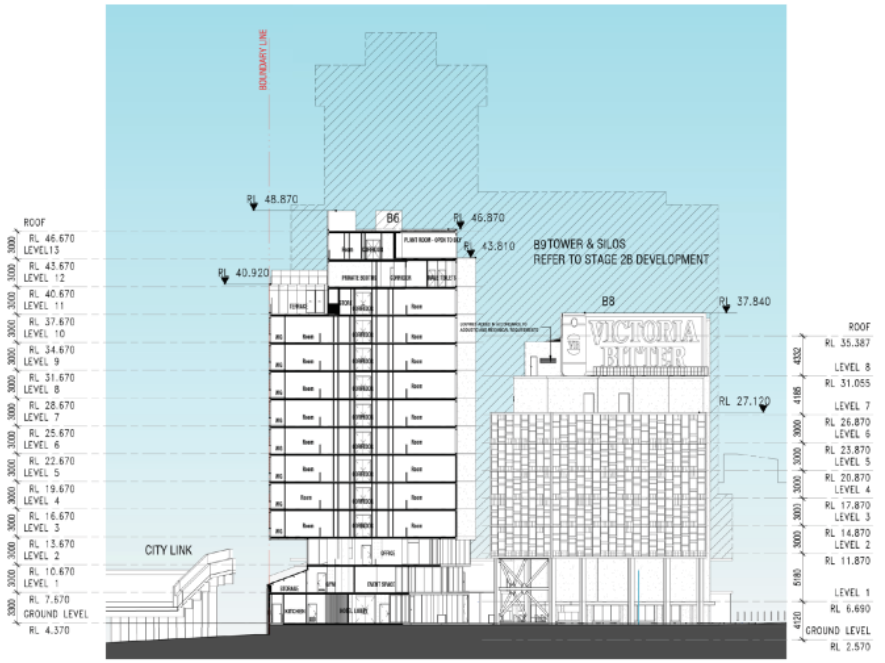
CAYDON

Attachment 7 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2A - Part 5





SECTION C-C



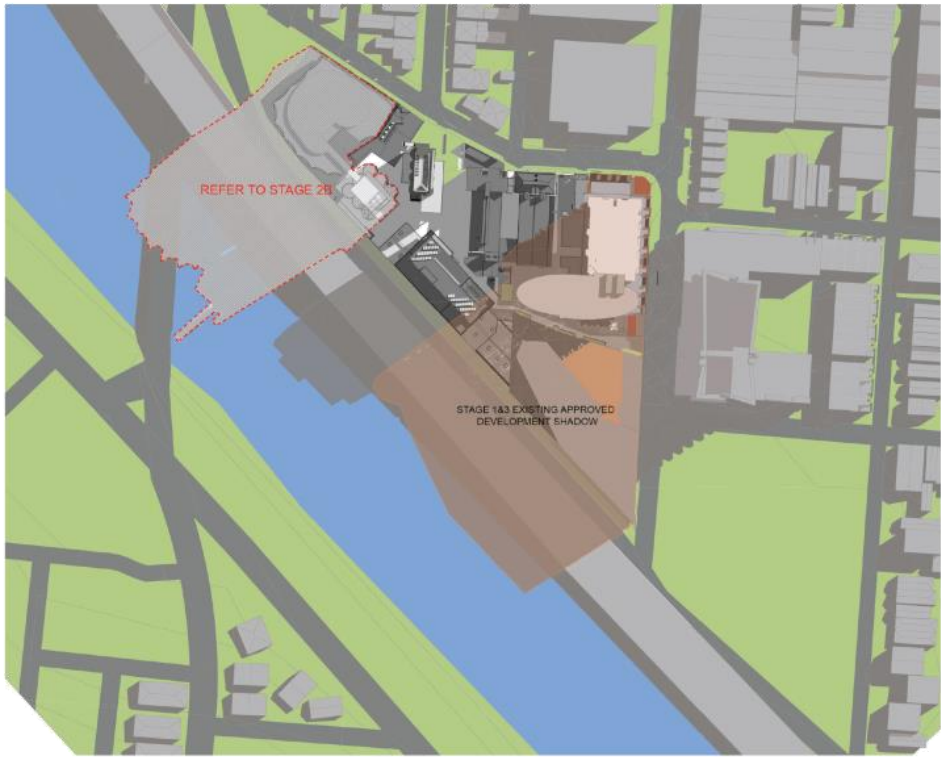
SECTION D-D

PROJECT NO.	PROJECT	
256	2 GOUGH ST, CREMORNE 3121 (STAGE 2A)	
DRAWING NUMBER	DRAWING TITLE	SCALE
TP-303	OVERALL SECTION CC AND DD	1:500 @ A3

Attachment 7 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2A - Part 5



1 EXISTING SHADOWS - 9AM
SEPTEMBER 21ST



2 DESIGN PROPOSAL SHADOWS - 9AM
SEPTEMBER 21ST

A	Town Planning Submission	17/12/2015
B	Town Planning Submission - Stage 2A Development	04/04/2016

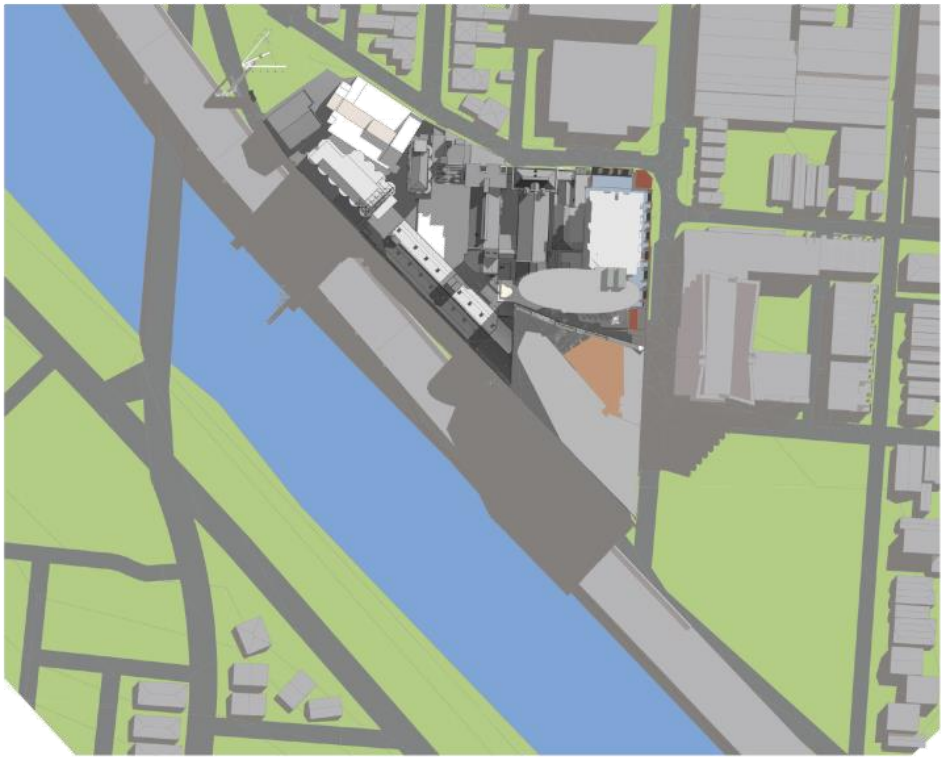
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PROJECT NO. 256
PROJECT 2 GOUGH ST, CREMORNE 3121 [STAGE 2A]
DRAWING NUMBER TP-400
DRAWING TITLE SHADOW STUDIES 9AM
SCALE 1:2000 @ A3
CHECKED BY GDS
DRAWN BY SSV,KG/VC
ISSUE DATE 29/04/2016
ISSUE REVISION B

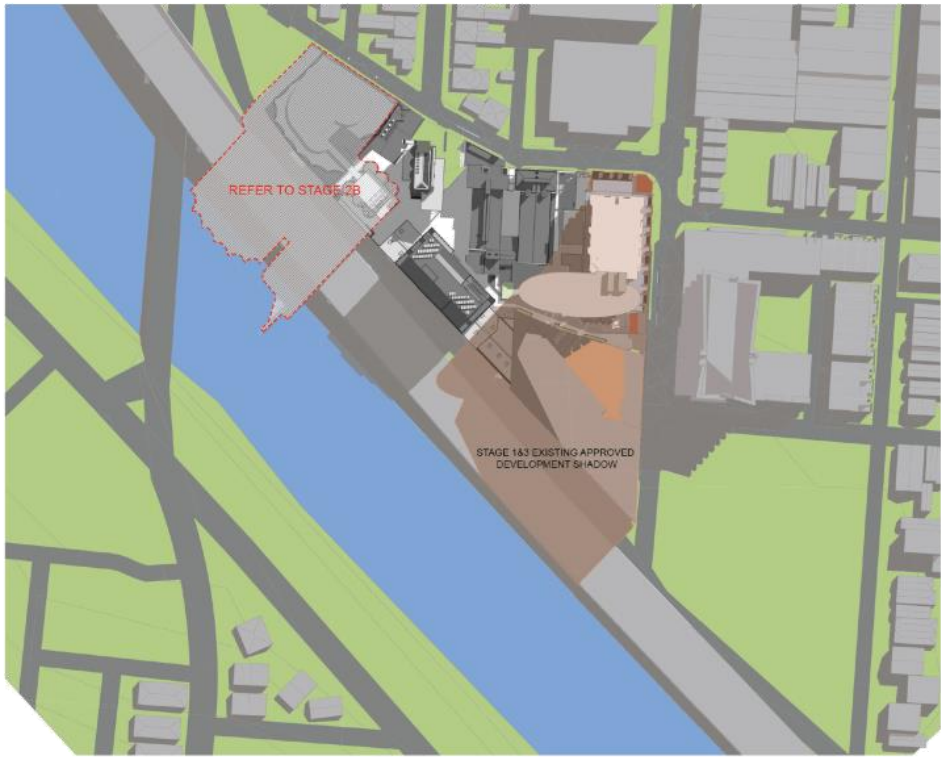
Caydon Property Group Pty. LTD.
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www.caydon.com.au

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Attachment 7 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2A - Part 5



1 EXISTING SHADOWS - 10AM
SEPTEMBER 21ST



2 DESIGN PROPOSAL SHADOWS - 10AM
SEPTEMBER 21ST

IMPORTANT NOTICE:	PROJECT NO.	PROJECT	DRAWING NUMBER	DRAWING TITLE	SCALE
	256	2 GOUGH ST, CREMORNE 3121 [STAGE 2A]	TP-401	SHADOW STUDIES 10AM	1:2000 @ A3

CHECKED BY	DRAWN BY	ISSUE DATE	ST REVISION
GDS	SSV,KG/MC	2020/12/09	2

Attachment 7 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2A - Part 5



1 EXISTING SHADOWS - 11AM
SEPTEMBER 21ST



2 DESIGN PROPOSAL SHADOWS - 11AM
SEPTEMBER 21ST

ENG NO.	DESCRIPTION	DATE
A	Town Planning Submission	17/12/2015
B	Town Planning Submission - Stage 2A Development	04/04/2016

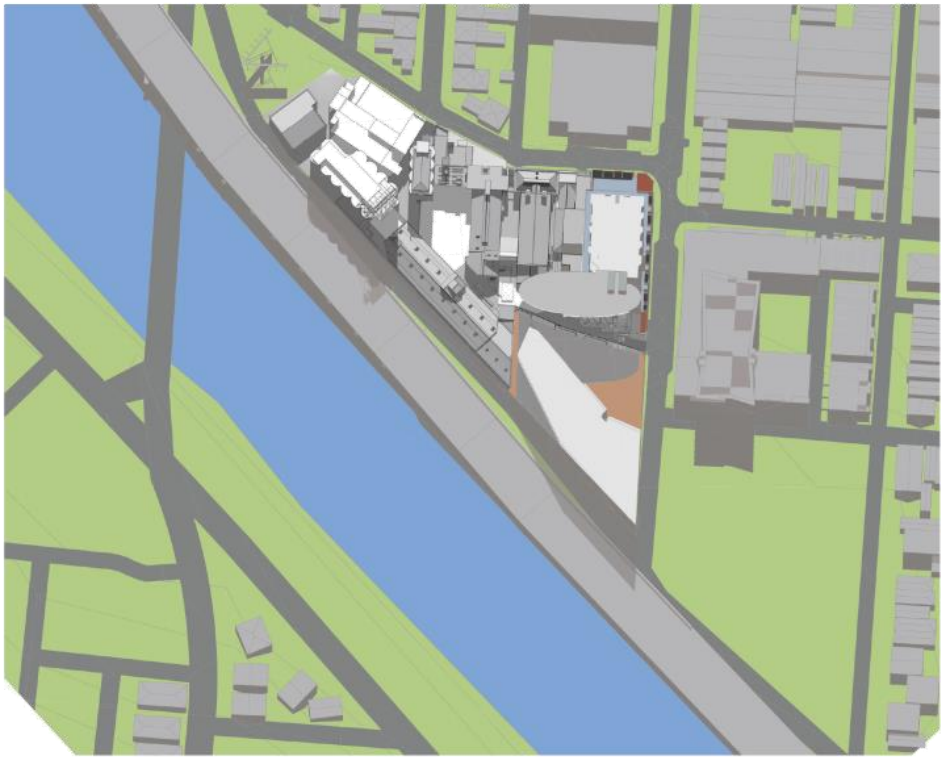
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PROJECT NO. 256
PROJECT 2 GOUGH ST, CREMORNE 3121 [STAGE 2A]
CHECKED BY GDS
DRAWN BY SSV,KG/VC
ISSUE DATE 29/04/2016
SET REVISION 2
DRAWING NUMBER TP-402
DRAWING TITLE SHADOW STUDIES 11AM
SCALE 1:2000 @ A3

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Attachment 7 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2A - Part 5



1 EXISTING SHADOWS - 12PM
SEPTEMBER 21ST



2 DESIGN PROPOSAL SHADOWS - 12PM
SEPTEMBER 21ST

ENG REV	DESCRIPTION	DATE
A	Town Planning Submission	17/12/2015
B	Town Planning Submission - Stage 2A Development	04/04/2016

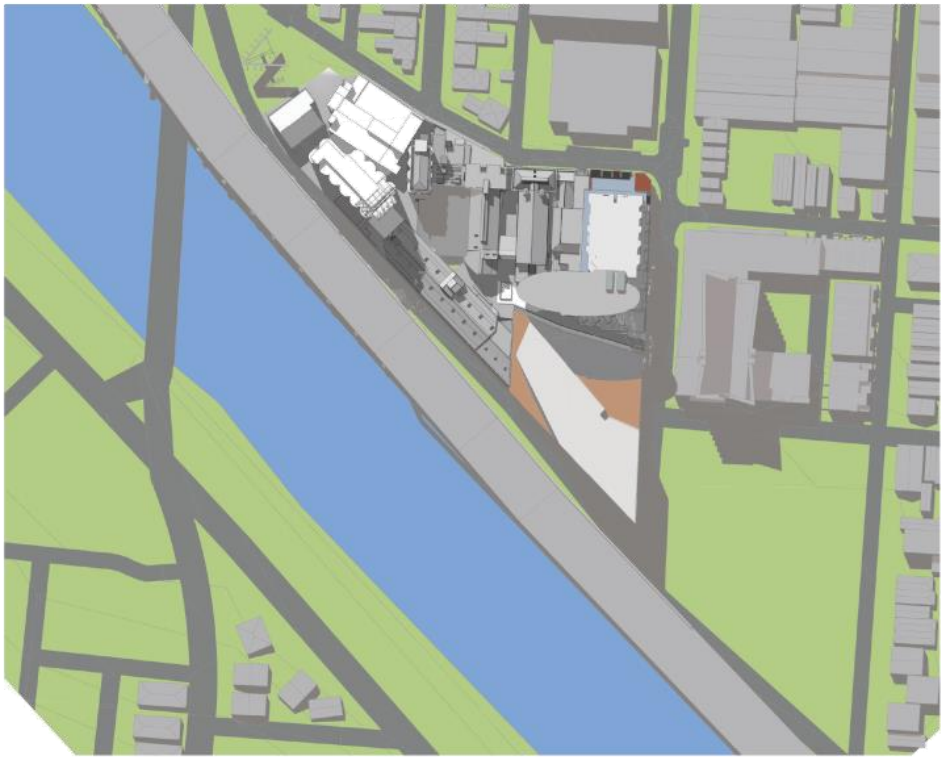
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PROJECT NO. 256
PROJECT 2 GOUGH ST, CREMORNE 3121 [STAGE 2A]
CHECKED BY GDS
DRAWN BY SSV,KG/MC
ISSUE DATE 29/04/2016
SET REVISION 2
DRAWING NUMBER TP-403
DRAWING TITLE SHADOW STUDIES 12PM
SCALE 1:2000 @ A3

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Attachment 7 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2A - Part 5



1 EXISTING SHADOWS - 1PM
SEPTEMBER 21ST



2 DESIGN PROPOSAL SHADOWS - 1PM
SEPTEMBER 21ST

ENG REV	DESCRIPTION	DATE
A	Town Planning Submission	17/10/2018
B	Town Planning Submission - Stage 2A Development	04/04/2019

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PROJECT NO. 256
PROJECT 2 GOUGH ST, CREMORNE 3121 (STAGE 2A)
CHECKED BY GDS
DRAWN BY SSV,KG/VC
ISSUE DATE 29/04/2019
ISS REVISION 2
DRAWING NUMBER TP-404
DRAWING TITLE SHADOW STUDIES 1PM
SCALE 1:2000 @ A3

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Attachment 7 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2A - Part 5



1 EXISTING SHADOWS - 2PM
SEPTEMBER 21ST



2 DESIGN PROPOSAL SHADOWS - 2PM
SEPTEMBER 21ST

A	Town Planning Submission	17/12/2015
B	Town Planning Submission - Stage 2A Development	04/04/2016

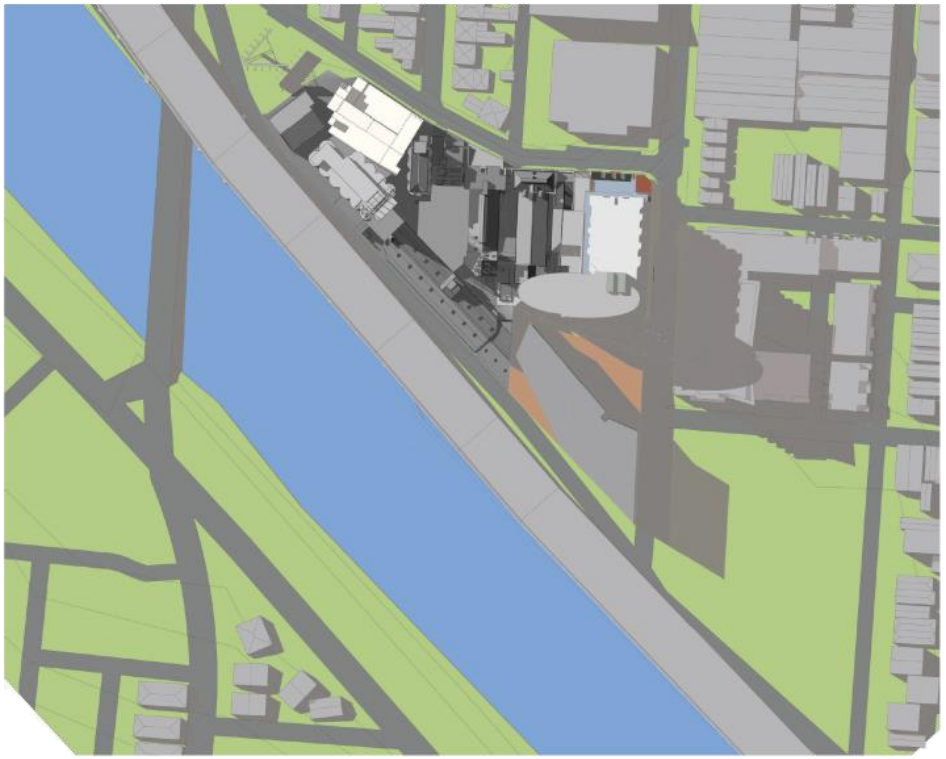
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PROJECT NO.: 256
PROJECT: 2 GOUGH ST, CREMORNE 3121 [STAGE 2A]
CHECKED BY: GDS
DRAWN BY: SSV,KG/VC
ISSUE DATE: 2/04/2016
ST REVISION: B
DRAWING NUMBER: TP-405
DRAWING TITLE: SHADOW STUDIES 2PM
SCALE: 1:2000 @ A3

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Attachment 7 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2A - Part 5



1 EXISTING SHADOWS - 3PM
SEPTEMBER 21ST



2 DESIGN PROPOSAL SHADOWS - 3PM
SEPTEMBER 21ST

ENG NO.	DESCRIPTION	DATE
A	Town Planning Submission	17/12/2015
B	Town Planning Submission - Stage 2A Development	04/04/2016

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PROJECT NO. 256
PROJECT 2 GOUGH ST, CREMORNE 3121 (STAGE 2A)
DRAWING NUMBER TP-406
DRAWING TITLE SHADOW STUDIES 3PM
SCALE 1:2000 @ A3
CHECKED BY GDS
DRAWN BY SSV,KG/VC
ISSUE DATE 20/04/2016
ISSUE REVISION 2

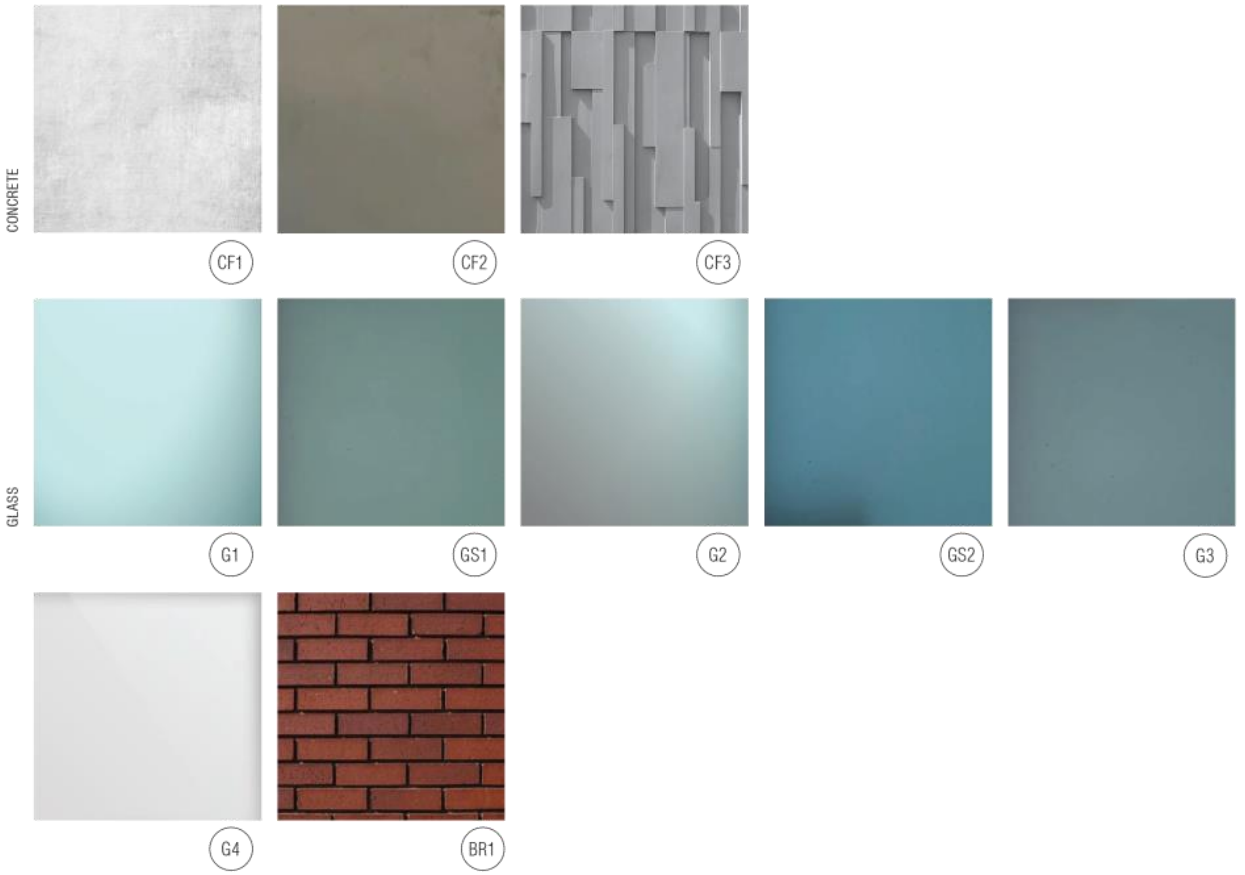
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Attachment 8 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2A - Part 6

PRIMARY FACADE MATERIALS

- CF1 — CONCRETE LOOK 1
- CF2 — CONCRETE LOOK 2
- CF3 — CONCRETE LOOK 3
  PATTERNED CONCRETE
- G1 — GLASS TYPE 1
  LIGHT BLUE OR SIMILAR
- GS1 — GLASS SPANDREL TYPE 1
  LIGHT BLUE OR SIMILAR
- G2 — GLASS TYPE 2
  BLUE OR SIMILAR
- GS2 — GLASS SPANDREL TYPE 2
  BLUE OR SIMILAR
- G3 — GLASS TYPE 3
  DARK GREY OR SIMILAR
- G4 — GLASS TYPE 4
  CLEAR OR SIMILAR
- BR1 — BRICK TYPE 1
  RECYCLED BRICK OR SIMILAR APPROVED BY HERITAGE ARCHITECT



COMPLIANCE TO CONDITION 2H		
Glass Type	Light Transmittance (VLT)	Reflectivity Value (VLR)
G1	VLT Value = 45%	VLR Value = 19%
G2	VLT Value = 47%	VLR Value = 13%
G3	VLT Value = 45%	VLR Value = 14%
G4	VLT Value = 54%	VLR Value = 19%

PROJECT NO. 256
PROJECT 2 GOUGH ST, CREMORNE 3121 (STAGE 2A)
DRAWING NUMBER TP-500
DRAWING TITLE B6 MATERIALS AND FINISHES
SCALE N.T.S. @ A3
CHECKED BY GDS
DRAWN BY SSJ/JG/KC
ISSUE DATE 20/09/2019
ST REVISION 2

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Attachment 8 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2A - Part 6

PRIMARY FACADE MATERIALS

CF1 CONCRETE LOOK 1

G2 GLASS TYPE 2
BLUE OR SIMILAR

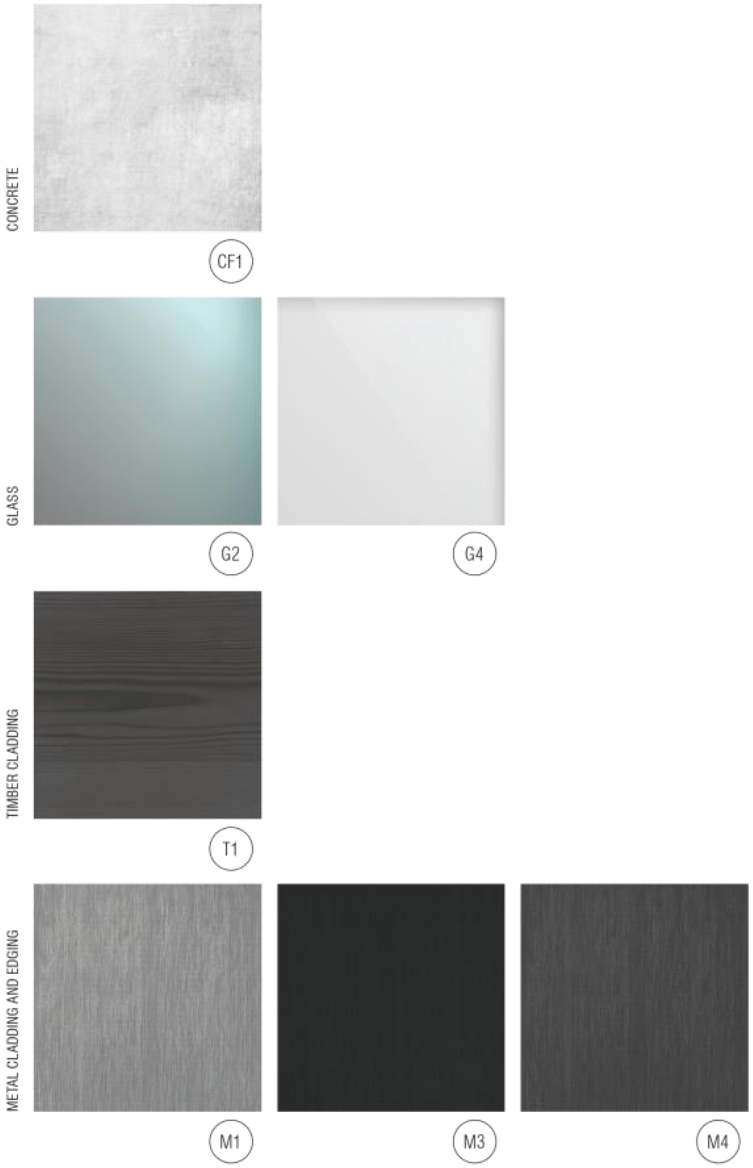
G4 GLASS TYPE 4
CLEAR OR SIMILAR

T1 TIMBER LOOK CLADDING TYPE 1
EBONY OR SIMILAR

M1 GREY METAL OR METAL LOOK CLADDING OR SIMILAR
DULUX POWDERCOAT SILVER SATIN OR SIMILAR

M3 BLACK METAL OR METAL LOOK CLADDING OR SIMILAR
DULUX POWDERCOAT BLACK SATIN OR SIMILAR

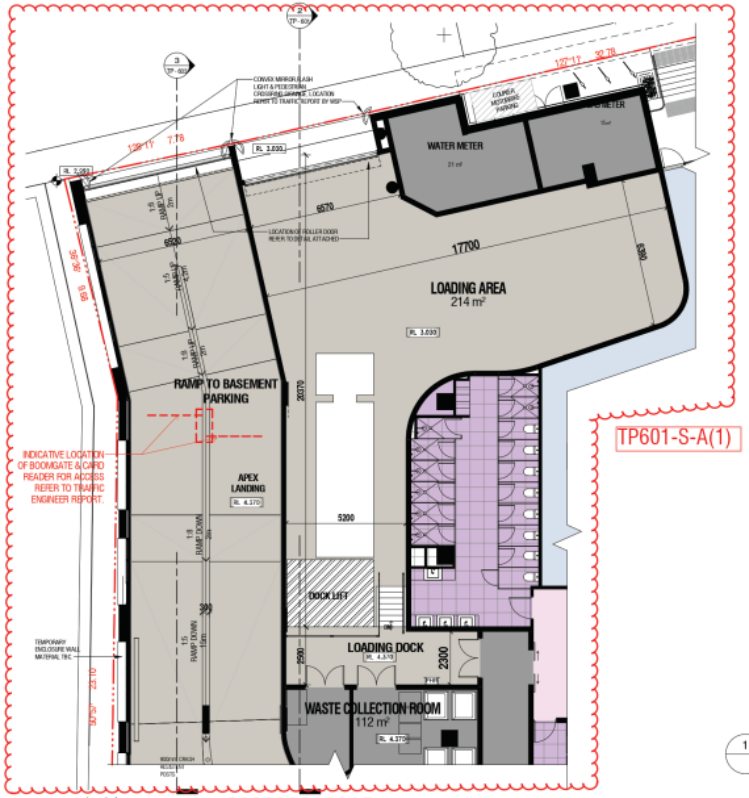
M4 DARK GREY OR METAL LOOK CLADDING OR SIMILAR
DULUX POWDERCOAT CHARCOAL SATIN OR SIMILAR

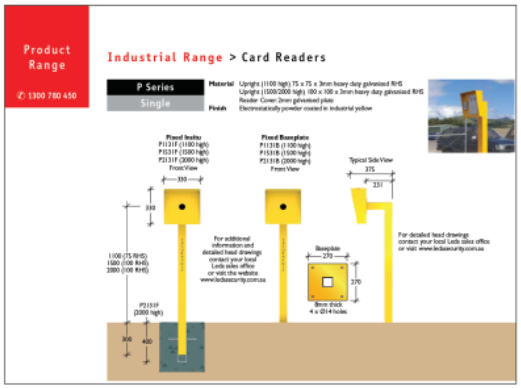


COMPLIANCE TO CONDITION 2H		
Glass Type	Light Transmittance (VLT)	Reflectivity Value (VLR)
G2	VLT Value = 47%	VLR Value = 13%
G4	VLT Value = 54%	VLR Value = 19%

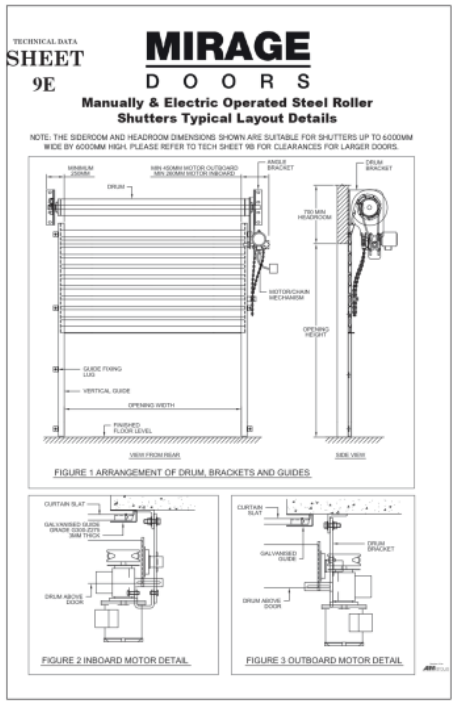
PROJECT NO. 256	PROJECT 2 GOUGH ST, CREMORNE 3121 [STAGE 2A]			DRAWING NUMBER TP-501	DRAWING TITLE B8 MATERIALS AND FINISHES	SCALE N.T.S. @ A3	CAYDON
CHECKED BY GDS	DRAWN BY SSJ/JG/MC	ISSUE DATE 29/04/2020	ST REVISION 2				

Attachment 8 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2A - Part 6



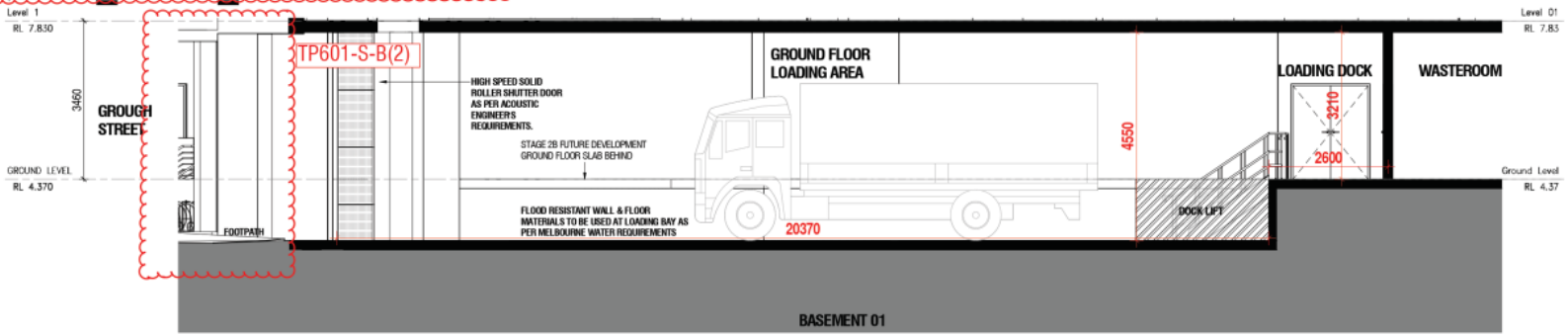


INTENDED CARD READER DETAILS, LOCATION REFER TO PLANS & TRAFFIC ENGINEER'S REPORT.



INTENDED ROLLER SHUTTER DOOR SPECIFICATION, DETAILS REFER TO PAGE 16-18, 5.1.1.1-5.1.1.2 IN ACOUSTIC REPORT

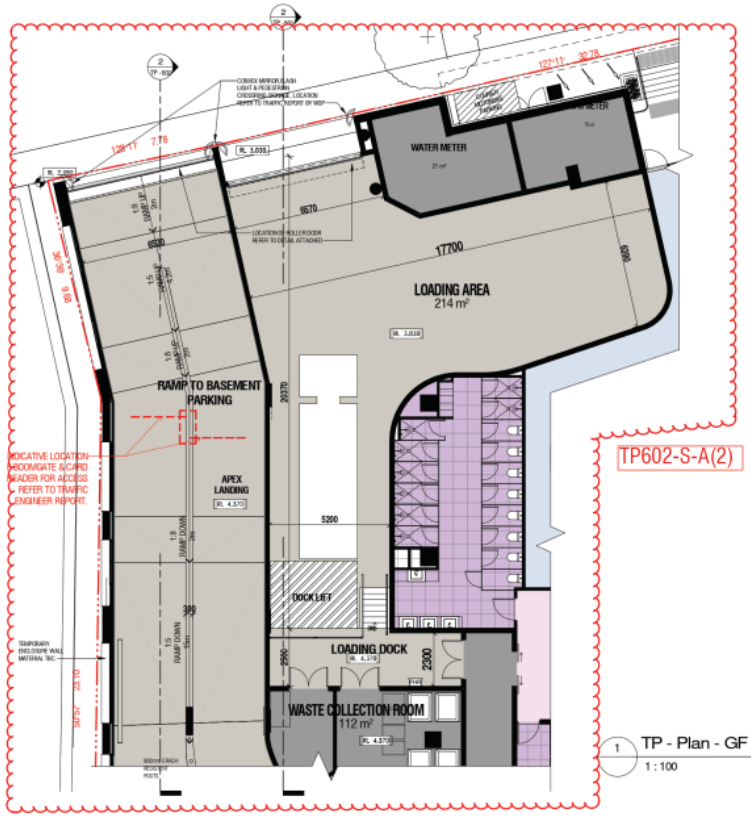
1 TP - Plan - GF Loading Bay
1 : 100



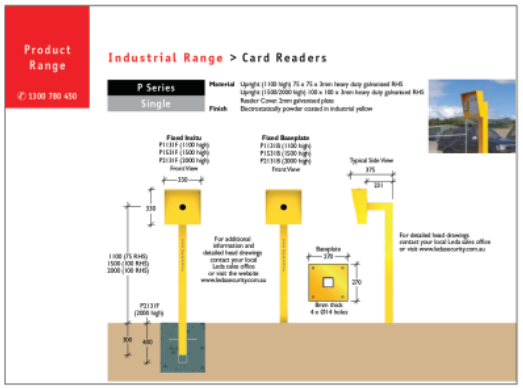
2 TP- Loading Bay Section
1 : 50

IMPORTANT NOTICE:	PROJECT NO. 256	PROJECT 2 GOUGH ST, CREMORNE 3121 [STAGE 2A]				SCALE VARIES @ A3	Caydon Property Group Pty. LTD. Level 2, 484 Johnston Street Abbotsford, 3067	CAYDON
	CHECKED BY GDS	DRAWN BY SSJ/JQ/KC	ISSUE DATE 05/05/2020	SET REVISION A	DRAWING NUMBER TP-601	DRAWING TITLE B9 LOADING BAY ENTRANCE DETAILS		

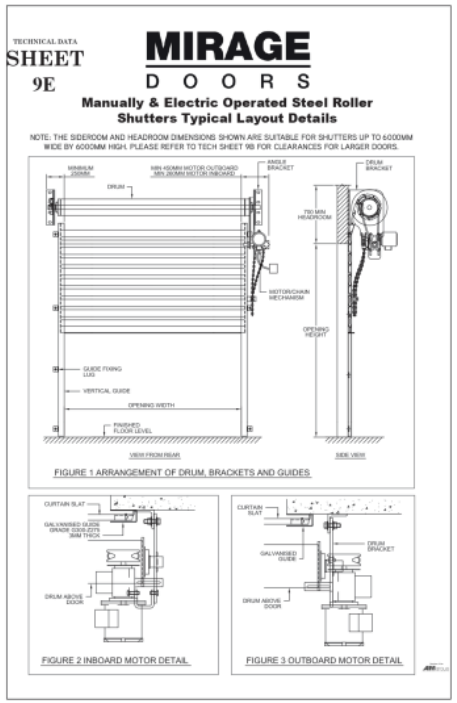
Attachment 8 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2A - Part 6



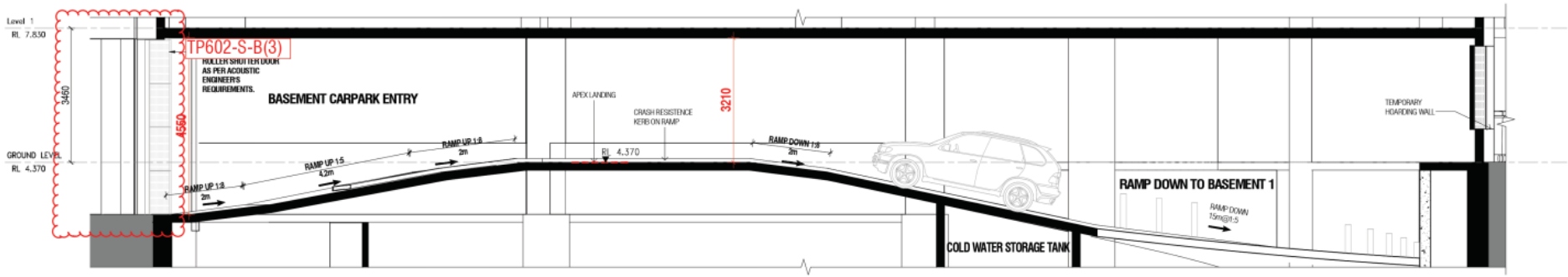
1 TP - Plan - GF Vehicular Entrance Plan
1 : 100



INTENDED CARD READER DETAILS, LOCATION REFER TO PLANS & TRAFFIC ENGINEER'S REPORT.



INTENDED ROLLER SHUTTER DOOR SPECIFICATION, DETAILS REFER TO PAGE 16-18, 5.1.1.1-5.1.1.2 IN ACOUSTIC REPORT



2 Vehicular Entrance Ramp Section 1
1 : 50

IMPORTANT NOTICE:	PROJECT NO. 256	PROJECT 2 GOUGH ST, CREMORNE 3121 (STAGE 2A)
CHECKED BY GDS	DRAWN BY SSJ JQ/JC	ISSUE DATE 07/07/2017
DRAWING NUMBER TP-602	DRAWING TITLE B9 VEHICULAR ENTRANCE DETAILS	SCALE VARIES @ A3

CAYDON

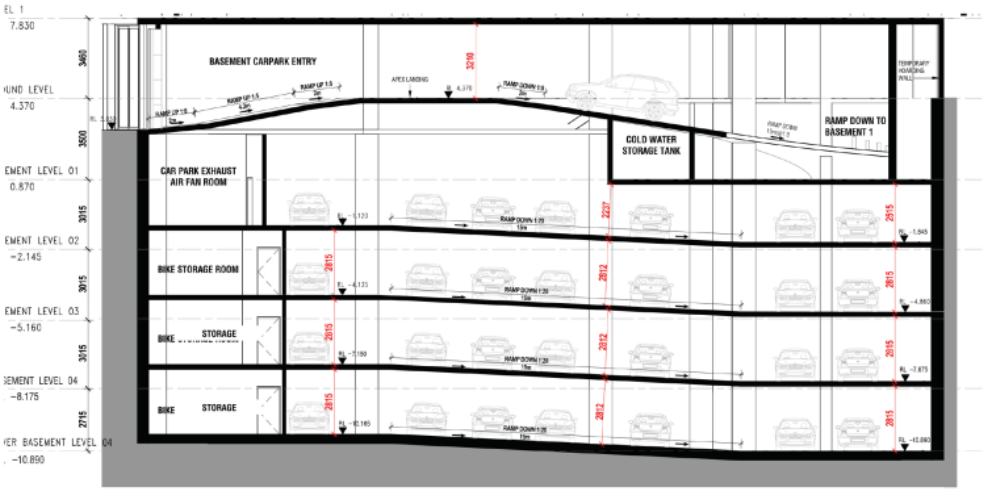
Attachment 8 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2A - Part 6



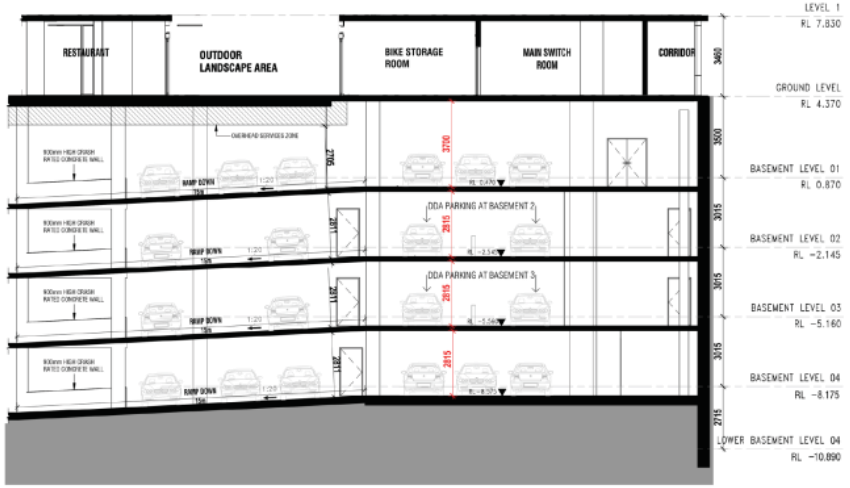
1 BASEMENT RAMP SECTION KEYPLAN
1 : 200



2 GF RAMP SECTION KEY PLAN
1 : 200



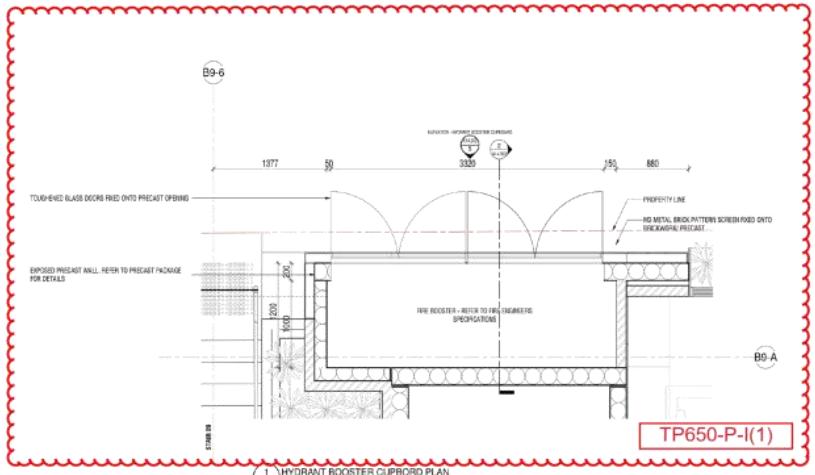
3 ADDITIONAL RAMP SECTION 1
1 : 100

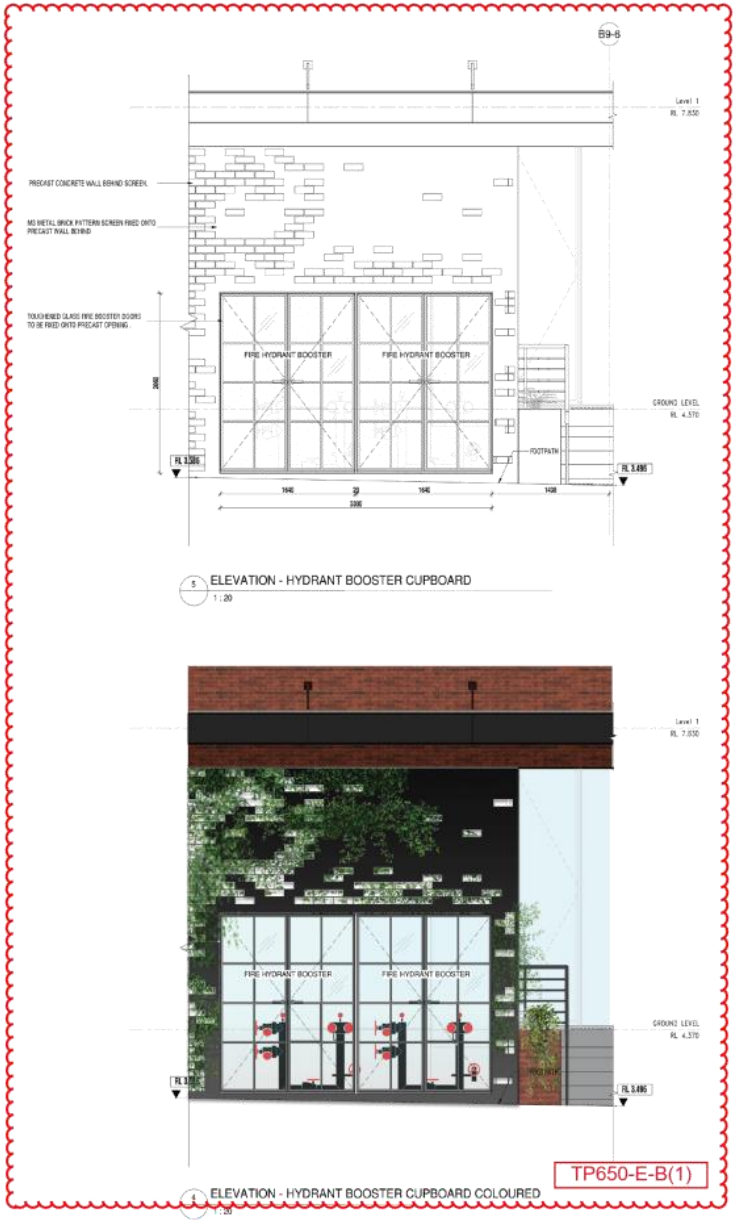


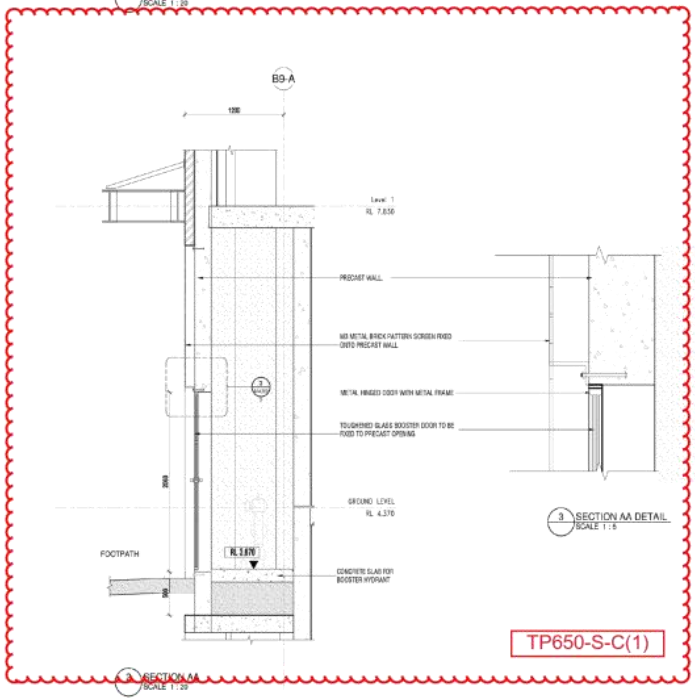
4 ADDITIONAL RAMP SECTION 2
1 : 100

IMPORTANT NOTICE:	PROJECT NO. 256	PROJECT 2 GOUGH ST, CREMORNE 3121 [STAGE 2A]	DRAWING NUMBER TP-603	DRAWING TITLE ADDITIONAL RAMP SECTIONS	SCALE VARIES @ A3	Caydon Property Group Pty. LTD. Level 2, 484 Johnston Street Abbotsford, 3067	CAYDON
	CHECKED BY GDS	DRAWN BY SSJ/JQ/KC	ISSUE DATE 01/03/2019	ST REVISION 0			

Attachment 8 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2A - Part 6







IMPORTANT NOTICE:	PROJECT NO. 256	PROJECT 2 GOUGH ST, CREMORNE 3121 [STAGE 2A]				SCALE N.T.S. @ A3	Caydon Property Group Pty. LTD. Level 2, 484 Johnston Street Abbotsford, 3067	CAYDON
	CHECKED BY GDS	DRAWN BY SSJ/JG/MC	ISSUE DATE 09/09/2020	SET REVISION 2	DRAWING NUMBER TP-650	DRAWING TITLE FIRE BOOSTER DETAILS		

Attachment 8 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2A - Part 6

CORA BIKE RACK
PRODUCT SPECIFICATION SHEET

EXPO 1500
MULTIPLE BIKE RACK

The Cora Expo Series is the proven solution where multiple bicycle parking spaces are required. As Australia's most popular bike rack design, the Expo 1500 uses 500mm spacings to ensure AS2890.3 (2015) compliance, and offers an attractive, secure and versatile facility that is designed for ease of use and installation. It can be installed for single or double sided access for maximum space efficiency, and can be used for indoor and outdoor applications.









Capacity
- Single side access - 1 bike in each inside bay and 1 bike on each outside end = 5 spaces
- Double sided access - 1 bike in each inside bay, from each side, and 1 bike on each outside end = 8 spaces

Construction
- Heavy duty high quality steel or 316 stainless steel
- Mainframe 60.3 OD x 3.2 MD. Hangers 20mm round bar

Fixings
- 2 x M10 x 125mm stainless steel anchor bolts with tamper resistant fasteners supplied

Finishes
- In Stock - Galvanised
- In Stock - 316 Stainless Steel with Electropolish
- Option - 304 Stainless Steel
- Option - Colour Powder Coat (Cora standard colour range)

Assembly
- Supplied fully welded and assembled

Compliance
- Rack is AS2890.3 (2015) compliant

CORA BIKE RACK
PRODUCT SPECIFICATION SHEET

CBR SERIES
CBR2'B' AND CBR2'F' BIKE RACKS

The Cora CBR Series offer a wide range of attractive bike rail designs that can be installed as single units or in clusters to accommodate 1 to 100's of bikes in an unlimited variety of configurations and in challenging spaces. CBR Series bike rails are designed to support the entire bike frame and each unit can accommodate up to 2 bikes, with 1 bike on each side.









Capacity
- Single side access - 1 bike
- Double sided access - 2 bikes

Construction
- Heavy duty high quality steel or 316 stainless steel
- 48.3 OD x 2.77 MD

Fixings
- '8' 4 x M10 x 80mm stainless steel anchor bolts with tamper resistant fasteners supplied, 150mm x 6mm round base plate
- 'F' Concrete fix in-situ bike rail ends include spigots for a secure fix

Finishes
- In Stock - Galvanised
- In Stock - 316 Stainless Steel with Electropolish
- Option - 304 Stainless Steel
- Option - Colour Powder Coat (Cora standard colour range)

Assembly
- Supplied fully welded and assembled

Compliance
- Rack is AS2890.3 (2015) compliant

Ned Kelly®

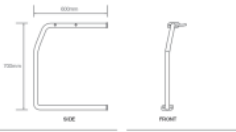


Features



- Each rail provides storage for a single bike
- Suits bikes with full length mud guards
- Available in Zinc finish or Black powder coat over mild steel
- Provides the ability to lock the main frame and one wheel
- Support prongs with protective coating prevent damage to rim
- Can be used with custom framing – no wall needed

Dimensions



Specifications

Material options
- Zinc finish
- Black powder coat over mild steel
- Stainless steel - Pre-order only

Fixing options
- Bolt on to wall
- Fixed to support framing

Recommended fasteners – wall
- Dynabolts (M8 x 40mm)
- Shear Nut security fasteners

Recommended fasteners – framing
- Bolt and nut (M10 x 60mm)
- Tek screws

Dimensions
125mm [w] x 700mm [h] x 600mm [d]

Locking Points



BIKE PARKING

DESIGN. SUPPLY. INSTALL.

CORA BIKE RACK
PRODUCT SPECIFICATION SHEET

EXPO 2000
MULTIPLE BIKE RACK

The Cora Expo Series is the proven solution where multiple bicycle parking spaces are required. As Australia's most popular bike rack design, the Expo 2000 uses 500mm spacings to ensure AS2890.3 (2015) compliance, and offers an attractive, secure and versatile facility that is designed for ease of use and installation. It can be installed for single or double sided access for maximum space efficiency, and can be used for indoor and outdoor applications.









Capacity
- Single side access - 1 bike in each inside bay and 1 bike on each outside end = 6 spaces
- Double sided access - 1 bike in each inside bay, from each side, and 1 bike on each outside end = 10 spaces

Construction
- Heavy duty high quality steel or 316 stainless steel
- Mainframe 60.3 OD x 3.2 MD. Hangers 20mm round bar

Fixings
- 2 x M10 x 125mm stainless steel anchor bolts with tamper resistant fasteners supplied

Finishes
- In Stock - Galvanised
- In Stock - 316 Stainless Steel with Electropolish
- Option - 304 Stainless Steel
- Option - Colour Powder Coat (Cora standard colour range)

Assembly
- Supplied fully welded and assembled

Compliance
- Rack is AS2890.3 (2015) compliant

CORA BIKE RACK
PRODUCT SPECIFICATION SHEET

E3DT SERIES
E3DT-GP
DYNAMIC UPPER TIER
DYNAMIC LOWER TIER

Australia's ONLY fully dynamic 2 tier system to provide reduced AS2890.3 compliant spacing of 400mm on both tiers. A Dynamic upper tier combined with a dynamic lower tier provides the maximum capacity possible. Upper tier includes gas assist lift for ease of use and is available in alternating heights. Lower Tier uses the E3GP bike ground pivot rack that allows users to move the rack left or right for ease of access.







Capacity
E3ST-H: 1 bike
E3ST-L: 1 bike
E3GP-F: 1 bike
E3GP-B: 1 bike

Construction
- Heavy duty high quality steel

Fixings
- M10 anchor bolts with security nuts

Finishes
- Galvanised with powder coated accents on handles
- Option - Colour Powder Coat (Cora standard colour range)

Assembly
- Supplied partially assembled for assembly and mounting on site

Compliance
- Rack is AS2890.3 (2015) compliant

CORA BIKE RACK
PRODUCT SPECIFICATION SHEET

E3VR SERIES
E3VR-45L VERTICAL WALL OR POST MOUNTED BIKE RACK

Cora's latest vertical bike rack design, the E3VR, is available in several innovative models: wheel hold, wheel hook (for fenders), 45° angled, and dynamic moving racks. The E3VR-45L and 45R provide angled vertical parking to reduce the distance a bicycle extends from the wall or mounting post. The bike will enter this rack left and right of centre. The E3VR-45L and 45R can be mounted directly to existing walls or to the E3VRP Mounting Post.









Capacity
- 1 bike per rack

Construction
- Heavy duty high quality steel
- 16mm CHS x 12mm

Fixings
- 3 x M8 x 40mm pin head torx security screws with tool, washers and nylon wall plugs included

Finishes
- In Stock - Yellow Powder Coat
- Option - Galvanised
- Option - 304 Stainless Steel
- Option - Colour Powder Coat (Cora standard colour range)

Assembly
- Supplied fully welded and assembled. For pole mounted option, assembly to pole E3VR-P required

Compliance
- Rack is AS2890.3 (2015) compliant

TP701-M-D(1)

TECHNICAL DRAWINGS FOR GROUND BICYCLE HOOPS HAVE BEEN PROVIDED BY CORA BIKE RACK. FINAL SPECIFICATIONS TO BE SIMILAR AND GENERALLY FOLLOW DIMENSIONS PROVIDED.

IND	DESCRIPTION	DATE
A	Town Planning Submission - Stage 2A Endorsement	04.04.2019
B	ISSUE FOR AMENDMENT - RFI Refer to Comments	10.01.2020

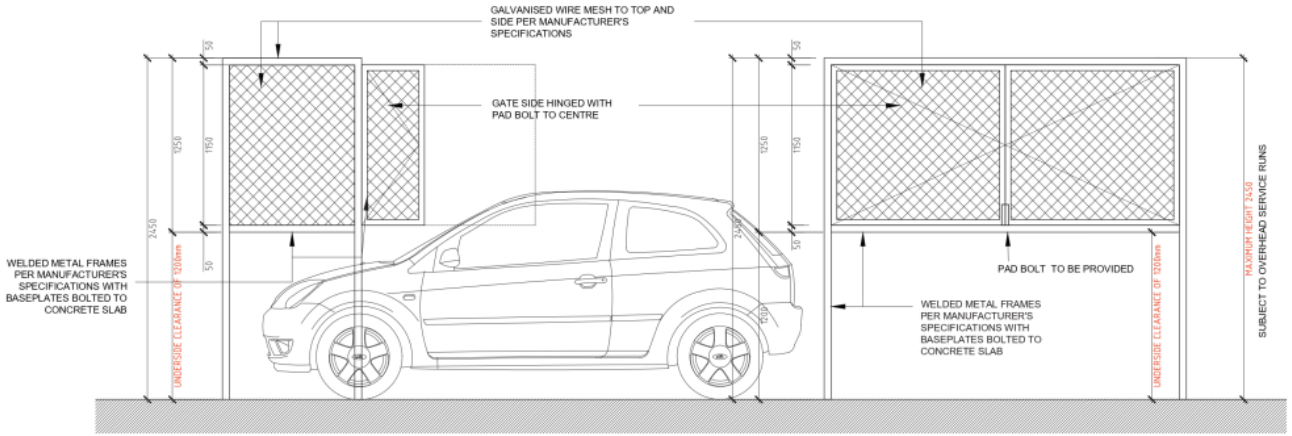
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PROJECT NO. 256
PROJECT 2 GOUGH ST, CREMORNE 3121 [STAGE 2A]
CHECKED BY GDS
DRAWN BY SSV, KQ, MC
ISSUE DATE 10.01.2020
SET REVISION B
DRAWING NUMBER TP-701
DRAWING TITLE SPECIFICATIONS: HORIZONTAL BICYCLE PARKING
SCALE N.T.S. @ A1

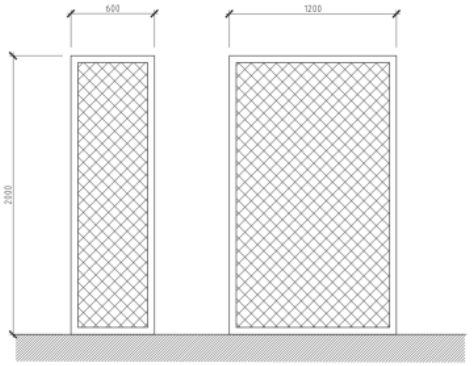
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Attachment 8 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2A - Part 6



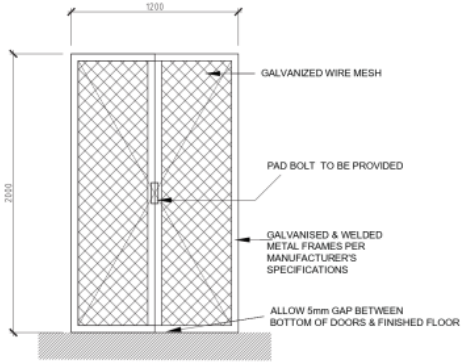
H ELEVATION
SCALE 1: 20



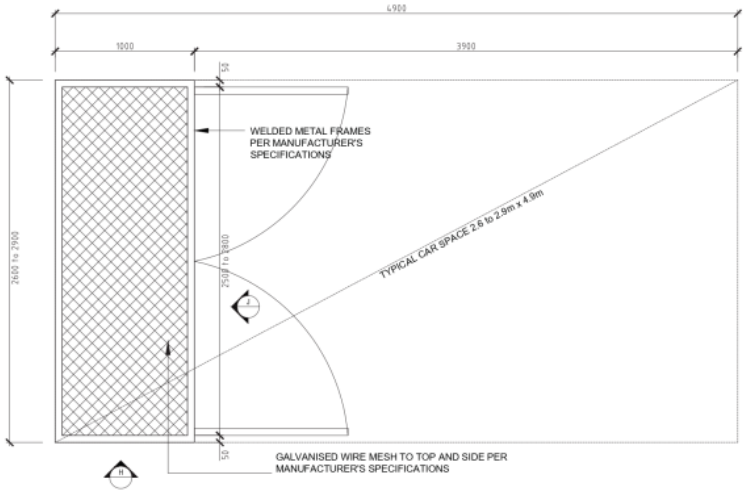
J ELEVATION
SCALE 1: 20

M ELEVATION
SCALE 1: 20

L ELEVATION
SCALE 1: 20

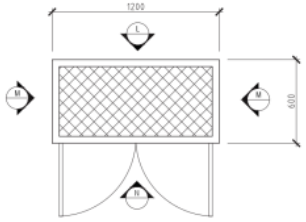


N ELEVATION
SCALE 1: 50



Storage Cages	
	no.
Basement 1	9
Basement 2	17
Basement 3	17
Basement 4	51
TOTAL	94

Over Bonnet	
	no.
Basement 1	33
Basement 2	39
Basement 3	39
Basement 4	49
TOTAL	160



01 TP720 FLOOR PLAN - OVER-BONNET STORAGE
SCALE 1: 20 REFERENCE BUILDING SPECIFICATION FOR QUANTITY

02 FLOOR PLANS - FREE-STANDING STORAGE
SCALE 1: 20 REFERENCE BUILDING SPECIFICATION FOR QUANTITIES

REV	DESCRIPTION	DATE
A	Town Planning Submission	25/04/2019
B	Update DPA Amended Plans	09/08/2019

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PROJECT NO. 256
PROJECT 2 GOUGH ST, CREMORNE 3121 [STAGE 2A]
DRAWING NUMBER TP-720
DRAWING TITLE SPECIFICATIONS: STORAGE CAGE & OVER BONNET STORAGE DETAILS
SCALE N.T.S. @ A1
CHECKED BY GDS
DRAWN BY SSJ JQ/JC
ISSUE DATE 25/04/2019
SET REVISION 2

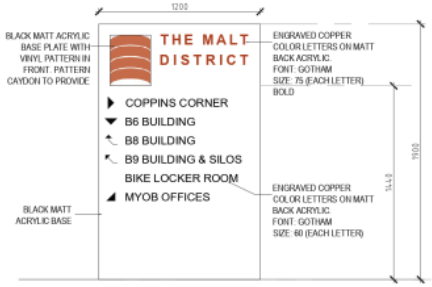
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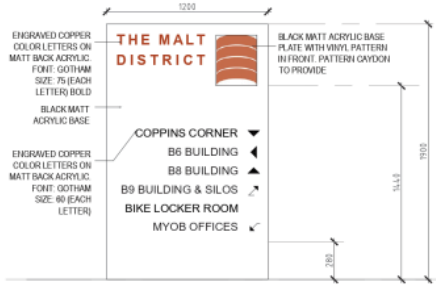
Attachment 8 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2A - Part 6



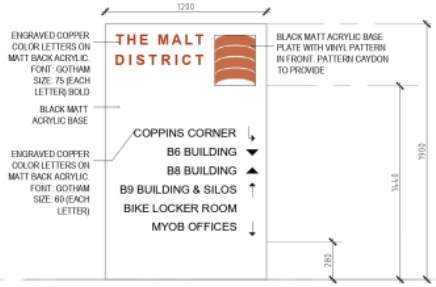
Attachment 8 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2A - Part 6



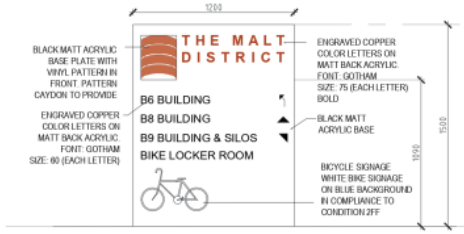
01 BUILDING DIRECTIONAL SIGNAGE - 01 (S01)
SCALE 1: 20 (B5 BUILDING, OPPOSITE B6 BUILDING)



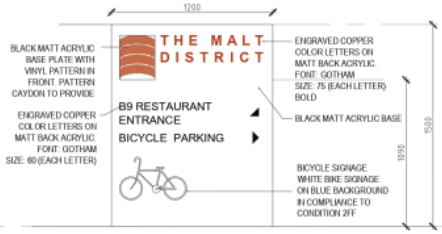
02 BUILDING DIRECTIONAL SIGNAGE - 02 (S02)
SCALE 1: 20 (B SILO, OPPOSITE B5 BUILDING)



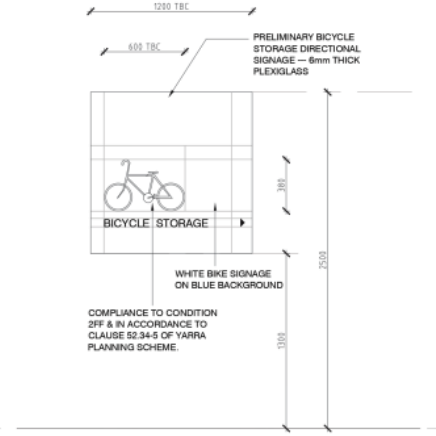
03 BUILDING DIRECTIONAL SIGNAGE - 03 (S03)
SCALE 1: 20 (B9 SILO, OPPOSITE B6 BUILDING)



04 BUILDING DIRECTIONAL SIGNAGE - 04 (S04)
SCALE 1: 20 (B8 BUILDING, FROM GOUGH ST ENTRY)



05 BUILDING DIRECTIONAL SIGNAGE - 05 (S05)
SCALE 1: 20 (B9 BUILDING, OUTSIDE SUBSTATION)



06 BICYCLE STORAGE SIGNAGE (S06)
SCALE 1: 20 (OUTSIDE BIKE ROOM)

PROJECT NO.	256	
PROJECT	2 GOUGH ST, CREMORNE 3121 (STAGE 2A)	
DRAWING NUMBER	TP-751	
DRAWING TITLE	BICYCLE SIGNAGE: ELEVATIONS	
SCALE	1:20 @ A3	
CHECKED BY	GDS	
DRAWN BY	SSJ/JQ/IC	
ISSUE DATE	29/04/2020	
ST REVISION	2	

CAYDON

Attachment 8 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2A - Part 6

TP752-M-E(1)

BREEZY MULTI-PURPOSE LOCKERS OR SIMILAR



LOCKERS + 2RFID ELECTRONIC LOCKS

BRAND: BREEZY
FINISH: RAL 8019 (GREY BROWN)

DIMENSIONS:
2000MM (H) X 390MM (W) X 550MM (D)

Attachment 9 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2B - Part 1

RICHMOND MALT - STAGE 2B AMENDMENT

2 GOUGH ST, CREMORNE 3121

CAYDON

2B TOWN PLANNING AMENDMENT SET - SECTION 57A AMENDED PLANS

SET ISSUE: 3

DRAWING REGISTER

DRAWING TITLE	DWG NO.	SET	DWG REV.
Site Plan (Existing)	TP-001	2	C
Demolition Plan	TP-002	2	C
Site Plan (Proposed)	TP-003	2	C
Project Area Summary - B9 Building	TP-006	3	C
Overall Ground Floor Plan	TP-100	3	G
Overall Level 1	TP-101	3	E
Overall Level 2	TP-102	1	C
Overall Level 3	TP-103	1	D
Overall Level 4	TP-104	1	C
Overall Level 5	TP-105	1	C
Overall Level 6	TP-106	1	C
Overall Level 7	TP-107	1	C
Overall Level 8	TP-108	1	C
Overall Level 9	TP-109	1	C
Overall Level 10	TP-110	1	C
Overall Level 11	TP-111	1	C
Overall Level 12	TP-112	1	C
Overall Level 13	TP-113	1	C
Overall Level 14	TP-114	1	C
B9 Ground Floor Plan	TP-170	3	G
B9 Level 1	TP-171	3	F
B9 Level 2	TP-172	2	D
B9 Level 3	TP-173	2	D
B9 Level 4	TP-174	2	D
B9 Level 5	TP-175	2	D
B9 Level 6	TP-176	2	D
B9 Level 7	TP- 177	2	D
B9 Level 8	TP-178	2	D
B9 Level 9	TP-179	2	D
B9 Level 10	TP-180	3	E
B9 Level 11	TP- 181	2	D
B9 Level 12	TP- 182	2	D
B9 Roof Plan	TP- 183	2	D
Overall North Elevation	TP-201	3	G
Overall East Elevation	TP-202	3	F
Overall South Elevation	TP-203	3	E
Overall West Elevation	TP-204	1	D
B9 Elevations 1/3	TP-271	3	E
B9 Elevations 2/3	TP-272	3	E
B9 Elevations 3/3	TP-273	3	C
Level 12 Detail Elevation	TP-275	2	A
B9 Internal Courtyard	TP-276	3	C
Overall Section AA	TP-301	1	D
Overall Section BB	TP-302	1	D
Shadow Studies 9am	TP-400	1	C
Shadow Studies 10am	TP-401	1	C
Shadow Studies 11am	TP-402	1	C
Shadow Studies 12pm	TP-403	1	C
Shadow Studies 1pm	TP-404	1	C
Shadow Studies 2pm	TP-405	1	C
Shadow Studies 3pm	TP-406	1	C
B9 Materials and Finishes	TP-502	3	D
BICYCLE SIGNAGE: SIGN LOCATIONS & WAYFINDING	TP-750	2	B
BICYCLE SIGNAGE: ELEVATIONS	TP-751	2	A
RENDER 1 - PROPOSED BUILT FORM 50MM EQUIVALENT CROP FACTOR	TP-900	2	B
RENDER 2 - PROPOSED BUILT FORM	TP-901	2	B
RENDER 3 - PROPOSED BUILT FORM 50MM EQUIVALENT CROP FACTOR	TP-902	2	B
RENDER 4 - PROPOSED BUILT FORM 50MM EQUIVALENT CROP FACTOR	TP-903	2	B
RENDER 5 - PROPOSED BUILT FORM	TP-904	2	B
RENDER 6 - PROPOSED BUILT FORM 50MM EQUIVALENT CROP FACTOR	TP-905	2	B
RENDER 8 - GOUGH STREET LOOKING WEST	TP-907	3	C
RENDER 9 - GOUGH STREET LOOKING EAST	TP-908	3	C
RENDER 11 - GOUGH ST NORTH VIEW	TP-909	3	A
RENDER VIEWS & REFERENCE IMAGES	TP-910	3	A
RENDER - B9 SILOS BRIDGE	TP-911	3	A

TP000-M-A(1)

TP000-M-A(1)

TP000-M-A(1)

TP000-M-A(1)

TP000-M-A(1)

TP000-M-A(1)

DWG REV	DESCRIPTION	DATE
B	RESPONSE TO REFERRALS	08/11/2019
C	Town Planning Submission - Stage 2A Enlargement	01/05/2020
D	Amended Stage 2A Submission - Stage 2A Amendments	14/07/2020
E	TOWN PLANNING #3	15/07/2020
F	2B TP Amendment #4 Referral Comments	12/11/2020
G	Section 57A Amended Plans	03/02/2021

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PROJECT NO. 256

PROJECT 2 GOUGH ST, CREMORNE 3121 (STAGE 2B)

DRAWING NUMBER TP-000

DRAWING TITLE COVER PAGE

CHECKED BY GDS

DRAWN BY SSV, KQ

ISSUE DATE 03/02/2021

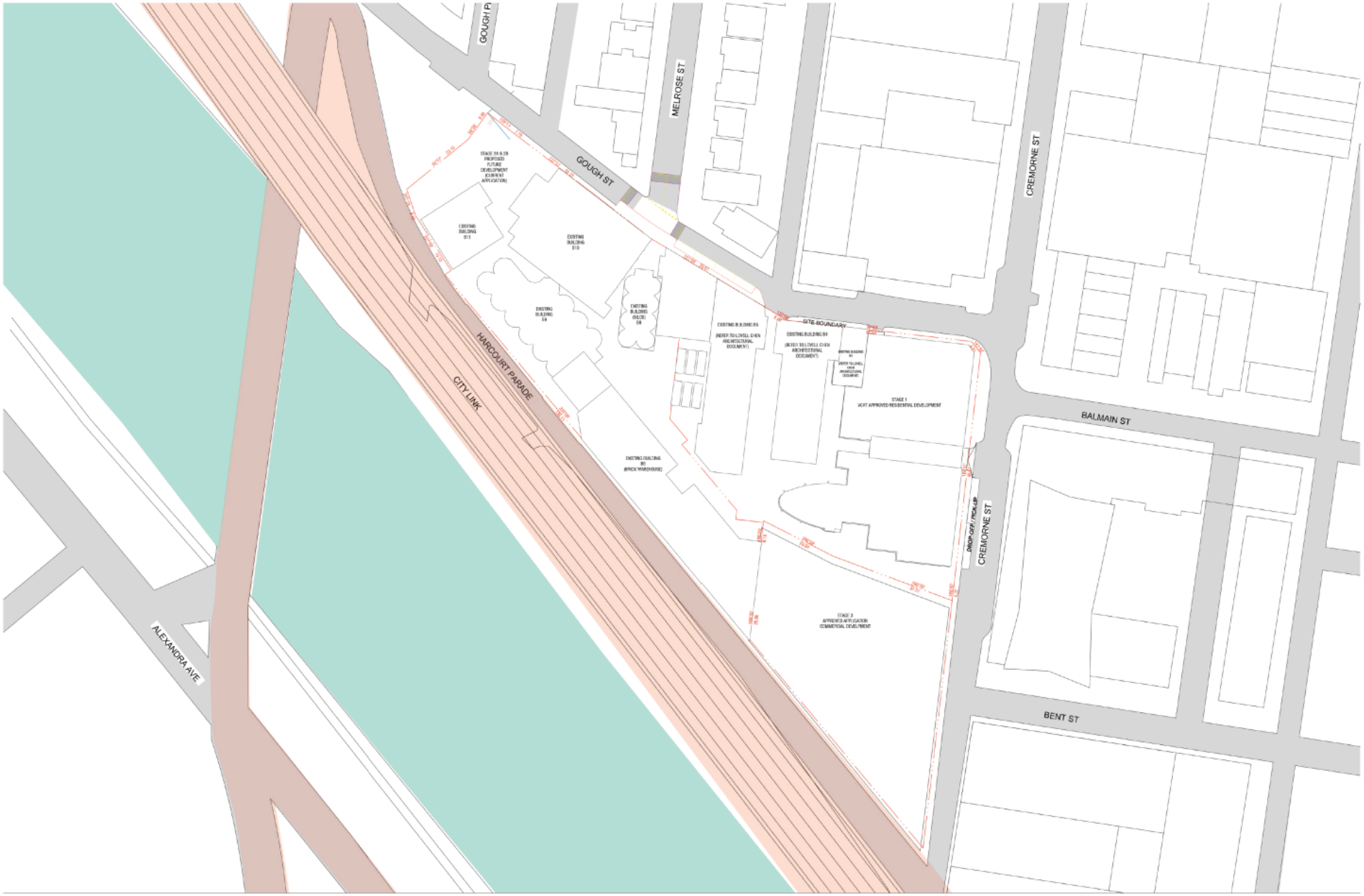
SET REVISION 3

SCALE -

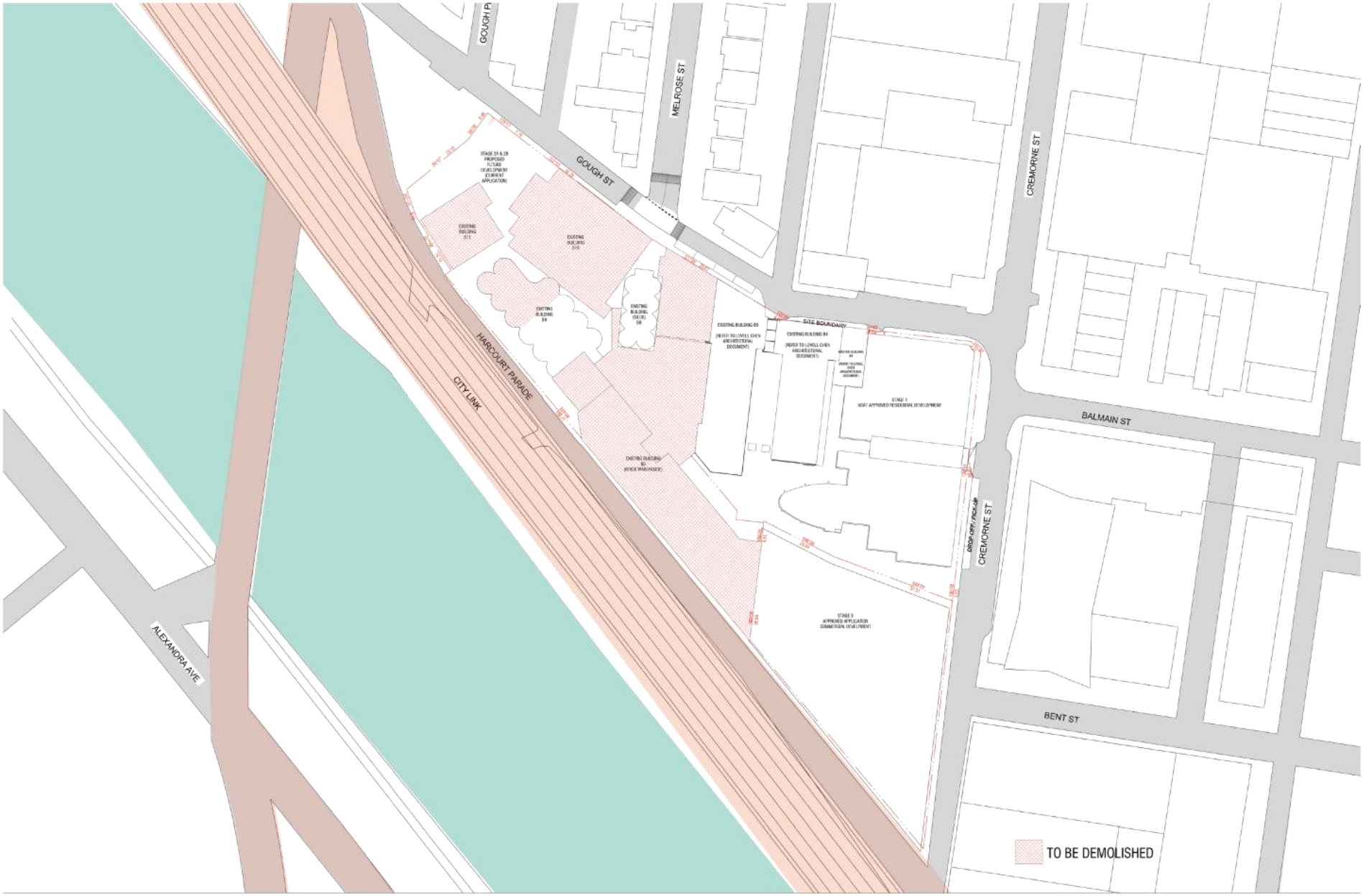
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Attachment 9 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2B - Part 1



Attachment 9 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2B - Part 1



REV NO	DESCRIPTION	DATE
A	Town Planning Submission	17/12/2020
B	Town Planning Submission - (Stage 2A Endorsement)	29/04/2021
C	Amended Stage Submission - (Stage 2A Endorsement)	05/08/2021

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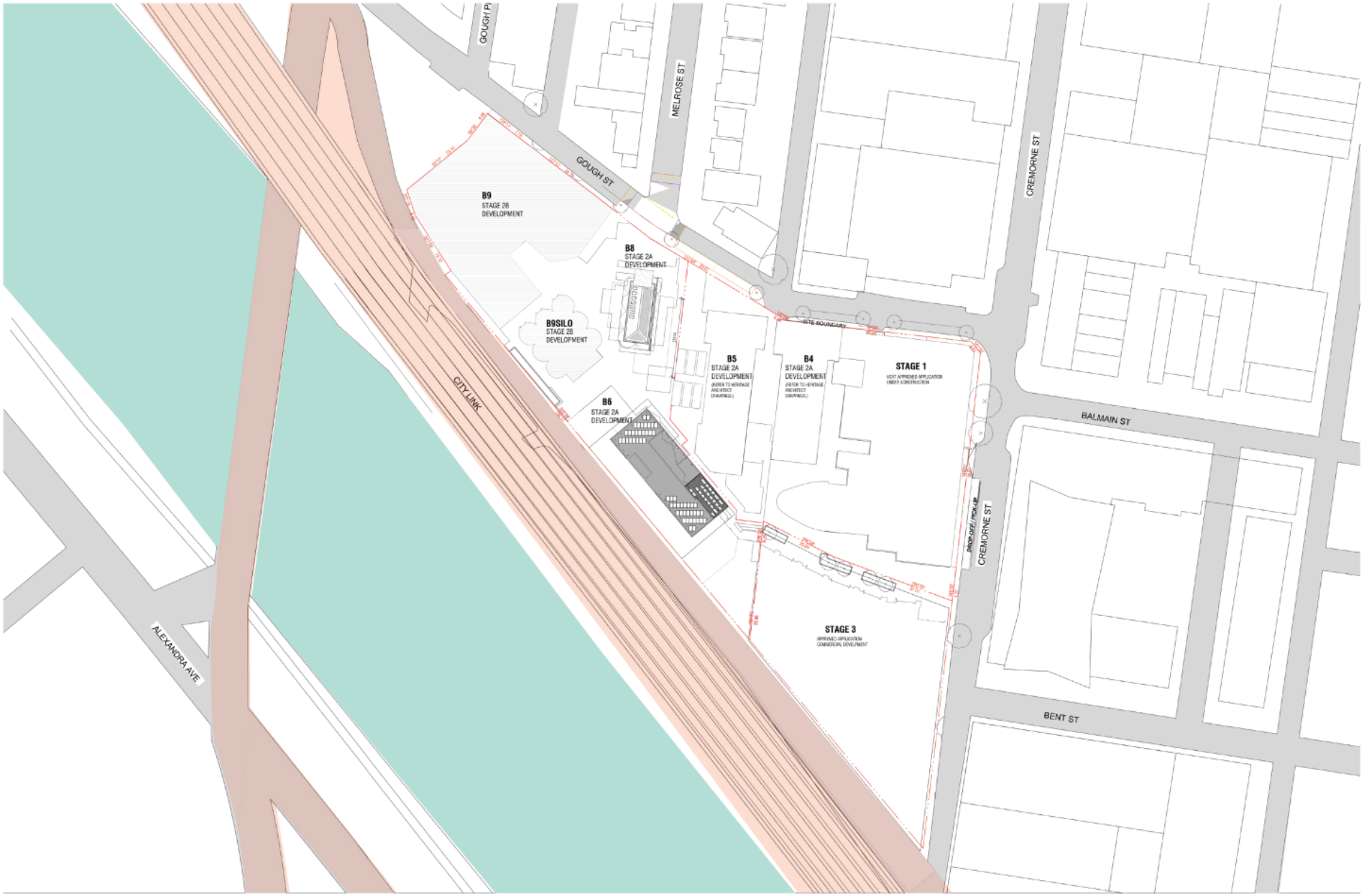
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PROJECT NO. 256
PROJECT 2 GOUGH ST, CREMORNE 3121 (STAGE 2B)
CHECKED BY GDS
DRAWN BY SSV JKJ
ISSUE DATE 29/04/2021
SET REVISION C
DRAWING NUMBER TP-002
DRAWING TITLE DEMOLITION PLAN
SCALE 1:1000 @ A3

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info@caydon.com.au
www.caydon.com.au

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Attachment 9 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2B - Part 1



Attachment 9 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2B - Part 1

CREMORNE STAGE 2B - DEVELOPMENT SUMMARY

B9 OFFICE DEVELOPMENT SUMMARY PROPOSED SCHEME

	NLA(m²)				OTHER AREAS(m²)								
LEVEL	COMMERCIAL	RETAIL	FOOD & BEVERAGE	NLA TOTAL	OFFICE LOBBY	BIKE ROOM	LOADING AREA	WASTE ROOM	PLANT ROOM(Incl. RAMP TO BASEMENT & ALL SERVICES ROOMS)	OTHER SERVICES & CORE	TERRACE	COMMUNAL AREA(LIFT LOBBY & CORRIDOR)	GFA(m²)
B03													2346
B02													2346
B01													
GROUND			224	224	143	110	214	192	453	190		106	1925
L01	1425			1425						190	16	26	1735
L02	1540			1540						190		26	1567
L03	1165			1165						190	399	26	1570
L04	1369			1369						190		26	1599
L05	1358			1358						190		26	1585
L06	1344			1344						190		26	1572
L07	1332			1332						190		26	1559
L08	1319			1319						190		26	1546
L09	1306			1306						190		26	1533
L10	1293			1293						181		26	1520
L11	1280			1280						181		26	1505
L12			950	950					282	192		35	1492
ROOF				0									
TOTAL	14731	0	1174	15905	143	110	214	192	735	2454	415	427	20708

TP006-M-B(1)

B9 SILOS DEVELOPMENT SUMMARY PROPOSED SCHEME

	NLA(m²)				OTHER AREAS(m²)	
SILO LEVEL	COMMERCIAL	ART GALLERY	FOOD & BEVERAGE	NLA TOTAL	CONNECTING BRIDGE	GFA(m²)
GROUND		249		249	0	367.53
L01		256		256	0	367.53
L02	257			257	0	367.53
L03	257			257	0	367.53
L04	257			257	9	378.13
L05	257			257	9	378.13
L06	257			257	9	378.13
L07	257			257	9	378.13
L08	257			257	9	367.53
L09	257			257	9	235
L10	149			149	0	217.71
L11	150			150	0	217.71
L12			150	150	18	217.71
ROOF						
TOTAL	2355	505	150	3010	72	4238.3

REV	DESCRIPTION	DATE
A	Town Planning Submission - Stage 2B Amendment	07/04/2020
B	Town PLANNING RFI	15/07/2020
C	Submitted Issue	06/08/2020

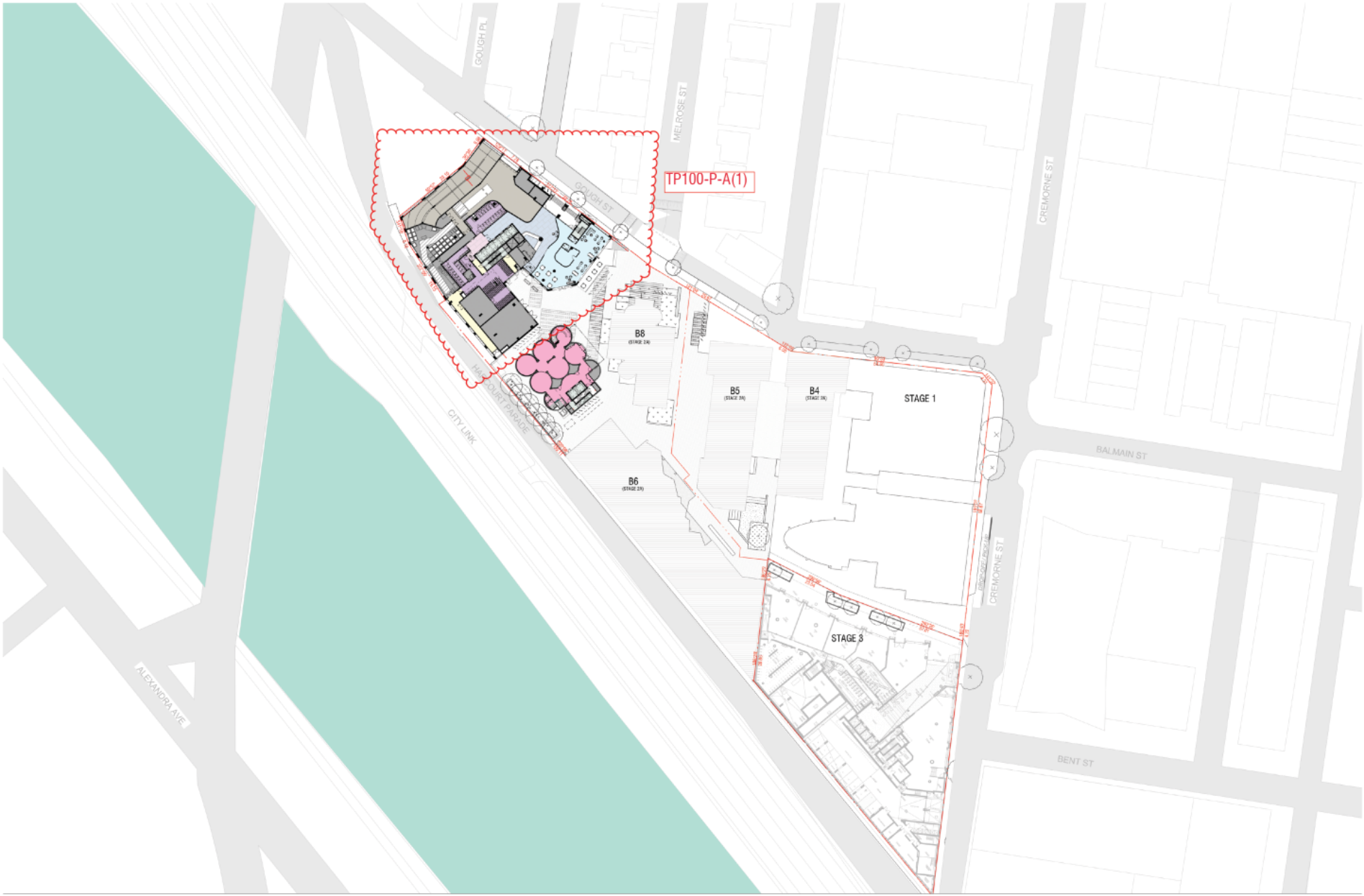
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PROJECT NO. 256
PROJECT 2 GOUGH ST, CREMORNE 3121 (STAGE 2A)
CHECKED BY GDS
DRAWN BY SSV JKJ
ISSUE DATE 06/08/2020
SET REVISION 3
DRAWING NUMBER TP-006
DRAWING TITLE PROJECT AREA SUMMARY - STAGE 2B
SCALE 1:1000 @ A3

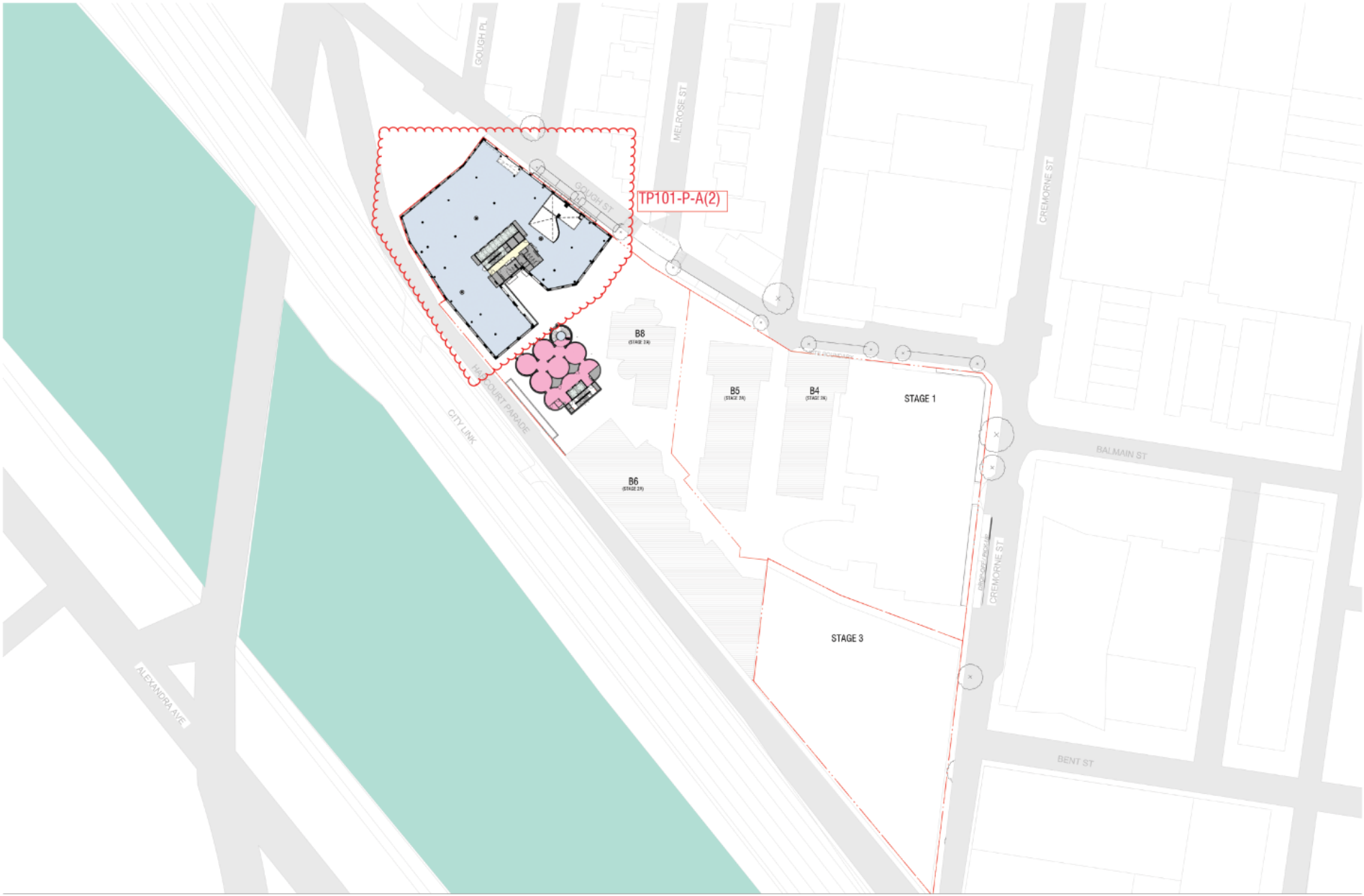
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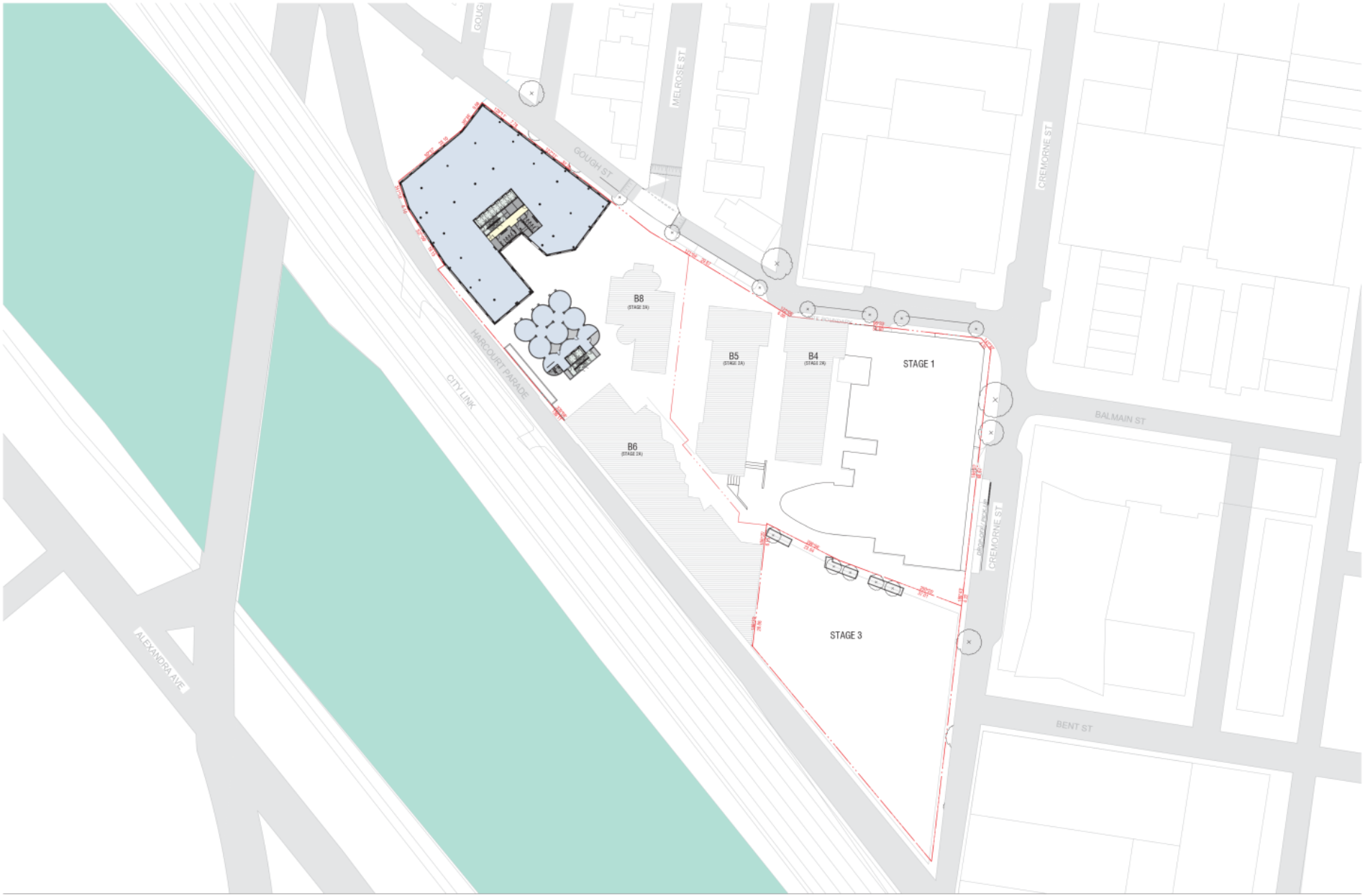
Attachment 9 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2B - Part 1



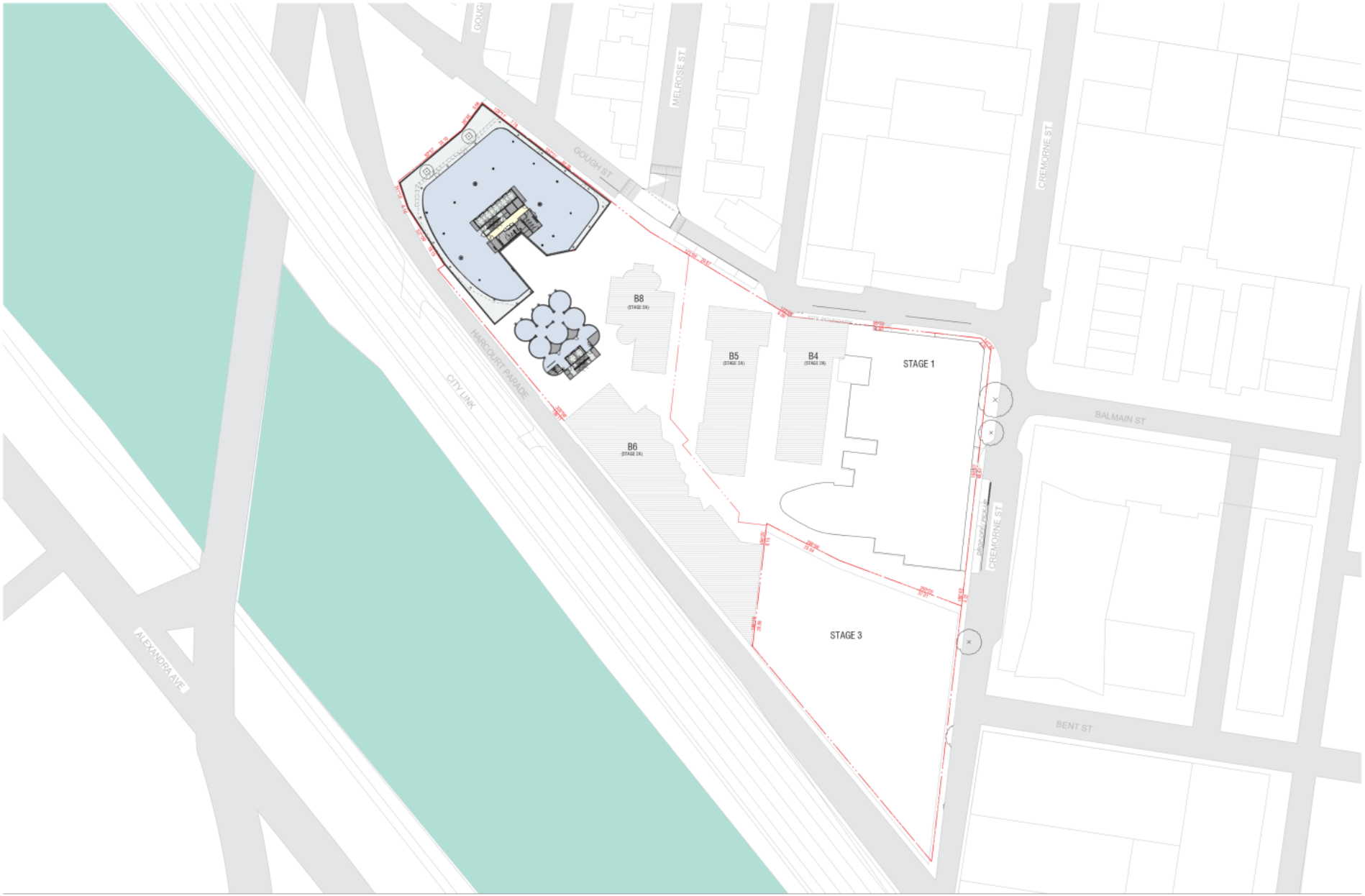
Attachment 9 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2B - Part 1



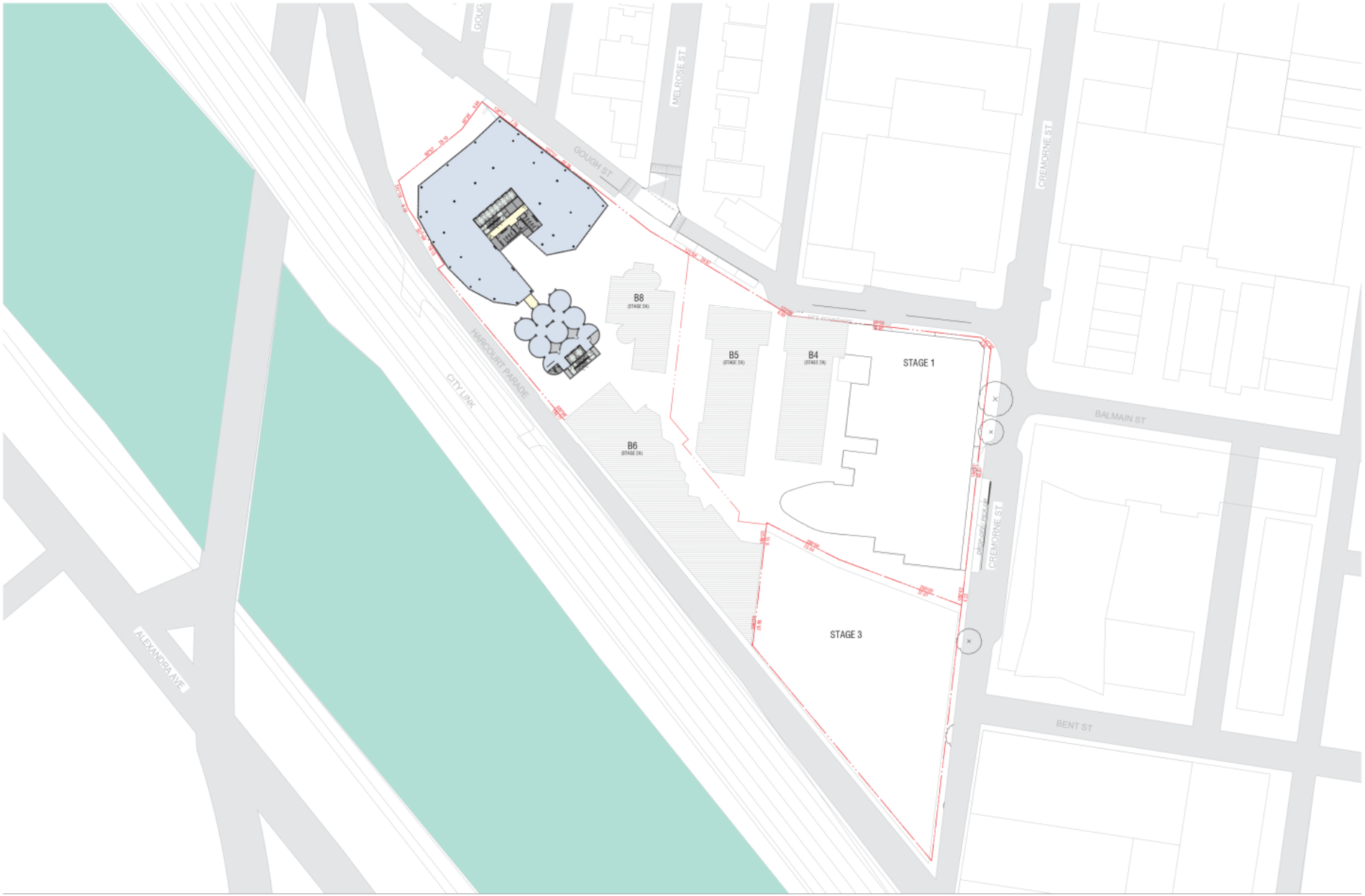
Attachment 9 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2B - Part 1



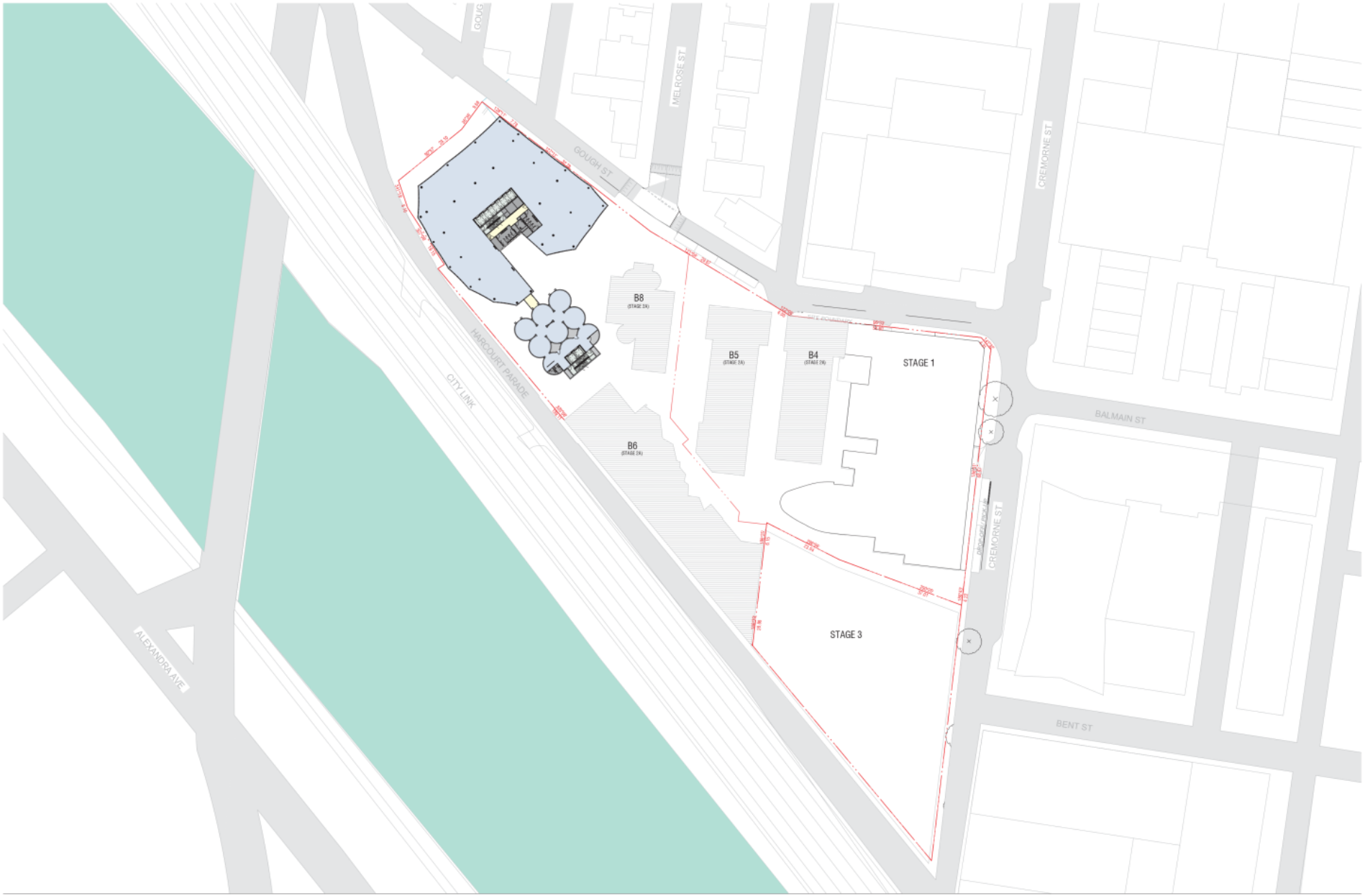
Attachment 9 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2B - Part 1



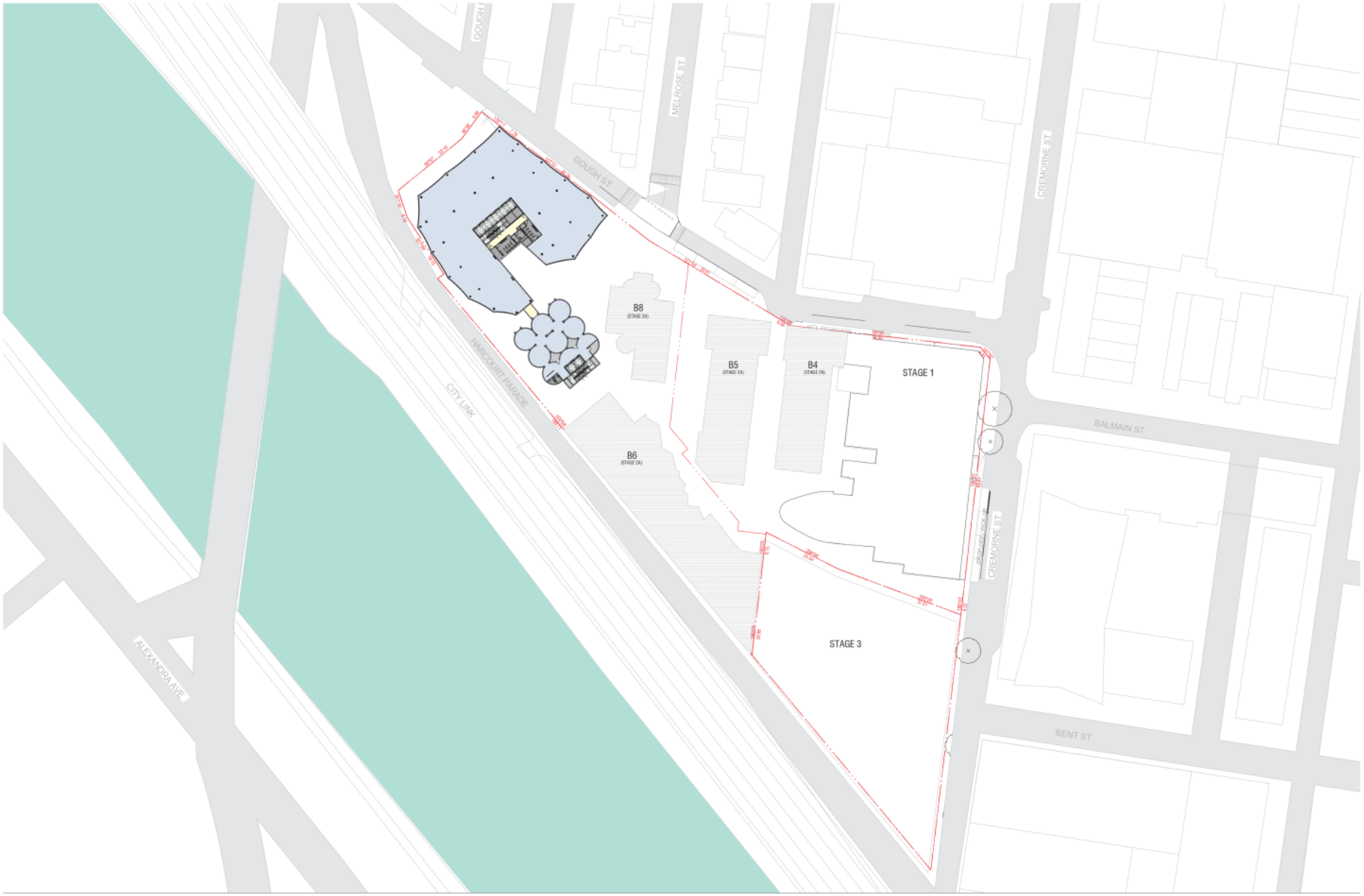
Attachment 9 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2B - Part 1



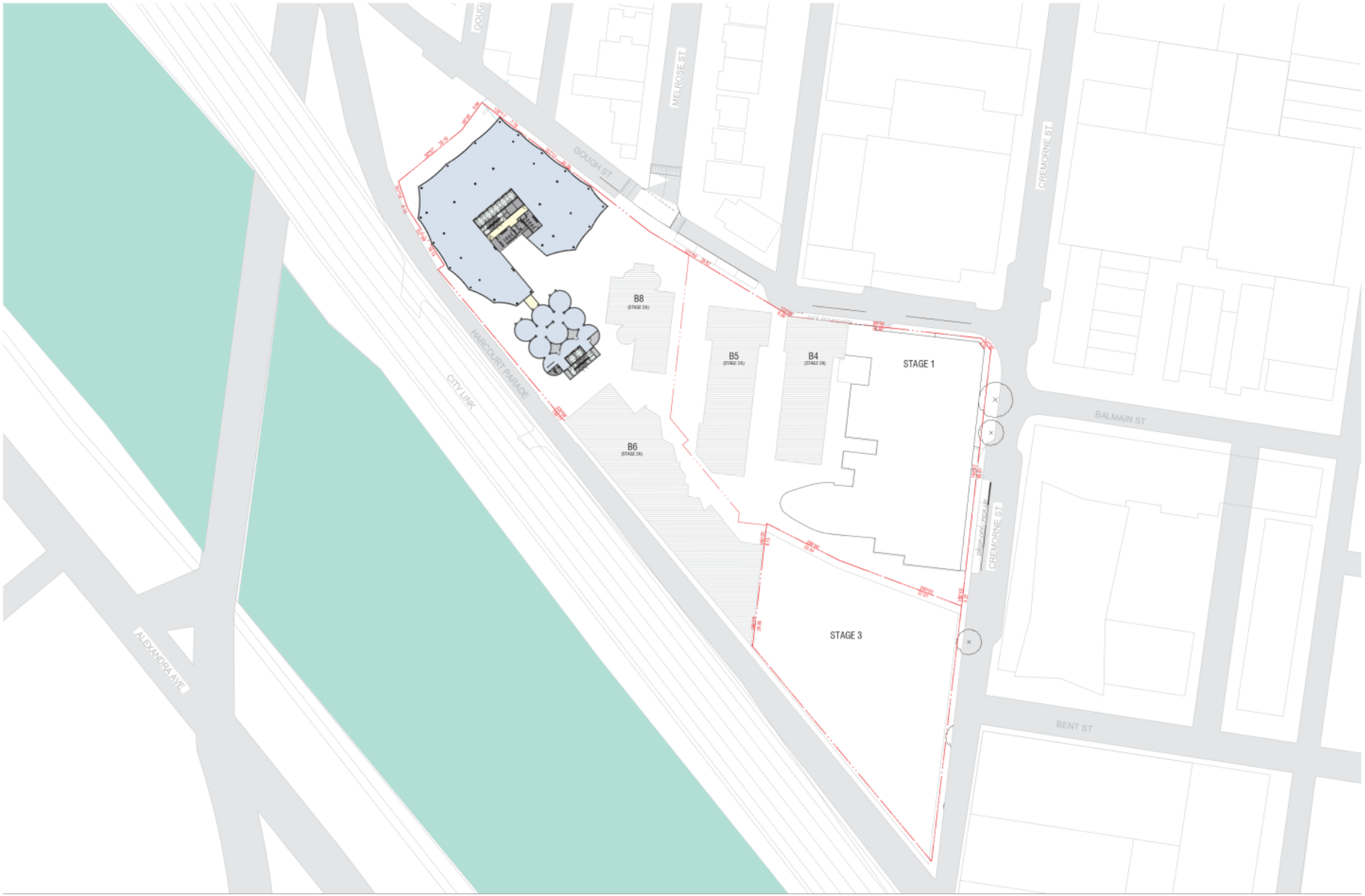
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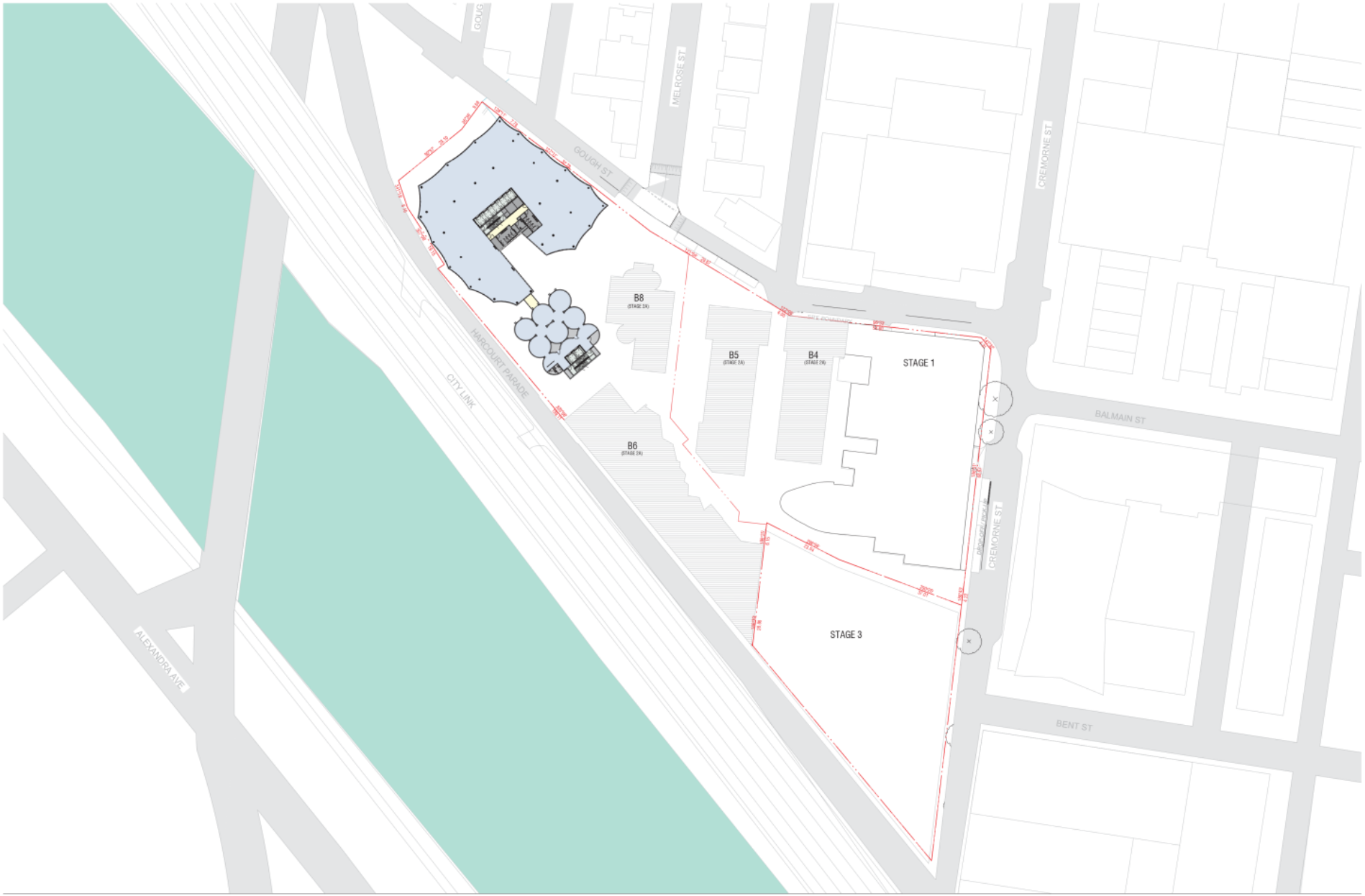
Attachment 10 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2B - Part 2



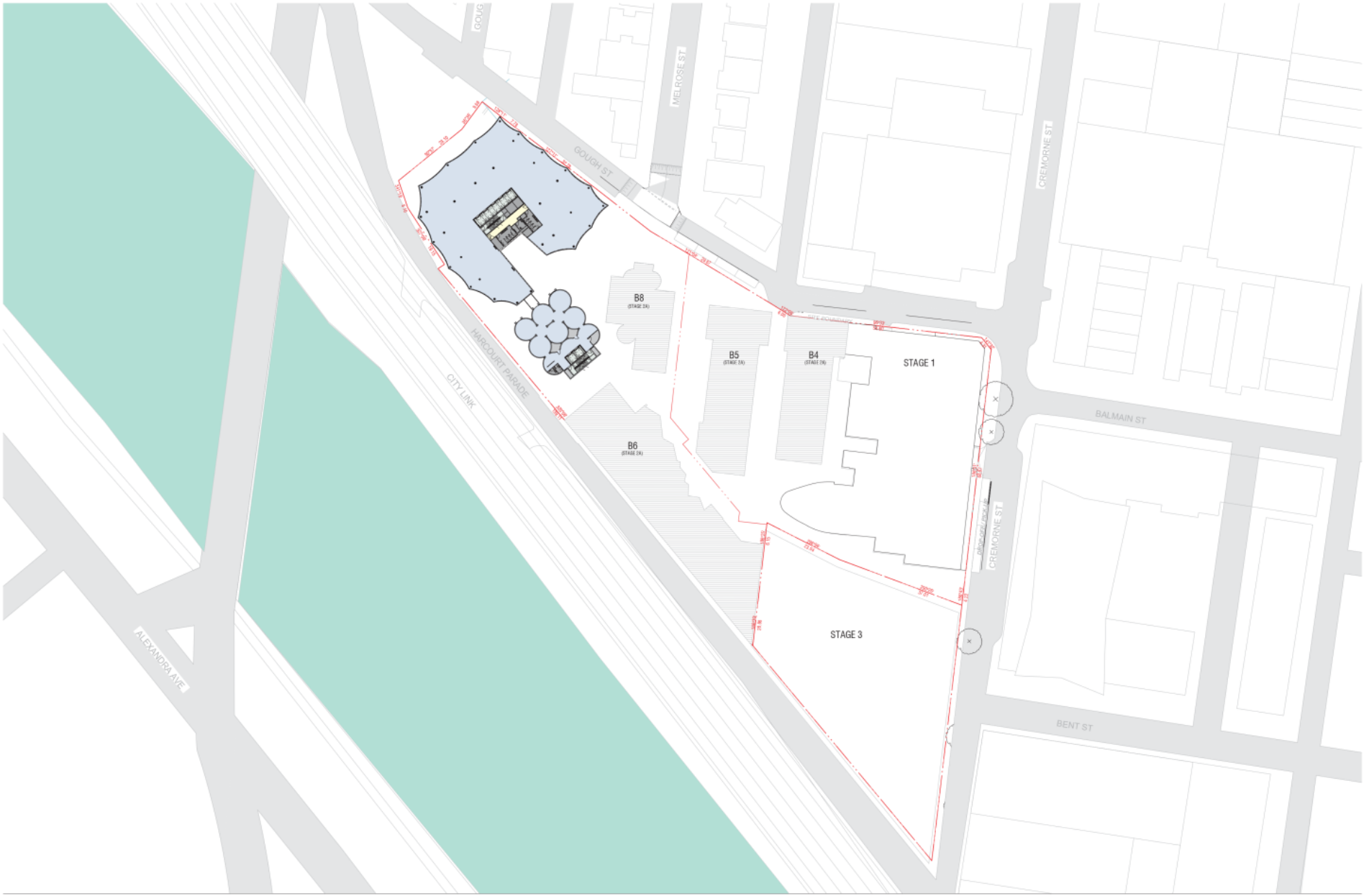
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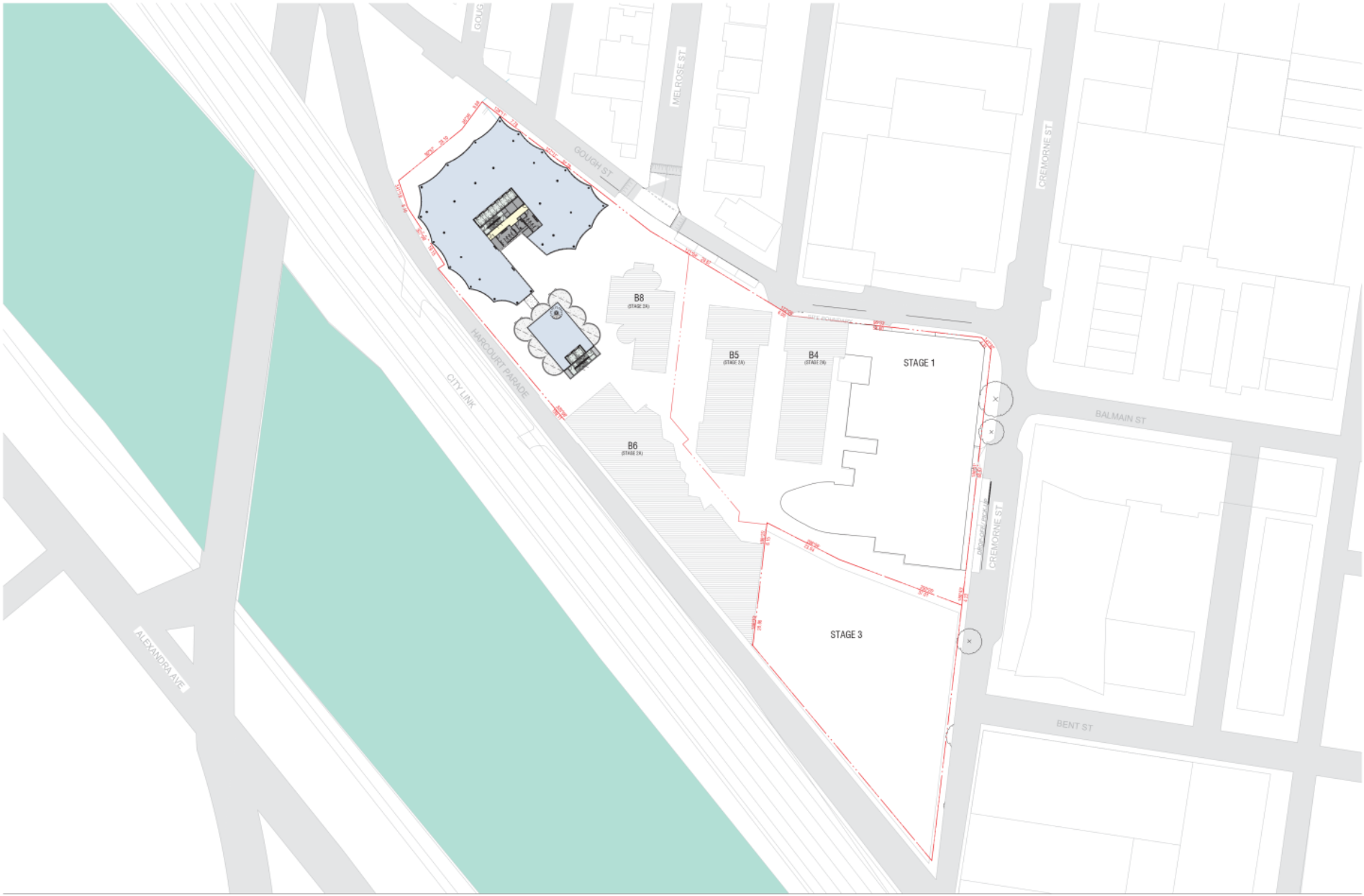
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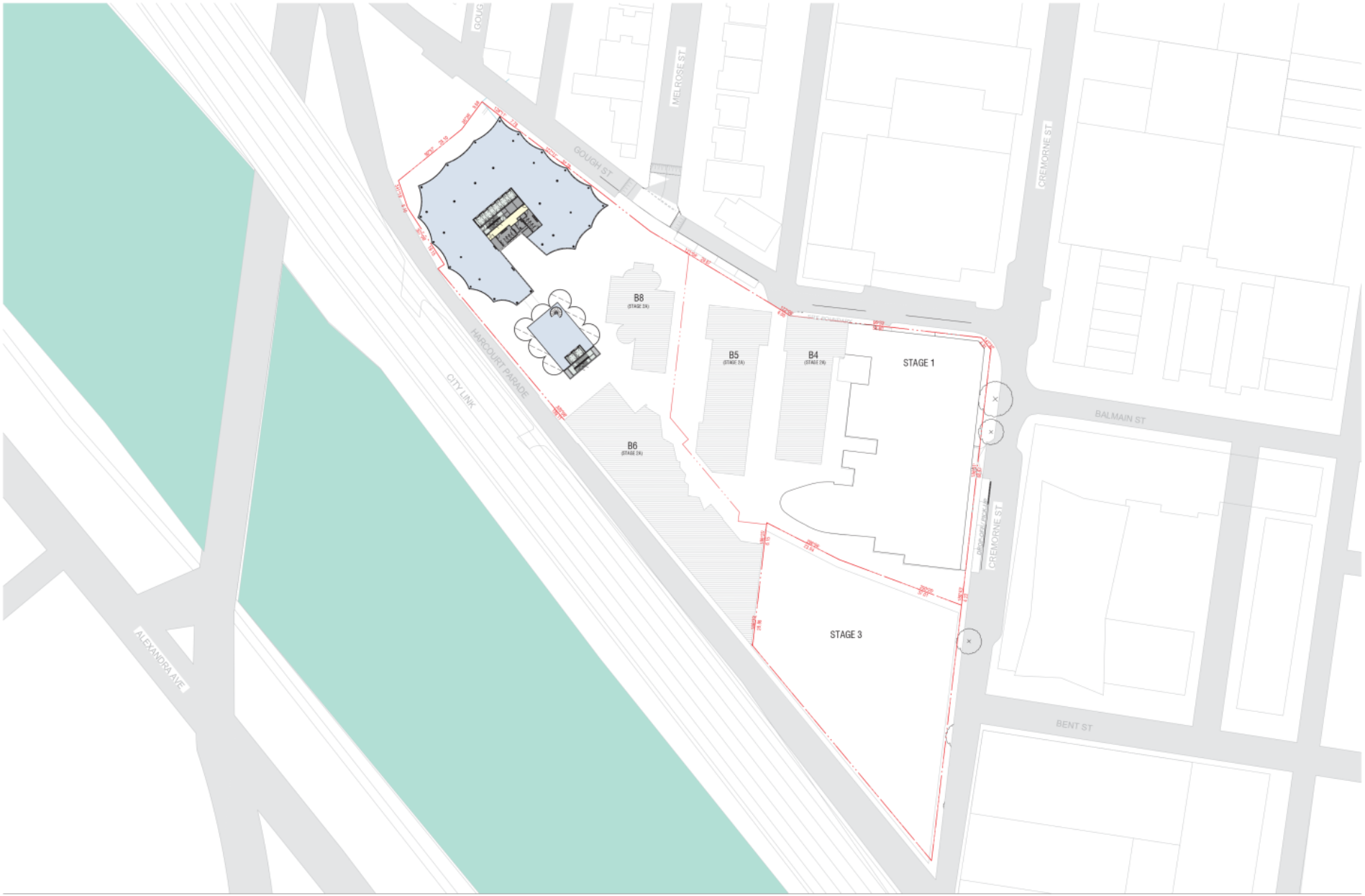
Attachment 10 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2B - Part 2



Attachment 10 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2B - Part 2



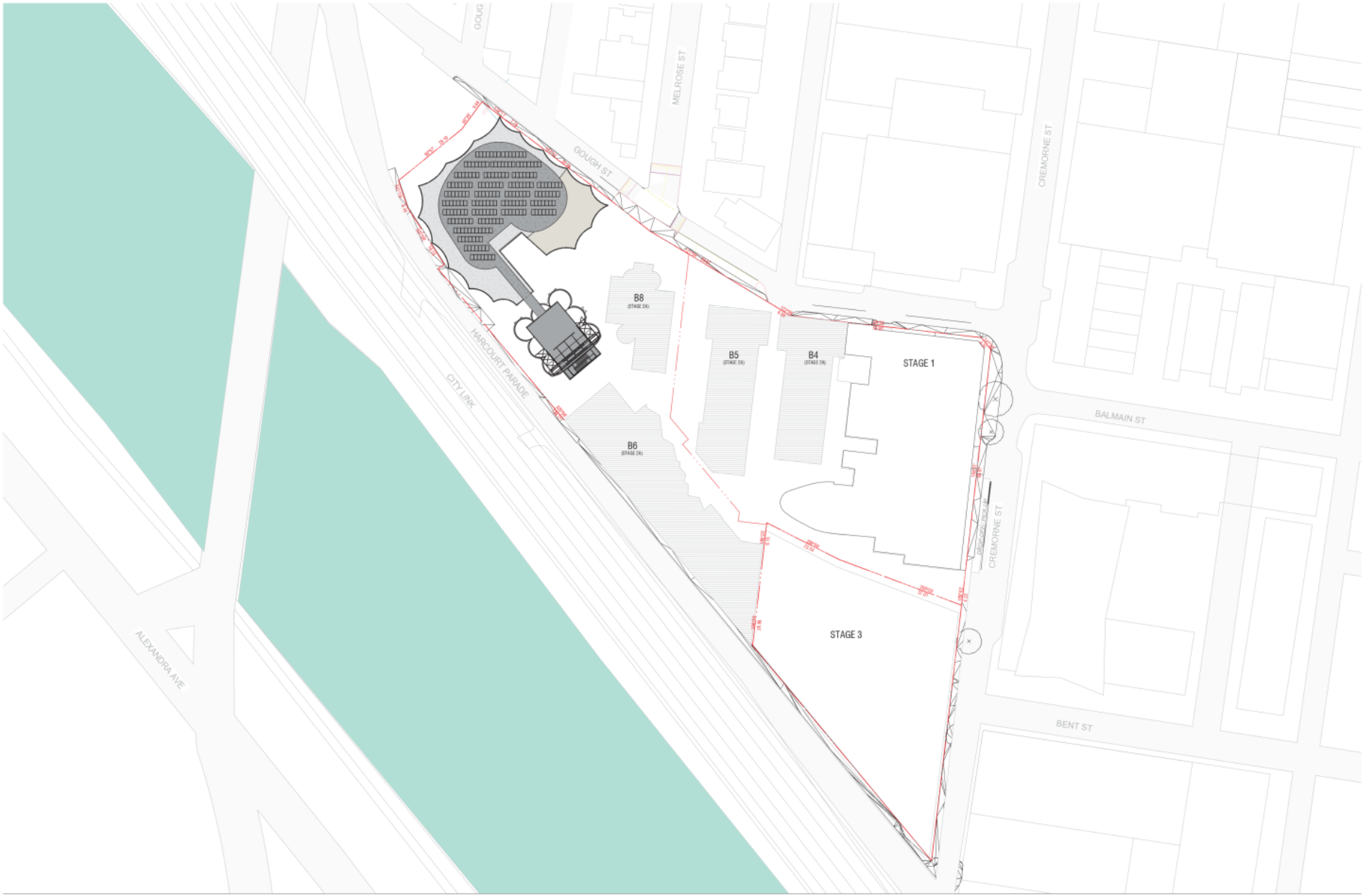
Attachment 10 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2B - Part 2



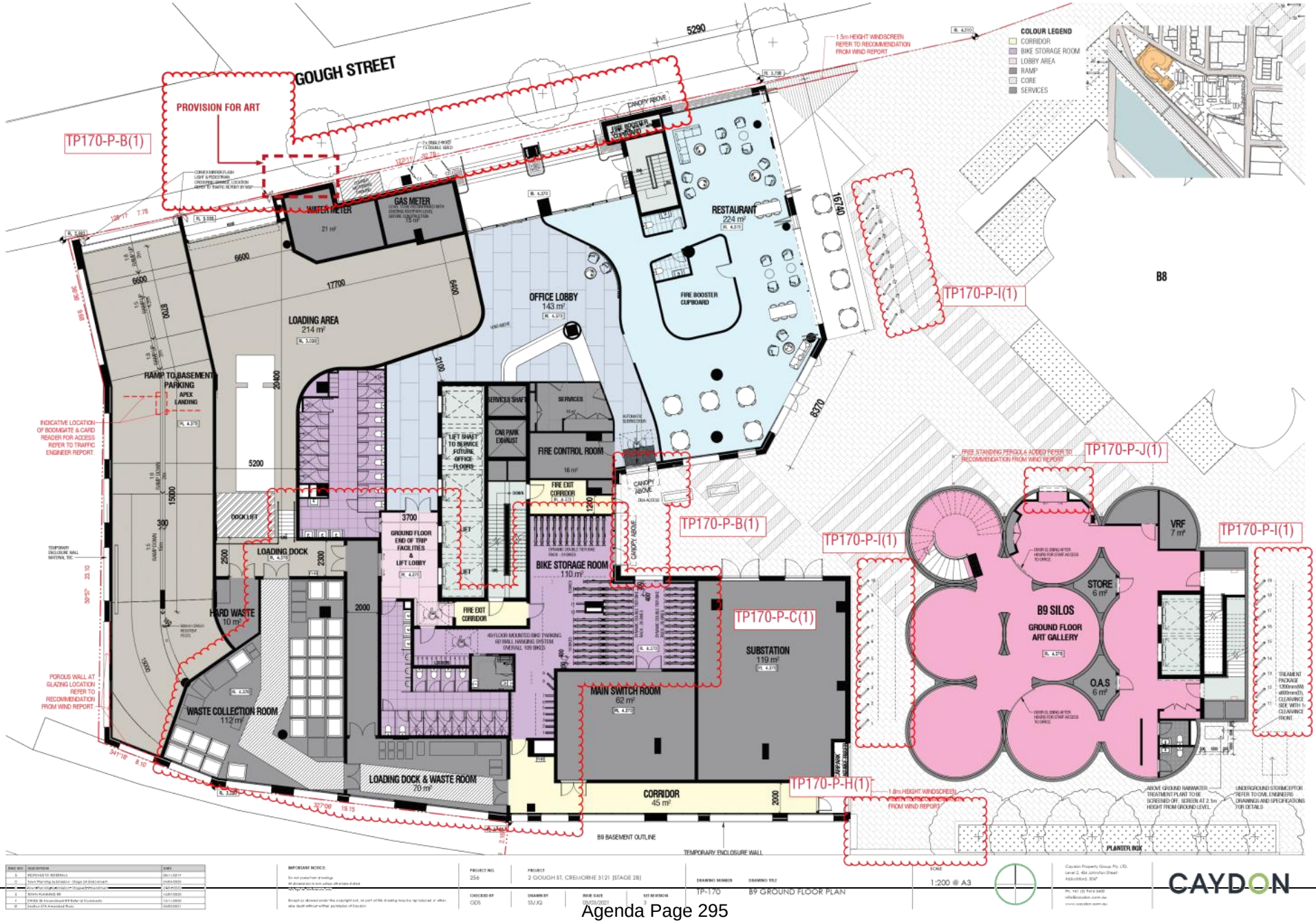
Attachment 10 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2B - Part 2



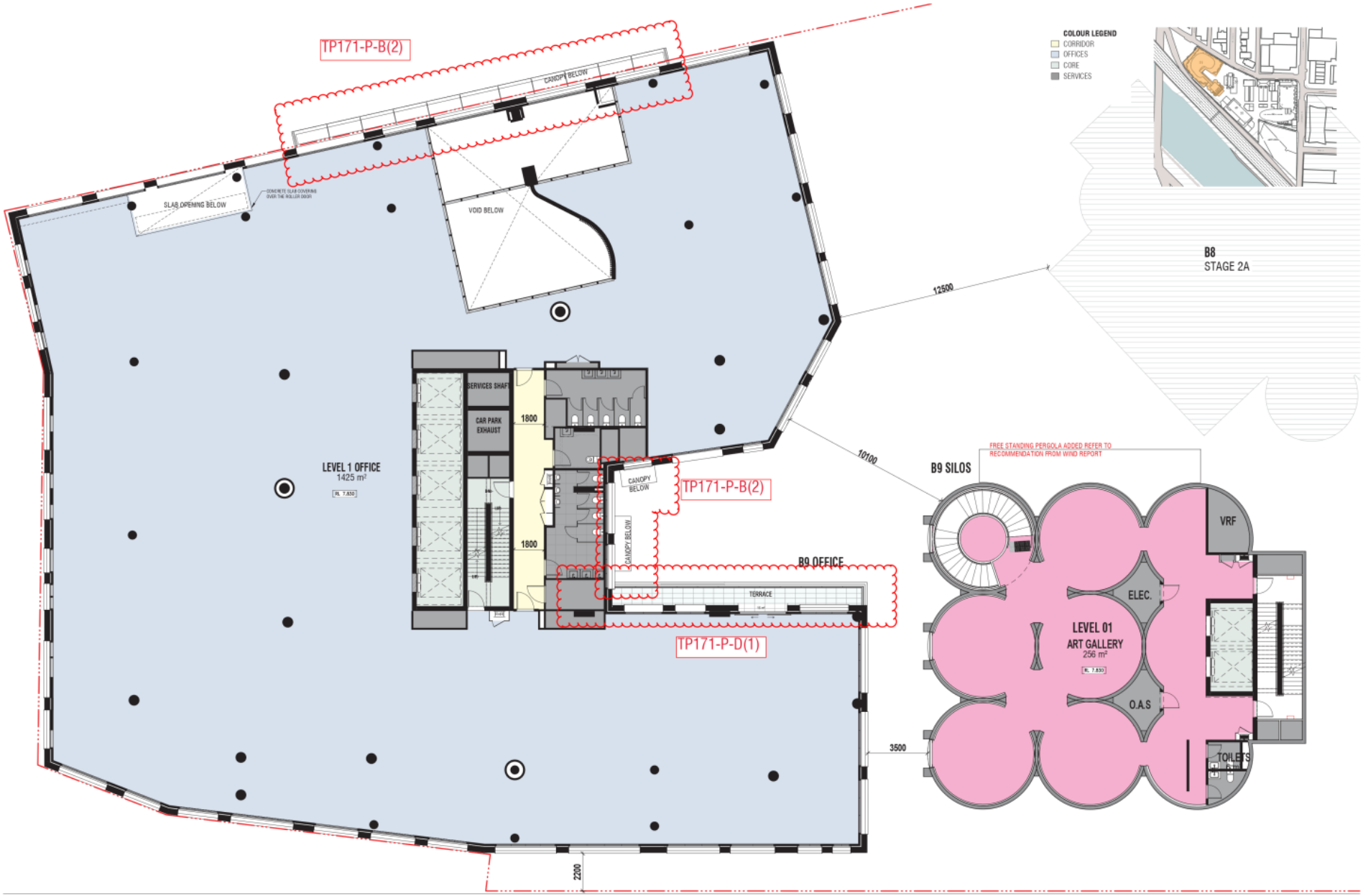
Attachment 10 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2B - Part 2



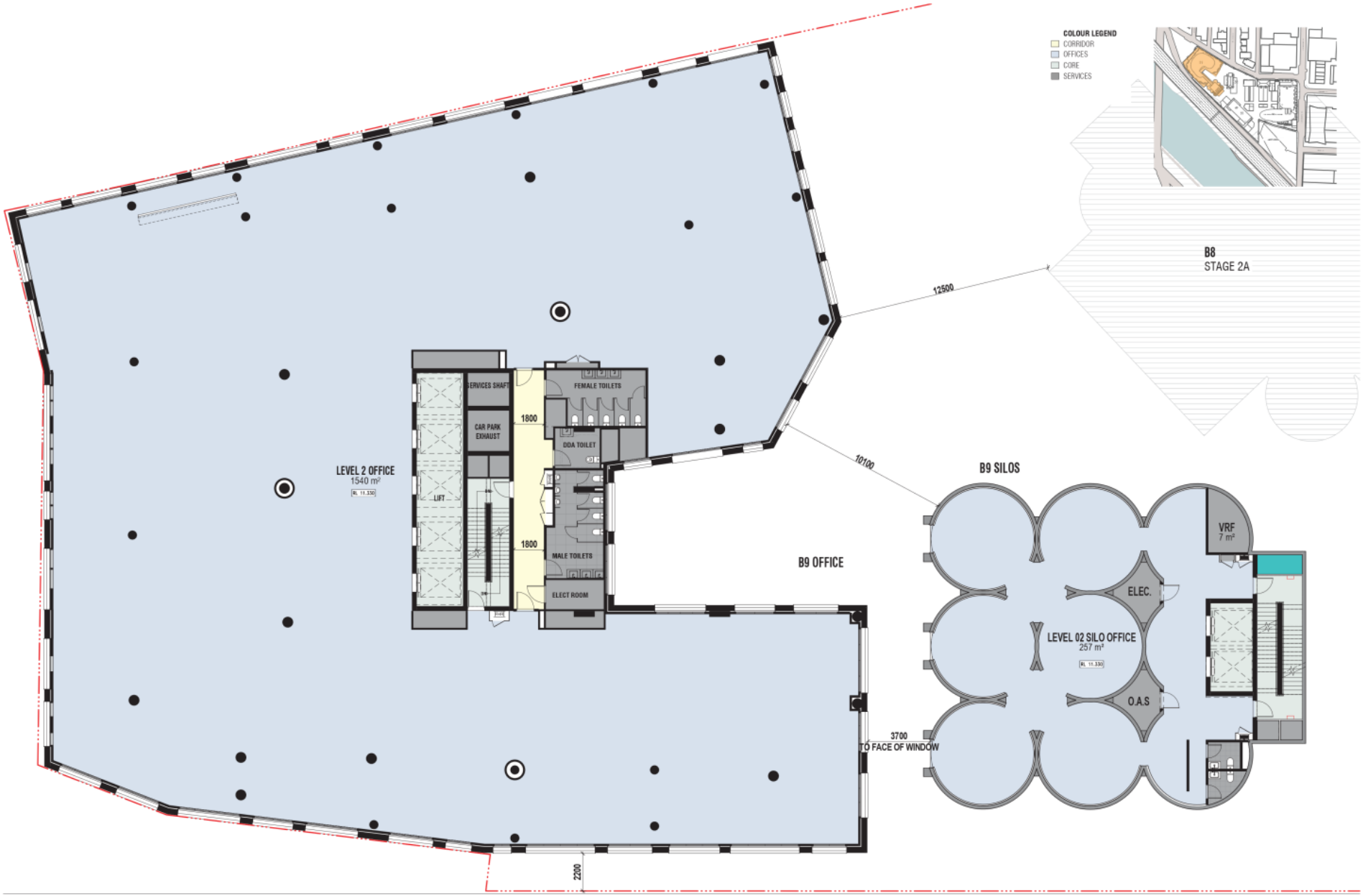
Attachment 10 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2B - Part 2



Attachment 10 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2B - Part 2



Attachment 10 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2B - Part 2



IND	DESCRIPTION	DATE
A	Town Planning Submission	17/12/2015
B	Town Planning Submission - Stage 2A Enlargement	29/04/2020
C	Town Planning Submission - Stage 2A/2B Buildings	04/08/2020

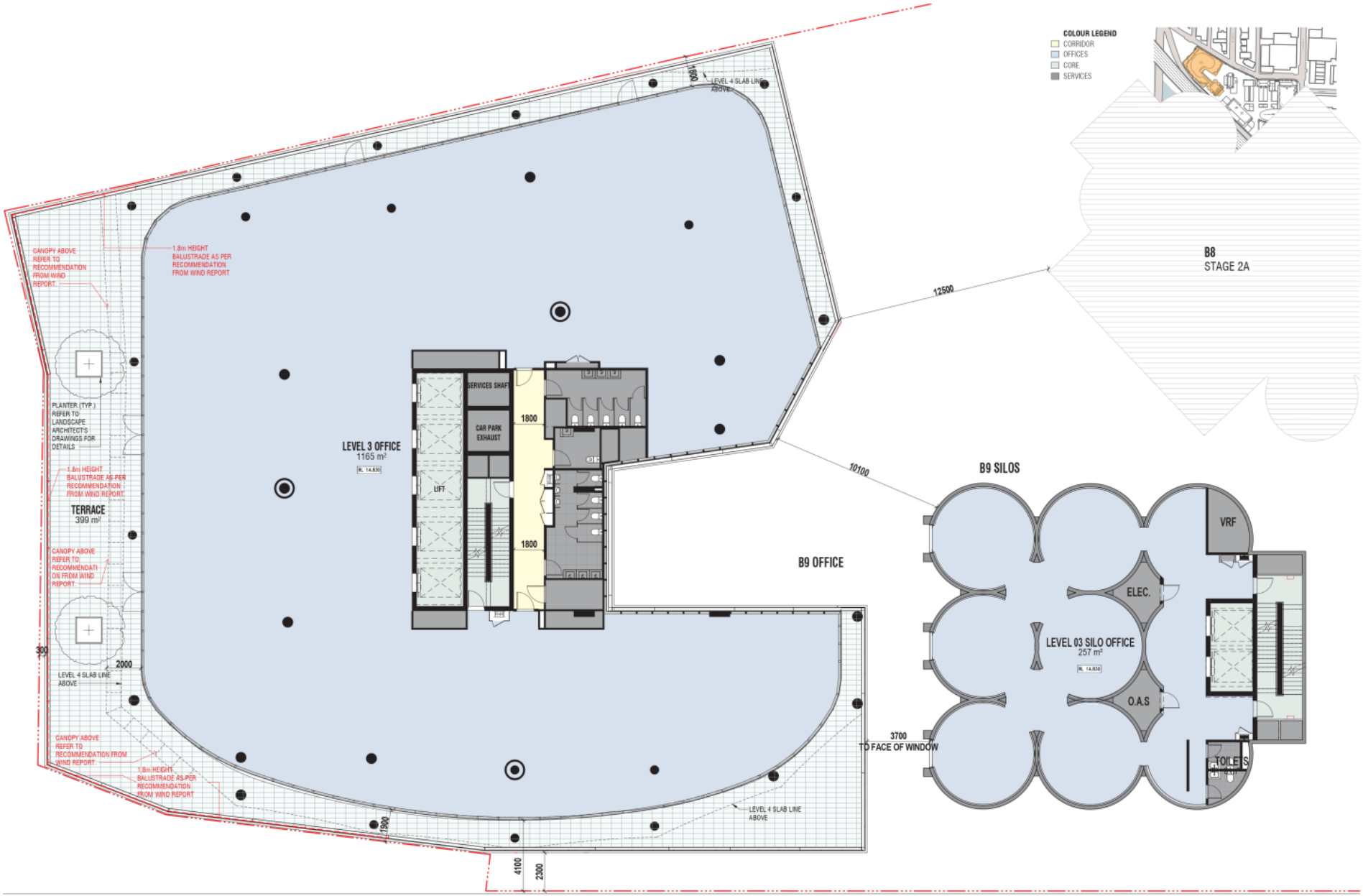
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PROJECT NO. 256
PROJECT 2 GOUGH ST, CREMORNE 3121 (STAGE 2A)
DRAWING NUMBER TP-172
DRAWING TITLE B9 LEVEL 2
SCALE 1:200 @ A3
CHECKED BY GDS
DRAWN BY SSV JQ
ISSUE DATE 11/07/2020
ST REVISION 2

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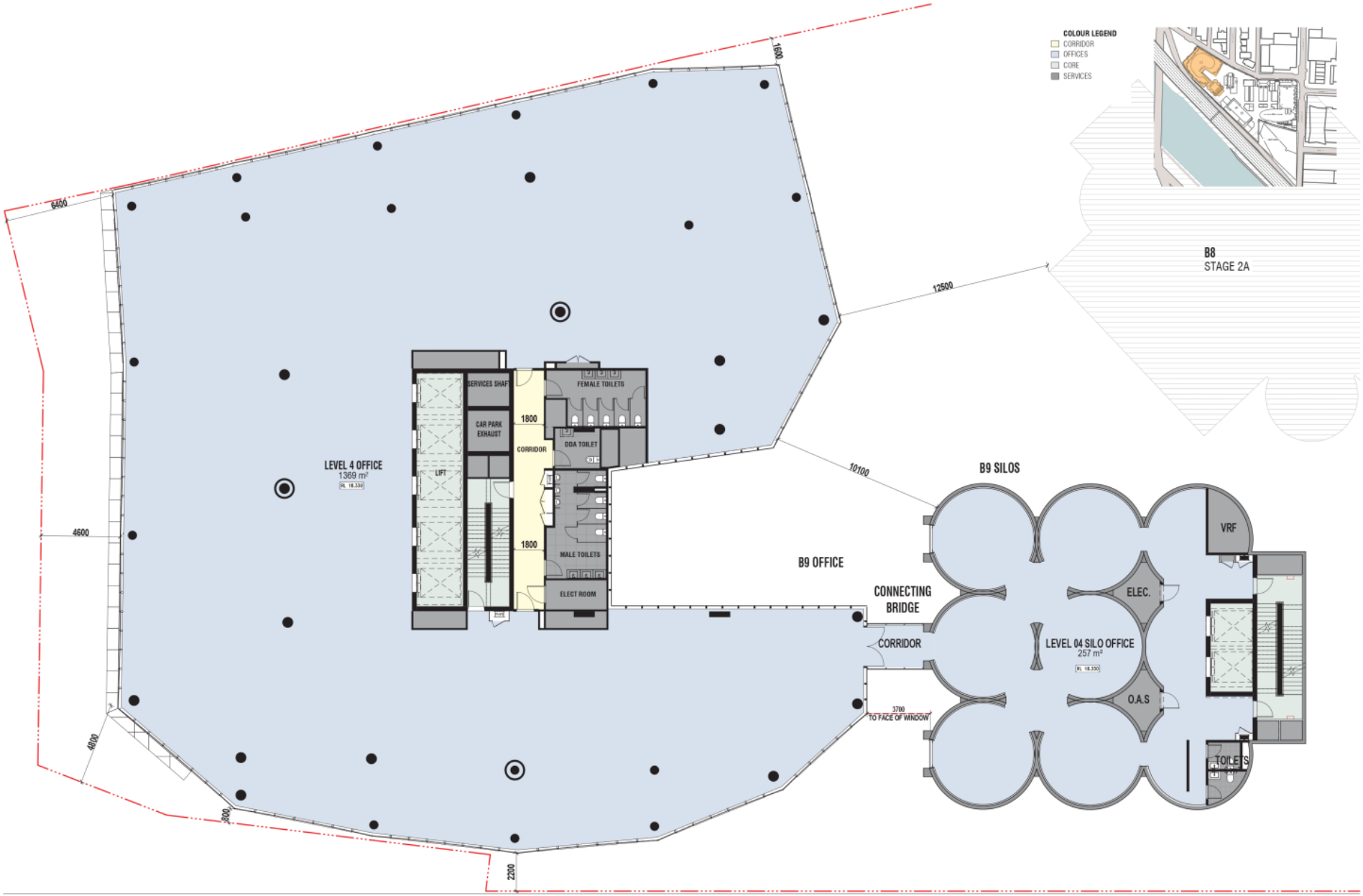
Attachment 11 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2B - Part 3



PROJECT NO.	256	
PROJECT	2 GOUGH ST, CREMORNE 3121 (STAGE 2A)	
DRAWING NUMBER	TP-173	
DRAWING TITLE	B9 LEVEL 3	
SCALE	1:200 @ A3	
CHECKED BY	GDS	
DRAWN BY	SSV,JQ	
ISSUE DATE	11/07/2016	
SET REVISION	2	

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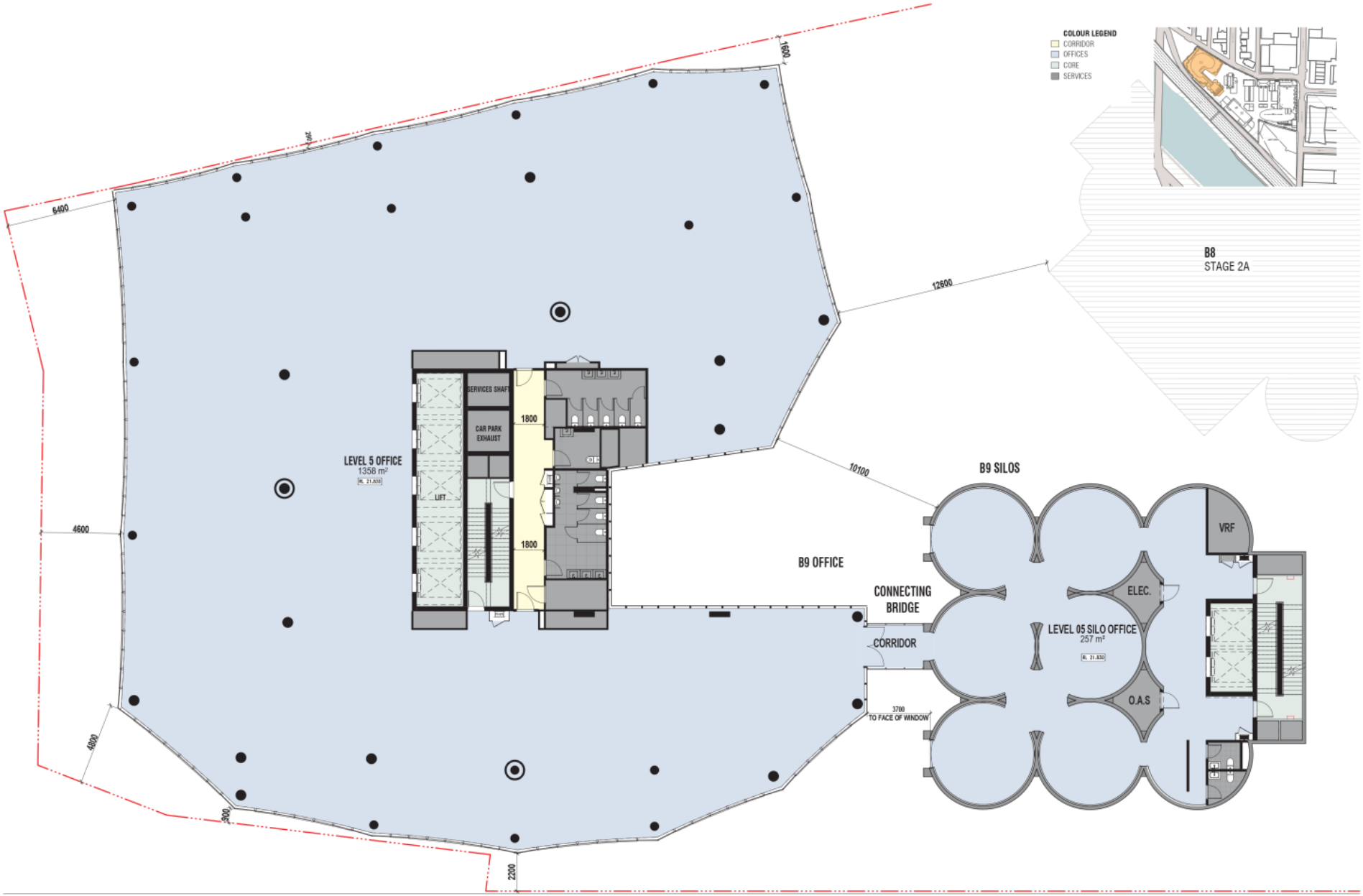
Attachment 11 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2B - Part 3



PROJECT NO.	256	
PROJECT	2 GOUGH ST, CREMORNE 3121 (STAGE 2A)	
CHECKED BY	GDS	
DRAWN BY	SSV JQ	
ISSUE DATE	11.07.2019	
SET REVISION	2	
DRAWING NUMBER	TP-174	
DRAWING TITLE	B9 LEVEL 4	
SCALE	1:200 @ A3	

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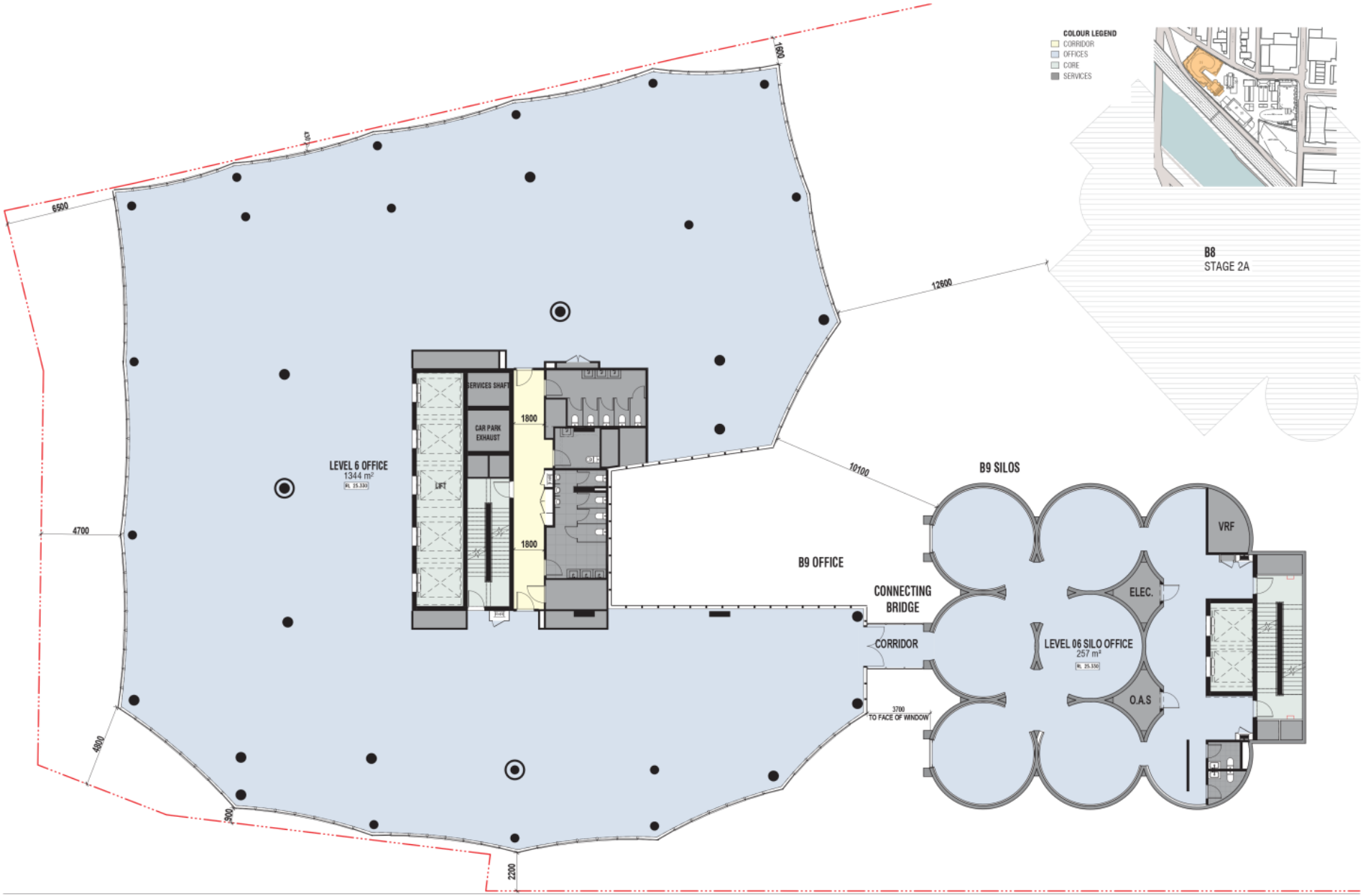
Attachment 11 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2B - Part 3



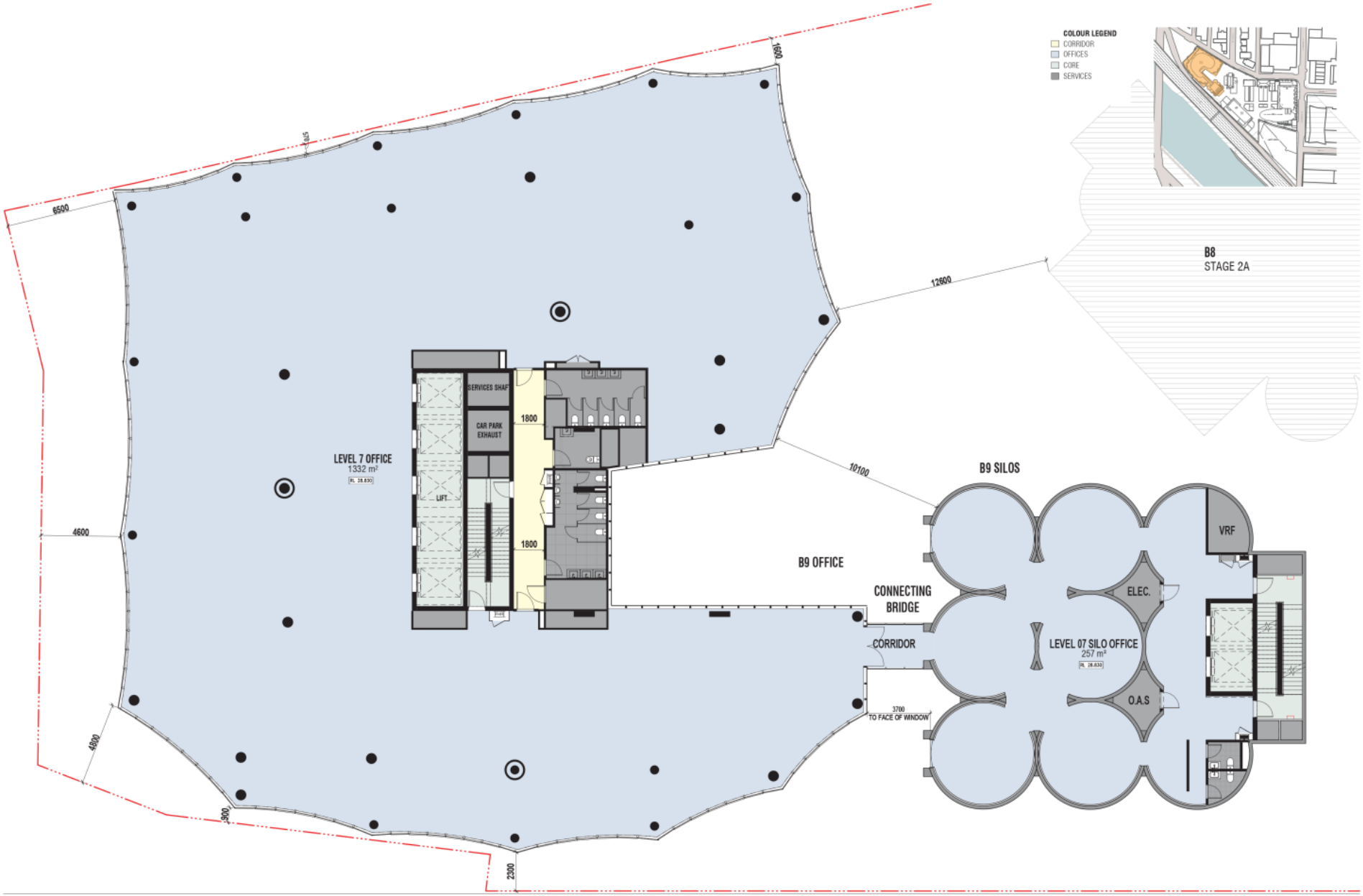
PROJECT NO.	256	
PROJECT	2 GOUGH ST, CREMORNE 3121 (STAGE 2A)	
DRAWING NUMBER	TP-175	
DRAWING TITLE	B9 LEVEL 5	
SCALE	1:200 @ A3	
CHECKED BY	GDS	
DRAWN BY	SSV,KQ	
ISSUE DATE	11/07/2019	
SET REVISION	2	

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Attachment 11 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2B - Part 3



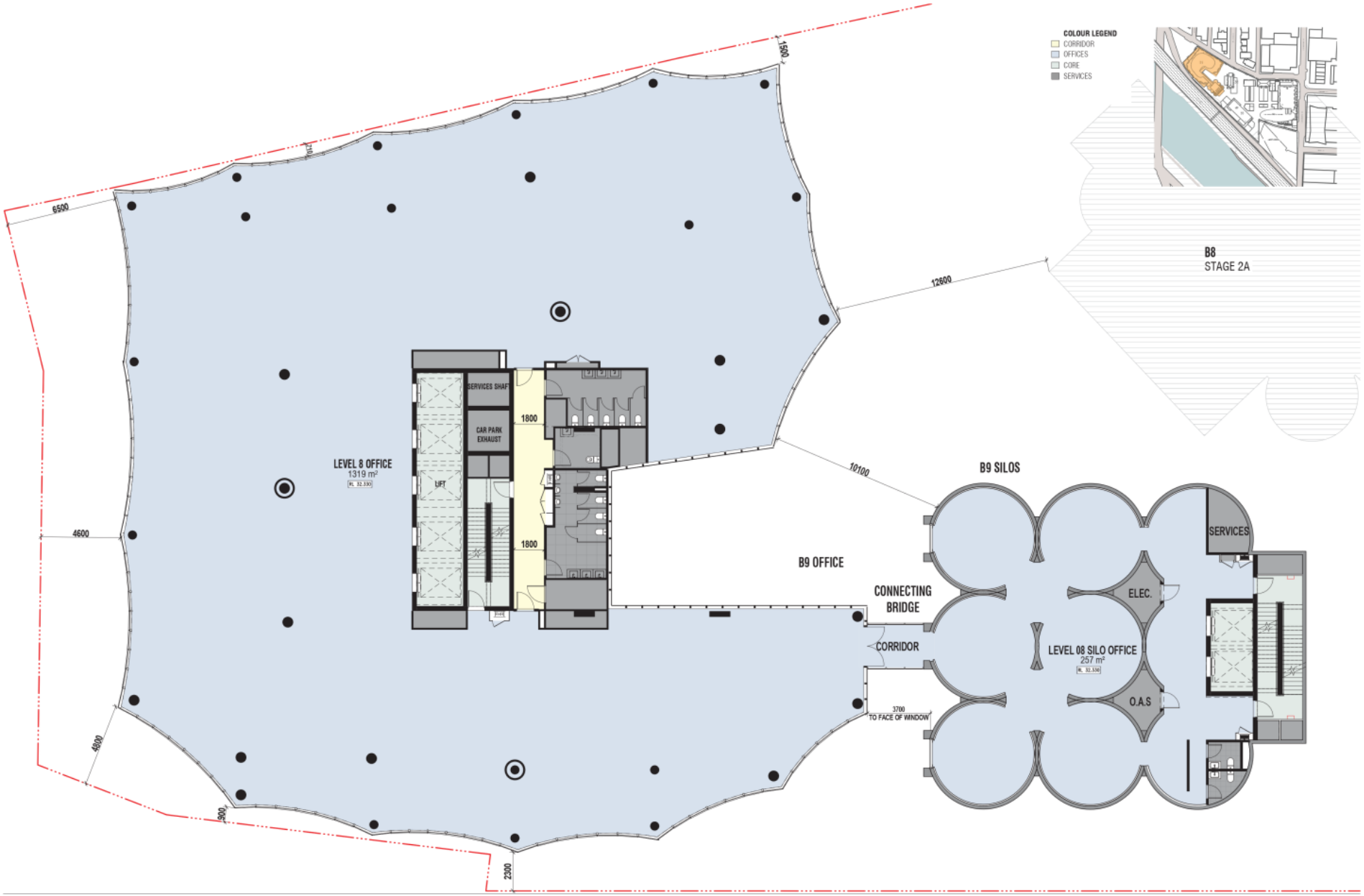
Attachment 11 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2B - Part 3



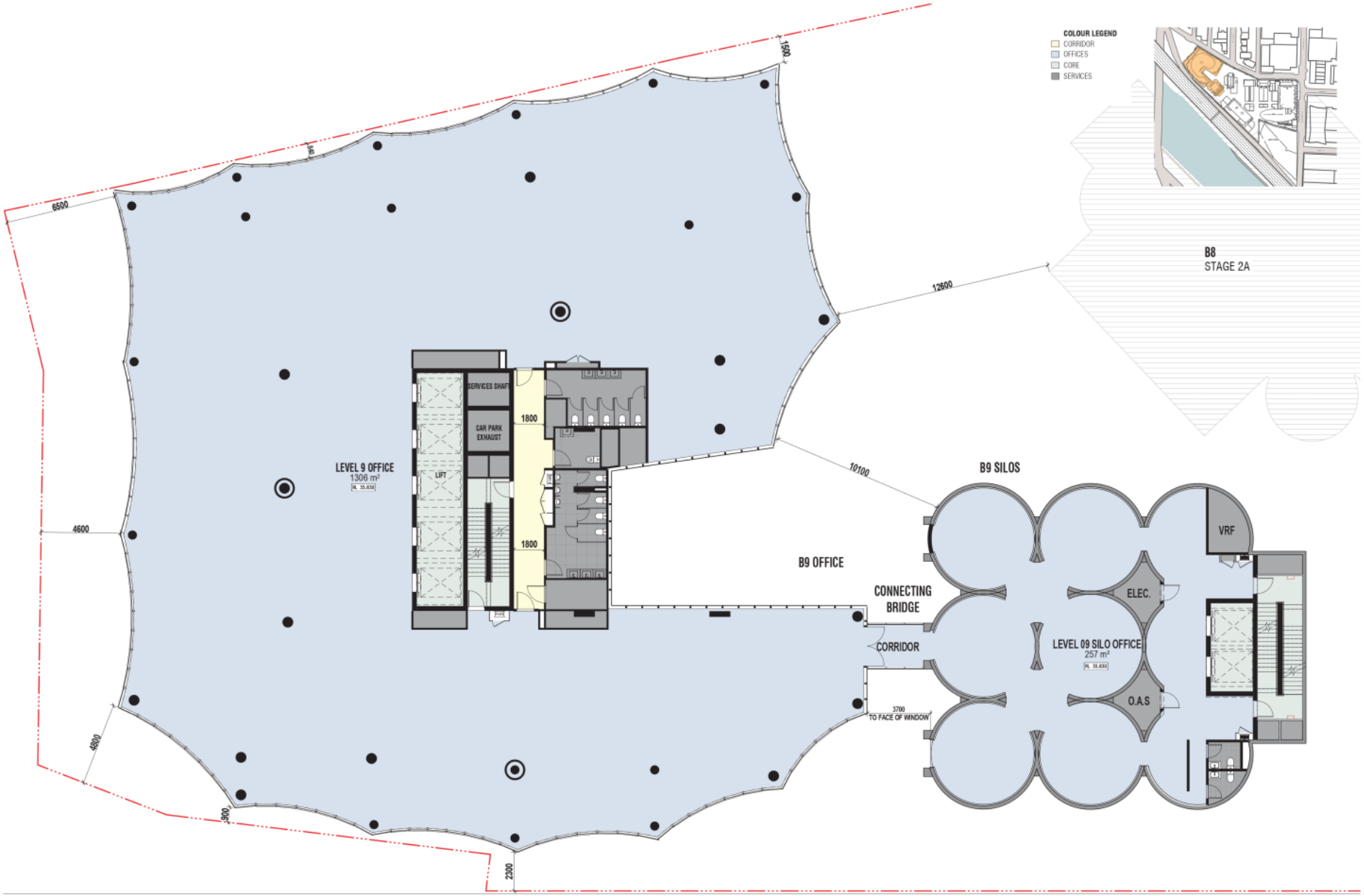
PROJECT NO. 256	PROJECT 2 GOUGH ST, CREMORNE 3121 [STAGE 2A]	
CHECKED BY GDS	DRAWN BY SSV JQ	ISSUE DATE 11/07/2018
DRAWING NUMBER TP-177	DRAWING TITLE B9 LEVEL 7	SCALE 1:200 @ A3

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Attachment 11 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2B - Part 3



Attachment 11 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2B - Part 3



IND REV	DESCRIPTION	DATE
A	Town Planning Submission	17/11/2015
B	RESPONSE TO RFI	09/11/2016
C	Town Planning Submission - Stage 2A/2B Amendment	14/12/2017
D	TOWN PLANNING RFI	15/07/2020

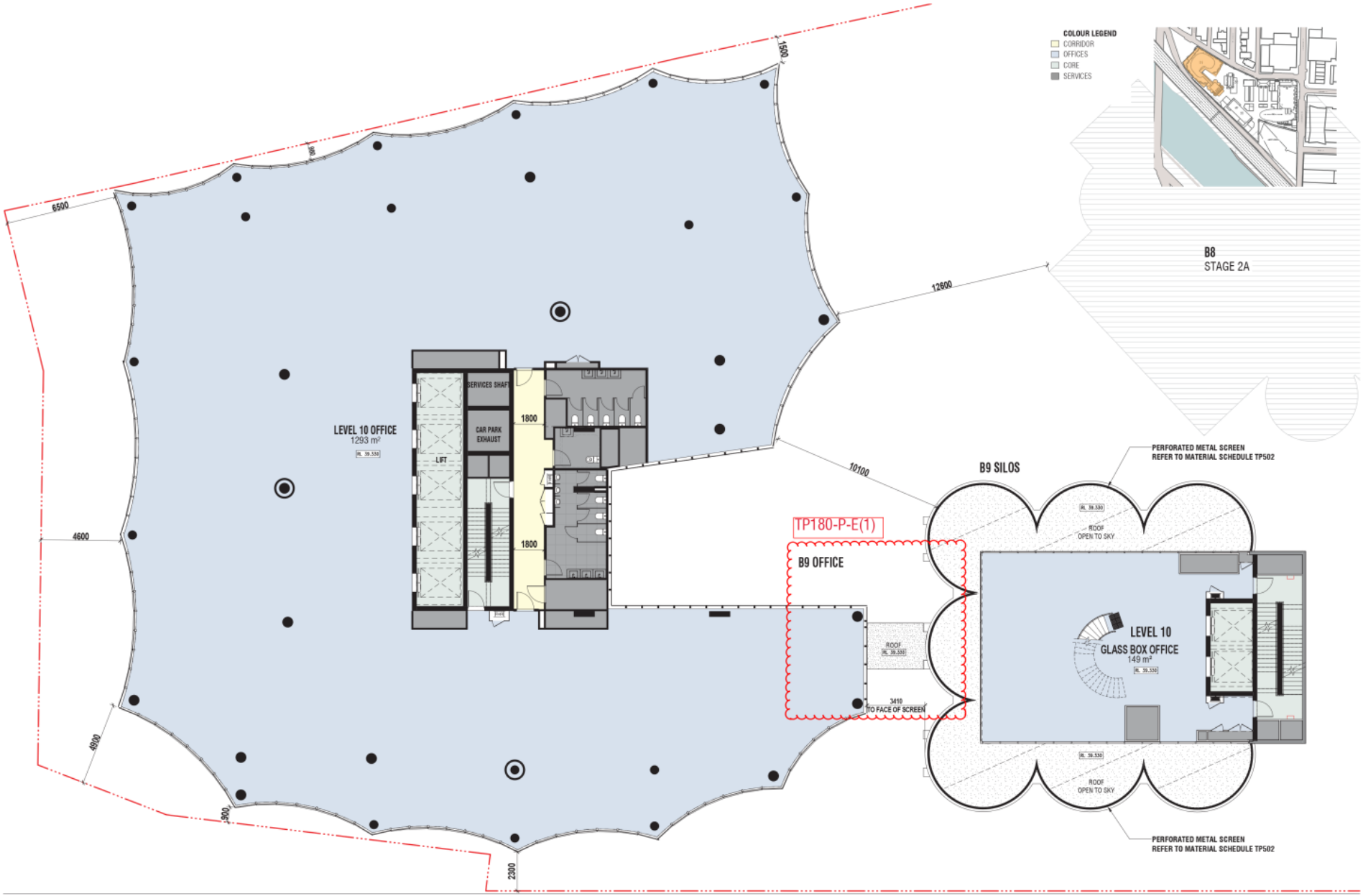
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PROJECT NO. 256
PROJECT 2 GOUGH ST, CREMORNE 3121 (STAGE 2A)
DRAWING NUMBER TP-179
DRAWING TITLE B9 LEVEL 9
SCALE 1:200 @ A3
CHECKED BY GDS
DRAWN BY SSV JQ
ISSUE DATE 11/07/2020
SET REVISION 2

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Attachment 11 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2B - Part 3



IND REV	DESCRIPTION	DATE
A	RESPONSE TO REFERRAL	08/11/2019
B	Town Planning Submission - Stage 2A Endorsement	04/04/2020
C	Amended Stage 2A Town Planning Submission	14/07/2020
D	TOWN PLANNING RFI	16/07/2020
E	S57A/S72 Amendment RFI Referral Comments	10/11/2020

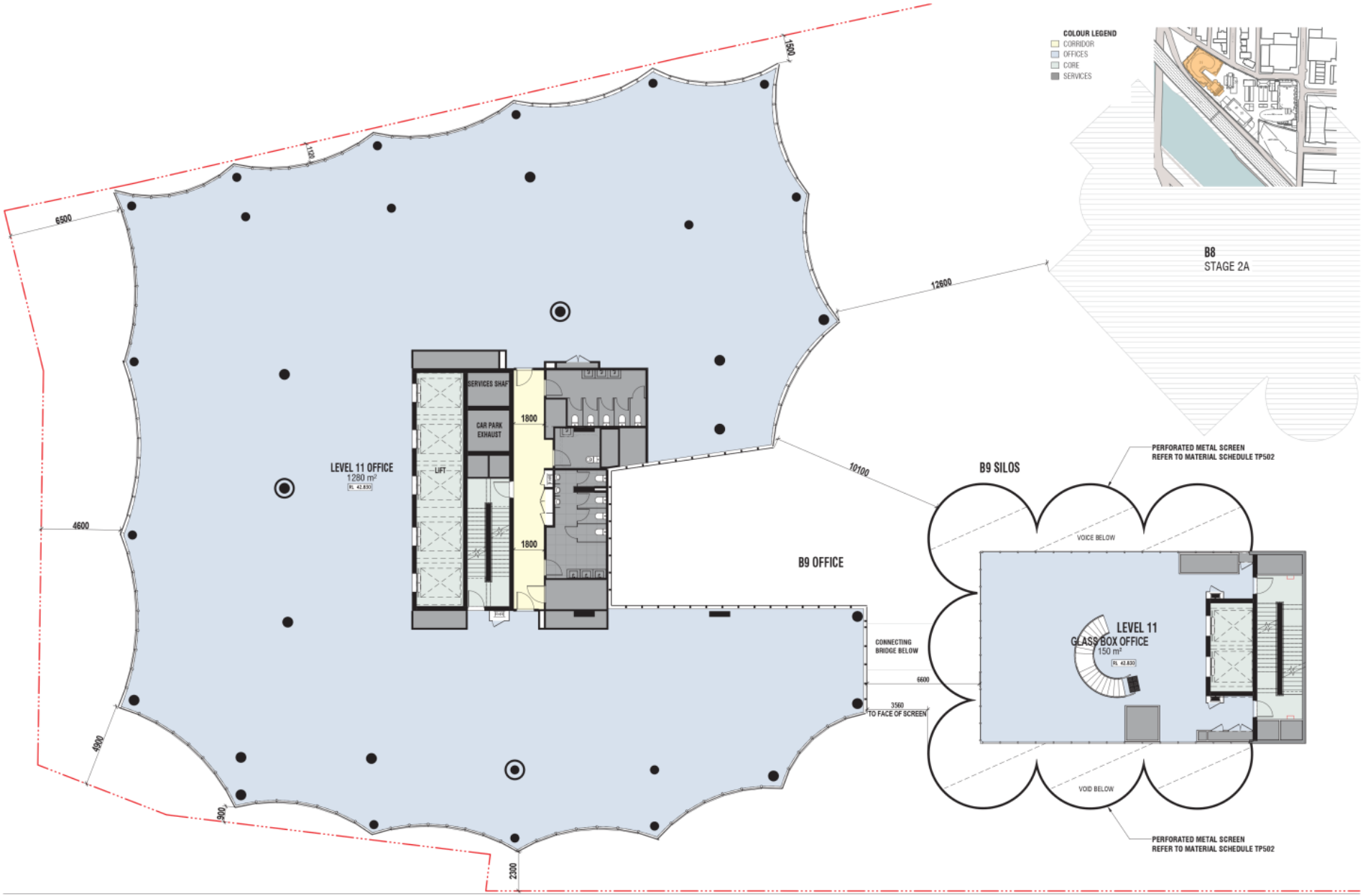
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PROJECT NO. 256
PROJECT 2 GOUGH ST, CREMORNE 3121 [STAGE 2A]
CHECKED BY GDS
DRAWN BY SSV JQ
ISSUE DATE 10/11/2020
IST REVISION E
DRAWING NUMBER TP-180
DRAWING TITLE B9 LEVEL 10
SCALE 1:200 @ A3

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Attachment 11 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2B - Part 3



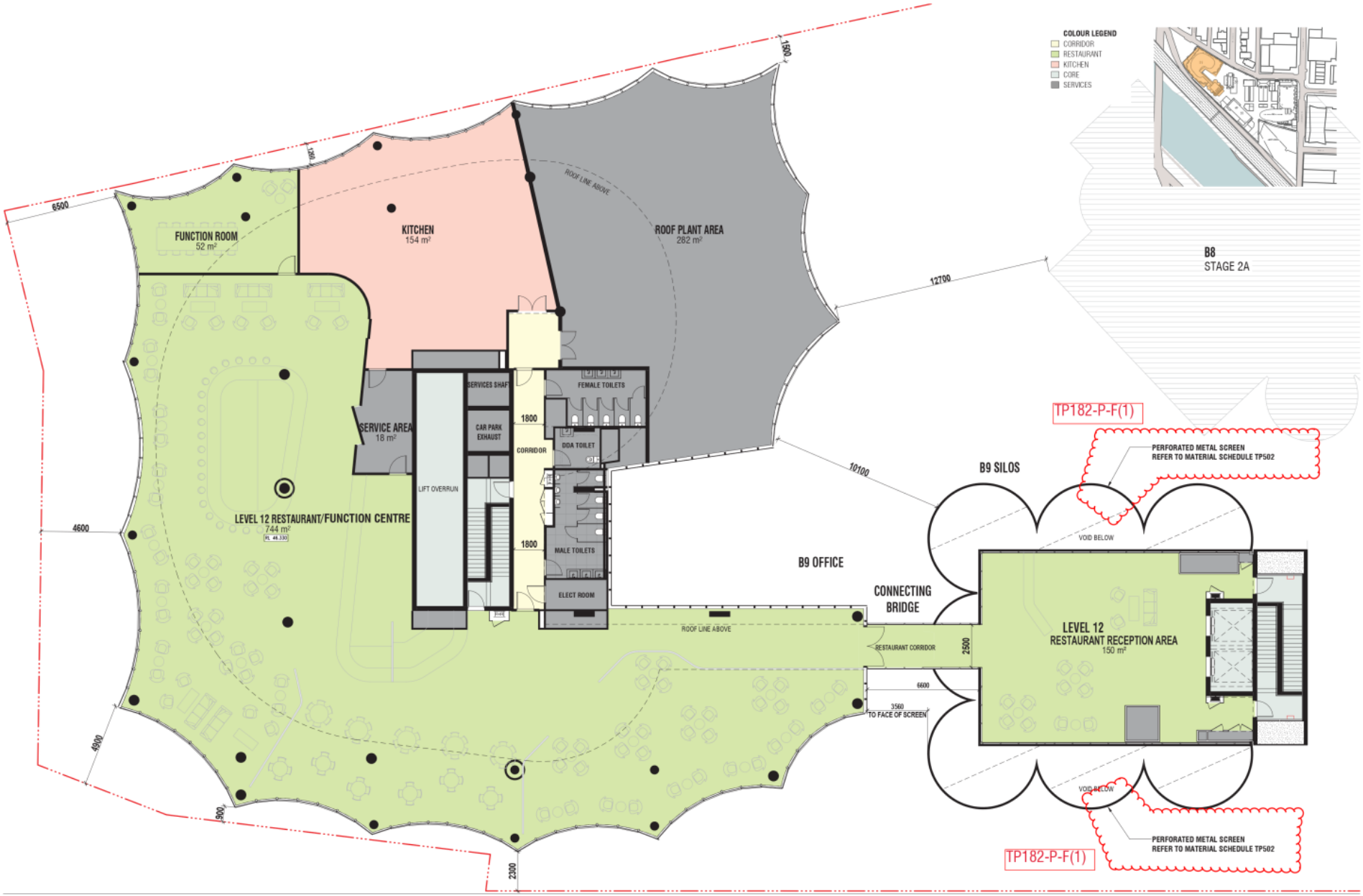
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PROJECT NO. 256
PROJECT 2 GOUGH ST, CREMORNE 3121 (STAGE 2A)
DRAWING NUMBER TP-181
DRAWING TITLE B9 LEVEL 11
SCALE 1:200 @ A3
CHECKED BY GDS
DRAWN BY SSV JQ
ISSUE DATE 01/05/2019
SET REVISION 2

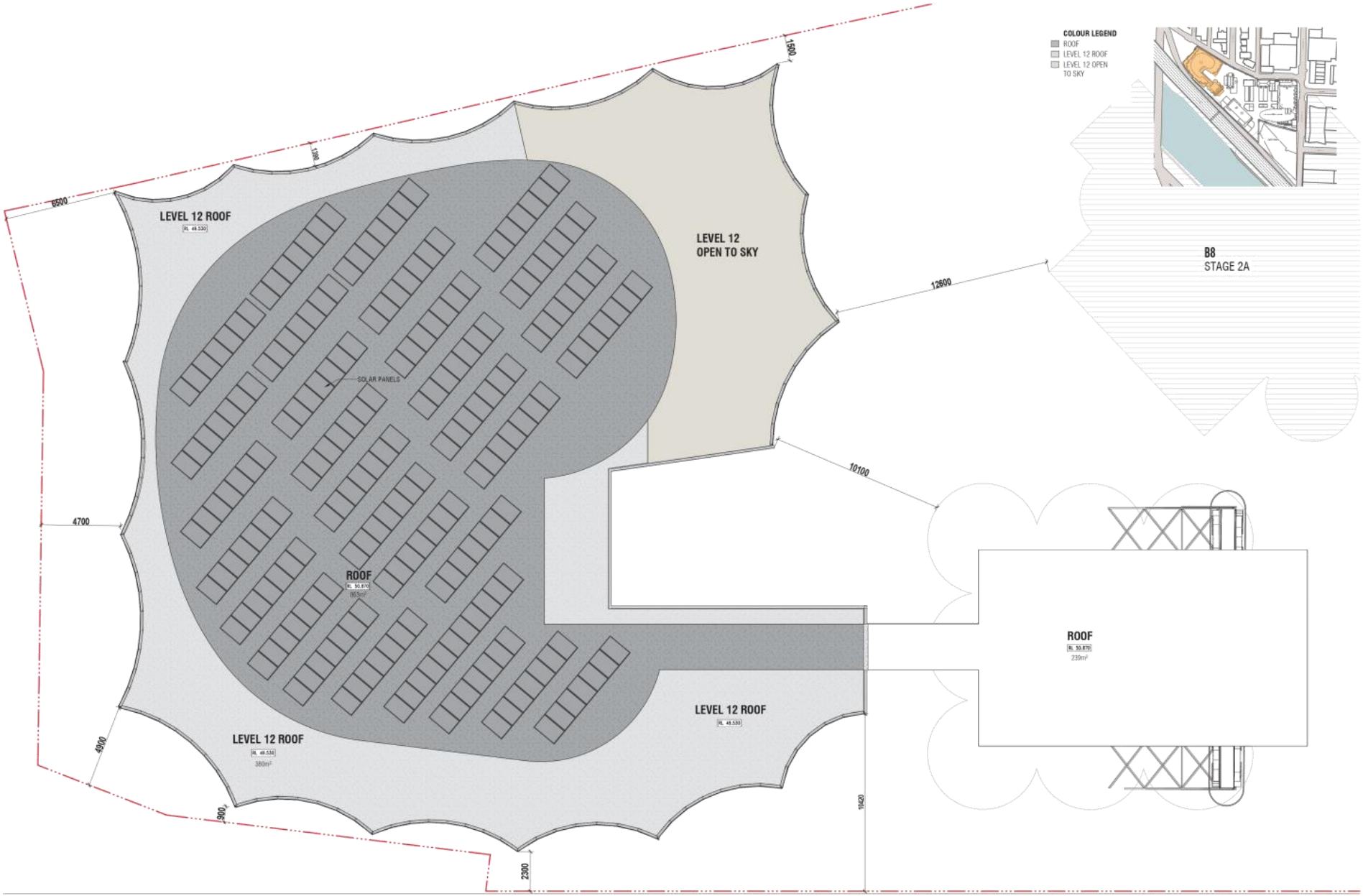
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Attachment 11 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2B - Part 3



Attachment 11 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2B - Part 3



PROJECT NO. 256	PROJECT 2 GOUGH ST, CREMORNE 3121 [STAGE 2A]	SCALE 1:200 @ A3
CHECKED BY GDS	DRAWN BY SSV JQ	ISSUE DATE 11/07/2019
DRAWING NUMBER TP-183	DRAWING TITLE B9 ROOF PLAN	SET REVISION 2

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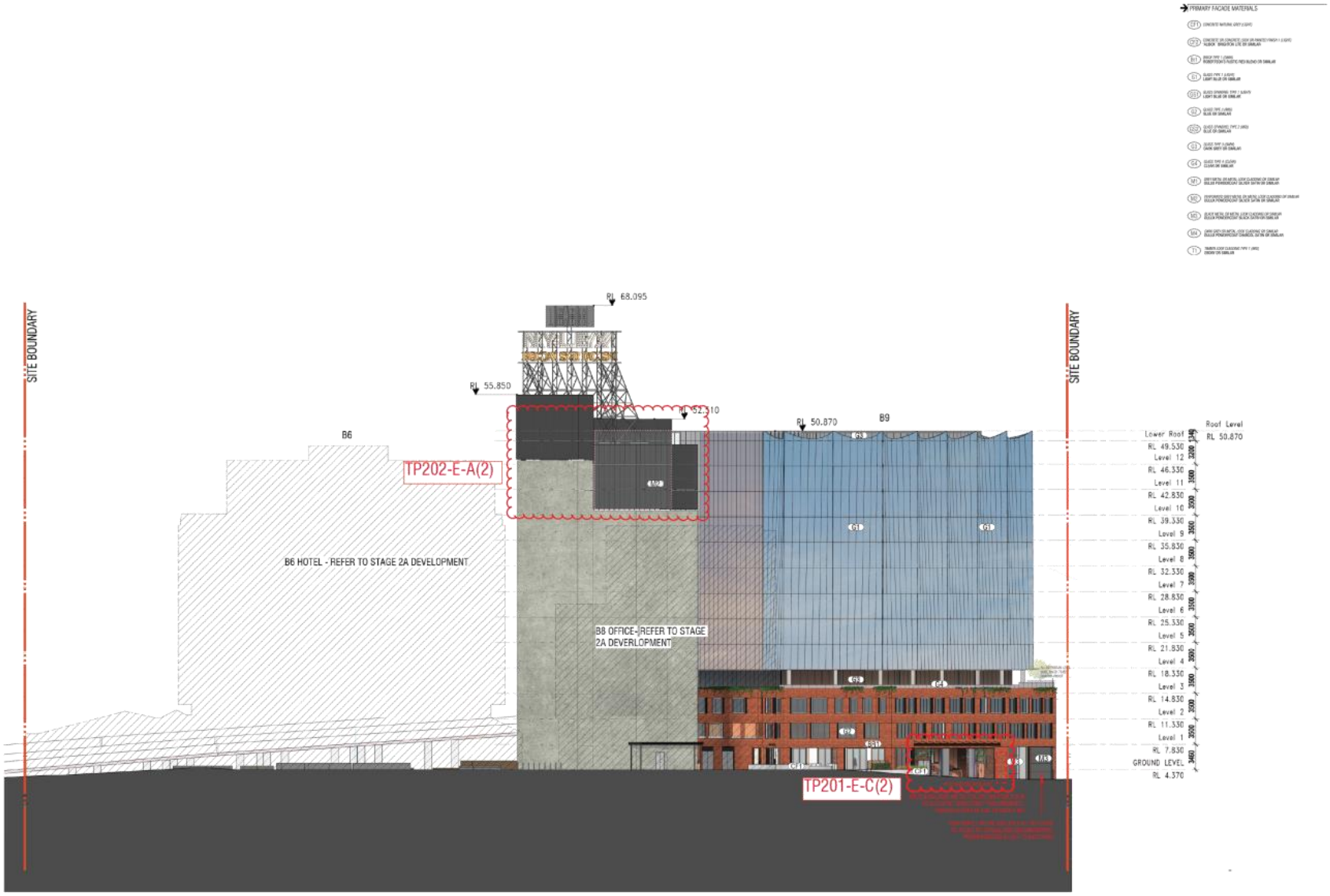
Attachment 12 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2B - Part 4



OVERALL NORTH ELEVATION

			PROJECT NO. 256	PROJECT 2 GOUGH ST, CREMORNE 3121 (STAGE 2B)			SCALE 1:500 @ A3		CAYDON
			CHECKED BY GDS	DRAWN BY SSV JKJ	ISSUE DATE 09/09/2020	SET REVISION 3	DRAWING NUMBER TP-201	DRAWING TITLE OVERALL NORTH ELEVATION	

Attachment 12 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2B - Part 4

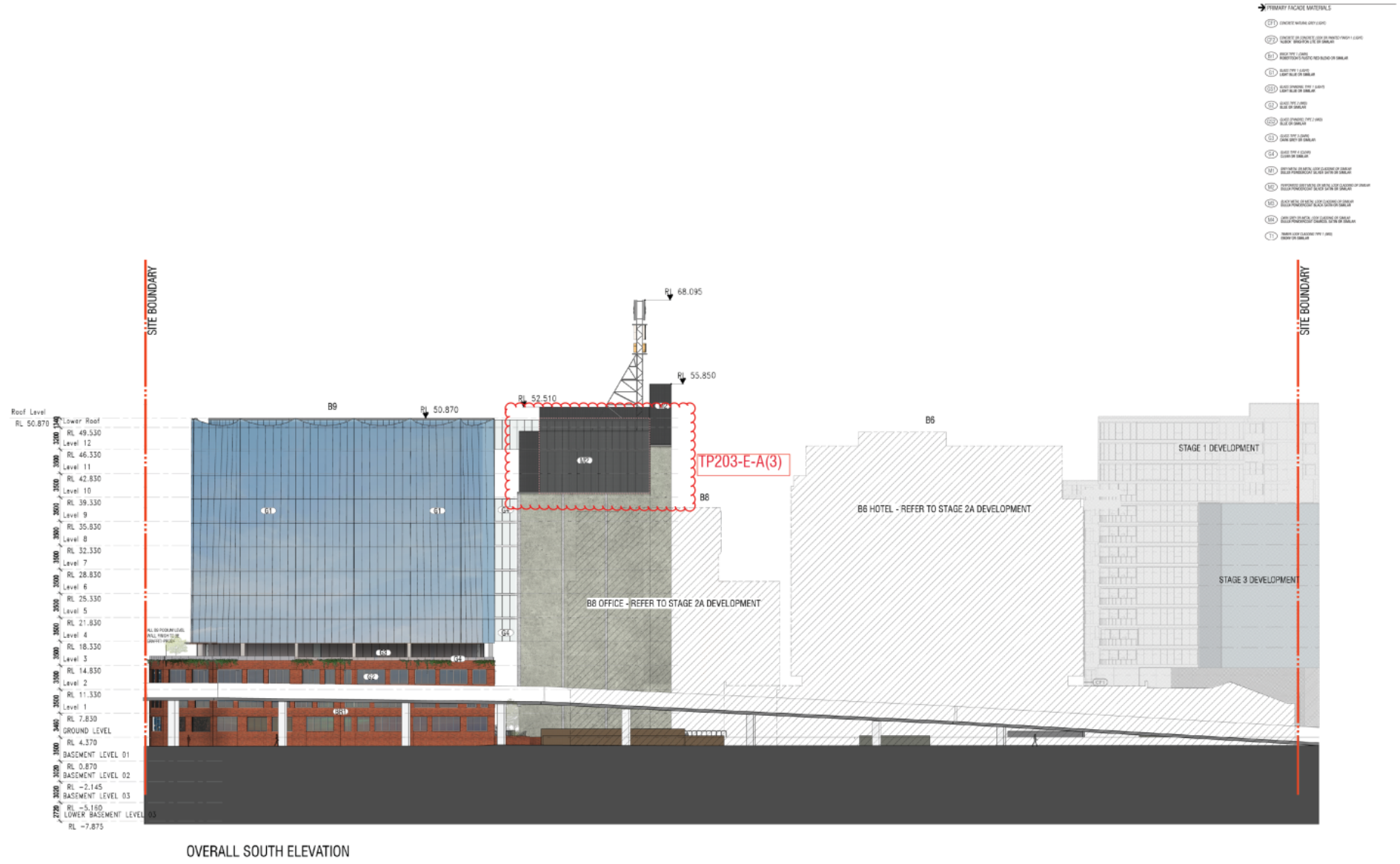


OVERALL EAST ELEVATION

PROJECT NO.	PROJECT	
256	2 GOUGH ST, CREMORNE 3121 (STAGE 2B)	
CHECKED BY	DRAWN BY	ISSUE DATE
GDS	SSV,KG	09/03/2020
DRAWING NUMBER	DRAWING TITLE	
TP-202	OVERALL EAST ELEVATION	
SCALE		
1:500 @ A3		

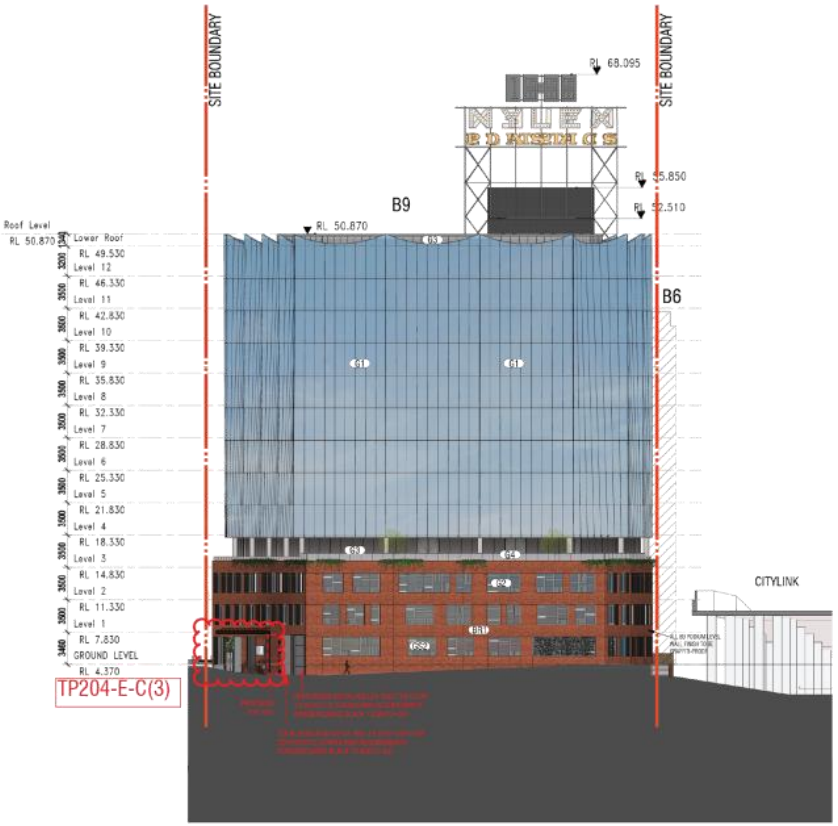
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Attachment 12 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2B - Part 4



Attachment 12 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2B - Part 4





OVERALL WEST ELEVATION

A	Town Planning Submission	17/10/2018
B	Town Planning Submission - Stage 2A Endorsement	09/01/2020
C	Town Planning Submission - Stage 2B Submission	04/08/2020
D	Section 57A Amended Plans	09/03/2021

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PROJECT NO.: 256
PROJECT: 2 GOUGH ST, CREMORNE 3121 (STAGE 2B)
CHECKED BY: GDS
DRAWN BY: SSV,KG
ISSUE DATE: 09/03/2021
SET REVISION: D
DRAWING NUMBER: TP-204
DRAWING TITLE: OVERALL WEST ELEVATION
SCALE: 1:500 @ A3

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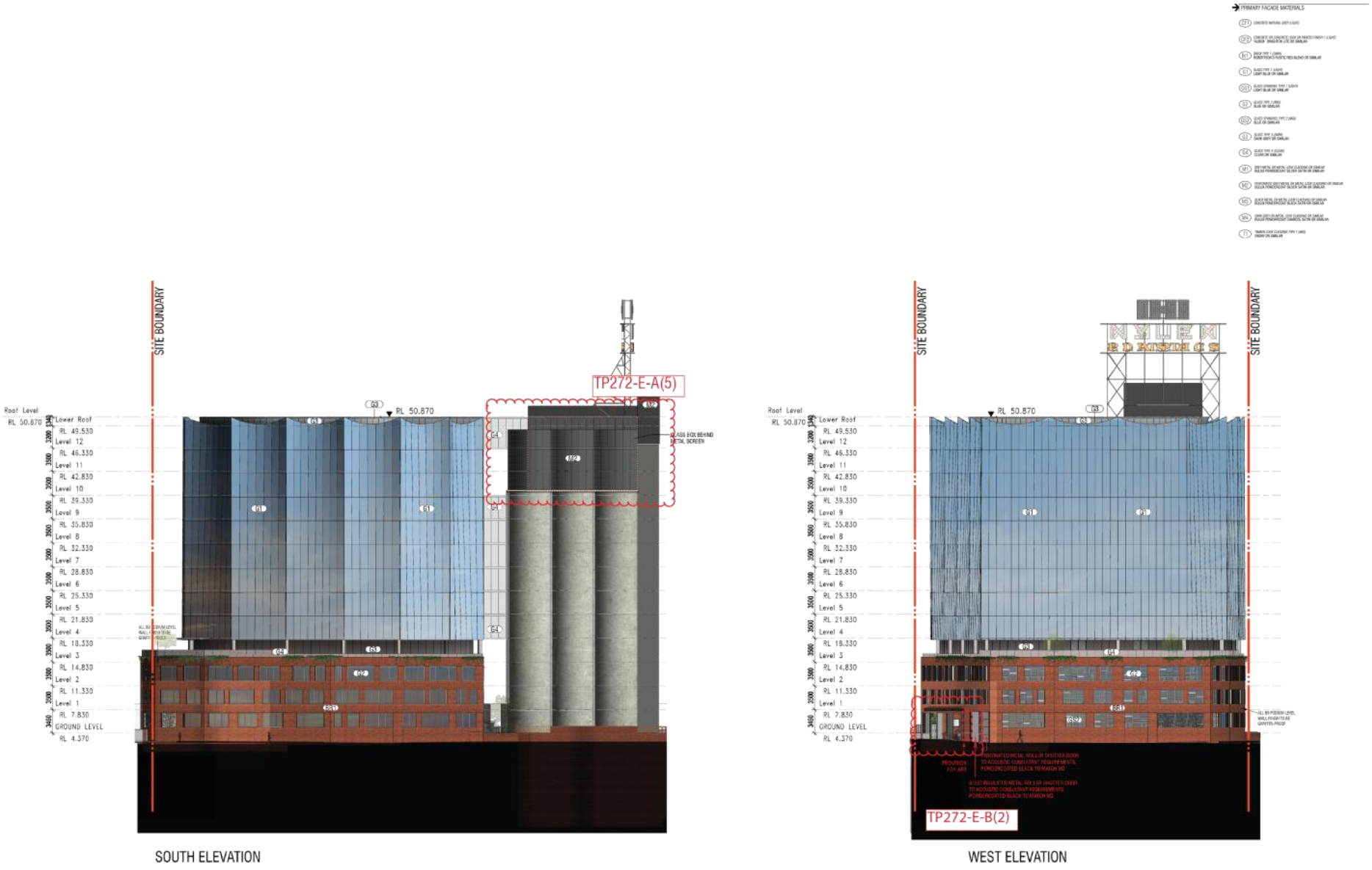
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Attachment 12 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2B - Part 4



IMPORTANT NOTICE:	PROJECT NO. 256	PROJECT 2 GOUGH ST, CREMORNE 3121 (STAGE 2B)
CHECKED BY GDS	DRAWN BY SSV JKG	ISSUE DATE 09/05/2019
SET REVISION 3	DRAWING NUMBER TP-271	DRAWING TITLE B9 ELEVATION 1/3
SCALE 1:500 @ A3		CAYDON

Attachment 12 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2B - Part 4

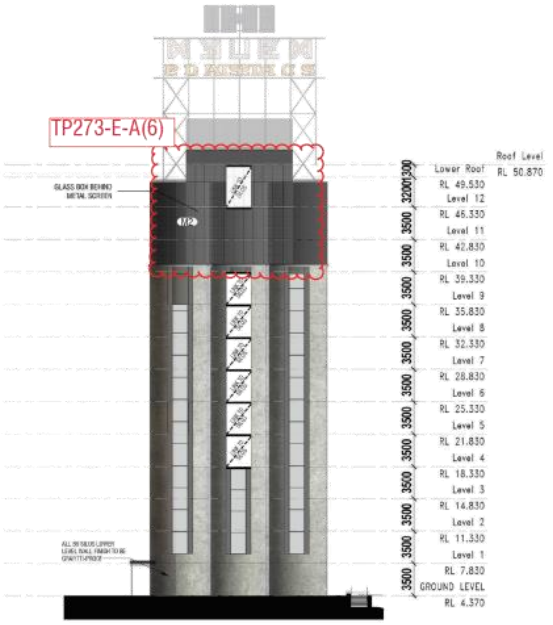


Attachment 12 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2B - Part 4





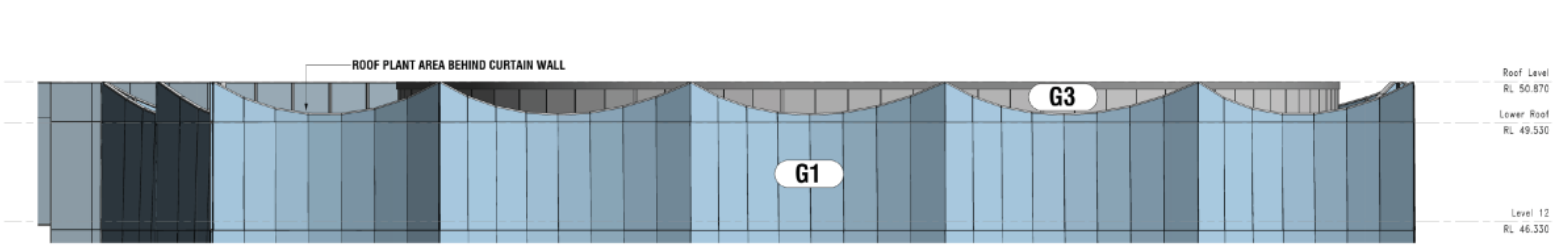
INTERNAL ELEVATION B9 TP273-E-B(3)



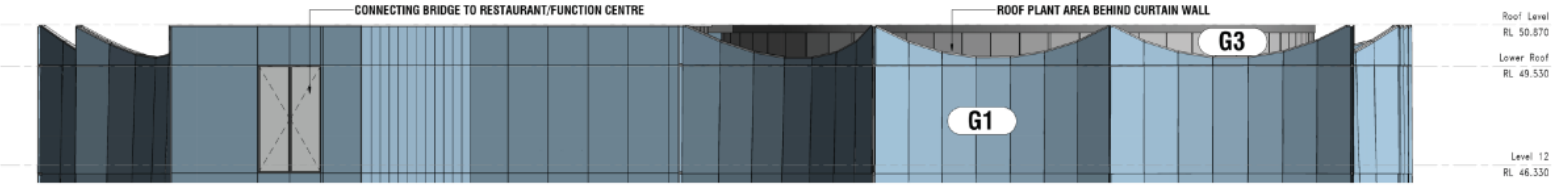
INTERNAL ELEVATION B9SILOS

PROJECT NO. 256	PROJECT 2 GOUGH ST, CREMORNE 3121 (STAGE 2A)					DRAWING NUMBER TP-273	DRAWING TITLE B9 ELEVATION 3/3	SCALE 1:500 @ A3
CHECKED BY GDS	DRAWN BY SSV JKJ	ISSUE DATE 27/04/2020	ST REVISION 2					

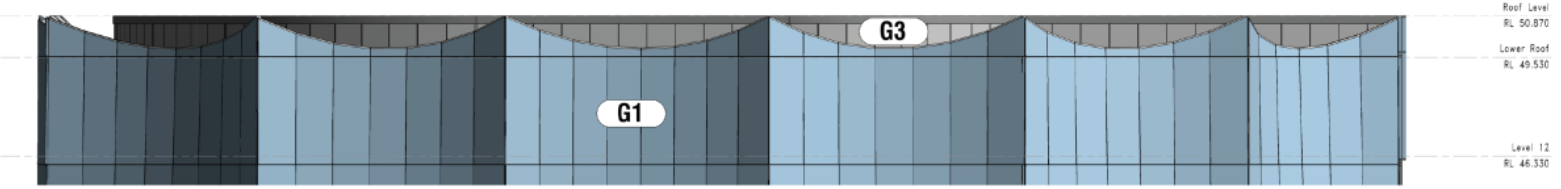
Attachment 12 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2B - Part 4



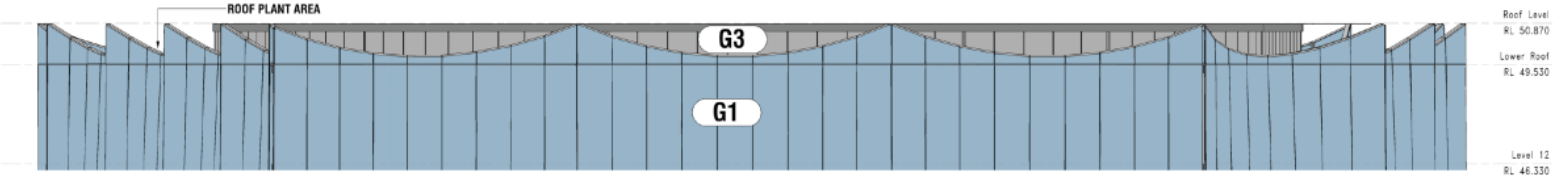
1 TP - L12 North Elevation
1 : 75



2 TP - L12 East Elevation
1 : 75



3 TP - L12 South Elevation
1 : 75



4 TP - L12 West Elevation
1 : 75



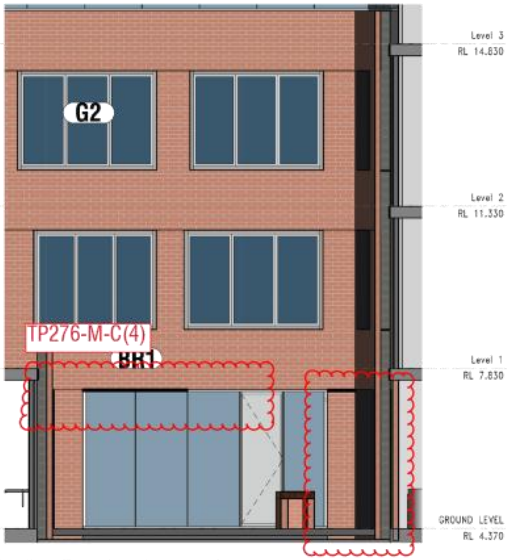
PROJECT NO.	PROJECT	
256	2 GOUGH ST, CREMORNE 3121 (STAGE 2B)	
CHECKED BY	DRAWN BY	ISSUE DATE
GDS	SSJ/JQ	11/07/2020
DRAWING NUMBER	DRAWING TITLE	
TP-275	LEVEL 12 DETAIL ELEVATION	
SCALE		
1:75 @ A1		

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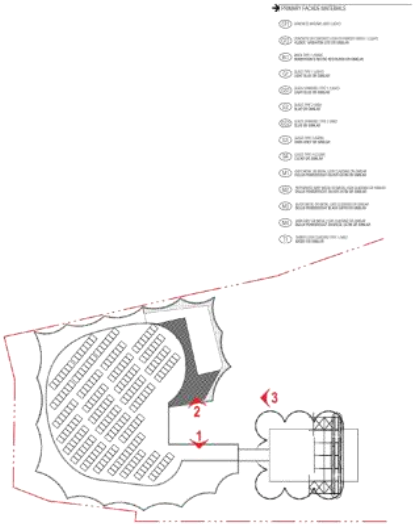
Attachment 12 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2B - Part 4



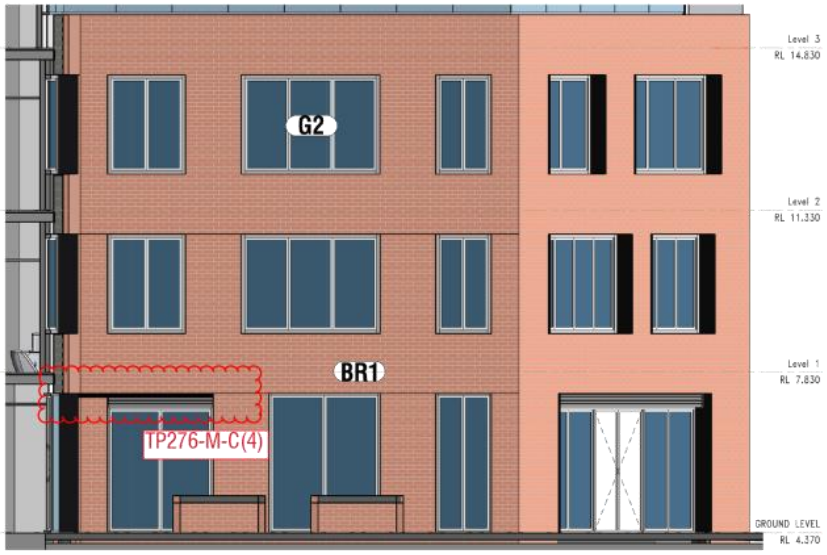
1 East Elevation - Internal 01
1 : 50



2 East Elevation - Internal 02
1 : 50



5 Internal Elevation - Key Plan
1 : 500



3 East Elevation - Internal 03
1 : 50

KEY PLAN



4 East Elevation - 3D view

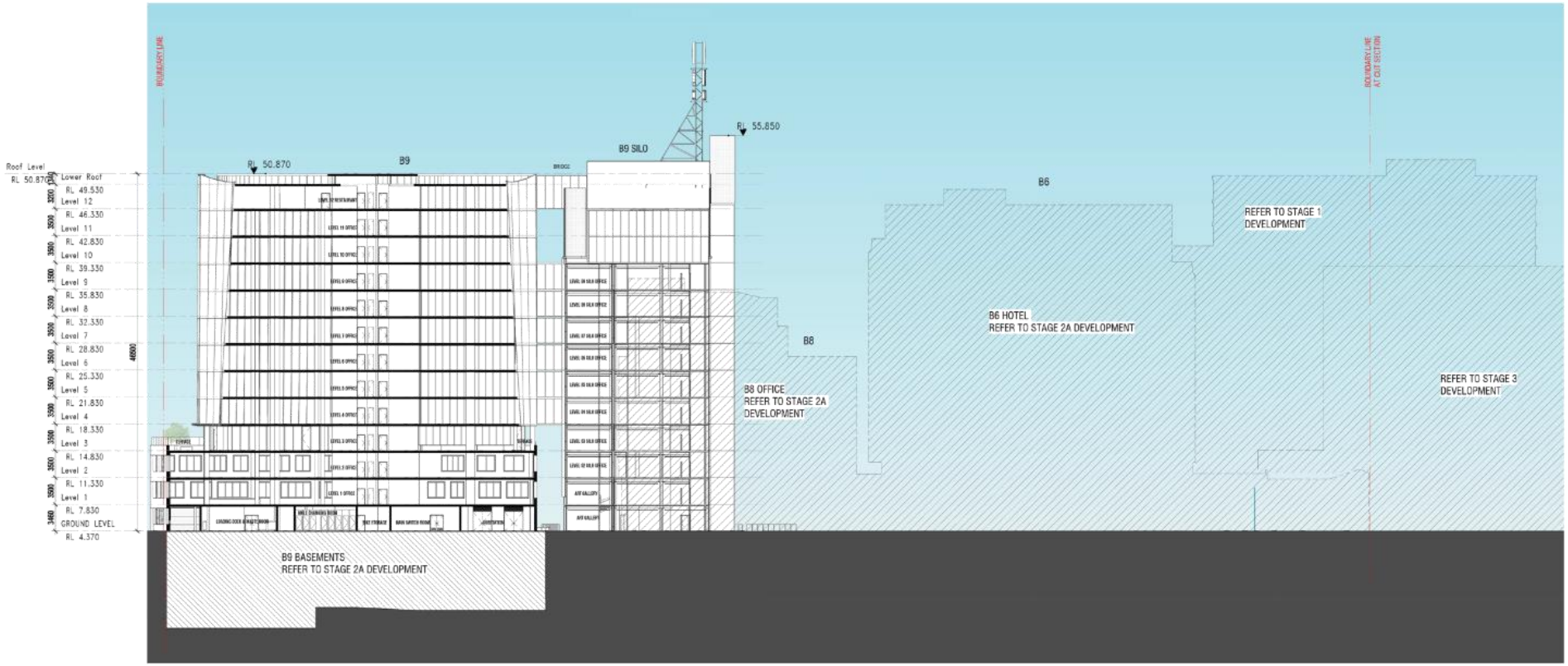
TP276-M-D(1)

PLACEHOLDER - SUBJECT TO PUBLIC ART AND HERITAGE INTERPRETATION STRATEGY
ART WORK INDICATIVE AND SUBHECT TO FURTHER DISCUSSIONS WITH THE RESPONSIBLE AUTHORITY

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	CHECKED BY GDS	DRAWN BY SSV,KG	ISSUE DATE 09/03/2021	SET REVISION 3	DRAWING NUMBER TP-276	DRAWING TITLE B9 INTERNAL COURTYARD		

Attachment 12 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2B - Part 4





A	Town Planning Submission	17/12/2018
B	RESPONSE TO REQUEST FOR INFORMATION	08/11/2019
C	Town Planning Submission - Stage 2B Amendment	04/04/2020
D	Town Planning Submission - Stage 2B Amendment	07/04/2020

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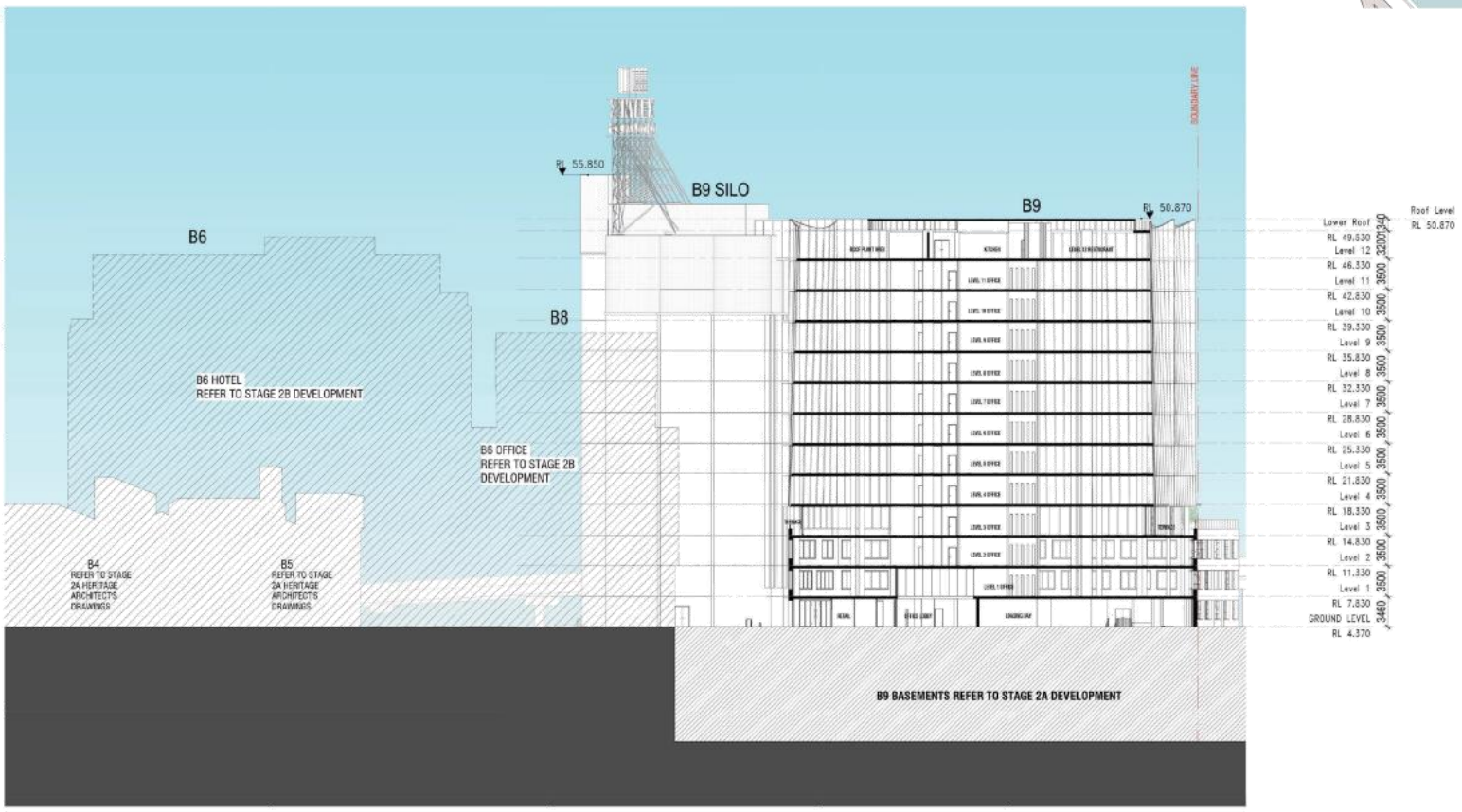
PROJECT NO.: 256
PROJECT: 2 GOUGH ST, CREMORNE 3121 (STAGE 2B)
CHECKED BY: GDS
DRAWN BY: SSV,KG
ISSUE DATE: 27/04/2020
SET REVISION: D
DRAWING NUMBER: TP-301
DRAWING TITLE: OVERALL SECTION AA
SCALE: 1:400 @ A3

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Attachment 12 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2B - Part 4





IND NO	DESCRIPTION	DATE
A	Town Planning Submission	17/12/2018
B	RESPONSE TO REQUEST	08/11/2019
C	Town Planning Submission - Stage 2B Amendment	01/04/2020
D	Town Planning Submission - Stage 2B Amendment	07/04/2020

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PROJECT 2 GOUGH ST, CREMORNE 3121 (STAGE 2B)
CHECKED BY GDS
DRAWN BY SSV JKJ
ISSUE DATE 27/04/2020
ST REVISION 2
DRAWING NUMBER TP-302
DRAWING TITLE OVERALL SECTION BB
SCALE 1:400 @ A3

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Attachment 13 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2B - Part 5



1 EXISTING SHADOWS - 9AM
SEPTEMBER 21ST



2 DESIGN PROPOSAL SHADOWS - 9AM
SEPTEMBER 21ST

REV NO	DESCRIPTION	DATE
A	Town Planning Submission	17/12/2015
B	Town Planning Submission - Stage 2A Enlargement	29/01/2020
C	Town Planning Submission - Stage 2A/2B Amendments	04/08/2020

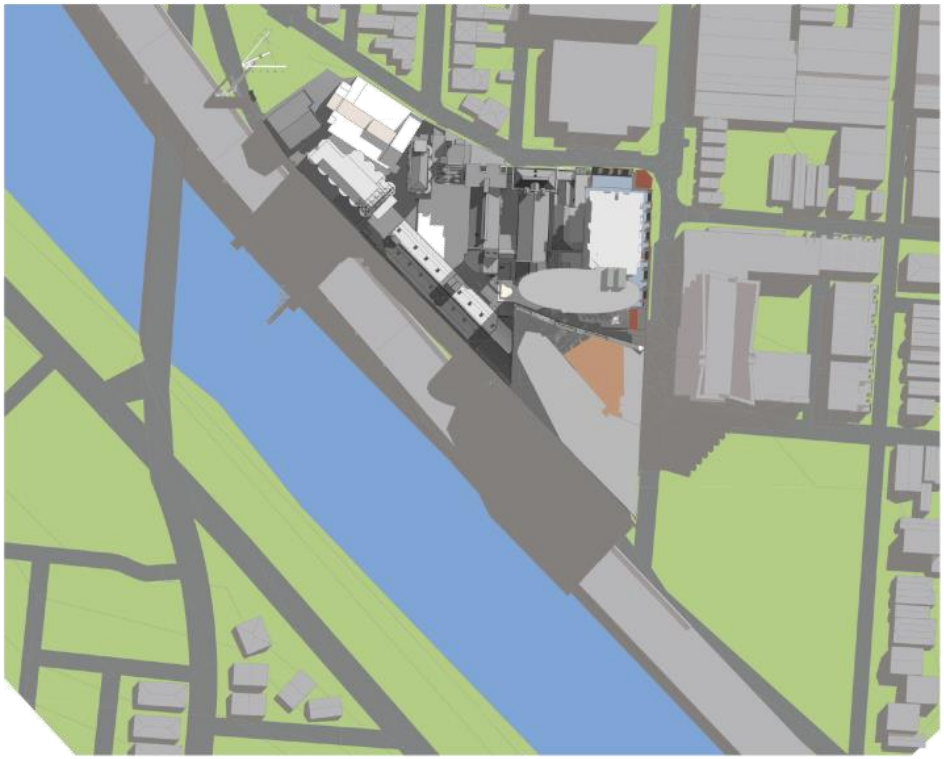
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PROJECT NO. 256
PROJECT 2 GOUGH ST, CREMORNE 3121 (STAGE 2B)
CHECKED BY GDS
DRAWN BY SSV JKJ
ISSUE DATE 29/09/2020
SET REVISION 2
DRAWING NUMBER TP-400
DRAWING TITLE SHADOW STUDIES 9AM
SCALE 1:2000 @ A3

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Attachment 13 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2B - Part 5



1 EXISTING SHADOWS - 10AM
SEPTEMBER 21ST



2 DESIGN PROPOSAL SHADOWS - 10AM
SEPTEMBER 21ST

A	Town Planning Submission	17/12/2018 YT
B	Town Planning Submission - Stage 2A Enlargement	19/04/2019
C	Town Planning Submission - Stage 2A/2B Amendments	04/07/2019

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PROJECT NO.: 256
PROJECT: 2 GOUGH ST, CREMORNE 3121 (STAGE 2B)
CHECKED BY: GDS
DRAWN BY: SSV JKJ
ISSUE DATE: 27/09/2019
ST REVISION: C
DRAWING NUMBER: TP-401
DRAWING TITLE: SHADOW STUDIES 10AM
SCALE: 1:2000 @ A3

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Attachment 13 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2B - Part 5



1 EXISTING SHADOWS - 11AM
SEPTEMBER 21ST



2 DESIGN PROPOSAL SHADOWS - 11AM
SEPTEMBER 21ST

ENG NO.	DESCRIPTION	DATE
A	Town Planning Submission	17/12/2018
B	Town Planning Submission - Stage 2A Enlargement	20/03/2020
C	Town Planning Submission - Stage 2A/2B Amendments	04/08/2020

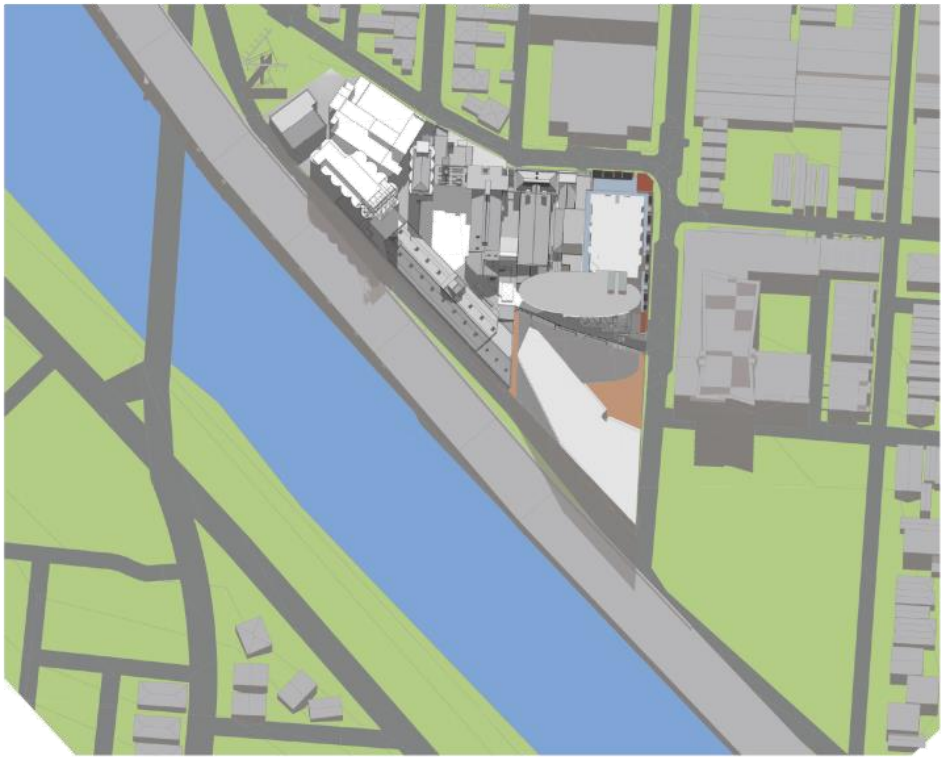
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PROJECT NO. 256
PROJECT 2 GOUGH ST, CREMORNE 3121 (STAGE 2B)
CHECKED BY GDS
DRAWN BY SSV JKJ
ISSUE DATE 20/08/2020
ISSUE REVISION 2
DRAWING NUMBER TP-402
DRAWING TITLE SHADOW STUDIES 11AM
SCALE 1:2000 @ A3

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Attachment 13 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2B - Part 5



1 EXISTING SHADOWS - 12PM
SEPTEMBER 21ST



2 DESIGN PROPOSAL SHADOWS - 12PM
SEPTEMBER 21ST

A	Town Planning Submission	17/12/2018 YT
B	Town Planning Submission - Stage 2A Enlargement	19/04/2019
C	Town Planning Submission - Stage 2A/2B Amendments	04/07/2019

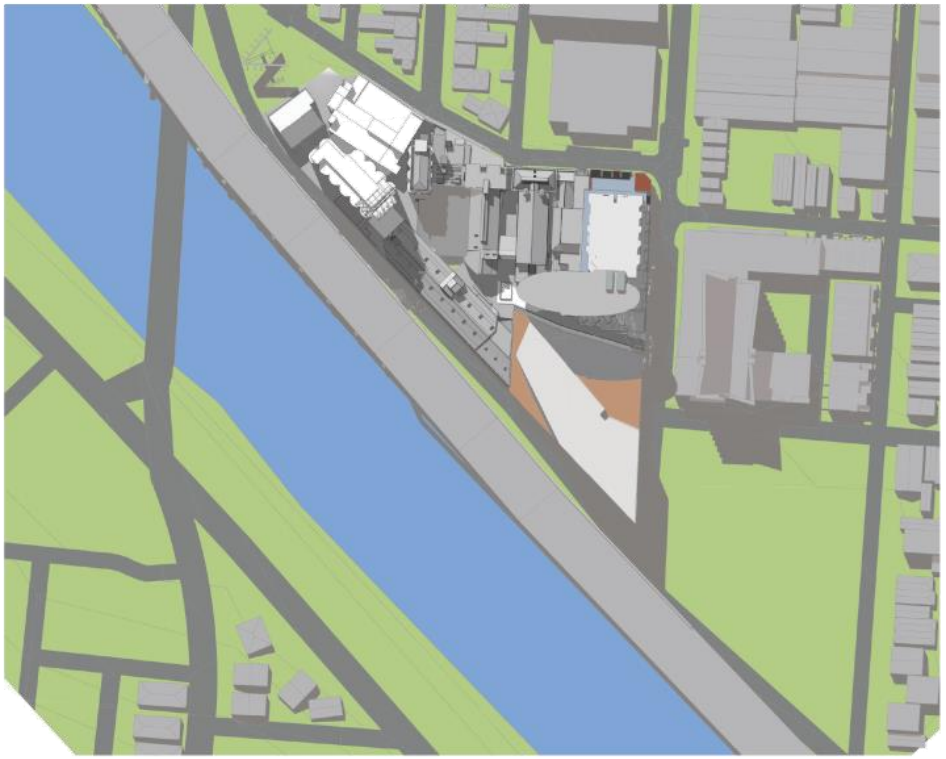
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PROJECT NO.: 256
PROJECT: 2 GOUGH ST, CREMORNE 3121 (STAGE 2B)
CHECKED BY: GDS
DRAWN BY: SSV,KG
ISSUE DATE: 27/09/2019
SET REVISION: C
DRAWING NUMBER: TP-403
DRAWING TITLE: SHADOW STUDIES 12PM
SCALE: 1:2000 @ A3

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Attachment 13 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2B - Part 5



1 EXISTING SHADOWS - 1PM
SEPTEMBER 21ST



2 DESIGN PROPOSAL SHADOWS - 1PM
SEPTEMBER 21ST

A	Town Planning Submission	17/12/2015 YT
B	Town Planning Submission - Stage 2A Enlargement	29/01/2016
C	Town Planning Submission - Stage 2A/2B Amendments	04/04/2016

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PROJECT NO.: 256
PROJECT: 2 GOUGH ST, CREMORNE 3121 (STAGE 2B)
CHECKED BY: GDS
DRAWN BY: SSV JG
ISSUE DATE: 29/04/2016
ST REVISION: C
DRAWING NUMBER: TP-404
DRAWING TITLE: SHADOW STUDIES 1PM
SCALE: 1:2000 @ A3

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Attachment 13 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2B - Part 5



1 EXISTING SHADOWS - 2PM
SEPTEMBER 21ST



2 DESIGN PROPOSAL SHADOWS - 2PM
SEPTEMBER 21ST

A	Town Planning Submission	17/12/2015 YT
B	Town Planning Submission - Stage 2A Enlargement	29/01/2016
C	Town Planning Submission - Stage 2A/2B Amendments	04/04/2016

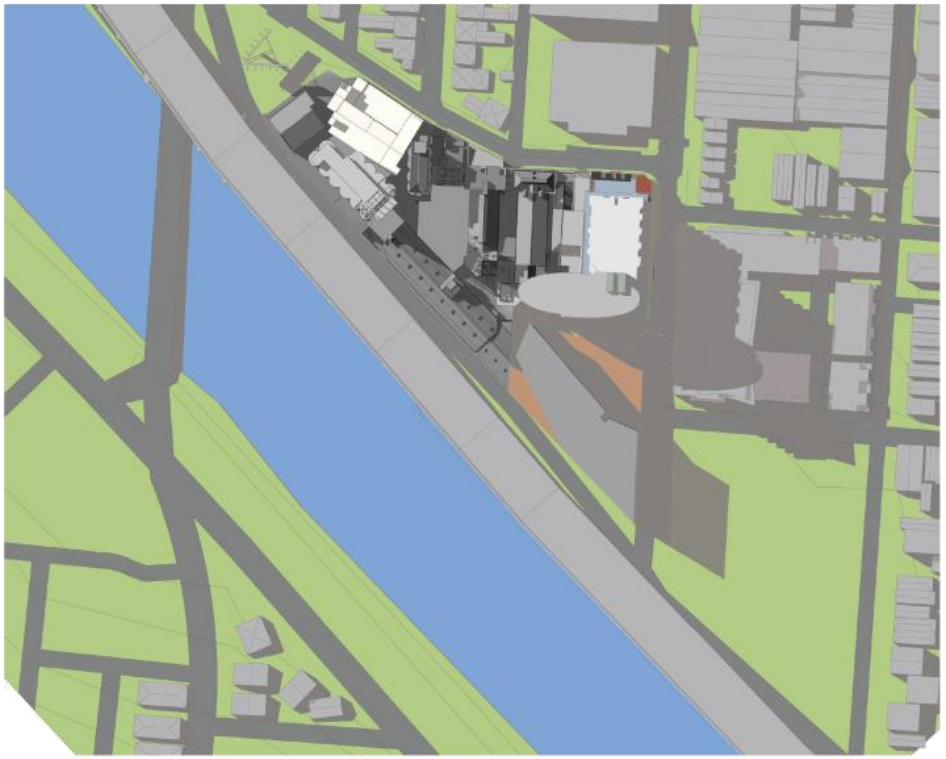
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PROJECT NO.: 256
PROJECT: 2 GOUGH ST, CREMORNE 3121 (STAGE 2B)
CHECKED BY: GDS
DRAWN BY: SSV JKJ
ISSUE DATE: 29/04/2016
ISSUE REVISION: C
DRAWING NUMBER: TP-405
DRAWING TITLE: SHADOW STUDIES 2PM
SCALE: 1:2000 @ A3

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Attachment 13 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2B - Part 5



1 EXISTING SHADOWS - 3PM
SEPTEMBER 21ST



2 DESIGN PROPOSAL SHADOWS - 3PM
SEPTEMBER 21ST

A	Town Planning Submission	17/12/2015 YT
B	Town Planning Submission - Stage 2A Enlargement	29/01/2016
C	Town Planning Submission - Stage 2A/2B Amendments	04/04/2016

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PROJECT NO. 256
PROJECT 2 GOUGH ST, CREMORNE 3121 (STAGE 2B)
DRAWING NUMBER TP-406
DRAWING TITLE SHADOW STUDIES 3PM
SCALE 1:2000 @ A3
CHECKED BY GDS
DRAWN BY SSV JKJ
ISSUE DATE 29/04/2016
SET REVISION 2

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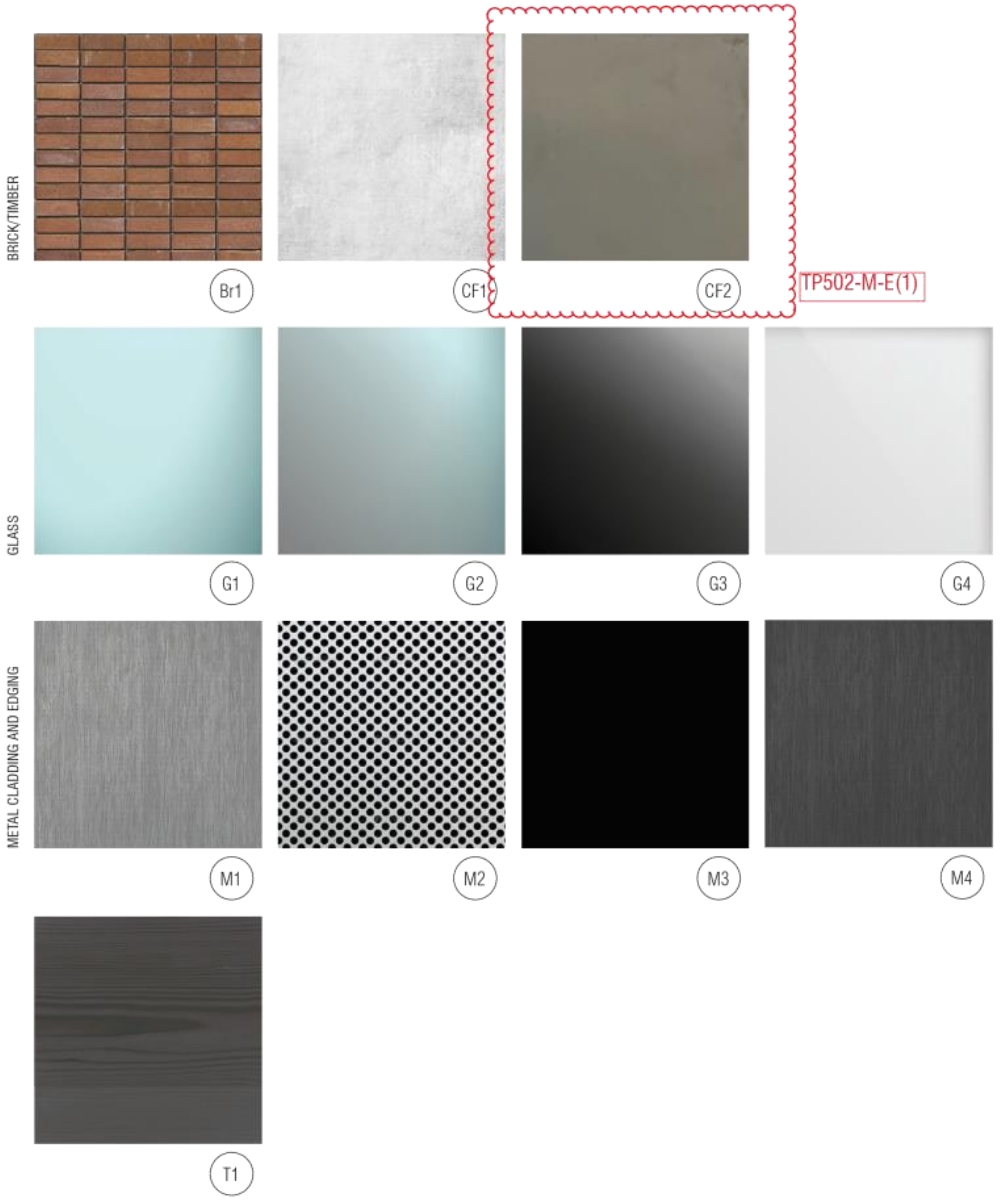
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Attachment 13 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2B - Part 5

PRIMARY FACADE MATERIALS

- Br1 — BRICK TYPE 1 — ROBERTSON'S RUSTIC RED BLEND OR SIMILAR
- CF1 — CONCRETE LOOK 1
- CF2 — CONCRETE LOOK 2 — TP502-M-E(1)
- G1 — GLASS TYPE 1 — LIGHT BLUE OR SIMILAR
- G2 — GLASS TYPE 2 — BLUE OR SIMILAR
- G3 — GLASS TYPE 3 — DARK GREY OR SIMILAR
- G4 — GLASS TYPE 4 — CLEAR OR SIMILAR
- M1 — GREY METAL OR METAL LOOK CLADDING OR SIMILAR — DULUX POWDERCOAT SILVER SATIN OR SIMILAR
- M2 — PERFORATED GREY METAL OR METAL LOOK CLADDING OR SIMILAR — DULUX POWDERCOAT SILVER SATIN OR SIMILAR
- M3 — BLACK METAL — DULUX POWDERCOAT CHARCOAL SATIN OR SIMILAR
- M4 — DARK GREY OR METAL LOOK CLADDING OR SIMILAR — DULUX POWDERCOAT CHARCOAL SATIN OR SIMILAR
- T1 — TIMBER LOOK CLADDING TYPE 1 — EBONY OR SIMILAR

COMPLIANCE TO CONDITION 3G		
Glass Type	Light Transmittance (VLT)	Reflectivity Value (VLR)
G1	VLT Value = 45%	VLR Value = 19%
G2	VLT Value = 47%	VLR Value = 13%
G3	VLT Value = 45%	VLR Value = 14%
G4	VLT Value = 54%	VLR Value = 19%



PROJECT NO. 256
PROJECT 2 GOUGH ST, CREMORNE 3121 [STAGE 2A]
DRAWING NUMBER TP-502
DRAWING TITLE B9 MATERIALS AND FINISHES
SCALE N.T.S. @ A3
CHECKED BY GDS
DRAWN BY SSV JQI
ISSUE DATE 09/03/2021
ST REVISION 3

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Attachment 13 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2B - Part 5



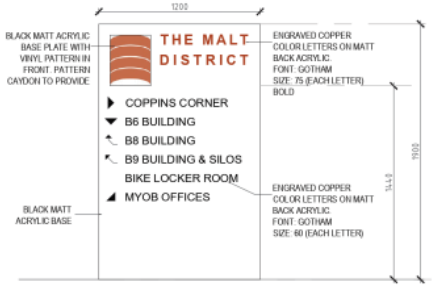
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PROJECT NO. 256
PROJECT 2 GOUGH ST, CREMORNE 3121 (STAGE 2B)
DRAWING NUMBER TP750
DRAWING TITLE BICYCLE SIGNAGE: SIGN LOCATIONS
SCALE
CHECKED BY GDS
DRAWN BY SSV JKI
ISSUE DATE 01/12/2021
ISS REVISION 2

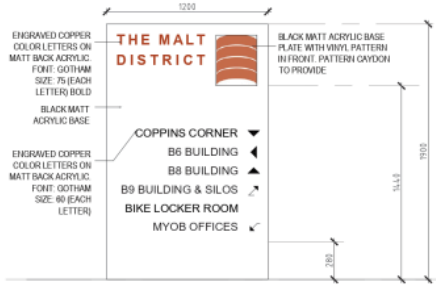
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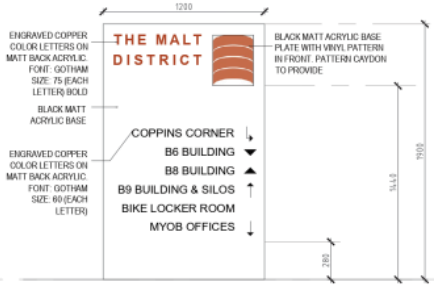
Attachment 13 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2B - Part 5



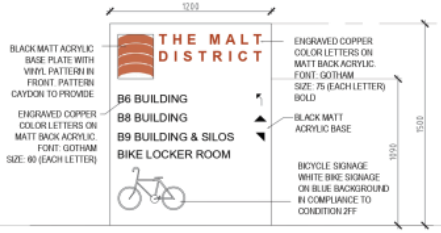
01 BUILDING DIRECTIONAL SIGNAGE - 01 (S01)
SCALE 1: 20 (B5 BUILDING, OPPOSITE B6 BUILDING)



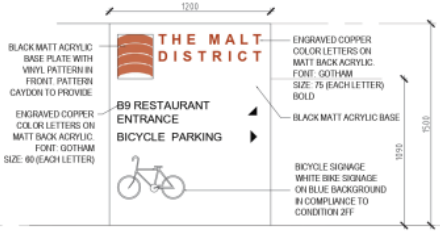
02 BUILDING DIRECTIONAL SIGNAGE - 02 (S02)
SCALE 1: 20 (B SILO, OPPOSITE B5 BUILDING)



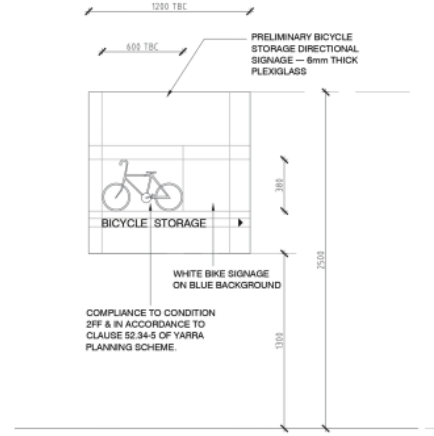
03 BUILDING DIRECTIONAL SIGNAGE - 03 (S03)
SCALE 1: 20 (B9 SILO, OPPOSITE B6 BUILDING)



04 BUILDING DIRECTIONAL SIGNAGE - 04 (S04)
SCALE 1: 20 (B8 BUILDING, FROM GOUGH ST ENTRY)



05 BUILDING DIRECTIONAL SIGNAGE - 05 (S05)
SCALE 1: 20 (B9 BUILDING, OUTSIDE SUBSTATION)



06 BICYCLE STORAGE SIGNAGE (S06)
SCALE 1: 20 (OUTSIDE BIKE ROOM)

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CHECKED BY: GDS	DRAWN BY: SSV JQ	ISSUE DATE: 27/04/2020	ST REVISION: 2		

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Attachment 13 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2B - Part 5



REV NO	DESCRIPTION	DATE
A	Town Planning Submission - Stage 2B Amendment	07.04.2020
1	TOWN PLANNING RFI	15.07.2020

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ISSUE DATE 15.07.2020
SET REVISION 2
DRAWING NUMBER TP-900
DRAWING TITLE RENDER 1 - PROPOSED BUILT FORM 50MM EQUIVALENT CROP FACTOR
SCALE

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Attachment 14 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2B - Part 6



ENG NO	DESCRIPTION	DATE
A	Town Planning Submission - Stage 2B Amendment	07.04.2020
1	Town Planning RFI	15.07.2020

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DRAWING NUMBER TP-901
DRAWING TITLE RENDER 2 - PROPOSED BUILT FORM
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REV NO	DESCRIPTION	DATE
A	Town Planning Submission - Stage 2B Amendment	07/04/2020
1	Town PLANNING RFI	15/07/2020

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PROJECT NO.: 256
PROJECT: 2 GOUGH ST, CREMORNE 3121 (STAGE 2B)
DRAWING NUMBER: TP-902
DRAWING TITLE: RENDER 3 - PROPOSED BUILT FORM 50MM EQUIVALENT CROP FACTOR
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DRAWN BY: SSV JQI
ISSUE DATE: 15/07/2020
SET REVISION: 2

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REV NO	DESCRIPTION	DATE
A	Town Planning Submission - Stage 2B Amendment	07.04.2020
1	Town Planning RFI	13.07.2020

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PROJECT NO. 256

PROJECT 2 GOUGH ST, CREMORNE 3121 (STAGE 2B)

DRAWING NUMBER TP-904

DRAWING TITLE RENDER 3 - PROPOSED BUILT FORM

SCALE

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DRAWN BY SSV JKJ

ISSUE DATE 13.07.2020

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REV NO	DESCRIPTION	DATE
A	Town Planning Submission - Stage 2B Amendment	07.04.2020
1	TOWN PLANNING RFI	15.07.2020

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PROJECT NO. 256
PROJECT 2 GOUGH ST, CREMORNE 3121 (STAGE 2B)
DRAWING NUMBER TP-905
DRAWING TITLE RENDER 6 - PROPOSED BUILT FORM 50MM EQUIVALENT CROP FACTOR
SCALE
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ISSUE DATE 15.07.2020
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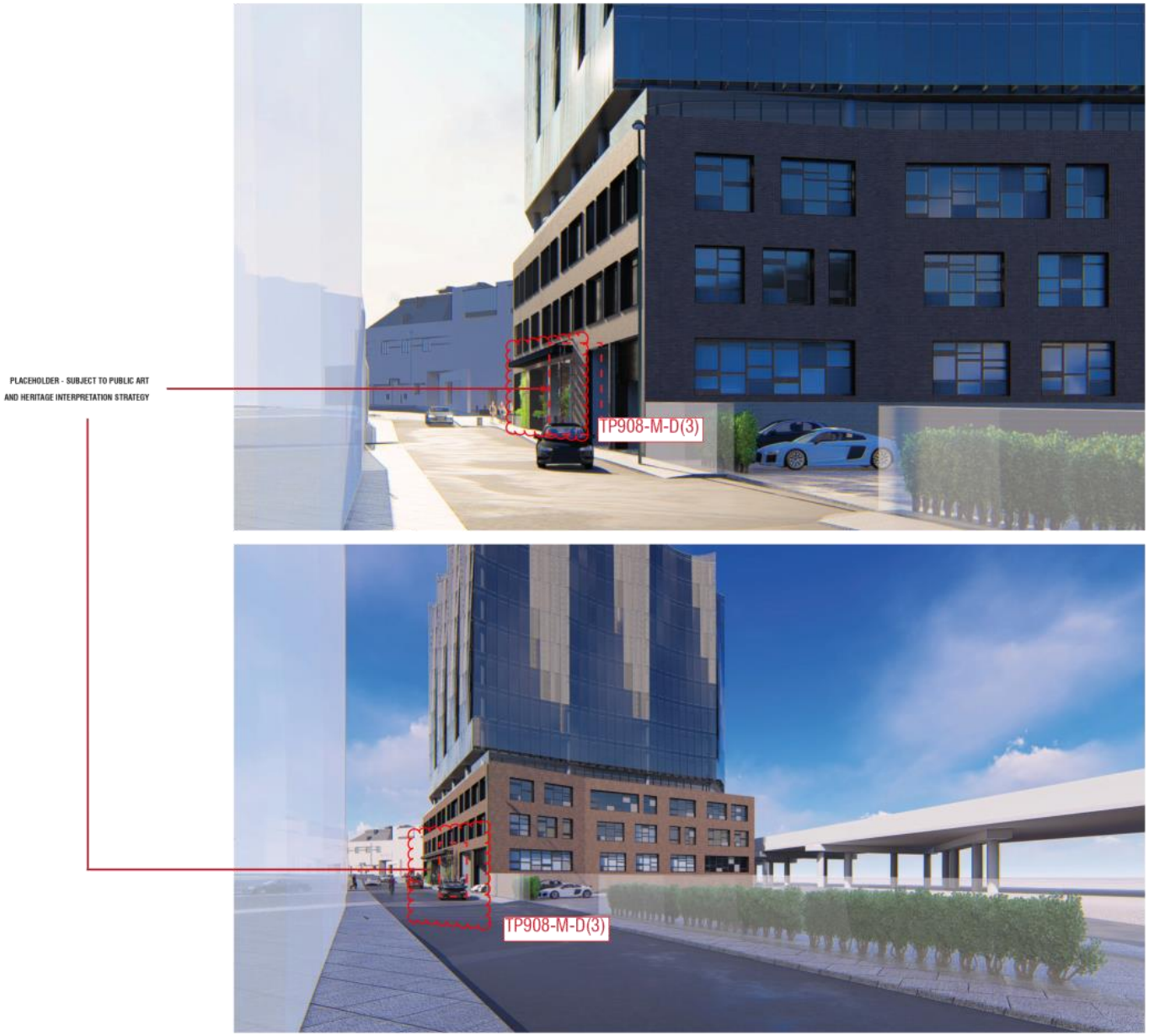
Attachment 14 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2B - Part 6



PLACEHOLDER - SUBJECT TO PUBLIC ART AND HERITAGE INTERPRETATION STRATEGY

IMPORTANT NOTICE:	PROJECT NO. 256	PROJECT 2 GOUGH ST, CREMORNE 3121 (STAGE 2B)			DRAWING NUMBER TP-907	DRAWING TITLE RENDER 8 - GOUGH ST LOOKING WEST	SCALE		CAYDON
	CHECKED BY GDS	DRAWN BY SSV,KG	ISSUE DATE 09/09/2020	ST REVISION 3					

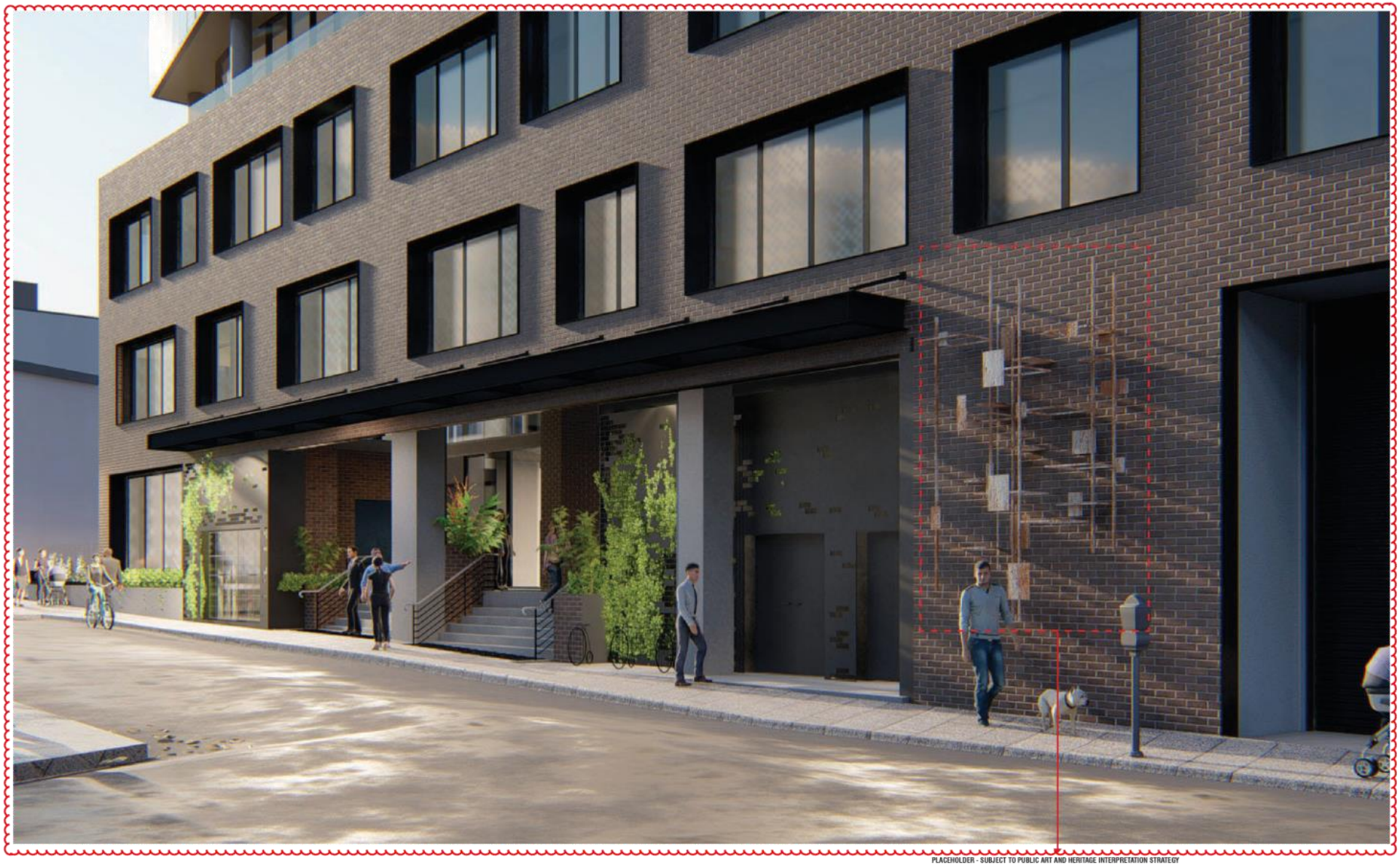
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			PROJECT NO. 256	PROJECT 2 GOUGH ST, CREMORNE 3121 (STAGE 2B)			SCALE		CAYDON
			CHECKED BY GDS	DRAWN BY SSV JKJ	ISSUE DATE 09/03/2021	ST REVISION 3	DRAWING NUMBER TP-908	DRAWING TITLE RENDER 9 - GOUGH ST LOOKING EAST	

Attachment 14 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2B - Part 6

TP909-M-F(1)



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	CHECKED BY GDS	DRAWN BY SSV, KG	ISSUE DATE 01/07/2020	ST REVISION 3	DRAWING NUMBER TP-909	DRAWING TITLE RENDER 11 - GOUGH ST NORTH VIEW		

Attachment 14 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2B - Part 6

TP910-M-G(1)



GOUGH STREET VIEW 10

REFERENCE IMAGES



FIRE HYDRANT BOOSTER

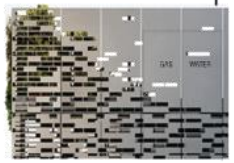




INDUSTRIAL CANOPY



FUNKY BIKE HOOPS



METAL SCREEN LAYERED WITH GREENERY



INSPIRATIONAL ART WORK



3D RENDER VIEW 08

ARTIST IMPRESSION ONLY



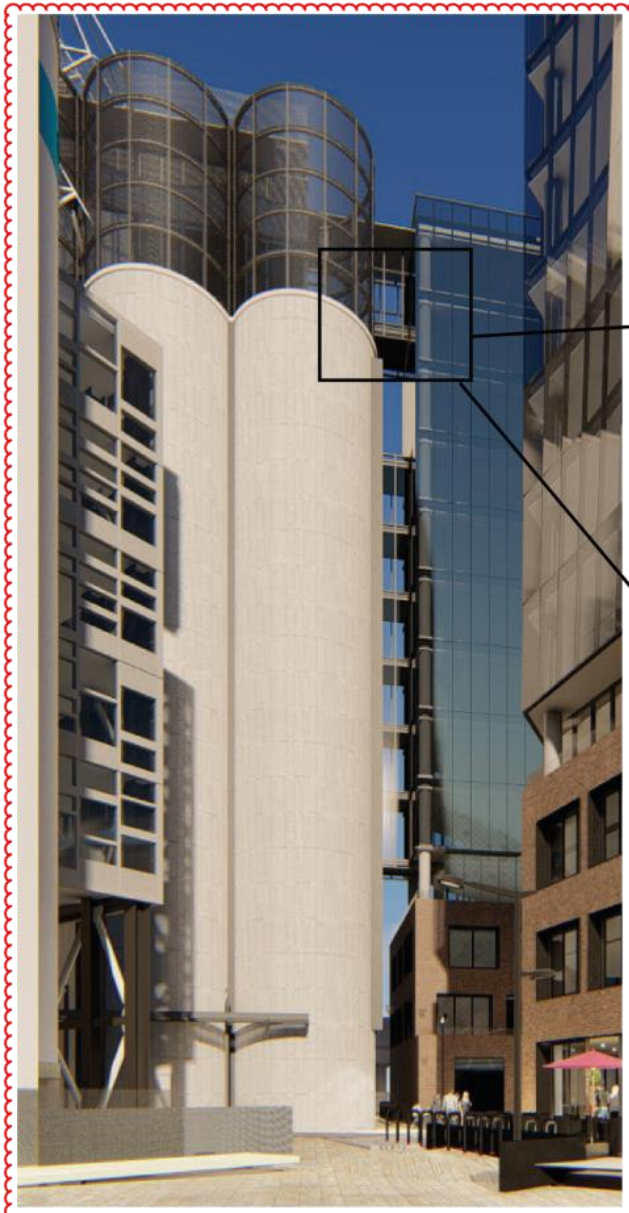
3D RENDER VIEW 11

ARTIST IMPRESSION ONLY

			PROJECT NO. 256	PROJECT 2 GOUGH ST, CREMORNE 3121 (STAGE 2B)			SCALE		CAYDON
			CHECKED BY GDS	DRAWN BY SSV JKD	ISSUE DATE 09/10/2020	ST REVISION 3	DRAWING NUMBER TP-910	DRAWING TITLE RENDER VIEWS AND REFERENCE IMAGES	

Attachment 14 - PLN151176.02 - 2 Gough Street, Cremorne - S57a plans Stage 2B - Part 6

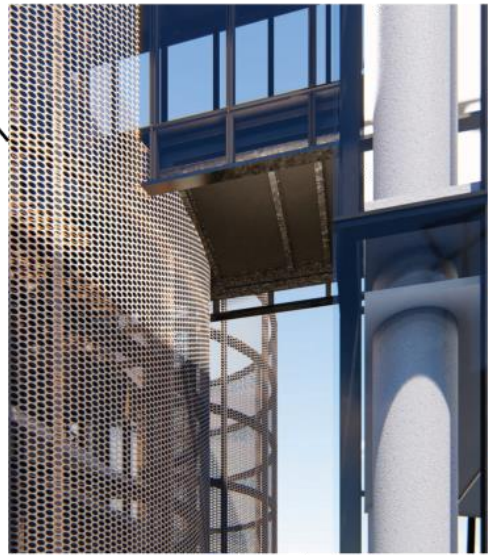
TP911-M-H(1)



B9 SILOS BRIDGE



PERFORATED METAL SCREEN



GLASS BRIDGE WITH STEEL BEAM STRUCTURE SLAB

IMPORTANT NOTICE:	PROJECT NO. 256	PROJECT 2 GOUGH ST, CREMORNE 3121 (STAGE 2B)				DRAWING NUMBER TP-911	DRAWING TITLE RENDER - B9 SILOS BRIDGE	SCALE
	CHECKED BY GDS	DRAWN BY SSV JKJ	ISSUE DATE 09/03/2020	ST REVISION 3				

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CAYDON

6.5 VCAT application P1878/2020 - 45 Wangaratta Street Richmond - Amend Planning Permit PLN15/1260 pursuant to section 87A of the Planning and Environment Act 1987 to amend the permit which allows 'Use of the land for office, demolition, and construction of a 7 storey building containing offices and food and drinks premises (café) above one basement level in the Mixed Use Zone and Heritage Overlay, reduction in the car parking requirements in clause 52.06 and in accordance with the endorsed plans' by deleting condition 8 which restricts the operating hours of the office use.

Reference	D21/32586
Author	Katrina Thomas - Planning Appeals Advocate
Authoriser	Manager Statutory Planning

Ward:	Melba ward
The Permit	Use of the land for office, demolition, and construction of a 7 storey building containing offices and food and drinks premises (café) above one basement level in the Mixed Use Zone and Heritage Overlay, reduction in the car parking requirements in clause 52.06 and in accordance with the endorsed plans.
The Proposal:	Amend the Permit pursuant to section 87A of the *Planning and Environment Act* 1987 to delete condition 8 which restricts the operating hours of the office use. No built form changes or other amendments to the Permit are proposed.
Existing use:	Currently under construction
Applicant:	Wangaratta Street Pty Ltd
Zoning / Overlays:	Mixed Use Zone Heritage Overlay – Schedule 332 Environmental Audit Overlay
Date of Application:	7 December 2020
Application Number:	P1878/2020

Planning History

1. Planning Permit PLN15/1260 (the Permit) issued on 31 May 2017 at the direction of the Victorian Civil and Administrative Tribunal (VCAT) for '*Use of land for office, demolition and construction of a 7 storey building containing dwellings, office and food and drink premises (café) above one basement level in the Mixed Use Zone, Heritage Overlay and Environmental Audit Overlay, reduction in the car parking requirements in clause 52.06 and waiver of loading bay requirement in clause 52.07 in accordance with the endorsed plans'*

2. The Permit was amended pursuant to section 72 of the *Planning and Environment Act 1987* (the Act) on 5 November 2018 at the direction of the VCAT. The amended permit allows '*Use of the land for office, demolition, and construction of a 7 storey building containing offices and food and drink premises (café) above one basement level in the Mixed Use Zone and Heritage Overlay, reduction in the car parking requirements in clause 52.06 and in accordance with the endorsed plans'.* The amendment sought the following:

- deletion of the dwellings;
- redesign of the car park with no change in the number of car spaces but an increase in the number of bicycle spaces provided; and
- minor changes to the building facades and setbacks from Botherambo Street as a result of the replacement of the dwellings with the office use.

3. In approving the amendment, the Tribunal gave oral reasons at the conclusion of the hearing. Of note, the Tribunal's Final Order contained a clerical error relating to condition 8 on the Permit. The Tribunal issued a Correction Order on 16 January 2019. Condition 8 on the amended Permit provides:

> *8. Except with the prior written consent of the Responsible Authority, the office use authorised by this permit may only operate between the following hours:*
>
> *(a) 7.00am – 10.00pm 7 days per week.*

4. The amended Permit was subsequently amended on 3 September 2020 by Council pursuant to section 72 of the Act to allow for the introduction of new east facing terraces at levels 04 and 05 of the development, with no changes to the permit preamble or conditions.

Background

5. On 7 December 2020 Council received notice from the VCAT that a request has been made to VCAT pursuant to section 87A of the Act to amend the Permit to delete condition 8 on the Permit. The application is listed for a hearing on 20 July 2021. Six statements of grounds opposing the request to amend the Permit.

6. This report provides an assessment of the amendment request and recommends that Council consent to the Permit being amended subject to condition 8 being amended to restricting the use of the outdoor terraces only.

Planning Scheme Amendments

7. Amendment C191 proposes to introduce into the Yarra Planning Scheme (amongst other matters) a Design and Development Overlay (DDO) to guide built form along the Swan Street and introduce Clause 21.12 Local Areas Policy. Amendment C191 has been through an independent planning panel process appointed by the Minister for Planning and on 15 December 2020 Council adopted Amendment C191 with changes in accordance with the Panel's recommendations. Amendment C191 has been forwarded to the Minister for Planning for approval and is thus a seriously entertained document. Of note, the subject site is not land affected by the proposed DDO17 but is affected by Clause 21.12 Local Areas Policy as it relates to the Swan Street Activity Centre (Clause 21.12-2). A consideration of this amendment against this proposed policy is provided later in this report.

8. Amendment C238 was introduced into the Yarra Planning Scheme on 1 February 2021 and inserts Clause 45.06 (Development Contributions Plan Overlay) with Schedule 1 into the Scheme. This overlay does not apply to the amendment request.

The Proposal

9. The amendment request seeks to delete the following condition on the amended Permit:

> *8. Except with the prior written consent of the Responsible Authority, the office use authorised by this permit may only operate between the following hours:*
>
> *(a) 7.00am – 10.00pm 7 days per week.*

Existing Conditions

Subject Site

10. The subject site is located on the eastern side of Wangaratta Street, approximately 60m north of Swan Street in Richmond. The land is rectangular in shape with a frontage to Wangaratta Street of 10.1m, a site depth of 36.25m, yielding a total site area of approximately 366sqm. The site has been developed in accordance with the Permit with construction completed recently.

Surrounding Land

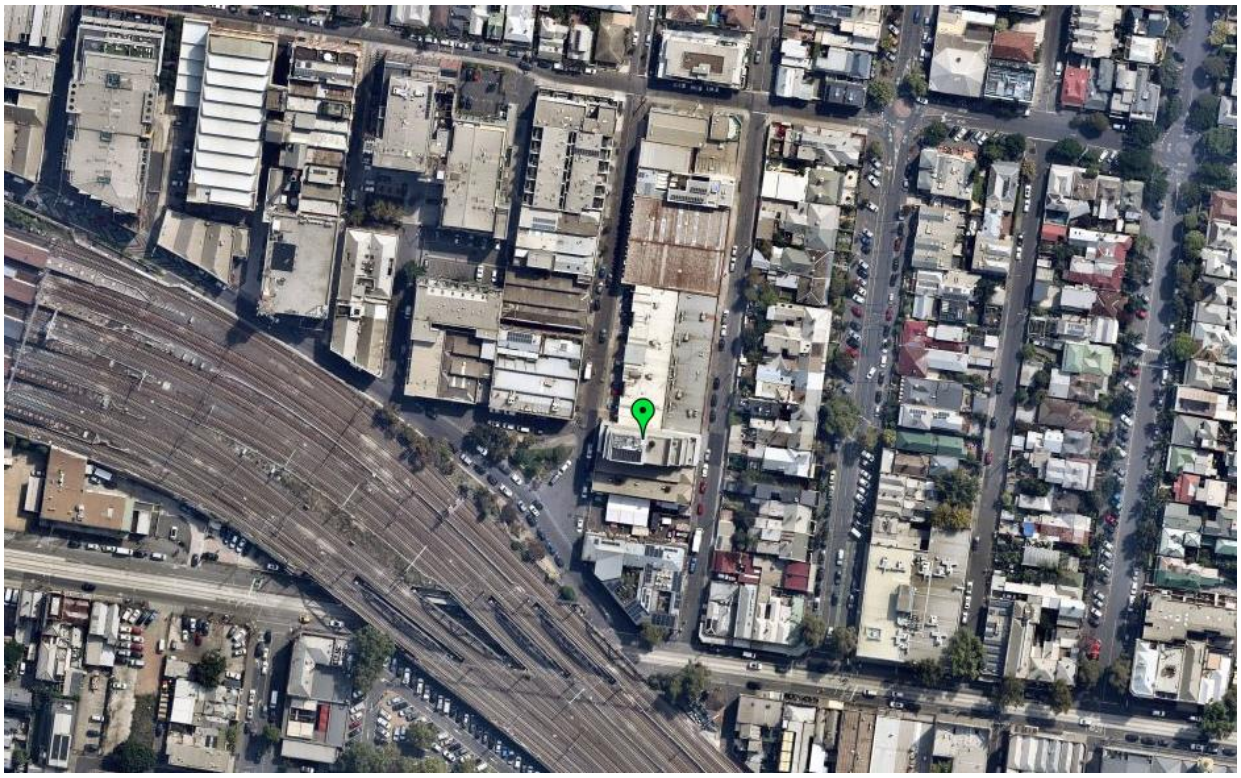


Figure 2: *Aerial showing subject site and surrounds (Source: Nearmap)*

11. The subject site is located within a mixed use zoned pocket of land to the north of the Swan Street Major Activity Centre. Richmond Train station is located within walking distance (within 400m) of the site and the Flinders Station – Richmond Station corridor is identified as a Major Urban Renewal Precinct under *Plan Melbourne 2017-2050.*

East

12. Land to the east and north-east is within a Neighbourhood Residential Zone (NRZ) and is affected by Heritage Overlay 332 (HO332). Built form is typically characterised by 1-2 storey detached and semi-detached dwellings. Botherambo Street is directly to the east of the subject site, a one-way (northbound) local road with parallel parking on the western side. On the east side of Botherambo Street are dwellings generally fronting Lennox Street with their areas of secluded private open space (SPOS) and or outbuildings fronting Botherambo Street.

West

13. Land to the west and north-west is within the Mixed Use Zone (MUZ) and HO332 and has seen a number of warehouse conversions with additional built form constructed above original buildings, resulting in maximum building heights up to 7-8 storeys high. It is a truly mixed-use precinct comprising residential and commercial uses.

North

14. To the immediate north of the site (No. 25-43 Wangaratta Street) is a 2 storey brown brick office/warehouse building setback from the street to provide car parking. Council refused Planning Application PLN19/0483 on 12 March 2020 for demolition and construction of a 7-8 storey commercial development and a reduction in car parking. Council's decision was appealed to the VCAT but later withdrawn.

15. Further north (No. 23 Wangaratta Street) is a 3 storey brown brick building with under croft car parking. Planning application PLN19/0780 sought to development the land along with No. 17-19 & 21 Wangaratta Street for demolition and construction of an 8 storey commercial building and a reduction in the car parking requirements. On 9 March 2021 the Tribunal affirmed Council's decision and determined no permit is to be granted.

South

16. To the immediate south of the site is a 2 storey commercial building built to all boundaries. Further south is a car park associated with the Corner Hotel which itself is located at the corner of Swan, Botherambo and Stewart Streets.

Legislative provisions

17. The amendment has been requested pursuant to section 87A of the Act.

18. Section 87A of the Act states:

> *Cancellation or amendment of permit issued at direction of Tribunal*
>
> *(1) In addition to the powers conferred by section 87, the Tribunal may cancel or amend a permit that has been issued at its direction if it considers it appropriate to do so.*
> *(2) The Tribunal may only cancel or amend a permit under this section at the request of—*
> *(a) the owner or occupier of the land concerned; or*
> *(b) any person who is entitled to use or develop the land concerned.*

19. The request has been made by Rigby Cooke Lawyers on behalf of the owner of the land, Wangaratta Street Pty Ltd.

Planning Scheme Provisions

Zoning

Mixed Use Zone

20. The site is located in the Mixed Use Zone (MUZ).



21. The purpose of this zone is:

    (a) *To implement the Municipal Planning Strategy and the Planning Policy Framework.*
    (b) *To provide for a range of residential, commercial, industrial and other uses which complement the mixed-use function of the locality.*
    (c) *To provide for housing at higher densities.*
    (d) *To encourage development that responds to the existing or preferred neighbourhood character of the area.*
    (e) *To facilitate the use, development and redevelopment of land in accordance with the objectives specified in a schedule to this zone.*

22. Pursuant to Clause 32.04-2, the use of the land for office requires a permit because the total leasable floor area exceeds 250sqm.

Overlays

Heritage Overlay (Schedule 332 – Richmond Hill Precinct, Richmond)

23. Pursuant to Clause 43.01-1 of the Scheme, this clause is not applicable because no buildings or works are proposed by the amendment.

Environmental Audit Overlay

24. Pursuant to Clause 45.03-1, this clause is not applicable because no sensitive use is proposed.

Development Plan Contributions Overlay

25. Pursuant to Clause 45.06-1, this clause is not applicable because the amendment does not increase floor area.

Particular Provisions

26. There are no particular provisions that apply to the amendment.

General Provisions

27. Clause 65 is relevant to all applications and requires, amongst other things, consideration be given to:

    (a) *The matters set out in Section 60 of the Act.*
    (b) *The State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.*
    (c) *The purpose of the zone, overlay or other provision.*
    (d) *Any matter required to be considered in the zone, overlay or other provision.*
    (e) *The orderly planning of the area.*
    (f) *The effect on the amenity of the area.*
    (g) *The proximity of the land to any public land.*

Planning Policy Framework (PPF)

Clause 11.01-1S - Settlement

28. The objective of this Clause is:

    (a) *To promote the sustainable growth and development of Victoria* and deliver choice and opportunity for all Victorians through a network of settlements.

29. The relevant strategies of this Clause are:

    (a) *Develop sustainable communities through a settlement framework offering convenient access to jobs, services, infrastructure and community facilities.*
    (b) *Ensure retail, office-based employment, community facilities and services are concentrated in central locations.*

Clause 13.05-1S - Noise abatement

30. This objective of this Clause is:

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

31. The relevant strategy of this Clause is:

(a) *Ensure that development is not prejudiced and community amenity is not reduced by noise emissions, using a range of building design, urban design and land use separation techniques as appropriate to the land use functions and character of the area.*

Clause 17.01-1S – Diversified economy

32. The objective of this Clause is:

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

Clause 17.02-1S – Business

33. The objective of this Clause is:

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

Local Planning Policy Framework (LPPF)

Clause 21.04-3 - Industry, office and commercial

34. The relevant objective of this Clause is:

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

Relevant Local Policies

Clause 22.05 – Interface Uses Policy

35. This policy applies to applications within the Mixed Use (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.

36. It is policy at Clause 22.05-3 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.*

37. Clause 22.05-4 includes the following development guideline:

(a) *Minimise the opportunity for light spill due to fixed or vehicular lights, outside the perimeter of the site and on to habitable room windows of nearby residential properties.*

Advertising

38. The applicant gave notice of the application to adjoining and surrounding land owners/occupiers in accordance with the directions of VCAT. Six statements of grounds have been received which raise the following concerns about the proposed amendment:

(a) Off-site amenity impacts (light pollution and late-night pedestrian and vehicular noise)

(b) Inconsistent with residential use in the Mixed Use Zone

Referrals

39. The amendment was not required to be referred to external referral authorities.

OFFICER ASSESSMENT

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

(a) principles relevant to applications made under section 87A of the Act;

(b) policy and strategic support;

(c) off-site amenity impacts; and

(d) objector concerns.

Principles relevant to applications made under section 87A of the Act

41. The power to amend a permit under section 87A is a very broad power because section 87A empowers the Tribunal to cancel or amend a permit 'if it considers it appropriate to do so'. There is no more specificity in the Act as to the relevant considerations.

42. Key principles for assessing applications under section 87A include:

(a) The scope of consideration of a section 87A proceeding is confined to the proposed changes. A debate about the entirety of the approved development is not re-opened.

(b) The amendments must be assessed on their own merits, and not by reference to whether they are "better" or "worse" than the situation approved under the current permit.

(c) In assessing the planning merits of the amendment, the relevant test in the exercise of the discretion is whether the proposal would result in an acceptable planning outcome as opposed to an ideal outcome when having regard to the relevant planning policies currently applicable to the subject land and not the policies that were in place at the time of the original grant of the permit.

Policy and Strategic Support

43. A purpose of the MUZ *'To provide for a range of residential, commercial, industrial and other uses which complement the mixed-use function of the locality'.* As such, amenity expectations of residents within the MUZ or in the adjacent NRZ must be understood within this strategic planning context that this is not a pristine residential environment.

44. In this pocket of MUZ land there have been two recent Tribunal decisions that have not supported restricting office hours in new development. In *Hines 9 Stewart Property Pty Ltd v Yarra CC* [2021] VCAT 185 relating to a proposed 10 storey office building at 9-13 Stewart Street, the Tribunal said:

> *[105] The Council seeks a condition on any permit issued that the hours of use of the offices be restricted. The Council explains this condition is sought to minimise the potential impact of light spill during the night upon the surrounding dwellings.*
>
> *[106] The policy guidelines at clause 22.05-4-2 seeks to 'minimise the opportunity for light spill due to fixed or vehicular lights, outside the perimeter of the site and on to habitable room windows of nearby residential properties'. It would appear that the term 'fixed lights' could be referable to the internal office lighting.*
>
> *[107] Although we agree with Mr Barlow's evidence that the idea internal office lights "will be blazing all the time" may be overstated, we do not dismiss the potential for light spill from the internal lights to cause amenity impacts on nearby residential properties. However, in an evolving and diversifying economy and in a Mixed Use Zone in a Major Activity Centre, we consider it is acceptable to anticipate and expect that an office premises use may extend beyond traditional business hours. If we had been of a mind to grant a permit, we would not have included such a permit condition.*

45. In *17 Wangaratta Street Pty Ltd v Yarra CC* [2021] VCAT 167 relating to a proposed 8 storey office building at 17-23 Wangaratta Street, the Tribunal said in regard to the proposed 24 hour office use:

> *[50] Whilst understanding the residents' concerns, normal activities of people coming and going to an office and shop are part and parcel of an everyday experience within a MUZ. Similarly, in my view, the luminesce of office lighting that may operate into the evening hours is unlikely to extend beyond a background visibility, which in the context of an inner city site such as this, is a reasonable expectation. I am unpersuaded that there are any unreasonable amenity implications that will arise from the luminescence of office lighting.*

46. Restricting office use has not been supported by the Tribunal in other locations with a sensitive residential interface. For example, in *Pertile v Yarra CC* [2019] VCAT 851 relating to a proposed 7 storey building in an Industrial 3 Zone opposite a Neighbourhood Residential Zone, the Tribunal said in regard to restricting the proposed office use:

> *[46] I am not persuaded that it is appropriate to restrict the operation of an office building on the review site in the manner proposed by Council, and supported by the Applicant. As identified in my reasons above, planning policy at both a State and local level strongly supports the achievement of additional employment in this precinct. Having determined that the proposed built form is appropriate, and that a sufficient level of car parking is to be provided on-site, it seems to be counterintuitive to then seek to restrict the number of staff that could work from the site at any one time. In particular, it seems to me that such a condition would act to work against the various policy objectives that support this proposed use and development in the first place. For these reasons, I do not support the application of a condition that restricts the number of staff that are permitted on-site at any one time.*
>
> *[47] For similar reasons, I also do not support a condition that seeks to restrict the hours in which an office use may operate from the review site. We all take part in an economy that is no longer based on the standard working hours, and I anticipate that increased flexibility in working hours is likely to be needed to provide an efficient workforce in the future.*

47. In summary, planning policy at both a State and local level strongly supports the achievement of additional employment opportunities in this precinct and restricting the office use is contrary to achieving this objective.

Off-site amenity impacts

48. Clause 22.05 (Interface Uses Policy) states:

> *In order to maintain the viability of industrial and business areas there is a need to ensure that new residents do not have unrealistic expectations of the level of amenity that can be achieved. ….. There is also a need to ensure that commercial and industrial activities are well managed having regard to their proximity to residential uses.*

49. The purpose of the MUZ encourages a mix of uses to co-locate therefore residents' amenity expectations need to be tempered that this is not a pristine residential neighbourhood but in the same vein commercial operations may need to be carefully managed for successful co-location with residential uses.

50. In *17 Wangaratta Street Pty Ltd v Yarra CC* [2021] VCAT 167 the Tribunal said:

> *[51] Had I been of a mind to grant a permit, I accept the need for a Management Plan condition that would limit the hours of operation of the ground level shops, and also set in place amenity protections from the office use (as the application sought a 24 hour operation for the office use). I agree that these limitations, which were discussed at the hearing, are necessary as the land is within a zone that is within the residential suite of zones and the amenity expectations of nearby residents should be managed via this method.*

51. The Tribunal found that light spill from the proposed office use was not an issue for the development at 17-23 Wangaratta Street, which notably proposed a predominantly glazed façade to the Wangaratta, Botherambo and Tanner St frontages (approximately 25m - 30m glazed façade on each frontage). In comparison this development has no windows to the northern and southern elevations of the building and the street façades are approximately 10m in width, therefore there is even less potential for light spill from this development compared to the 17-23 Wangaratta St proposal. Consistent with the Tribunal's findings in the case above, it is considered there will be no unreasonable amenity implications that will arise from the luminescence of office lighting in this context.

52. Noise impacts from increased pedestrian and vehicular activity at night-time is considered acceptable within the context of a MUZ and the site's location adjacent to a MAC. Of note, the adjacent Swan Street MAC is identified in Clause 22.09 as one of Yarra's Core Entertainment Precincts and as such there is already late night activity within the precinct.

53. The development has outdoor terraces at Levels 03 to 06 on the eastern elevation which is opposite the NRZ. Given that an acoustic report has not been submitted addressing the potential noise impacts from these terraces on sleep disturbance of nearby dwellings, it is considered that use of the outdoor terraces should not occur after 10pm or before 7am on any day. This is the relevant time period where sleep disturbance is assessed under the statutory requirements of the Victorian Environment Protection Authority. As such, it is recommended that condition 8 on the Permit is amended to:

    8. Except with the prior written consent of the Responsible Authority, the outdoor terraces may only be used between the following hours:

    (a) 7.00am – 10.00pm, 7 days per week.

Objector concerns

54. Issues raised in the statements of grounds have been addressed in the assessment section of this report as follows:

Off-site amenity impacts (light spill and late night activity)

55. These issues have been discussed as paragraphs 48 to 53 of this report.

Inconsistent with residential use in the Mixed Use Zone

56. These issues have been discussed as paragraphs 43 to 47 of this report.

Conclusion

57. Based on the above report, the request to amend the Permit is supported by the planning policy framework. Subject to a condition outlined below, the amended proposal is considered an acceptable outcome and is therefore recommended for approval.

RECOMMENDATION

1. That having considered all statements of grounds and relevant planning policies, the Planning Decisions Committee resolves to advise VCAT and the parties to VCAT Proceeding P1878/2020 that Council consents to Planning Permit PLN15/1260 being amended as follows:

    (a) Condition 8 is amended to:

    Except with the prior written consent of the Responsible Authority, the outdoor terraces may only be used between the following hours:

    (a) 7.00am – 10.00pm, 7 days per week.

    (b) No other changes to the permit conditions.

Attachments

1 Planning Permit (Amended)

2 Endorsed Plans

Attachment 1 - Planning Permit (Amended)

Helping you understand your planning needs

PLANNING PERMIT (Amended)(Corrected)

Permit No: PLN15/1260

Planning Scheme: Yarra

Responsible Authority: City Of Yarra

ADDRESS OF THE LAND:

45 Wangaratta St Richmond VIC 3121

THE PERMIT ALLOWS:

For the purpose of the following, in accordance with the endorsed plan(s).

Use of the land for office, demolition, and construction of a 7 storey building containing offices and food and drinks premises (café) above one basement level in the Mixed Use Zone and Heritage Overlay, reduction in the car parking requirements in clause 52.06 and in accordance with the endorsed plans.

THE FOLLOWING CONDITIONS APPLY TO THIS PERMIT:

Amended Plans

1. Before the development commences, amended plans to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plans will be endorsed and will then form part of this permit. The plans must be drawn to scale with dimensions, and three copies must be provided. The plans must be generally in accordance with the plans (being Drawings TP000, TP100, TP100, TP101, TP102, TP103, TP104, TP200, TP201, TP300, TP700, issue A, prepared by MA Architects Pty Ltd, and dated August 2017 but modified to show:

   (a) A demolition plan clearly showing all parts of the building on the site to be removed;
   (b) Any changes (where relevant) as a result on the endorsed acoustic report required by condition 5;
   (c) Signage in accordance with clause 52.34-5;
   (e) A 1 in 20 scale cross sectional drawing of the development's vehicular entrance, showing the actual reduced levels (not interpolated levels from the application drawings) of the Botherambo Street road profile, including the building line and top of kerb levels. The applicant must demonstrate by way of a ground clearance check that vehicles can traverse the new vehicle crossing without scraping or bottoming out;
   (f) Graffiti proof surfaces at ground level facing Wangaratta and Botherambo Streets, Richmond;
   (g) Charging points for electric bicycles;

Date: **31 May 2017**

Danielle Connell
Signature for the Responsible Authority

Attachment 1 - Planning Permit (Amended)

(h) Office glazing to have a visual light Transmittance (VTL) of not less than 40%;
(i) A minimum 10.000ltr rainwater tank volume to be noted on the architectural drawings;
(k) SMP to consistently refer to the proposed 5.4kWp solar PV array;
(l) Provision of further articulation/variation to the north and south elevations.
(m) The provision of four additional car parking spaces and the removal of the vehicle turntable.

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

Sustainable Management Plan

3 Before the development commences, an amended Sustainable Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Sustainable Management Plan will be endorsed and will form part of this permit. The amended Sustainable Management Plan must be generally in accordance with the Sustainable Management Plan prepared by Ark Resources, dated 13/12/2017, but modified to include or show:

(a) Any changes as a result of condition 1.

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

Acoustic Report

5 Prior to the commencement of works, an Acoustic Report to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Acoustic Report will be endorsed and will form part of this permit. The Acoustic Report must include/address:

(a) Demonstrate the proposed offices will not be detrimentally impacted by noise from the Corner Hotel and the railway line located to the south, with detail of appropriate noise attention measures to be provided (as applicable).

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

Waste Management Plan

7 The provisions, recommendations and requirements of the endorsed Waste Management Plan (dated 9 November 2017) must be implemented and complied with to the satisfaction of the Responsible Authority.

Use

8 Except with the prior written consent of the Responsible Authority, the office use authorised by this permit may only operate between the following hours:

(a) 7.00am – 10.00pm 7 days per week.

Construction Management

10 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.

Date: 31 May 2017

Danielle Connell
Signature for the Responsible Authority

Attachment 1 - Planning Permit (Amended)

When approved, the plan will be endorsed and will form part of this permit. The plan must provide for the following as appropriate:

(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;
(vii) spillage from refuelling cranes and other vehicles and machinery; and
(viii) the construction program;

(i) Preferred arrangements for trucks delivering to the land, including delivery and unloading points and expected duration and frequency.

(j) Parking facilities for construction workers.

(k) Measures to ensure that all work on the land will be carried out in accordance with the Construction Management Plan.

(l) An outline of requests to occupy public footpaths or roads, or anticipated disruptions to local services.

(m) 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.

(n) 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.

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

Date: 31 May 2017

Danielle Connell
Signature for the Responsible Authority

Attachment 1 - Planning Permit (Amended)

General

12 Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the area(s) 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.

All to the satisfaction of the Responsible Authority.

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

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

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

16. 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.

17. 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, pedestrian walkways and office entrances (including from the street) must be provided within the property boundary. Lighting must be located, directed, shielded and of limited intensity to the satisfaction of the Responsible Authority.

18. 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.

19. 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.

20. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, any redundant vehicular crossing must be demolished and re-instated as standard footpath and kerb and channel at the permit holder's cost and to the satisfaction of the Responsible Authority.

21. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, any new/modified vehicle crossing(s) must be constructed in accordance with any requirements or conditions imposed by Council, at the permit holder's cost and to the satisfaction of the Responsible Authority.



Date: 31 May 2017

Danielle Connell
Signature for the Responsible Authority

Attachment 1 - Planning Permit (Amended)

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

Civil works

23. Council assets must not be altered in any way except with the prior written consent of the Responsible Authority.

24. Prior to the completion of the development, subject to the relevant authority's consent, the relocation of any utility or other services providers poles, structures or pits necessary to facilitate the development must be undertaken in accordance with any requirements or conditions imposed by the relevant authority, at the permit holder's cost and to the satisfaction of the Responsible Authority.

25. Within 2 months of the completion of the development, 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 (if required by the Responsible Authority) at the permit holder's cost and to the satisfaction of the Responsible Authority.

26. Within 2 months of the completion of the development, or by such later date as approved in writing by the Responsible Authority, footpath and kerb and channel along the property's Wangaratta and Botherambo Street road frontages must be reconstructed at the permit holder's cost and to the satisfaction of the Responsible Authority.

27. Within 2 months of the completion of the development, or by such later date as approved in writing by the Responsible Authority, the full width of the Botherambo Street road pavement, extending in line with the site's northern and southern boundaries must be must stripped and re-sheeted at the permit holder's cost and to the satisfaction of the Responsible Authority.

28. 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.

29. Before the building is occupied, or by such later date as approved in writing by the responsible authority, a green travel plan to the satisfaction of the responsible authority must be submitted to and approved by the responsible authority. The plan must include measures/commitments by which users/occupiers/workers within the building will be directed to use sustainable methods of transport when travelling to and from the approved building (which may include, but not limited to, the encouragement of the use of bicycle parking and facilities on site, myki card discounts, the location of car share spaces within the vicinity, walking, public transport or similar). The approved green travel plan will be endorsed and will then form part of the planning permit.

30. The provisions, recommendations and requirements of the endorsed green travel plan must be implemented and complied with to the satisfaction of the responsible authority.

Date: 31 May 2017

Danielle Connell
Signature for the Responsible Authority

Attachment 1 - Planning Permit (Amended)

Expiry of permit for development

31. This permit as it relates to development will expire if one of the following circumstances applies:

    (a) The development is not started within three (3) years of the issue date of this permit.

    (b) The development is not completed within five (5) years of the issue date of this permit.

    (c) This permit as it relates to use will expire if the use does not commence within two (2) years after the completion of the development.

    In accordance with section 69 of the *Planning and Environment Act 1987*, an application may be submitted to the Responsible Authority for an extension of the periods referred to in this condition.

Notes

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

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

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

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

THIS PERMIT WAS ISSUED AT THE DIRECTION OF VCAT AS FOLLOWS:

Date of Order	
31 May 2017	Planning Permit PLN15/1260 was issued in accordance with the order of the Victorian Civil and Administrative Tribunal, reference: P1939/2016 & P2237/2016.
26 June 2017	Planning Permit PLN15/1260 was corrected in accordance with the order of the Victorian Civil and Administrative Tribunal, reference: P1939/2016 & P2237/2016 by correcting condition 6.
5 November 2018	Planning Permit PLN15/1260 was amended in accordance with the order of the Victorian Civil and Administrative Tribunal, reference: P990/2018.
16 January 2019	Planning Permit PLN15/1260 was corrected in accordance with the order of the Victorian Civil and Administrative Tribunal, reference: P990/2018.

THIS PERMIT HAS BEEN AMENDED AS FOLLOWS:

Date of amendment	Brief description of amendment
03 September 2020	Planning Permit PLN15/1260 was amended pursuant to Section 75 of the *Planning & Environment Act* 1987 to allow for the introduction of new east-facing terraces at levels 04 and 05 of the development, with no changes to the permit preamble or conditions.

Date: 31 May 2017

Danielle Connell
Signature for the Responsible Authority

Attachment 1 - Planning Permit (Amended)

PLANNING PERMIT

IMPORTANT INFORMATION ABOUT THIS PERMIT

WHAT HAS BEEN DECIDED?

The Responsible Authority has issued a permit.

(Note: This is not a permit granted under Division 5 or 6 of Part 4 of the **Planning and Environment Act 1987**.)

WHEN DOES A PERMIT BEGIN?

A permit operates:

- from the date specified in the permit; or
- if no date is specified, from—
  - (i) the date of the decision of the Victorian Civil and Administrative Tribunal, if the permit was issued at the direction of the Tribunal; or
  - (ii) the date on which it was issued, in any other case.

WHEN DOES A PERMIT EXPIRE?

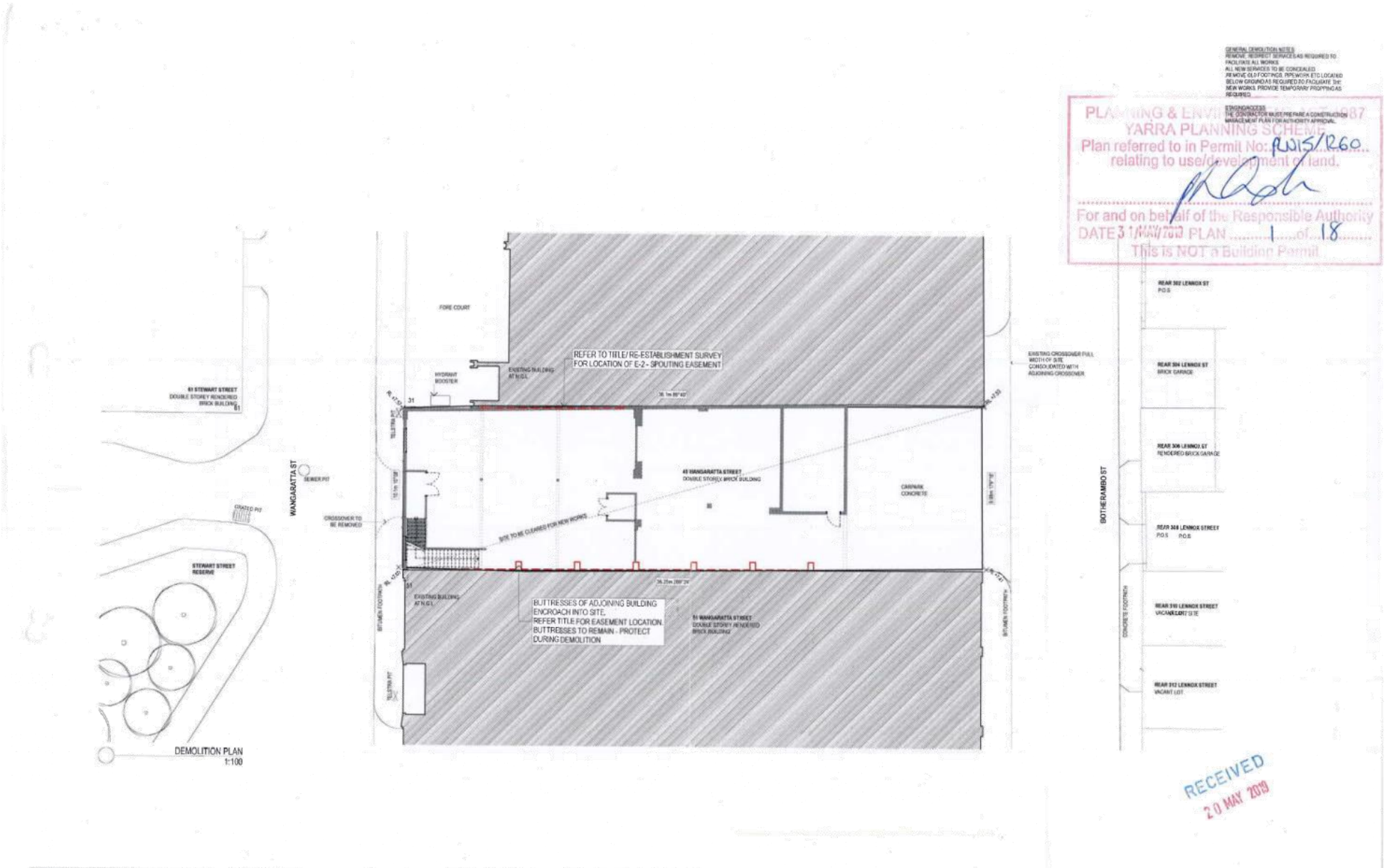
1. A permit for the development of land expires if—
   - the development or any stage of it does not start within the time specified in the permit; or
   - the development requires the certification of a plan of subdivision or consolidation under the Subdivision Act 1988 and the plan is not certified within two years of the issue of the permit, unless the permit contains a different provision; or
   - the development or any stage is not completed within the time specified in the permit, or, if no time is specified, within two years after the issue of the permit or in the case of a subdivision or consolidation within 5 years of the certification of the plan of subdivision or consolidation under the **Subdivision Act 1988**.
2. A permit for the use of land expires if—
   - the use does not start within the time specified in the permit, or if no time is specified, within two years after the issue of the permit; or
   - the use is discontinued for a period of two years.
3. A permit for the development and use of land expires if—
   - the development or any stage of it does not start within the time specified in the permit; or
   - the development or any stage of it is not completed within the time specified in the permit, or, if no time is specified, within two years after the issue of the permit; or
   - the use does not start within the time specified in the permit, or, if no time is specified, within two years after the completion of the development; or
   - the use is discontinued for a period of two years.
4. If a permit for the use of land or the development and use of land or relating to any of the circumstances mentioned in section 6A(2) of the **Planning and Environment Act 1987**, or to any combination of use, development or any of those circumstances requires the certification of a plan under the **Subdivision Act 1988**, unless the permit contains a different provision—
   - the use or development of any stage is to be taken to have started when the plan is certified; and
   - the permit expires if the plan is not certified within two years of the issue of the permit.
5. The expiry of a permit does not affect the validity of anything done under that permit before the expiry.

WHAT ABOUT REVIEWS?

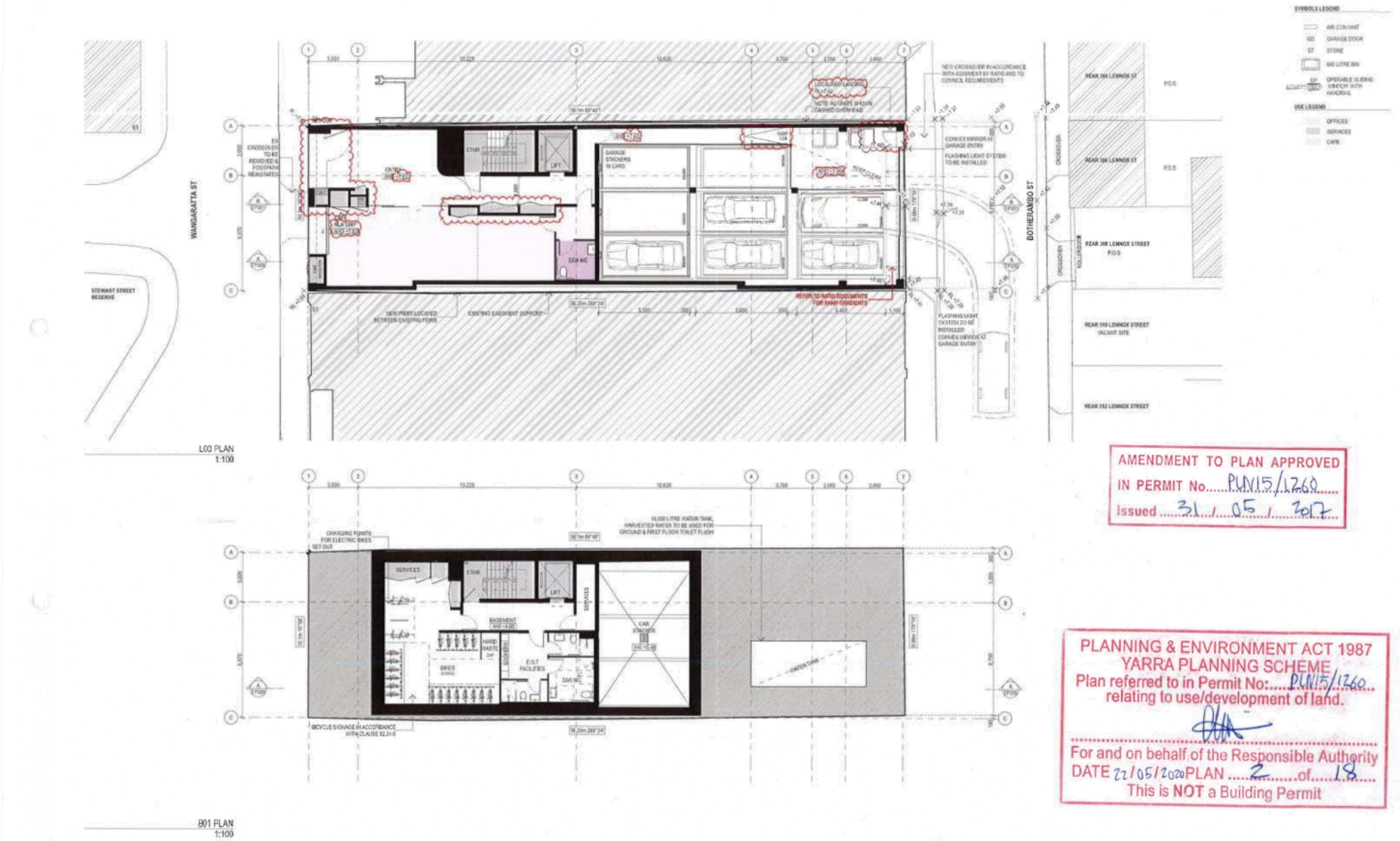
- The person who applied for the permit may apply for a review of any condition in the permit unless it was granted at the direction of the Victorian Civil and Administrative Tribunal, in which case no right of review exists.
- An application for review must be lodged within 60 days after the permit was issued, unless a notice of decision to grant a permit has been issued previously, in which case the application for review must be lodged within 60 days after the giving of that notice.
- An application for review is lodged with the Victorian Civil and Administrative Tribunal.
- An application for review must be made on relevant form which can be obtained from the Victorian Civil and Administrative Tribunal, and be accompanied by the applicable fee.
- An application for review must state the grounds upon which it is based.
- A copy of an application for review must be served on the responsible authority.
- Details about applications for review and the fees payable can be obtained from the Victorian Civil and Administrative Tribunal.

Planning and Environment Regulations 2015 No. 33/2015 Form 4 Sections 63, 64 64A and 86

Attachment 2 - Endorsed Plans



Attachment 2 - Endorsed Plans



AMENDMENT TO PLAN APPROVED
IN PERMIT No. PLN15/1260
Issued 31 / 05 / 2017

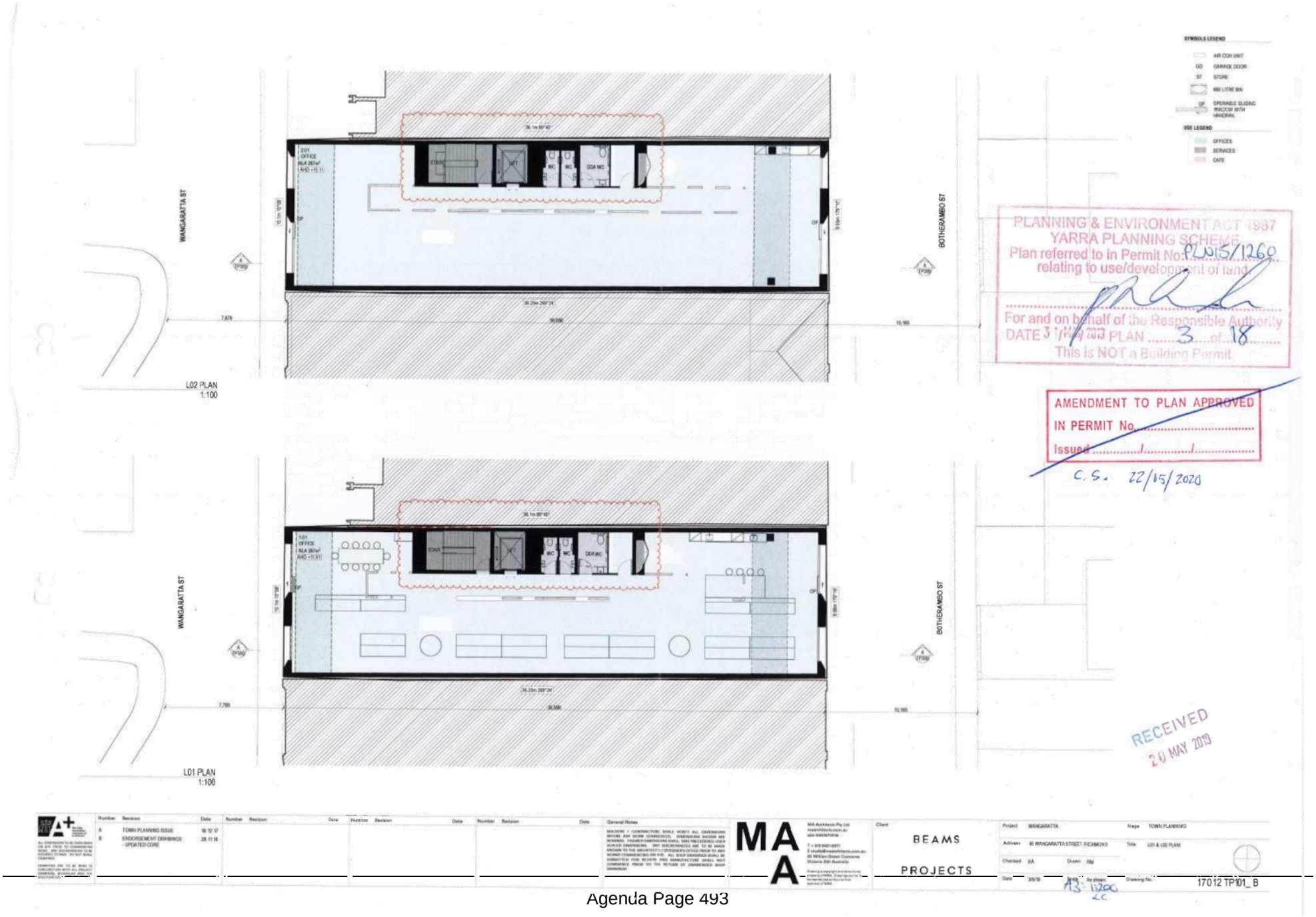
PLANNING & ENVIRONMENT ACT 1987
YARRA PLANNING SCHEME
Plan referred to in Permit No: PLN15/1260
relating to use/development of land.
For and on behalf of the Responsible Authority
DATE 22/05/2020 PLAN 2 of 18
This is NOT a Building Permit

Number	Revision	Date
A	TOWN PLANNING ISSUE	19.12.17
B	ENDORSEMENT DRAWINGS - ADDITIONAL CAR SPACES - UPDATED BASEMENT LAYOUT - UPDATED CORE - CHARGING POINTS FOR ELECTRIC BIKES ADDED - NEW CROSSOVER + RAMP TO BOTHERAMBO STREET	29.11.18
C	- GRID DIMMERS + CAR STACKER DIMENSIONS SHOWN SECONDARY CONSENT - REVISED ENTRY / FOYER - UPDATED NLA TO CAFE - LOCALISED LANDING, RAMP & RL'S SHOWN	20.04.20

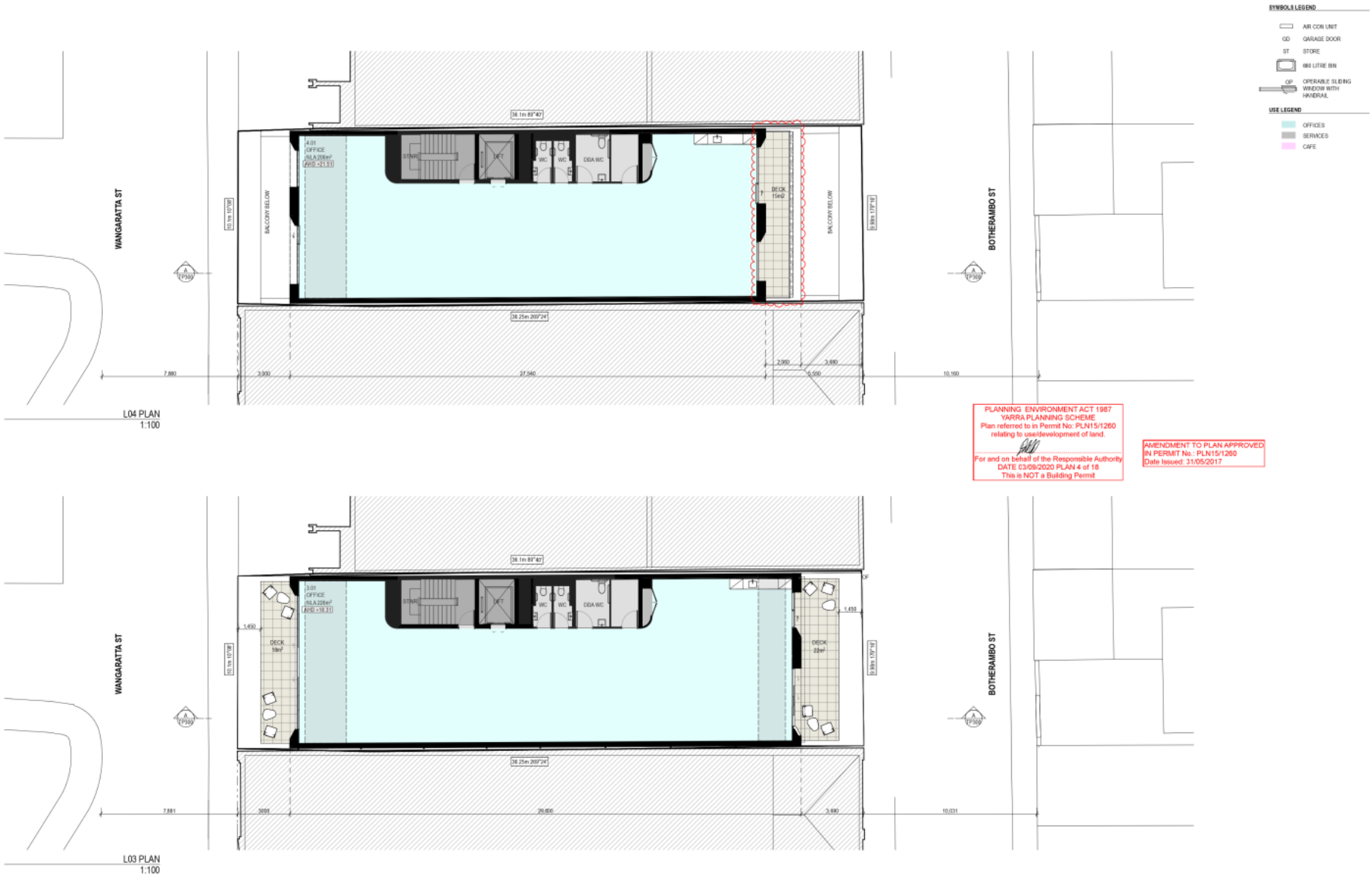
MAA
MA Architects Pty Ltd
BEAMS
PROJECTS
Project: 0BNGRATTA
Stage: TOWN PLANNING
Address: 45 WANGARATTA STREET RICHMOND
Title: B01 & L00 PLAN
Checked: KA
Drawn: BM
Date: 2018
Scale: As shown
Drawing No.: 17012 TP100_ C

RECEIVED
22 APR 2020

Attachment 2 - Endorsed Plans



Attachment 2 - Endorsed Plans



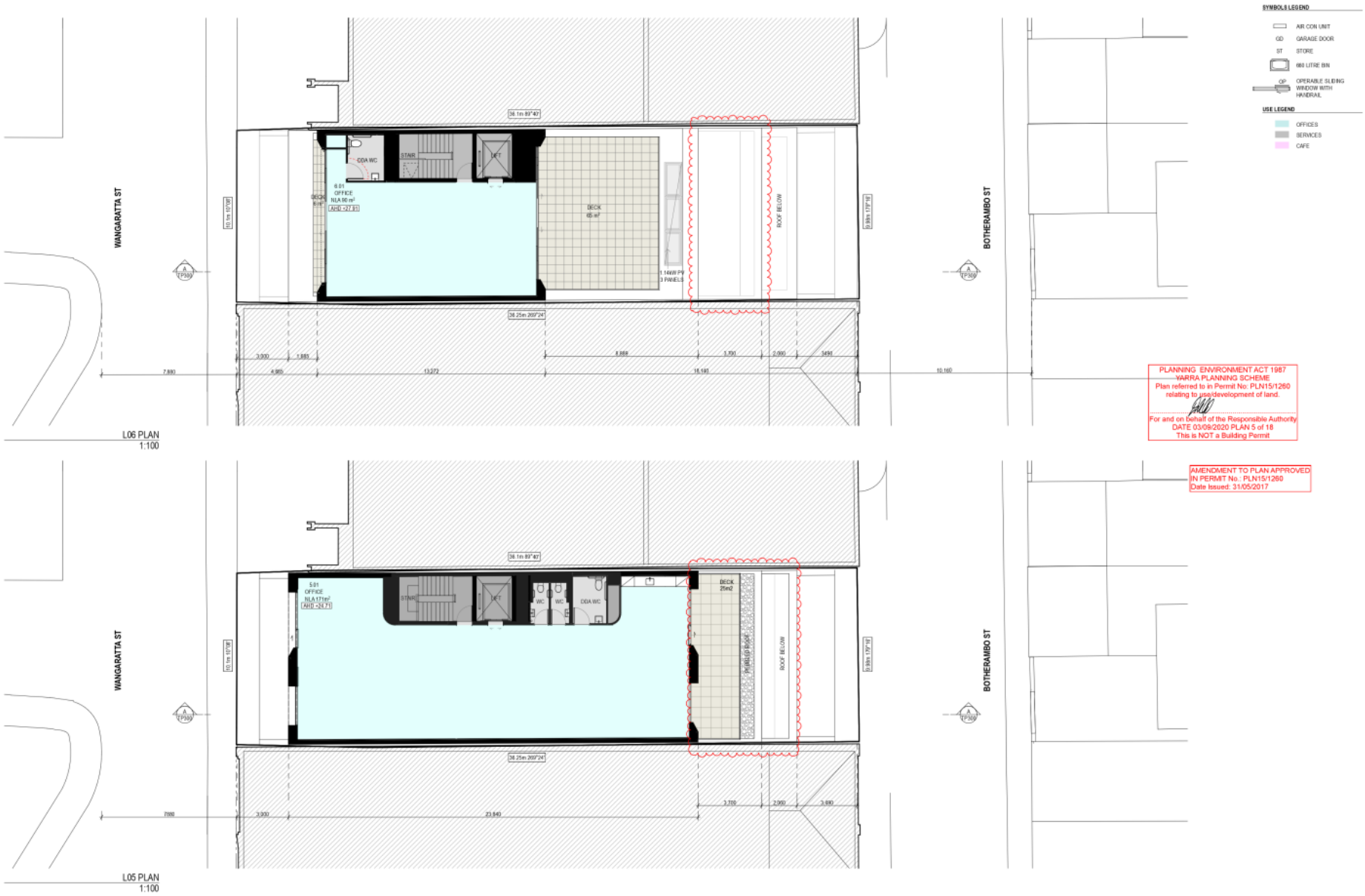
Number	Revision	Date
A	TOWN PLANNING ISSUE	18.12.17
B	ENDORSEMENT DRAWINGS - UPDATED CORE - LEVEL 03 & 04 BOUNDARY WINDOWS REVERSED FOR FIRE	28.11.18
C	SECONDARY CONSENT - DECK ADDED TO L04	21.04.20

MA Architects Pty Ltd
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T + 613 9421 6571
E studio@maarchitects.com.au
25 William Street Cremorne
Victoria 3121 Australia

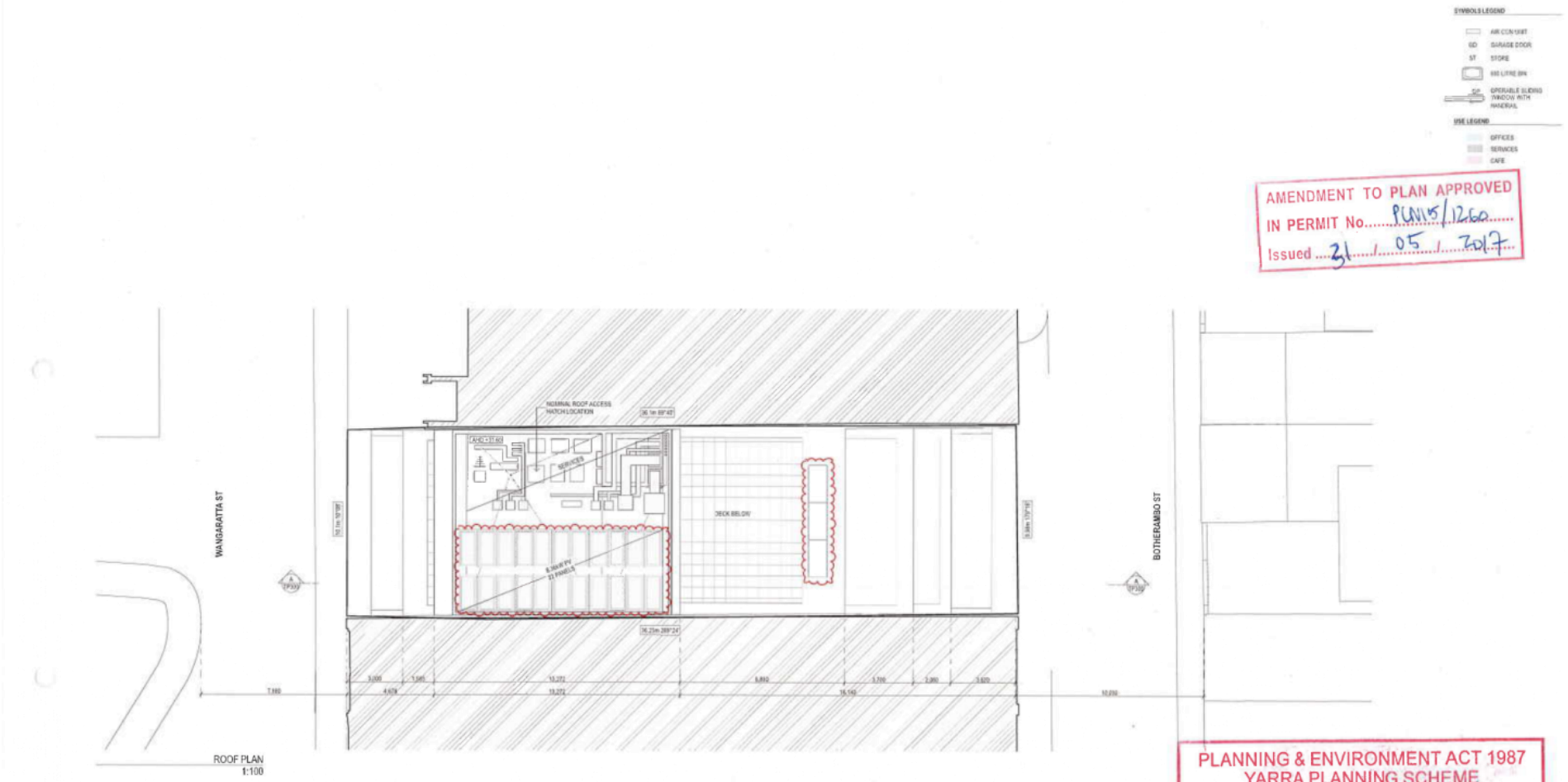
Client: BEAMS PROJECTS

Project	WANGARATTA	Stage	TOWN PLANNING
Address	45 WANGARATTA STREET RICHMOND	Title	L03 & L04 PLAN
Checked	KA	Drawn	RM
Date	2/04/20	Scale	As shown
Drawing No.	17012 TP102_C		

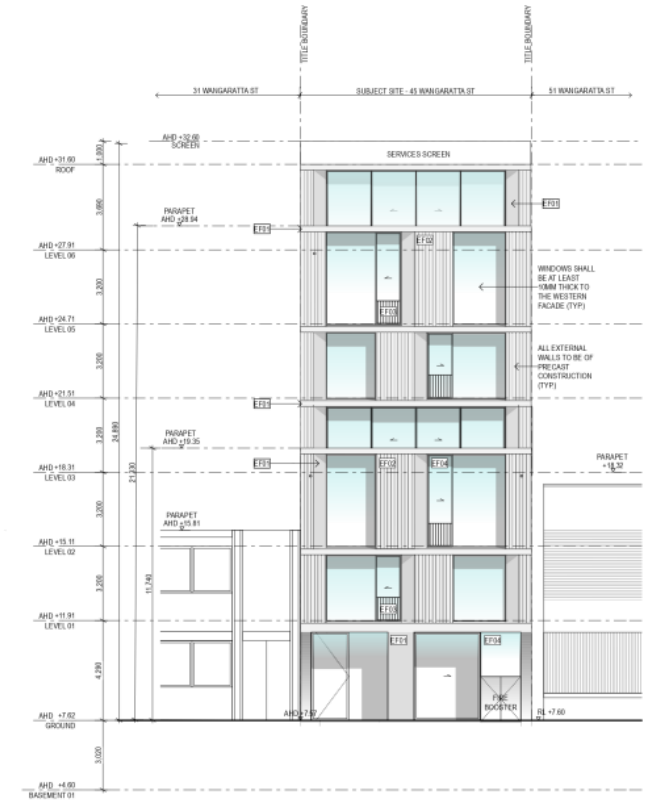
Attachment 2 - Endorsed Plans



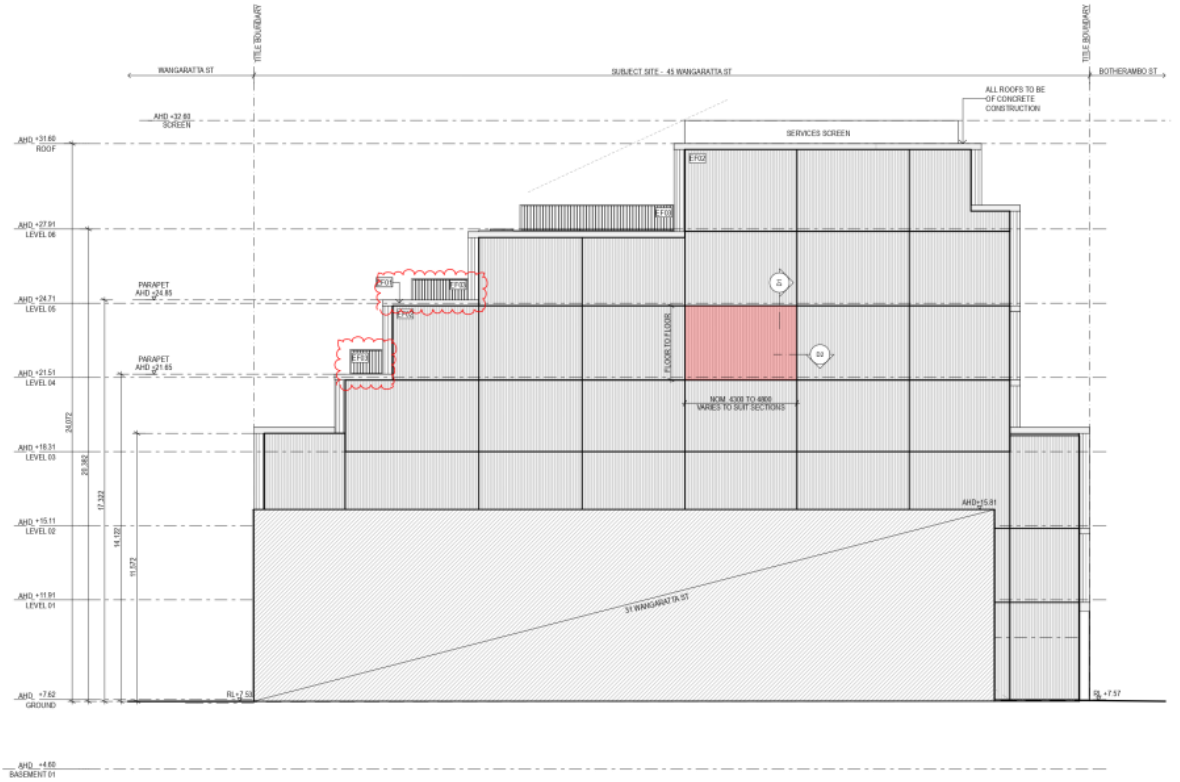
Attachment 2 - Endorsed Plans



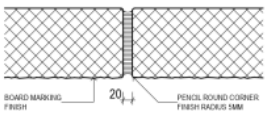
Attachment 2 - Endorsed Plans



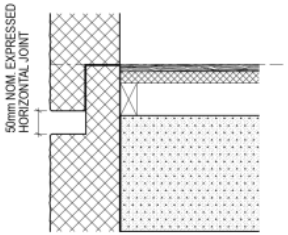
WEST ELEVATION TP
1:100



NORTH ELEVATION TP
1:100



D1 HORIZONTAL JOINT DETAIL
1:5
PRECAST CONCRETE PANEL



D2 VERTICAL JOINT DETAIL
1:5
PRECAST CONCRETE PANEL

PLANNING ENVIRONMENT ACT 1987
YARRA PLANNING SCHEME
Plan referred to in Permit No: PLN15/1260
relating to use/development of land.

For and on behalf of the Responsible Authority
DATE 03/09/2020 PLAN 7 of 18
This is NOT a Building Permit

AMENDMENT TO PLAN APPROVED IN PERMIT No.: PLN15/1260
Date Issued: 31/05/2017

KEY - EXTERIOR FINISHES

EF01	CONCRETE FINISH 01	EF03	POWDER COAT TYPE 01	EF05	STAINLESS STEEL
EF02	CONCRETE FINISH 02	EF04	MIRRORED GLASS	EF06	PERFORATED MESH

NOTE: GRAFFITI RESISTANT COATING TO FINISHES AT GROUND LEVEL

Number	Revision	Date
A	TOWN PLANNING ISSUE	18.12.17
B	ENDORSEMENT DRAWINGS - UPDATED SERVICES SCREEN - EXTERNAL BLINDS REMOVED - UPDATED NORTH ELEVATION PRECAST CONFIGURATION - POWDER COAT FINISH - LEVEL 04 BOUNDARY WINDOW REVERSED FOR COMPLIANCE	28.11.18
C	- NOTES ADDED SECONDARY CONSENT - REVISED ENTRY - PRECAST BREAK UP AMENDED - NOTE AMENDED - DETAILS REVISED - SCREENS REMOVED / REMOVED	28.04.20
D	SECONDARY CONSENT - BALUSTRADES TO TERRACES ON L04 & L05 SHOWN	21.04.20

General Notes

BUILDERS / CONTRACTORS SHALL VERIFY ALL DIMENSIONS BEFORE ANY WORK COMMENCES. DIMENSIONS SHOWN ARE NOMINAL. FIGURED DIMENSIONS SHALL TAKE PRECEDENCE OVER SCALED DIMENSIONS. ANY DISCREPANCIES ARE TO BE MADE KNOWN TO THE ARCHITECTS / DESIGNERS OFFICE PRIOR TO ANY WORKS COMMENCING ON SITE. ALL SHOP DRAWINGS SHALL BE SUBMITTED FOR REVIEW, AND MANUFACTURE SHALL NOT COMMENCE PRIOR TO THIS REVIEW AND APPROVAL BEING OBTAINED

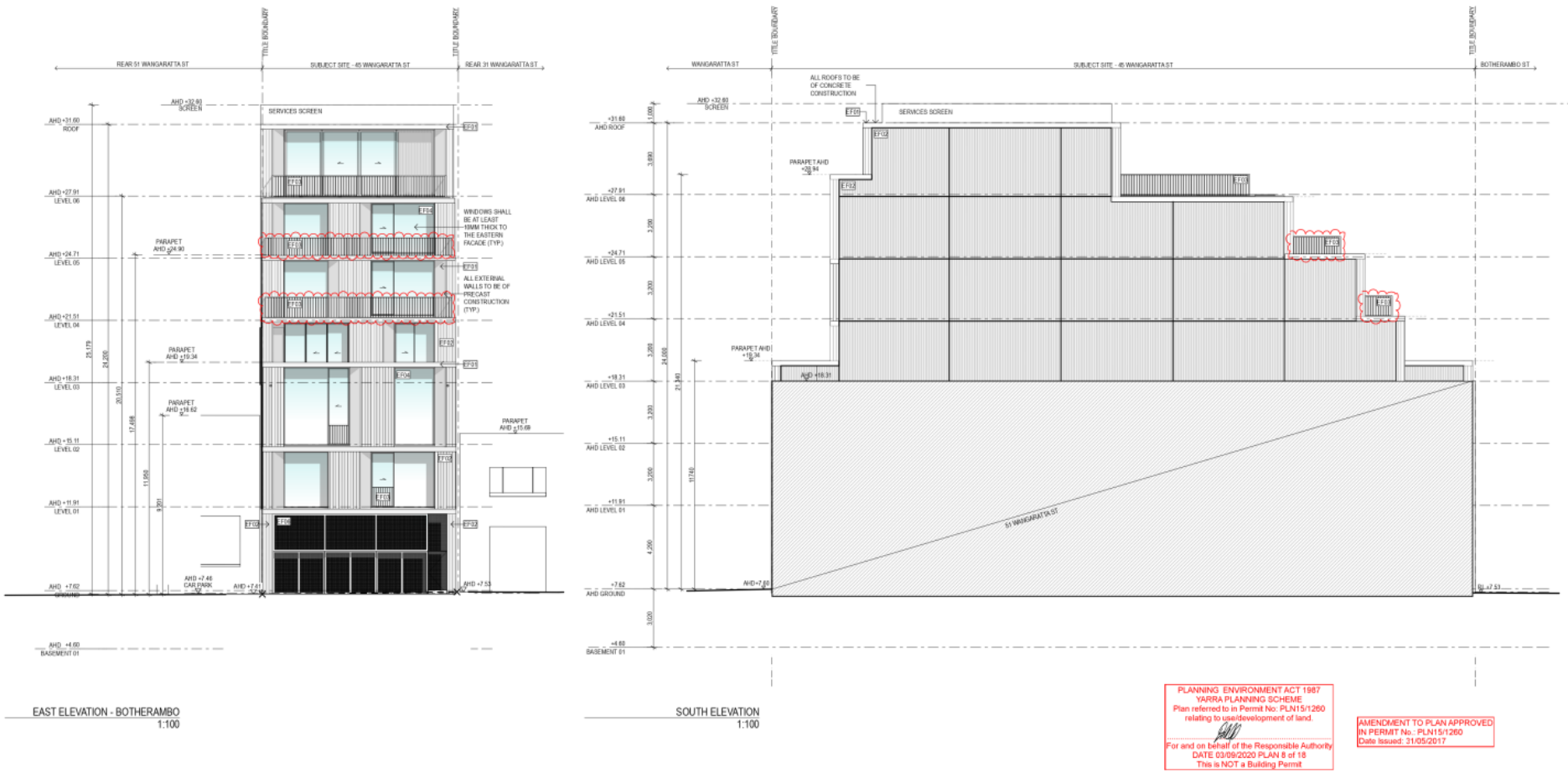
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Victoria 3121 Australia

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Client: BEAMS PROJECTS

Project: WANGARATTA
Address: 45 WANGARATTA STREET RICHMOND
Checked: KA
Drawn: RM
Date: 2/04/20
Scale: As shown
Stage: TOWN PLANNING
Title: ELEVATIONS
Drawing No.: 17012 TP200_D

Attachment 2 - Endorsed Plans



Number	Revision	Date
A	TOWN PLANNING ISSUE	18.12.17
B	ENDORSEMENT DRAWINGS - UPDATED SERVICES SCREEN - UPDATED SOUTH ELEVATION PRECAST CONFIGURATION - REMOVED GLASS MOVEMENT JOINT - POWDER COAT FINISH	28.11.18
C	- NOTES ADDED SECONDARY CONSENT - PRECAST BREAK UP AMENDED - NOTES AMENDED	29.04.20
D	SECONDARY CONSENT - BALUSTRADED TO TERRACES ON L04 & L05 SHOWN	21.04.20

General Notes

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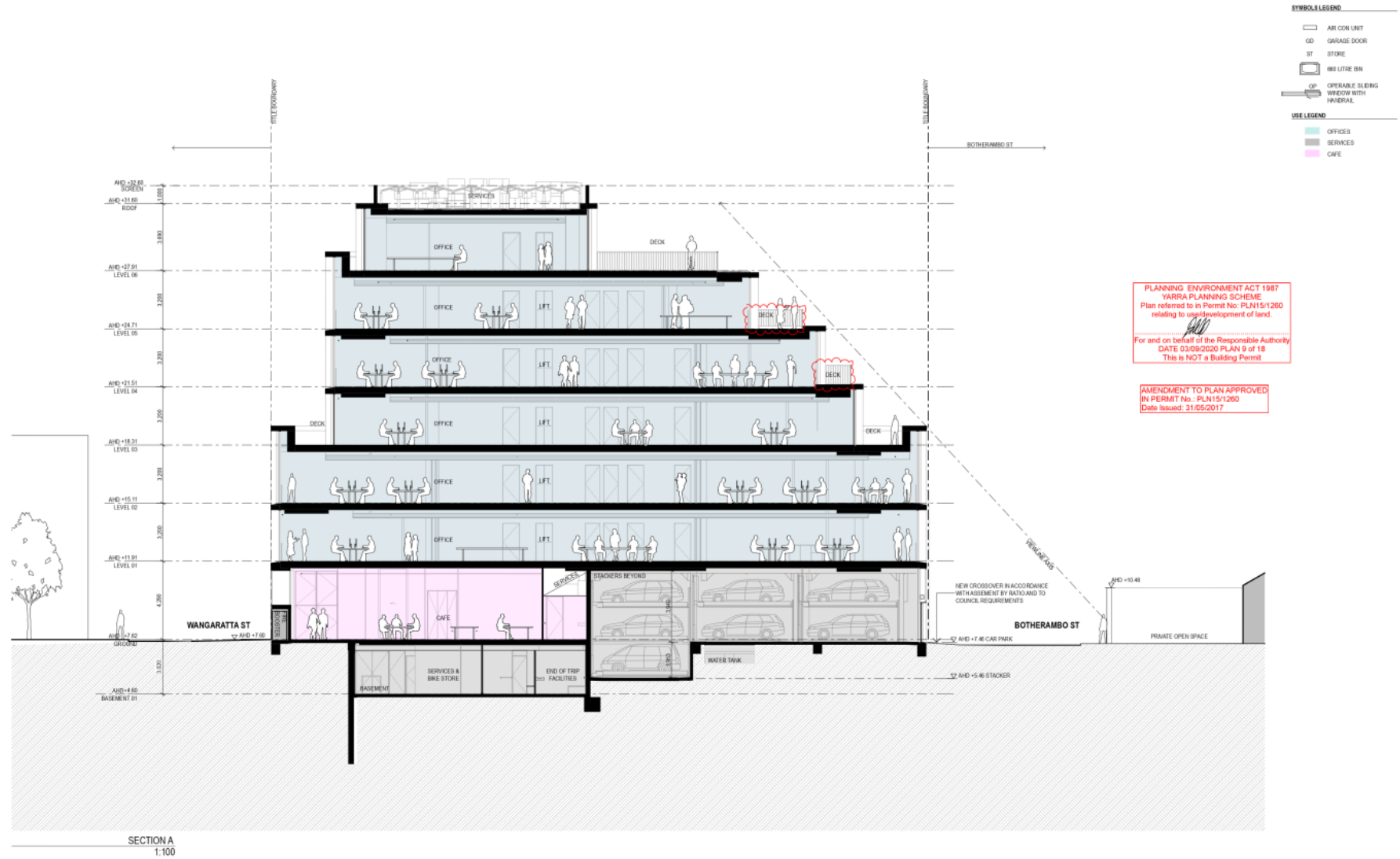
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Client: BEAMS PROJECTS

Project: WANGARATTA
Stage: TOWN PLANNING
Address: 45 WANGARATTA STREET RICHMOND
Title: ELEVATIONS
Checked: KA
Drawn: RM
Date: 2/04/20
Scale: As shown
Drawing No.: 17012 TP201_ D

Attachment 2 - Endorsed Plans



Number	Revision	Date
A	TOWN PLANNING ISSUE	18.12.17
B	ENDORSEMENT DRAWINGS - UPDATED SERVICES SCREEN - ADDITIONAL CAR SPACES - UPDATED BASEMENT LAYOUT - UPDATED CORE	28.11.18
C	SECONDARY CONSENT - ADDITIONAL SOLAR PANELS TO ROOF & L06 TERRACE	21.04.20
D	SECONDARY CONSENT - DECKS ADDED TO L04 + L05	21.04.20

General Notes

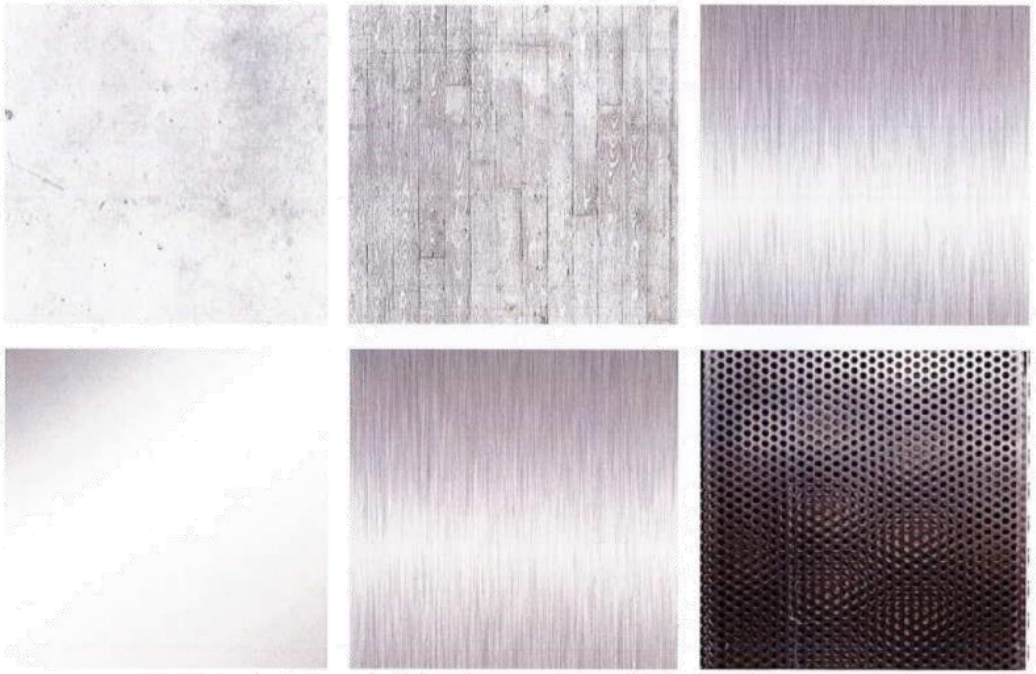
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Client: BEAMS PROJECTS

Project	WANGARATTA
Address	45 WANGARATTA STREET RICHMOND
Checked	KA
Drawn	RM
Date	2/04/20
Scale	As shown
Stage	TOWN PLANNING
Title	SECTIONS
Drawing No.	17012 TP300_D

Attachment 2 - Endorsed Plans



EXTERNAL FINISHES
EF01 OFF-FORM CONCRETE
EF02 BOARDMARKED CONCRETE
EF03 POWDERCOAT TYPE 21 COLOUR: CHROME
EF04 MIRRORED GLASS VLT OF NOT LESS THAN 40%
EF05 STAINLESS STEEL
EF06 PERFORATED MESH

NOTE: GRAFFITI RESISTANT COATING TO FINISHES AT GROUND LEVEL

AMENDMENT TO PLAN APPROVED
IN PERMIT No. PLN15/1260
Issued 31 / 05 / 2017

PLANNING & ENVIRONMENT ACT 1987
YARRA PLANNING SCHEME
Plan referred to in Permit No:.... PLN15/1260...
relating to use/development of land.

For and on behalf of the Responsible Authority
DATE 22/05/2020 PLAN ....10....of....18....
This is NOT a Building Permit

Number	Revision	Date
A	RFI ISSUE	09.02.18
B	ENDORSEMENT DRAWINGS - UPDATED FINISH - NOTE ADDED TO GLAZING SECONDARY CONSENT EXTERNAL ALTERATIONS	28.11.18
C		20.04.20

MA A

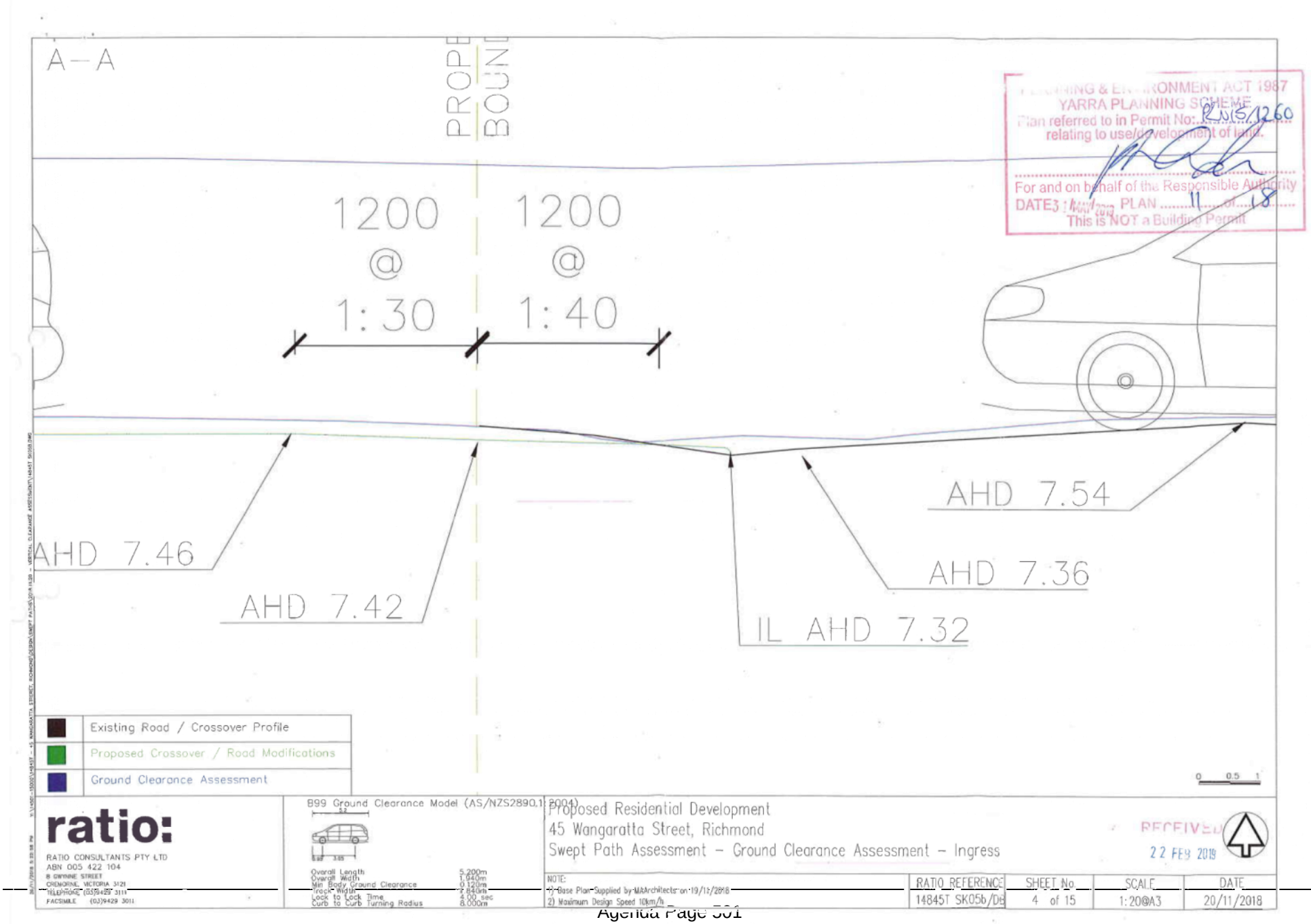
BEAMS

PROJECTS

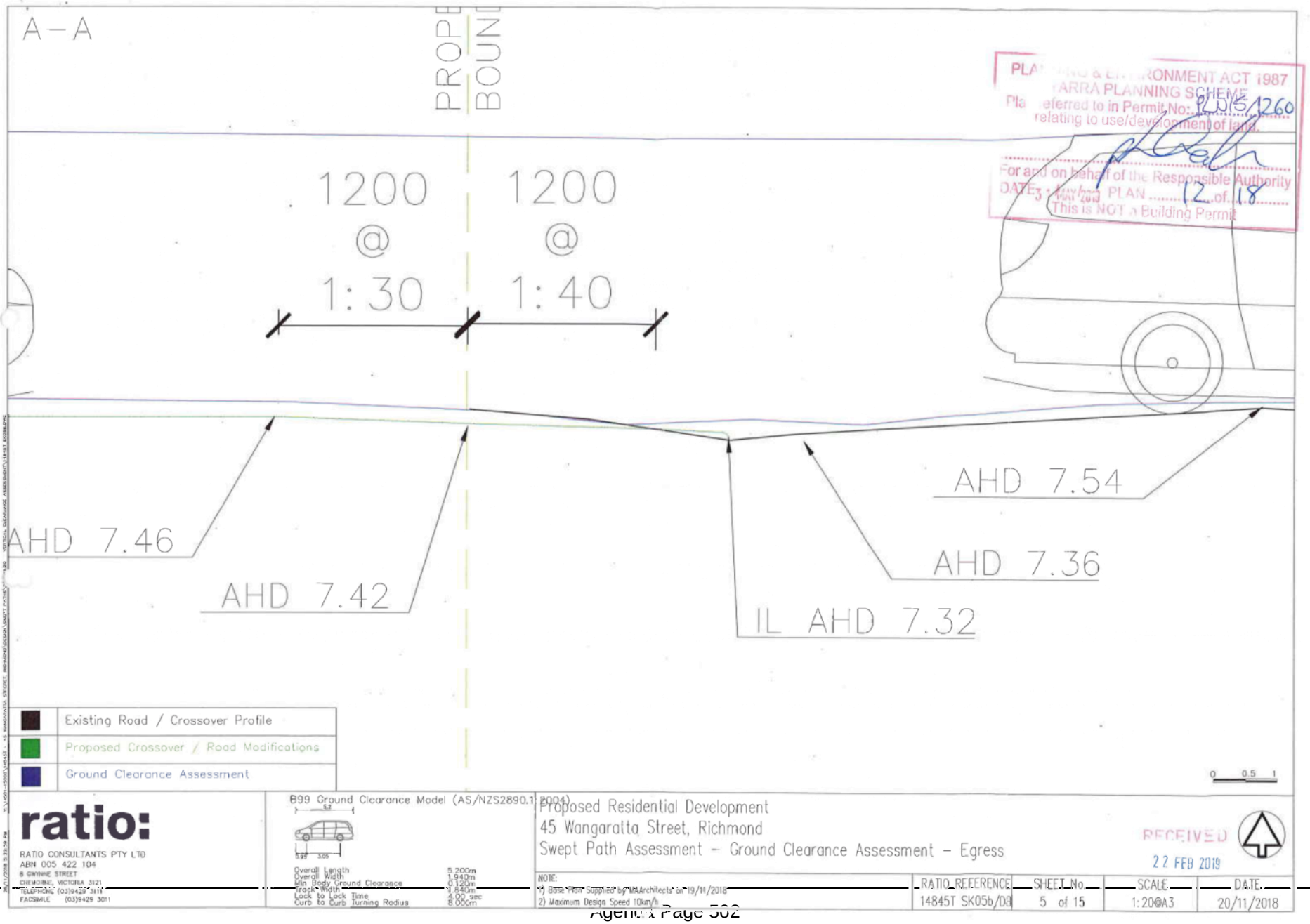
Project	WANGARATTA
Stage	TOWN PLANNING
Address	45 WANGARATTA STREET RICHMOND
Title	EXTERNAL FINISHES
Checked	KA
Drawn	BM
Date	20/4/20
Scale	As shown
Drawing No.	17012 TP700_ C

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22 APR 2020

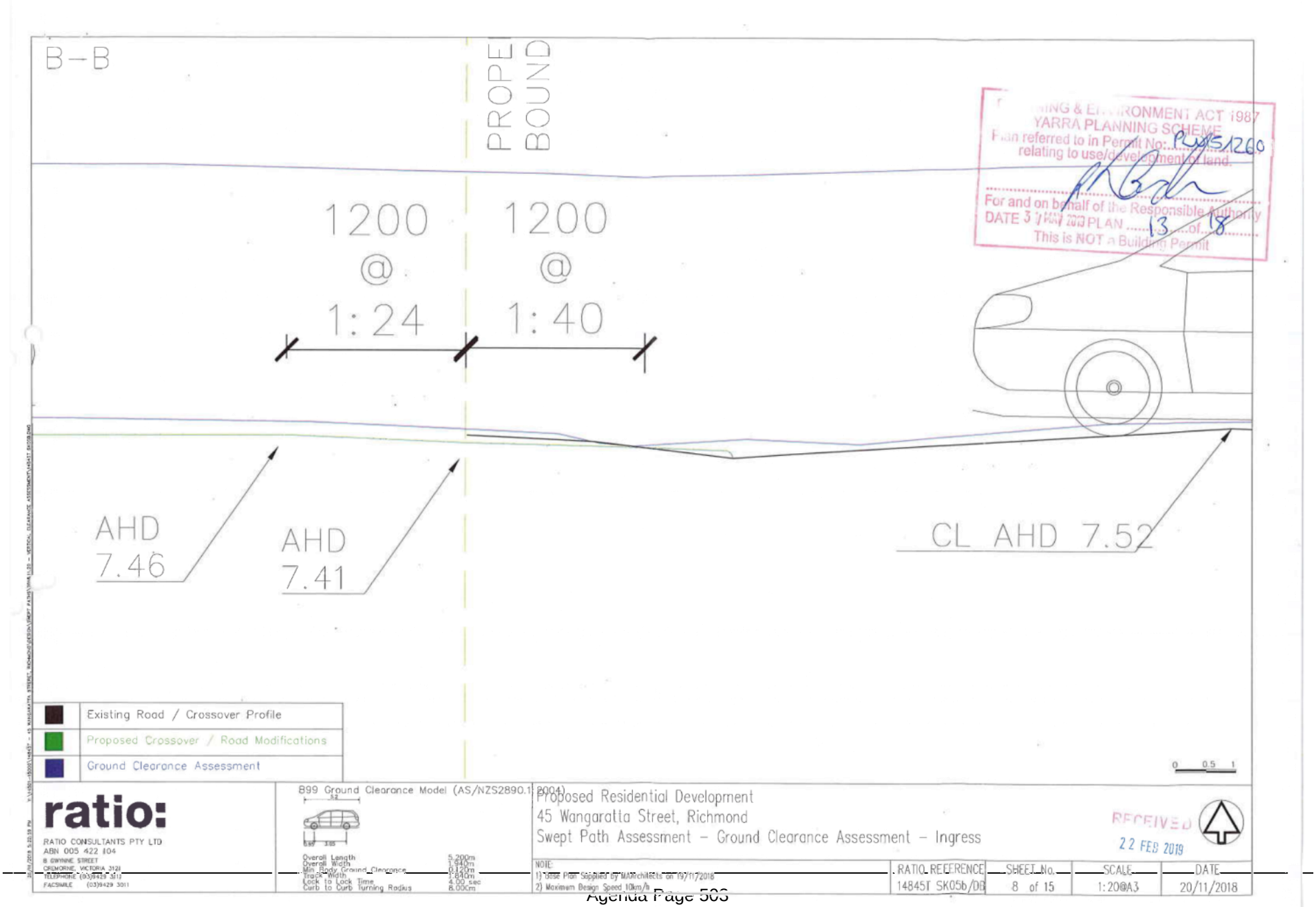
Attachment 2 - Endorsed Plans



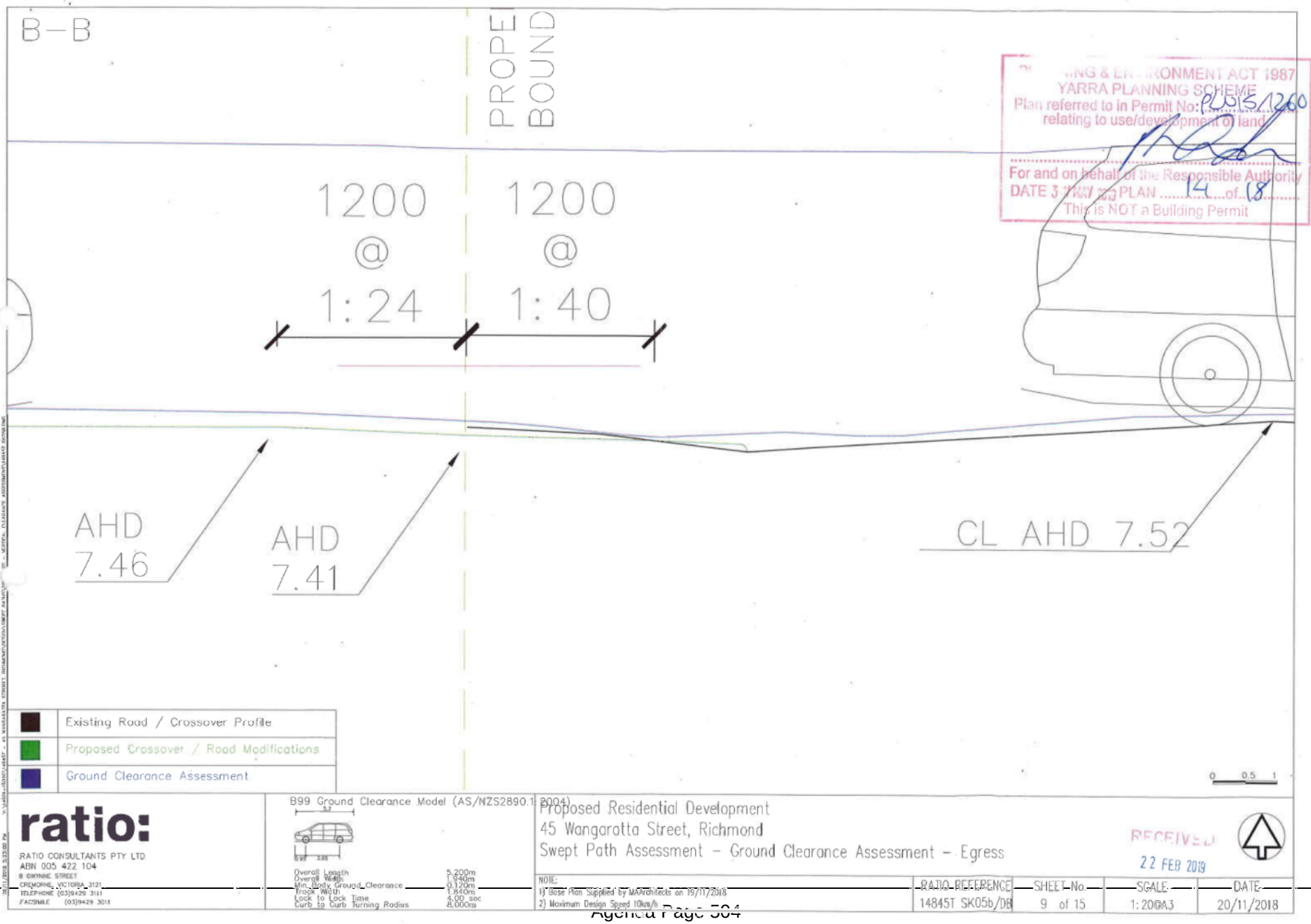
Attachment 2 - Endorsed Plans



Attachment 2 - Endorsed Plans



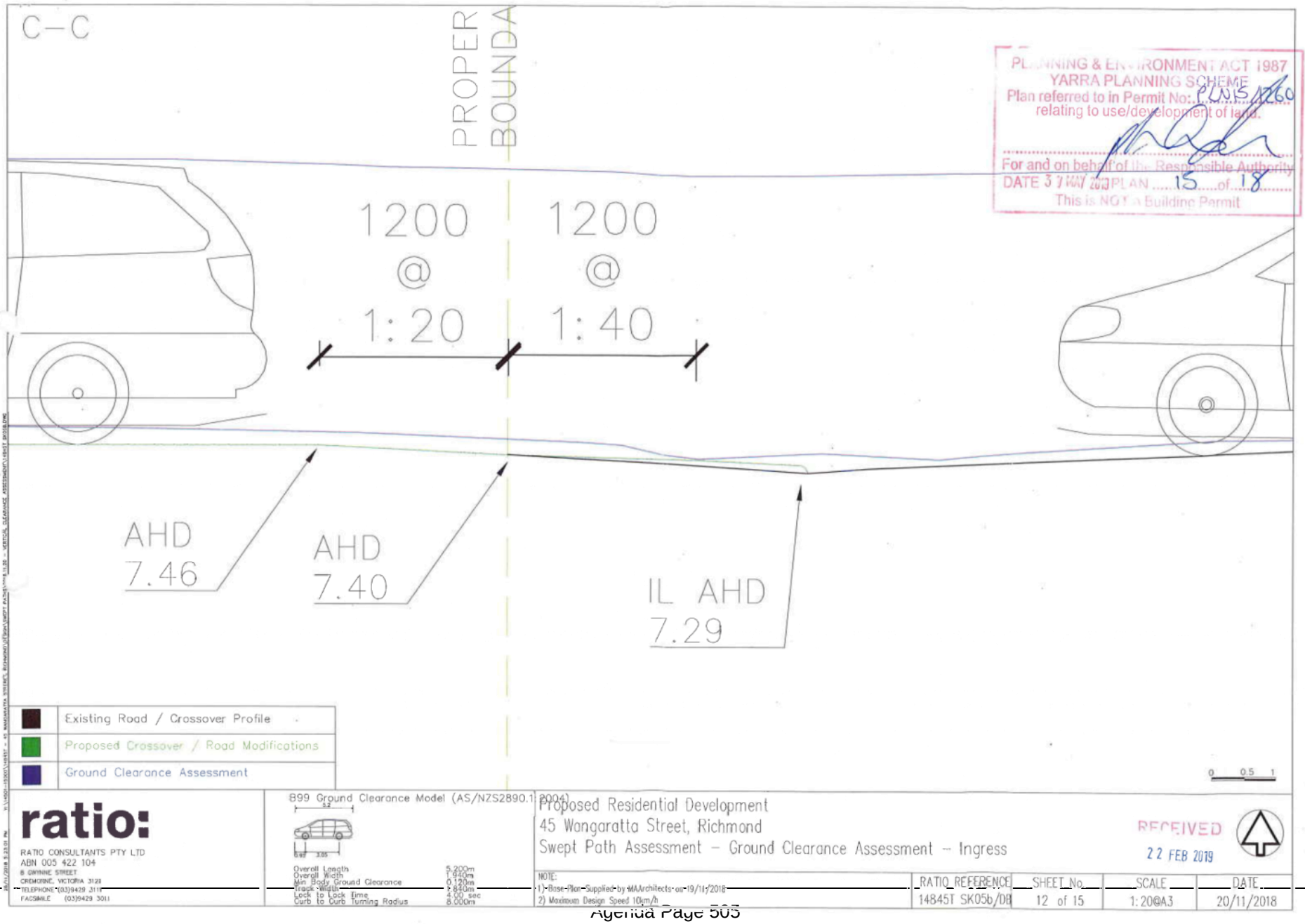
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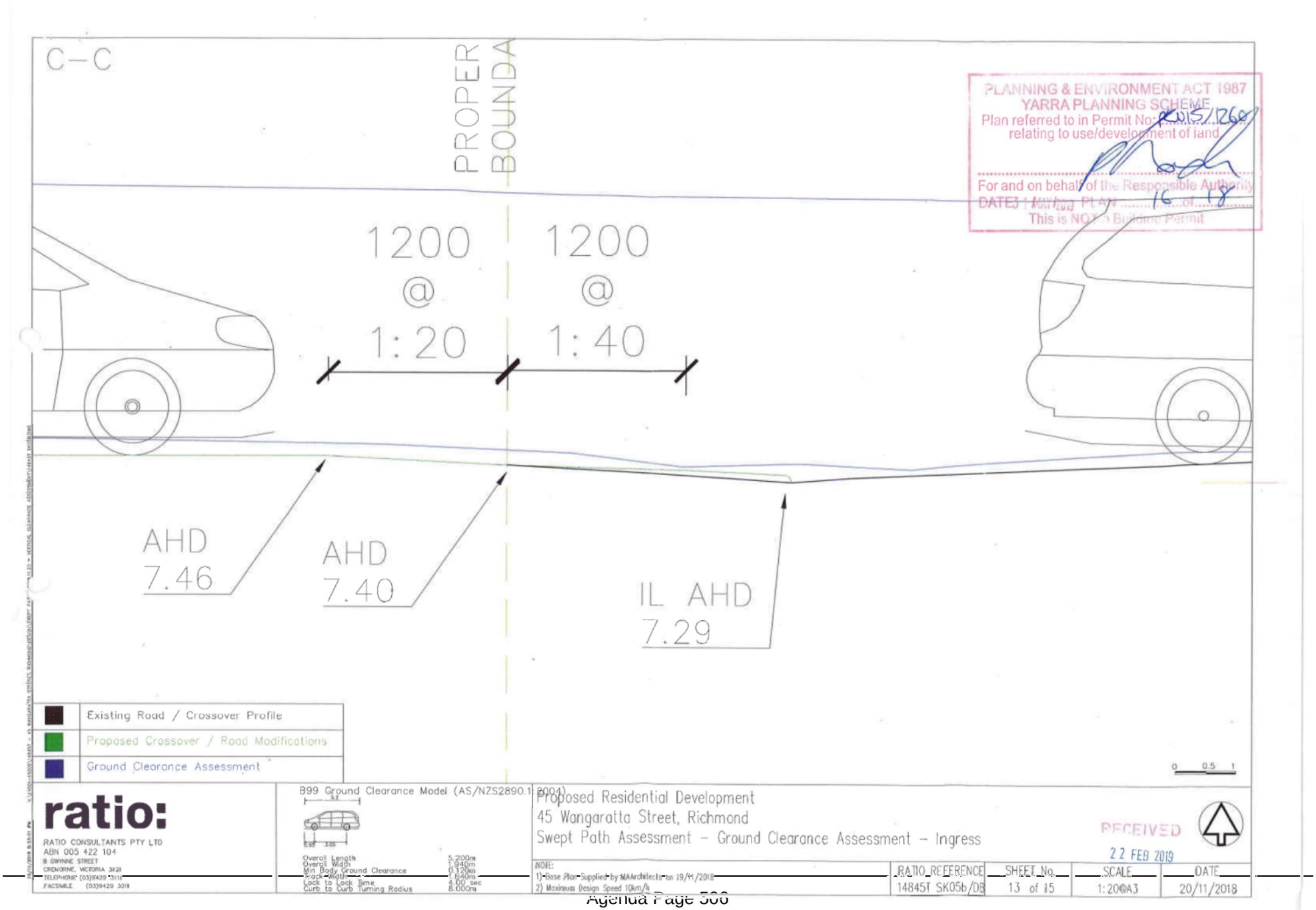
...NG & EN...RONMENT ACT 1987
YARRA PLANNING SCHEME
Plan referred to in Permit No: PLN15/1260
relating to use/development of land
For and on behalf of the Responsible Authority
DATE 3 MAY 2019 PLAN 14 of 18
This is NOT a Building Permit

RECEIVED
22 FEB 2019

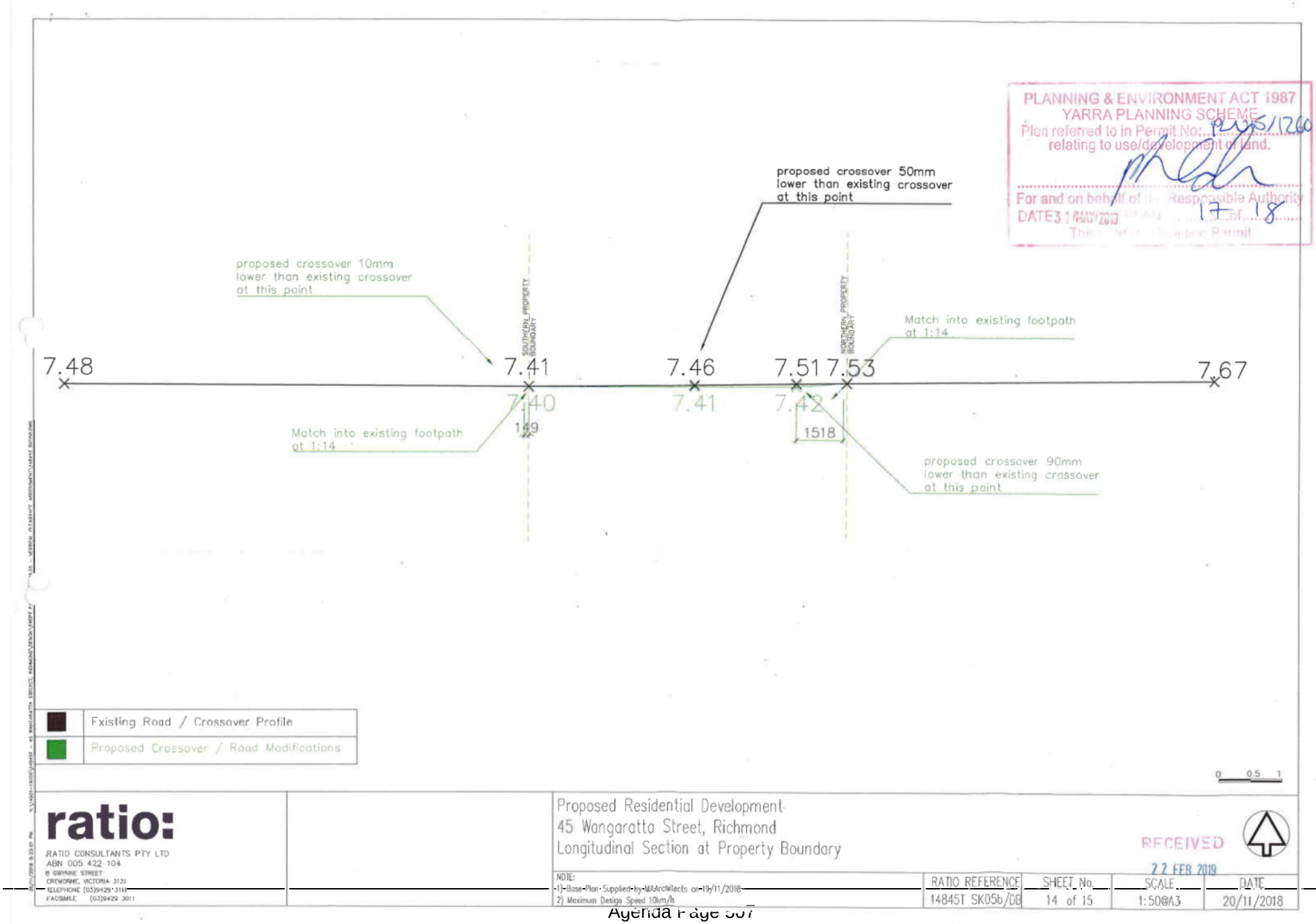
Attachment 2 - Endorsed Plans



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Attachment 2 - Endorsed Plans

